Maria Fidelis School, Euston

Transport Statement

Ref: 180654/H Jenkins

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1.0 INTRODUCTION

1.1 Background

1.1.1 Conisbee has been appointed by London Borough of Camden and London and Continental Railways to produce a Transport Statement to accompany a planning application for the re-development of Maria Fidelis Roman Catholic Convent School in the London Borough of Camden.

1.1.2 The site is located on Starcross Street, approximately 300m west of Euston Station. As part of the application, it is proposed to re-develop Maria Fidelis School for a meanwhile use as a construction skills college, office and community centre together with associated landscaping and public open space.

1.1.3 The location of the proposed development site is illustrated in Figure 1.1 below.

Figure 1.1 Site location

1.2 Scope of Transport Statement

1.2.1 The purpose of this Statement is to consider the transport characteristics of the proposed development, consider any impact on the surrounding transport network and identify any measures required to mitigate this impact.

1.3 Structure of the report

1.3.1 Following this introductory chapter, the remainder of the report is structured as follows:

- Section 2 sets out the policy context for the development;
- Section 3 describes the existing transport conditions surrounding the site including connectivity to all modes of transport, walking and cycling facilities, together with a review of personal injury accident data within the study area;
- Section 4 outlines the development proposals including access and parking provision;
- Section 5 considers deliveries and servicing needs of the site;
- Section 6 predicts the likely travel demand generated by the proposed development and identifies any mitigation measures required; and,
- Section 7 summarises the findings of the report.

2.0 POLICY CONTEXT

2.1.1 This section of the Transport Statement sets out the current national, regional and local transport planning policy relevant to the proposed development

2.1.2 Current transport policies at the national, regional and local level are built around the central themes of long-term sustainable development, sustained investment in transport and improved accessibility at all levels. These policies promote continued economic growth through the provision of an efficient and reliable transport system, a reduction in traffic congestion, improvements in highway safety, and enhancements to the accessibility of sustainable modes of travel.

2.2 National Policy

National Planning Policy Framework (NPPF) 2018

2.2.1 The new NPPF revision was published in July 2018, which is the first revision since 2012. At the heart of the NPPF is a presumption in favour of sustainable development. This document *'provides a framework which locally-prepared plans for housing and other development can be produced'.*

2.2.2 To achieve sustainable development there are three overarching independent objectives, which need to be pursued in mutually supportive ways. The NPPF defines the delivery of sustainable development through three objectives:

- Planning for a strong, responsive and competitive economy (an economic objective);
- Planning for strong, vibrant and healthy communities (a social objective); and,
- Planning for protecting and enhancing the natural, built and historic environment (an environmental objective).

2.2.3 The NPPF recognises that transport issues should be considered from the earliest stages of plan making and development proposals, so that:

- Potential impacts of the proposed development on transport network can be addressed;
- Opportunities from transport infrastructure and changing transport technology and usage are realised, in relation to the scale, location or density of the development that can be accommodated;
- Walking, cycling and public transport opportunities are identified and pursued;
- Environmental impacts of transport and traffic can be identified, assessed and taken into account, including opportunities for avoiding and mitigating any adverse effects; and,

- Provision of high-quality places, where patterns or movements, streets, parking and transport considerations are integral to the design.

2.2.4 It is recognised that the planning system should manage growth in support of these objectives. It is also considered that major developments should be located in sustainable locations, where the need to travel is limited and a choice of alternative modes of travel are offered. This can improve air quality, health and well-being, as well reduce congestion and emissions. It is recognised that opportunities to maximise sustainable transport will differ between urban and rural areas and this should be taken into account.

2.2.5 The NPPF states that '*plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people'*. Therefore, development should be located and designed where practical to, amongst other things:

- Support an appropriate mix of uses, and minimise the number and length of journeys needed for employment, education, leisure, shopping and other activities;
- Actively engage with local highway authorities, transport infrastructure providers, operators and neighbouring councils so that investments and strategies for sustainable transport and development patterns are aligned;
- Identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice, and realise opportunities for large developments; and,
- Provide high quality walking and cycling networks and support facilities such as cycle parking.

2.2.6 Planning policies should provide an effective use of land. When assessing new developments, consideration of the following should be taken into account:

- Appropriate opportunities to promote sustainable transport modes, based on the type and location of development;
- Safe and suitable access to the site can be achieved for all users;
- Any impacts of development on the transport network, including highway safety, can be effectively mitigated.

2.2.7 Development should only be refused on highway grounds if there would be an '*unacceptable impact on highway safety, or the residual cumulative impacts on the road would be severe'.* Therefore, new applications should:

- Prioritise pedestrian and cycle movements (within the scheme and with neighbouring areas), and encourage the use of public transport, by maximising the catchment area for public transport services and provision of appropriate facilities;

- Address the needs of people with disabilities and reduced mobility;
- Create safe, secure and attractive places that minimise the conflict between vehicles and vulnerable road users, and respond to local character and design standards; and,
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.

2.2.8 It states that all developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the impacts of the proposals can be assessed

2.3 Regional Policy

The London Plan (March 2016)

2.3.1 The London Plan, published in March 2016, is consolidated with alterations to the 2011 London Plan, motivated by the realisation that the population of London has grown much faster than was anticipated in the 2011 London Plan. It is '*the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years'*.

2.3.2 Chapter 6 of the London Plan details the policies primarily intended to support the delivery of a city where it is easy and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, and supports the delivery of all the objectives of the London Plan.

2.3.3 Policy 6.1 specifies that the Mayor will use a strategic approach to better integrate transport and development proposals including:

- Encouraging patterns and nodes of development that reduce the need to travel, especially by car;
- Seeking to improve the capacity and accessibility of public transport, walking and cycling;
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and,
- Promoting walking by ensuring an improved urban realm.

2.3.4 Policy 6.2 states how the Mayor will work with strategic partners to:

- Improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system;

- Co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable; and,
- Increase the capacity of public transport in London over the Plan period by securing funding and implementing the schemes outlined in Table 6.1 of the London Plan.

2.3.5 Policy 6.3 details how the effects of development on transport capacity are assessed. Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed and development should not adversely affect safety on the transport network.

2.3.6 Policy 6.9 details how the Mayor will work with all relevant partners to bring about a significant increase in cycling in London. It states that developments should '*provide secure, integrated and accessible cycle parking facilities'.*

2.3.7 Policy 6.10 states the Mayor's intentions to *'bring about a significant increase in walking in London' achieved by 'emphasizing the quality of the pedestrian and street environment'.*

2.3.8 Policy 6.13 addresses how parking can have a significant influence on transport choices and seeks an appropriate balance between promoting new development and providing excessive car parking. The Plan sets out maximum standards as the basis for considering planning applications. Developments must provide for the travel needs of disabled people, meet minimum cycle parking standards and provide for the needs of deliveries and servicing.

Draft New London Plan (November 2017)

2.3.9 In terms of transport, the aim for London is to reduce the dependency on cars in favour of increasing walking, cycling and public transport use. Policy T1 aims to rebalance the transport system towards walking, cycling and public transport, to ensure that alternatives to the car are accessible, affordable and appealing.

2.3.10 It is stated in Policy T6 of the draft New London Plan, that car parking for all developments should be restricted in line with public transport connectivity. In addition, it is considered that *'the dominance of vehicles on streets is a significant barrier to walking and cycling and reduces the appeal of streets as public places. Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles'.* It is also stated in the policy that apart from the existing or planned PTAL level at the site, considerations should be given to the quality of public transport provision, as well as conditions for walking and cycling.

2.3.11 Policy T6.2 states that all developments in central activities zones and inner London should be car-free.

2.4 Local Policy

Camden Local Plan 2017

2.4.1 Camden's Core Strategy (adopted in 2017) sets out the key elements of the Council's planning policies and replaces the Core Strategy and Development Policies documents (adopted in 2010). It sets out the vision and strategic policies for the borough.

2.4.2 The Plan promotes sustainable transport choices in order to mitigate the impact of developments on the environment, to respond to congestion affecting roads and public transport, and to promote healthier lifestyles. The detailed policy framework to implement these aims, and those specific to these proposals, is set out below.

Policy C6

2.4.3 The Council encourages access and inclusion for all. Therefore, new developments will be expected to be built to the highest standard and inclusive design, provide routes between the buildings in an accessible way, encourage accessible public transport and provide for the travel needs of disabled people.

Policy T1

2.4.4 To promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site. As part of this policy, it is proposed to improve the pedestrian environment, by creating a safe, easy to walk through and well-lit environment.

2.4.5 Cycling is also promoted, and new development will be excepted to provide and make contributions towards connected, high quality, convenient cycle routes. It is expected that cycle parking will exceed London Plan's cycle standards.

2.4.6 Lastly, promotion of public transport will be encouraged in the borough.

Policy T2

2.4.7 The Council will limit opportunities for parking and will require all new developments to be car-free. As part of the policy, the Council will not issue on-street and on-site parking permits and limit parking for all users, apart from Blue Badge users and operational and servicing vehicles.

2.5 Summary

2.5.1 The site is compliant with national, regional and local policies as it is well located to access local facilities and there are extensive public transport opportunities within close proximity. It is proposed that the mixed-use development will be car-free with cycle parking in accordance with the current policy.

3.0 EXISTING SITUATION AND ACCESSIBILITY

3.1 Site location

3.1.1 This section summarises the existing transport network within the vicinity of the site, detailing the accessibility by walking, cycling, public transport and local highway network.

3.1.2 The proposed development site is located at Maria Fidelis School on Starcross Street, approximately 300m to the west of Euston Station, in the London Borough of Camden.

3.1.3 The proposed development is bounded by:

- The HS2 development to the north;
- The Exmouth Arms pub to the east;
- North Gower Street to the west; and,
- Starcross Street to the south.

3.1.4 The location of the development site together with the local highway network is shown in Figure 3.1 below.

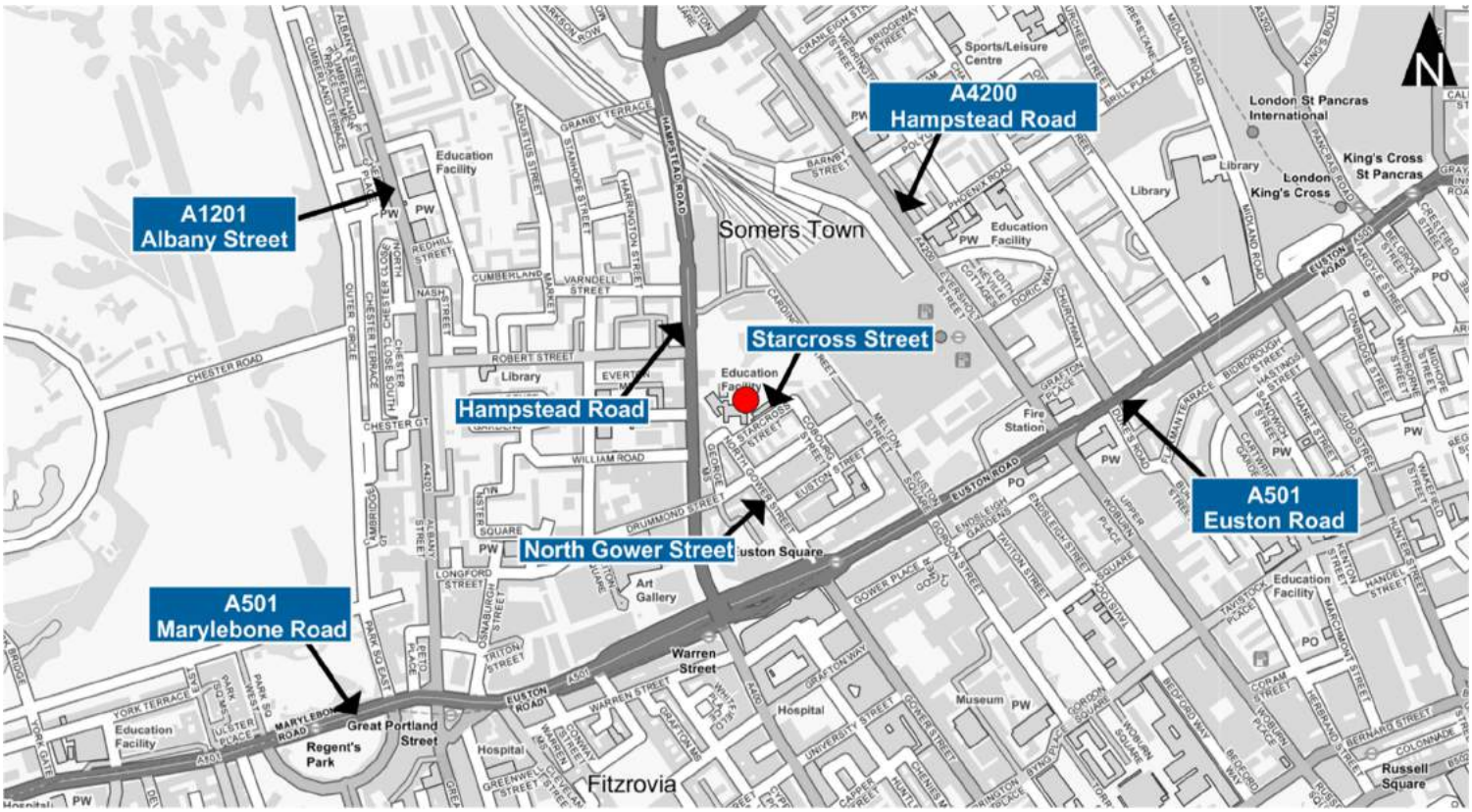

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Figure 3.1 Site location and local highway network

3.2 Accessibility by walking and cycling

3.2.1 This site is accessible by walking, cycling and public transport, as described in the following paragraphs.

Walking

3.2.2 Pedestrians are well provided for with all the roads in the vicinity of the site having footways on one or both sides of the carriageway. Footways are provided on both sides of Starcross Street, which provide convenient access to other roads in the vicinity of the site, as well as access to various amenities and facilities in the immediate area.

3.2.3 The area in the vicinity of the site is highly permeable, provided with pedestrian routes, which provide convenient access to various retail, educational and health facilities. The routes include:

- Exmouth Mews – linking Starcross Street to Drummond Street to the south-east;
- George Mews – linking North Gower Street to Drummond Street to the south-west;
- Foundry Mews – linking Drummond Street to Tolmer's Square further to the south; and,
- Everton Buildings – linking Hampstead Road and Stanhope Street to the west.

3.2.4 The northern end of North Gower Street is pedestrianised and provides a convenient route to Hampstead Road as well as bus stops and retail facilities along the length of the carriageway.

3.2.5 The site is located within walking distance of a wide range of public houses, restaurants, cafes, food stores and retail facilities along Drummond Street, Hampstead Road and the wider Euston Road area, all of which are easily accessible via the continuous footway links from the site, as shown in Figure 3.2 below.

Figure 3.2 Local amenities

3.2.6 There are various pedestrian crossing facilities provided in the vicinity of the site including:

- A formal zebra pedestrian crossing, with dropped kerbs, tactile paving and Belisha Beacons, provided approximately 120m to the south-west of the site on North Gower Road;
- A formal signalised pedestrian crossing, with dropped kerbs and tactile paving, provided approximately 120m to the north-west of the site on Hampstead Road; and,
- A formal signalised crossing with dropped kerbs and tactile paving provided approximately 170m to the south-west of the site at Drummond Street/Hampstead Road junction.

3.2.7 In addition to formal crossings, there are informal crossings with dropped kerbs and tactile paving at all junctions in the vicinity of the site, which provide a safe and convenient access from the school to various facilities, as well as Euston Station further to the east.

Cycling

3.2.8 There are a number of existing cycle routes in the vicinity of the site. The site is located approximately 50m east of an on-road local cycle route, which provides access to central London and Cycle Superhighway 6, approximately 6.5km further to the south. In addition, local cycle route 162 is provided approximately 4km to the north-east of the site.

3.2.9 There are many Santander Cycle docking stations located within close proximity of the site. The closest docking station is located on Euston Road, approximately 350m south of the site, and provides 24 cycle storage spaces. In addition, there are docking stations located on A400 Hampstead Road, Warren Street and Gower Place.

3.2.10 Figure 3.3 below shows the local cycle networks and Santander Cycle locations within close proximity to the site.

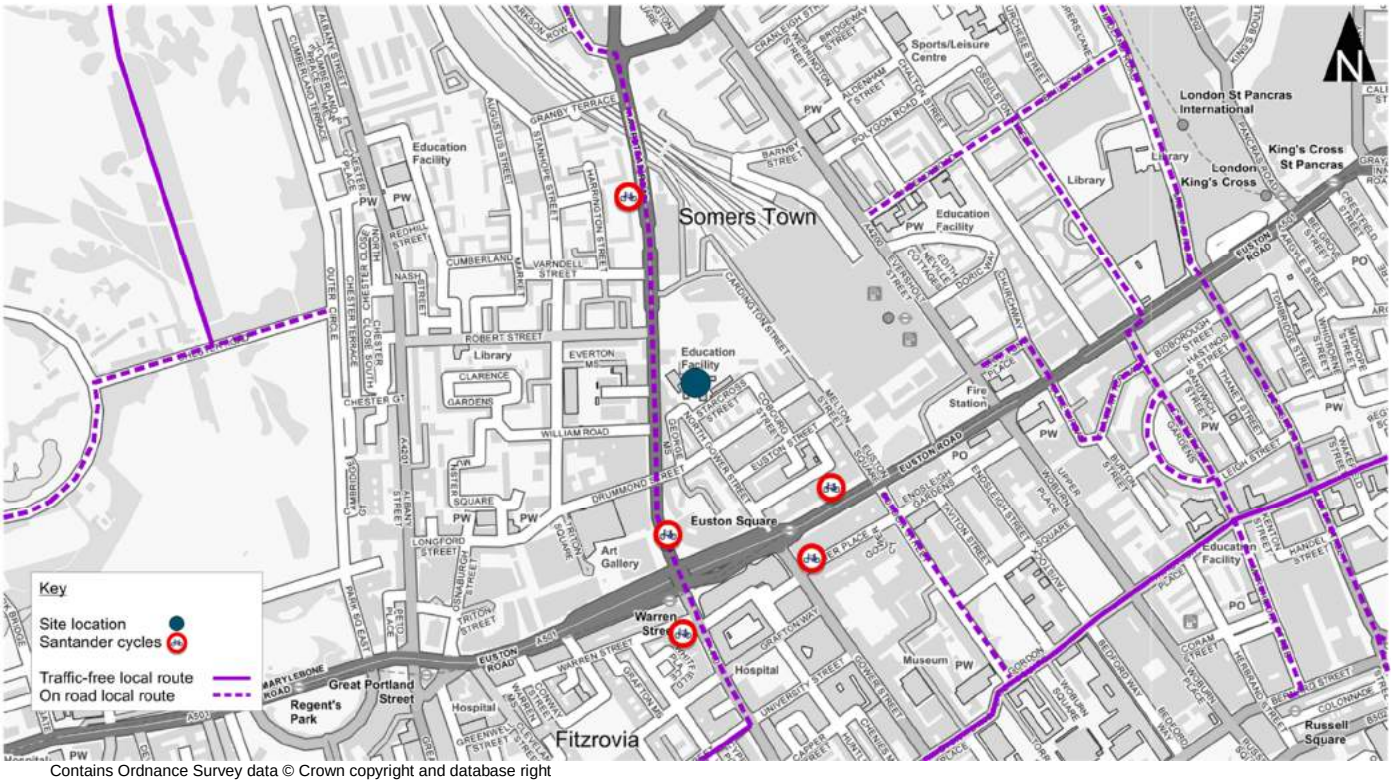

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Figure 3.3 Local cycle network

3.3 Accessibility by public transport

Bus services

3.3.1 The nearest bus stop to the site is located along Hampstead Road, near the junction with Robert Street. The southbound bus stop is located approximately 40m walk west of the site and 90m walk to the northbound stop. Buses serving these stops provide access to North Finchley, Central London and Hackney Wick and the details are set out in Table 3.1 below.

Table 3.1 Summary of local bus routes

Route no.	Bus stop distance to site (m)	Route	Frequency Mon – Fri (mins)
Hampstead Road/Robert Street			
29	40m (s/b) 90m (n/b)	Lordship Lane – Trafalgar Square	4
24	40m (s/b) 90m (n/b)	Grosvenor Road – Royal Free Hospital	6
27	40m (s/b) 90m (n/b)	Chiswick Business Park – Chalk Farm	7-8
88	40m (s/b) 90m (n/b)	Camden Gardens – Clapham Common	6-7
134	40m (s/b) 90m (n/b)	North Finchley Bus Station – Tottenham Court Rd	5

3.3.2 In addition to these stops, there are further stops within easy walking distance, providing access to numerous services, at Euston Square, Warren Street Underground and Euston Bus Station, in front of Euston Station.

3.3.3 Figure 3.4 below shows the bus stops nearest the site together with the bus routes.

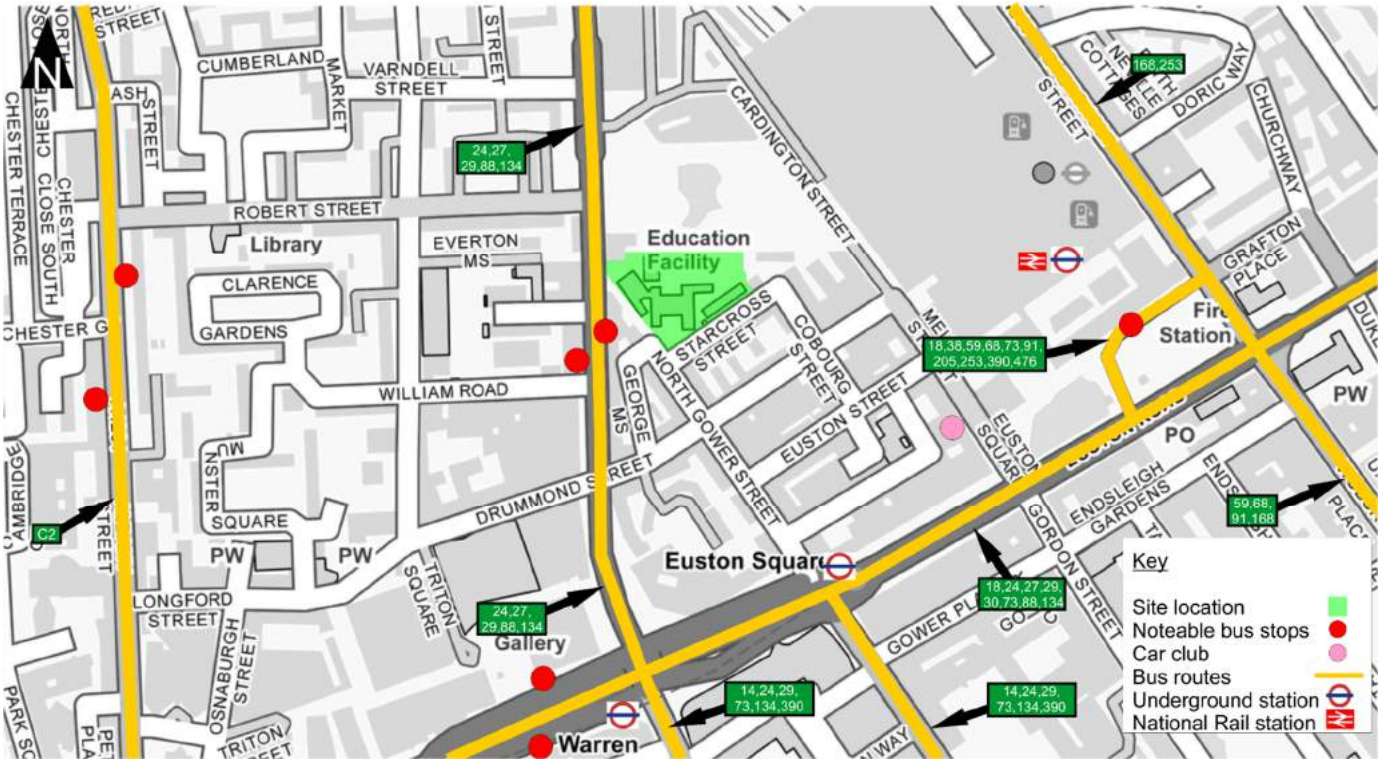

Figure 3.4 Local bus services

3.3.4 The development is located within walking distance of a wide range of regular bus services that provide excellent access to the surrounding areas and Central London.

3.3.5 The nearest bus stops on Hampstead Road can be reached via a level access route with dropped kerbs and tactile paving at all crossing points, including at the signalised crossing on Hampstead Road.

Rail services

3.3.6 Euston train station is a major railway station located 300m east of the site to the main concourse. This station provides local and regional services including to Birmingham, Liverpool, Crewe, Glasgow, Manchester and Edinburgh. This station has 18 platforms. There is step-free across the station, with access on the western rear side of the station via Melton Street. There is step-free access to all platforms. Lifts link the taxi rank, underground ticket hall and the concourse. The step-free access to the concourse on the north-western corner of the station is 250m from the development and can be reached via a level access route with dropped kerbs and tactile paving at all crossing points, as follows:

- Exit the site at the southern corner;
- Cross Starcross Street at the western end to reach the southern side of the carriageway;
- Continue eastbound along Starcross Street into Coburg Street and head south;
- At the junction with Drummond Street, cross and head east along Drummond Street to Melton Street; and,
- Cross Melton Street to reach the step-free station access.

3.3.7 Euston Underground station is served by Northern line (both Bank and Charing Cross branches) and Victoria lines. Northern line services depart every 1-2 minutes, heading to Edgware and High Barnet in the north, and Central London to the south. Victoria Line services depart every 1-2 minutes, heading to Walthamstow to the north and Brixton to the south.

3.3.8 Warren Street Underground station is located approximately 330m to the south of the site. The station is located on the Northern Line and Victoria lines. Northern Line services depart Warren Street every three minutes.

3.3.9 Euston Square Underground station, to the south of the site, is located approximately 500m walk distance away (this route includes crossing Euston Road at Warren Street Station and returning eastbound along the southern side of the carriageway). The station is located on the Circle, Hammersmith & City and Metropolitan lines and services depart from this station every 2-3 minutes, providing links to east, west and Central London. Step-free access is available to passengers heading westbound and there are dropped kerb crossings provided at all junctions and crossing points from the site to the station.

3.3.10 Both Euston Square and Warren Street stations can be reached via a level access route with dropped kerb crossings and tactile paving at all crossing points along the route.

Car clubs

3.3.11 Car clubs provide an affordable alternative for occasional car use to conventional car ownership. Zipcar are the current car club operator in Camden. The extensive car club network which is offered within the borough provides the following benefits:

- Relieves parking pressures within the borough;
- Reduces the reliance on the private motor-vehicle by residents and businesses; and,
- Improves the level of social inclusion experienced by residents who cannot afford to own a car.

3.3.12 There are various car club locations in the vicinity of the site including:

- One space on Melton Street, approximately 300m south-west of the site;
- One space on Doric Way, approximately 600m east of the site;
- One space on Warren Street, approximately 530m to the west of the site; and,
- One space on Endsleigh Street, approximately 630m south-east of the site.

3.4 Public Transport Accessibility Level

3.4.1 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the connectivity of a given point to the public transport network, taking into account walk access time and service availability.

3.4.2 The PTAL is categorised in eight levels (1a to 6b), where 6b represents an excellent level of connectivity and 1a represents a poor level of connectivity.

3.4.3 The assessment methodology reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;

- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

3.4.4 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an Accessibility Index (AI) value for each service accessible from the site. The sum of the AIs for each mode are then aggregated to provide a single measure of connectivity. Figure 3.5 below shows the PTAL calculation in which the site is located.

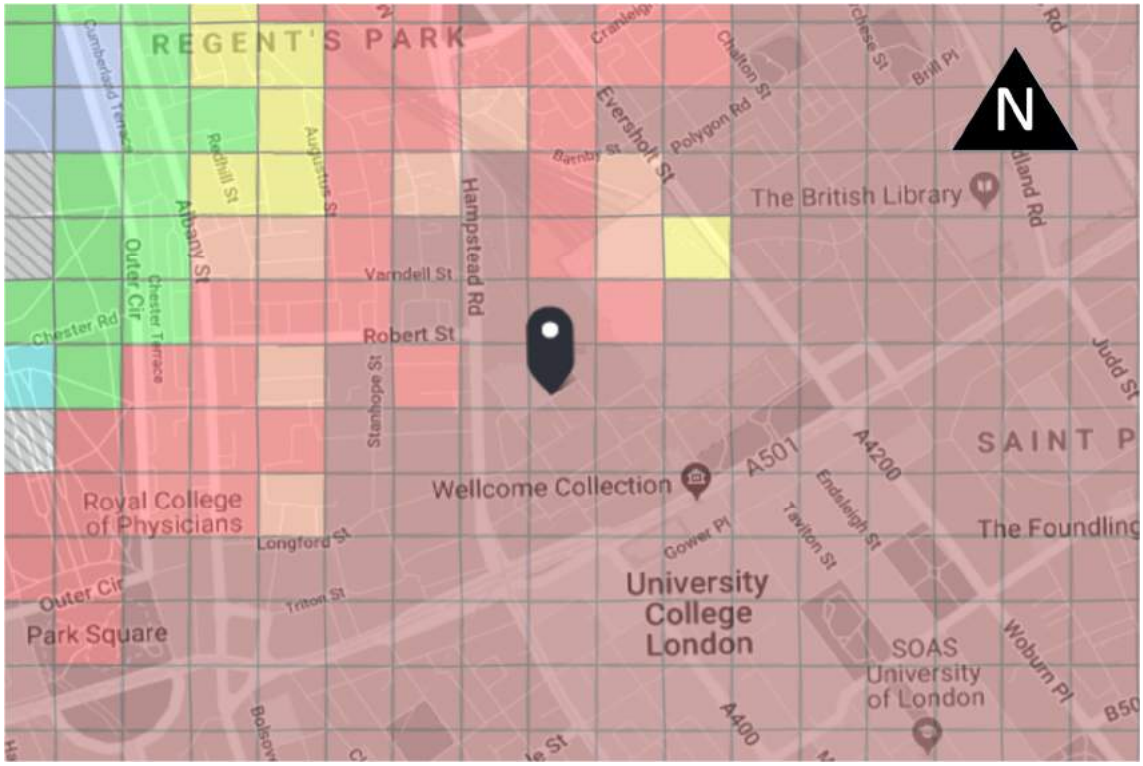

Figure 3.5 Public Transport Accessibility Level

3.4.5 Based on the Transport for London adopted methodology, the site has a PTAL of 6b, which is described as having excellent transport links within its immediate vicinity. The TfL's WebCAT online calculation tool identifies the site as having an accessibility index of 56.42, significantly in excess of the threshold for a level 6b of 40. This high PTAL level reflects the site's accessibility to public transport services.

3.5 Personal injury accidents

3.5.1 Personal injury accident data has been obtained for the period 2013 to 2017 (inclusive) for the study area. The severity of accidents and number of casualties per year is summarised in Figure 3.6 and Table 3.2 below.

Figure 3.6 Personal injury accident data

Table 3.2 Summary of personal injury accident data

	Personal injury			No. of casualties	No. of accidents involving vulnerable users			
	Fatal	Serious	Slight		Cyclists	Child	Motorcycle	Pedestrians
2017	0	0	2	2	0	0	1	2
2016	0	0	1	1	0	0	1	0
2015	0	0	5	5	1	0	1	2
2014	0	0	3	3	0	0	0	1
2013	0	0	2	2	1	0	0	1
Total	0	0	13	13	2	0	3	6

3.5.2 It can be seen from Table 3.2 above that 13 accidents resulting in slight injury occurred within the vicinity of the site over the past five years, resulting in 13 casualties. It can also be seen that two of these accidents involved a pedal cyclist, three involved a motorcyclist and six involved a pedestrian. Due to the size of the development and the likely low level of vehicle trips generated, it is anticipated that the development will have no adverse impact on road safety.

3.6 Local highway network

3.6.1 The local highway network is illustrated in Figure 3.1 and is summarised in Table 3.3 below.

Table 3.3 Description of the local highway network

	Description
Starcross Street	
Description	An urban access road which provides access to North Gower Street to the west and Cobourg Street to the east.
Carriageway width	8m
Speed limit	20mph
Street lighting	Street lights are located along the northern edge of the carriageway
Crossing facilities	Informal (dropped kerb and tactile paving) crossing facilities are provided at the junction with North Gower Street
Bus route	No
On-street parking	A controlled parking zone is in place, with residents permit holders only allowed to park between 8.30am and 6.30pm along the majority of both sides of the road. There are max 2 hour stay, pay by phone spaces at the western end of the northern edge of the carriageway.
Character	Fronted by Maria Fidelis Convent School to the north and residential properties to the south. Footways are located on both sides of the carriageway.
North Gower Street (south of junction with Starcross Street)	
Description	An urban access road which provides access to Starcross Street to the north and Euston Road to the south.
Carriageway width	9m
Speed limit	20mph
Street lighting	Street lights on both sides of the carriageway
Crossing facilities	Zebra crossing south of Drummond Street. Dropped kerbs with tactile paving at all side streets.
Bus route	No
On-street parking	Parking in marked bays for residents or pay by phone, maximum stay 2 hours.
Character	Residential frontages.
North Gower Street (north of junction with Starcross Street)	
Description	Pedestrianised at the northern end with access for emergency vehicles and to access the existing access point to the school. Vehicle access to the car park at the southern end. Connects to Hampstead Road at the northern end with a lockable gate to allow emergency access and prevent through vehicle traffic and Starcross Street to the south.
Shared surface width	7m
Speed limit	20mph
Street lighting	Yes
Crossing facilities	None
Bus route	No
On-street parking	None
Character	Residential frontages.

4.0 DEVELOPMENT PROPOSALS

4.1.1 As outlined in Section 1 above, the site is situated off Starcross Street and North Gower Street. It is currently occupied by the Maria Fidelis Roman Catholic Convent School.

4.2 Existing use

4.2.1 At present, the site has two pedestrian and vehicle access points, as follows:

- On North Gower Street, immediately to the north of the junction of Starcross Street and North Gower Street. This provides pedestrian and vehicle access to the site and leads directly to the car park;
- On North Gower Street, at the northern end of the street. This provides pedestrian access to the site and vehicle access for servicing and deliveries.

4.2.2 It is proposed to close the existing crossover at the corner of Starcross Street and North Gower Street, which currently provides access to an on-site car park.

4.3 Proposed development

4.3.1 It is proposed to provide a temporary meanwhile use for the following:

- Construction Skills College (1,600m^2) – this is likely to accommodate approximately 100 students, with 20 admin staff and 10-15 tutors;
- An employment workspace for office use (2,500m^2) – this is likely to accommodate 220 to 240 people. There is likely to be catering facilities on site for internal use;
- Community hall (250.m^2) – this is likely to be used by local residents' and community groups for meeting, small events and sessions as well as the occupiers of the workspace for meetings, training and as a break out space; and,
- Temporary open space.

4.3.2 The development layout is shown in Figure 4.1 below.

Figure 4.1 Development proposals

4.4 Access

4.4.1 The vehicle access at the north-western corner of the site on to North Gower Street will be maintained. It is proposed to realign this access so that it meets the street at right angles, providing improved visibility. It is proposed to provide a railing fence along the western side of the scheme, which will ensure there is sufficient vehicle-pedestrian inter-visibility and provide overlooking and natural surveillance to North Gower Street. There will be no other access along this frontage so no areas will be created that compromise personal safety.

4.4.2 At present emergency vehicle access is allowed along North Gower Street, with an unobstructed route of at least 3.7m wide. This will be maintained to provide access to the entrance to the site for exceptional deliveries and emergency vehicles. Given that a clear vehicle route will be maintained along North Gower Street, it is considered that pedestrian comfort levels will be unaffected along North Gower Street.

4.4.3 It is also proposed to provide a new access along Starcross Street to the public park. This will also provide pedestrian access across the site, as well as access for emergency vehicles. A new crossover will be created, with the loss of two parking spaces.

4.4.4 Pedestrian access will also be available at the southern corner to the public open space and across the site.

4.4.5 An out-of-hours pedestrian access will be provided at the eastern corner of the site along Starcross Street, adjacent to the Exmouth Arms public house. This will provide access out of normal working hours and access to the refuse storage area.

4.5 Car parking

4.5.1 The development will be car-free with no parking provided on site. Staff and visitors to the site with mobility issues are able to access the site through a range of accessible public transport options (as described in Section 3) and Blue Badge holders are able to park in the marked bays (residents permit holders, pay by phone bays, etc) in the roads around the site.

4.5.2 Vehicle access for emergency vehicles and exceptional delivery requirements will be provided on site only.

4.6 Cycle parking

4.6.1 All cycle parking will be provided in accordance with the London Plan and as part of the proposals it is proposed to provide:

- One space per 4 staff, 1 space per 20 full time students plus 1 space per seven full time students;
- 1 space per 8 staff plus 1 space per 100m^2 for D1 other; and,
- 1 space per 90m^2 plus 1 space per 500m^2 for visitors for B1 office.

4.6.2 This equates to a requirement for 65 cycle parking spaces, including 43 spaces for staff and students, and 22 spaces for visitors (short-stay).

4.6.3 It is proposed to provide cycle parking in accordance with the requirements.

4.6.4 It is considered that there is ample capacity on-site to accommodate the cycle parking demands of the development. All long-term cycle parking will be located conveniently at ground floor level, with step-free access in covered, secure storage. Short-stay parking will be located close to the entrance and be in the form of Sheffield stands.

4.6.5 Facilities for cyclists will be provided with two showers in the workspace, one in the College and one in the hall. In addition, lockers will be provided in the workspace and College.

5.0 DELIVERY AND SERVICING STRATEGY

5.1 Introduction

5.1.1 This section details the management of servicing and deliveries, including any exceptional servicing arrangements. It sets out the frequency and size of delivery trips expected, the location of servicing, and the routeing in order to demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally friendly way.

5.2 Frequency and size of delivery vehicles

5.2.1 It is anticipated that the delivery and servicing vehicle trips for each use will be as set out below.

Office (2,500m^2)

5.2.2 The frequency of service vehicle trips has been estimated using the TRICS trip generation database as outlined below. Sites were selected with the following parameters:

- Land use: Employment (office)
- Survey type: Goods vehicles
- Survey days: Monday – Thursday
- Size of selected sites: 408m^2 – 12,000m^2 gross floor area
- Locations selected: town centre;
- PTAL: 6b
- Regions selected: Greater London

5.2.3 There is a limited number of sites available on TRICS database, with a high PTAL rating. A total of three sites were selected and the daily arrival and departures is set out in Appendix A and summarised in Table 5.1 below. Light goods vehicles (LGVs) are defined as cars and small vans under 3.5T, with 2-axles and ordinary goods vehicles (OGVs) are defined as over 3.5T with 2-axles or more.

Table 5.1 Weekday vehicle delivery trips – B1 (2,500m^2 office)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of movements
LGVS						
Daily	0.017	<1	0.017	<1	0.034	1
OGVS						
Daily	0.022	1	0.022	1	0.044	2

College 1,600 m²

5.2.4 There is a limited data within the TRICS database to estimate the volume of delivery likely to be generated by a college. Therefore, the London Borough of Camden has provided estimates of the likely number of delivery vehicles expected, as follows:

- Typical deliveries – once per week for supplies, stationery, etc.
- Exceptional deliveries - termly deliveries of building materials (9.5m flatbed truck) and delivery and collection of a skip once per month (6.3m skip lorry). These deliveries will be timed.

Total service vehicle generation

5.2.5 Table 5.2 below summarises the total anticipated delivery and servicing trips across the day for the development.

Table 5.2 Summary of likely delivery and servicing trips (workspace and college)

Vehicle type	Expected number of vehicle movements	
	Daily	Weekly
Light goods vehicle	1	6
Ordinary goods vehicle	2	10
Total	**3**	**16**

5.2.6 It is anticipated that the workspace and college use will generate very few servicing and delivery trips.

5.3 Location of deliveries

5.3.1 It is considered that there will be two main points for deliveries, as follows:

- Day to day deliveries for both the workspace and Construction Skills Centre will be undertaken on-street from Starcross Street and North Gower Street;
- Exceptional deliveries to the Construction Skills College will access the site at the existing access to be realigned at the northern end of North Gower Street. These vehicles will head northbound along North Gower Street to reach this access, via the pedestrianised section. The existing arrangement on North Gower Street will be maintained with occasional large vehicle and emergency access from this route only. Vehicles will approach from the south along the carriageway to the car park then cross into the pedestrianised area and turn into the realigned access at the north-western corner of the site.

5.4 Routeing

5.4.1 It is proposed that delivery vehicles to Starcross Street and North Gower Street will access the site via the routes shown on Figure 5.1 below.

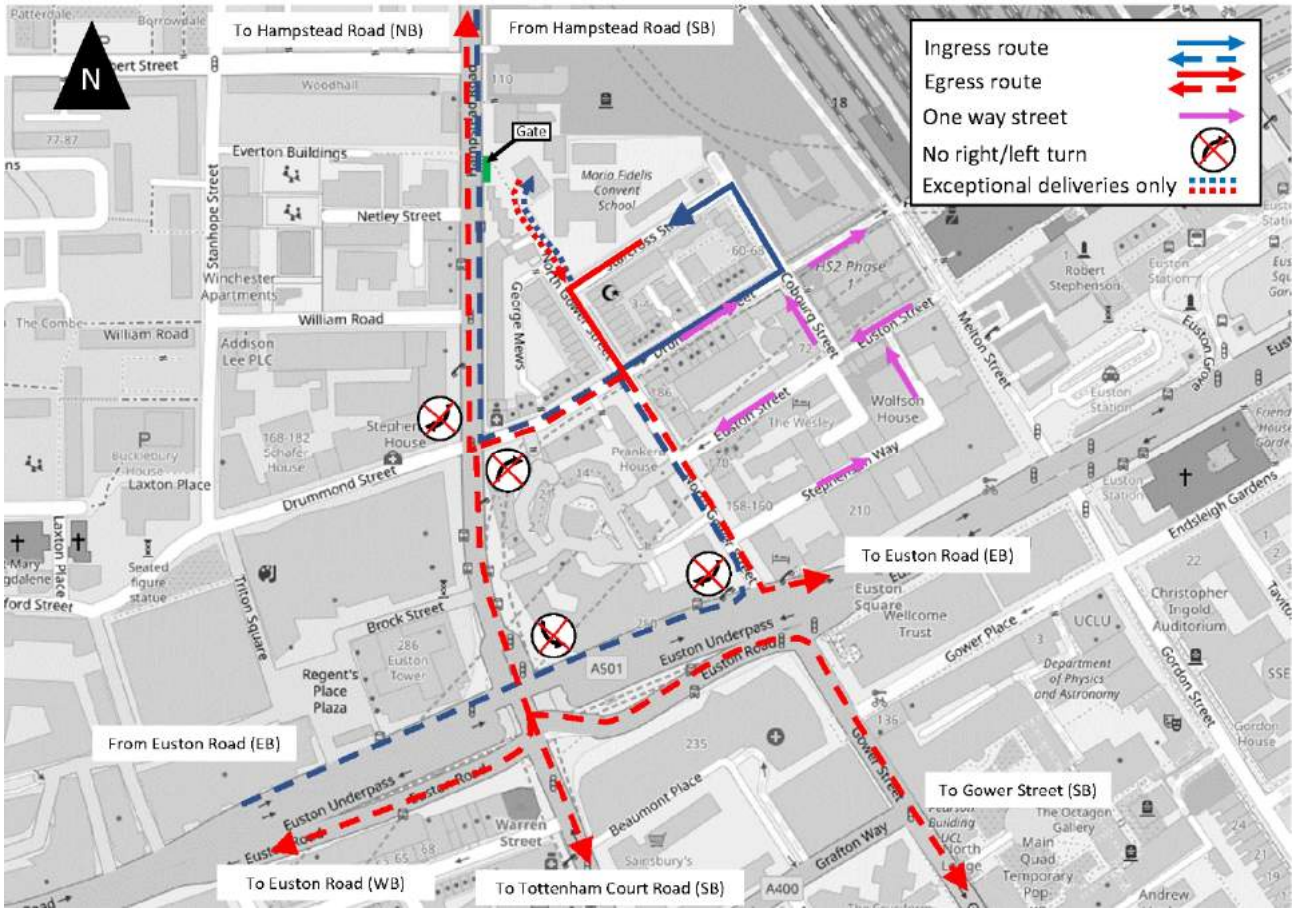

Figure 5.1 Delivery routes

5.4.2 There is currently a gate to prevent vehicle access from Hampstead Road to the northern end of North Gower Street. Exceptional deliveries could access the development via Hampstead Road but this would require the removal of the gate and detailed consideration of any impact on the proposals to implement a cycle lane along Hampstead Road.

5.5 Emergency vehicle access

5.5.1 The proposals will include three main points of access from the highway network for emergency vehicles:

- The north-west corner of the site via the existing realigned access point at the northern end of North Gower Street. Access will be gained via the southern end of North Gower Street (as for existing residential properties fronting the shared surface section);
- The southern corner of the site through the open space;

- The pedestrian access along Starcross Street with dropped kerb access for emergency vehicles.

5.5.2 The building will be provided with a fire fighting main and access for a fire tender to within 18m of each fire main outlet connection point. The access route for the tender will be 3.5m in width at the gate, widening within the site, with a minimum 3.4m hardstanding route as well as a reinforced turf run-over area. At the resting point, there will be sufficient space for a working area around the fire tender of at least 6m, including the grassed area.

5.6 Refuse collection

5.6.1 Refuse for the workspace will be stored or moved to a collection point near the southern end of the development and collected weekly. This will be collected by refuse vehicles heading along Starcross street and turning into North Gower Street.

5.6.2 The proposed bin stores, have been designed to accommodate the anticipated volumes of waste generated by the expected occupiers, including sufficient facilities for the storage and collection of segregated waste (general waste, dry comingled waste and wet/organic waste).

5.6.3 Refuse for the Construction Skills College will be collected weekly on-street along Starcross Street. It is proposed to provide a pedestrian access to the refuse store adjacent to the eastern side of the site (on the western side of the Exmouth Arms public house) and a level route to the public highway. It is considered that Construction Skills College staff will move the bins to the site boundary on collection days.

5.6.4 Vehicle swept path analysis showing vehicle manoeuvres as described above are included in Appendix B.

5.7 Summary

5.7.1 The number of vehicles delivering to the site will be low, with approximately 3-4 vehicles per day. The majority of these vehicles will be small vans. It is considered inefficient to provide dedicated servicing areas within the development site for a low number of deliveries and these deliveries will be undertaken from the street.

5.7.2 There will be exceptional deliveries, termly, which will access the site via the north-west corner of the site approaching along North Gower Street. These vehicles will be larger including a flatbed truck and skip lorry.

5.7.3 Suitable access for emergency and refuse vehicles has been provided.

6.0 TRAVEL CHARACTERISTICS

6.1 In order to assess the impact of the proposed development on the existing highway network, it is necessary to assess the number of trips generated by the proposals. This section outlines the methodology used to predict the trip generation for each use by mode.

6.2 Proposed use

B1 workspace/office – 2,500 m^2

6.2.1 It is proposed to provide approximately 2,500m^2 of office/employment use.

6.2.2 The TRCIS (v.7.5.2) trip generation database has been reviewed to predict the likely level of trips generated by the proposed development, and the sites selected on the basis of the following criteria:

- Land use: B1 office;
- Survey type: multi-modal;
- Survey days: Monday-Friday;
- Total area: 1,215 – 2,036m^2
- Type of location: town centre;
- PTAL: 6b; and
- Location of the development: Greater London.

6.2.3 A total of three sites have been selected. The number of AM peak, PM peak and daily trips generated is summarised in Table 5.1 below, and the full TRICS print outs are included in Appendix A. There is a limited number of sites within the TRICS database of similar size and with similar locational characteristics, therefore, average trip rates have been used.

Table 5.1 Weekday vehicle trips –B1 (2,500m² office)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Vehicles						
AM	0.125	3	0.023	1	0.148	4
PM	0.013	1	0.091	2	0.104	3
Daily	0.398	10	0.393	10	0.791	20
Pedestrians						
AM	0.377	9	0.224	9	0.601	15
PM	0.070	2	0.244	9	0.314	8
Daily	3.196	80	3.249	81	6.445	161
Cyclists						
AM	0.229	6	0.000	0	0.229	9
PM	0.003	0	0.195	5	0.198	5
Daily	0.575	14	0.565	14	1.140	29
Public transport users						
AM	2.186	55	0.046	1	2.232	56
PM	0.119	3	2.056	51	2.175	54
Daily	6.253	156	6.042	151	12.295	307
Total people						
AM	2.937	73	0.296	7	3.233	81
PM	0.206	5	2.599	65	2.805	70
Daily	10.500	263	10.314	258	20.814	520

6.2.4 Based on the above, it is considered that four vehicular movements (two-way) will be generated in the AM peak and five in the PM peak. It can also be seen that:

- Vehicles represent 4% of total daily trips;
- Walking (31%) and cycling (6%) represent 37% of daily trips; and,
- Public transport represents 59% of daily trips.

D1 College – 1,600m²

6.2.5 As part of the proposals, it is proposed to provide 1,600m² of educational (college) use.

6.2.6 The TRCIS (v.7.5.2) trip generation has been reviewed to predict the likely level of trips generated by the proposed development, and sites were selected on the basis of the following criteria:

- Land use: D1 college;
- Survey type: multi-modal;
- Survey days: Monday-Friday;
- Total area: 4,369m²
- Type of location: town centre;
- PTAL: 4; and
- Location of the development: Greater London.

6.2.7 There is a limited number of college sites available on TRICS database, therefore, only one site (in a PTAL 4) was selected. The number of AM peak, PM peak and daily trips generated is summarised in Table 5.2 below, and the full TRICS print outs are included in Appendix C. The table below sets out the total people movements, however, given that the college is located in Uxbridge where there are numerous opportunities for transport and parking by car, it is considered inappropriate to apply the modal split observed at the Uxbridge site.

Table 5.2 Weekday trips – D1 (1,600m^2 college)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Total people						
AM	7.988	128	0.160	3	8.148	130
PM	0.000	0	1.602	26	1.602	26
Daily	17.785	285	17.968	287	35.753	572

6.2.8 It can be seen from the table above that the proposed college could generate 130 people movements in the AM peak and 26 movements in the PM peak. Given that the development will be car-free with limited parking available in the vicinity of the site, the proximity to Euston Station and bus stops as well as local facilities, it is likely that the use of sustainable modes of travel will be high.

6.2.9 Based on the mode split for office use in a PTAL level of 6b, it is also likely that the following movements per mode will be generated:

- Walking and cycling will represent 37% of daily trips – 48 in the AM peak and 10 in the PM peak;
- Public transport will represent 59% of daily trips – 77 in the AM peak and 15 in the PM peak; and,
- Vehicles will represent 4% of daily trips – five in the AM peak and one in the PM peak.

Community Hall - 250m^2

6.2.10 As part pf the proposals, it is proposed to provide 250 m^2 of community hall (D1 other) use. It is likely that the hall would be used for occasional classes and will be open to the public as well as occupiers of the workspace.

6.2.11 The TRICS (v.7.5.4) trip generation has been reviewed to predict the likely level of trips generated by the proposed development. It should be noted that there were no community use sites and sites were selected on the basis of the following criteria:

- Land use: Community centre;

- Survey type: multi-modal;
- Survey days: Monday-Friday;
- Total area: 0.37 ha
- Type of location: all areas;
- Location of the development: UK

6.2.12 There is a limited number of sites within London and within the town centre areas, therefore, one site in Cambridgeshire, within the edge of town centre area was selected. The number of AM peak, PM peak and daily trips generated is summarised in Table 5.3 below, and the full TRICS print outs are included in Appendix D. The table below sets out the total people movements, however, given that the location of the site and opportunities for transport and parking by car, it is considered inappropriate to apply the modal split observed at the site. It should also be noted that the trip rate is measured in hectares.

Table 5.3 Weekday vehicle trips – D1 (250m^2 community hall)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Total people						
AM	75.675	2	2.703	0	78.379	2
PM	124.324	3	51.351	1	175.675	4
Daily	681.081	17	681.079	17	1362.16	34

6.2.13 It can be seen from the table above, that the proposed community hall could generate a total of 34 daily person movements, with two in the morning peak and four in the evening peak. Given the location of the site, it is likely that the proposed development will generate mainly pedestrian movements from the surrounding area and is unlikely to result in any vehicular trips.

6.3 Summary

6.3.1 It should be noted that the existing use on site generates trips including vehicle movements associated with servicing and the provision of an on-site car park. Therefore, not all trips associated with the proposed use will be new to the network and it is likely that the proposed use will generate fewer vehicle movements than the school use.

7.0 SUMMARY AND CONCLUSIONS

7.1.1 Conisbee has been appointed by London Borough of Camden and London and Continental Railways to produce a Transport Statement to accompany a planning application for the re-development of Maria Fidelis Roman Catholic Convent School in the London Borough of Camden.

7.2 Site location

7.2.1 The site is located on Starcross Street, approximately 300m west of Euston Station in Camden.

7.2.2 The site's location, with its proximity to excellent public transport services, opportunities for the use of active travel modes and access to a wide range of local facilities means the site is extremely sustainable. In addition, the development provides a mix of uses, which reduces the need to travel.

7.3 Development proposals

7.3.1 As part of the proposals it is proposed to provide a temporary meanwhile use for the following:

- Construction Skills College (1,600m^2) – this is likely to accommodate approximately 100 students, with 20 admin staff and 10-15 tutors;
- An employment workspace for office use (2,500m^2) – this is likely to accommodate 220 to 240 people. There is likely to be catering facilities on site for internal use;
- Community hall (250m^2) – this is likely to be used by local residents' and community groups for meeting, small events and sessions; and,
- Temporary open space.

7.3.2 At present emergency vehicle access is allowed along North Gower Street, with an unobstructed route of at least 3.7m wide. This will be maintained to provide access to the entrance to the site for exceptional deliveries and emergency vehicles.

7.3.3 The development will be car-free with no parking provided on site. Staff and visitors to the site with mobility issues are able to access the site through a range of accessible public transport options and Blue Badge holders are able to park in the marked bays (residents permit holders, pay by phone bays, etc) in the roads around the site.

7.3.4 All cycle parking will be provided in accordance with the London Plan and as part of the proposals it is proposed to provide 65 cycle parking spaces.

7.3.5 It is considered that there will be two main points for deliveries, as follows:

- Day to day deliveries for both the workspace and Construction Skills Centre will be undertaken on-street from Starcross Street and North Gower Street; and,
- Exceptional deliveries to the Construction Skills College will access the site at the existing access to be realigned at the northern end of North Gower Street.

7.3.6 The proposals will include three main points of access from the highway network for emergency vehicles:

- The north-west corner of the site via the existing realigned access point at the northern end of North Gower Street. Access will be gained via the southern end of North Gower Street (as for existing residential properties fronting the shared surface section);
- The southern corner of the site through the open space;
- The pedestrian access along Starcross Street with dropped kerb access for emergency vehicles.

7.3.7 Refuse for the workspace will be stored or moved to a collection point near the southern end of the development and collected weekly. This will be collected by refuse vehicles heading along Starcross street and turning into North Gower Street. Refuse for the Construction Skills College will be collected weekly on-street along Starcross Street.

7.4 Trip generation

7.4.1 It is likely that for the office use, the development will generate 81 person movements in the morning and 70 in the evening, with the majority being public transport trips.

7.4.2 In addition, it is likely that college users will generate 130 person movements in the morning and 26 in the evening and it is also likely that majority of trips will be by public transport.

7.4.3 Lastly the community hall is likely to generate 34 daily movements with two in the morning peak and four in the evening peak. Given the location of the site, it is likely that this will be mainly pedestrian movements from the surrounding area and is unlikely to result in any vehicular trips.

7.5 Conclusion

7.5.1 In conclusion, the proposed mixed-use development is located within a highly accessible location with access to a range of facilities and public transport within walking distance. The proposed development, with the provision of cycle parking, is likely to continue to encourage the use of sustainable modes of travel.

Appendices

Appendix A

Licence No: 258601

Calculation Reference: AUDIT-258601-190312-0332

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	1 days
	CN	CAMDEN	1 days
	HM	HAMMERSMITH AND FULHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 2036 to 26639 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: Selected: 0 to 1471 Actual: 0 to 1471

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 26/06/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

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Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

6b (High) Excellent	3 days

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1 CI-02-A-02 OFFICES CITY OF LONDON
GRACECHURCH STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total Gross floor area: 9803 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 CN-02-A-03 PLANNING & ENGINEERING CAMDEN
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY *06/12/17* *Survey Type: MANUAL*

3 HM-02-A-01 REGUS OFFICES HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Licence No: 258601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	12826	0.016	3	12826	0.003	3	12826	0.019
07:30 - 08:00	3	12826	0.013	3	12826	0.013	3	12826	0.026
08:00 - 08:30	3	12826	0.042	3	12826	0.013	3	12826	0.055
08:30 - 09:00	3	12826	0.083	3	12826	0.010	3	12826	0.093
09:00 - 09:30	3	12826	0.029	3	12826	0.010	3	12826	0.039
09:30 - 10:00	3	12826	0.029	3	12826	0.003	3	12826	0.032
10:00 - 10:30	3	12826	0.010	3	12826	0.018	3	12826	0.028
10:30 - 11:00	3	12826	0.021	3	12826	0.010	3	12826	0.031
11:00 - 11:30	3	12826	0.036	3	12826	0.029	3	12826	0.065
11:30 - 12:00	3	12826	0.016	3	12826	0.008	3	12826	0.024
12:00 - 12:30	3	12826	0.016	3	12826	0.021	3	12826	0.037
12:30 - 13:00	3	12826	0.018	3	12826	0.013	3	12826	0.031
13:00 - 13:30	3	12826	0.010	3	12826	0.003	3	12826	0.013
13:30 - 14:00	3	12826	0.008	3	12826	0.008	3	12826	0.016
14:00 - 14:30	3	12826	0.003	3	12826	0.013	3	12826	0.016
14:30 - 15:00	3	12826	0.000	3	12826	0.010	3	12826	0.010
15:00 - 15:30	3	12826	0.016	3	12826	0.013	3	12826	0.029
15:30 - 16:00	3	12826	0.005	3	12826	0.029	3	12826	0.034
16:00 - 16:30	3	12826	0.000	3	12826	0.018	3	12826	0.018
16:30 - 17:00	3	12826	0.008	3	12826	0.021	3	12826	0.029
17:00 - 17:30	3	12826	0.010	3	12826	0.047	3	12826	0.057
17:30 - 18:00	3	12826	0.003	3	12826	0.044	3	12826	0.047
18:00 - 18:30	3	12826	0.003	3	12826	0.026	3	12826	0.029
18:30 - 19:00	3	12826	0.003	3	12826	0.010	3	12826	0.013
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.398			0.393			0.791

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	2036 - 26639 (units: sqm)
Survey date date range:	01/01/10 - 26/06/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Licence No: 258601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
07:30 - 08:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
08:00 - 08:30	3	12826	0.005	3	12826	0.005	3	12826	0.010
08:30 - 09:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
09:00 - 09:30	3	12826	0.008	3	12826	0.003	3	12826	0.011
09:30 - 10:00	3	12826	0.003	3	12826	0.003	3	12826	0.006
10:00 - 10:30	3	12826	0.000	3	12826	0.003	3	12826	0.003
10:30 - 11:00	3	12826	0.003	3	12826	0.000	3	12826	0.003
11:00 - 11:30	3	12826	0.000	3	12826	0.005	3	12826	0.005
11:30 - 12:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
12:00 - 12:30	3	12826	0.003	3	12826	0.000	3	12826	0.003
12:30 - 13:00	3	12826	0.000	3	12826	0.003	3	12826	0.003
13:00 - 13:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
13:30 - 14:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
14:00 - 14:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
14:30 - 15:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
15:00 - 15:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
15:30 - 16:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
16:00 - 16:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
16:30 - 17:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
17:00 - 17:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
17:30 - 18:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
18:00 - 18:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
18:30 - 19:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.022			0.022			0.044

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	12826	0.029	3	12826	0.000	3	12826	0.029
07:30 - 08:00	3	12826	0.034	3	12826	0.005	3	12826	0.039
08:00 - 08:30	3	12826	0.096	3	12826	0.000	3	12826	0.096
08:30 - 09:00	3	12826	0.133	3	12826	0.000	3	12826	0.133
09:00 - 09:30	3	12826	0.127	3	12826	0.010	3	12826	0.137
09:30 - 10:00	3	12826	0.036	3	12826	0.005	3	12826	0.041
10:00 - 10:30	3	12826	0.036	3	12826	0.016	3	12826	0.052
10:30 - 11:00	3	12826	0.003	3	12826	0.000	3	12826	0.003
11:00 - 11:30	3	12826	0.016	3	12826	0.003	3	12826	0.019
11:30 - 12:00	3	12826	0.010	3	12826	0.008	3	12826	0.018
12:00 - 12:30	3	12826	0.010	3	12826	0.010	3	12826	0.020
12:30 - 13:00	3	12826	0.008	3	12826	0.026	3	12826	0.034
13:00 - 13:30	3	12826	0.016	3	12826	0.016	3	12826	0.032
13:30 - 14:00	3	12826	0.000	3	12826	0.008	3	12826	0.008
14:00 - 14:30	3	12826	0.000	3	12826	0.005	3	12826	0.005
14:30 - 15:00	3	12826	0.005	3	12826	0.003	3	12826	0.008
15:00 - 15:30	3	12826	0.008	3	12826	0.010	3	12826	0.018
15:30 - 16:00	3	12826	0.000	3	12826	0.016	3	12826	0.016
16:00 - 16:30	3	12826	0.005	3	12826	0.005	3	12826	0.010
16:30 - 17:00	3	12826	0.000	3	12826	0.029	3	12826	0.029
17:00 - 17:30	3	12826	0.000	3	12826	0.060	3	12826	0.060
17:30 - 18:00	3	12826	0.003	3	12826	0.135	3	12826	0.138
18:00 - 18:30	3	12826	0.000	3	12826	0.130	3	12826	0.130
18:30 - 19:00	3	12826	0.000	3	12826	0.065	3	12826	0.065
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.575			0.565			1.140

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	12826	0.023	3	12826	0.023	3	12826	0.046
07:30 - 08:00	3	12826	0.099	3	12826	0.070	3	12826	0.169
08:00 - 08:30	3	12826	0.195	3	12826	0.104	3	12826	0.299
08:30 - 09:00	3	12826	0.182	3	12826	0.120	3	12826	0.302
09:00 - 09:30	3	12826	0.190	3	12826	0.125	3	12826	0.315
09:30 - 10:00	3	12826	0.205	3	12826	0.135	3	12826	0.340
10:00 - 10:30	3	12826	0.198	3	12826	0.244	3	12826	0.442
10:30 - 11:00	3	12826	0.239	3	12826	0.242	3	12826	0.481
11:00 - 11:30	3	12826	0.107	3	12826	0.122	3	12826	0.229
11:30 - 12:00	3	12826	0.190	3	12826	0.198	3	12826	0.388
12:00 - 12:30	3	12826	0.117	3	12826	0.224	3	12826	0.341
12:30 - 13:00	3	12826	0.286	3	12826	0.343	3	12826	0.629
13:00 - 13:30	3	12826	0.340	3	12826	0.278	3	12826	0.618
13:30 - 14:00	3	12826	0.281	3	12826	0.231	3	12826	0.512
14:00 - 14:30	3	12826	0.146	3	12826	0.070	3	12826	0.216
14:30 - 15:00	3	12826	0.125	3	12826	0.070	3	12826	0.195
15:00 - 15:30	3	12826	0.036	3	12826	0.075	3	12826	0.111
15:30 - 16:00	3	12826	0.042	3	12826	0.065	3	12826	0.107
16:00 - 16:30	3	12826	0.055	3	12826	0.055	3	12826	0.110
16:30 - 17:00	3	12826	0.036	3	12826	0.081	3	12826	0.117
17:00 - 17:30	3	12826	0.039	3	12826	0.109	3	12826	0.148
17:30 - 18:00	3	12826	0.031	3	12826	0.135	3	12826	0.166
18:00 - 18:30	3	12826	0.016	3	12826	0.088	3	12826	0.104
18:30 - 19:00	3	12826	0.018	3	12826	0.042	3	12826	0.060
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.196			3.249			6.445

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	12826	0.117	3	12826	0.008	3	12826	0.125
07:30 - 08:00	3	12826	0.366	3	12826	0.008	3	12826	0.374
08:00 - 08:30	3	12826	0.894	3	12826	0.010	3	12826	0.904
08:30 - 09:00	3	12826	1.292	3	12826	0.036	3	12826	1.328
09:00 - 09:30	3	12826	1.198	3	12826	0.049	3	12826	1.247
09:30 - 10:00	3	12826	0.476	3	12826	0.068	3	12826	0.544
10:00 - 10:30	3	12826	0.309	3	12826	0.083	3	12826	0.392
10:30 - 11:00	3	12826	0.159	3	12826	0.073	3	12826	0.232
11:00 - 11:30	3	12826	0.151	3	12826	0.153	3	12826	0.304
11:30 - 12:00	3	12826	0.107	3	12826	0.140	3	12826	0.247
12:00 - 12:30	3	12826	0.088	3	12826	0.153	3	12826	0.241
12:30 - 13:00	3	12826	0.153	3	12826	0.325	3	12826	0.478
13:00 - 13:30	3	12826	0.156	3	12826	0.247	3	12826	0.403
13:30 - 14:00	3	12826	0.143	3	12826	0.138	3	12826	0.281
14:00 - 14:30	3	12826	0.065	3	12826	0.070	3	12826	0.135
14:30 - 15:00	3	12826	0.099	3	12826	0.185	3	12826	0.284
15:00 - 15:30	3	12826	0.088	3	12826	0.239	3	12826	0.327
15:30 - 16:00	3	12826	0.039	3	12826	0.216	3	12826	0.255
16:00 - 16:30	3	12826	0.112	3	12826	0.320	3	12826	0.432
16:30 - 17:00	3	12826	0.083	3	12826	0.413	3	12826	0.496
17:00 - 17:30	3	12826	0.083	3	12826	0.850	3	12826	0.933
17:30 - 18:00	3	12826	0.036	3	12826	1.206	3	12826	1.242
18:00 - 18:30	3	12826	0.023	3	12826	0.761	3	12826	0.784
18:30 - 19:00	3	12826	0.016	3	12826	0.291	3	12826	0.307
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.253			6.042			12.295

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	12826	0.185	3	12826	0.034	3	12826	0.219
07:30 - 08:00	3	12826	0.512	3	12826	0.096	3	12826	0.608
08:00 - 08:30	3	12826	1.237	3	12826	0.130	3	12826	1.367
08:30 - 09:00	3	12826	1.700	3	12826	0.166	3	12826	1.866
09:00 - 09:30	3	12826	1.552	3	12826	0.198	3	12826	1.750
09:30 - 10:00	3	12826	0.746	3	12826	0.211	3	12826	0.957
10:00 - 10:30	3	12826	0.561	3	12826	0.364	3	12826	0.925
10:30 - 11:00	3	12826	0.424	3	12826	0.327	3	12826	0.751
11:00 - 11:30	3	12826	0.317	3	12826	0.309	3	12826	0.626
11:30 - 12:00	3	12826	0.322	3	12826	0.353	3	12826	0.675
12:00 - 12:30	3	12826	0.236	3	12826	0.413	3	12826	0.649
12:30 - 13:00	3	12826	0.468	3	12826	0.709	3	12826	1.177
13:00 - 13:30	3	12826	0.533	3	12826	0.551	3	12826	1.084
13:30 - 14:00	3	12826	0.434	3	12826	0.385	3	12826	0.819
14:00 - 14:30	3	12826	0.213	3	12826	0.161	3	12826	0.374
14:30 - 15:00	3	12826	0.229	3	12826	0.270	3	12826	0.499
15:00 - 15:30	3	12826	0.151	3	12826	0.343	3	12826	0.494
15:30 - 16:00	3	12826	0.091	3	12826	0.327	3	12826	0.418
16:00 - 16:30	3	12826	0.172	3	12826	0.400	3	12826	0.572
16:30 - 17:00	3	12826	0.127	3	12826	0.551	3	12826	0.678
17:00 - 17:30	3	12826	0.133	3	12826	1.076	3	12826	1.209
17:30 - 18:00	3	12826	0.073	3	12826	1.523	3	12826	1.596
18:00 - 18:30	3	12826	0.042	3	12826	1.006	3	12826	1.048
18:30 - 19:00	3	12826	0.042	3	12826	0.411	3	12826	0.453
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.500			10.314			20.814

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

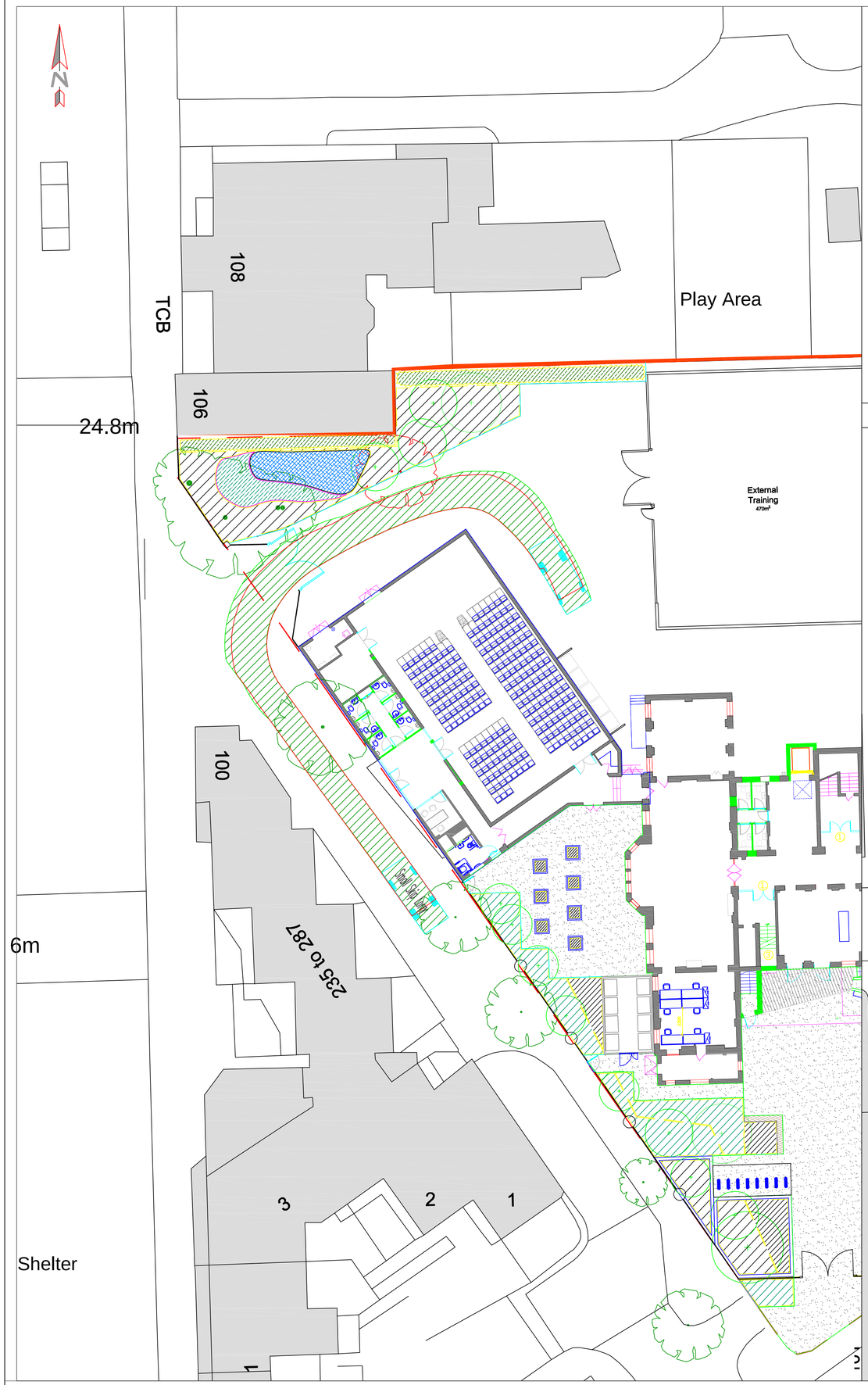
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

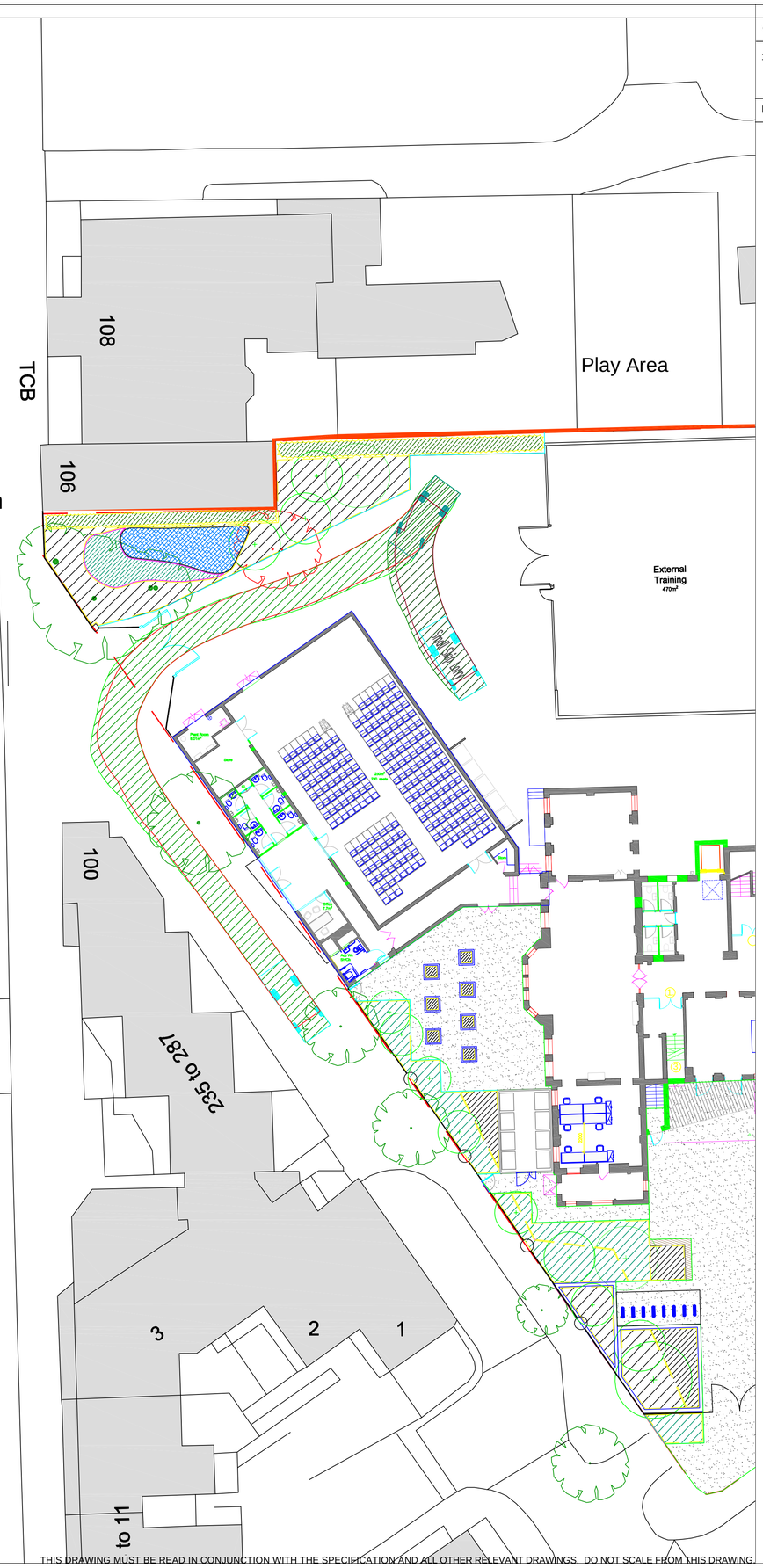
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
07:30 - 08:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
08:00 - 08:30	3	12826	0.003	3	12826	0.003	3	12826	0.006
08:30 - 09:00	3	12826	0.003	3	12826	0.000	3	12826	0.003
09:00 - 09:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
09:30 - 10:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
10:00 - 10:30	3	12826	0.000	3	12826	0.003	3	12826	0.003
10:30 - 11:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
11:00 - 11:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
11:30 - 12:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
12:00 - 12:30	3	12826	0.005	3	12826	0.005	3	12826	0.010
12:30 - 13:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
13:00 - 13:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
13:30 - 14:00	3	12826	0.003	3	12826	0.000	3	12826	0.003
14:00 - 14:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
14:30 - 15:00	3	12826	0.000	3	12826	0.003	3	12826	0.003
15:00 - 15:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
15:30 - 16:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
16:00 - 16:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
16:30 - 17:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
17:00 - 17:30	3	12826	0.003	3	12826	0.003	3	12826	0.006
17:30 - 18:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
18:00 - 18:30	3	12826	0.000	3	12826	0.000	3	12826	0.000
18:30 - 19:00	3	12826	0.000	3	12826	0.000	3	12826	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.017			0.017			0.034

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix B

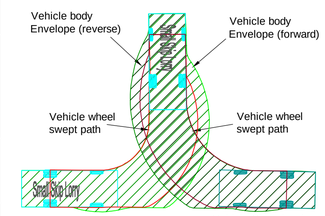




GENERAL NOTES

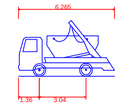
1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.340m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 21/03/2019

Scale: 1:200@A1

Project: Maria Fidelis School, Euston

Drawn: OJD

Engineer: ABR

Project No: **180654**

Title: Swept path analysis; 6.3m Skip lorry; Manoeuvring on site

Client Project No:

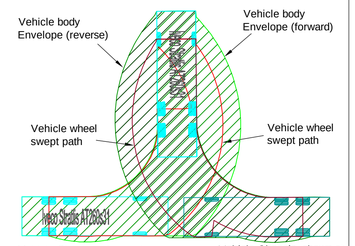
Revision:

Drawing No: 180654-X-00-DR-C-6010

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

Iveco Stratlis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.995m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 03/04/2019

Scale: 1:200@A1

Drawn: OJD

Engineer: HLJ

Project: Maria Fidelis School, Euston

Project No: **180654**

Client Project No:

Title: Swept path analysis; 9.5m HIAB vehicle; Entering/Exiting via north

Revision:

Drawing No: 180654-X-00-DR-C-6017

N

Community Centre

PASSAGE

24.8m

TCB

108

106

100

235 to 287

119

117

115

113

111

107 to 109

105

103

40

25.6m

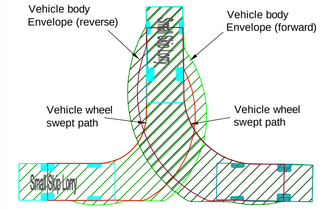
Play

Small Skip Lorry

GENERAL NOTES

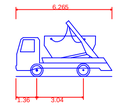
1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.340m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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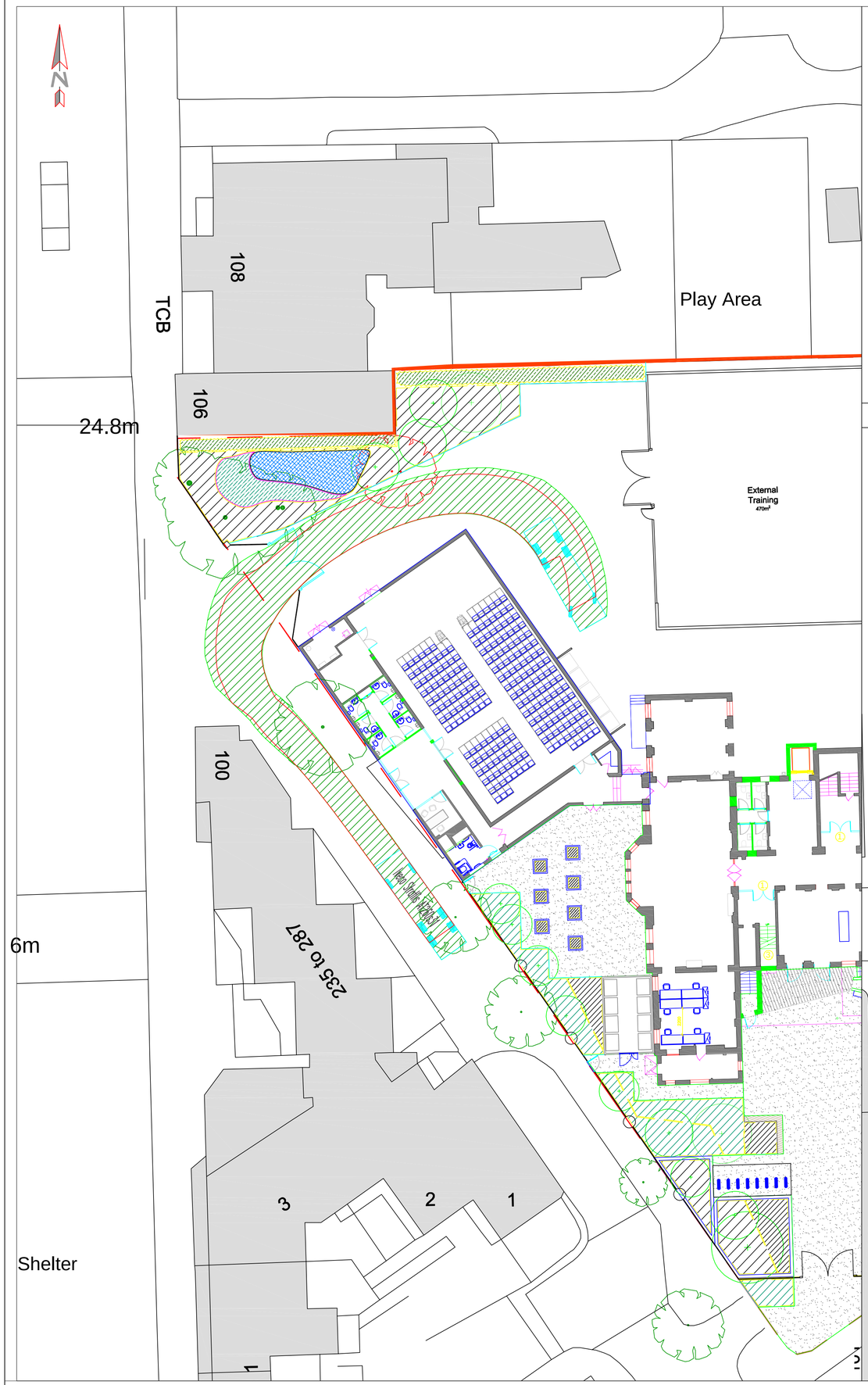
Drawing Status: PRELIMINARY

Project: Maria Fidelis School, Euston

Title: Swept path analysis; 6.2m Small skip lorry; Entering/Exiting via north

Drawing No: 180654-X-00-DR-C-6018

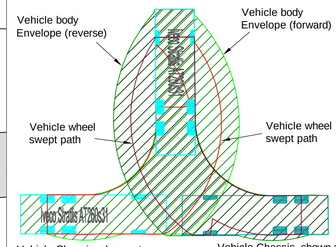
Date: 03/04/2019
Scale: 1:200@A1
Drawn: OJD
Engineer: HLJ
Project No: **180654**
Client Project No:
Revision:



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

Iveco Stratlis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.995m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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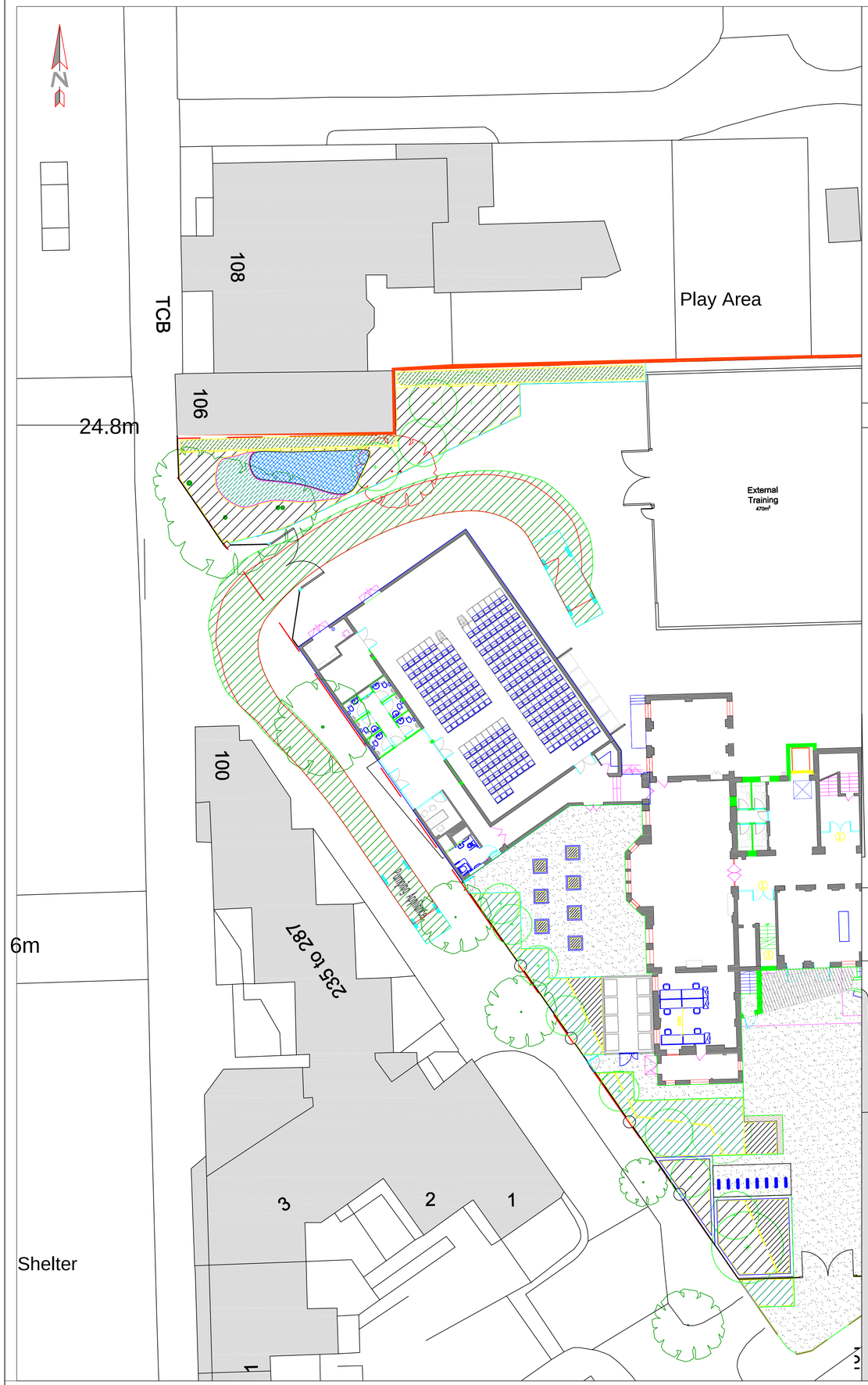
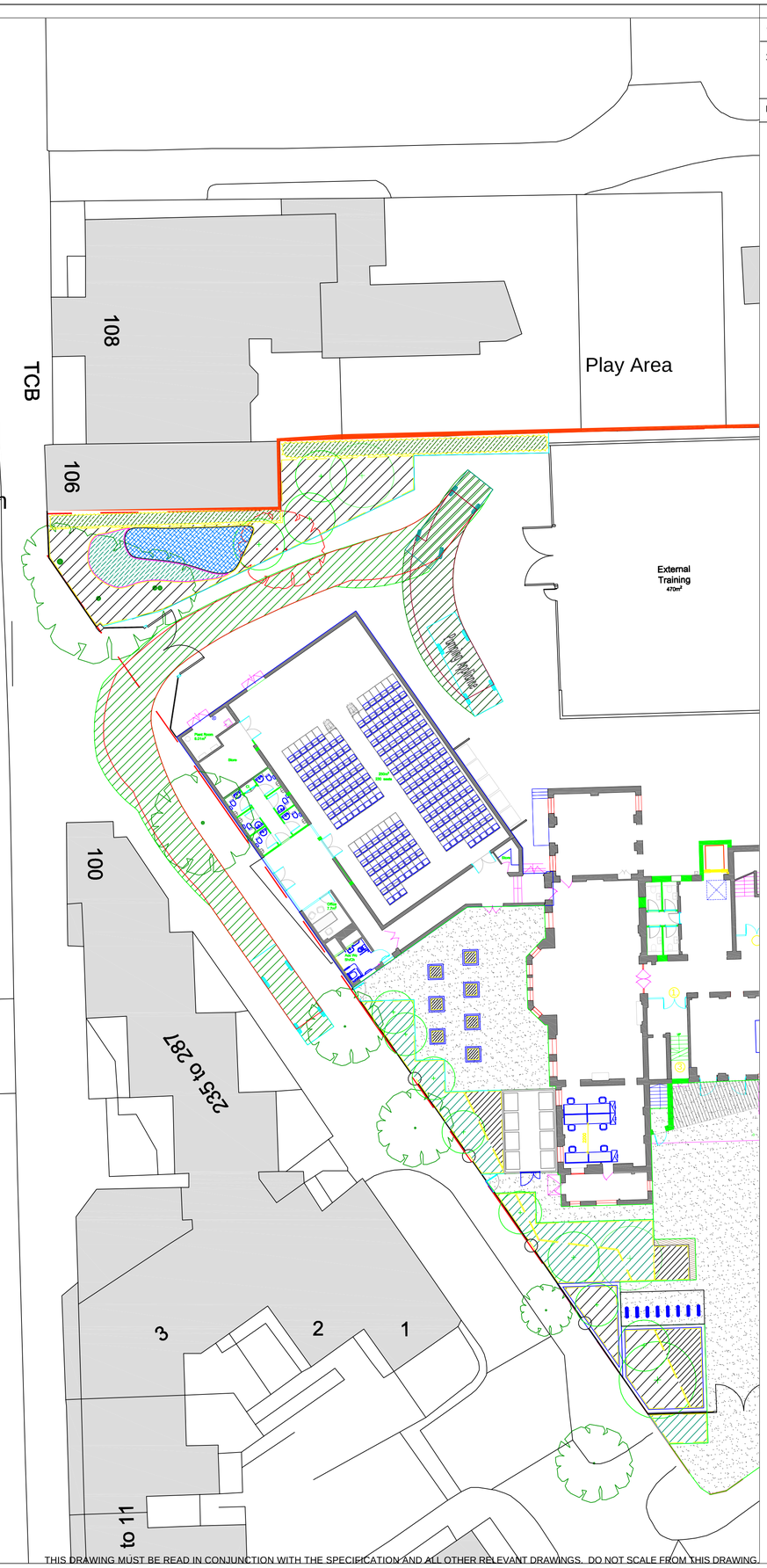
Drawing Status	PRELIMINARY
Date	21/03/2019
Scale	1:200@A1
Project	Maria Fidelis School, Euston
Drawn	OJD
Engineer	ABR
Project No	**180654**
Title	Swept path analysis; 9.5m HIAB vehicle; Manoeuvring on site
Client Project No	
Revision	
Drawing No	180654-X-00-DR-C-6011

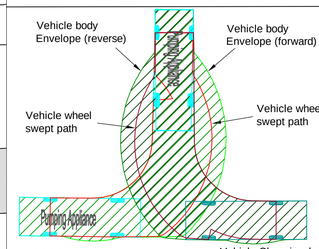


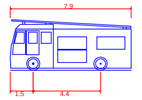


GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND





Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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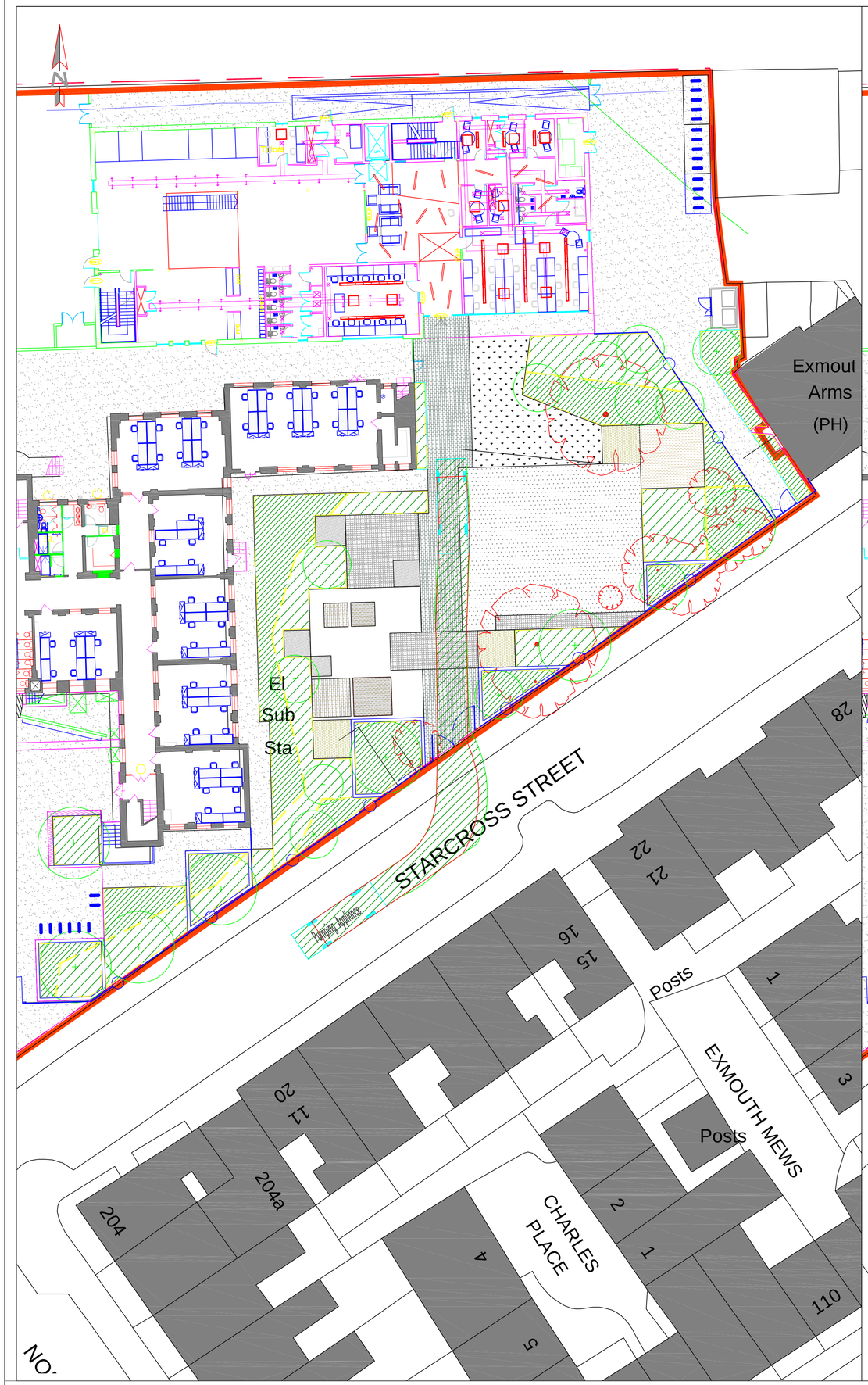
Drawing Status: PRELIMINARY

Project: Maria Fidelis School, Euston

Title: Swept path analysis; 7,9m Fire tender; Manoeuvring on site

Drawing No: 180654-X-00-DR-C-6012

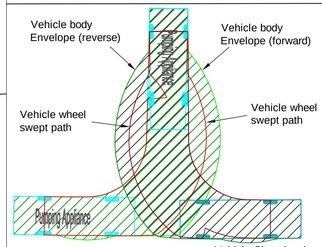
Date: 21/03/2019
Scale: 1:200@A1
Drawn: OJD
Engineer: ABR
Project No: **180654**
Client Project No:
Revision:



GENERAL NOTES

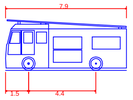
1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 15/04/2019

Scale: 1:200@A1

Drawn: OJD

Engineer: HLJ

Project: Maria Fidelis School, London Borough of Camden

Project No: **180654**

Client Project No:

Title: Swept path analysis; 7.9m fire tender; Manoeuvring in central fire access

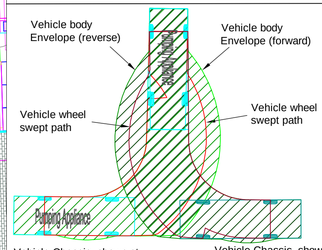
Revision:

Drawing No: 180654-X-00-DR-C-6023

GENERAL NOTES

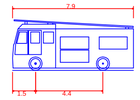
1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 15/04/2019

Scale: 1:200@A1

Project: Maria Fidelis School, London Borough of Camden

Drawn: OJD

Engineer: HLJ

Project No: **180654**

Title: Swept path analysis; 7.9m fire tender; Manoeuvring in central fire access

Client Project No:

Revision:

Drawing No: 180654-X-00-DR-C-6024

Appendix C

Licence No: 258601

Calculation Reference: AUDIT-258601-181217-1241

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : C - COLLEGE/UNIVERSITY
MULTI-MODAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
HD HILLINGDON 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 4369 to 4369 (units: sqm)
Range Selected by User: 750 to 30393 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 06/03/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Tuesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Centre 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Built-Up Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
D1 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
15,001 to 20,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Licence No: 258601

Secondary Filtering selection (Cont.):

Population within 5 miles:
250,001 to 500,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
4 Good 1 days

This data displays the number of selected surveys with PTAL Ratings.

Licence No: 258601

LIST OF SITES relevant to selection parameters

1 HD-04-C-03 UNIVERSITY (HEALTH) HILLINGDON
OXFORD ROAD
UXBRIDGE

Town Centre
Built-Up Zone
Total Gross floor area: 4369 sqm
Survey date: TUESDAY *06/03/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4369	0.252	1	4369	0.069	1	4369	0.321
08:00 - 09:00	1	4369	1.877	1	4369	0.092	1	4369	1.969
09:00 - 10:00	1	4369	0.801	1	4369	0.114	1	4369	0.915
10:00 - 11:00	1	4369	0.435	1	4369	0.137	1	4369	0.572
11:00 - 12:00	1	4369	0.229	1	4369	0.183	1	4369	0.412
12:00 - 13:00	1	4369	0.160	1	4369	0.275	1	4369	0.435
13:00 - 14:00	1	4369	0.160	1	4369	0.092	1	4369	0.252
14:00 - 15:00	1	4369	0.206	1	4369	0.412	1	4369	0.618
15:00 - 16:00	1	4369	0.069	1	4369	0.572	1	4369	0.641
16:00 - 17:00	1	4369	0.092	1	4369	1.053	1	4369	1.145
17:00 - 18:00	1	4369	0.023	1	4369	0.710	1	4369	0.733
18:00 - 19:00	1	4369	0.023	1	4369	0.320	1	4369	0.343
19:00 - 20:00	1	4369	0.023	1	4369	0.298	1	4369	0.321
20:00 - 21:00	1	4369	0.000	1	4369	0.069	1	4369	0.069
21:00 - 22:00	1	4369	0.000	1	4369	0.023	1	4369	0.023
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.350			4.419			8.769

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

Parameter summary

Trip rate parameter range selected:	4369 - 4369 (units: sqm)
Survey date date range:	01/01/10 - 06/03/18
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Licence No: 258601

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4369	0.183	1	4369	0.000	1	4369	0.183
08:00 - 09:00	1	4369	0.526	1	4369	0.000	1	4369	0.526
09:00 - 10:00	1	4369	0.206	1	4369	0.046	1	4369	0.252
10:00 - 11:00	1	4369	0.114	1	4369	0.023	1	4369	0.137
11:00 - 12:00	1	4369	0.023	1	4369	0.023	1	4369	0.046
12:00 - 13:00	1	4369	0.023	1	4369	0.114	1	4369	0.137
13:00 - 14:00	1	4369	0.000	1	4369	0.046	1	4369	0.046
14:00 - 15:00	1	4369	0.046	1	4369	0.137	1	4369	0.183
15:00 - 16:00	1	4369	0.000	1	4369	0.114	1	4369	0.114
16:00 - 17:00	1	4369	0.000	1	4369	0.275	1	4369	0.275
17:00 - 18:00	1	4369	0.000	1	4369	0.069	1	4369	0.069
18:00 - 19:00	1	4369	0.000	1	4369	0.114	1	4369	0.114
19:00 - 20:00	1	4369	0.023	1	4369	0.114	1	4369	0.137
20:00 - 21:00	1	4369	0.000	1	4369	0.069	1	4369	0.069
21:00 - 22:00	1	4369	0.000	1	4369	0.000	1	4369	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.144			1.144			2.288

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4369	0.206	1	4369	0.023	1	4369	0.229
08:00 - 09:00	1	4369	1.099	1	4369	0.069	1	4369	1.168
09:00 - 10:00	1	4369	0.343	1	4369	0.046	1	4369	0.389
10:00 - 11:00	1	4369	0.114	1	4369	0.092	1	4369	0.206
11:00 - 12:00	1	4369	0.618	1	4369	0.755	1	4369	1.373
12:00 - 13:00	1	4369	0.755	1	4369	0.618	1	4369	1.373
13:00 - 14:00	1	4369	0.183	1	4369	0.229	1	4369	0.412
14:00 - 15:00	1	4369	0.389	1	4369	0.343	1	4369	0.732
15:00 - 16:00	1	4369	0.069	1	4369	0.366	1	4369	0.435
16:00 - 17:00	1	4369	0.000	1	4369	0.572	1	4369	0.572
17:00 - 18:00	1	4369	0.000	1	4369	0.298	1	4369	0.298
18:00 - 19:00	1	4369	0.000	1	4369	0.160	1	4369	0.160
19:00 - 20:00	1	4369	0.069	1	4369	0.069	1	4369	0.138
20:00 - 21:00	1	4369	0.092	1	4369	0.114	1	4369	0.206
21:00 - 22:00	1	4369	0.000	1	4369	0.000	1	4369	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.937			3.754			7.691

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4369	0.252	1	4369	0.000	1	4369	0.252
08:00 - 09:00	1	4369	3.937	1	4369	0.000	1	4369	3.937
09:00 - 10:00	1	4369	0.893	1	4369	0.275	1	4369	1.168
10:00 - 11:00	1	4369	1.236	1	4369	0.183	1	4369	1.419
11:00 - 12:00	1	4369	0.275	1	4369	0.320	1	4369	0.595
12:00 - 13:00	1	4369	0.343	1	4369	0.732	1	4369	1.075
13:00 - 14:00	1	4369	0.137	1	4369	0.526	1	4369	0.663
14:00 - 15:00	1	4369	0.412	1	4369	1.053	1	4369	1.465
15:00 - 16:00	1	4369	0.183	1	4369	1.671	1	4369	1.854
16:00 - 17:00	1	4369	0.023	1	4369	2.358	1	4369	2.381
17:00 - 18:00	1	4369	0.000	1	4369	0.458	1	4369	0.458
18:00 - 19:00	1	4369	0.000	1	4369	0.114	1	4369	0.114
19:00 - 20:00	1	4369	0.000	1	4369	0.206	1	4369	0.206
20:00 - 21:00	1	4369	0.023	1	4369	0.023	1	4369	0.046
21:00 - 22:00	1	4369	0.000	1	4369	0.046	1	4369	0.046
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.714			7.965			15.679

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4369	0.916	1	4369	0.092	1	4369	1.008
08:00 - 09:00	1	4369	7.988	1	4369	0.160	1	4369	8.148
09:00 - 10:00	1	4369	2.380	1	4369	0.504	1	4369	2.884
10:00 - 11:00	1	4369	1.968	1	4369	0.412	1	4369	2.380
11:00 - 12:00	1	4369	1.144	1	4369	1.236	1	4369	2.380
12:00 - 13:00	1	4369	1.259	1	4369	1.785	1	4369	3.044
13:00 - 14:00	1	4369	0.504	1	4369	0.870	1	4369	1.374
14:00 - 15:00	1	4369	1.030	1	4369	2.106	1	4369	3.136
15:00 - 16:00	1	4369	0.298	1	4369	2.838	1	4369	3.136
16:00 - 17:00	1	4369	0.092	1	4369	4.532	1	4369	4.624
17:00 - 18:00	1	4369	0.000	1	4369	1.602	1	4369	1.602
18:00 - 19:00	1	4369	0.000	1	4369	0.755	1	4369	0.755
19:00 - 20:00	1	4369	0.092	1	4369	0.732	1	4369	0.824
20:00 - 21:00	1	4369	0.114	1	4369	0.275	1	4369	0.389
21:00 - 22:00	1	4369	0.000	1	4369	0.069	1	4369	0.069
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.785			17.968			35.753

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL Underground Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4369	0.092	1	4369	0.000	1	4369	0.092
08:00 - 09:00	1	4369	1.968	1	4369	0.000	1	4369	1.968
09:00 - 10:00	1	4369	0.298	1	4369	0.000	1	4369	0.298
10:00 - 11:00	1	4369	0.847	1	4369	0.023	1	4369	0.870
11:00 - 12:00	1	4369	0.046	1	4369	0.092	1	4369	0.138
12:00 - 13:00	1	4369	0.160	1	4369	0.298	1	4369	0.458
13:00 - 14:00	1	4369	0.046	1	4369	0.298	1	4369	0.344
14:00 - 15:00	1	4369	0.298	1	4369	0.778	1	4369	1.076
15:00 - 16:00	1	4369	0.069	1	4369	0.801	1	4369	0.870
16:00 - 17:00	1	4369	0.000	1	4369	1.259	1	4369	1.259
17:00 - 18:00	1	4369	0.000	1	4369	0.137	1	4369	0.137
18:00 - 19:00	1	4369	0.000	1	4369	0.000	1	4369	0.000
19:00 - 20:00	1	4369	0.000	1	4369	0.092	1	4369	0.092
20:00 - 21:00	1	4369	0.000	1	4369	0.023	1	4369	0.023
21:00 - 22:00	1	4369	0.000	1	4369	0.023	1	4369	0.023
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.824			3.824			7.648

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL Bus Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4369	0.160	1	4369	0.000	1	4369	0.160
08:00 - 09:00	1	4369	1.076	1	4369	0.000	1	4369	1.076
09:00 - 10:00	1	4369	0.206	1	4369	0.046	1	4369	0.252
10:00 - 11:00	1	4369	0.114	1	4369	0.000	1	4369	0.114
11:00 - 12:00	1	4369	0.069	1	4369	0.092	1	4369	0.161
12:00 - 13:00	1	4369	0.114	1	4369	0.343	1	4369	0.457
13:00 - 14:00	1	4369	0.092	1	4369	0.160	1	4369	0.252
14:00 - 15:00	1	4369	0.092	1	4369	0.137	1	4369	0.229
15:00 - 16:00	1	4369	0.046	1	4369	0.435	1	4369	0.481
16:00 - 17:00	1	4369	0.000	1	4369	0.412	1	4369	0.412
17:00 - 18:00	1	4369	0.000	1	4369	0.114	1	4369	0.114
18:00 - 19:00	1	4369	0.000	1	4369	0.046	1	4369	0.046
19:00 - 20:00	1	4369	0.000	1	4369	0.069	1	4369	0.069
20:00 - 21:00	1	4369	0.023	1	4369	0.000	1	4369	0.023
21:00 - 22:00	1	4369	0.000	1	4369	0.023	1	4369	0.023
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.992			1.877			3.869

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix D

Licence No: 258601

Calculation Reference: AUDIT-258601-190321-0331

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLES

Selected regions and areas:
04 EAST ANGLIA
CA CAMBRIDGESHIRE 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Site area
Actual Range: 0.37 to 0.37 (units: hect)
Range Selected by User: 0.10 to 2.50 (units: hect)

Parking Spaces Range: Selected: 3 to 70 Actual: 3 to 70

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 07/06/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Thursday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Edge of Town Centre 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
High Street 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
D2 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
5,001 to 10,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

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Secondary Filtering selection (Cont.):

Population within 5 miles:
25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 1 days

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1 CA-07-Q-02 COMMUNITY CENTRE CAMBRIDGESHIRE
HIGH STREET
CAMBOURNE

Edge of Town Centre
High Street
Total Site area: 0.37 hect
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ST-07-Q-01	-

Licence No: 258601

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	0.37	5.405	1	0.37	0.000	1	0.37	5.405
08:00 - 09:00	1	0.37	32.432	1	0.37	0.000	1	0.37	32.432
09:00 - 10:00	1	0.37	24.324	1	0.37	18.919	1	0.37	43.243
10:00 - 11:00	1	0.37	18.919	1	0.37	10.811	1	0.37	29.730
11:00 - 12:00	1	0.37	2.703	1	0.37	32.432	1	0.37	35.135
12:00 - 13:00	1	0.37	2.703	1	0.37	2.703	1	0.37	5.406
13:00 - 14:00	1	0.37	2.703	1	0.37	2.703	1	0.37	5.406
14:00 - 15:00	1	0.37	5.405	1	0.37	2.703	1	0.37	8.108
15:00 - 16:00	1	0.37	8.108	1	0.37	8.108	1	0.37	16.216
16:00 - 17:00	1	0.37	2.703	1	0.37	2.703	1	0.37	5.406
17:00 - 18:00	1	0.37	51.351	1	0.37	21.622	1	0.37	72.973
18:00 - 19:00	1	0.37	27.027	1	0.37	5.405	1	0.37	32.432
19:00 - 20:00	1	0.37	24.324	1	0.37	81.081	1	0.37	105.405
20:00 - 21:00	1	0.37	0.000	1	0.37	18.919	1	0.37	18.919
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			208.107			208.109			416.216

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

Parameter summary

Trip rate parameter range selected:	0.37 to 0.37 (units: hect)
Survey date date range:	01/01/10 - 07/06/18
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Licence No: 258601

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CYCLISTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
08:00 - 09:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
09:00 - 10:00	1	0.37	2.703	1	0.37	2.703	1	0.37	5.406
10:00 - 11:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
11:00 - 12:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
12:00 - 13:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
13:00 - 14:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
14:00 - 15:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
15:00 - 16:00	1	0.37	2.703	1	0.37	0.000	1	0.37	2.703
16:00 - 17:00	1	0.37	2.703	1	0.37	5.405	1	0.37	8.108
17:00 - 18:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
18:00 - 19:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
19:00 - 20:00	1	0.37	5.405	1	0.37	2.703	1	0.37	8.108
20:00 - 21:00	1	0.37	0.000	1	0.37	2.703	1	0.37	2.703
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.514			13.514			27.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
08:00 - 09:00	1	0.37	16.216	1	0.37	2.703	1	0.37	18.919
09:00 - 10:00	1	0.37	113.514	1	0.37	2.703	1	0.37	116.217
10:00 - 11:00	1	0.37	29.730	1	0.37	27.027	1	0.37	56.757
11:00 - 12:00	1	0.37	8.108	1	0.37	127.027	1	0.37	135.135
12:00 - 13:00	1	0.37	0.000	1	0.37	2.703	1	0.37	2.703
13:00 - 14:00	1	0.37	5.405	1	0.37	5.405	1	0.37	10.810
14:00 - 15:00	1	0.37	2.703	1	0.37	0.000	1	0.37	2.703
15:00 - 16:00	1	0.37	40.541	1	0.37	16.216	1	0.37	56.757
16:00 - 17:00	1	0.37	0.000	1	0.37	2.703	1	0.37	2.703
17:00 - 18:00	1	0.37	13.514	1	0.37	24.324	1	0.37	37.838
18:00 - 19:00	1	0.37	32.432	1	0.37	10.811	1	0.37	43.243
19:00 - 20:00	1	0.37	29.730	1	0.37	51.351	1	0.37	81.081
20:00 - 21:00	1	0.37	0.000	1	0.37	21.622	1	0.37	21.622
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			291.893			294.595			586.488

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
08:00 - 09:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
09:00 - 10:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
10:00 - 11:00	1	0.37	5.405	1	0.37	0.000	1	0.37	5.405
11:00 - 12:00	1	0.37	0.000	1	0.37	5.405	1	0.37	5.405
12:00 - 13:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
13:00 - 14:00	1	0.37	2.703	1	0.37	0.000	1	0.37	2.703
14:00 - 15:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
15:00 - 16:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
16:00 - 17:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
17:00 - 18:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
18:00 - 19:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
19:00 - 20:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
20:00 - 21:00	1	0.37	0.000	1	0.37	0.000	1	0.37	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.108			5.405			13.513

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Licence No: 258601

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	0.37	5.405	1	0.37	0.000	1	0.37	5.405
08:00 - 09:00	1	0.37	75.676	1	0.37	2.703	1	0.37	78.379
09:00 - 10:00	1	0.37	159.459	1	0.37	43.243	1	0.37	202.702
10:00 - 11:00	1	0.37	67.568	1	0.37	43.243	1	0.37	110.811
11:00 - 12:00	1	0.37	13.514	1	0.37	197.297	1	0.37	210.811
12:00 - 13:00	1	0.37	2.703	1	0.37	5.405	1	0.37	8.108
13:00 - 14:00	1	0.37	10.811	1	0.37	8.108	1	0.37	18.919
14:00 - 15:00	1	0.37	8.108	1	0.37	5.405	1	0.37	13.513
15:00 - 16:00	1	0.37	54.054	1	0.37	27.027	1	0.37	81.081
16:00 - 17:00	1	0.37	5.405	1	0.37	10.811	1	0.37	16.216
17:00 - 18:00	1	0.37	124.324	1	0.37	51.351	1	0.37	175.675
18:00 - 19:00	1	0.37	89.189	1	0.37	16.216	1	0.37	105.405
19:00 - 20:00	1	0.37	64.865	1	0.37	224.324	1	0.37	289.189
20:00 - 21:00	1	0.37	0.000	1	0.37	45.946	1	0.37	45.946
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			681.081			681.079			1362.160

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*