Twickenham Film Studios

Transport Assessment

On behalf of **Twickenham Studios London Ltd**

Project Ref: 48773/5501 | Rev: - | Date: January 2021

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Document Control Sheet

Project Name: **Twickenham Film Studios**

Project Ref: **48773/5501**

Report Title: **Transport Assessment**

Doc Ref: **8361**

Date: **January 2021**

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved

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1 Introduction

1.1 Overview

1.1.1 Stantec has been commissioned by Twickenham Studios London Ltd to produce a Transport Assessment (TA) to support a planning application for the erection of a new block ("Block A") at the front corner of the site together with the partial demolition of Block C and the construction of a two storey extension, the construction of an additional storey and external stair and lift core access to Block E, the construction of an additional storey above Block H and the refurbishment and modernisation of all existing blocks within the site. The existing site is located at TW1 2AW in the London Borough of Richmond upon Thames (LBRuT).

1.1.2 This TA has been prepared in alignment with the Healthy Streets TA contents and chapters document produced by Transport for London (TfL), and will consider the Healthy Streets Indicators throughout.

1.1.3 The TfL guidance for the proposed quantum of new floorspace in the planning application would suggest that a Transport Statement only is required[1]. However, Twickenham Studios, is prepared to provide a more comprehensive document, more akin to a Transport Assessment. This allows the existing site and the proposed extensions to be considered as a whole. This allows a more sensible consideration of certain aspects such as cycle storage and car parking.

1.1.4 Comments were received from the Highway contact within the borough council as an internal consultee with regards to the planning pre-app 20/P0342/PREAPP (dated 19th Nov 2020). These comments are attached as Appendix A.

1.1.5 In addition, the highway officer was consulted by e-mail and telephone, to provide additional clarity on the proposal. A more specific breakdown of the additional floorspace was provided, and the new live audience element of the studio's operations was discussed. These points are covered later in this report.

1.2 Site Location

1.2.1 Twickenham Studios is located in the neighbourhood of East Twickenham in the London Borough of Richmond upon Thames. The main access to the site is located on The Barons, which comprises the eastern boundary of the site. The southern boundary of the site is defined by St Margarets Road. The western boundary abuts a railway line and the northern boundary is defined by residential dwellings.

1.2.2 A site location plan can be seen in Figure 1-1.

[1] Appendix B available via https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments

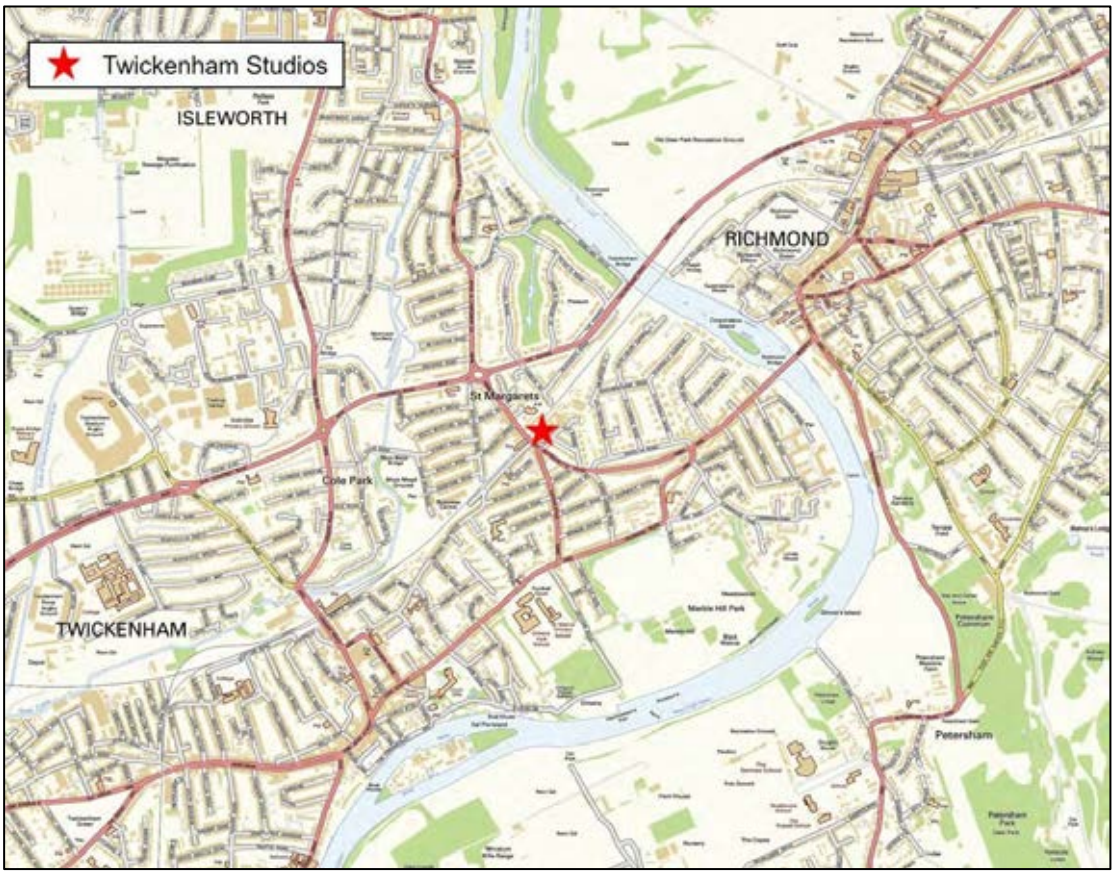


Figure 1-1: Site Location Plan

1.3 Development Proposals

1.3.1 Whilst the proposed development at Twickenham Film Studios will see the refurbishment of the whole estate, this TA will focus on the additional floorspace being proposed, which consists of:

- The construction of a new building (Block A)[2] to the south of the site. This will provide 240 sqm of café/reception area and c.664 sqm of co-working space and office space
- A c.10 sqm extension to Block B to enable the conversion of the existing reception area into a foyer.
- The construction of a new prop store and a new dressing room in Block C, providing c.111 sqm of additional floor space. This building will also see one of its stages converted from a production studio to a TV studio
- The construction of a lightweight roof extension for additional picture post facilities in Block E, providing c.477 sqm of additional floor space
- The construction of a new lightweight roof extension for new sound block offices in Block H, providing c.238 sqm of additional floor space

[2] A working annotation of Blocks A-H has been adopted by the architect and is used in this document. This annotation works from the St Margarets Rd end of the site, with Block A being a new block on the site of a previous block from decades ago. Blocks B-H are the current existing blocks.

1.3.2 Overall, approximately 1,750 sqm (1,740 as shown in schedule) of new build is proposed. This will mostly consist of B1(a) (offices) and B1(c) use classes (studio operations). The existing site is circa 9,000 sqm of floor space, approximately 1,000sqm of office space and 8,000sqm of studio operations. The increase in floorspace is therefore around 20%.

1.3.3 The schedule of floorspace, existing, remaining and proposed is given in Appendix B. There is a small amount of demolition (a building known as the White House), and hence a small reduction in existing floorspace.

1.3.4 To accommodate the construction of the new Block A, 13 parking spaces will be lost (from a stock of 91 spaces). This loss of parking is confirmed as acceptable later in this report.

1.3.5 The boundary wall fronting the site will also be removed. The cycle parking and motorcycle hardstanding areas external to the site by this wall was noted during the planning pre-app and will be addressed as appropriate by Twickenham Studios.

1.3.6 As previously mentioned, the refurbishment of the estate will see the introduction of live audience aspects to the day-to-day operation of the site. The addition of a cinema and a TV studio will likely have some impact on the number of trips generated by the site. This will be considered in more detail later in the report.

2 Policy Review

2.1 National Planning Policy Framework (NPPF) (June 2019)

2.1.1 The NPPF aims to enable local people and their councils to produce their own distinctive local and neighbourhood plans, which should be interpreted and applied in order to meet the needs and priorities of their communities.

2.1.2 Chapter 9: 'promoting sustainable transport' outlines the following policies most relevant to this TA:

2.1.3 Paragraph 102 states:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that (d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

2.1.4 Paragraph 103 states:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.1.5 Paragraph 109 states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.1.6 Paragraph 110 states applications for development should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2 Intent to Publish London Plan (December 2019)

2.2.1 The Intend to Publish London Plan, December 2019, outlines the Mayor's environmental, economic, social and transport strategic policy framework which aims to improve London as a region over the next 20-25 years. Chapter 10 of the Intend to Publish London Plan outlines the policies relating to transport. The most relevant policies included within this Chapter are outlined below:

2.2.2 **Policy T1 – 'Strategic approach to transport'**: this policy requires all development proposals to support the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

- This should be sought through:
- Encouraging greater integration of land use and transport as well as further improvements to the public transport which creates greater connectivity
- Reducing congestion by encouraging a modal shift from car use to public transport
- Promoting consolidation of deliveries in order to minimise the delivery trips
- Investing in high quality interchanges and rebalancing the public transport network to make active methods of travel more attractive

2.2.3 **Policy T2 - 'Healthy Streets'**: this policy is a key aspect of the New London Plan. It seeks to encourage Development Plans to facilitate more trips by walking and cycling through improving street environments – seeking to allow people to undertake daily active travel to stay healthy. The Policy further seeks "better management of freight" to lessen their impact on London's streets.

2.2.4 **Policy T3 - 'Transport Capacity, Connectivity and Safeguarding'**: this policy aims to inform Development Plans and proposals to support the sustainable development of London's public transport network. This includes safeguarding existing buildings and land used for transport. This will enable expansion in the near future and includes a number of possible transport schemes across the short, medium and long-term.

2.2.5 **Policy T4 - 'Assessing and Mitigating Transport Impacts'**: this policy highlights the importance of an integrated approach to current and planned transport access, capacity and connectivity. Transport assessments should be submitted where development proposals may negatively and irreversibly impact the local transport network, with mitigation provided where necessary; particularly walking, cycling and public transport mitigation.

2.2.6 **Policy T5 - 'Cycling'**: this policy sets out the approach to removing barriers to cycling and creating environments in which people choose to cycle. It sets out the minimum cycle parking standards and the Mayor's aspirations for improvements to the strategic cycle network across London. Developers should include how they will cater for larger cycles and adapted cycles for disabled people.

2.2.7 **Policy T6 - 'Car Parking'**: this policy encompasses residential, office, retail, hotel, leisure and disabled person parking standards; with differing standards applied to the Central Activities Zone, Inner London, Outer London and other parts.

2.2.8 **Policy T7 - 'Deliveries, Servicing and Construction'**: this policy aims to reduce the number of freight and servicing trips and emissions from these movements across London through, for example; provision of electric vehicle charging points for freight vehicles, hydrogen refuelling stations and encouraging out-of-peak deliveries by operating 24-hour consolidation and distribution sites.

2.2.9 Policy T7 requires CLPs and DSPs, developed in accordance with TfL's guidance. Management and design of facilities is encouraged which allow off peak and night-time deliveries and servicing. The use of water and rail transport are to be considered as part of development proposals. Designing in safe access for people walking and cycling during the construction phase is expressed.

2.3 Mayor's Transport Strategy (March 2018)

2.3.1 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

2.3.2 The MTS places an emphasis on healthy streets and promoting sustainable travel. Its three main themes comprise:

- Healthy streets and healthy people
- A good public transport experience
- New homes and jobs

2.3.3 'Healthy streets and healthy people' is about creating streets and routes that encourage walking, cycling and public transport use to reduce car dependency and the resultant adverse health effects it has. Streets and neighbourhoods should be designed to make them pleasant places, with walking and cycling prioritised. Road danger will be reduced to help make people feel safer and more comfortable when walking and cycling. A shift away from car use will be pursued to help London's streets work more efficiently and reduce congestion.

2.3.4 'A good public transport experience' ensures that public transport is the most efficient way for people to travel distances that are too long to walk or cycle and enables a shift from private car which could reduce the number of vehicles on London's streets. The whole journey will be made more attractive, including the station experience and onward journeys.

2.3.5 'New homes and jobs' is about ensuring that the ever-increasing number of people living and working in London are well-connected. The growth must be 'good growth', which provides more opportunities, delivers affordable homes and improves the quality of life. People should be able to live in areas where many of the places they want to go to are within walking and cycling distance, and good public transport connections are available for longer trips.

Healthy Streets for London – Prioritising walking, cycling and public transport to create a healthy city (February 2017)

2.3.6 The 'Healthy Streets for London' document, drawn up jointly between the TfL and the Mayor's office in 2017, presents the new Mayor's key focus on getting Londoners to reduce their reliance on car use, which will not only help to get them more active, but help tackle London's air pollution problems.

2.3.7 This is to be applied at three levels:

- Street level – improving local environments by providing more space for walking and cycling, and better public spaces where people can interact through, for example; more seating, more greenery, reducing vehicle speed and installing safer crossings.
- Transport network level – prioritising better and more affordable public transport and safer and more appealing routes for walking and cycling, reducing the dominance of motor vehicles and developing creative approaches to managing freight and deliveries.
- Strategic level – planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.

2.3.8 This approach will be measured through 10 evidence-based indicators of what makes streets attractive places. These are as follows:

- **Pedestrians from all walks of life** - London's streets should be welcoming for everyone to walk, spend time in and engage in community life.
- **People choose to walk, cycle, and use public transport** - infrastructure should be in place to encourage and enable more people to walk and cycle more often. This will only happen if the volume and dominance of motor traffic is reduced and the experience of being on the streets is improved.
- **Clean air** - this will help to reduce unfair health inequalities.
- **People feel safe** - people should not feel worried about road danger or experience threats to their personal safety.
- **Not too noisy** - reducing the noise from motor vehicles will have direct benefits to health and street ambience. This will encourage active travel and human interaction.
- **Easy to cross** - making streets easy to cross encourages people to walk and helps connect communities. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
- **Places to stop and rest** – a lack of resting places can limit mobility for certain groups of people. Ensuring there are places to rest can benefit communities as people will be more willing to visit, spend time and meet other people on the street.
- **Shade and shelter** – shade and shelter from wind, rain or sun enables all people to use the streets no matter the weather conditions.
- **People feel relaxed** – more people will choose to walk or cycle if the streets are not dominated by motor vehicles. People are also more likely to choose to walk or cycle if footways and cycleways are not overcrowded, dirty, cluttered or in disrepair.
- **Things to see and do** – more people will choose to walk or cycle if their journey through the streets is interesting and stimulating, with attractive buildings, views, planting and street art.

2.4 Vision Zero (July 2018)

2.4.1 The Mayor's Transport Strategy and the Vision Zero action plan focus particularly on reducing road danger on our road network and aims to eliminate all deaths and serious injuries on London's transport system by 2041.

2.4.2 People from deprived areas, some ethnic minorities, disabled people, children and the elderly are disproportionately affected by road danger. For many years' road danger and tragic road incidents have been seen as inevitable. Vision Zero aims to change the mind set of City Hall and the London Boroughs, and to ensure that human health and wellbeing are at the forefront when we think about London's Road Network.

2.4.3 The Vision Zero programme of action takes a Safe System approach, which is an internationally recognised approach to road danger reduction. It is designed to take account of the following Safe System principles:

- "People make mistakes, so our transport system needs to accommodate human error and unpredictability

- There are physical limits to what the human body can tolerate. Our transport system needs to be forgiving, so that the impact of a collision is not sufficient to cause fatal or serious injury

- All those with a role in designing, building, operating, managing and using our streets have a responsibility to reduce danger"

2.4.4 In addition to the principles in the Safe System approach, the programme also includes a framework of interventions based on five pillars of actions. These include:

- **Safe Speeds** - TfL is proposing to make 20mph the new speed limit on all TfL roads within the Congestion Charging Zone by 2020. TfL are also aiming to improve compliance with speed limits by redesigning streets to encourage lower speeds, optimising the use of speed cameras and enhancing on-street speed enhancement.

- **Safe Streets** - After identifying 73 junctions with the worst safety records, TfL is proceeding with a major Safer Junctions programme that will see significant safety improvements made at these locations to reduce road danger for people walking and cycling.

- **Safe Vehicles** - TfL has introduced a world-leading Bus Safety Standard which will identify the latest safety technologies and features to significantly reduce casualties on the bus network. TfL's Direct Vision Standard for Heavy Goods Vehicles will be the first initiative of its kind in the world to categorise HGVs depending on the level of a driver's direct vision from a cab.

- **Safe Behaviours** - TfL will use marketing and communications to tackle the behaviours that create most risk on London streets, through a series of incisive and targeted marketing and engagement campaigns. The MPS Roads and Transport Policing Command will deter risk-taking on the road through an enhanced, three-tiered approach to policing and enforcement. Standards will also be raised for professional drivers and riders through training and education.

- **Post-collision Response** – collision investigation will be enhanced and TfL, the police and other partners will work to improve justice and care for the victims of traffic collisions.

2.5 London Borough of Richmond upon Thames Local Plan (Adopted July 2018)

2.5.1 The LBR Local Plan sets out the policies and guidance for development within the borough between 2018 and 2033. It identifies the main developments that will take place, how places in the borough will change, or be protected from change, over the period of the plan.

2.5.2 Chapter 11 outlines the policies relating to transport adopted within the borough. The most relevant are outlined below:

2.5.3 **Policy LP 44: Sustainable Travel Choices** – the council will work in partnership to promote safe, sustainable and accessible transport solutions. The council will achieve this by:

- Encouraging high trip generating developments to be located in areas with good public transport or areas which are capable of supporting improvements to provide good public transport accessibility.

- Ensuring new developments are designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes.

- Ensuring that major new developments maximise opportunities to provide safe and convenient access to public transport services.
- Ensuring that new developments do not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.
- Encouraging the use of the River Thames for passenger and freight transport.
- Ensuring land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation.
- Ensuring that taxis and private hire vehicles are adequately catered for in appropriate locations.

2.5.4 **Policy LP 45: Parking Standards and Servicing** - The Council will require new development to make to make provision for the accommodation of vehicles. This should be implemented in a way that provides for the needs of the development, while minimising the impact of car-based travel, including on the operation of the road network and local environment. The council will achieve this by:

- Requiring new developments to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3 of the local plan document.
- Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

2.5.5 Policy LP 45 also states that New major developments which involve freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents.

2.5.6 It is important to note that Twickenham studios is mentioned in the local plan document as an asset and a locally important area of industrial land, within the neighbourhood of East Twickenham, that should be retained.

2.6 Richmond Transport SPD (June 2020)

2.6.1 The LBRuT Transport SPD was introduced in June 2020 and as quoted in the document 'This supplementary planning document is intended to complement the Local Plan and offer additional advice to assist in its implementation.'

2.6.2 This document contains additional information in support of the Local Plan on the following topics:

- Transport Assessments and Transport Statements
- Travel Plans
- Delivery and Servicing Plans
- Construction Logistic Plans

- Sustainable Development and Active Transport
- Cycling
- Car Clubs
- Electric Vehicle Charging
- Car Parking
- Dropped Kerbs and Vehicle Crossovers

2.7 Response to Policy

2.7.1 The main theme of the policies set out above is to promote the use of sustainable transport, especially by walking and cycling. This will be achieved by encouraging greater use of active transport modes and the provision of appropriate cycle parking facilities for the whole site, rather than just the proposed development. This can be seen as a planning gain.

2.7.2 Encouraging the use of public transport is also a key theme within the above policies. Twickenham Film Studios has a Public Transport Accessibility Level (PTAL) score of 3-4, meaning it has 'good' access to public transport. There is a bus stop located right outside the development and a railway station located just 200m from the site.

2.7.3 Furthermore, the proposed development will be promoted as car-free, as no additional vehicle parking will be provided as part of the development proposals. The construction of Block A will, in fact, reduce the amount of parking at the site by 13 spaces. This should not be seen as an issue as Twickenham Studios London Ltd are certain that the current parking stock never reaches capacity. The studios have also agreed to forfeit their rights to obtain parking permits for the CPZ. This illustrates that the studios are committed to promoting the use of sustainable travel modes.

3 Transport Planning for People

3.1 Introduction

3.1.1 This chapter highlights who the development is for, when they will travel to and from the development and why. This chapter will also examine the demographic of people within the area and the most utilised transport mode.

3.1.2 For this assessment data from The Department for Transport (DfT) and the Census 2011 has been utilised. TfL's Transport Classification for Londoners (TCoL) has not been uses as the proposed development discussed in this TA is commercial and TCoL focuses more travel patters based on where people live rather than where they work.

3.2 Travel Trends

3.2.1 The Department for Transport (DfT) provides statistics on the average number of trips per mode for all regions within England. Data from the National Travel Survey Table NTS9903 was extracted and Figure 3-1 presents the average vehicle trips per person across England.

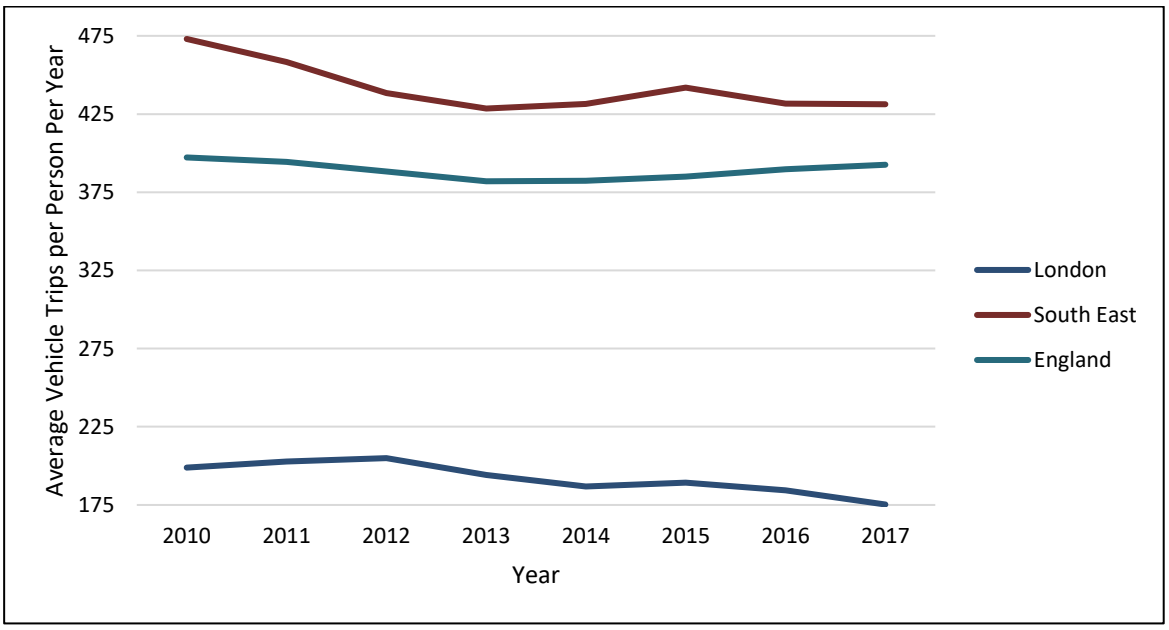


Figure 3-1: Average Vehicle Trips Per Person Across England

3.2.2 Based on the trends of car driver trips within London, and the location of the site there is an opportunity to reduce commuters' reliance on car use and influence behaviour change to encourage a more positive outlook on the use of public transport and active travel modes.

3.2.3 The site has good accessibility to the public transport network, with bus stops and St Margarets railway station within a short walking distance of the studios.

3.2.4 Data from the 2011 Census has been extracted for 'Location of usual residence and place of work by method of travel to work', with an average of 'MSOA Richmond upon Thames 007' and 'MSOA Richmond upon Thames 009' being the place of work. This is because the estate lays across the boundary of the two areas. The mode share percentages can be seen in Table 3-1 below.

Mode	Percentage (%)
Underground, metro, light rail or tram	6%
Train	13%
Bus, minibus or coach	14%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	44%
Passenger in a car or van	2%
Bicycle	6%
On foot	13%
Other method of travel to work	0%
TOTAL	100%

Table 3-1: Mode Share

3.2.5 The 2011 Census Data demonstrates that there is relatively high level of driving to the area for work purposes. In transport planning terms, it is preferable to reduce the amount of vehicle trips in order to reduce congestion and the impact on the environment and increase the amount of physical activity, leading to both physical and mental health benefits. As such, it is hoped the proposed development at the site will encourage a shift to more active modes of travel and discourage those already working at the development to be less reliant on private vehicles where possible.

3.2.6 Furthermore, as a result of the Covid-19 pandemic, it is expected that more people will favour active travel and will even travel less, as home working increases. Anticipated behavioural change as a result of the above, suggests there is scope to increase the amount of sustainable travel amongst employees and as a result, it is expected that existing travel characteristics may evolve.

3.3 Proposed Users

3.3.1 The proposed additional development will likely be occupied, in the daytime, by some additional studio staff, as well as local associated professionals who will use the co-working space being provided in Block A. In the evening the site will be used by a limited number of studio staff, the users of the TV studio and visitors to the TV studio.

3.3.2 All three of the above groups are seen as likely cohorts for which sustainable transport modes are suitable. The users of the co-working space would be expected to be relatively local, for if they were from farther afield alternative similar facilities would be available. The evening live audience would be expected, and encouraged, to use the available public transport provision available via St Margaret's station and the local bus routes.

3.3.3 The use of sustainable modes will be developed further with the accompanying travel plan.

4 Site and Surroundings

4.1 Introduction

4.1.1 This chapter sets out the existing and proposed site and its context in transport terms. It will cover the site access arrangement, pedestrian and cycle access and public transport access. It will also cover the servicing and parking strategies for the proposed development.

4.2 Existing Site

History of Studios

4.2.1 Twickenham Studios have operated at the site since 1913, prior to which the site was the location of an ice-skating rink. It holds the unique position of being the only studio in London that caters for the needs of both film production and post-production. The Studios have several stages that are sound-proofed. Dressing rooms, make-up, hairdressing and wardrobe departments and camera rooms are generally situated adjacent to each stage, with nearby prop rooms, art departments and office suites. In addition, the site provides numerous areas of workspace, post-production areas and ancillary floor areas.

4.2.2 The references to the studios in the Local Plan show the importance of the role of the studios within the Twickenham area.

Location and Layout

4.2.3 The existing Twickenham Film Studios is located in the neighbourhood of East Twickenham in the London Borough of Richmond upon Thames.

4.2.4 The current estate consists of 7 blocks with varying uses relating to both film production and post-production. These include:

- Block B – The reception building with office space, prop storage and a bar
- Block C – This building contains studios 2 & 3, dressing rooms, hair and makeup, two studio apartments and office space
- Block D – This building contains the art department, office space and storage
- Block E – This building contains Dubbing Theatre 2, a projector room, the canteen and kitchen and office space
- Block F & G – These buildings contain studio 1, dressing rooms, hair and makeup, a preview theatre and postproduction facilities
- Block H – This block contains the Richard Attenborough Theatre, theatre 3, sound studios and office space.

4.2.5 An architectural plan of the existing layout of the site can be seen in Figure 4-1.

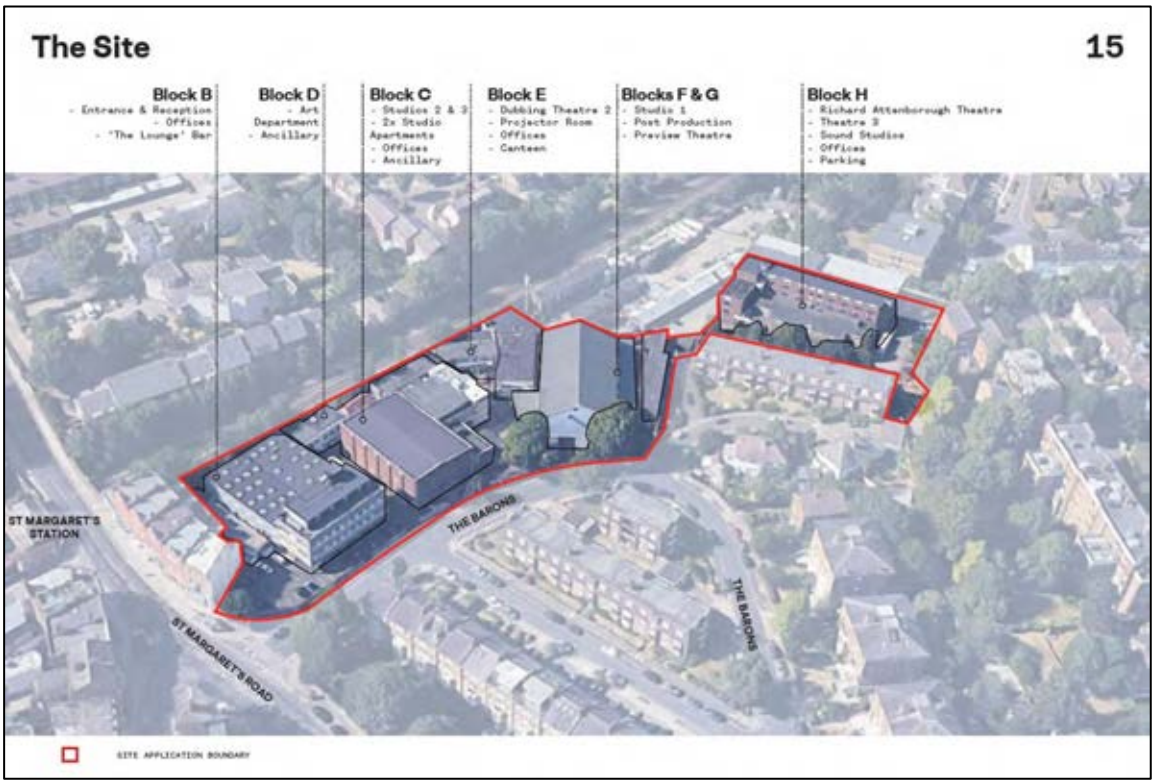


Figure 4-1: Existing Site Layout Plan

Existing Pedestrian and Cycle Access

4.2.6 The main pedestrian and cycle access to the site is currently from The Barons, approximately 50m from the junction with St Margarets Road. Both these roads have footways on either side of the carriageway. Four additional pedestrian and cycle access points are also available.

Existing Vehicle Access

4.2.7 The main vehicle access to the site is currently from The Barons, approximately 50m from the junction with St Margarets Road. This provides access to reception and 21 car parking spaces to the south of the site. There are also several other vehicle access points along The Barons.

4.2.8 Vehicle access can also be gained from Arlington Road, providing access to 70 parking spaces.

4.2.9 The various entrances on The Barons are shown below in Figure 4-2.

Figure 4-2: Access to the Estate from The Barons

4.3 Existing Pedestrian and Cycle Network

Pedestrian Facilities

4.3.1 Pedestrian footways of approximately 2m are provided adjacent to all roads surrounding the development site and street lighting is provided at regular intervals.

4.3.2 A dropped kerb crossing point is available across The Barons, outside Twickenham Film Studios, at the junction with St Margarets Road. On St Margarets Road, approximately 5m to the east of The Barons, there is a dropped kerb crossing with a pedestrian refuse island, allowing access to the opposite side of St Margarets Road in two parts. Approximately 65m to the west of the The Barons, outside St Margarets railway station, there is a controlled pedestrian crossing which also allows access to the opposite side of St Margarets Road.

Cycle Facilities

4.3.3 The site is well connected in terms of cycling facilities. In 2019 Richmond Council declared a climate emergency and as part of that declaration committed to becoming carbon neutral by 2030 and becoming recognised as the greenest London borough. This aim is supported by the following objectives:

- Support local walking and cycling trips through pavement improvements, the introduction of low-traffic neighbourhoods, improved crossings, contra-flow cycling, cycle parking and public realm improvements, using the Healthy Streets Approach
- Create a high-quality core cycle network connecting popular destinations
- Make improvements to clean-air walking and cycling routes away from roads, including paths through parks, towpaths and other public rights of way
- Improve awareness of local walking, cycling and running routes through maps and branding

4.3.4 Existing and proposed cycle routes within the borough can be seen below in Figure 4-3.

Figure 4-3: Existing and Proposed Cycle Routes in LBRuT

(Extracted from Richmond Active Travel Strategy 2020)

4.4 Existing Public Transport Network

4.4.1 Figure 4-4 below demonstrates the public transport stops and stations within proximity of the proposed development site at Twickenham Studios.

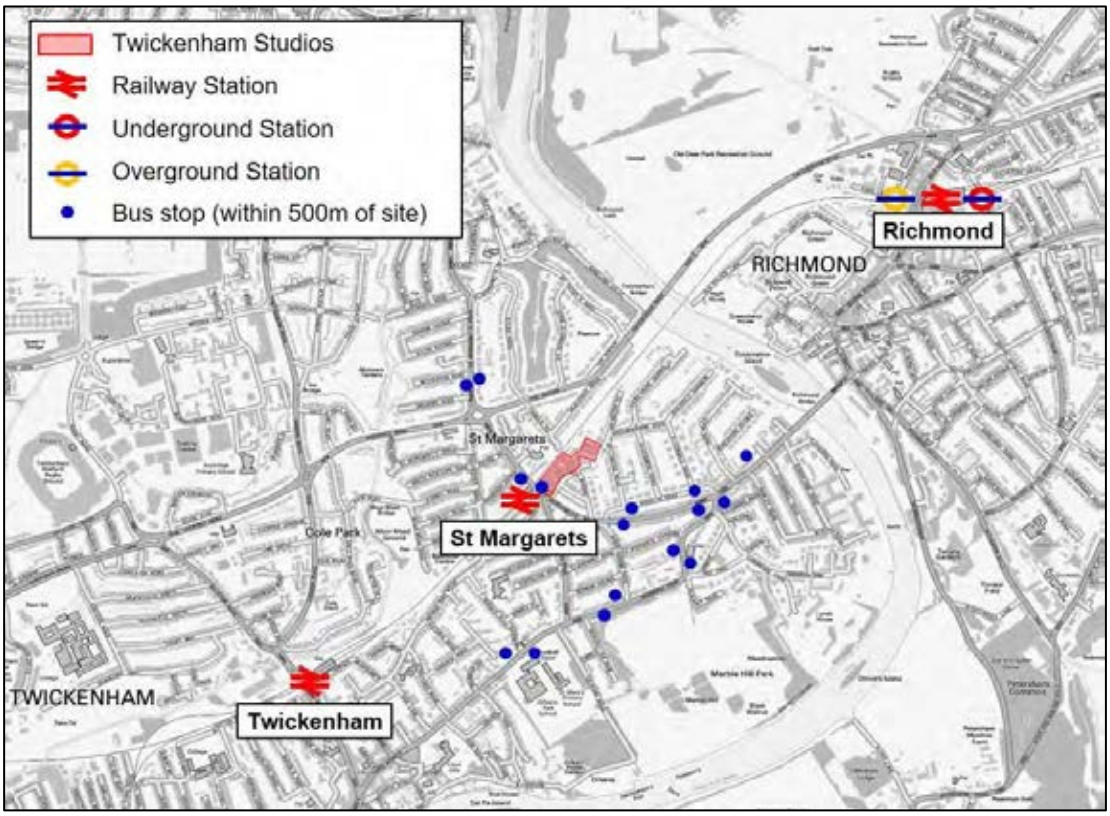


Figure 4-4: Public Transport Stops and Stations

Existing Public Transport Accessibility Levels

4.4.2 Public Transport Accessibility Levels (PTALs) are a detailed measure of the accessibility of a site to the public transport network, considering walk access times and service availability and frequency. A PTAL can range from 1a to 6b, where a score of 1 indicates a 'very poor' level of accessibility and 6b indicates 'excellent' provision.

According to Transport for London's (TfL) online WebCAT toolkit, the site has a variable 2020 baseline PTAL ranging between 3 and 4, which represents a good level of accessibility to public transport services. This is shown in

Figure 4-5 below with the full PTAL report available in Appendix C.

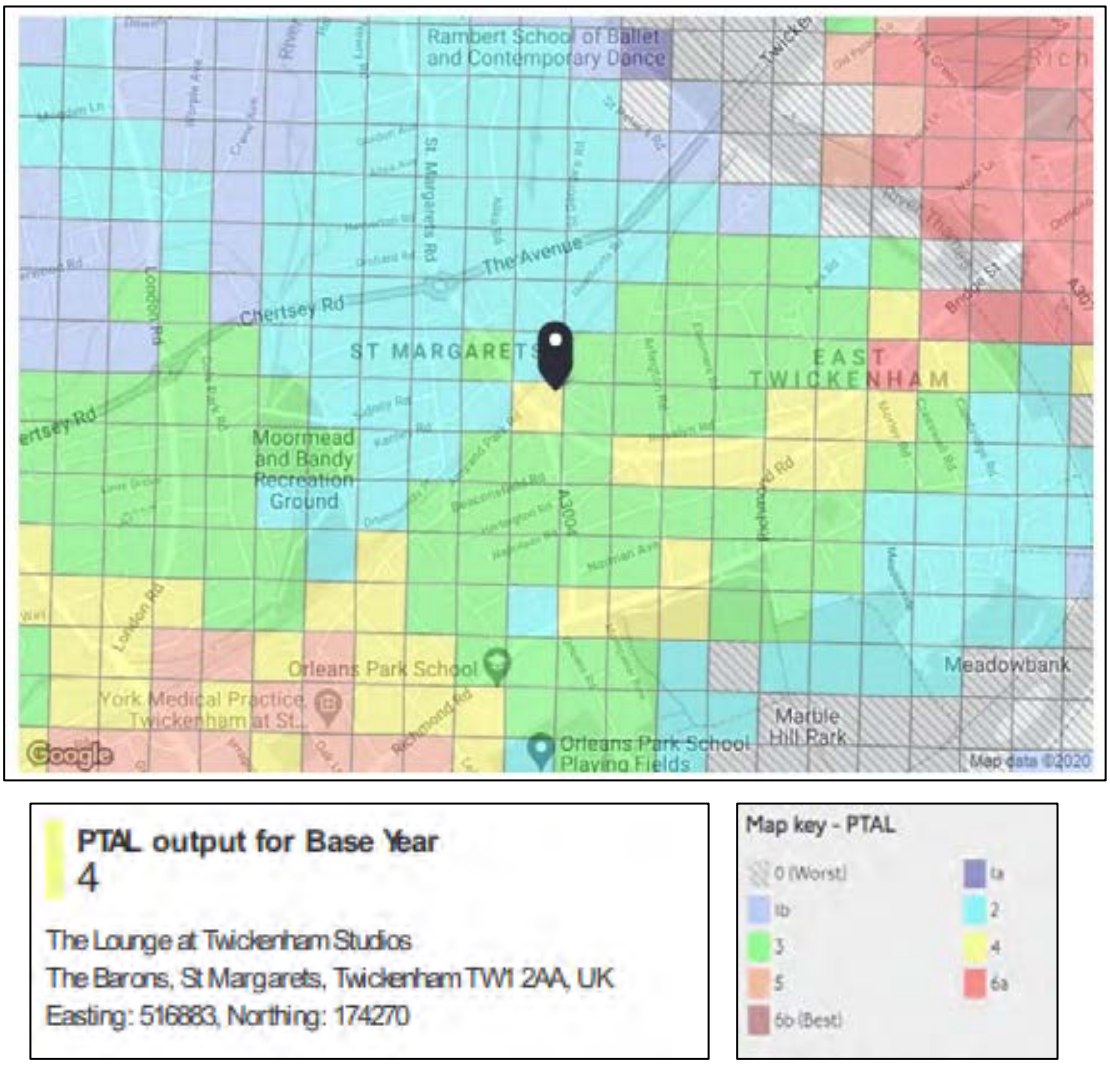


Figure 4-5: Existing PTAL Rating

Existing Bus Network

4.4.3 The nearest bus stops to the site are located on St Margarets Road. Stop P (St Margarets Station Eastbound) is located directly outside Twickenham Studios just 70m from the main site access. While Stop J (St Margarets Station Westbound) is located just 160m to the north west of site. These stops are marked by on-road bus cage markings, a simple flag arrangement with timetabling information and a shelter. These stops are served by the number H37. The route and frequencies of these services are detailed below in Table 4-1.

Table 4-1: Bus Services and Frequencies from Stop P and Stop J (Source TfL, December 2020)

Service	Route	Direction	Approx. Frequency (Buses per hour/ direction)		
			AM Peak (0800-0900)	PM Peak (1700-1800)	Daily
H37	Hounslow – Isleworth – St Margarets – Richmond – Manor Circle	EB	10 services	10 services	Up to 10 services per hour
		WB	10 services	10 services	Up to 10 services per hour

4.4.4 Approximately 550m (7-minute walk) from Twickenham Studios, on Richmond Road, there are additional bus stops which allow access to additional bus services. These are Stop U (Marble Hill Park/Crown Road Eastbound) and Stop D (Marble Hill Park/Crown Road Westbound). Both these stops are marked by an on-road bus cage and a simple flag arrangement with timetabling information. Stop D has the addition of a bus shelter. These stops are served by number of different bus services. The route and frequencies of these services are detailed below in Table 4-2.

Table 4-2: Bus Services and Frequencies from Stop U and Stop P (Source TfL, December 2020)

Service	Route	Direction	Approx. Frequency (Buses per hour/ direction)		
			AM Peak (0800-0900)	PM Peak (1700-1800)	Daily
33	Barnes – East Sheen – North Sheen – Richmond – Twickenham – Teddington – Fulwell	EB	8 services	6 services	Up to 8 services per hour
		WB	8 services	6 services	Up to 8 services per hour
490	Heathrow Airport – Hatton Cross – Feltham – Hanworth – Fulwell – Twickenham – Richmond – North Sheen	EB	6 services	5 services	Up to 6 services per hour
		WB	5 services	5 services	Up to 6 services per hour
H22	North Sheen – Richmond – Twickenham – Fulwell – Whitton – Hounslow	EB	5 services	5 services	Up to 5 services per hour
		WB	5 services	5 services	Up to 5 services per hour

Service	Route	Direction	Approx. Frequency (Buses per hour/ direction)		
			AM Peak (0800-0900)	PM Peak (1700-1800)	Daily
R68	Kew Retail Park - Richmond - Twickenham - Teddington - Hampton Hill - Hampton Court	EB	4 services	4 services	Up to 5 services per hour
		WB	4 services	4 services	Up to 5 services per hour
R70	Hampton - Fulwell - Richmond, Manor Circus	EB	-	-	-
		WB	6 services	5 services	Up tot 6 service per hour

Existing Rail Network

4.4.5 The nearest railway station to Twickenham Studios is St Margarets, which is operated by Southwestern. It is located on St Margarets Road directly opposite the studios, meaning it is less than 200m (2-minute walk) from the main site access point on The Barons.

4.4.6 According to the Office of Rail and Road (ORR), from 2017-2018 approximately 1.4 million entries and exits were made at St Margarets railway station.

4.4.7 St Margarets railway station is within London Fare Zone 3 and is located on one of the main lines to London Waterloo. The journey time to London Waterloo is approximately 30 minutes.

4.4.8 Table 4-3 below provides the journey times and service frequencies for direct trains to and from St Margarets railway station.

Table 4-3: St Margarets Railway Station Service Frequencies

Destination	Journey Time	Approx. Frequency (trains per hour/ per direction)		
		AM Peak (0800-0900)	**PM Peak (1700-1800)**	**Daily**
London Waterloo	32 minutes	4 services	4 services	4 services per hour
Wimbledon	30 minutes	2 services	2 services	2 services per hour
Chiswick	30 minutes	2 services	2 services	2 services per hour

4.5 Existing Highway Network

4.5.1 The main site access to Twickenham Film Studios lays directly adjacent to The Barons, which is a residential road with a single carriageway in each direction and an array of on-street

parking. The secondary access to the studios lays directly adjacent to Arlington Road, which is also a residential road with a single carriageway in each direction and an array of on-street parking. Both these roads are cul-de-sacs with primary access gained from A3004 St Margarets Road.

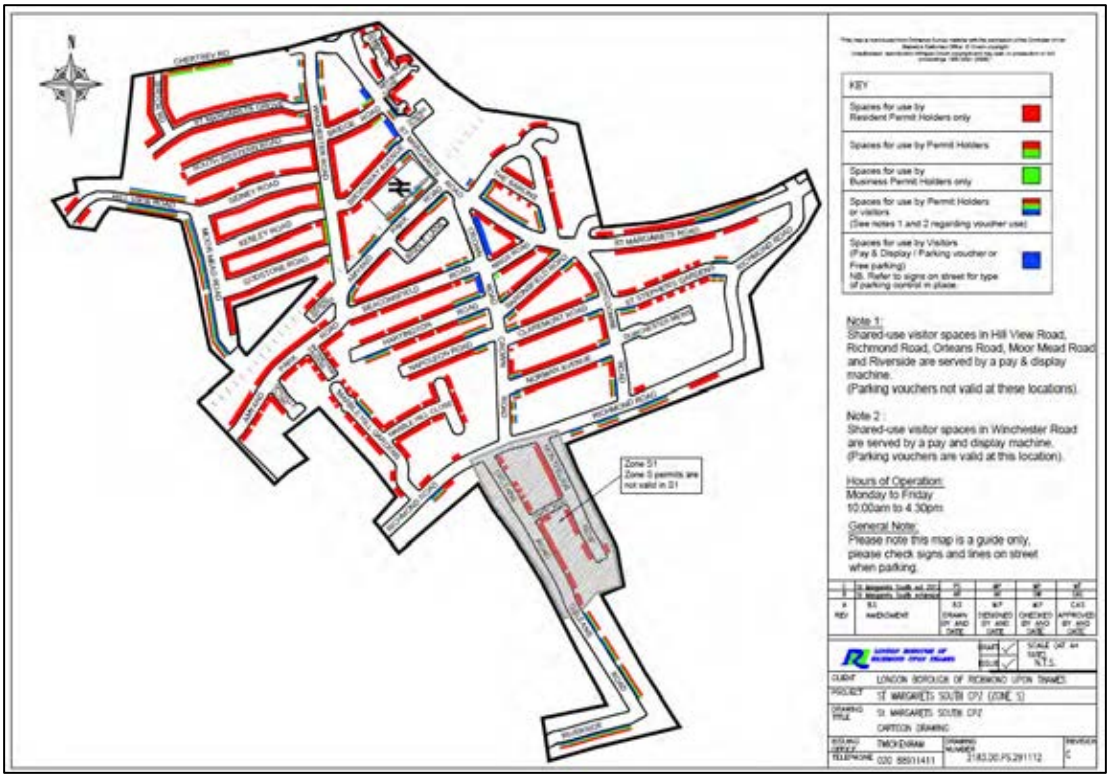
4.5.2 A3004 St Margarets Road is a short urban A road linking Isleworth and East Twickenham. In the immediate vicinity of the site the A3004 St Margarets Road is a single carriageway urban road with one lane in each direction. This road provides direct access to the A316 Chertsey Road, which is approximately 450m from the site. As part of the TfL network, this functions as a major arterial road between the A4 at Chiswick and the M3 at Sunbury-on-Thames, providing access to the strategic highway network.

4.5.3 Opposite The Barons is A3004 Crown Road, which links to A305 Richmond Road. A305 Richmond Road is an urban A road that links East Sheen to Hanworth, via Richmond and Twickenham.

Controlled Parking Zones

Twickenham Studios is within the St Margarets South (Zone S) controlled parking zone (CPZ), as shown in *Source: https://www.richmond.gov.uk/services/parking/cpz/cpz_times*

Figure 4-6.



Source: https://www.richmond.gov.uk/services/parking/cpz/cpz_times

Figure 4-6: St Margarets South (Zone S) Controlled Parking Zone

4.5.4 Figure 4-6 states that CPZ within St Margarets South is within force Monday to Friday between 10am and 4:30pm.

4.5.5 It is also noted that the area of influence will also cover CPZ Zone F (East Twickenham), which has the same current operating times.

4.6 Proposed Site Access Arrangement

Proposed Pedestrian and Cycle Access

4.6.1 Twickenham Film Studios in its current state lacks a designated pedestrian access point segregated from the vehicle access arrangements. As part of the site proposals a designated pedestrian access point is proposed within Block A. This will allow easy access for pedestrians from St Margarets Road. This also provides a betterment for residents in the Barons.

Proposed Vehicle Access

4.6.2 Vehicle access to the site will remain the same as the current arrangements.

4.7 Cycle Parking

4.7.1 Currently Twickenham Film Studios has some minimal ad-hoc cycle storage. However, this will be replaced with high quality policy compliant cycle parking facilities.

4.7.2 The LBRuT Local Plan (2018) states cycle parking should be provided in line with the Intend to Publish London Plan (2019). The minimum standards outlined in the Intend to Publish London Plan are shown below in Table 4-4.

Table 4-4: Minimum Residential Cycle Parking Provision Described in the Intend to Publish London Plan

Land Use		Minimum Cycle Parking	
		Long Stay	Short Stay
B1	Business offices	• areas with higher cycle parking standards: 1 space per 75 sqm • rest of London: 1 space per 150 sqm (GEA)	• first 5,000 sqm: 1 space per 500 sqm • thereafter: 1 space per 5,000 sqm (GEA)
B1	Light Industry and research and development	• 1 space per 250 sqm (GEA)	• 1 space per 1000 sqm (GEA)

4.7.3 Figure 4-7 below demonstrates that Richmond upon Thames is an area where higher minimum cycle parking standards apply.

Figure 4-7: Intend to Publish London Plan Areas of Higher Minimum Cycle Parking Standards

4.7.4 Accordingly, at least 35 additional cycle parking spaces will be provided at the studios. The full breakdown of these numbers can be seen below in Table 4-5.

Table 4-5: Cycle Parking for the Proposed Site

Use	Floor area (sqm)	Long stay		Short stay		Total
		Policy	Spaces	Policy	Spaces	
B1 (office)	974	1 space per 75 sqm	13	first 5,000 sqm: 1 space per 500 sqm	2	**35**
B1 (light industry)	841	1 space per 250 sqm	4	1 space per 1000 sqm	1	
A2 - A5 (Café)	242	1 space per 175 sqm	2	1 space per 20 sqm	13	
TOTAL	**2057**	**19**		**16**		

4.7.5 Stantec has also investigated the number of cycle parking spaces that would be required for the existing site plus the proposed development to be policy compliant. At least 94 cycle

parking spaces would need to be provided. The full breakdown of these numbers can be seen below in Table 4-6.

Table 4-6: Cycle Parking for the Existing Site Plus the Proposed Development

Use	Floor area (sqm)	Long stay		Short stay		Total
		Policy	Spaces	Policy	Spaces	
B1 (office)	1937	1 space per 75 sqm	26	first 5,000 sqm: 1 space per 500 sqm	4	**94**
B1 (light industry)	8704	1 space per 250 sqm	35	1 space per 1000 sqm	9	
A2 - A5 (Café)	390	1 space per 175 sqm	3	1 space per 20 sqm	20	
TOTAL	**11031**	**61**		**33**		

4.7.6 With the aim of bring the whole site to be policy compliant 100 cycle spaces will be provided at the Twickenham Film Studios. This can be seen as a planning gain. This provision will mainly be in the dedicated 140sqm area as indicated in the accommodation schedule, with additional spaces designed into the landscaping of the site.

The architect has proposes the following:

Within secure and covered enclosures (long stay)

Josta 2 – tier cycles = 70 spaces

Larger/irregular cycles = 2 spaces

72 total long stay.

Within the landscape (Short stay)

Sheffield stands = 12 stands = 22 spaces

Larger/irregular cycles = 6 spaces

28 total short stay.

4.7.7 The architectural plans show that most of these spaces will be provided in a thin shed building between blocks A and B. Appropriate shower and changing facilities will also be provided here.

4.8 Vehicle Parking

Existing

4.8.1 The studios currently benefit from 91 parking spaces. If this is compared against the (Intend to Publish) London Plan Policy T6.2 whereby the maximum standard is given as 1 space per 100sqm (Table 10.4). With the existing site being 9,000sqm, the site already meets the maximum parking standards.

4.8.2 The current parking arrangement is split across two areas of the site, with 21 spaces near the front of the site, and the remaining 70 spaces to the rear. The parking to the rear includes 21 'underground' spaces beneath Block H. The spaces to the front of the site are often full, but there are usually unused spaces in the larger parking area to the rear of the site, suggesting that not all the parking on site is fully utilised.

4.8.3 It is important to note that currently 17 of these parking spaces are outside the redline boundary for the site and are leased to the Twickenham Film Studios.

4.8.4 This rear parking area was photographed on the day of the ATZ site visit and is shown below in Figure 4-8. The underground area was relatively well-used but there was capacity in the outside parking areas.

Figure 4-8: Parking usage (rear area)

4.8.5 The parking use is variable due to the changeable site usage. Spaces are reserved and marked as necessary for short-term purposes. This shown below in Figure 4-9. Therefore, car parking management is deemed appropriate.

Figure 4-9: Parking allocation

4.8.6 It has been noted that three of the Studios employees are currently registered for permits in the CPZ. However, this is a historical position.

Proposed

4.8.7 To allow for the construction of Block A, 13 of the parking spaces at the front of the site will be lost. However, due to spare capacity in the rear parking area the current users of these spaces will likely still be able to park their vehicles somewhere within the estate. It is not envisaged that there would be any overspill into the CPZ.

4.8.8 The Studios are confident the site has sufficient parking to meet the needs of its operation. Nonetheless, to ensure the reduction in on-site parking spaces does not affect the pool of on-street parking close to the site, the studios have agreed to forfeit their right to register for CPZ parking permits from the local authority.

4.8.9 It is also important to note that the remaining 78 spaces proposed for the refurbished site would still be compliant with Policy T6.2. in the Intend to Publish London Plan.

4.8.10 Whilst there are no new parking spaces being proposed the studios are keen to modify the current provision to account for disabled and EV parking.

4.8.11 Disabled Parking spaces have been shown on the floor plan, in front of Block B and it is proposed that the site will provide 3 allocated EV parking spaces within the undercroft parking area in Block H and 2 allocated EV parking spaces in the external parking area immediately opposite the rear car park entrance. A wider aspiration to further develop EV parking is noted.

5 Active Travel Zone

5.1 Introduction

5.1.1 This chapter details the active travel zone (ATZ) surrounding the site through a site audit and a collection of maps. The maps represent the key routes and destinations, the safety of the neighbourhood and the neighbourhood's healthy characteristics within the ATZ. All of the maps presented in this chapter can be found in full in Appendix D.

5.1.2 The audit has identified the worst parts of each journey and explains why these areas do not align with Healthy Street characteristics. The Healthy Streets indicators based on TfL guidance are as follows:

- People choose to walk, cycle and use public transport;
- Pedestrians from all walks of life;
- Easy to cross;
- People feel safe;
- Things to see and do;
- Places to stop and rest;
- People feel relaxed;
- Not too noisy;
- Clean air; and
- Shade and shelter.

5.2 Methodology

5.2.1 The ATZ appraisal has been carried out with guidance from TfL's ATZ Assessment Instructions. Given that the site is for employment use, rather than residential, an adapted methodology has been used. The studios in this case acts as its own draw for trips, rather than a base from which other facilities are accessed.

5.2.2 Initially, routes from public transport infrastructure and to workers facilities such as food provision and greenspace have been mapped. The most likely routes to these provisions have then been established and mapped.

5.2.3 The determined routes have then been assessed, using TfL's Healthy Streets indicators, and improvements recommended.

5.3 Key Destinations within the ATZ

5.3.1 Facilities within the immediate vicinity of a place of work that are believed to be important include access to public transport, food outlets, a cash points, open space and a sport or leisure facility. As a result, 5 key routes have been identified. These are:

- Route 1: Towards St Margarets Station
- Route 2: Towards Richmond Town Centre

- Route 3: Towards Marble Hill Park
- Route 4: Towards Twickenham Town Centre
- Route 5: Towards Waitrose Twickenham

5.3.2 Figure 5-1 shows these key destinations and the likely routes to these destinations.

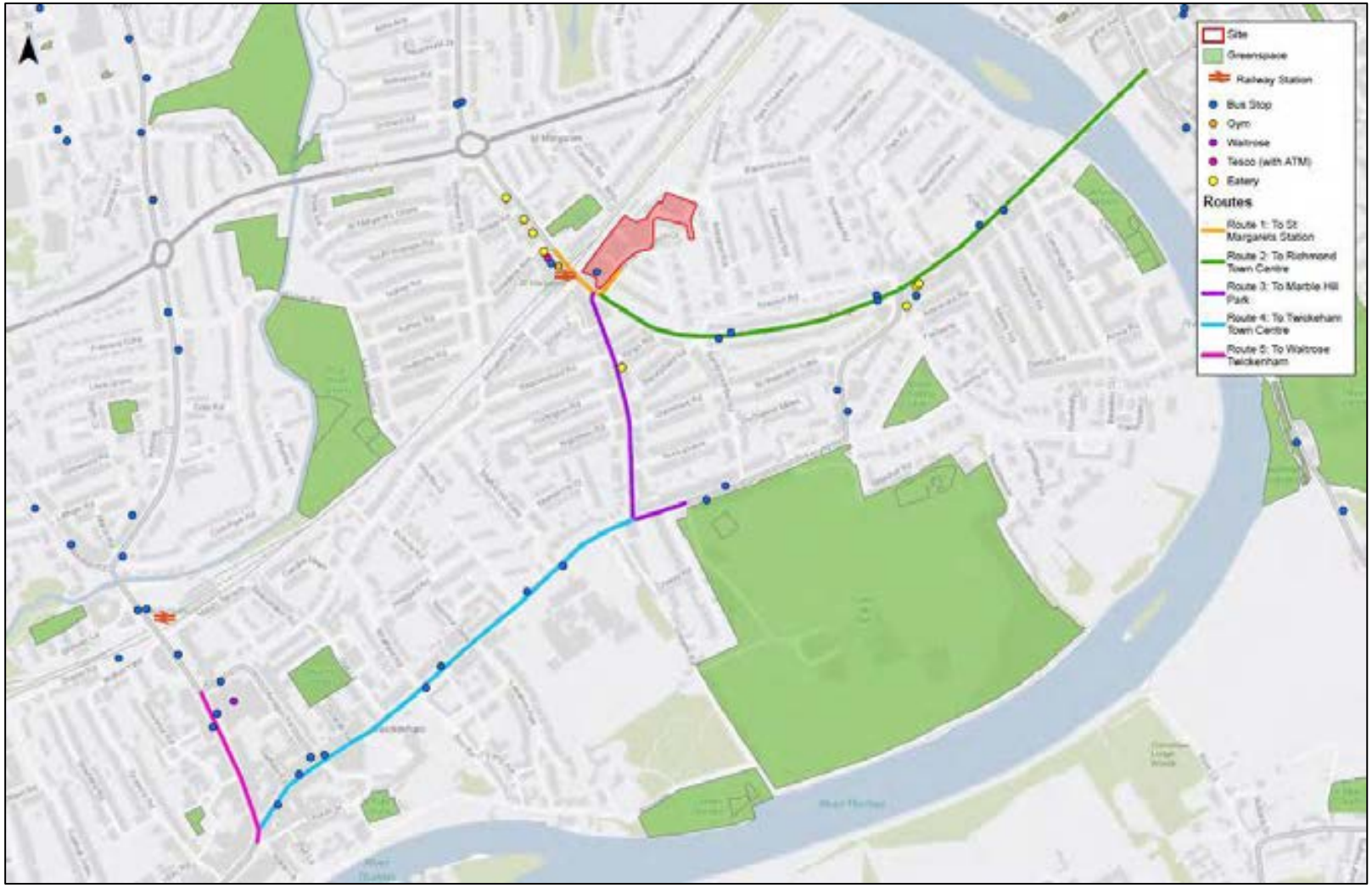


Figure 5-1: ATZ Map 1 – Key ATZ Routes and Destinations

ATZ Neighbourhood Safety

5.3.3 Figure 5-2 below assesses road and neighbourhood safety surrounding the proposed development site through identifying clusters of collisions which resulted in those involved being killed or seriously injured (KSIs).

5.3.4 Stantec has obtained three-year Personal Injury Collision (PIC) data for the local highway network surrounding the site from Transport for London (TfL). The records cover a period from June 2017 - May 2020. The full PIC data report is presented in Appendix E.

5.3.5 The collisions are classed into three categories: slight, serious and fatal, definitions of which are provided below:

- Slight Injury: Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury to be defined as slight)

- Serious Injury: Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days or more after the collision. The serious category, therefore, covers a very broad range of injuries

- Fatal Injury: Injuries which cause death either immediately or any time up to 30 days after the collision.

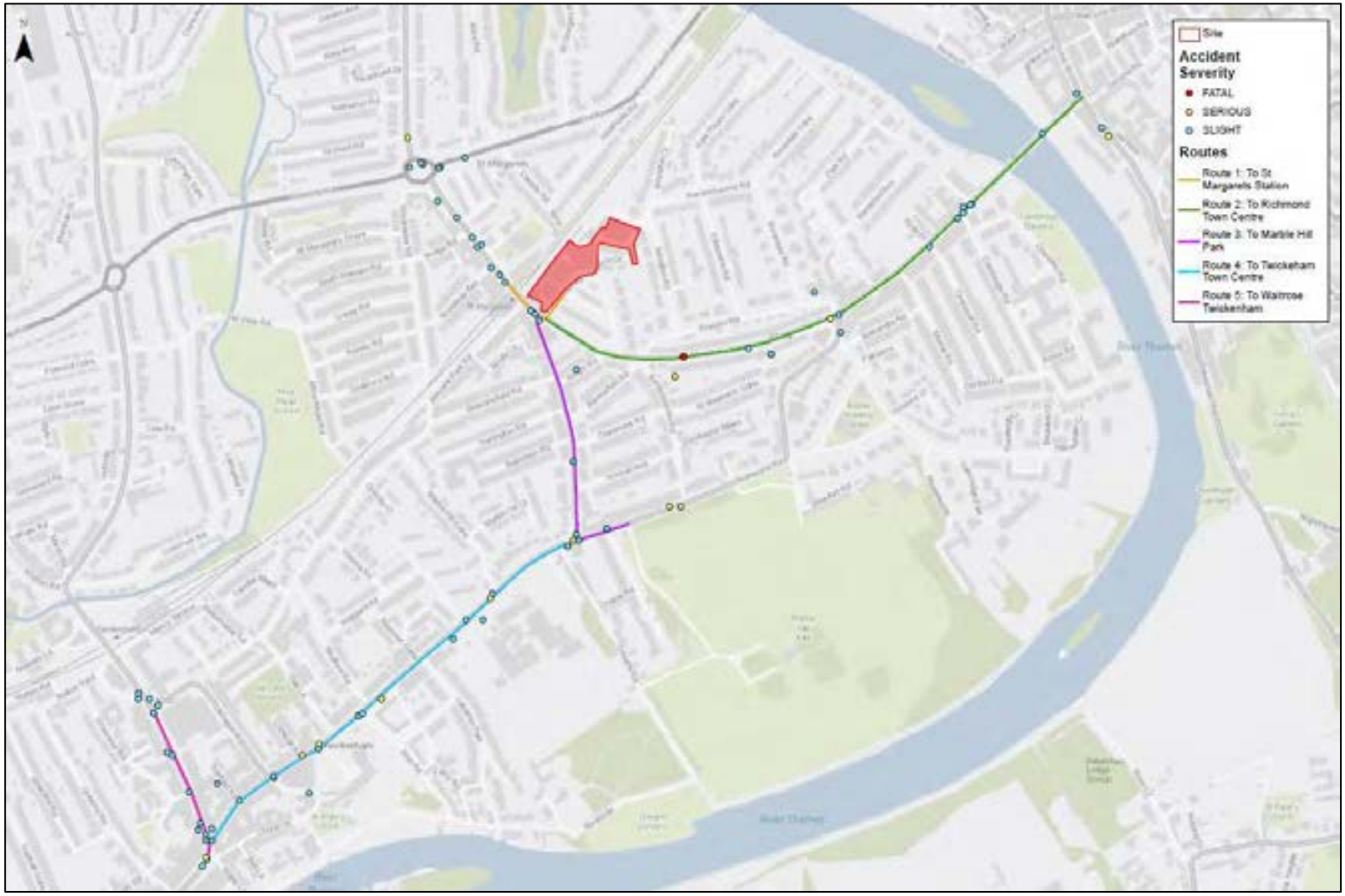


Figure 5-2: ATZ Map 2: Neighbourhood Safety

5.3.6 Figure 5-2 above illustrates that the 3 collisions on St Margarets Road, alongside the Film Studios frontage, were slight in nature. One of the collisions involved a car and a pedestrian and the other two involved a car and a pedal cycle. For all 3 collisions the reason for the collision was cited as the driver of the car failing to look properly.

5.3.7 Figure 5-2 also illustrates that within the ATZ extent for Twickenham Film Studios, only one fatal collision has occurred in the past 36 months up to June 2020. This occurred along St Margarets Road, between Sandycombe Road and Richmond Road in an evening in January 2018. The police report states that passengers were alighting from a bus at a bus stop on St Margarets Road when a car mounted the kerb and collided with the bus stop and a pedestrian stepping off the bus. The pedestrian consequently died. The reason for the collision was cited as loss of control.

5.3.8 Furthermore, Figure 5-2 shows that there were 12 serious collisions within the ATZ extent for Twickenham Film Studios. Three of these collisions included pedestrians, three included pedal cycles and four included motorcycle. There appears to be no common causality or clustering relating to these serious collisions with reasons for the collisions including reckless driving, failing to look properly, alcohol impairment and brake failure.

5.3.9 Finally, Figure 5-2 shows that there is no evidence of clustering on any links or at any junctions, with the majority of collisions appearing sporadically.

5.3.10 A summary of the annual rolling 12-month collision data (June - May) is provided in Table 5-1 below.

Table 5-1: Summary of Collisions and Casualties

	Severity	Year			Total
		1 (June 2017 – May 2018	2 (June 2018 – May 2019)	3 (June 2019 – May 2020)	
Number of Collisions	Fatal	1	0	0	1
	Serious	4	7	1	12
	Slight	21	29	17	67
	Total	**26**	**36**	**18**	**80**
CASUALTIES					
Car Driver	Fatal	0	0	0	0
	Serious	1	0	0	1
	Slight	1	4	3	8
	Total	2	4	3	9
Car Passenger	Fatal	0	0	0	0
	Serious	0	1	0	1
	Slight	3	1	1	5
	Total	**3**	**2**	**1**	**6**
Pedestrian	Fatal	1	0	0	1

	Severity	Year			Total
		1 (June 2017 – May 2018	2 (June 2018 – May 2019)	3 (June 2019 – May 2020)	
	Serious	0	2	0	2
	Slight	5	5	4	14
	Total	**6**	**7**	**4**	**17**
Cyclist	Fatal	0	0	0	0
	Serious	2	3	0	5
	Slight	5	10	6	21
	Total	**7**	**13**	**6**	**26**
Motorcycle	Fatal	0	0	0	0
	Serious	1	1	1	3
	Slight	5	10	3	18
	Total	**6**	**11**	**4**	**21**
Other	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	6	2	1	9
	Total	**6**	**2**	**1**	**9**

5.3.11 The Other category comprises of the following vehicle types:

- Bus or Coach Passenger
- Taxi Driver & Passenger

5.3.12 Table 5-1 shows that during the 36-month period there were 80 collisions, resulting in 1 fatal collision, 12 serious collisions and 67 slight collisions. This means that 84% of all collisions were slight, 15% were serious and just 1% were fatal.

5.3.13 Table 5-1 also shows that there was a total of 88 casualties, of which 75 (85%) were slight in nature, 12 (14%) were serious in nature and 1 (1%) was fatal.

5.3.14 The results further show that of the 88 casualties, 21 (24%) were cyclists who obtained slight injuries, which accounts for the highest proportion of the total number of injuries. This is followed by slight injuries to motorcyclists, which accounts for 18 (20%) of the 88 injuries.

5.3.15 Overall, the information above suggests that there are no obvious neighbourhood safety issues in the area surrounding Twickenham Film Studios.

5.4 ATZ Neighbourhood Healthy Characteristics

5.4.1 In order to understand the characteristics of a healthy neighbourhood, four parameters were taken into consideration. This included street density and the availability of public transport and green space within the ATZ surrounding the development.

Street Density

5.4.2 Figure 5-3 illustrates that the development is located adjacent to St Margarets Road which has a very high street density. This means the development is well connected to the surrounding area and amenities. Many of the nearby surrounding streets also have a high or medium street density.

Surrounding Public Spaces

5.4.3 In addition, Figure 5-3 also shows the location of surrounding public spaces within the ATZ extent. The nearest public open space to the site is Marble Hill Park, which is a large public parkland around a Georgian Villa.

5.4.4 Greenspace within proximity of the site can have positive effects on mental health and quality of life as it can encourage employees to use these outdoor spaces within their breaks.

Public Transport

5.4.5 Figure 5-3 also shows that the development has a ‘good’ level of public transport connectivity with St Margarets railway station located just 200m from the site on St Margarets Road. There are also several bus stops within proximity of the site. More information on public transport accessibility can be found in Chapter 4.4 where it shows the development site having a highest PTAL of 4.

5.4.6 The better the access to public transport, the easier it is for users of the site to travel to and from the site sustainably. There is also less incentive to travel by private car as there are many different options for public transport in the area. The proximity of St Margarets station will result in a high proportion of trips arriving by rail.

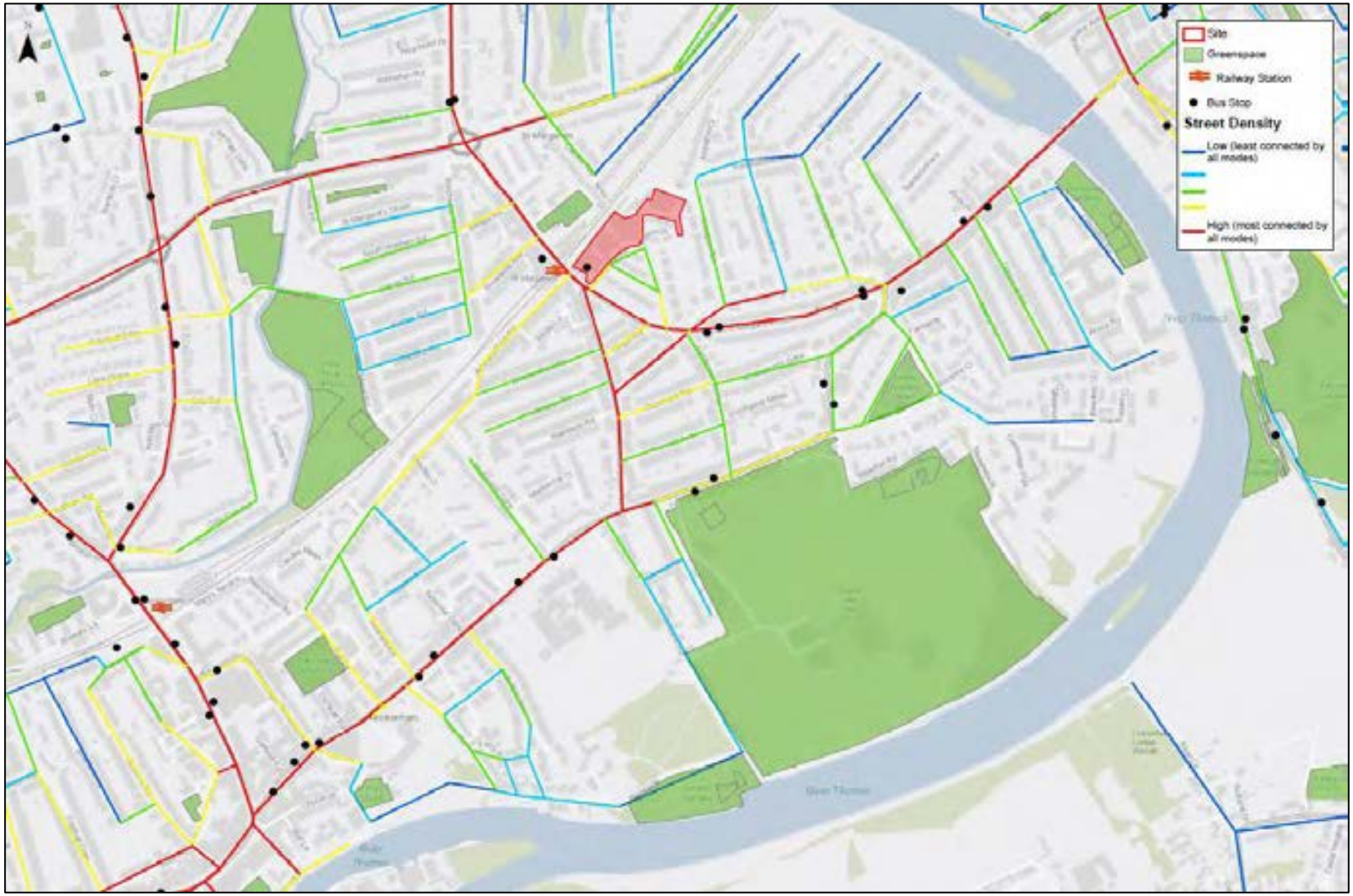


Figure 5-3: ATZ Map 3 – Healthy Neighbourhood Characteristics

5.5 ATZ Neighbourhood Photography

Methodology

5.5.1 In order to identify the characteristics of the area surrounding the site within the ATZ, an on-site assessment was undertaken on Thursday 3rd December 2020.

5.5.2 This consisted of travelling along the five key routes identified in Figure 5-1 and taking a point of view 'POV' photograph every 150m to capture the worst part of each journey.

5.5.3 Table 5-2 below shows each of the POV points where photographs were taken and selected for use in the assessment along each of the five ATZ routes. All photographs taken when on site, although not necessarily included as a POV, are displayed within Appendix F.

5.5.4 As a result, 8 key areas have been highlighted in which present the "worst" parts of the journey along the routes. These are described in Table 5-2. They have been judged as the "worst" parts due to not meeting specific healthy streets indicators and further details of which indicators are not met in each area is provided in the final part of this chapter. Improvement measures have also been suggested although, these measures are not proposed as mitigation to the development and are the responsibility of TfL to collate and improve as part of wider improvements across LBRuT and wider London.

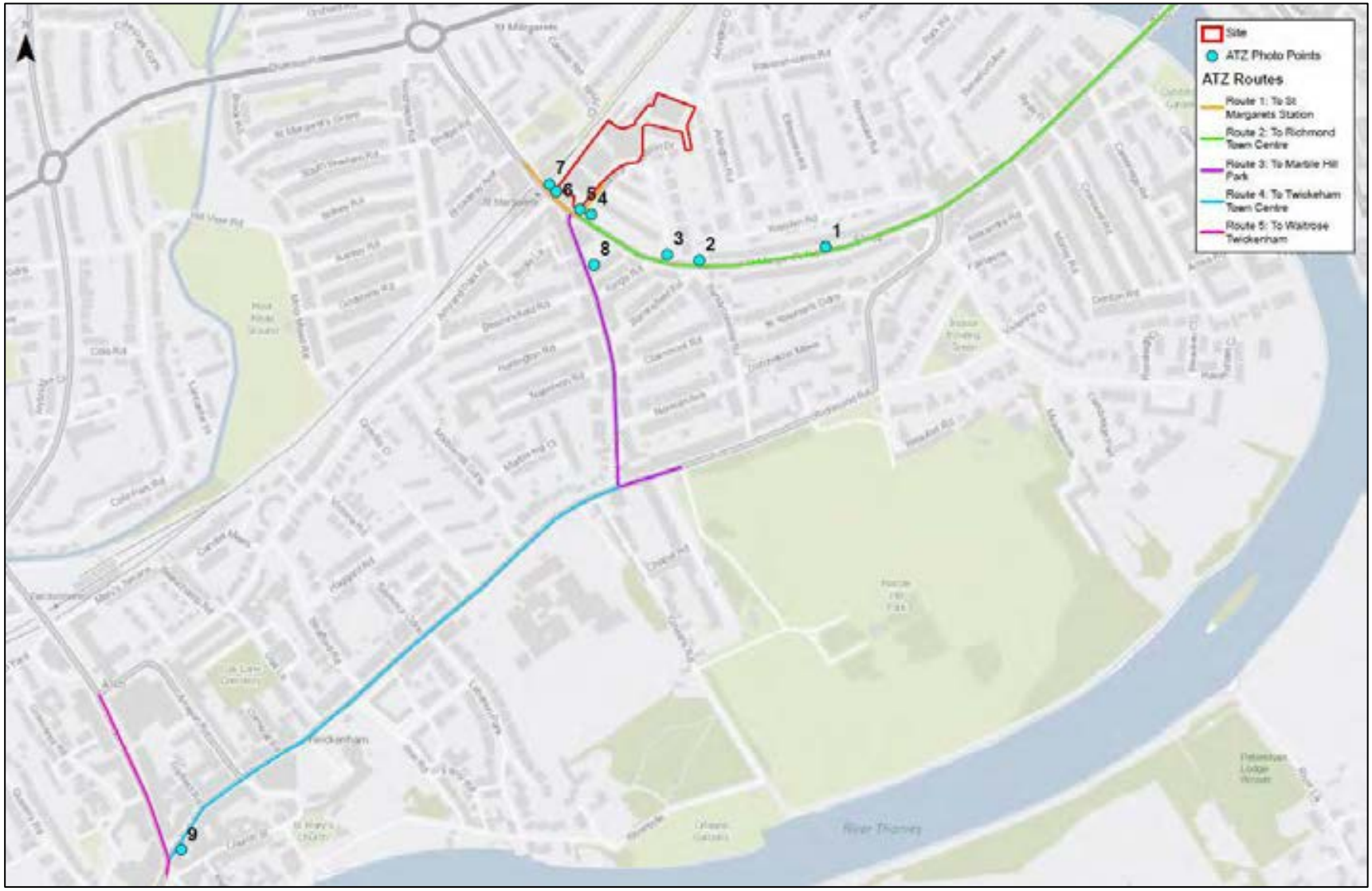
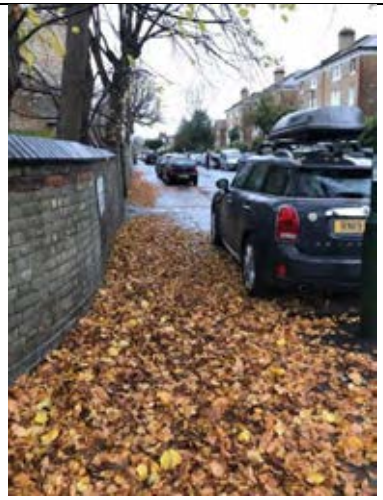
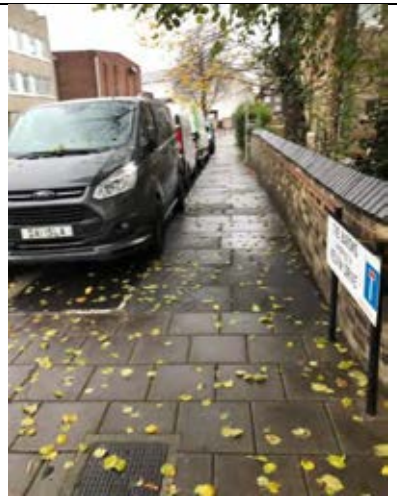
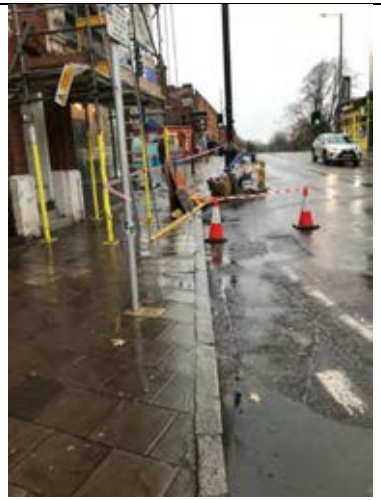


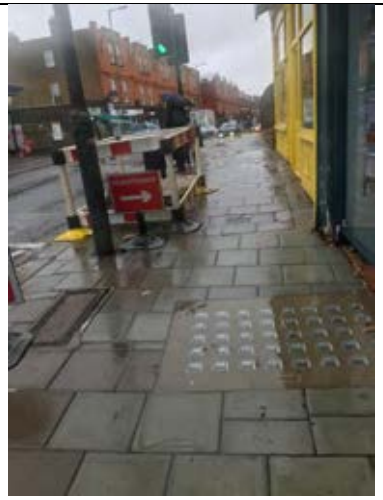
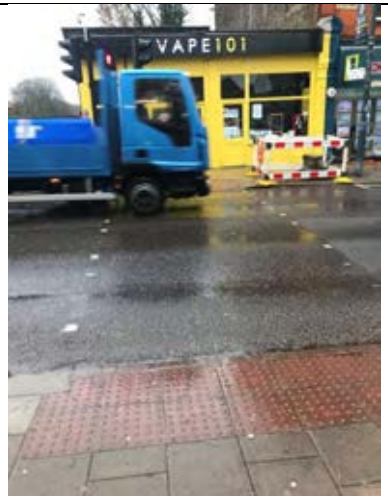
Figure 5-4: ATZ Neighbourhood Photography POV Photo Points

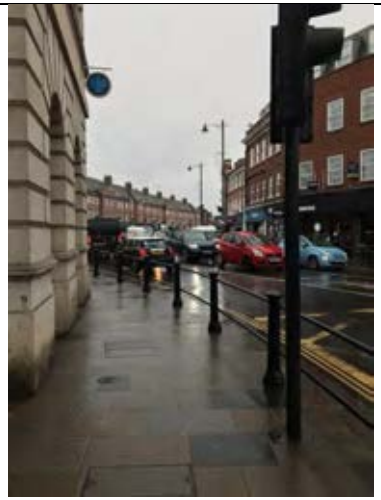
Table 5-2: Analysis of ATZ Neighbourhood Photography POV Photo Points

PoV No.	Photo	Healthy Streets Indicators not met	Issues	Potential Solutions
1		Pedestrians from all walks of life	Uneven surfaces and the location of the tree result in difficulties for those who struggle with uneven surfaces	Resurface footways

PoV No.	Photo	Healthy Streets Indicators not met	Issues	Potential Solutions
2		People choose to walk, cycle and use public transport	Markings have worn away making it unclear where cyclists and pedestrians should be	Repaint markings to make the cycleway clearer
3		Pedestrians from all walks of life	Although it is seasonal, it creates issues for those in wheelchairs, with pushchairs or with mobility issues. The large amount of leaves can be a slip / trip hazard and also hide uneven surfaces.	Improve maintenance of footways in the area.

PoV No.	Photo	Healthy Streets Indicators not met	Issues	Potential Solutions
4		Pedestrians from all walks of life	Although it is marked so that this is legal parking, the fact that it encroaches onto the footway makes it difficult for some pedestrians to use the footway due to it being narrowed. It also creates conflict between pedestrians and car doors being opened.	Reduce on street parking so that it can be fit all on the carriageway rather than encroaching on the footway.
5 & 6		Pedestrians from all walks of life	This is only temporary as the building work and roadworks will eventually move but during the visit it was observed how the scaffolding and barriers caused conflict between pedestrians as the footway was narrowed in key locations close to the rail station.	The issue will be rectified once the scaffolding is no longer required and the road works complete.

PoV No.	Photo	Healthy Streets Indicators not met	Issues	Potential Solutions
				
7		Easy to cross People feel safe People feel relaxed Not too noisy	The crossing outside the station is narrow and the landing area on each side is also narrow. If large crowds are to travel from the station to the studios, this may cause a build-up of pedestrians right next to a road. The width of the crossing may also mean that pedestrians are entering the carriageway outside the designated area causing conflicts with traffic.	Widen the crossing to increase the capacity and also increase the speed at which the crossing is called. This will help to reduce the build-up of pedestrians on either side of the crossing.

PoV No.	Photo	Healthy Streets Indicators not met	Issues	Potential Solutions
8		Easy to cross People feel safe People feel relaxed Pedestrians from all walks of life	The narrow footway means that pedestrians can only utilise one side of the street. Should someone have to park on this side of the street and be a wheelchair user, they would not be able to use the footway.	Reduce or remove the parking to enable a wider footway.
9		Easy to cross People feel safe People feel relaxed	Twickenham Town Centre and this junction in particular were observed to have high levels of traffic. The railings around the junction also give the feeling of being trapped in. As the junction provides so much space for vehicles it can also be intimidating for cyclists.	Reduce the amount of space given to vehicles and provide greater room for pedestrians and cyclists.

5.6 Summary

5.6.1 In summary there are a number of areas where minor improvements could be made but overall, there is a high quality of active travel facilities in the area. Traffic flows in the area were observed to be generally low and roads were of a sufficient quality to make cycling comfortable, except for Twickenham Town Centre where traffic flows were observed to be higher. Footways were of a good quality and width which enabled easy movements for pedestrians between the studios and the selected amenities. A high number of pedestrians were observed around the ATZ extent despite poor weather at the time of the audit.

5.6.2 The key route in the context of this application is the route from Twickenham Studios to St Margarets station. This will be the most used route as visitors travel between the station and the site. The route itself is short and provides sufficient facilities for the current levels of pedestrians. Should this level increase in peak periods for the studios, the crossing outside the station would benefit from widening to cater for a higher number of pedestrians.

6 London Wide Network

6.1 Introduction

6.1.1 This chapter will explore how people of all abilities will be able to travel easily between the proposed development site at Twickenham Film Studios onto the wider public transport and highway network. This will include multi-modal trip generation and distribution, as well as an impact assessment.

6.2 Day in the Life at Twickenham Film Studios

6.2.1 This section gives a brief outline of the current, proposed future and proposed future worst-case scenarios for the use of Twickenham Film Studios in transport terms.

Current

6.2.2 Twickenham Film Studios was established in 1913 and is a multi-award-winning studio and a world-renowned heritage brand. It holds the unique position of being the only studio in London that caters for the needs of both film production and post-production. The Studios have several stages that are sound-proofed, dressing rooms, make-up, hairdressing, and wardrobe departments. Camera rooms are generally situated adjacent to each stage, with nearby prop rooms, art departments and office suites.

6.2.3 Currently all 3 of the stages at the studios are used for film production. One of the frequent users of these stages are advertises. These currently generate a high level of HGV traffic into and out of the site, as they will only book and use the studios for a few days at a time.

6.2.4 A travel survey was conducted with members of staff directly employed by Twickenham Film Studios in December 2020, with 27 employees responding (approximately 50%). This survey has been used to determine how current employees travel to and from work, what time they start and finish work and where they travel from. Appendix G contains the full results of the survey with a brief overview provided below.

6.2.5 The survey showed that currently, approximately 40% of employees drive to the site, approximately 35% use public transport and approximately 20% use active modes. This is depicted below in Figure 6-1.

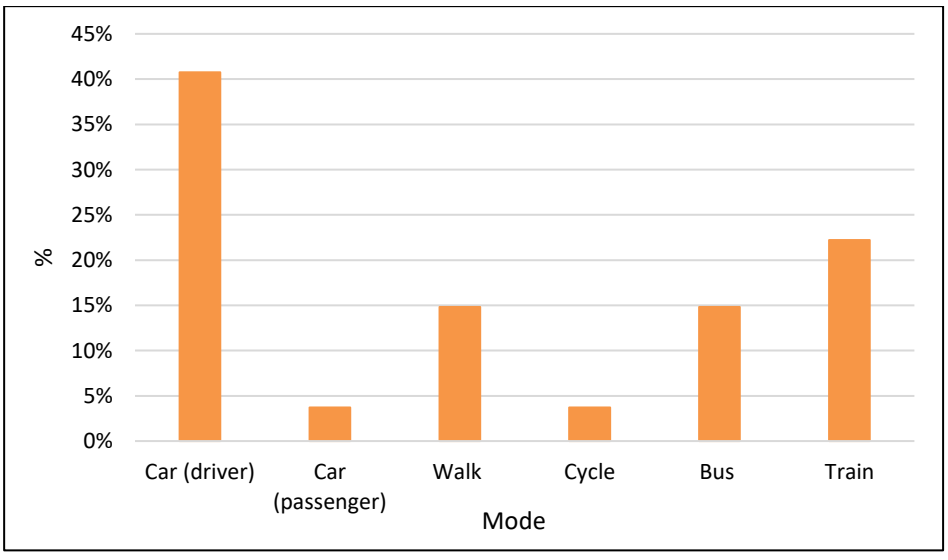


Figure 6-1: Travel Survey Results

6.2.6 The survey also showed that the majority of employees live fairly local to the site, with around half of the employees surveyed living within a TW postcode area. Of the employees living locally within the TW postcode area 29% drove, 29% used public transport and 36% used active modes of transport. Therefore, the survey suggests that over 60% of employees that live locally use more sustainable modes of transport to travel to and from work.

6.2.7 Therefore the future cohort of users of the new co-working (flexi-) space, who are likely to be local, can be expected to consider using the available sustainable modes.

6.2.8 Furthermore, the survey illustrated that most employees start work between 0800-0900 and finish after 1800.

Future Proposed

6.2.9 With the additional proposed development at Twickenham Film Studios, it is expected that the studios will employ an additional 10-11 staff members.

6.2.10 It is envisioned that none of the current usage of the site will be lost, with the capacity of most of the existing buildings staying the same. Block H is the only existing building that will see an increase in capacity.

6.2.11 The proposed construction of Block A will offer a designated public access to the site. It will also offer bookable co-working space, which will attract, depending on final design, approximately 70 people each day, commensurate with average employment densities[3] for the new office space in Block A. It is envisioned that most of the users of the space will be local, as it provides a local alternative to home working. It is therefore assumed that most users will access the space by walking, cycling, or public transport.

6.2.12 Block A will also host a publicly accessible café; however, it is envisioned that most of the users will either be people working on the estate, visitors to the estate or members of the public walking past the site. It is not envisioned that the café would generate its own trips.

6.2.13 As part of the proposed development at the Twickenham Film Studios one of the stages in Block C is proposed to be converted to a live audience TV studio, which will introduce a new dynamic to the site. It is hoped that the TV studio will accommodate an audience of up to 150 guests. Within Block B it is also proposed that some of the existing ground floor space is converted to a new cinema, with a proposed capacity of 30 guests. The use of the TV studio and cinema will likely be evenings and weekends, meaning the majority of the users of these facilities will likely arrive and depart outside the peak hour periods.

6.2.14 Due to the loss of one of the production stages, the studios will no longer be accepting work from advertising companies. This should significantly decrease the number of HGV trips the estate generates as the setup of the TV studio will likely be permanent for several months at a time.

Future Proposed Worst-Case Scenario

6.2.15 A future worst-case scenario for the site in transport terms would be on a day where both the TV studio and cinema were being used. There are unlikely to be any other uses at the studios that would push the trip generation to and from the site any higher.

[3] • HCA's Employment Densities Guide (2nd Ed 2010)

6.3 Trip Generation

6.3.1 Due to the relatively niche nature of the floorspace being considered, a bespoke approach has been adopted.

6.3.2 The trip generation is in two parts. The daytime use of the co-working space and the wider studio operations is based on data from TRICS. While the evening live audience aspects is based on a first principles approach.

Daytime

6.3.3 For the daytime calculations, it has been deemed appropriate to use the number of additional employees/co-workers using the site, because of the proposed development, as the calculation factor for the TRICS data. The ratio used to determine the additional employees/co-workers (sqm per staff) has been based on two sources:

- HCA's Employment Densities Guide (2nd Ed 2010)
- A working comparison of Shepperton and Pinewood Studios quantum for staff numbers and floorspace.

6.3.4 This has led to the following ratios being used:

- Office/co-working space areas: 12sqm per person
- Studio operations: 45sqm per person

6.3.5 This method suggests that the proposed development at the site is likely to generate an additional 191 12-hour (2-way) person trips as demonstrated below in Table 6-1. This is based on a calculation factor of 94 employees/co-workers. This number correlates suitably with the aforementioned estimates provided by the Studios.

Table 6-1: Person Daytime Trip Generation using Additional Employees/Co-Workers as the Calculation Factor

	AM Peak Total (0800-0900)	PM Peak Total (1700-1800)	12-Hour Total (0700-1900)
Trip Rate	0.32	0.319	2.043
Trip Gen (based on an additional 94 employees/co-workers)	30	30	191

6.3.6 This was compared against TRICs data for B1(a) and B1(c) use classes, using the floorspace of the proposed development as the calculation factor. This resulted in 190 additional 12-hour (two-way) person trips as demonstrated below in Table 6-2

Table 6-2: Person Daytime Trip Generation using Floor Area

	AM Peak Total (0800-0900)	PM Peak Total (1700-1800)	12-Hour Total (0700-1900)
Trip Rate (Office)	1.795	1.919	11.722
Trip Rate (Light Industry)	1.285	1.507	10.234
Trip Gen (based on floorspace)	27	30	190

6.3.7 The full data extracted from TRICS is available in Appendix H.

6.3.8 These two results are clearly comparable, and both are seen as robust. However, it is important to note that this likely represents a worst-case scenario as some of the additional floorspace will be for ancillary use only and therefore unlikely to be trip generating. This includes 99sqm of prop storage, 12sqm of dressing rooms and 240sqm of reception/café space.

6.3.9 The café mentioned above will likely see a number of visitors throughout the day. However, it is not envisaged that it will generate its own trips. It is thought that most of the visitors will be people working at/using the film studios or members of the public that are already using the nearby transport network.

Evening

6.3.10 The evening trip generation will be driven by the live audience capacity and thus a first principles approach will be taken in relation to trip generation. It is understood that there will be a 30-person screening cinema and a 100-150 person live audience TV studio. In a worst-case scenario this could be expected to generate 360 two-way trips in the evening period.

6.4 Mode Share

Daytime

6.4.1 The trip generation for the proposed site will be promoted as car-free. This is based on the fact that there will be no new parking provided on site, no permits for the CPZ will be available, and other on-street parking would be prohibitively expensive for employees/users of co-worker space.

6.4.2 To determine the potential mode share of the site, 2011 Census data for 'Location of usual residence and place of work by method of travel to work' has been obtained. The place of work is based on an average of 'MSOA Richmond upon Thames 007' and 'MSOA Richmond upon Thames 009'. This is because the estate lays across the boundary of the two areas. The mode share percentages extracted from this data can be seen in Table 6-3.

Table 6-3: Mode Share Determined from 2011 Census Data

Mode	Percentage (%)
Underground, metro, light rail or tram	6%
Train	13%
Bus, minibus or coach	14%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	44%
Passenger in a car or van	2%
Bicycle	6%
On foot	13%
Other method of travel to work	0%
TOTAL	100%

6.4.3 The data above shows that the area around Twickenham Studios has a mode share of 44% for driving a car or van. However, as the proposed development is promoted as car free the

mode share for driving a car or van has been manually adjusted to 0%, with the alternative modes uplifted respectively. This is deemed reasonable as most new trips will be generated by the co-working space. These trips are likely to be very local and thus utilise public and active modes of travel.

6.4.4 The resultant mode share has then been applied to the 12-hour (two-way) all person's trip generation shown in Table 6-1. The results are shown below in

6.4.5 Table 6-4.

Table 6-4: Adjusted Daytime Mode Share

Mode	%	Daytime 12-Hour Trip Generation
Underground, metro, light rail or tram	10%	20
Train	23%	44
Bus, minibus or coach	26%	49
Taxi	0%	1
Motorcycle, scooter or moped	1%	2
Driving a car or van	0%	0
Passenger in a car or van	4%	7
Bicycle	11%	22
On foot	24%	46
TOTAL	**100%**	**191**

Evening

6.4.6 In a worst-case scenario in the evening period the proposed site could generate a maximum of 360 two-way trips. It is envisaged that the majority of these trips would be made using public transport. If there are car trips it can be assumed that there will be car-sharing of household/friendship groups as live audience events are usually social occasions, undertaken in groups of two or more. At most 60-70 cars could be expected to be present in the area in the worst case.

6.4.7 It is noted that the CPZs (S and F) in the area do not currently operate into the evening (with current times of 1000-1630) so some trips could be made by a private vehicle. If deemed necessary by LBRuT, Twickenham Studios will work with the Council to undertake a public consultation regarding a change in operating hours to reduce evening vehicle trips to the site. A financial contribution could be secured though the S106 and the Studios are happy for such a discussion. This is expected to be a last resort as the live audience will be encouraged to use public transport.

6.5 Impact Assessment

Daytime

6.5.1 Most of the daytime all person trips would be using public transport and sustainable modes. Approximately 112 daytime 12-hour (2-way) trips are likely to be made using public transport. These loadings would likely be easily accommodated on the existing rail and bus services.

6.5.2 For active modes, there would be approximately 68 daytime 12-hour (2-way) trips made by either walking or cycling. These loadings would likely be easily accommodated on the existing foot/cycle network.

Evening

6.5.3 The number of evening public transport trips will likely be higher than the number of daytime trips in a worst-case scenario where the live audience aspects are approaching capacity. Nonetheless, this number is expected to also be accommodated satisfactorily within the available rail and bus services. On the presumption that the destinations will disperse to the four routes (two rail directions and two bus directions) the public-transport loadings will be manageable.

6.5.4 Some taxi usage can be expected but this is expected to be easily accommodated with the current street scene.

6.5.5 Some audience members may decide to drive to the site. It is envisioned that a maximum of 60-70 car journeys could be expected due to car-sharing between household/friendship groups. A small number of car trips should not be an issue as the parking survey, detailed in Chapter 8, shows there is some parking capacity close to the studios. However, notwithstanding this Twickenham Studios London Ltd are happy to make a contribution within the S106 towards the consultation process for changing the CPZ.

6.5.6 There will also likely be some local walking trips, which will also easily be accommodated within the current network.

7 Crowd Management Plan

7.1 Introduction

7.1.1 For the proposed TV studio, consideration has been given to both the access and egress of visitors, particularly associated with cinema screenings and live audiences.

7.2 Access

7.2.1 Access for all visitors to the site will be via the new Block A, which has its entrance located on St Margarets Road. Entry via Block A is deemed unproblematic, as arrivals will likely be staggered across a period of up to an hour as people often arrive for a screening/audience and enjoy a drink etc. beforehand. It is envisaged that Block A will have plenty of space internally to accommodate visitors before they progress to the studio. No overspill of queuing onto the street is envisaged.

7.2.2 During the live TV events the areas available to the guests will include the reception, the café and the outside space in front of Block B. The outside space in front of Block B will include an area of 9 parking spaces. However, it is unlikely these would be in use at times of these events. If required, the outside space could be equipped with a gazebo or covered or temporary covered walkway.

7.3 Egress

7.3.1 The egress of visitors from the site will need greater consideration than the initial access due to the potential for a larger number of people to leave the site simultaneously at the end of a show. It is hoped that visitors will be able to leave the way they arrived through Block A and out onto St Margarets Road. The footway on St Margarets Road, adjacent to the proposed entrance to Block A, is approximately 5m wide. It then narrows to approximately 3m wide as you move away from the site. It is considered that this provides sufficient width for people to egress from the building and disperse when taking account of the maximum number of 150 persons in an audience.

7.3.2 However, as the discharge of people will likely occur in a short-time frame, consideration should be given to a secondary ‘evacuation’ route, as necessary. In this regard, it is noted that the existing accesses on The Barons will still be in situ and could be deployed if necessary. Whilst this would use The Barons, which is predominantly a residential street, it is envisaged that egress in this way would only be necessary for emergency purposes and would not cause regular disturbance.

7.4 Pedestrian Comfort Level Assessment

7.4.1 Due to the relatively low numbers of persons involved in access and egress for screenings/shows it has not been deemed necessary to undertake a quantitative pedestrian comfort level assessment, and this qualitative assessment has been deemed sufficient.

7.5 Summary

7.5.1 It is of Stantec’s opinion that the facilities provided at the proposed site will be sufficient to manage the relatively small crowds that will be accessing and egressing the site. Therefore, it is believed that a detailed crowd management plan and a quantitative pedestrian comfort level assessment would be unnecessary.

8 Parking Beat Survey

8.1 Introduction

8.1.1 This section outlines the methodology and results of a parking beat survey requested by LBRuT within their pre-application highway comments. This will help determine the pressure the addition of the live audience aspects of the proposed development may put on the CPZ.

8.1.2 Further communication with the highways officer scoped the requirement to an evening parking beat between 1800-2200. This would comprise of hourly beats on both weekdays and Saturday. A daytime parking beat was not deemed necessary due to the previously mentioned commitment to forfeit rights to CPZ permits.

8.1.3 The evening parking beat will provide data which could be used during a future consultation regarding the extension of the operating times of the CPZ if deemed necessary by the council. The current CPZ only operates from 1000 to 1630.

8.2 Methodology

8.2.1 The survey methodology has been adopted from the Lambeth methodology. For a commercial site, this dictates a 500m walking distance from the site. This covers the A3004, and side roads from the A316 Chertsey Road at St Margarets Roundabout, to the A305 Richmond Road.

8.2.2 The 500m distance is based on the public access points to the Studios, via the new proposed Block A on St Margarets Road, and does not include access via the private access on Arlington Road.

8.2.3 These surveys were carried out on the following dates:

- Wednesday 9th December 2020 (1800-2200)
- Thursday 10th December 2020 (1800-2200)
- Saturday 12th December 2020 (1800-2200)

8.2.4 The full survey area can be seen in Figure 8-1

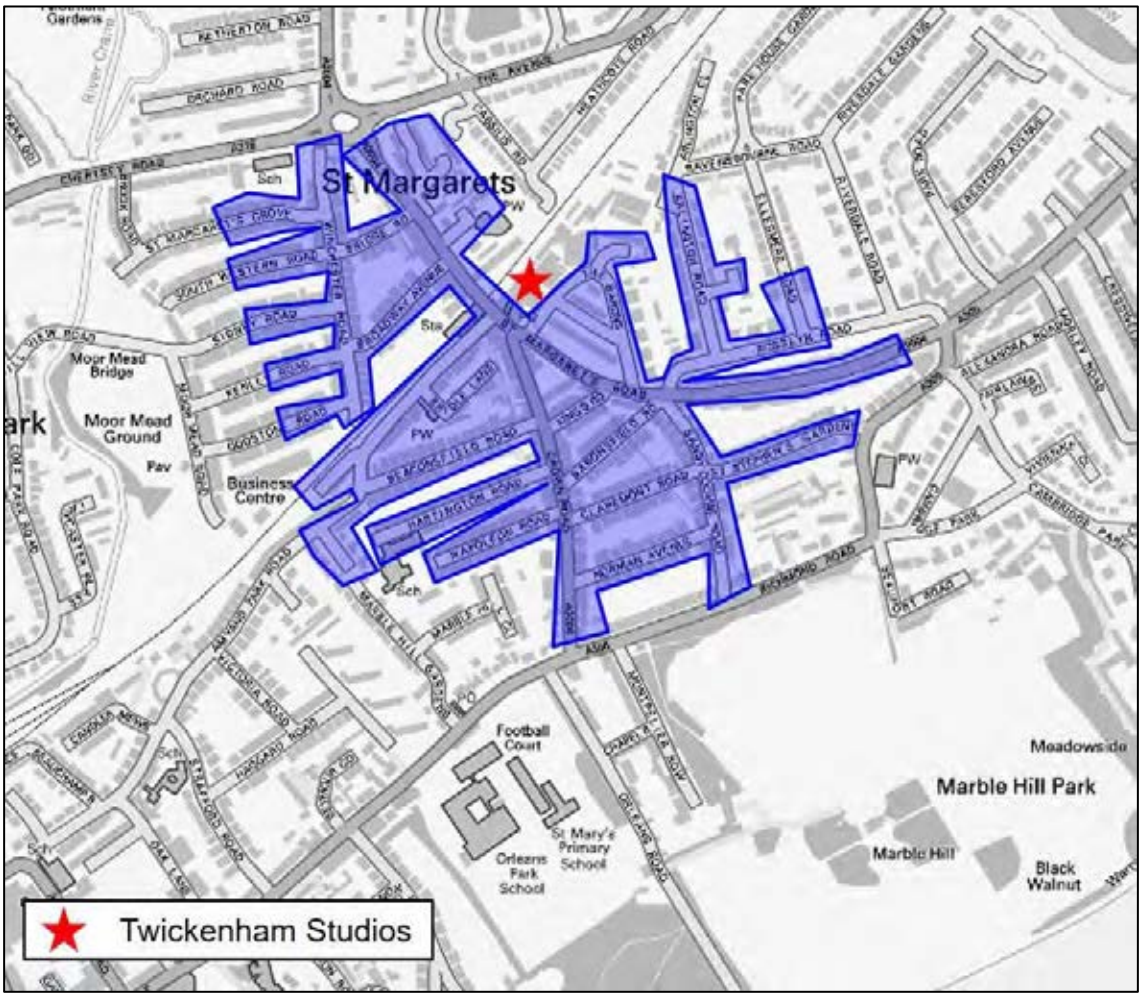


Figure 8-1: Approximate Area of Parking Beat

8.3 Results

8.3.1 The results of the surveys show that there are approximately 1,200 on-street parking spaces within a 500m walking distance of the site. The tables below demonstrate the number of occupied spaces in absolute and percentage terms for each day the parking beat surveys were conducted.

Table 8-1: Wednesday 9th December 2020 Parking Survey Results

Time	No. Parking Spaces	Occupied Spaces (Absolute)	Occupied Spaces (%)
1800	1,226	1,068	87%
1900	1,226	1,073	88%
2000	1,226	1,086	89%
2100	1,226	1,102	90%
2200	1,226	1,118	91%

Table 8-2: Thursday 10th December Parking Survey Results

Time	No. Parking Spaces	Occupied Spaces (Absolute)	Occupied Spaces (%)
1800	1,226	1,033	84%
1900	1,226	1,069	87%
2000	1,226	1,079	88%
2100	1,226	1,085	88%
2200	1,226	1,093	89%

Table 8-3: Saturday 12th December 2020 Parking Survey Results

Time	No. Parking Spaces	Occupied Spaces (Absolute)	Occupied Spaces (%)
1800	1,226	1,093	89%
1900	1,226	1,097	89%
2000	1,226	1,095	89%
2100	1,226	1,093	89%
2200	1,226	1,094	89%

8.3.2 The tables above illustrate that most of the on-street parking within 500m of the site is occupied in the evening on both weekdays and at the weekend, with occupancy during the survey period reaching a maximum of 91% on Wednesday 9th December 2020 at 2200. It is noted that at the time of the survey a number of Government Covid controls were in place including a general trend to working from home, therefore the survey results are considered to show, very much, a worst-case scenario.

8.3.3 The parking maps produced by the survey company suggest that the location of empty parking spaces is sporadic with only a few empty spaces available on each street.

8.3.4 The full results of the parking survey can be found in Appendix I.

8.4 Implications

8.4.1 These results confirm the expected status of on-street parking. Namely, visitors to the studios should not expect to be able to find on-street parking easily available.

8.4.2 The Studios will promote the live audience events as only suitable to attend using either public transport, taxis or walking.

8.4.3 The non-operation of the current CPZ during the likely times of live-audience events is noted. That said, it is of note that in the worst case there is over 100 available spaces in the locality, which is above the absolute maximum level which could attend a live audience event, assuming car sharing and travel in groups. Notwithstanding this, measures and obligations could be put in place to control audience travel mode and in the event that a problem is identified in future, provisions for local consultation on the extension of parking controls have been suggested.

9 Delivery and Servicing Plan

9.1 Overview

9.1.1 As the development proposals broadly leave the site unchanged from a vehicular access perspective it has not been deemed necessary to address deliveries and servicing in detail. The vehicular access points will remain unchanged and the internal movements are also remaining similar to the existing site.

9.1.2 Furthermore, the relatively small uplift in the sqm of the site is reaffirmed.

9.1.3 However, if necessary, a detailed Delivery and Servicing Plan (DSP) can be prepared pre-occupation as part of a planning condition.

9.1.4 The following sections set out a brief overview as to how the site is currently serviced and what may change as a result of the proposed development.

9.2 Existing Delivery and Servicing Plan

9.2.1 The existing refuse collection will continue as currently. No additional significant refuse capacity is expected to be required.

9.2.2 There is an opportunity to tidy up the bin storage itself within the new works (new prop store), thus providing a better environment in the proximity.

9.3 Proposed Delivery and Servicing Plan

9.3.1 It is presumed that deliveries and servicing can continue as the current arrangement permits. Tracking drawings have been prepared to ensure large vans can access the site in the appropriate areas. These drawings can be seen in Appendix J.

9.4 Reduction in HGV movements

9.4.1 As previously mentioned, the change in likely site users to more long-term operations is reaffirmed. This can be expected to reduce the HGV movements on The Barons.

10 Construction and Logistics Plan

10.1 Overview

10.1.1 This chapter presents the outline of a Construction and Logistics Plan (CLP) which provides an overview of the logistics activity and management measures during the construction phase of the development. A detailed CLP will be prepared when a main contractor has been appointed in the post planning phase.

10.1.2 Whilst due process will be undertaken, as the proposal is broadly a refurbishment rather than a new site, it is worth noting that construction activities will not be extensive in comparison to more bespoke new construction.

10.1.3 The site benefits from close proximity to the A316 Chertsey Road as part of the TfL network.

Figure 10-1: Site and proximity to A316 on TfL network (North and west area – brown shading)

10.2 CLP Objectives

10.2.1 The objective of this outline CLP is:

"To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to and from the proposed development"

10.2.2 Objectives:

- Demonstrate that construction materials can be delivered, and waste removed, in a safe, efficient and environmentally-friendly way
- Identify construction deliveries that could be reduced, re-timed or consolidated, particularly during peak periods
- Encourage greater use of water and rail freight modes where practicable
- Encourage use of modern, low emission vehicles
- Ensure all contractors, suppliers and hauliers are familiar and compliant with the requirements of the CLP

- Encourage construction workers to travel by non-car modes to the development site

10.3 Site Hours

10.3.1 The hours of work are likely to be specified within planning conditions. However, it is considered likely that the standard hours of work would be as set out below:

- 08:00 to 18:00 hours Monday to Friday
- 08:00 to 13:00 hours Saturday
- No working on Sundays or Bank Holidays

10.4 CLP Measures

10.4.1 The CLP will utilise a number of different measures to ensure the objectives of the CLP can be achieved. These include, but are not limited to:

- Construction vehicle routes to site will be agreed with LBRuT and will seek to minimise impact on the local road network and community. Wherever possible routes will avoid local schools and where this is not possible time restrictions will be put in place to avoid school start and finish times.
- Commitment to use a Delivery Management System (DMS) to ensure contractors and suppliers forward plan and pre-book deliveries. This will enable site managers to control deliveries and vehicle flow to site including avoiding peak network times where possible.
- Investigate the need for a vehicle holding area to help further control vehicle flow and manage deliveries to site.
- Investigate the use of construction consolidation centre to help maximise vehicle load efficiency and reduce vehicle trips.
- Investigate modular and pre-fabricated construction techniques to help minimise the number of deliveries to site.
- Commitment to use contractors and suppliers that are members of best practice schemes such as Considerate Constructors Scheme (CCS), Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS).
- Ensure a sufficiently robust CLP management, monitoring and compliance regime is in place so that the CLP is implemented correctly and remedial actions are taken when necessary.

10.5 Staff Travel

10.5.1 A Construction Staff Travel Plan (TP) will be prepared and implemented prior to commencement of any construction activities on site. This will highlight how construction staff can access the application site by sustainable modes of transport, e.g. walking, cycling and public transport. The aim of the Construction Staff TP will be to minimise the need to access the site via private car.

10.6 CLP Management, Monitoring and Compliance

10.6.1 The CLP will be owned, managed and implement by a named individual nominated by the main contractor such as the Site Manager or Logistics manager. It will be their responsibility to ensure the objectives are met and measures stated are implemented as described.

10.6.2 The DMS will be the primary monitoring tool with daily and weekly schedules and monthly reports used to monitor delivery activity, compliance with requirements and targets and remedial actions taken such as warning contractors of their obligations should a breach occur.

10.6.3 The full management, monitoring and compliance regime will be developed in the detailed CLP post planning.

10.7 Phasing

10.7.1 It is anticipated that there will be distinct phases, for example as follows:

- Demolition of White House (Block B)
- Construction of Block A
- Construction of lightweight roof-top extensions (Blocks E and H)
- Construction of extensions to C.

10.8 Construction Traffic

10.8.1 As previously mentioned, the construction activities will not be extensive and therefore construction traffic will not be overly intensive. No significant disruption is envisaged.

10.8.2 In addition, it is assumed that during the various construction phases operational traffic will be reduced or ceased, and therefore the construction traffic will not lead to any significant increase on the extant HGV movements.

10.8.3 Furthermore, as the site does not provide a large amount of working space for site compounds, the construction programme will need to be heavily managed in terms of vehicle movements at any given time.

10.8.4 Based on previous experience of similar projects and professional judgement it is estimated that the development will generate between 3 – 9 vehicle trips per day (6 -18 two-way trips) during demolition and construction. The exact number of deliveries and vehicle type will vary depending on the activity taking place on site i.e. tipper and skip lorries for removal of demolition material, concrete wagons for concrete pours, rigid lorries and vans for the fit out stage. The trip generation profile is based on the assumption of an average of five working days per week, an estimated eight month (approximately 35 weeks) build programme; and an eight hour working day. The profile can be updated once a main contractor has been appointed and the programme and construction techniques are known.

11 Summary and Conclusion

11.1 Summary

11.1.1 Stantec have been appointed by Twickenham Studios London Ltd to provide Transport advice with regards to a proposed refurbishment of the site in TW1 2AW. This includes the erection of a new block ("Block A") at the front corner of the site together with the partial demolition of Block C and the construction of a two storey extension, the construction of an additional storey and external stair and lift core access to Block E, the construction of an additional storey above Block H and the refurbishment and modernisation of all existing blocks within the site.

11.1.2 This transport statement/assessment has considered implications of the proposal which has approximately 1,750 sqm of new floorspace, which represents a 20% increase on the existing quantum of the estate. The majority of this floorspace is made up of a new entrance building (Block A) on St Margaret's Road.

11.1.3 This quantum in itself does not require a TA, as per TfL guidelines. However, considering the site as a whole has been merited as the most useful approach.

11.1.4 This report has presented the existing conditions for all modes of transport including walking, cycling, public transport and car driving. The existing and proposed car parking and cycle storage has also been assessed. The proposed development will be car free, with the site as a whole seeing a reduction of 13 car parking spaces as a result of the construction of Block A. The proposed development will also see the provision of 100 cycle parking spaces to ensure the whole site is bought in line with current cycle parking policy. This can be seen as a planning gain.

11.1.5 An ATZ audit has been undertaken as part of the TfL Healthy Streets report format. This has identified a number of areas where minor improvements could be made, but overall, there is a high quality of active travel facilities close to the site.

11.1.6 Trip generation has been undertaken to consider the likely new movements, across all modes, that occur from the new floorspace. In the daytime between 0700-1900 there is likely to be approximately 191 two-way trips, while in the evening during the live audience events the site could generate a maximum of 360 two-way trips if the facilities are approaching capacity. As the proposed development will be car free most of these trips are expected to be made by public transport. These trips are shown to be satisfactorily accommodated within the integrated transport network.

11.1.7 As a result of the addition of live audience aspects to the site, a basic overview of crowd management has been offered. It is of Stantec's opinion that, as the number of trips generated by the live audience aspects is satisfactorily containable, a detailed crowd management plan would not be required.

11.1.8 The nearby CPZs have been considered, and the likely condition of no permits has been noted. In addition, an evening parking beat survey has been conducted to understand parking demand within the area close to the site. This data could be used as part of the consultation process for changing the operating times of the CPZ (which currently operates between 1000-1600) if deemed necessary by the council and secured as a planning obligation as necessary.

11.1.9 A brief introduction to delivery, servicing and construction have been given. For the former the vehicular access and internal movements are confirmed to remain relatively unchanged. For the latter, the refurbishment nature of the proposal is highlighted, leading to a lower intensity construction programme than many projects.

11.2 Conclusion

11.2.1 The proposed development is considered to be in accordance with the national, regional, and local development policies.

11.2.2 It is considered that the implementation of the proposed development will have no adverse impact on the operation of the highway/parking, public transport, and walk and cycle networks surrounding the development site. If is deemed necessary by the council to extend the operation time of the CPZ, Twickenham Studios London Ltd are happy to provide a contribution towards the consultation process within the S106 agreement.

Appendix A Richmond Council Pre-app Highway Comments

20/P0342/PREAPP: Demolition of some existing floorspace plus the construction of a new Block A in the south-western corner of the site, construction of a single storey extension to block C and the construction of an additional storey for block E

Address: Twickenham Film Studios, The Barons, St Margaret's, TW1 2AA

Transport and Highways Comments

Pre-application advice
This paper is the informal professional opinion of a transport development management specialist. It is provided in good faith and will not prejudice any advice offered in response to any planning application.

Transport Assessment
If fully built out, the applicant's proposals will result in a net increase of over 2,000m^2 of B1(c) office land use and possibly some other land uses. The applicant will therefore need to submit a full transport assessment and travel plan in accordance with Local Plan Policy LP44. Please see the guidance in the link below as to what this document must contain: https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments

The applicant should use the TRICS trip generation site to estimate the net increase in the number of trips to and from the site by each mode of travel, and should use the data contained in the following link to estimate the likely origin and destination of each trip:
https://commute.datashine.org.uk/#mode=allflows&direction=both&msoa=undefined&zoom=12&lon=-0.1500&lat=51.5200

The applicant will need to provide a Healthy Streets Assessment, along with Transport for London's current guidance, and will need to demonstrate how their proposal helps reduce the number of serious and fatal collisions on the highway in accordance with the Mayor's Transport Strategy. More information can be found at: https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets

For information on travel plans, please see: https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans

Vehicular Parking
The proposed Block A has a public transport accessibility score of 4 while the rest of the development has a PTAL score of 3. The cite is within the controlled parking zone of St. Margaret's South which operates between 10.00 and 16.00, Monday – Friday. Current occupants of Twickenham Film Studios are eligible for vehicular parking permits within this CPZ. From the information provided, it appears that the applicant intends for the net new floorspace to be provided car-free. If this is the case, they will need to complete an on-street vehicular parking stress survey of all streets within 500m walking distance of the site and during its hours of operation in accordance with standards set out in the Lambeth Parking Survey Methodology Guidance which can be accessed

at: https://www.lambeth.gov.uk/sites/default/files/pl-PARKING_SURVEY_GUIDANCE_NOTE_Nov_2012_Update.pdf

This is in accordance with Local Plan Policy LP45, para. 3. If the results of this survey show that, as a result of overspill parking created by employees who will work within the proposed net new floorspace, the level of on-street parking stress is pushed above 85% of total on-street parking capacity, the applicant will be asked to enter into a legal agreement under S106 of the Town and Country Planning Act 1990 or sign up to a planning condition which states that all new employees from the date of the first occupation of the new development will be excluded from the CPZ as set out in Para. 11.2.2 of the Local Plan.

Servicing and Refuse Collection
The applicant will need to submit a revised servicing and delivery management plan. More guidance can be found at: http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf
and https://www.richmond.gov.uk/media/7627/refuse_and_recycling_storage_requirements_spd.pdf

Cycle Parking
The applicant will need to provide on-site cycle parking in accordance with the minimum standards set out in the adopted London Plan, which can be found at: https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan/london-plan-chapter-six-londons-transport-0 and the London Cycle Design Standards, which can be found at: https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit

Construction and Logistics Plan
The applicant will need to provide a full construction management and logistics plan. Please see the guidance in the link below regarding what to include in this: http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf

Will Marshall
19 November 2020

Appendix B Schedule of floorspace / Site layout

Project:	Twickenham Studios
Reference:	18.141

Accommodation Schedule	
Issued:	*05.01.2021*
Revision:	*A*

Issued For:	*Draft*

05.01.2021 - Draft Schedule of Accommodation

BLOCK A

			GIA Remaining		New Build GIA		TOTALS	
	Proposed Use	**Existing Use**	*sqm*	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
Ground	Café/Reception	N/A			240	2583	240	2583
First	Offices	N/A			242	2605	242	2605
Second	Offices	N/A			242	2605	242	2605
Third	Offices	N/A			180	1937	180	1937
	TOTAL AREA		0	0	904	9730	**904**	**9730**

BLOCK B

		Existing GIA		Demolition GIA	
		sqm	*sqft*	*sqm*	*sqft*
Ground		707	7609		
	Storage	140	1507		
First		697	7502		
Second		266	2863		
Third	Rooftop Bar	148	1593		
	TOTAL AREA	1958	21074	0	0

BLOCK B

			GIA Remaining		New Build GIA		TOTALS	
	Proposed Use	**Existing Use**	*sqm*	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
Ground	Foyer	Reception	156	1679	10	108	166	1787
	Cinema	Prop Store	93	1001			93	1001
	Foley Studio	Prop Store	93	1001			93	1001
	Foley Offices	Offices	51	549			51	549
	Existing Offices/Storage	-	280	3014			280	3014
	Cycle Storage	Storage	140	1507			140	1507
First	Foley Offices	Offices	52	560			52	560
	Existing Offices	-	644	6931			644	6931
Second	Exising offices	-	266	2863			266	2863
Third	Existing Rooftop Bar	-	148	1593			148	1593
	TOTAL AREA		1923	20697	10	108	**1933**	**20805**

BLOCK C

		Existing GIA		Demolition GIA	
		sqm	*sqft*	*sqm*	*sqft*
Ground	Stages and Ancillary	901	9697		
	White House	52	560	52	560
First		168	1808		
Second		83	893		
	TOTAL AREA	1204	12959	52	560

BLOCK C

			GIA Remaining		New Build GIA		TOTALS	
	Proposed Use	**Existing Use**	*sqm*	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
Ground	Stage 2	-	183	1970			183	1970
	Stage 3 - TV Studio	Film Stage	520	5597			520	5597
	Ancillary/Dressing Rooms	-	82	883	6	65	88	947
	Meeting/Dining Space	Meeting Space	78	840			78	840
	New Prop Store	N/A			99	1066	99	1066
First	Office/Green Room	Offices	85	915			85	915
	Ancillary/Dressing Rooms	-	66	710	6	65	72	775
	New Prop Store (Double Height)	N/A					0	0
Second	Office/Green Room	Apartments	83	893			83	893
	TOTAL AREA		1097	11807	111	1195	**1208**	**13002**

BLOCK D

		Existing GIA		Demolition GIA	
		sqm	*sqft*	*sqm*	*sqft*
Ground		316	3401		
First		270	2906		
	TOTAL AREA	586	6307		

BLOCK D

			GIA Remaining		New Build GIA		TOTALS	
	Proposed Use	**Existing Use**	*sqm*	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
Ground	Art Department (Building 1)	-	114	1227			114	1227
	Ancillary/Production Offices (Building 2)	-	63	678			63	678
	Ancillary/Production Offices (Building 3)	-	138	1485			138	1485
First	Art Department (Building 1)	-	114	1227			114	1227
	Ancillary/Production Offices (Building 2)	-	44	474			44	474
	Ancillary/Production Offices (Building 3)	-	111	1195			111	1195
	TOTAL AREA		584	6286	0	0	**584**	**6286**

BLOCK E

		Existing GIA		Demolition GIA	
		sqm	*sqft*	*sqm*	*sqft*
Ground		572	6156		
First		340	3659		
	TOTAL AREA	912	9816	0	0

BLOCK E

			GIA Remaining		New Build GIA		TOTALS	
	Proposed Use	**Existing Use**	*sqm*	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
Ground	Canteen (60sqm) and Store (15sqm)	-	103	1109			103	1109
	Kitchen (28sqm)	-						
	Grading Theatre 02 (incl. Store)	-	154	1658			154	1658
	Grading Theatre Lobby	-	39	420			39	420
	Refurbished Picture Post/Production Offices (184sqm)	-	184	1980			184	1980
	Circulation	-	41	441			41	441
First	Canteen and store	Store Room	91	979			91	979
	Grading Theatre Mezzannine	-	45	484			45	484
	Refurbished Picture Post/Production Offices (168sqm)	-	168	1808			168	1808
Second	New lightweight roof extension for additional Picture post offices	N/A			477	5134	477	5134
	TOTAL AREA		825	8879	477	5134	**1302**	**14013**

BLOCK F

		Existing GIA		Demolition GIA	
		sqm	*sqft*	*sqm*	*sqft*
Ground		1072	11538		
First		256	2755		
	TOTAL AREA	1328	14293	0	0

BLOCK F - To Remain

			GIA Remaining		New Build GIA		TOTALS	
	Proposed Use	**Existing Use**	*sqm*	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
Ground	Preview Theatre and projection room (71)	-	1005	10817			1005	10817
	Stage 1 (708sqm)	-						
	Ancillary (226sqm)	-						
First	Ancillary/Post Production Offices	-	256	2755			256	2755
	TOTAL AREA		1261	13572	0	0	**1261**	**13572**

BLOCK G

		Existing GIA		Demolition GIA	
		sqm	*sqft*	*sqm*	*sqft*
Ground		196	2110		
First		176	1894		
	TOTAL AREA	372	4004	0	0

BLOCK G - To Remain

			GIA Remaining		New Build GIA		TOTALS	
	Proposed Use	**Existing Use**	*sqm*	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
Ground	Post Production Offices	-	196	2110			196	2110
First	Post Production Offices	-	176	1894			176	1894
	TOTAL AREA		372	4004	0	0	**372**	**4004**

BLOCK H

		Existing GIA		Demolition GIA	
		sqm	*sqft*	*sqm*	*sqft*
Ground		481	5177		
	Undercroft Car Park	725	7803		
First		1210	13023		
Second		584	6286		
Third		460	4951		
	TOTAL AREA	3460	37240	0	0

BLOCK H - Sound Studios to Remain, with lightweight roof extension

			GIA Remaining		New Build GIA		TOTALS	
	Proposed Use	**Existing Use**	*sqm*	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
Ground	Sound Studios	-	481	5177			481	5177
	Undercroft Car Park	-	725	7803			725	7803
First	Sound Studios	-	1210	13023			1210	13023
Second	Sound Studios	-	584	6286	7	75	591	6361
	Lightweight roof extension for new sound studio offices	N/A			231	2486	231	2486
Third	Sound Studios	-	460	4951			460	4951
	TOTAL AREA		3460	37240	238	2562	**3698**	**39802**

	Existing GIA		Demolished GIA		GIA REMAINING	
	sqm	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
TOTAL AREA	9820	105693	52	560	9768	105133

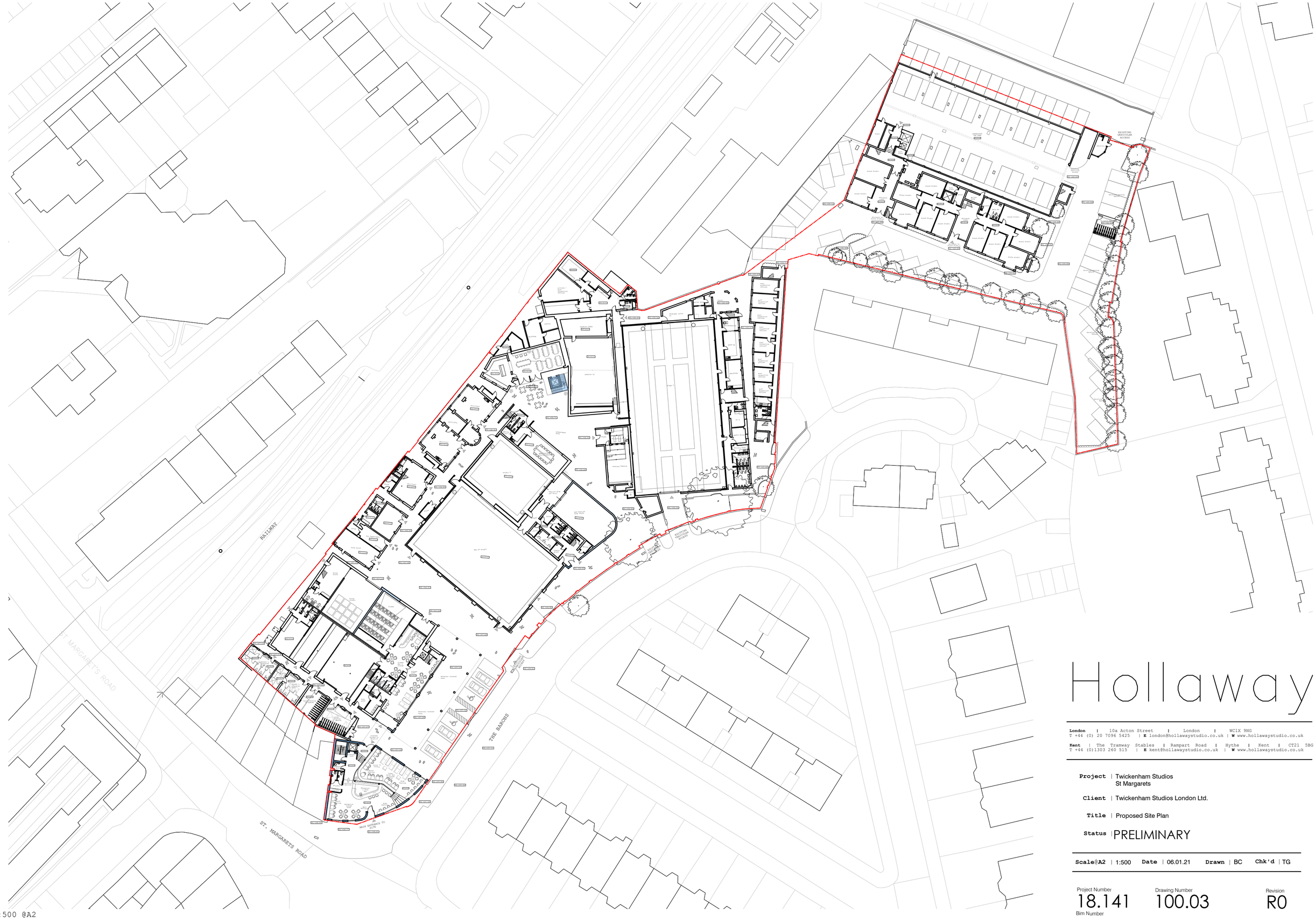
Please note, the existing GIA areas give a total area, and are calculated to the inside face of the existing external walls for each floor plate, and includes all internal walls, structures, circualtion spaces etc.

Please note, the proposed GIA areas are calculated to the inside face of the external walls for each labelled space, whether grouped or individual NIA spaces, and includes all internal walls, structures, circualtion spaces etc.

ANCILLARY FACILITIES
This includes dressing rooms, wardrobe/cosume rooms, make-up and hair, art department, meeting rooms and productions offices.

		GIA REMAINING		New Build GIA		TOTAL AREA	
		sqm	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
TOTAL AREA PROPOSED SITE		9522	102485	1740	18728	**11262**	**121213**

		Existing GIA		Demolished GIA		GIA REMAINING	
		sqm	*sqft*	*sqm*	*sqft*	*sqm*	*sqft*
TOTAL AREA EXISTING SITE		9820	105693	52	560	9768	105133



1:500 @A2

0 5 10 20 30M

Site Boundary

Proposed New Build/Alterations

Hollaway

London | 10a Acton Street | London | WC1X 9NG
T +44 (0) 20 7096 5425 | **E** london@hollawaystudio.co.uk | **W** www.hollawaystudio.co.uk

Kent | The Tramway Stables | Rampart Road | Hythe | Kent | CT21 5BG
T +44 (0)1303 260 515 | **E** kent@hollawaystudio.co.uk | **W** www.hollawaystudio.co.uk

Project | Twickenham Studios
St Margarets

Client | Twickenham Studios London Ltd.

Title | Proposed Site Plan

Status | PRELIMINARY

Scale@A2 | 1:500 **Date** | 06.01.21 **Drawn** | BC **Chk'd** | TG

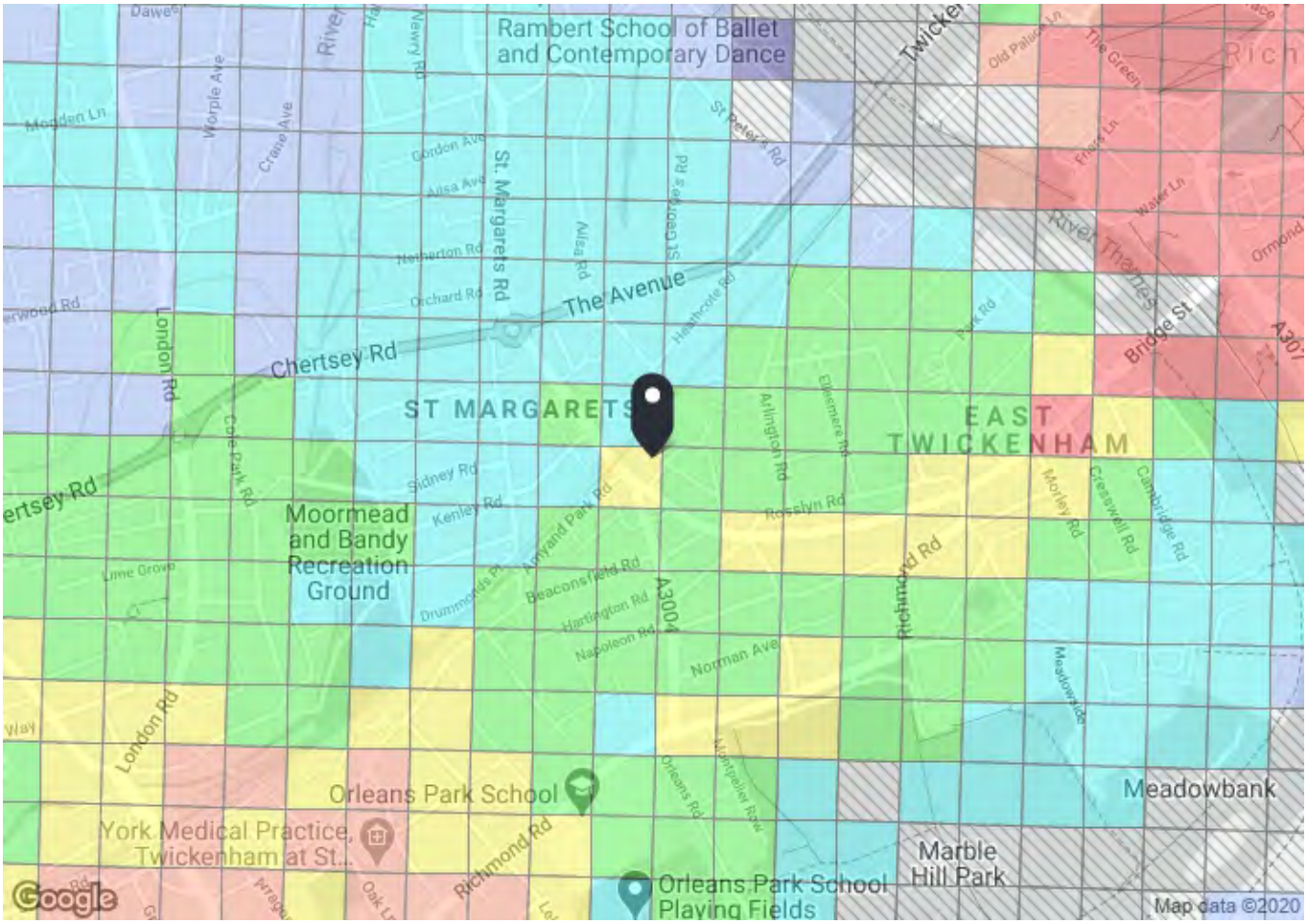
Project Number
18.141
Bim Number

Drawing Number
100.03

Revision
R0

Appendix C PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
4

The Lounge at Twickenham Studios
The Barons, St Margarets, Twickenham TW1 2AA, UK
Easting: 516883, Northing: 174270

Grid Cell: 49831

Report generated: 03/12/2020

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

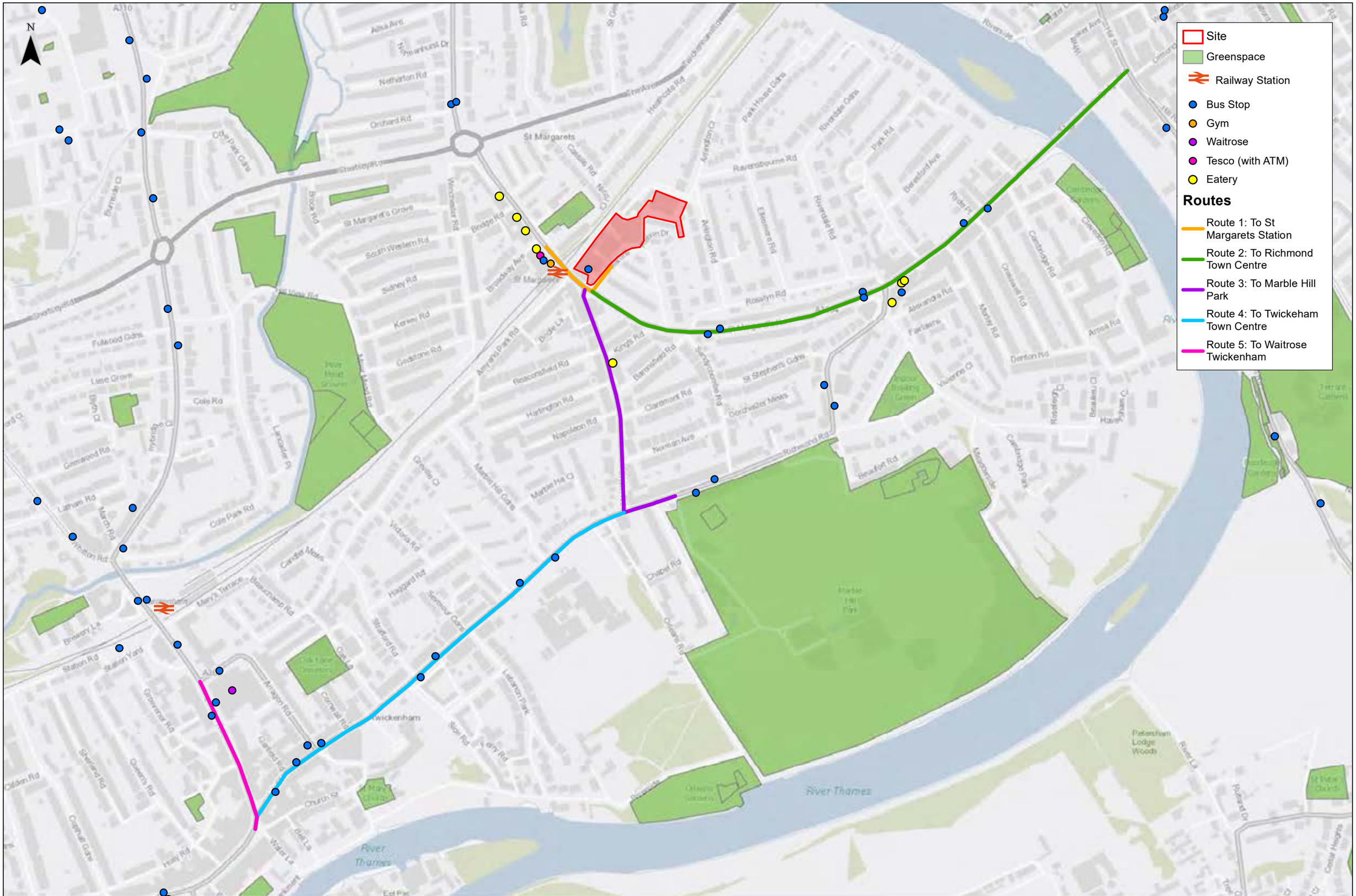
Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

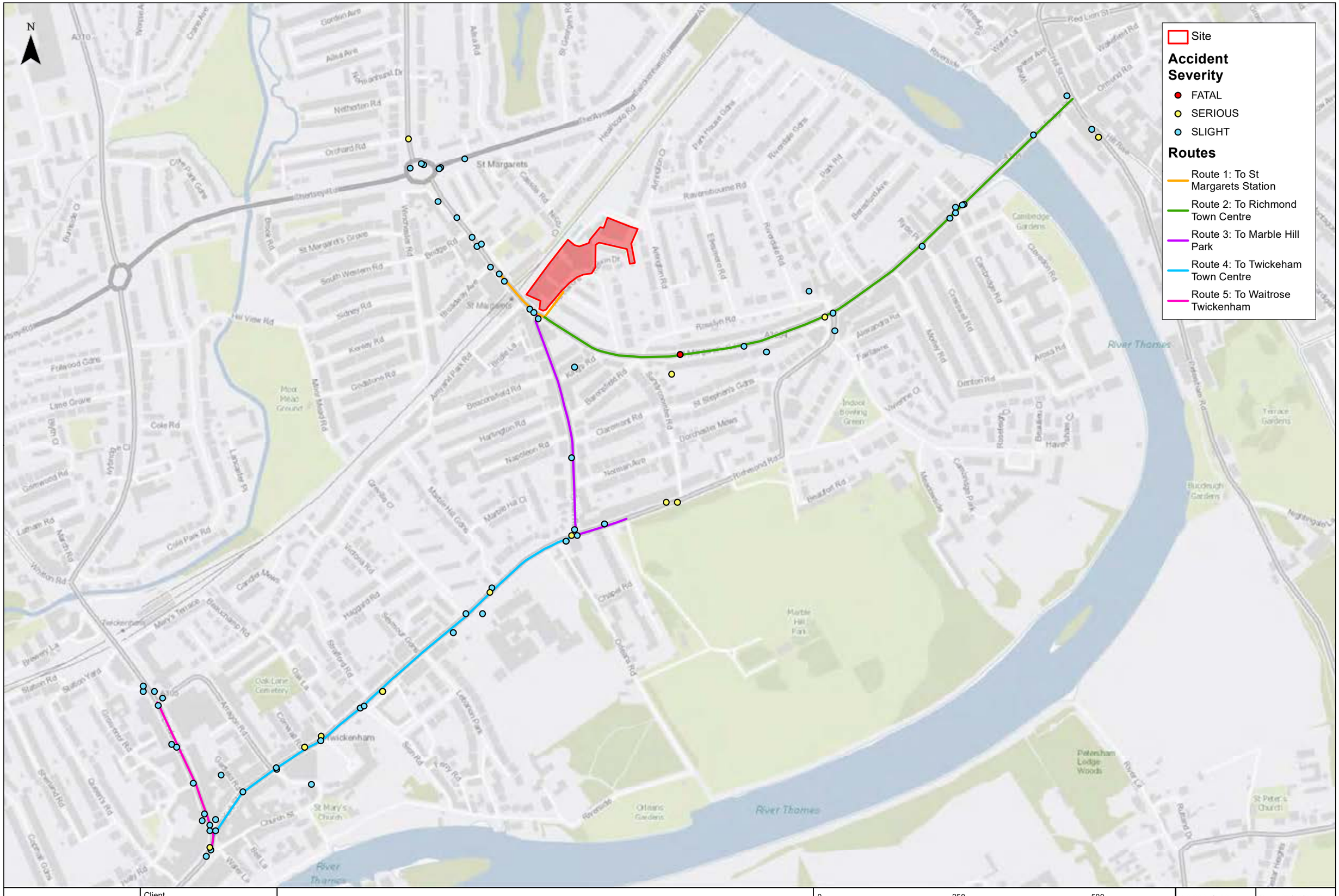
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	RICHMOND ROAD THE CROWN	33	468.98	7.5	5.86	6	11.86	2.53	0.5	1.26
Bus	RICHMOND ROAD THE CROWN	490	468.98	5	5.86	8	13.86	2.16	0.5	1.08
Bus	RICHMOND ROAD THE CROWN	R68	468.98	4	5.86	9.5	15.36	1.95	0.5	0.98
Bus	RICHMOND ROAD THE CROWN	R70	468.98	6	5.86	7	12.86	2.33	0.5	1.17
Bus	RICHMOND ROAD THE CROWN	H22	468.98	5	5.86	8	13.86	2.16	0.5	1.08
Bus	ST MARGARETS STATION	H37	36.09	10	0.45	5	5.45	5.5	1	5.5
Rail	St Margarets	'SHEPRTN-WATRLMN 2H92'	31.4	1	0.39	30.75	31.14	0.96	0.5	0.48
Rail	St Margarets	'WDON-WATRLMN 2K03 '	31.4	0.33	0.39	91.66	92.05	0.33	0.5	0.16
Rail	St Margarets	'WATRLMN-WATRLMN 2K09'	31.4	2	0.39	15.75	16.14	1.86	1	1.86
Rail	St Margarets	'WATRLMN-WATRLMN 2O09'	31.4	2	0.39	15.75	16.14	1.86	0.5	0.93
Rail	St Margarets	'WATRLMN-WATRLMN 2R09'	31.4	2	0.39	15.75	16.14	1.86	0.5	0.93
Rail	St Margarets	'HOUNSLW-WATRLMN 2V05'	31.4	0.33	0.39	91.66	92.05	0.33	0.5	0.16
									Total Grid Cell AI:	**15.59**

Appendix D ATZ Maps



Stantec	Client: Twickham Film Studios	**Twickenham Film Studios** Map 1: Key Routes and Destinations within the ATZ	0 250 500 Meters Contains OS data © Crown Copyright and database right 2020	1:6,000 @ A3	Date: 07/12/2020
				Drawn: HW	Checked: JSL
				Figure 01	Rev -

Document Path: J:\48773 - JSL - Twickenham Studios\BRIEF 5501 - Transport\GIS\Mxd\Map 1.mxd



Stantec

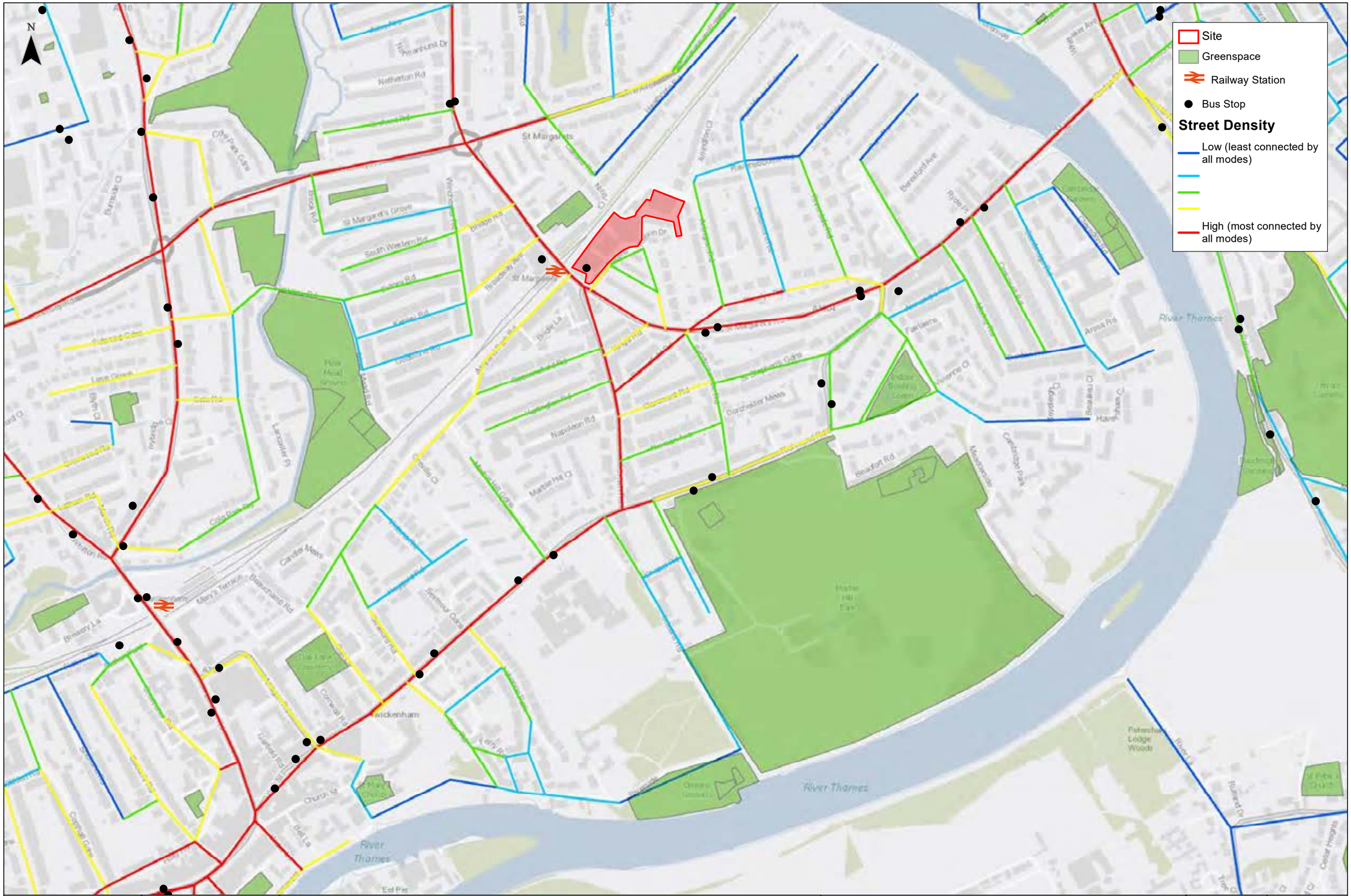
Client: Twickenham Film Studios

Twickenham Film Studios

Map 2: Neighbourhood Safety

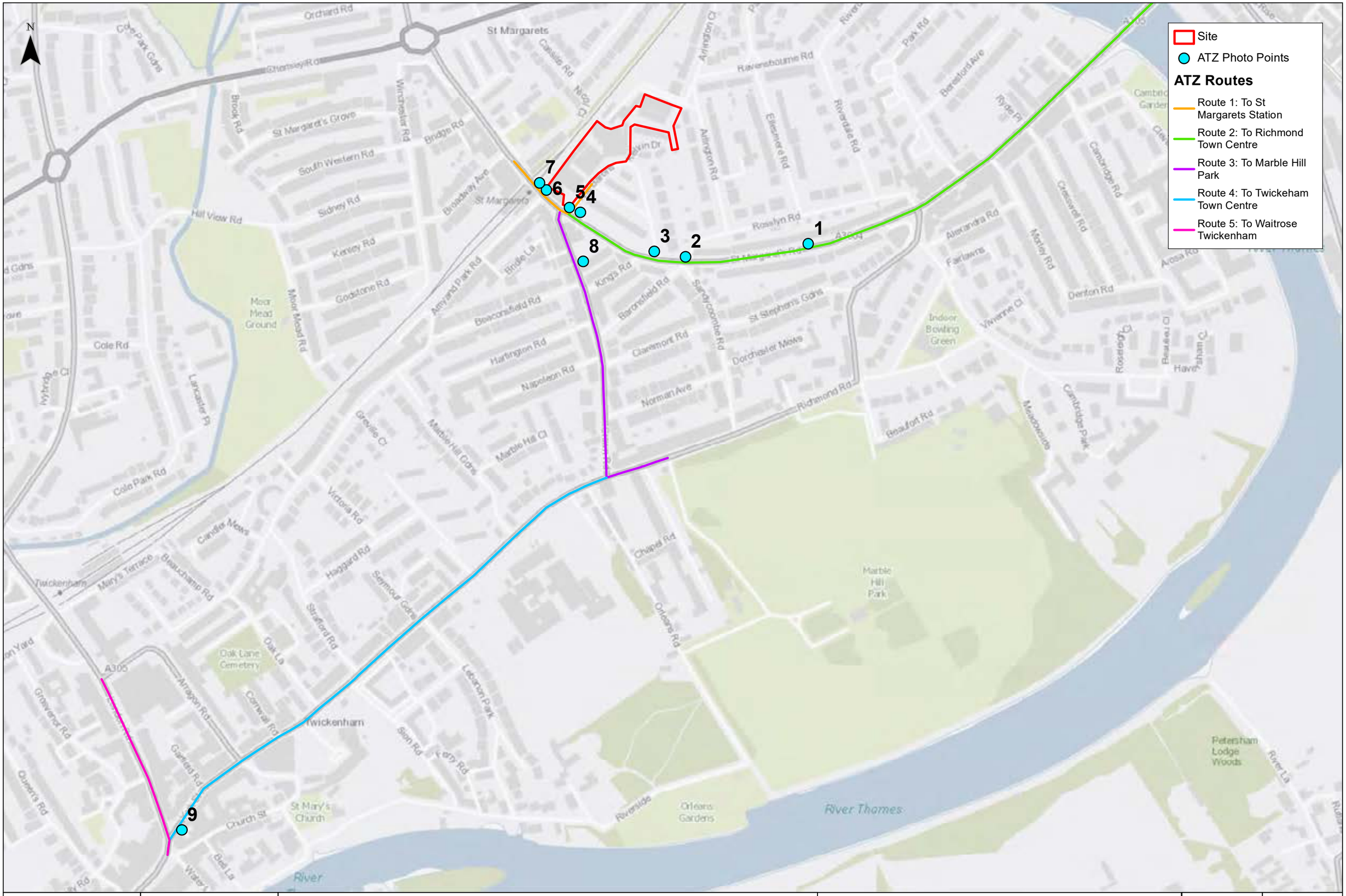
1:6,000 @ A3	Date: 09/12/2020
Drawn: initials	Checked: initials
Figure 02	Rev A

Document Path: J:\48773 - JSL - Twickenham Studios\BRIEF 5501 - Transport\GIS\Mxd\Map 2.mxd



Stantec	Client: Twickham Film Studios	**Twickenham Film Studios** Map 3: Healthy Neighbourhood Characteristics	0 250 500 Meters Contains OS data © Crown Copyright and database right 2020	1:6,000 @ A3	Date: 07/12/2020
				Drawn: HW	Checked: JSL
				Figure 03	Rev -

Document Path: J:\48773 - JSL - Twickenham Studios\BRIEF 5501 - Transport\GIS\Mxd\Map 3.mxd

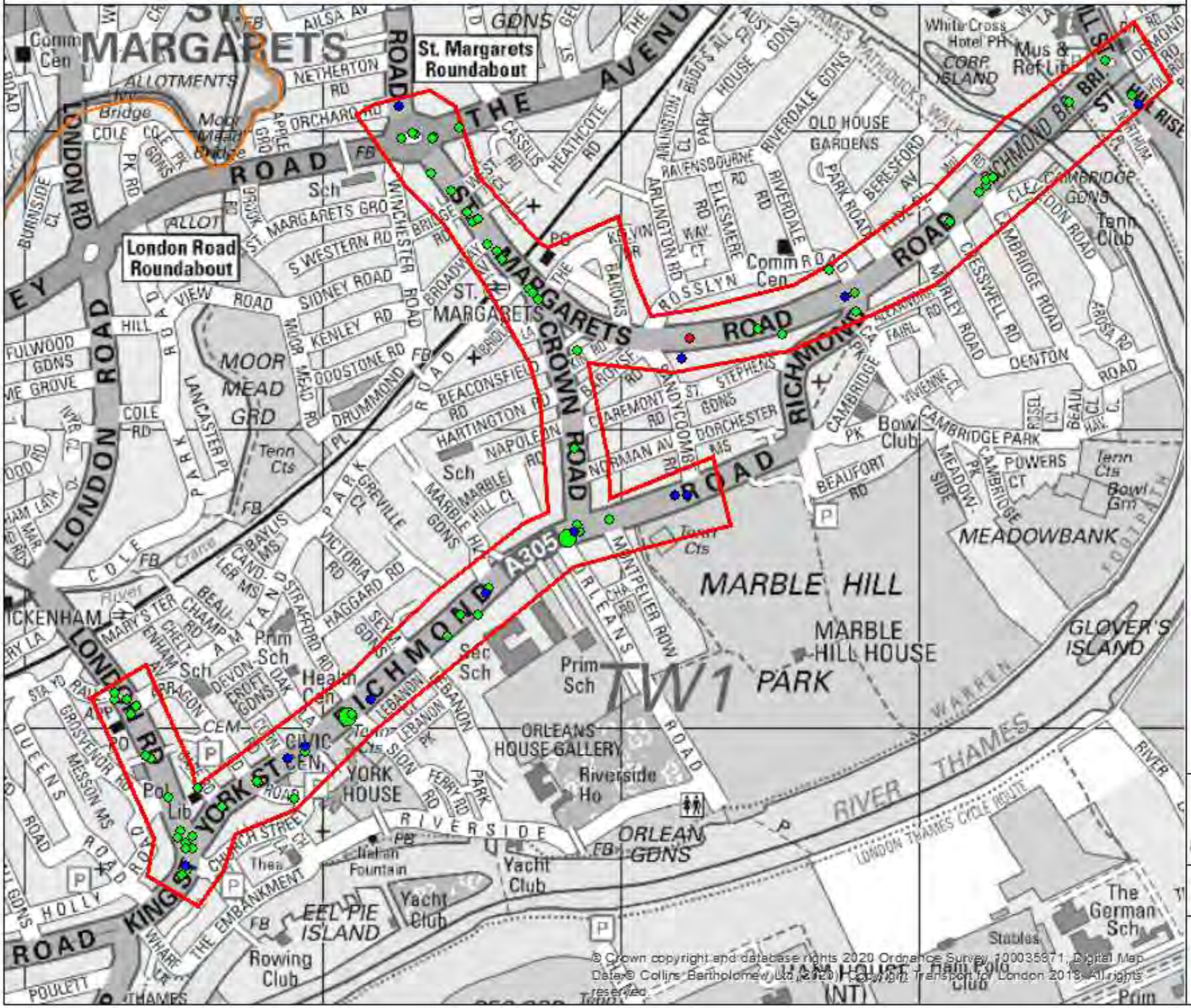


Stantec	Client: Twickenham Film Studios	**Twickenham Film Studios** ATZ Photo Points	0 0.25 0.5 km Contains OS data © Crown Copyright and database right 2020	1:5,000 @ A3	Date: 16/12/2020
				Drawn: HW	Checked: JSL
				Figure 04	Rev A

Document Path: J:\48773 - JSL - Twickenham Studios\BRIEF 5501 - Transport\GIS\Mxd\POV photo points.mxd

Appendix E PIC Data

Twickenham Studios Personal Injury Collisions 36 mths to end May 2020 (provisional)



Severity of collision

Slight	Serious	Fatal
1 (63)	1 (12)	1 (1)
2 (4)	2 (0)	2 (0)
3 (0)	3 (0)	3 (0)
4 (0)	4 (0)	4 (0)
5 (0)	5 (0)	5 (0)

N

0 0.125 0.25 Km

PRINTED BY:
COLLSTATS 3 - TfL City Planning

DATE:
08/12/2020

Twickenham Studios Personal Injury Collisions 36 mths to end May 2020 (provisional)

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	ACCIDENT COUNT
X GIS AREA B24 TWICKENHAM STUDIOS(P)	36MTS TO MAY/2020	80

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION

1

01170042266	SAT 10/06/2017 20:26		LIGHT	SAINT MARGARETS RD 100M S OF J/W BRDWAY AVENUE			24 LINK 146-151	516790/174300
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(23 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ		(64 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	PED CYCLE BT - N/A		(23 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN
V001	A	410 (LOSS OF CONTROL)						

2

01170043293	FRI 16/06/2017 11:37		LIGHT	LONDON RD 38M N OF J/W HOLLY RD			24 LINK 132-675	516260/173330
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(81 YRS - M - REDA)		SLIGHT	PEDESTRIAN	NE BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NEG		(73 YRS - M - REDACT)		SLOWING/STOPPING	(NW TO P) FRONT HIT FIRST	J/P - UNKN
V001	A	509 (DISTRACTION IN VEHICLE)				V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	A	309 (VEHICLE TRAVELLING ALONG PAVEMENT)				V001	A	303 (DISOBEYED DOUBLE WHITE LINES)

3

01170043966	TUE 20/06/2017 20:38		LIGHT	ST MARGARETS RD 15M N OF J/W BARONS				24 NODE 146	516845/174237
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT		CNTL REFUGE N/O CTRLS	NONE IN 50M
CASUALTY	001 (001)	(33 YRS - F - REDA)		SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(NW TO SE) O/S HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)				V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

4

01170047028	THU 06/07/2017 15:40		LIGHT	HILL ST J/W BRDG ST				24 NODE 156	517810/174620
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT		PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(32 YRS - M - REDACT)		WAITING - TURN RIGHT		(W TO E) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(79 YRS - M - REDACT)		WAITING - HELD UP		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V001	B	408 (SUDDEN BRAKING)	

5

01170050976	FRI 28/07/2017 06:50		LIGHT	YORK ST J/W LONDON RD			24 NODE 132	516280/173300
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(41 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(41 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	410 (LOSS OF CONTROL)				V001 A	408 (SUDDEN BRAKING)	

6

01170053394	FRI 11/08/2017 14:30		LIGHT	RICHMOND RD J/W WILLOUGHBY RD TWICKENHAM			24 LINK 153-156	517625/174425
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(16 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(30 YRS - M - REDACT)		WAITING - TURN LEFT	(NE TO P) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(16 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

7

01170053940	TUE 15/08/2017 17:50		LIGHT	RICHMOND RD 30M E OF J/W MARLE HILL GARDENS			24 LINK 137-677	516730/173690
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(68 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(47 YRS - M - REDACT)		SLOWING/STOPPING	(W TO E) DID NOT IMPACT	JOURNEY P/O WORK
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)						

8

01170058485	TUE 12/09/2017 11:59		LIGHT	CROWN RD J/W ST MARGARETS RD			24 NODE 146	516860/174220
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(76 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(56 YRS - F - REDACT)		TURNING - LEFT	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ		(76 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO N) BACK HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)						

9

01170059421	SUN 17/09/2017 20:20		DARK	SAINT MARGARETS RD 100M W OF J/W RICHMOND RD / NREST CLASS			24 LINK 146-147	517230/174170
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(20 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(31 YRS - M - REDACT)		SLOWING/STOPPING	(E TO W) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	M/C <= 50CC BT - NOT PROVD		(20 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)				V002 B	605 (LEARNER OR INEXPERIENCED DRIVER)	

10

01170067015	SUN 29/10/2017 08:15		LIGHT	CROWN RD J/W CROWN RD			24 LINK 137-146	516920/173970
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(23 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	PHV - LICENCED BT - NEG		(27 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
V001	B	306 (EXCEEDING SPEED LIMIT)				V001 B	307 (TRAVELLING TOO FAST FOR CONDITIONS)	
V001	B	403 (POOR TURN OR MANOEUVRE)				V001 B	503 (FATIGUE)	
V001	B	509 (DISTRACTION IN VEHICLE)				V001 B	701 (STATIONARY OR PARKED VEHICLE(S))	

11

01170068295	FRI 20/10/2017 23:10		DARK	BRIDGE ST 85M W OF J/W PETERSHAM RD				24 LINK 153-156	517750/174550
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(23 YRS - M - REDA)		SLIGHT	PEDESTRIAN		SW BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(NE TO SW) N/S HIT FIRST	J/P - UNKN
C001	A	806 (IMPAIRED BY ALCOHOL)				C001	A	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				C001	B	802 (FAILED TO LOOK PROPERLY)	

12

01170069034	THU 09/11/2017 09:00		LIGHT	LONDON RD J/W ARRAGON RD				24 NODE 675	516177/173525
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(50 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(49 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT CLEARED
V001	A	408 (SUDDEN BRAKING)							

13

01170069528	SAT 11/11/2017 13:00		LIGHT	RICHMOND RD J/W CROWN RD			24 NODE 137	516920/173830
POLICE - AT SCENE		ROAD-WET	RAINING	ROUNDABOUT	M ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(38 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(30 YRS - F - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A		(38 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN
V001	A	405 (FAILED TO LOOK PROPERLY)						

14

01170073659	FRI 10/11/2017 07:50		LIGHT	RICHMOND RD 21M N OF J/W CAMBRIDGE PARK			24 CELL 517000/174000	517393/174198
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	NO JUN IN 20M	N/A	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED		(30 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - F - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN

15

01170076361	FRI 08/12/2017 15:25		LIGHT	RICHMOND RD J/W WILLOUGHBY RD			24 NODE 153	517610/174410
SELF-REPORTED		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	NONE IN 50M
CASUALTY	001 (001)	(70 YRS - F - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT CLEARED

16

01170078299	FRI 15/12/2017 19:30		DARK	RICHMOND RD J/W CROWN RD			24 NODE 137	516930/173830
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(58 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(51 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
C001	B	806 (IMPAIRED BY ALCOHOL)						

17

01180081607	THU 04/01/2018 19:55	DARK	ST MARGARETS RD 66M E OF J/W SANDYCOMBE RD				24 LINK 146-147	517115/174155
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY, VEH001 WAS TRAVELLING EAST BOUND ON ST MARGARETS ROAD, A3004. (REDACTED) (PEDESTRIAN 3) WAS ALIGHTING A BUS, VEH002, AT THE BUS STOP ON THE NEAR SIDE ON ST MARGARETS ROAD. THE BUS WAS TRAVELLING WESTBOUND ON ST MARGARETS ROAD. VEH001 HAS OFF SIDED THE CARRIAGE WAY AND MOUNTED THE OFF SIDE PAVEMENT AND CAREERED INTO THE BRICKED WALLS ALONG AND COLLIDED WITH THE BUS STOP AND CAS001 WHO HAD STEPPED OFF THE BUS.

CASUALTY	001 (001)	(53 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(47 YRS - F - REDA)	FATAL	PEDESTRIAN		STILL	UNKNOWN/OTHER	
CASUALTY	003 (001)	(23 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
CASUALTY	004 (001)	(23 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NEG	(53 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	LONDON BUS BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		WAITING - HELD UP		(E TO W) FRONT HIT FIRST	J/P - UNKN
V001	B	410 (LOSS OF CONTROL)						

18

01180085513	WED 24/01/2018 09:00	LIGHT	SANDYCOOMBE RD J/W RICHMOND RD TWICKENHAM				24 LINK 137-147	517110/173890
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY V001 WAS DRIVING WEST ALONG RICHMOND ROAD. V002 WAS RIDING APPROXIMATELY 5 METERS BEHIND A BUS ALONG RICHMOND ROAD HEADING EAST. V001 WAS STOPPED AT JUNCTION WITH RICHMOND ROAD AND SANDYCOOMBE ROAD INTENDING TO TURN DOWN SANDYCOOMBE RD HEADING NORTH. AFTER ALLOWING THE BUSS TO PASS, V001 DRIVER DID NOT SEE V002, V001 PULLED OVER INTO THE PATH OF V002. (REDACTED)

CASUALTY	001 (002)	(27 YRS - M - REDA)	SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(74 YRS - M - REDACT)		TURNING RIGHT		(E TO N) N/S HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	COMMUTING JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)						

19

01180088615	FRI 26/01/2018 05:45		DARK	RICHMOND RD 50M SW OF J/W MARBLE HILL GARDENS			24 LINK 137-677		516760/173690
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PELICAN OR SIML		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(51 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(51 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	

20

01180090142	WED 14/02/2018 13:00		LIGHT	SAINT MARGARETS RD 57M S OF J/W CHERTSEY RD NREST CLASSI			24 LINK 146-151		516680/174430
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(25 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 126-500CC BT - NEG		(25 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK	
VEHICLE	002 (000)	CAR BT - NEG		(51 YRS - F - REDACT)		TURNING RIGHT	(N TO SW) BACK HIT FIRST	J/P - UNKN	
V002	B	403 (POOR TURN OR MANOEUVRE)				V001	B	405 (FAILED TO LOOK PROPERLY)	

21

01180095422	SUN 11/03/2018 01:13		DARK	RICHMOND RD 30M W OF J/W SANDYCOOMBE RD			24 LINK 137-147	517090/173890
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY THE BUS WAS PARKED ON RICHMOND ROAD, TWICKENHAM FACING EASTWARD WHEN THE CAR HAS GONE INTO THE REAR OF THE BUS CAUSING THE DRIVER OF CAR TO HAVE A CUT ON HIS FOREHEAD AND THE FRONT OF THE CAR TO BECOME CAVED IN DUE TO THE CRUMPLE ZONES. (REDACTED) IT IS BELIEVED THAT THE MALE OF THE CAR HAS HIT HIS HEAD AGAINST THE WINDSCREEN OF HIS VEHICLE CAUSING THE CUT TO HIS FOREHEAD. THE VEHICLE HAD TO HAVE THE ROOF CUT OFF GET THE MALE OUT. (REDACTED)

CASUALTY	001 (001)	(51 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD	(51 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ	(48 YRS - M - REDACT)		WAITING - HELD UP	(SW TO NE) BACK HIT FIRST	JOURNEY P/O WORK
V001	B	501 (IMPAIRED BY ALCOHOL)					

22

01180098145	SAT 24/03/2018 18:52		DARK	LONDON RD J/W RAILWAY APPROACH			24 LINK 136-675	516150/173550
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(59 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(48 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	J/P - UNKN JCT CLEARED
C001	B	999 (OTHER - PLEASE SPECIFY BELOW)					

23

01180100945	TUE 10/04/2018 14:20		LIGHT	PETERSHAM RD 50M S OF J/W BRDG ST				24 LINK 156-157	517855/174560
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(22 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(27 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) DID NOT IMPACT	J/P - UNKN
VEHICLE	002 (000)	M/C >500CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		CHNG LANE - RIGHT		(N TO S) DID NOT IMPACT	J/P - UNKN
V002	A	410 (LOSS OF CONTROL)				V002	A	405 (FAILED TO LOOK PROPERLY)	
V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)							

24

01180103515	MON 23/04/2018 16:13		LIGHT	GARFIELD RD 42M NW OF J/W YORK ST				24 CELL 516000/173000	516290/173400
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(71 YRS - F - REDA)		SLIGHT	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(35 YRS - M - REDACT)		MOVING OFF		(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK
V001	B	403 (POOR TURN OR MANOEUVRE)							

25

01180109912	FRI 11/05/2018 08:30		LIGHT	KING ST 9M W OF J/W WATER LANE			24 LINK 131-132	516272/173265
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	UNKNOWN	T/STAG JUN	UNKNOWN S/R	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(53 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(53 YRS - F - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

26

01180111628	SUN 06/05/2018 15:00		LIGHT	RICHMOND RD 40M SW OF J/W OAK LANE			24 LINK 137-677	516470/173470
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	UNKNOWN S/R	NONE IN 50M

I WAS RIDING MY MOPED ALONG RICHMOND ROAD IN THE PROPER LANE TOWARDS TWICKENHAM. TRAFFIC WAS LIGHT AS IT WAS A SUNDAY. (REDACTED) THERE WERE NO VEHICLES APPROACHING IN THE OPPOSITE DIRECTION. (REDACTED) AS I APPROACHED I PREPARED TO OVERTAKE BY SELECTING MY RIGHT INDICATOR AND GLANCING OVER MY RIGHT SHOULDER TO CHECK THAT I WAS CLEAR TO PULL OUT AND OVERTAKE. IN THAT SECOND THE CAR IN FRONT UNEXPECTEDLY STOPPED IN THE MIDDLE OF THE ROAD AND BEGAN TO TURN RIGHT. (REDACTED)

CASUALTY	001 (001)	(17 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(17 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN

27

01180111904	SUN 03/06/2018 09:00	LIGHT	KING ST J/W WATER LANE			24 LINK 131-132		516270/173270
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS		NONE IN 50M

APPARENTLY V002 HAD JUST GONE THROUGH THE TRAFFIC LIGHTS ON YORK ROAD HEADING DOWN KINGS STREET WHEN V001 HAS PROCEEDED TO TURN RIGHT ONTO WATER NE AND HAS STRUCK V002 IN THE BACK ON V001 FRONT NEAR SIDE. APPARENTLY V002 WAS MOVING AT SPEED CAUSING V001 TO NOT SEE IT.

CASUALTY	001 (002)	(58 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(86 YRS - F - REDACT)		TURNING RIGHT	(SW TO SE) FRONT HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(58 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) BACK HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					

28

01180112491	WED 06/06/2018 12:00	LIGHT	SAINT MARGARETS RD J/W AILSA AVENUE RICHMOND SURREY			24 LINK 146-147		517270/174160
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(63 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(51 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG	(63 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	CAR BT - NEG	(51 YRS - M - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	J/P - UNKN L/MAIN RD	
V002	A	403 (POOR TURN OR MANOEUVRE)			V002	A	405 (FAILED TO LOOK PROPERLY)	
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

29

01180116518	TUE 19/06/2018 22:49		DARK	RICHMOND RD J/W SION RD			24 LINK 137-677	516540/173520
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(50 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - REFUSED		(50 YRS - M - REDACT)		WAITING - HELD UP	(P TO P) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	M/C 51-125CC BT - REFUSED		(50 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	501 (IMPAIRED BY ALCOHOL)						

30

01180119265	FRI 06/07/2018 08:10		LIGHT	LONDON RD TWICKENHAM MIDDLESEX 100M S OF J/W ARROGAN RD			24 LINK 132-675	516210/173450
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(53 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(53 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(46 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

31

01180122316	FRI 20/07/2018 22:15	DARK	SAINT MARGARETS RD TWICKENHAM MIDDLESEX 50M E OF J/W SANDYCOOMBE			24 LINK 146-147		517100/174120
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	CNTL REFUGE N/O CTRLS		NONE IN 50M

APPARENTLY, V001 WAS TRAVELLING DOWN ST MARGARETS ROAD, TOWARDS RICHMOND AT ABOUT 60 MILES PER HOUR. AS IT CAME PAST THE TRAFFIC LIGHTS IT LOST CONTROL ON A BUMP IN THE ROAD AND BEGAN TO SWERVE. THE VEHICLE HAS THEN LEFT ONTO ITS LEFT SIDE WHEELS AND SWERVED ACROSS THE CARRIAGEWAY, MOUNTING THE PAVEMENT AND SMASHING INTO A WALL. THE AIRBAGS DEPLOYED AND THE FRONT PASSENGER SUFFERED A SUSPECTED BROKEN ARM.

CASUALTY	001 (001)	(19 YRS - M - REDA)	SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NEG	(20 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN

V001	A	410 (LOSS OF CONTROL)	V001	A	306 (EXCEEDING SPEED LIMIT)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)			

32

01180124499	WED 01/08/2018 09:22	LIGHT	LONDON RD 2M NW OF J/W KING ST				24 NODE 132	516270/173310
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	CTRL - AUTH PERSON

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(73 YRS - F - REDA)	SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	LONDON BUS BT - NEG	(32 YRS - M - REDACT)		G/AHEAD - L-HAND	BEND	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED

V001	B	405 (FAILED TO LOOK PROPERLY)	C001	B	802 (FAILED TO LOOK PROPERLY)
C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			

33

01180126058	THU 09/08/2018 14:00		LIGHT	LONDON RD J/W RAILWAY APPROACH			24 LINK 136-675		516150/173560
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	AUTO SIG	PELICAN OR SIML		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(18 YRS - F - REDACT)		TURNING - LEFT	(SE TO W) N/S HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT MID	
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		

34

01180129722	THU 30/08/2018 10:40		LIGHT	ST MARGARETS RD TWICKENHAM J/W DOWNES COURT			24 LINK 146-151		516750/174350
SELF-REPORTED		ROAD-DRY	WEATHER- FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	NO XING FACIL IN 50M		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(35 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(27 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

35

01180133087	SAT 15/09/2018 08:30	LIGHT	RICHMOND RD J/W CAMBRIDGE RD			24 NODE 153		517600/174400
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(32 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

36

01180136956	FRI 05/10/2018 08:30	LIGHT	RICHMOND RD 104M SW OF J/W LEBANON PARK			24 LINK 137-677	516580/173550
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M

A BOY ON HIS WAY TO SCHOOL WAS RUNNING BACK HOME BRIEFLY TO COLLECT SOMETHING. HE RAN PAST A CROSSING AND THEN RAN ACROSS THE ROAD WITHOUT PAYING ATTENTION. AT THIS TIME A MOTORBIKE WAS HEADING IN THE DIRECTION OF ST MARGRETS FROM TWICKENHAM ON THE RICHMOND ROAD. THE RIDER OF THE BIKE PASSED THE CROSSING THEN SAW TO HIS RIGHT A BOY ON THE ROAD RUNNING IN FRONT OF HIM. THE RIDER TRIED TO BRAKE AND MOVE THE BIKE TO THE LEFT TO AVOID THE BOY CROSSING THE ROAD. THE BOY WAS HIT BY A MOTORCYCLE ON THE RIGHT HAND SIDE OF THE BIKE WHILE THE RIDER WAS THROWN OVER THE HANDLEBARS ON THE ROAD IN FRONT. (REDACTED)

CASUALTY	001 (001)	(34 YRS - M - REDA)	SERIOUS	DRIVER/RIDER				
CASUALTY	002 (001)	(14 YRS - M - REDA)	SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS O/SIDE - MASKED	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(34 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK
C002	A	802 (FAILED TO LOOK PROPERLY)						

37

01180137315	SAT 06/10/2018 17:16	LIGHT	RICHMOND RD J/W SION RD TWICKENHAM			24 LINK 137-677		516540/173520
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - POS	(23 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(40 YRS - M - REDACT)		TURNING RIGHT	(E TO W) FRONT HIT FIRST	J/P - UNKN L/MAIN RD

V001	A	408 (SUDDEN BRAKING)	V001	A	405 (FAILED TO LOOK PROPERLY)
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))	V001	A	410 (LOSS OF CONTROL)

38

01180137987	WED 10/10/2018 07:50	LIGHT	YORK ST J/W CORNWALL RD			24 LINK 137-677		516440/173450
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

APPARENTLY VEHICLE (1) WAS DRIVING EASTBOUND ALONG YORK STREET AT A SLOW SPEED. VEHICLE (1) HAS COME TO A STOP AND HEARD A LOUD THUD. LOOKED INTO REAR VIEW MIRRORS TO FIND DRIVER OF VEHICLE (2) ON THE FLOOR. VEHICLE (2) CLAIMED SHE WAS WEAVING THROUGH TRAFFIC WHEN VEHICLE (1) CAME TO A STOP, TRIED TO APPLY BRAKES WHEN THE FRONT BREAK PAD COMPLETELY CAME OFF OF THE BIKE WHICH THEN SMACKED IN TO THE BACK LEFT SIDE OF VEHICLE (1) .

CASUALTY	001 (002)	(27 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(38 YRS - M - REDACT)		SLOWING/STOPPING	(SW TO NE) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(27 YRS - F - REDACT)		SLOWING/STOPPING	(SW TO NE) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED

V002	A	203 (DEFECTIVE BRAKES)			

39

01180138773	SAT 13/10/2018 12:30		LIGHT	LONDON RD J/W YORK ST			24 NODE 132		516280/173320
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(58 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(58 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	M/C 126-500CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

40

01180139465	TUE 16/10/2018 18:30		DARK	RICHMOND RD J/W CROWN RD TWICKENHAM			24 NODE 137		516910/173820
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(49 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ		(49 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(W TO E) N/S HIT FIRST	COMMUTING L/ROUNDABOUT	
VEHICLE	002 (000)	CAR BT - NOT REQ		(21 YRS - F - REDACT)		MOVING OFF	(SE TO NE) O/S HIT FIRST	COMMUTING JCT APP	
V002	A	701 (STATIONARY OR PARKED VEHICLE(S))							

41

01180143137	THU 01/11/2018 08:17		LIGHT	RICHMOND RD J/W ROSSLYN RD			24 NODE 147		517390/174230
SELF-REPORTED		ROAD-WET	WEATHER-OTHER	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(46 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(46 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R	
VEHICLE	002 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED		(38 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

42

01180143196	SAT 03/11/2018 15:37		LIGHT	YORK ST J/W LONDON RD			24 NODE 132		516270/173300
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(0 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(40 YRS - F - REDACT)		TURNING RIGHT	(NE TO N) DID NOT IMPACT	J/P - UNKN JCT MID	
C001	A	999 (OTHER - PLEASE SPECIFY BELOW)							

43

01180143207	SAT 03/11/2018 19:55		DARK	RICHMOND RD J/W CAMBRIDGE RD				24 NODE 153	517610/174420
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(22 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(22 YRS - M - REDACT)		G/AHEAD - OTHER		(E TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(E TO W) DID NOT IMPACT	J/P - UNKN JCT CLEARED
V002	A	308 (FOLLOWING TOO CLOSE)							

44

01180146072	FRI 16/11/2018 17:00		DARK	RICHMOND RD J/W AARAGON RD				24 NODE 677	516390/173410
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(17 YRS - M - REDA)		SLIGHT	PEDESTRIAN		NW BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - NOT REQ		(54 YRS - F - REDACT)		TURNING RIGHT		(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)				C001	A	802 (FAILED TO LOOK PROPERLY)	

45

01180146551	MON 19/11/2018 09:05		LIGHT	SAINT MARGARETS RD J/W SAINT MARGARETS RD			24 NODE 151		516630/174490
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(? YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(? YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

46

01180149487	SUN 02/12/2018 19:06		DARK	RICHMOND RD J/W CROWN RD			24 NODE 137		516910/173820
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	M ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(52 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(28 YRS - M - REDACT)		MOVING OFF	(N TO SE) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(52 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT MID	
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))							

47

01180151395	FRI 10/08/2018 09:00		LIGHT	LONDON RD J/W ARRAGON RD			24 LINK 136-675	516170/173550
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(34 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(34 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(66 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK UNKNOWN S/R

48

01180152214	THU 13/12/2018 19:45		DARK	RICHMOND RD J/W CRESSWELL RD			24 LINK 147-153	517550/174350
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(53 YRS - M - REDACT)		U-TURN	(E TO SE) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT MID
V001	A	403 (POOR TURN OR MANOEUVRE)						

49

01190158724	MON 21/01/2019 18:36		DARK	RICHMOND RD, NR JUNCT WTH MONTPELIER ROW.			24 LINK 137-147	516979/173851
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (003)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(22 YRS - M - REDACT)	G/AHEAD - L-HAND BEND	(E TO W) DID NOT IMPACT	E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(38 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	COMMUTING JCT MID
VEHICLE	003 (000)	PED CYCLE BT - N/A	(52 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID

V001	B	701 (STATIONARY OR PARKED VEHICLE(S))	V002	B	405 (FAILED TO LOOK PROPERLY)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V003	B	405 (FAILED TO LOOK PROPERLY)
V003	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V001	B	405 (FAILED TO LOOK PROPERLY)

50

01190159103	WED 23/01/2019 13:30		LIGHT	SAINT MARGARETS RD, NR JUNCT WTH RICHMOND RD.			24 NODE 147	517375/174223
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(19 YRS - M - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID	

V001	B	405 (FAILED TO LOOK PROPERLY)	C001	B	802 (FAILED TO LOOK PROPERLY)

51

01190159553	FRI 25/01/2019 17:54		DARK	RICHMOND RD, 70 METRES EAST OF JUNCT WTH SEYMOUR GARDENS.			24 LINK 137-677	516707/173656
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(69 YRS - M - REDACT)	G/AHEAD - OTHER		(NE TO SW) FRONT HIT FIRST	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(35 YRS - M - REDACT)	G/AHEAD - OTHER		(NE TO SW) BACK HIT FIRST	
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)	

52

01190161151	FRI 01/02/2019 17:18		DARK	KING ST, NR JUNCT WTH RICHMOND RD.			24 NODE 132	516263/173254
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(18 YRS - F - REDA)		SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(50 YRS - M - REDACT)	MOVING OFF		(W TO E) N/S HIT FIRST	JCT APP
C001	A	810 (DISABILITY OR ILLNESS, MENTAL OR PHYSICAL)						

53

01190161190	SAT 02/02/2019 23:40		DARK	SAINT MARGARETS RD, NR JUNCT WTH AVENUE.			24 NODE 151	516654/174496
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(23 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - POS		(24 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JCT MID
V001	A	501 (IMPAIRED BY ALCOHOL)				V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	A	306 (EXCEEDING SPEED LIMIT)						

54

01190162843	MON 11/02/2019 07:00		LIGHT	SAINT MARGARETS RD, 27 METRES EAST OF JUNCT WTH AVENUE.			24 NODE 151	516650/174498
SELF-REPORTED		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(33 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN JCT APP

55

01190164253	MON 18/02/2019 21:15		DARK	SAINT MARGARETS RD, NR JUNCT WTH BRDWAY AVENUE.			24 LINK 146-151	516774/174312
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	STOP SGN	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NEG		(40 YRS - M - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	M/C <= 50CC BT - NEG		(19 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)						

56

01190165082	FRI 22/02/2019 21:07		DARK	YORK ST, NR JUNCT WTH GARFIELD RD.			24 LINK 132-677	516329/173370
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(50 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NEG		(50 YRS - M - REDACT)		SLOWING/STOPPING	(E TO W) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - REFUSED		(31 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	501 (IMPAIRED BY ALCOHOL)				V002	B	502 (IMPAIRED BY DRUGS (ILLICIT OR MEDICINAL))
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)				V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	B	306 (EXCEEDING SPEED LIMIT)						

57

01190166915	SAT 02/03/2019 20:00		DARK	RICHMOND RD, TWICKENHAM, MIDDLESEXX, 42 METRES WEST OF JUNCT WTH MARBLE HILL GARDENS.			24 LINK 137-677		516777/173736
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(18 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(18 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	

58

01190170773	FRI 22/03/2019 18:34		DARK	PETERSHAM RD, NR JUNCT WTH HILL RISE.			24 NODE 157		517867/174546
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(47 YRS - M - REDA)		SERIOUS	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	CAR BT - NEG		(57 YRS - F - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	JCT APP	
C001	A	802 (FAILED TO LOOK PROPERLY)							

59

01190171288	TUE 26/03/2019 08:45		LIGHT	RICHMOND RD, 50 METRES WEST OF JUNCT WTH MARBLE HILL GARDENS.			24 LINK 137-677	516773/173728
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	CTRL - SCH XING PTRL
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(53 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(49 YRS - M - REDACT)		SLOWING/STOPPING	(P TO P) DID NOT IMPACT	SCHOOL - TAKING
VEHICLE	002 (000)	PED CYCLE BT - N/A		(53 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK
V001	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)						

60

01190173715	FRI 05/04/2019 21:20		DARK	SAINT MARGARETS RD, NR JUNCT WTH CUMBERLAND CLOSE.			24 LINK 146-151	516714/174401
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(19 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

61

01190174342	TUE 09/04/2019 21:10		DARK	YORK ST, 5 METRES EAST OF JUNCT WTH ARRAGON RD.				24 NODE 677	516389/173413
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(35 YRS - M - REDACT)		UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

62

01190183146	FRI 24/05/2019 17:30		LIGHT	RICHMOND RD, 32 METRES WEST OF JUNCT WTH OAK LANE.				24 LINK 137-677	516469/173462
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	UNKNOWN	NO JUN IN 20M			UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(? YRS - M - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(49 YRS - F - REDACT)		UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	COMMUTING

63

01190188721	FRI 21/06/2019 16:14		LIGHT	AVENUE, NR JUNCT WTH SAINT MARGARETS.			24 NODE 151	516685/174491
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	AUTO SIG	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(93 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(93 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NEG		(62 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) BACK HIT FIRST	
V001	B	403 (POOR TURN OR MANOEUVRE)				V001	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))

64

01190190993	TUE 02/07/2019 13:22		LIGHT	ARRAGON RD, NR JUNCT WTH LONDON RD.			24 NODE 675	516185/173538
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(61 YRS - F - REDA)		SLIGHT	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ		(55 YRS - M - REDACT)		TURNING - LEFT	(NE TO S) O/S HIT FIRST	JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)				C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
V001	B	405 (FAILED TO LOOK PROPERLY)				V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)						

65

01190191065	WED 03/07/2019 12:30		LIGHT	SAINT MARGARETS RD, TWICKENHAM, TW1, NR JUNCT WTH ORCHARD RD.			24 LINK 151-827	516627/174543
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(29 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ		(60 YRS - M - REDACT)		CHNG LANE - RIGHT	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK L/MAIN RD
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ		(29 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(S TO N) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	003 (000)	CAR BT - NOT REQ		(63 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID

V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)
V002	A	409 (SWERVED)			

66

01190191529	THU 04/07/2019 14:45		LIGHT	KING'S RD, TWICKENHAM, MIDDLESEX, 60 METRES EAST OF JUNCT WTH CROWN RD .			24 CELL 516500/174000	516925/174133
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(67 YRS - F - REDA)		SLIGHT	PEDESTRIAN	NE BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(57 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) N/S HIT FIRST	

V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V001	A	405 (FAILED TO LOOK PROPERLY)

67

01190192153	SUN 07/07/2019 23:35		DARK	SAINT MARGARETS RD, NR JUNCT WTH BRDG RD.			24 LINK 146-151	516741/174366
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(47 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - POS		(47 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) FRONT HIT FIRST	J/P - UNKN JCT APP

V001	A	501 (IMPAIRED BY ALCOHOL)	V001	A	502 (IMPAIRED BY DRUGS (ILLICIT OR MEDICINAL))
V001	B	509 (DISTRACTION IN VEHICLE)	V001	A	410 (LOSS OF CONTROL)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)			

68

01190201558	SAT 24/08/2019 18:15		LIGHT	SAINT MARGARETS RD, 40 METRES NORTH OF JUNCT WTH BRDWAY AVVENUE.			24 LINK 146-151	516799/174287
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(35 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(43 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

69

01190202319	MON 12/08/2019 09:45		LIGHT	RICHMOND RD, NR JUNCT WTH SION RD.			24 LINK 137-677		516547/173524
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(39 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R	
VEHICLE	002 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(52 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	

70

01190202521	SAT 31/08/2019 07:14		LIGHT	RICHMOND RD, NR JUNCT WTH WILLOUGHBY RD, TWICKENHAM, MIDDLESEX.			24 NODE 153		517622/174424
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(30 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(62 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

71

01190203454	THU 05/09/2019 11:01		LIGHT	LONDON RD, 30 METRES SOUTH OF JUNCT WTH ARRAGON RD.				24 LINK 132-675	516201/173455
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M			NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(4 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(52 YRS - M - REDACT)		MOVING OFF		(S TO N) DID NOT IMPACT	JOURNEY P/O WORK
C001	B	999 (OTHER - PLEASE SPECIFY BELOW)							

72

01190208173	SAT 28/09/2019 00:15		DARK	LONDON RD, NR JUNCT WTH HOLLY RD.				24 LINK 132-675	516240/173385
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTH PER		PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(27 YRS - M - REDA)		SLIGHT	PEDESTRIAN		S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(24 YRS - M - REDACT)		G/AHEAD - OTHER		(SE TO NW) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)				C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	
C001	A	806 (IMPAIRED BY ALCOHOL)							

73

01190216346	TUE 05/11/2019 16:45		DARK	SAINT MARGARETS RD, NR JUNCT WTH DOWNES CLOSE .			24 LINK 146-151		516758/174354
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(28 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	M/C ? CC BT - DRV NOT CONTACTED		(40 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

74

01190218412	THU 07/11/2019 16:52		LIGHT	SAINT MARGARETS RD, NR JUNCT WTH CROWN RD.			24 NODE 146		516852/174231
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(45 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(60 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD	
VEHICLE	002 (000)	M/C >500CC BT - DRV NOT CONTACTED		(45 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	COMMUTING E/MAIN RD	

75

01190221587	MON 25/11/2019 18:10		DARK	LONDON RD, NR JUNCT WTH RICHMOND RD.			24 NODE 132	516256/173318
SELF-REPORTED		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(36 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		WAITING - HELD UP	(W TO E) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(36 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP

76

01190222732	SAT 02/11/2019 04:24		DARK	LOCATION UNCERTAIN. ON AVENUE, NR JUNCT WTH AVENUE.			24 LINK 151-178	516728/174507
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(44 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(44 YRS - F - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(N TO S) UNKNOWN S/R	J/P - UNKN

77

01190224653	THU 12/12/2019 16:27		DARK	ARAGON RD, TWICKENHAM, NR JUNCT WTH CHURCH ST.			24 CELL 516000/173000	516452/173383
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(43 YRS - F - REDA)		SLIGHT	PEDESTRIAN	SE BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NEG		(54 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	A	707 (RAIN, SLEET, SNOW OR FOG)				C001 A	802 (FAILED TO LOOK PROPERLY)	

78

01200233669	FRI 31/01/2020 07:12		LIGHT	CROWN RD, NR JUNCT WTH RICHMOND RD.			24 NODE 137	516925/173841
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(52 YRS - M - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	SCHOOL - TAKING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(40 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
V002	A	999 (OTHER - PLEASE SPECIFY BELOW)						

79

01200237879	FRI 21/02/2020 14:00		LIGHT	AVENUE, NR JUNCT WTH ST MARGARETS R/A .			24 NODE 151		516682/174489
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(31 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
CASUALTY	002 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(29 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R	

80

01200240038	WED 04/03/2020 17:35		DARK	ROSSLYN RD, NR JUNCT WTH 0192949.			24 CELL 517000/174000		517347/174269
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(40 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(46 YRS - F - REDACT)		TURNING - LEFT	(E TO S) FRONT HIT FIRST	JCT MID	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(40 YRS - F - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	JCT APP	
V001	B	405 (FAILED TO LOOK PROPERLY)				V002	A	507 (RIDER WEARING DARK CLOTHING AT NIGHT)	

Appendix F ATZ Neighbourhood Photography


20

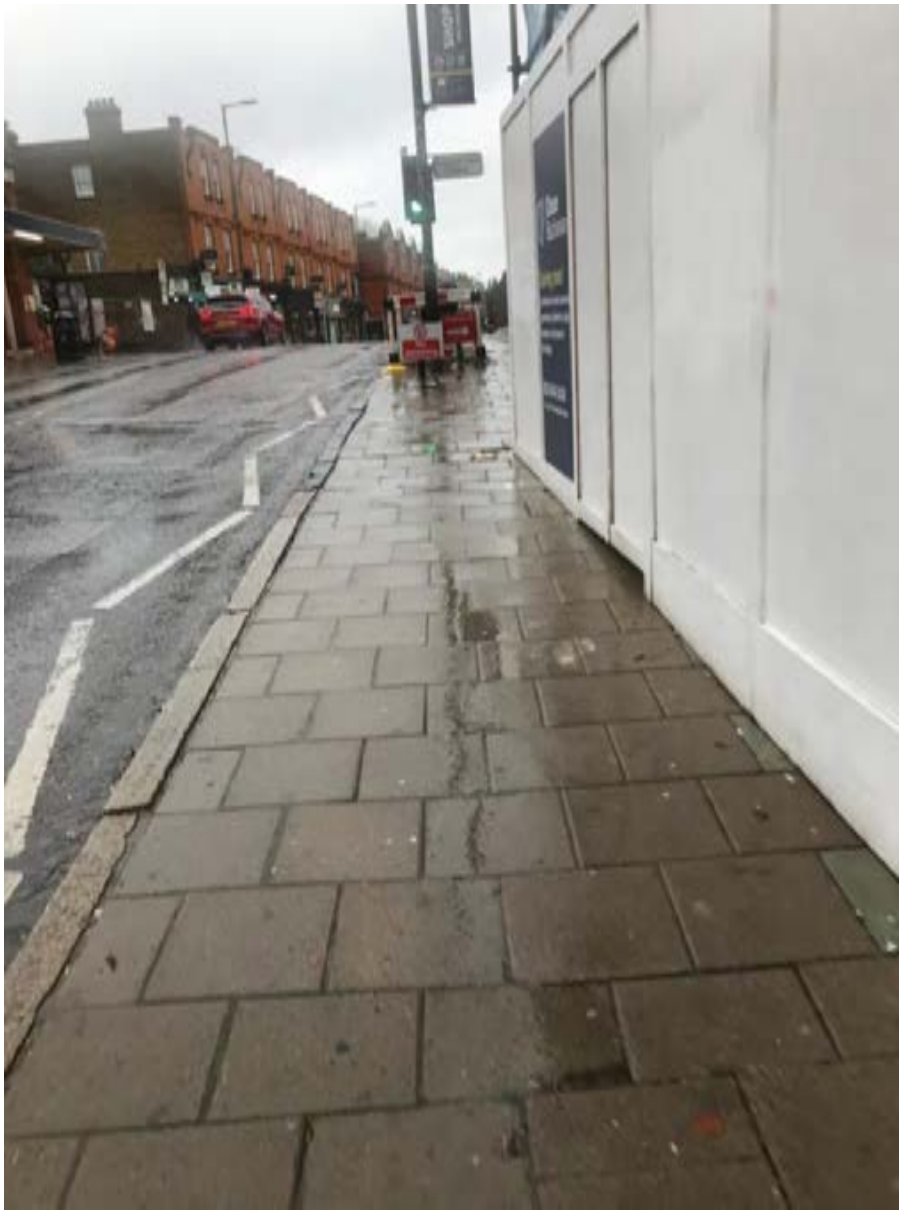

ENA
Community
Centre


RN19


THE BARONS
KELVIN DRIVE


TO LET


STUDIOS




PEDESTRIANS


St Margarets
HOLEFOODS


VAPE101


Snippers


BROADWAY STORE
•NEWS
•GROCERIES
•FRUIT & VEG


TAVERN

Appendix G Travel Survey

Travel Survey

Job title/role	Method of transport	#of car occupants	Parking Location	Arrives	Leaves	PostCode
MD Time and Space	A Car (I drove)	0	A On site	0800 - 0900	After 1800	E8
Accountant	A Car (I drove)	0	A On site	0800 - 0900	After 1800	KT15
Operations	F Train			0800 - 0900	After 1800	KT6
Post Production Operations	A Car (I drove)	0	A On site	0900 - 1000	After 1800	NW2
Stages & Office Coordinator	F Train			0800 - 0900	After 1800	PO6
Re-recording Mixer	A Car (I drove)	0	A On site	0700 - 0800	After 1800	RG29
Operation Manager	F Train			0800 - 0900	After 1800	SE13
CFP	A Car (I drove)	0	A On site	0700 - 0800	1600 - 1700	SL9
Mix Technician	F Train			0800 - 0900	After 1800	SW11
Technical Support Engineer	F Train			0800 - 0900	1700 - 1800	SW6
Runner	C Walk			0700 - 0800	1700 - 1800	TW1
Re-recording Mixer	C Walk			0800 - 0900	After 1800	TW1
Re-recording Mixer	C Walk			0800 - 0900	After 1800	TW1
Mix Technician	E Bus			0700 - 0800	After 1800	TW11
Runner	E Bus			0700 - 0800	1700 - 1800	TW12
Housekeeping	E Bus			Before 0700	1600 - 1700	TW13
Front of House	A Car (I drove)	0	A On site	Before 0700	Before 1600	TW14
Electrician/Head of Maintenar	D Cycle		A On site	0700 - 0800	1600 - 1700	TW18
Housekeeping	A Car (I drove)	1	A On site	After 1000	After 1800	TW3
Housekeeping	E Bus			After 1000	After 1800	TW3
Housekeeping	B Car (as passenger)	1		Before 0700	1700 - 1800	TW4
Electrician/Maintenance	A Car (I drove)	0	A On site	0700 - 0800	1600 - 1700	TW7
Security	C Walk			Before 0700	After 1800	TW7
MD Twickenham Studios	A Car (I drove)	0	A On site	0800 - 0900	After 1800	TW9
Maintenance	A Car (I drove)	0	A On site	Before 0700	After 1800	UB7
Executive Producer	A Car (I drove)	0	A On site	0800 - 0900	After 1800	W2

Sound Assistant	F Train	0800 - 0900	After 1800	W6

Appendix H TRICS Data

Calculation Reference: AUDIT-706709-201210-1256

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	2 days
	CI	CITY OF LONDON	2 days
	CN	CAMDEN	1 days
	HD	HILLINGDON	1 days
	HO	HOUNSLOW	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	LB	LAMBETH	1 days
	WH	WANDSWORTH	1 days

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

Primary 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: No of Employees
Actual Range: 39 to 6500 (units:)
Range Selected by User: 0 to 6500 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

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
Tuesday	2 days
Wednesday	3 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	10 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	5
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local 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:

Commercial Zone	3
Development Zone	2
Built-Up Zone	3
High Street	1
No Sub Category	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:

B1	10 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®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	5 days
100,001 or More	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	9 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	2 days
0.6 to 1.0	7 days
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	5 days
No	5 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:

1b Very poor	1 days
4 Good	2 days
5 Very Good	3 days
6a Excellent	2 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 BT-02-A-03 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Employees: 39
Survey date: WEDNESDAY *03/06/15* *Survey Type: MANUAL*

2 BT-02-A-04 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Employees: 583
Survey date: THURSDAY *14/05/15* *Survey Type: MANUAL*

3 CI-02-A-02 OFFICES CITY OF LONDON
GRACECHURCH STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total No of Employees: 750
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

4 CI-02-A-03 OFFICES CITY OF LONDON
MONUMENT STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total No of Employees: 236
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

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

Town Centre
Built-Up Zone
Total No of Employees: 2420
Survey date: WEDNESDAY *06/12/17* *Survey Type: MANUAL*

6 HD-02-A-09 DATA CENTRE HILLINGDON
MILLINGTON ROAD
HAYES

Edge of Town Centre
Commercial Zone
Total No of Employees: 956
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

7 HO-02-A-01 SKY HEADQUARTERS HOUNSLOW
SYON LANE
ISLEWORTH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Employees: 6500
Survey date: WEDNESDAY *05/07/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	KN-02-A-01 LADBROKE GROVE KENSAL GREEN	FRUIT DRINKS COMPANY		KENSINGTON AND CHELSEA
	Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total No of Employees: *Survey date: MONDAY*		300 *17/06/19*	*Survey Type: MANUAL*
9	LB-02-A-02 STREATHAM HIGH ROAD STREATHAM	MUSIC COMPANY		LAMBETH
	Town Centre High Street Total No of Employees: *Survey date: TUESDAY*		296 *05/11/19*	*Survey Type: MANUAL*
10	WH-02-A-02 BATTERSEA PARK ROAD BATTERSEA	OFFICES		WANDSWORTH
	Town Centre Built-Up Zone Total No of Employees: *Survey date: THURSDAY*		115 *10/05/12*	*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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.025	1	6500	0.004	1	6500	0.029
06:30 - 07:00	1	6500	0.038	1	6500	0.006	1	6500	0.044
07:00 - 07:30	10	1220	0.025	10	1220	0.004	10	1220	0.029
07:30 - 08:00	10	1220	0.036	10	1220	0.004	10	1220	0.040
08:00 - 08:30	10	1220	0.042	10	1220	0.005	10	1220	0.047
08:30 - 09:00	10	1220	0.047	10	1220	0.006	10	1220	0.053
09:00 - 09:30	10	1220	0.035	10	1220	0.006	10	1220	0.041
09:30 - 10:00	10	1220	0.025	10	1220	0.006	10	1220	0.031
10:00 - 10:30	10	1220	0.013	10	1220	0.006	10	1220	0.019
10:30 - 11:00	10	1220	0.008	10	1220	0.005	10	1220	0.013
11:00 - 11:30	10	1220	0.007	10	1220	0.004	10	1220	0.011
11:30 - 12:00	10	1220	0.007	10	1220	0.005	10	1220	0.012
12:00 - 12:30	10	1220	0.007	10	1220	0.009	10	1220	0.016
12:30 - 13:00	10	1220	0.007	10	1220	0.007	10	1220	0.014
13:00 - 13:30	10	1220	0.005	10	1220	0.005	10	1220	0.010
13:30 - 14:00	10	1220	0.005	10	1220	0.007	10	1220	0.012
14:00 - 14:30	10	1220	0.004	10	1220	0.006	10	1220	0.010
14:30 - 15:00	10	1220	0.005	10	1220	0.006	10	1220	0.011
15:00 - 15:30	10	1220	0.003	10	1220	0.010	10	1220	0.013
15:30 - 16:00	10	1220	0.004	10	1220	0.014	10	1220	0.018
16:00 - 16:30	10	1220	0.005	10	1220	0.028	10	1220	0.033
16:30 - 17:00	10	1220	0.005	10	1220	0.029	10	1220	0.034
17:00 - 17:30	10	1220	0.005	10	1220	0.042	10	1220	0.047
17:30 - 18:00	10	1220	0.005	10	1220	0.049	10	1220	0.054
18:00 - 18:30	10	1220	0.004	10	1220	0.029	10	1220	0.033
18:30 - 19:00	10	1220	0.004	10	1220	0.020	10	1220	0.024
19:00 - 19:30	1	6500	0.005	1	6500	0.022	1	6500	0.027
19:30 - 20:00	1	6500	0.004	1	6500	0.020	1	6500	0.024
20:00 - 20:30	1	6500	0.004	1	6500	0.011	1	6500	0.015
20:30 - 21:00	1	6500	0.003	1	6500	0.006	1	6500	0.009
21:00 - 21:30	1	6500	0.006	1	6500	0.007	1	6500	0.013
21:30 - 22:00	1	6500	0.003	1	6500	0.006	1	6500	0.009
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.401			0.394			0.795

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.*

Parameter summary

Trip rate parameter range selected:	39 - 6500 (units:)
Survey date date range:	01/01/12 - 05/11/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.000	1	6500	0.000	1	6500	0.000
06:30 - 07:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
07:00 - 07:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
07:30 - 08:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
08:00 - 08:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
08:30 - 09:00	10	1220	0.002	10	1220	0.002	10	1220	0.004
09:00 - 09:30	10	1220	0.002	10	1220	0.002	10	1220	0.004
09:30 - 10:00	10	1220	0.002	10	1220	0.002	10	1220	0.004
10:00 - 10:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
10:30 - 11:00	10	1220	0.001	10	1220	0.000	10	1220	0.001
11:00 - 11:30	10	1220	0.001	10	1220	0.000	10	1220	0.001
11:30 - 12:00	10	1220	0.001	10	1220	0.000	10	1220	0.001
12:00 - 12:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
12:30 - 13:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
13:00 - 13:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
13:30 - 14:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
14:00 - 14:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
14:30 - 15:00	10	1220	0.001	10	1220	0.000	10	1220	0.001
15:00 - 15:30	10	1220	0.001	10	1220	0.000	10	1220	0.001
15:30 - 16:00	10	1220	0.001	10	1220	0.000	10	1220	0.001
16:00 - 16:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
16:30 - 17:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
17:00 - 17:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
17:30 - 18:00	10	1220	0.000	10	1220	0.001	10	1220	0.001
18:00 - 18:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
18:30 - 19:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
19:00 - 19:30	1	6500	0.001	1	6500	0.002	1	6500	0.003
19:30 - 20:00	1	6500	0.001	1	6500	0.001	1	6500	0.002
20:00 - 20:30	1	6500	0.001	1	6500	0.001	1	6500	0.002
20:30 - 21:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
21:00 - 21:30	1	6500	0.001	1	6500	0.000	1	6500	0.001
21:30 - 22:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.025			0.020			0.045

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.000	1	6500	0.000	1	6500	0.000
06:30 - 07:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
07:00 - 07:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
07:30 - 08:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
08:00 - 08:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
08:30 - 09:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
09:00 - 09:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
09:30 - 10:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
10:00 - 10:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
10:30 - 11:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
11:00 - 11:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
11:30 - 12:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
12:00 - 12:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
12:30 - 13:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
13:00 - 13:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
13:30 - 14:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
14:00 - 14:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
14:30 - 15:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
15:00 - 15:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
15:30 - 16:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
16:00 - 16:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
16:30 - 17:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
17:00 - 17:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
17:30 - 18:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
18:00 - 18:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
18:30 - 19:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
19:00 - 19:30	1	6500	0.000	1	6500	0.000	1	6500	0.000
19:30 - 20:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
20:00 - 20:30	1	6500	0.000	1	6500	0.000	1	6500	0.000
20:30 - 21:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
21:00 - 21:30	1	6500	0.000	1	6500	0.000	1	6500	0.000
21:30 - 22:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.000	1	6500	0.000	1	6500	0.000
06:30 - 07:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
07:00 - 07:30	10	1220	0.000	10	1220	0.001	10	1220	0.001
07:30 - 08:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
08:00 - 08:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
08:30 - 09:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
09:00 - 09:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
09:30 - 10:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
10:00 - 10:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
10:30 - 11:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
11:00 - 11:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
11:30 - 12:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
12:00 - 12:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
12:30 - 13:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
13:00 - 13:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
13:30 - 14:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
14:00 - 14:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
14:30 - 15:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
15:00 - 15:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
15:30 - 16:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
16:00 - 16:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
16:30 - 17:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
17:00 - 17:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
17:30 - 18:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
18:00 - 18:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
18:30 - 19:00	10	1220	0.001	10	1220	0.001	10	1220	0.002
19:00 - 19:30	1	6500	0.001	1	6500	0.001	1	6500	0.002
19:30 - 20:00	1	6500	0.001	1	6500	0.001	1	6500	0.002
20:00 - 20:30	1	6500	0.001	1	6500	0.000	1	6500	0.001
20:30 - 21:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
21:00 - 21:30	1	6500	0.000	1	6500	0.000	1	6500	0.000
21:30 - 22:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.015			0.015			0.030

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.001	1	6500	0.000	1	6500	0.001
06:30 - 07:00	1	6500	0.003	1	6500	0.000	1	6500	0.003
07:00 - 07:30	10	1220	0.003	10	1220	0.000	10	1220	0.003
07:30 - 08:00	10	1220	0.005	10	1220	0.000	10	1220	0.005
08:00 - 08:30	10	1220	0.009	10	1220	0.000	10	1220	0.009
08:30 - 09:00	10	1220	0.011	10	1220	0.000	10	1220	0.011
09:00 - 09:30	10	1220	0.009	10	1220	0.000	10	1220	0.009
09:30 - 10:00	10	1220	0.003	10	1220	0.000	10	1220	0.003
10:00 - 10:30	10	1220	0.001	10	1220	0.000	10	1220	0.001
10:30 - 11:00	10	1220	0.001	10	1220	0.000	10	1220	0.001
11:00 - 11:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
11:30 - 12:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
12:00 - 12:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
12:30 - 13:00	10	1220	0.000	10	1220	0.001	10	1220	0.001
13:00 - 13:30	10	1220	0.000	10	1220	0.001	10	1220	0.001
13:30 - 14:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
14:00 - 14:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
14:30 - 15:00	10	1220	0.000	10	1220	0.001	10	1220	0.001
15:00 - 15:30	10	1220	0.000	10	1220	0.001	10	1220	0.001
15:30 - 16:00	10	1220	0.000	10	1220	0.001	10	1220	0.001
16:00 - 16:30	10	1220	0.000	10	1220	0.001	10	1220	0.001
16:30 - 17:00	10	1220	0.000	10	1220	0.004	10	1220	0.004
17:00 - 17:30	10	1220	0.000	10	1220	0.007	10	1220	0.007
17:30 - 18:00	10	1220	0.000	10	1220	0.010	10	1220	0.010
18:00 - 18:30	10	1220	0.000	10	1220	0.008	10	1220	0.008
18:30 - 19:00	10	1220	0.000	10	1220	0.005	10	1220	0.005
19:00 - 19:30	1	6500	0.000	1	6500	0.002	1	6500	0.002
19:30 - 20:00	1	6500	0.000	1	6500	0.002	1	6500	0.002
20:00 - 20:30	1	6500	0.000	1	6500	0.001	1	6500	0.001
20:30 - 21:00	1	6500	0.000	1	6500	0.001	1	6500	0.001
21:00 - 21:30	1	6500	0.000	1	6500	0.000	1	6500	0.000
21:30 - 22:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.046			0.046			0.092

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.026	1	6500	0.003	1	6500	0.029
06:30 - 07:00	1	6500	0.039	1	6500	0.005	1	6500	0.044
07:00 - 07:30	10	1220	0.025	10	1220	0.004	10	1220	0.029
07:30 - 08:00	10	1220	0.038	10	1220	0.003	10	1220	0.041
08:00 - 08:30	10	1220	0.045	10	1220	0.003	10	1220	0.048
08:30 - 09:00	10	1220	0.051	10	1220	0.004	10	1220	0.055
09:00 - 09:30	10	1220	0.037	10	1220	0.003	10	1220	0.040
09:30 - 10:00	10	1220	0.026	10	1220	0.003	10	1220	0.029
10:00 - 10:30	10	1220	0.013	10	1220	0.005	10	1220	0.018
10:30 - 11:00	10	1220	0.008	10	1220	0.005	10	1220	0.013
11:00 - 11:30	10	1220	0.007	10	1220	0.005	10	1220	0.012
11:30 - 12:00	10	1220	0.007	10	1220	0.006	10	1220	0.013
12:00 - 12:30	10	1220	0.008	10	1220	0.009	10	1220	0.017
12:30 - 13:00	10	1220	0.007	10	1220	0.007	10	1220	0.014
13:00 - 13:30	10	1220	0.006	10	1220	0.005	10	1220	0.011
13:30 - 14:00	10	1220	0.006	10	1220	0.007	10	1220	0.013
14:00 - 14:30	10	1220	0.004	10	1220	0.007	10	1220	0.011
14:30 - 15:00	10	1220	0.005	10	1220	0.007	10	1220	0.012
15:00 - 15:30	10	1220	0.003	10	1220	0.011	10	1220	0.014
15:30 - 16:00	10	1220	0.004	10	1220	0.015	10	1220	0.019
16:00 - 16:30	10	1220	0.004	10	1220	0.029	10	1220	0.033
16:30 - 17:00	10	1220	0.005	10	1220	0.030	10	1220	0.035
17:00 - 17:30	10	1220	0.003	10	1220	0.046	10	1220	0.049
17:30 - 18:00	10	1220	0.004	10	1220	0.054	10	1220	0.058
18:00 - 18:30	10	1220	0.003	10	1220	0.032	10	1220	0.035
18:30 - 19:00	10	1220	0.004	10	1220	0.022	10	1220	0.026
19:00 - 19:30	1	6500	0.004	1	6500	0.021	1	6500	0.025
19:30 - 20:00	1	6500	0.002	1	6500	0.023	1	6500	0.025
20:00 - 20:30	1	6500	0.003	1	6500	0.011	1	6500	0.014
20:30 - 21:00	1	6500	0.002	1	6500	0.005	1	6500	0.007
21:00 - 21:30	1	6500	0.005	1	6500	0.007	1	6500	0.012
21:30 - 22:00	1	6500	0.003	1	6500	0.006	1	6500	0.009
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.407			0.403			0.810

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.001	1	6500	0.001	1	6500	0.002
06:30 - 07:00	1	6500	0.003	1	6500	0.000	1	6500	0.003
07:00 - 07:30	10	1220	0.002	10	1220	0.001	10	1220	0.003
07:30 - 08:00	10	1220	0.007	10	1220	0.003	10	1220	0.010
08:00 - 08:30	10	1220	0.012	10	1220	0.003	10	1220	0.015
08:30 - 09:00	10	1220	0.016	10	1220	0.004	10	1220	0.020
09:00 - 09:30	10	1220	0.013	10	1220	0.005	10	1220	0.018
09:30 - 10:00	10	1220	0.013	10	1220	0.005	10	1220	0.018
10:00 - 10:30	10	1220	0.009	10	1220	0.009	10	1220	0.018
10:30 - 11:00	10	1220	0.009	10	1220	0.010	10	1220	0.019
11:00 - 11:30	10	1220	0.006	10	1220	0.006	10	1220	0.012
11:30 - 12:00	10	1220	0.009	10	1220	0.009	10	1220	0.018
12:00 - 12:30	10	1220	0.010	10	1220	0.023	10	1220	0.033
12:30 - 13:00	10	1220	0.024	10	1220	0.028	10	1220	0.052
13:00 - 13:30	10	1220	0.026	10	1220	0.026	10	1220	0.052
13:30 - 14:00	10	1220	0.024	10	1220	0.016	10	1220	0.040
14:00 - 14:30	10	1220	0.016	10	1220	0.008	10	1220	0.024
14:30 - 15:00	10	1220	0.009	10	1220	0.007	10	1220	0.016
15:00 - 15:30	10	1220	0.005	10	1220	0.006	10	1220	0.011
15:30 - 16:00	10	1220	0.005	10	1220	0.008	10	1220	0.013
16:00 - 16:30	10	1220	0.004	10	1220	0.007	10	1220	0.011
16:30 - 17:00	10	1220	0.003	10	1220	0.008	10	1220	0.011
17:00 - 17:30	10	1220	0.002	10	1220	0.012	10	1220	0.014
17:30 - 18:00	10	1220	0.003	10	1220	0.015	10	1220	0.018
18:00 - 18:30	10	1220	0.001	10	1220	0.007	10	1220	0.008
18:30 - 19:00	10	1220	0.001	10	1220	0.004	10	1220	0.005
19:00 - 19:30	1	6500	0.000	1	6500	0.002	1	6500	0.002
19:30 - 20:00	1	6500	0.001	1	6500	0.004	1	6500	0.005
20:00 - 20:30	1	6500	0.001	1	6500	0.002	1	6500	0.003
20:30 - 21:00	1	6500	0.000	1	6500	0.002	1	6500	0.002
21:00 - 21:30	1	6500	0.000	1	6500	0.001	1	6500	0.001
21:30 - 22:00	1	6500	0.001	1	6500	0.001	1	6500	0.002
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.236			0.243			0.479

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.002	1	6500	0.000	1	6500	0.002
06:30 - 07:00	1	6500	0.003	1	6500	0.001	1	6500	0.004
07:00 - 07:30	10	1220	0.002	10	1220	0.002	10	1220	0.004
07:30 - 08:00	10	1220	0.004	10	1220	0.000	10	1220	0.004
08:00 - 08:30	10	1220	0.010	10	1220	0.000	10	1220	0.010
08:30 - 09:00	10	1220	0.013	10	1220	0.000	10	1220	0.013
09:00 - 09:30	10	1220	0.012	10	1220	0.000	10	1220	0.012
09:30 - 10:00	10	1220	0.007	10	1220	0.001	10	1220	0.008
10:00 - 10:30	10	1220	0.004	10	1220	0.001	10	1220	0.005
10:30 - 11:00	10	1220	0.002	10	1220	0.001	10	1220	0.003
11:00 - 11:30	10	1220	0.002	10	1220	0.002	10	1220	0.004
11:30 - 12:00	10	1220	0.002	10	1220	0.002	10	1220	0.004
12:00 - 12:30	10	1220	0.002	10	1220	0.003	10	1220	0.005
12:30 - 13:00	10	1220	0.003	10	1220	0.003	10	1220	0.006
13:00 - 13:30	10	1220	0.004	10	1220	0.003	10	1220	0.007
13:30 - 14:00	10	1220	0.002	10	1220	0.002	10	1220	0.004
14:00 - 14:30	10	1220	0.001	10	1220	0.001	10	1220	0.002
14:30 - 15:00	10	1220	0.001	10	1220	0.002	10	1220	0.003
15:00 - 15:30	10	1220	0.001	10	1220	0.002	10	1220	0.003
15:30 - 16:00	10	1220	0.001	10	1220	0.004	10	1220	0.005
16:00 - 16:30	10	1220	0.001	10	1220	0.004	10	1220	0.005
16:30 - 17:00	10	1220	0.001	10	1220	0.005	10	1220	0.006
17:00 - 17:30	10	1220	0.001	10	1220	0.009	10	1220	0.010
17:30 - 18:00	10	1220	0.001	10	1220	0.013	10	1220	0.014
18:00 - 18:30	10	1220	0.000	10	1220	0.008	10	1220	0.008
18:30 - 19:00	10	1220	0.000	10	1220	0.004	10	1220	0.004
19:00 - 19:30	1	6500	0.001	1	6500	0.002	1	6500	0.003
19:30 - 20:00	1	6500	0.001	1	6500	0.002	1	6500	0.003
20:00 - 20:30	1	6500	0.001	1	6500	0.001	1	6500	0.002
20:30 - 21:00	1	6500	0.000	1	6500	0.001	1	6500	0.001
21:00 - 21:30	1	6500	0.001	1	6500	0.000	1	6500	0.001
21:30 - 22:00	1	6500	0.001	1	6500	0.001	1	6500	0.002
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.087			0.080			0.167

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.000	1	6500	0.000	1	6500	0.000
06:30 - 07:00	1	6500	0.005	1	6500	0.001	1	6500	0.006
07:00 - 07:30	10	1220	0.010	10	1220	0.001	10	1220	0.011
07:30 - 08:00	10	1220	0.019	10	1220	0.000	10	1220	0.019
08:00 - 08:30	10	1220	0.047	10	1220	0.001	10	1220	0.048
08:30 - 09:00	10	1220	0.086	10	1220	0.001	10	1220	0.087
09:00 - 09:30	10	1220	0.063	10	1220	0.001	10	1220	0.064
09:30 - 10:00	10	1220	0.040	10	1220	0.001	10	1220	0.041
10:00 - 10:30	10	1220	0.021	10	1220	0.003	10	1220	0.024
10:30 - 11:00	10	1220	0.007	10	1220	0.002	10	1220	0.009
11:00 - 11:30	10	1220	0.006	10	1220	0.005	10	1220	0.011
11:30 - 12:00	10	1220	0.005	10	1220	0.004	10	1220	0.009
12:00 - 12:30	10	1220	0.006	10	1220	0.005	10	1220	0.011
12:30 - 13:00	10	1220	0.005	10	1220	0.011	10	1220	0.016
13:00 - 13:30	10	1220	0.006	10	1220	0.010	10	1220	0.016
13:30 - 14:00	10	1220	0.005	10	1220	0.005	10	1220	0.010
14:00 - 14:30	10	1220	0.003	10	1220	0.002	10	1220	0.005
14:30 - 15:00	10	1220	0.004	10	1220	0.007	10	1220	0.011
15:00 - 15:30	10	1220	0.002	10	1220	0.009	10	1220	0.011
15:30 - 16:00	10	1220	0.002	10	1220	0.011	10	1220	0.013
16:00 - 16:30	10	1220	0.003	10	1220	0.023	10	1220	0.026
16:30 - 17:00	10	1220	0.003	10	1220	0.032	10	1220	0.035
17:00 - 17:30	10	1220	0.002	10	1220	0.053	10	1220	0.055
17:30 - 18:00	10	1220	0.001	10	1220	0.076	10	1220	0.077
18:00 - 18:30	10	1220	0.001	10	1220	0.045	10	1220	0.046
18:30 - 19:00	10	1220	0.001	10	1220	0.022	10	1220	0.023
19:00 - 19:30	1	6500	0.000	1	6500	0.012	1	6500	0.012
19:30 - 20:00	1	6500	0.001	1	6500	0.012	1	6500	0.013
20:00 - 20:30	1	6500	0.001	1	6500	0.006	1	6500	0.007
20:30 - 21:00	1	6500	0.001	1	6500	0.003	1	6500	0.004
21:00 - 21:30	1	6500	0.000	1	6500	0.002	1	6500	0.002
21:30 - 22:00	1	6500	0.000	1	6500	0.001	1	6500	0.001
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.356			0.367			0.723

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.000	1	6500	0.000	1	6500	0.000
06:30 - 07:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
07:00 - 07:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
07:30 - 08:00	10	1220	0.002	10	1220	0.000	10	1220	0.002
08:00 - 08:30	10	1220	0.002	10	1220	0.000	10	1220	0.002
08:30 - 09:00	10	1220	0.002	10	1220	0.000	10	1220	0.002
09:00 - 09:30	10	1220	0.002	10	1220	0.000	10	1220	0.002
09:30 - 10:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
10:00 - 10:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
10:30 - 11:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
11:00 - 11:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
11:30 - 12:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
12:00 - 12:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
12:30 - 13:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
13:00 - 13:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
13:30 - 14:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
14:00 - 14:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
14:30 - 15:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
15:00 - 15:30	10	1220	0.000	10	1220	0.000	10	1220	0.000
15:30 - 16:00	10	1220	0.000	10	1220	0.000	10	1220	0.000
16:00 - 16:30	10	1220	0.000	10	1220	0.001	10	1220	0.001
16:30 - 17:00	10	1220	0.000	10	1220	0.001	10	1220	0.001
17:00 - 17:30	10	1220	0.000	10	1220	0.002	10	1220	0.002
17:30 - 18:00	10	1220	0.000	10	1220	0.003	10	1220	0.003
18:00 - 18:30	10	1220	0.000	10	1220	0.001	10	1220	0.001
18:30 - 19:00	10	1220	0.000	10	1220	0.001	10	1220	0.001
19:00 - 19:30	1	6500	0.000	1	6500	0.001	1	6500	0.001
19:30 - 20:00	1	6500	0.000	1	6500	0.005	1	6500	0.005
20:00 - 20:30	1	6500	0.000	1	6500	0.000	1	6500	0.000
20:30 - 21:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
21:00 - 21:30	1	6500	0.000	1	6500	0.000	1	6500	0.000
21:30 - 22:00	1	6500	0.000	1	6500	0.000	1	6500	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.008			0.015			0.023

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.002	1	6500	0.000	1	6500	0.002
06:30 - 07:00	1	6500	0.008	1	6500	0.001	1	6500	0.009
07:00 - 07:30	10	1220	0.012	10	1220	0.003	10	1220	0.015
07:30 - 08:00	10	1220	0.025	10	1220	0.001	10	1220	0.026
08:00 - 08:30	10	1220	0.058	10	1220	0.001	10	1220	0.059
08:30 - 09:00	10	1220	0.101	10	1220	0.002	10	1220	0.103
09:00 - 09:30	10	1220	0.077	10	1220	0.001	10	1220	0.078
09:30 - 10:00	10	1220	0.048	10	1220	0.002	10	1220	0.050
10:00 - 10:30	10	1220	0.026	10	1220	0.004	10	1220	0.030
10:30 - 11:00	10	1220	0.010	10	1220	0.003	10	1220	0.013
11:00 - 11:30	10	1220	0.008	10	1220	0.007	10	1220	0.015
11:30 - 12:00	10	1220	0.007	10	1220	0.006	10	1220	0.013
12:00 - 12:30	10	1220	0.008	10	1220	0.008	10	1220	0.016
12:30 - 13:00	10	1220	0.008	10	1220	0.014	10	1220	0.022
13:00 - 13:30	10	1220	0.009	10	1220	0.012	10	1220	0.021
13:30 - 14:00	10	1220	0.008	10	1220	0.008	10	1220	0.016
14:00 - 14:30	10	1220	0.004	10	1220	0.003	10	1220	0.007
14:30 - 15:00	10	1220	0.005	10	1220	0.009	10	1220	0.014
15:00 - 15:30	10	1220	0.003	10	1220	0.011	10	1220	0.014
15:30 - 16:00	10	1220	0.002	10	1220	0.015	10	1220	0.017
16:00 - 16:30	10	1220	0.003	10	1220	0.028	10	1220	0.031
16:30 - 17:00	10	1220	0.003	10	1220	0.037	10	1220	0.040
17:00 - 17:30	10	1220	0.003	10	1220	0.064	10	1220	0.067
17:30 - 18:00	10	1220	0.002	10	1220	0.093	10	1220	0.095
18:00 - 18:30	10	1220	0.001	10	1220	0.054	10	1220	0.055
18:30 - 19:00	10	1220	0.001	10	1220	0.028	10	1220	0.029
19:00 - 19:30	1	6500	0.001	1	6500	0.015	1	6500	0.016
19:30 - 20:00	1	6500	0.002	1	6500	0.019	1	6500	0.021
20:00 - 20:30	1	6500	0.001	1	6500	0.008	1	6500	0.009
20:30 - 21:00	1	6500	0.001	1	6500	0.004	1	6500	0.005
21:00 - 21:30	1	6500	0.001	1	6500	0.002	1	6500	0.003
21:30 - 22:00	1	6500	0.001	1	6500	0.002	1	6500	0.003
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.449			0.465			0.914

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6500	0.031	1	6500	0.004	1	6500	0.035
06:30 - 07:00	1	6500	0.053	1	6500	0.007	1	6500	0.060
07:00 - 07:30	10	1220	0.043	10	1220	0.008	10	1220	0.051
07:30 - 08:00	10	1220	0.075	10	1220	0.007	10	1220	0.082
08:00 - 08:30	10	1220	0.124	10	1220	0.007	10	1220	0.131
08:30 - 09:00	10	1220	0.179	10	1220	0.010	10	1220	0.189
09:00 - 09:30	10	1220	0.137	10	1220	0.010	10	1220	0.147
09:30 - 10:00	10	1220	0.090	10	1220	0.011	10	1220	0.101
10:00 - 10:30	10	1220	0.049	10	1220	0.018	10	1220	0.067
10:30 - 11:00	10	1220	0.028	10	1220	0.018	10	1220	0.046
11:00 - 11:30	10	1220	0.021	10	1220	0.017	10	1220	0.038
11:30 - 12:00	10	1220	0.023	10	1220	0.021	10	1220	0.044
12:00 - 12:30	10	1220	0.026	10	1220	0.040	10	1220	0.066
12:30 - 13:00	10	1220	0.039	10	1220	0.049	10	1220	0.088
13:00 - 13:30	10	1220	0.041	10	1220	0.045	10	1220	0.086
13:30 - 14:00	10	1220	0.038	10	1220	0.031	10	1220	0.069
14:00 - 14:30	10	1220	0.025	10	1220	0.018	10	1220	0.043
14:30 - 15:00	10	1220	0.019	10	1220	0.024	10	1220	0.043
15:00 - 15:30	10	1220	0.012	10	1220	0.030	10	1220	0.042
15:30 - 16:00	10	1220	0.012	10	1220	0.038	10	1220	0.050
16:00 - 16:30	10	1220	0.011	10	1220	0.065	10	1220	0.076
16:30 - 17:00	10	1220	0.011	10	1220	0.080	10	1220	0.091
17:00 - 17:30	10	1220	0.009	10	1220	0.129	10	1220	0.138
17:30 - 18:00	10	1220	0.009	10	1220	0.172	10	1220	0.181
18:00 - 18:30	10	1220	0.006	10	1220	0.102	10	1220	0.108
18:30 - 19:00	10	1220	0.007	10	1220	0.059	10	1220	0.066
19:00 - 19:30	1	6500	0.005	1	6500	0.041	1	6500	0.046
19:30 - 20:00	1	6500	0.004	1	6500	0.048	1	6500	0.052
20:00 - 20:30	1	6500	0.005	1	6500	0.022	1	6500	0.027
20:30 - 21:00	1	6500	0.004	1	6500	0.012	1	6500	0.016
21:00 - 21:30	1	6500	0.006	1	6500	0.010	1	6500	0.016
21:30 - 22:00	1	6500	0.004	1	6500	0.009	1	6500	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.146			1.162			2.308

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.*

PBA Bank Street Ashford Licence No: 706709

Filtering Summary

Land Use	02/B	EMPLOYMENT/BUSINESS PARK
Selected Trip Rate Calculation Parameter Range	1200-185000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1200-185000 sqm GFA	
Date Range	Minimum: 01/01/12	Maximum: 08/11/18
Parking Spaces Range	All Surveys Included	
Days of the week selected	Thursday Friday	2 1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000 50,001 to 100,000	2 1
Population <5 Mile ranges selected	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
PTAL Rating	2 Poor 5 Very Good	2 1
Filter by Use Class Breakdown	All Surveys Included	

Calculation Reference: AUDIT-706709-201209-1208

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	HO	HOUNSLOW	2 days

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

Primary 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: 1200 to 185000 (units: sqm)
Range Selected by User: 1200 to 185000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 08/11/18

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	2 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:

Suburban Area (PPS6 Out of 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
Development Zone	1
Residential 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:

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®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	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:

0.6 to 1.0	3 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:

2 Poor	2 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-02-B-01 CENTRAL WAY PARK ROYAL	BUSINESS PARK		BRENT
	Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area:		15111 sqm	
	Survey date: THURSDAY		*21/04/16*	*Survey Type: MANUAL*
2	HO-02-B-02 HANWORTH ROAD LONDON HOUNSLOW	BUSINESS PARK		HOUNSLOW
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		1200 sqm	
	Survey date: FRIDAY		*08/11/13*	*Survey Type: MANUAL*
3	HO-02-B-04 CHISWICK HIGH ROAD CHISWICK GUNNERSBURY	BUSINESS PARK		HOUNSLOW
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:		185000 sqm	
	Survey date: THURSDAY		*08/11/18*	*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 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TOTAL 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	67104	0.059	3	67104	0.018	3	67104	0.077
07:30 - 08:00	3	67104	0.086	3	67104	0.026	3	67104	0.112
08:00 - 08:30	3	67104	0.092	3	67104	0.028	3	67104	0.120
08:30 - 09:00	3	67104	0.102	3	67104	0.025	3	67104	0.127
09:00 - 09:30	3	67104	0.085	3	67104	0.031	3	67104	0.116
09:30 - 10:00	3	67104	0.083	3	67104	0.028	3	67104	0.111
10:00 - 10:30	3	67104	0.053	3	67104	0.039	3	67104	0.092
10:30 - 11:00	3	67104	0.049	3	67104	0.026	3	67104	0.075
11:00 - 11:30	3	67104	0.046	3	67104	0.030	3	67104	0.076
11:30 - 12:00	3	67104	0.045	3	67104	0.034	3	67104	0.079
12:00 - 12:30	3	67104	0.044	3	67104	0.032	3	67104	0.076
12:30 - 13:00	3	67104	0.035	3	67104	0.052	3	67104	0.087
13:00 - 13:30	3	67104	0.052	3	67104	0.029	3	67104	0.081
13:30 - 14:00	3	67104	0.048	3	67104	0.035	3	67104	0.083
14:00 - 14:30	3	67104	0.037	3	67104	0.043	3	67104	0.080
14:30 - 15:00	3	67104	0.042	3	67104	0.051	3	67104	0.093
15:00 - 15:30	3	67104	0.024	3	67104	0.040	3	67104	0.064
15:30 - 16:00	3	67104	0.021	3	67104	0.041	3	67104	0.062
16:00 - 16:30	3	67104	0.036	3	67104	0.072	3	67104	0.108
16:30 - 17:00	3	67104	0.029	3	67104	0.099	3	67104	0.128
17:00 - 17:30	3	67104	0.033	3	67104	0.075	3	67104	0.108
17:30 - 18:00	3	67104	0.030	3	67104	0.099	3	67104	0.129
18:00 - 18:30	3	67104	0.025	3	67104	0.093	3	67104	0.118
18:30 - 19:00	3	67104	0.031	3	67104	0.067	3	67104	0.098
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:			1.187			1.113			2.300

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.*

Parameter summary

Trip rate parameter range selected:	1200 - 185000 (units: sqm)
Survey date date range:	01/01/12 - 08/11/18
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TAXIS
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	67104	0.002	3	67104	0.002	3	67104	0.004
07:30 - 08:00	3	67104	0.006	3	67104	0.003	3	67104	0.009
08:00 - 08:30	3	67104	0.002	3	67104	0.004	3	67104	0.006
08:30 - 09:00	3	67104	0.004	3	67104	0.003	3	67104	0.007
09:00 - 09:30	3	67104	0.003	3	67104	0.004	3	67104	0.007
09:30 - 10:00	3	67104	0.008	3	67104	0.005	3	67104	0.013
10:00 - 10:30	3	67104	0.001	3	67104	0.004	3	67104	0.005
10:30 - 11:00	3	67104	0.005	3	67104	0.003	3	67104	0.008
11:00 - 11:30	3	67104	0.002	3	67104	0.001	3	67104	0.003
11:30 - 12:00	3	67104	0.005	3	67104	0.005	3	67104	0.010
12:00 - 12:30	3	67104	0.002	3	67104	0.002	3	67104	0.004
12:30 - 13:00	3	67104	0.004	3	67104	0.005	3	67104	0.009
13:00 - 13:30	3	67104	0.004	3	67104	0.004	3	67104	0.008
13:30 - 14:00	3	67104	0.003	3	67104	0.003	3	67104	0.006
14:00 - 14:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
14:30 - 15:00	3	67104	0.006	3	67104	0.005	3	67104	0.011
15:00 - 15:30	3	67104	0.003	3	67104	0.004	3	67104	0.007
15:30 - 16:00	3	67104	0.002	3	67104	0.002	3	67104	0.004
16:00 - 16:30	3	67104	0.004	3	67104	0.004	3	67104	0.008
16:30 - 17:00	3	67104	0.006	3	67104	0.006	3	67104	0.012
17:00 - 17:30	3	67104	0.005	3	67104	0.006	3	67104	0.011
17:30 - 18:00	3	67104	0.006	3	67104	0.006	3	67104	0.012
18:00 - 18:30	3	67104	0.006	3	67104	0.006	3	67104	0.012
18:30 - 19:00	3	67104	0.008	3	67104	0.008	3	67104	0.016
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:			0.100			0.098			0.198

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
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	67104	0.002	3	67104	0.000	3	67104	0.002
07:30 - 08:00	3	67104	0.002	3	67104	0.001	3	67104	0.003
08:00 - 08:30	3	67104	0.002	3	67104	0.001	3	67104	0.003
08:30 - 09:00	3	67104	0.000	3	67104	0.000	3	67104	0.000
09:00 - 09:30	3	67104	0.002	3	67104	0.000	3	67104	0.002
09:30 - 10:00	3	67104	0.002	3	67104	0.002	3	67104	0.004
10:00 - 10:30	3	67104	0.002	3	67104	0.000	3	67104	0.002
10:30 - 11:00	3	67104	0.001	3	67104	0.004	3	67104	0.005
11:00 - 11:30	3	67104	0.002	3	67104	0.002	3	67104	0.004
11:30 - 12:00	3	67104	0.001	3	67104	0.004	3	67104	0.005
12:00 - 12:30	3	67104	0.002	3	67104	0.002	3	67104	0.004
12:30 - 13:00	3	67104	0.003	3	67104	0.005	3	67104	0.008
13:00 - 13:30	3	67104	0.002	3	67104	0.000	3	67104	0.002
13:30 - 14:00	3	67104	0.001	3	67104	0.003	3	67104	0.004
14:00 - 14:30	3	67104	0.001	3	67104	0.000	3	67104	0.001
14:30 - 15:00	3	67104	0.001	3	67104	0.001	3	67104	0.002
15:00 - 15:30	3	67104	0.002	3	67104	0.002	3	67104	0.004
15:30 - 16:00	3	67104	0.001	3	67104	0.001	3	67104	0.002
16:00 - 16:30	3	67104	0.002	3	67104	0.002	3	67104	0.004
16:30 - 17:00	3	67104	0.000	3	67104	0.001	3	67104	0.001
17:00 - 17:30	3	67104	0.001	3	67104	0.000	3	67104	0.001
17:30 - 18:00	3	67104	0.000	3	67104	0.000	3	67104	0.000
18:00 - 18:30	3	67104	0.001	3	67104	0.001	3	67104	0.002
18:30 - 19:00	3	67104	0.000	3	67104	0.000	3	67104	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:			0.033			0.032			0.065

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL PSVS
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	67104	0.005	3	67104	0.005	3	67104	0.010
07:30 - 08:00	3	67104	0.005	3	67104	0.005	3	67104	0.010
08:00 - 08:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
08:30 - 09:00	3	67104	0.004	3	67104	0.005	3	67104	0.009
09:00 - 09:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
09:30 - 10:00	3	67104	0.003	3	67104	0.003	3	67104	0.006
10:00 - 10:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
10:30 - 11:00	3	67104	0.003	3	67104	0.002	3	67104	0.005
11:00 - 11:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
11:30 - 12:00	3	67104	0.003	3	67104	0.003	3	67104	0.006
12:00 - 12:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
12:30 - 13:00	3	67104	0.003	3	67104	0.002	3	67104	0.005
13:00 - 13:30	3	67104	0.002	3	67104	0.003	3	67104	0.005
13:30 - 14:00	3	67104	0.003	3	67104	0.002	3	67104	0.005
14:00 - 14:30	3	67104	0.003	3	67104	0.004	3	67104	0.007
14:30 - 15:00	3	67104	0.005	3	67104	0.005	3	67104	0.010
15:00 - 15:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
15:30 - 16:00	3	67104	0.003	3	67104	0.003	3	67104	0.006
16:00 - 16:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
16:30 - 17:00	3	67104	0.003	3	67104	0.003	3	67104	0.006
17:00 - 17:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
17:30 - 18:00	3	67104	0.003	3	67104	0.003	3	67104	0.006
18:00 - 18:30	3	67104	0.003	3	67104	0.003	3	67104	0.006
18:30 - 19:00	3	67104	0.003	3	67104	0.003	3	67104	0.006
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:			0.078			0.078			0.156

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
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	67104	0.003	3	67104	0.002	3	67104	0.005
07:30 - 08:00	3	67104	0.013	3	67104	0.001	3	67104	0.014
08:00 - 08:30	3	67104	0.015	3	67104	0.002	3	67104	0.017
08:30 - 09:00	3	67104	0.021	3	67104	0.004	3	67104	0.025
09:00 - 09:30	3	67104	0.015	3	67104	0.004	3	67104	0.019
09:30 - 10:00	3	67104	0.006	3	67104	0.000	3	67104	0.006
10:00 - 10:30	3	67104	0.002	3	67104	0.001	3	67104	0.003
10:30 - 11:00	3	67104	0.001	3	67104	0.000	3	67104	0.001
11:00 - 11:30	3	67104	0.001	3	67104	0.001	3	67104	0.002
11:30 - 12:00	3	67104	0.002	3	67104	0.000	3	67104	0.002
12:00 - 12:30	3	67104	0.001	3	67104	0.001	3	67104	0.002
12:30 - 13:00	3	67104	0.000	3	67104	0.004	3	67104	0.004
13:00 - 13:30	3	67104	0.003	3	67104	0.005	3	67104	0.008
13:30 - 14:00	3	67104	0.003	3	67104	0.002	3	67104	0.005
14:00 - 14:30	3	67104	0.002	3	67104	0.004	3	67104	0.006
14:30 - 15:00	3	67104	0.002	3	67104	0.001	3	67104	0.003
15:00 - 15:30	3	67104	0.000	3	67104	0.001	3	67104	0.001
15:30 - 16:00	3	67104	0.002	3	67104	0.001	3	67104	0.003
16:00 - 16:30	3	67104	0.001	3	67104	0.004	3	67104	0.005
16:30 - 17:00	3	67104	0.001	3	67104	0.005	3	67104	0.006
17:00 - 17:30	3	67104	0.001	3	67104	0.012	3	67104	0.013
17:30 - 18:00	3	67104	0.004	3	67104	0.017	3	67104	0.021
18:00 - 18:30	3	67104	0.007	3	67104	0.007	3	67104	0.014
18:30 - 19:00	3	67104	0.001	3	67104	0.004	3	67104	0.005
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:			0.107			0.083			0.190

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL VEHICLE OCCUPANTS
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	67104	0.070	3	67104	0.015	3	67104	0.085
07:30 - 08:00	3	67104	0.116	3	67104	0.027	3	67104	0.143
08:00 - 08:30	3	67104	0.127	3	67104	0.029	3	67104	0.156
08:30 - 09:00	3	67104	0.132	3	67104	0.028	3	67104	0.160
09:00 - 09:30	3	67104	0.116	3	67104	0.039	3	67104	0.155
09:30 - 10:00	3	67104	0.116	3	67104	0.038	3	67104	0.154
10:00 - 10:30	3	67104	0.067	3	67104	0.052	3	67104	0.119
10:30 - 11:00	3	67104	0.069	3	67104	0.031	3	67104	0.100
11:00 - 11:30	3	67104	0.059	3	67104	0.035	3	67104	0.094
11:30 - 12:00	3	67104	0.054	3	67104	0.044	3	67104	0.098
12:00 - 12:30	3	67104	0.059	3	67104	0.041	3	67104	0.100
12:30 - 13:00	3	67104	0.046	3	67104	0.071	3	67104	0.117
13:00 - 13:30	3	67104	0.065	3	67104	0.037	3	67104	0.102
13:30 - 14:00	3	67104	0.067	3	67104	0.045	3	67104	0.112
14:00 - 14:30	3	67104	0.047	3	67104	0.058	3	67104	0.105
14:30 - 15:00	3	67104	0.050	3	67104	0.065	3	67104	0.115
15:00 - 15:30	3	67104	0.033	3	67104	0.055	3	67104	0.088
15:30 - 16:00	3	67104	0.025	3	67104	0.055	3	67104	0.080
16:00 - 16:30	3	67104	0.044	3	67104	0.101	3	67104	0.145
16:30 - 17:00	3	67104	0.037	3	67104	0.148	3	67104	0.185
17:00 - 17:30	3	67104	0.037	3	67104	0.111	3	67104	0.148
17:30 - 18:00	3	67104	0.035	3	67104	0.150	3	67104	0.185
18:00 - 18:30	3	67104	0.026	3	67104	0.143	3	67104	0.169
18:30 - 19:00	3	67104	0.038	3	67104	0.097	3	67104	0.135
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:			1.535			1.515			3.050

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
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	67104	0.025	3	67104	0.006	3	67104	0.031
07:30 - 08:00	3	67104	0.070	3	67104	0.008	3	67104	0.078
08:00 - 08:30	3	67104	0.102	3	67104	0.013	3	67104	0.115
08:30 - 09:00	3	67104	0.142	3	67104	0.016	3	67104	0.158
09:00 - 09:30	3	67104	0.117	3	67104	0.014	3	67104	0.131
09:30 - 10:00	3	67104	0.056	3	67104	0.024	3	67104	0.080
10:00 - 10:30	3	67104	0.043	3	67104	0.017	3	67104	0.060
10:30 - 11:00	3	67104	0.033	3	67104	0.019	3	67104	0.052
11:00 - 11:30	3	67104	0.020	3	67104	0.012	3	67104	0.032
11:30 - 12:00	3	67104	0.020	3	67104	0.029	3	67104	0.049
12:00 - 12:30	3	67104	0.064	3	67104	0.083	3	67104	0.147
12:30 - 13:00	3	67104	0.064	3	67104	0.055	3	67104	0.119
13:00 - 13:30	3	67104	0.064	3	67104	0.055	3	67104	0.119
13:30 - 14:00	3	67104	0.048	3	67104	0.033	3	67104	0.081
14:00 - 14:30	3	67104	0.045	3	67104	0.036	3	67104	0.081
14:30 - 15:00	3	67104	0.029	3	67104	0.031	3	67104	0.060
15:00 - 15:30	3	67104	0.021	3	67104	0.022	3	67104	0.043
15:30 - 16:00	3	67104	0.018	3	67104	0.022	3	67104	0.040
16:00 - 16:30	3	67104	0.017	3	67104	0.046	3	67104	0.063
16:30 - 17:00	3	67104	0.022	3	67104	0.066	3	67104	0.088
17:00 - 17:30	3	67104	0.023	3	67104	0.110	3	67104	0.133
17:30 - 18:00	3	67104	0.017	3	67104	0.165	3	67104	0.182
18:00 - 18:30	3	67104	0.015	3	67104	0.125	3	67104	0.140
18:30 - 19:00	3	67104	0.012	3	67104	0.049	3	67104	0.061
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:			1.087			1.056			2.143

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL BUS/TRAM 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 - 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	67104	0.021	3	67104	0.009	3	67104	0.030
07:30 - 08:00	3	67104	0.053	3	67104	0.014	3	67104	0.067
08:00 - 08:30	3	67104	0.072	3	67104	0.018	3	67104	0.090
08:30 - 09:00	3	67104	0.090	3	67104	0.040	3	67104	0.130
09:00 - 09:30	3	67104	0.088	3	67104	0.016	3	67104	0.104
09:30 - 10:00	3	67104	0.049	3	67104	0.018	3	67104	0.067
10:00 - 10:30	3	67104	0.029	3	67104	0.017	3	67104	0.046
10:30 - 11:00	3	67104	0.029	3	67104	0.015	3	67104	0.044
11:00 - 11:30	3	67104	0.012	3	67104	0.007	3	67104	0.019
11:30 - 12:00	3	67104	0.015	3	67104	0.023	3	67104	0.038
12:00 - 12:30	3	67104	0.043	3	67104	0.041	3	67104	0.084
12:30 - 13:00	3	67104	0.039	3	67104	0.040	3	67104	0.079
13:00 - 13:30	3	67104	0.039	3	67104	0.036	3	67104	0.075
13:30 - 14:00	3	67104	0.034	3	67104	0.033	3	67104	0.067
14:00 - 14:30	3	67104	0.027	3	67104	0.026	3	67104	0.053
14:30 - 15:00	3	67104	0.025	3	67104	0.024	3	67104	0.049
15:00 - 15:30	3	67104	0.013	3	67104	0.018	3	67104	0.031
15:30 - 16:00	3	67104	0.017	3	67104	0.020	3	67104	0.037
16:00 - 16:30	3	67104	0.020	3	67104	0.036	3	67104	0.056
16:30 - 17:00	3	67104	0.014	3	67104	0.055	3	67104	0.069
17:00 - 17:30	3	67104	0.021	3	67104	0.094	3	67104	0.115
17:30 - 18:00	3	67104	0.028	3	67104	0.145	3	67104	0.173
18:00 - 18:30	3	67104	0.013	3	67104	0.110	3	67104	0.123
18:30 - 19:00	3	67104	0.010	3	67104	0.041	3	67104	0.051
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:			0.801			0.896			1.697

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TOTAL RAIL 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 - 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	67104	0.046	3	67104	0.002	3	67104	0.048
07:30 - 08:00	3	67104	0.123	3	67104	0.010	3	67104	0.133
08:00 - 08:30	3	67104	0.167	3	67104	0.015	3	67104	0.182
08:30 - 09:00	3	67104	0.229	3	67104	0.021	3	67104	0.250
09:00 - 09:30	3	67104	0.230	3	67104	0.014	3	67104	0.244
09:30 - 10:00	3	67104	0.115	3	67104	0.029	3	67104	0.144
10:00 - 10:30	3	67104	0.059	3	67104	0.027	3	67104	0.086
10:30 - 11:00	3	67104	0.058	3	67104	0.020	3	67104	0.078
11:00 - 11:30	3	67104	0.032	3	67104	0.009	3	67104	0.041
11:30 - 12:00	3	67104	0.035	3	67104	0.030	3	67104	0.065
12:00 - 12:30	3	67104	0.077	3	67104	0.060	3	67104	0.137
12:30 - 13:00	3	67104	0.062	3	67104	0.063	3	67104	0.125
13:00 - 13:30	3	67104	0.073	3	67104	0.060	3	67104	0.133
13:30 - 14:00	3	67104	0.061	3	67104	0.034	3	67104	0.095
14:00 - 14:30	3	67104	0.049	3	67104	0.037	3	67104	0.086
14:30 - 15:00	3	67104	0.035	3	67104	0.035	3	67104	0.070
15:00 - 15:30	3	67104	0.022	3	67104	0.033	3	67104	0.055
15:30 - 16:00	3	67104	0.015	3	67104	0.038	3	67104	0.053
16:00 - 16:30	3	67104	0.018	3	67104	0.070	3	67104	0.088
16:30 - 17:00	3	67104	0.025	3	67104	0.120	3	67104	0.145
17:00 - 17:30	3	67104	0.018	3	67104	0.210	3	67104	0.228
17:30 - 18:00	3	67104	0.022	3	67104	0.286	3	67104	0.308
18:00 - 18:30	3	67104	0.014	3	67104	0.215	3	67104	0.229
18:30 - 19:00	3	67104	0.013	3	67104	0.095	3	67104	0.108
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:			1.598			1.533			3.131

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
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	67104	0.067	3	67104	0.011	3	67104	0.078
07:30 - 08:00	3	67104	0.176	3	67104	0.024	3	67104	0.200
08:00 - 08:30	3	67104	0.239	3	67104	0.034	3	67104	0.273
08:30 - 09:00	3	67104	0.320	3	67104	0.061	3	67104	0.381
09:00 - 09:30	3	67104	0.318	3	67104	0.031	3	67104	0.349
09:30 - 10:00	3	67104	0.164	3	67104	0.047	3	67104	0.211
10:00 - 10:30	3	67104	0.088	3	67104	0.044	3	67104	0.132
10:30 - 11:00	3	67104	0.087	3	67104	0.036	3	67104	0.123
11:00 - 11:30	3	67104	0.044	3	67104	0.016	3	67104	0.060
11:30 - 12:00	3	67104	0.050	3	67104	0.053	3	67104	0.103
12:00 - 12:30	3	67104	0.120	3	67104	0.101	3	67104	0.221
12:30 - 13:00	3	67104	0.100	3	67104	0.102	3	67104	0.202
13:00 - 13:30	3	67104	0.112	3	67104	0.096	3	67104	0.208
13:30 - 14:00	3	67104	0.095	3	67104	0.067	3	67104	0.162
14:00 - 14:30	3	67104	0.076	3	67104	0.063	3	67104	0.139
14:30 - 15:00	3	67104	0.061	3	67104	0.059	3	67104	0.120
15:00 - 15:30	3	67104	0.035	3	67104	0.052	3	67104	0.087
15:30 - 16:00	3	67104	0.032	3	67104	0.058	3	67104	0.090
16:00 - 16:30	3	67104	0.038	3	67104	0.105	3	67104	0.143
16:30 - 17:00	3	67104	0.039	3	67104	0.174	3	67104	0.213
17:00 - 17:30	3	67104	0.039	3	67104	0.304	3	67104	0.343
17:30 - 18:00	3	67104	0.050	3	67104	0.431	3	67104	0.481
18:00 - 18:30	3	67104	0.027	3	67104	0.325	3	67104	0.352
18:30 - 19:00	3	67104	0.023	3	67104	0.136	3	67104	0.159
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:			2.400			2.430			4.830

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
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	67104	0.165	3	67104	0.035	3	67104	0.200
07:30 - 08:00	3	67104	0.375	3	67104	0.062	3	67104	0.437
08:00 - 08:30	3	67104	0.483	3	67104	0.078	3	67104	0.561
08:30 - 09:00	3	67104	0.614	3	67104	0.110	3	67104	0.724
09:00 - 09:30	3	67104	0.567	3	67104	0.088	3	67104	0.655
09:30 - 10:00	3	67104	0.342	3	67104	0.110	3	67104	0.452
10:00 - 10:30	3	67104	0.200	3	67104	0.114	3	67104	0.314
10:30 - 11:00	3	67104	0.191	3	67104	0.086	3	67104	0.277
11:00 - 11:30	3	67104	0.125	3	67104	0.065	3	67104	0.190
11:30 - 12:00	3	67104	0.126	3	67104	0.126	3	67104	0.252
12:00 - 12:30	3	67104	0.243	3	67104	0.227	3	67104	0.470
12:30 - 13:00	3	67104	0.211	3	67104	0.232	3	67104	0.443
13:00 - 13:30	3	67104	0.244	3	67104	0.194	3	67104	0.438
13:30 - 14:00	3	67104	0.214	3	67104	0.148	3	67104	0.362
14:00 - 14:30	3	67104	0.170	3	67104	0.162	3	67104	0.332
14:30 - 15:00	3	67104	0.142	3	67104	0.157	3	67104	0.299
15:00 - 15:30	3	67104	0.089	3	67104	0.130	3	67104	0.219
15:30 - 16:00	3	67104	0.077	3	67104	0.136	3	67104	0.213
16:00 - 16:30	3	67104	0.101	3	67104	0.257	3	67104	0.358
16:30 - 17:00	3	67104	0.099	3	67104	0.393	3	67104	0.492
17:00 - 17:30	3	67104	0.101	3	67104	0.537	3	67104	0.638
17:30 - 18:00	3	67104	0.106	3	67104	0.763	3	67104	0.869
18:00 - 18:30	3	67104	0.076	3	67104	0.601	3	67104	0.677
18:30 - 19:00	3	67104	0.076	3	67104	0.286	3	67104	0.362
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:			5.137			5.097			10.234

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL CARS
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	67104	0.042	3	67104	0.010	3	67104	0.052
07:30 - 08:00	3	67104	0.060	3	67104	0.011	3	67104	0.071
08:00 - 08:30	3	67104	0.071	3	67104	0.014	3	67104	0.085
08:30 - 09:00	3	67104	0.076	3	67104	0.010	3	67104	0.086
09:00 - 09:30	3	67104	0.062	3	67104	0.012	3	67104	0.074
09:30 - 10:00	3	67104	0.051	3	67104	0.009	3	67104	0.060
10:00 - 10:30	3	67104	0.033	3	67104	0.017	3	67104	0.050
10:30 - 11:00	3	67104	0.029	3	67104	0.010	3	67104	0.039
11:00 - 11:30	3	67104	0.025	3	67104	0.013	3	67104	0.038
11:30 - 12:00	3	67104	0.029	3	67104	0.016	3	67104	0.045
12:00 - 12:30	3	67104	0.022	3	67104	0.015	3	67104	0.037
12:30 - 13:00	3	67104	0.016	3	67104	0.026	3	67104	0.042
13:00 - 13:30	3	67104	0.036	3	67104	0.015	3	67104	0.051
13:30 - 14:00	3	67104	0.036	3	67104	0.022	3	67104	0.058
14:00 - 14:30	3	67104	0.023	3	67104	0.025	3	67104	0.048
14:30 - 15:00	3	67104	0.024	3	67104	0.025	3	67104	0.049
15:00 - 15:30	3	67104	0.008	3	67104	0.024	3	67104	0.032
15:30 - 16:00	3	67104	0.010	3	67104	0.027	3	67104	0.037
16:00 - 16:30	3	67104	0.020	3	67104	0.049	3	67104	0.069
16:30 - 17:00	3	67104	0.013	3	67104	0.077	3	67104	0.090
17:00 - 17:30	3	67104	0.018	3	67104	0.053	3	67104	0.071
17:30 - 18:00	3	67104	0.017	3	67104	0.075	3	67104	0.092
18:00 - 18:30	3	67104	0.012	3	67104	0.072	3	67104	0.084
18:30 - 19:00	3	67104	0.017	3	67104	0.052	3	67104	0.069
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:			0.750			0.679			1.429

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
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	67104	0.005	3	67104	0.000	3	67104	0.005
07:30 - 08:00	3	67104	0.005	3	67104	0.004	3	67104	0.009
08:00 - 08:30	3	67104	0.007	3	67104	0.005	3	67104	0.012
08:30 - 09:00	3	67104	0.008	3	67104	0.005	3	67104	0.013
09:00 - 09:30	3	67104	0.009	3	67104	0.008	3	67104	0.017
09:30 - 10:00	3	67104	0.009	3	67104	0.008	3	67104	0.017
10:00 - 10:30	3	67104	0.010	3	67104	0.011	3	67104	0.021
10:30 - 11:00	3	67104	0.006	3	67104	0.003	3	67104	0.009
11:00 - 11:30	3	67104	0.008	3	67104	0.005	3	67104	0.013
11:30 - 12:00	3	67104	0.005	3	67104	0.005	3	67104	0.010
12:00 - 12:30	3	67104	0.011	3	67104	0.006	3	67104	0.017
12:30 - 13:00	3	67104	0.004	3	67104	0.010	3	67104	0.014
13:00 - 13:30	3	67104	0.005	3	67104	0.003	3	67104	0.008
13:30 - 14:00	3	67104	0.005	3	67104	0.004	3	67104	0.009
14:00 - 14:30	3	67104	0.003	3	67104	0.010	3	67104	0.013
14:30 - 15:00	3	67104	0.004	3	67104	0.010	3	67104	0.014
15:00 - 15:30	3	67104	0.004	3	67104	0.004	3	67104	0.008
15:30 - 16:00	3	67104	0.004	3	67104	0.005	3	67104	0.009
16:00 - 16:30	3	67104	0.004	3	67104	0.007	3	67104	0.011
16:30 - 17:00	3	67104	0.004	3	67104	0.007	3	67104	0.011
17:00 - 17:30	3	67104	0.004	3	67104	0.005	3	67104	0.009
17:30 - 18:00	3	67104	0.000	3	67104	0.003	3	67104	0.003
18:00 - 18:30	3	67104	0.001	3	67104	0.002	3	67104	0.003
18:30 - 19:00	3	67104	0.001	3	67104	0.000	3	67104	0.001
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:			0.126			0.130			0.256

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL MOTOR CYCLES
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	67104	0.003	3	67104	0.000	3	67104	0.003
07:30 - 08:00	3	67104	0.008	3	67104	0.001	3	67104	0.009
08:00 - 08:30	3	67104	0.006	3	67104	0.000	3	67104	0.006
08:30 - 09:00	3	67104	0.009	3	67104	0.000	3	67104	0.009
09:00 - 09:30	3	67104	0.003	3	67104	0.000	3	67104	0.003
09:30 - 10:00	3	67104	0.006	3	67104	0.000	3	67104	0.006
10:00 - 10:30	3	67104	0.002	3	67104	0.001	3	67104	0.003
10:30 - 11:00	3	67104	0.002	3	67104	0.001	3	67104	0.003
11:00 - 11:30	3	67104	0.003	3	67104	0.001	3	67104	0.004
11:30 - 12:00	3	67104	0.000	3	67104	0.000	3	67104	0.000
12:00 - 12:30	3	67104	0.001	3	67104	0.001	3	67104	0.002
12:30 - 13:00	3	67104	0.001	3	67104	0.003	3	67104	0.004
13:00 - 13:30	3	67104	0.001	3	67104	0.002	3	67104	0.003
13:30 - 14:00	3	67104	0.000	3	67104	0.000	3	67104	0.000
14:00 - 14:30	3	67104	0.002	3	67104	0.001	3	67104	0.003
14:30 - 15:00	3	67104	0.001	3	67104	0.002	3	67104	0.003
15:00 - 15:30	3	67104	0.002	3	67104	0.000	3	67104	0.002
15:30 - 16:00	3	67104	0.000	3	67104	0.002	3	67104	0.002
16:00 - 16:30	3	67104	0.000	3	67104	0.005	3	67104	0.005
16:30 - 17:00	3	67104	0.001	3	67104	0.002	3	67104	0.003
17:00 - 17:30	3	67104	0.000	3	67104	0.003	3	67104	0.003
17:30 - 18:00	3	67104	0.001	3	67104	0.006	3	67104	0.007
18:00 - 18:30	3	67104	0.001	3	67104	0.006	3	67104	0.007
18:30 - 19:00	3	67104	0.000	3	67104	0.002	3	67104	0.002
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:			0.053			0.039			0.092

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.

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PBA Bank Street Ashford Licence No: 706709

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	408-120000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	920-120000 sqm GFA	
Date Range	Minimum: 01/01/12	Maximum: 05/11/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	2
	Thursday	1
Main Location Types selected	Edge of Town Centre	2
	Suburban Area (PPS6 Out of Centre)	3
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	2
	50,001 to 100,000	2
	100,001 or More	1
Population <5 Mile ranges selected	500,001 or More	5
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	3
	1.1 to 1.5	1
PTAL Rating	1b Very poor	1
	4 Good	1
	5 Very Good	1
	6a Excellent	1
	6b (High) Excellent	1
Filter by Use Class Breakdown	All Surveys Included	

Calculation Reference: AUDIT-706709-201209-1237

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	2 days
	HD	HILLINGDON	1 days
	HO	HOUNSLOW	1 days
	LB	LAMBETH	1 days

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

Primary 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: 920 to 120000 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

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
Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	5 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	2
Suburban Area (PPS6 Out of 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
Development Zone	2
Built-Up Zone	1
No Sub Category	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:

B1	5 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®.

Filter by Use Class Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

25,001 to 50,000	2 days
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	5 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	3 days
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	4 days
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:

1b Very poor	1 days
4 Good	1 days
5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 BT-02-A-03 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
Survey date: WEDNESDAY 03/06/15 Survey Type: MANUAL

2 BT-02-A-04 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 10625 sqm
Survey date: THURSDAY 14/05/15 Survey Type: MANUAL

3 HD-02-A-09 DATA CENTRE HILLINGDON
MILLINGTON ROAD
HAYES

Edge of Town Centre
Commercial Zone
Total Gross floor area: 12100 sqm
Survey date: TUESDAY 26/06/18 Survey Type: MANUAL

4 HO-02-A-01 SKY HEADQUARTERS HOUNSLOW
SYON LANE
ISLEWORTH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 120000 sqm
Survey date: WEDNESDAY 05/07/17 Survey Type: MANUAL

5 LB-02-A-01 START UP OFFICES & STUDIOS LAMBETH
DURHAM STREET
VAUXHALL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 10200 sqm
Survey date: MONDAY 19/11/18 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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL 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	1	120000	0.138	1	120000	0.019	1	120000	0.157
06:30 - 07:00	1	120000	0.205	1	120000	0.033	1	120000	0.238
07:00 - 07:30	5	30769	0.192	5	30769	0.032	5	30769	0.224
07:30 - 08:00	5	30769	0.284	5	30769	0.029	5	30769	0.313
08:00 - 08:30	5	30769	0.322	5	30769	0.035	5	30769	0.357
08:30 - 09:00	5	30769	0.358	5	30769	0.049	5	30769	0.407
09:00 - 09:30	5	30769	0.269	5	30769	0.049	5	30769	0.318
09:30 - 10:00	5	30769	0.198	5	30769	0.049	5	30769	0.247
10:00 - 10:30	5	30769	0.104	5	30769	0.049	5	30769	0.153
10:30 - 11:00	5	30769	0.067	5	30769	0.044	5	30769	0.111
11:00 - 11:30	5	30769	0.047	5	30769	0.032	5	30769	0.079
11:30 - 12:00	5	30769	0.056	5	30769	0.042	5	30769	0.098
12:00 - 12:30	5	30769	0.060	5	30769	0.067	5	30769	0.127
12:30 - 13:00	5	30769	0.053	5	30769	0.052	5	30769	0.105
13:00 - 13:30	5	30769	0.038	5	30769	0.043	5	30769	0.081
13:30 - 14:00	5	30769	0.042	5	30769	0.060	5	30769	0.102
14:00 - 14:30	5	30769	0.034	5	30769	0.052	5	30769	0.086
14:30 - 15:00	5	30769	0.045	5	30769	0.053	5	30769	0.098
15:00 - 15:30	5	30769	0.027	5	30769	0.081	5	30769	0.108
15:30 - 16:00	5	30769	0.035	5	30769	0.103	5	30769	0.138
16:00 - 16:30	5	30769	0.040	5	30769	0.218	5	30769	0.258
16:30 - 17:00	5	30769	0.038	5	30769	0.226	5	30769	0.264
17:00 - 17:30	5	30769	0.036	5	30769	0.317	5	30769	0.353
17:30 - 18:00	5	30769	0.037	5	30769	0.376	5	30769	0.413
18:00 - 18:30	5	30769	0.031	5	30769	0.224	5	30769	0.255
18:30 - 19:00	5	30769	0.036	5	30769	0.159	5	30769	0.195
19:00 - 19:30	1	120000	0.027	1	120000	0.117	1	120000	0.144
19:30 - 20:00	1	120000	0.020	1	120000	0.110	1	120000	0.130
20:00 - 20:30	1	120000	0.021	1	120000	0.058	1	120000	0.079
20:30 - 21:00	1	120000	0.015	1	120000	0.031	1	120000	0.046
21:00 - 21:30	1	120000	0.031	1	120000	0.039	1	120000	0.070
21:30 - 22:00	1	120000	0.017	1	120000	0.033	1	120000	0.050
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.923			2.881			5.804

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.*

Parameter summary

Trip rate parameter range selected:	920 - 120000 (units: sqm)
Survey date date range:	01/01/12 - 05/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
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	1	120000	0.000	1	120000	0.000	1	120000	0.000
06:30 - 07:00	1	120000	0.002	1	120000	0.002	1	120000	0.004
07:00 - 07:30	5	30769	0.003	5	30769	0.003	5	30769	0.006
07:30 - 08:00	5	30769	0.003	5	30769	0.003	5	30769	0.006
08:00 - 08:30	5	30769	0.006	5	30769	0.005	5	30769	0.011
08:30 - 09:00	5	30769	0.014	5	30769	0.012	5	30769	0.026
09:00 - 09:30	5	30769	0.012	5	30769	0.015	5	30769	0.027
09:30 - 10:00	5	30769	0.016	5	30769	0.012	5	30769	0.028
10:00 - 10:30	5	30769	0.007	5	30769	0.008	5	30769	0.015
10:30 - 11:00	5	30769	0.006	5	30769	0.006	5	30769	0.012
11:00 - 11:30	5	30769	0.004	5	30769	0.001	5	30769	0.005
11:30 - 12:00	5	30769	0.004	5	30769	0.002	5	30769	0.006
12:00 - 12:30	5	30769	0.003	5	30769	0.004	5	30769	0.007
12:30 - 13:00	5	30769	0.006	5	30769	0.008	5	30769	0.014
13:00 - 13:30	5	30769	0.002	5	30769	0.003	5	30769	0.005
13:30 - 14:00	5	30769	0.005	5	30769	0.008	5	30769	0.013
14:00 - 14:30	5	30769	0.002	5	30769	0.002	5	30769	0.004
14:30 - 15:00	5	30769	0.005	5	30769	0.003	5	30769	0.008
15:00 - 15:30	5	30769	0.005	5	30769	0.003	5	30769	0.008
15:30 - 16:00	5	30769	0.005	5	30769	0.002	5	30769	0.007
16:00 - 16:30	5	30769	0.007	5	30769	0.005	5	30769	0.012
16:30 - 17:00	5	30769	0.007	5	30769	0.009	5	30769	0.016
17:00 - 17:30	5	30769	0.005	5	30769	0.005	5	30769	0.010
17:30 - 18:00	5	30769	0.002	5	30769	0.007	5	30769	0.009
18:00 - 18:30	5	30769	0.006	5	30769	0.005	5	30769	0.011
18:30 - 19:00	5	30769	0.003	5	30769	0.003	5	30769	0.006
19:00 - 19:30	1	120000	0.005	1	120000	0.008	1	120000	0.013
19:30 - 20:00	1	120000	0.005	1	120000	0.003	1	120000	0.008
20:00 - 20:30	1	120000	0.004	1	120000	0.004	1	120000	0.008
20:30 - 21:00	1	120000	0.003	1	120000	0.003	1	120000	0.006
21:00 - 21:30	1	120000	0.006	1	120000	0.003	1	120000	0.009
21:30 - 22:00	1	120000	0.001	1	120000	0.002	1	120000	0.003
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.164			0.159			0.323

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.*

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	1	120000	0.001	1	120000	0.000	1	120000	0.001
06:30 - 07:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
07:00 - 07:30	5	30769	0.002	5	30769	0.001	5	30769	0.003
07:30 - 08:00	5	30769	0.001	5	30769	0.002	5	30769	0.003
08:00 - 08:30	5	30769	0.001	5	30769	0.001	5	30769	0.002
08:30 - 09:00	5	30769	0.001	5	30769	0.001	5	30769	0.002
09:00 - 09:30	5	30769	0.001	5	30769	0.001	5	30769	0.002
09:30 - 10:00	5	30769	0.001	5	30769	0.001	5	30769	0.002
10:00 - 10:30	5	30769	0.001	5	30769	0.001	5	30769	0.002
10:30 - 11:00	5	30769	0.002	5	30769	0.002	5	30769	0.004
11:00 - 11:30	5	30769	0.000	5	30769	0.001	5	30769	0.001
11:30 - 12:00	5	30769	0.001	5	30769	0.001	5	30769	0.002
12:00 - 12:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
12:30 - 13:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
13:00 - 13:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
13:30 - 14:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
14:00 - 14:30	5	30769	0.001	5	30769	0.000	5	30769	0.001
14:30 - 15:00	5	30769	0.000	5	30769	0.001	5	30769	0.001
15:00 - 15:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
15:30 - 16:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
16:00 - 16:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
16:30 - 17:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
17:00 - 17:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
17:30 - 18:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
18:00 - 18:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
18:30 - 19:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
19:00 - 19:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
19:30 - 20:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
20:00 - 20:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
20:30 - 21:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:00 - 21:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:30 - 22:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.013			0.013			0.026

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
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	1	120000	0.002	1	120000	0.002	1	120000	0.004
06:30 - 07:00	1	120000	0.001	1	120000	0.002	1	120000	0.003
07:00 - 07:30	5	30769	0.003	5	30769	0.007	5	30769	0.010
07:30 - 08:00	5	30769	0.005	5	30769	0.005	5	30769	0.010
08:00 - 08:30	5	30769	0.005	5	30769	0.005	5	30769	0.010
08:30 - 09:00	5	30769	0.007	5	30769	0.007	5	30769	0.014
09:00 - 09:30	5	30769	0.008	5	30769	0.007	5	30769	0.015
09:30 - 10:00	5	30769	0.006	5	30769	0.007	5	30769	0.013
10:00 - 10:30	5	30769	0.007	5	30769	0.007	5	30769	0.014
10:30 - 11:00	5	30769	0.003	5	30769	0.003	5	30769	0.006
11:00 - 11:30	5	30769	0.002	5	30769	0.001	5	30769	0.003
11:30 - 12:00	5	30769	0.002	5	30769	0.001	5	30769	0.003
12:00 - 12:30	5	30769	0.001	5	30769	0.001	5	30769	0.002
12:30 - 13:00	5	30769	0.002	5	30769	0.002	5	30769	0.004
13:00 - 13:30	5	30769	0.002	5	30769	0.001	5	30769	0.003
13:30 - 14:00	5	30769	0.001	5	30769	0.001	5	30769	0.002
14:00 - 14:30	5	30769	0.002	5	30769	0.003	5	30769	0.005
14:30 - 15:00	5	30769	0.002	5	30769	0.001	5	30769	0.003
15:00 - 15:30	5	30769	0.001	5	30769	0.001	5	30769	0.002
15:30 - 16:00	5	30769	0.003	5	30769	0.003	5	30769	0.006
16:00 - 16:30	5	30769	0.005	5	30769	0.005	5	30769	0.010
16:30 - 17:00	5	30769	0.005	5	30769	0.006	5	30769	0.011
17:00 - 17:30	5	30769	0.007	5	30769	0.006	5	30769	0.013
17:30 - 18:00	5	30769	0.006	5	30769	0.007	5	30769	0.013
18:00 - 18:30	5	30769	0.006	5	30769	0.006	5	30769	0.012
18:30 - 19:00	5	30769	0.007	5	30769	0.006	5	30769	0.013
19:00 - 19:30	1	120000	0.005	1	120000	0.006	1	120000	0.011
19:30 - 20:00	1	120000	0.007	1	120000	0.003	1	120000	0.010
20:00 - 20:30	1	120000	0.006	1	120000	0.003	1	120000	0.009
20:30 - 21:00	1	120000	0.002	1	120000	0.002	1	120000	0.004
21:00 - 21:30	1	120000	0.002	1	120000	0.002	1	120000	0.004
21:30 - 22:00	1	120000	0.003	1	120000	0.002	1	120000	0.005
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.126			0.121			0.247

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.*

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	1	120000	0.007	1	120000	0.000	1	120000	0.007
06:30 - 07:00	1	120000	0.015	1	120000	0.002	1	120000	0.017
07:00 - 07:30	5	30769	0.020	5	30769	0.001	5	30769	0.021
07:30 - 08:00	5	30769	0.032	5	30769	0.000	5	30769	0.032
08:00 - 08:30	5	30769	0.044	5	30769	0.000	5	30769	0.044
08:30 - 09:00	5	30769	0.066	5	30769	0.000	5	30769	0.066
09:00 - 09:30	5	30769	0.042	5	30769	0.000	5	30769	0.042
09:30 - 10:00	5	30769	0.018	5	30769	0.000	5	30769	0.018
10:00 - 10:30	5	30769	0.007	5	30769	0.002	5	30769	0.009
10:30 - 11:00	5	30769	0.005	5	30769	0.001	5	30769	0.006
11:00 - 11:30	5	30769	0.003	5	30769	0.005	5	30769	0.008
11:30 - 12:00	5	30769	0.002	5	30769	0.000	5	30769	0.002
12:00 - 12:30	5	30769	0.003	5	30769	0.001	5	30769	0.004
12:30 - 13:00	5	30769	0.001	5	30769	0.003	5	30769	0.004
13:00 - 13:30	5	30769	0.002	5	30769	0.003	5	30769	0.005
13:30 - 14:00	5	30769	0.001	5	30769	0.001	5	30769	0.002
14:00 - 14:30	5	30769	0.003	5	30769	0.001	5	30769	0.004
14:30 - 15:00	5	30769	0.001	5	30769	0.005	5	30769	0.006
15:00 - 15:30	5	30769	0.001	5	30769	0.005	5	30769	0.006
15:30 - 16:00	5	30769	0.001	5	30769	0.008	5	30769	0.009
16:00 - 16:30	5	30769	0.001	5	30769	0.010	5	30769	0.011
16:30 - 17:00	5	30769	0.003	5	30769	0.029	5	30769	0.032
17:00 - 17:30	5	30769	0.001	5	30769	0.042	5	30769	0.043
17:30 - 18:00	5	30769	0.001	5	30769	0.051	5	30769	0.052
18:00 - 18:30	5	30769	0.001	5	30769	0.041	5	30769	0.042
18:30 - 19:00	5	30769	0.001	5	30769	0.029	5	30769	0.030
19:00 - 19:30	1	120000	0.000	1	120000	0.013	1	120000	0.013
19:30 - 20:00	1	120000	0.000	1	120000	0.013	1	120000	0.013
20:00 - 20:30	1	120000	0.000	1	120000	0.007	1	120000	0.007
20:30 - 21:00	1	120000	0.000	1	120000	0.003	1	120000	0.003
21:00 - 21:30	1	120000	0.002	1	120000	0.001	1	120000	0.003
21:30 - 22:00	1	120000	0.000	1	120000	0.003	1	120000	0.003
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.284			0.280			0.564

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
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	1	120000	0.139	1	120000	0.018	1	120000	0.157
06:30 - 07:00	1	120000	0.210	1	120000	0.029	1	120000	0.239
07:00 - 07:30	5	30769	0.198	5	30769	0.029	5	30769	0.227
07:30 - 08:00	5	30769	0.296	5	30769	0.022	5	30769	0.318
08:00 - 08:30	5	30769	0.347	5	30769	0.022	5	30769	0.369
08:30 - 09:00	5	30769	0.386	5	30769	0.027	5	30769	0.413
09:00 - 09:30	5	30769	0.285	5	30769	0.025	5	30769	0.310
09:30 - 10:00	5	30769	0.207	5	30769	0.030	5	30769	0.237
10:00 - 10:30	5	30769	0.101	5	30769	0.036	5	30769	0.137
10:30 - 11:00	5	30769	0.066	5	30769	0.036	5	30769	0.102
11:00 - 11:30	5	30769	0.046	5	30769	0.033	5	30769	0.079
11:30 - 12:00	5	30769	0.056	5	30769	0.046	5	30769	0.102
12:00 - 12:30	5	30769	0.062	5	30769	0.072	5	30769	0.134
12:30 - 13:00	5	30769	0.052	5	30769	0.055	5	30769	0.107
13:00 - 13:30	5	30769	0.042	5	30769	0.041	5	30769	0.083
13:30 - 14:00	5	30769	0.047	5	30769	0.059	5	30769	0.106
14:00 - 14:30	5	30769	0.036	5	30769	0.055	5	30769	0.091
14:30 - 15:00	5	30769	0.046	5	30769	0.057	5	30769	0.103
15:00 - 15:30	5	30769	0.024	5	30769	0.087	5	30769	0.111
15:30 - 16:00	5	30769	0.031	5	30769	0.111	5	30769	0.142
16:00 - 16:30	5	30769	0.033	5	30769	0.222	5	30769	0.255
16:30 - 17:00	5	30769	0.033	5	30769	0.236	5	30769	0.269
17:00 - 17:30	5	30769	0.023	5	30769	0.349	5	30769	0.372
17:30 - 18:00	5	30769	0.029	5	30769	0.416	5	30769	0.445
18:00 - 18:30	5	30769	0.021	5	30769	0.248	5	30769	0.269
18:30 - 19:00	5	30769	0.033	5	30769	0.176	5	30769	0.209
19:00 - 19:30	1	120000	0.022	1	120000	0.112	1	120000	0.134
19:30 - 20:00	1	120000	0.010	1	120000	0.122	1	120000	0.132
20:00 - 20:30	1	120000	0.014	1	120000	0.060	1	120000	0.074
20:30 - 21:00	1	120000	0.013	1	120000	0.029	1	120000	0.042
21:00 - 21:30	1	120000	0.026	1	120000	0.040	1	120000	0.066
21:30 - 22:00	1	120000	0.015	1	120000	0.031	1	120000	0.046
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.949			2.931			5.880

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.*

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	1	120000	0.007	1	120000	0.003	1	120000	0.010
06:30 - 07:00	1	120000	0.017	1	120000	0.002	1	120000	0.019
07:00 - 07:30	5	30769	0.008	5	30769	0.007	5	30769	0.015
07:30 - 08:00	5	30769	0.023	5	30769	0.004	5	30769	0.027
08:00 - 08:30	5	30769	0.037	5	30769	0.005	5	30769	0.042
08:30 - 09:00	5	30769	0.088	5	30769	0.007	5	30769	0.095
09:00 - 09:30	5	30769	0.076	5	30769	0.010	5	30769	0.086
09:30 - 10:00	5	30769	0.049	5	30769	0.012	5	30769	0.061
10:00 - 10:30	5	30769	0.023	5	30769	0.013	5	30769	0.036
10:30 - 11:00	5	30769	0.012	5	30769	0.015	5	30769	0.027
11:00 - 11:30	5	30769	0.021	5	30769	0.015	5	30769	0.036
11:30 - 12:00	5	30769	0.015	5	30769	0.029	5	30769	0.044
12:00 - 12:30	5	30769	0.052	5	30769	0.120	5	30769	0.172
12:30 - 13:00	5	30769	0.142	5	30769	0.138	5	30769	0.280
13:00 - 13:30	5	30769	0.133	5	30769	0.164	5	30769	0.297
13:30 - 14:00	5	30769	0.158	5	30769	0.125	5	30769	0.283
14:00 - 14:30	5	30769	0.139	5	30769	0.079	5	30769	0.218
14:30 - 15:00	5	30769	0.056	5	30769	0.049	5	30769	0.105
15:00 - 15:30	5	30769	0.040	5	30769	0.040	5	30769	0.080
15:30 - 16:00	5	30769	0.035	5	30769	0.041	5	30769	0.076
16:00 - 16:30	5	30769	0.018	5	30769	0.025	5	30769	0.043
16:30 - 17:00	5	30769	0.018	5	30769	0.040	5	30769	0.058
17:00 - 17:30	5	30769	0.012	5	30769	0.065	5	30769	0.077
17:30 - 18:00	5	30769	0.020	5	30769	0.077	5	30769	0.097
18:00 - 18:30	5	30769	0.007	5	30769	0.040	5	30769	0.047
18:30 - 19:00	5	30769	0.005	5	30769	0.029	5	30769	0.034
19:00 - 19:30	1	120000	0.001	1	120000	0.013	1	120000	0.014
19:30 - 20:00	1	120000	0.004	1	120000	0.022	1	120000	0.026
20:00 - 20:30	1	120000	0.007	1	120000	0.012	1	120000	0.019
20:30 - 21:00	1	120000	0.001	1	120000	0.009	1	120000	0.010
21:00 - 21:30	1	120000	0.001	1	120000	0.006	1	120000	0.007
21:30 - 22:00	1	120000	0.003	1	120000	0.007	1	120000	0.010
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.228			1.223			2.451

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM 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 - 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	1	120000	0.012	1	120000	0.000	1	120000	0.012
06:30 - 07:00	1	120000	0.018	1	120000	0.003	1	120000	0.021
07:00 - 07:30	5	30769	0.008	5	30769	0.014	5	30769	0.022
07:30 - 08:00	5	30769	0.014	5	30769	0.003	5	30769	0.017
08:00 - 08:30	5	30769	0.029	5	30769	0.001	5	30769	0.030
08:30 - 09:00	5	30769	0.051	5	30769	0.002	5	30769	0.053
09:00 - 09:30	5	30769	0.034	5	30769	0.000	5	30769	0.034
09:30 - 10:00	5	30769	0.034	5	30769	0.001	5	30769	0.035
10:00 - 10:30	5	30769	0.016	5	30769	0.000	5	30769	0.016
10:30 - 11:00	5	30769	0.009	5	30769	0.004	5	30769	0.013
11:00 - 11:30	5	30769	0.007	5	30769	0.001	5	30769	0.008
11:30 - 12:00	5	30769	0.012	5	30769	0.006	5	30769	0.018
12:00 - 12:30	5	30769	0.009	5	30769	0.003	5	30769	0.012
12:30 - 13:00	5	30769	0.008	5	30769	0.004	5	30769	0.012
13:00 - 13:30	5	30769	0.010	5	30769	0.003	5	30769	0.013
13:30 - 14:00	5	30769	0.005	5	30769	0.003	5	30769	0.008
14:00 - 14:30	5	30769	0.002	5	30769	0.005	5	30769	0.007
14:30 - 15:00	5	30769	0.003	5	30769	0.008	5	30769	0.011
15:00 - 15:30	5	30769	0.001	5	30769	0.005	5	30769	0.006
15:30 - 16:00	5	30769	0.005	5	30769	0.020	5	30769	0.025
16:00 - 16:30	5	30769	0.001	5	30769	0.016	5	30769	0.017
16:30 - 17:00	5	30769	0.002	5	30769	0.020	5	30769	0.022
17:00 - 17:30	5	30769	0.005	5	30769	0.033	5	30769	0.038
17:30 - 18:00	5	30769	0.003	5	30769	0.052	5	30769	0.055
18:00 - 18:30	5	30769	0.003	5	30769	0.021	5	30769	0.024
18:30 - 19:00	5	30769	0.004	5	30769	0.020	5	30769	0.024
19:00 - 19:30	1	120000	0.003	1	120000	0.010	1	120000	0.013
19:30 - 20:00	1	120000	0.003	1	120000	0.012	1	120000	0.015
20:00 - 20:30	1	120000	0.004	1	120000	0.003	1	120000	0.007
20:30 - 21:00	1	120000	0.003	1	120000	0.004	1	120000	0.007
21:00 - 21:30	1	120000	0.004	1	120000	0.001	1	120000	0.005
21:30 - 22:00	1	120000	0.005	1	120000	0.004	1	120000	0.009
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.327			0.282			0.609

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL 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 - 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	1	120000	0.002	1	120000	0.003	1	120000	0.005
06:30 - 07:00	1	120000	0.025	1	120000	0.003	1	120000	0.028
07:00 - 07:30	5	30769	0.057	5	30769	0.008	5	30769	0.065
07:30 - 08:00	5	30769	0.079	5	30769	0.003	5	30769	0.082
08:00 - 08:30	5	30769	0.201	5	30769	0.002	5	30769	0.203
08:30 - 09:00	5	30769	0.446	5	30769	0.006	5	30769	0.452
09:00 - 09:30	5	30769	0.310	5	30769	0.003	5	30769	0.313
09:30 - 10:00	5	30769	0.231	5	30769	0.004	5	30769	0.235
10:00 - 10:30	5	30769	0.118	5	30769	0.009	5	30769	0.127
10:30 - 11:00	5	30769	0.028	5	30769	0.003	5	30769	0.031
11:00 - 11:30	5	30769	0.027	5	30769	0.014	5	30769	0.041
11:30 - 12:00	5	30769	0.025	5	30769	0.008	5	30769	0.033
12:00 - 12:30	5	30769	0.037	5	30769	0.012	5	30769	0.049
12:30 - 13:00	5	30769	0.018	5	30769	0.008	5	30769	0.026
13:00 - 13:30	5	30769	0.021	5	30769	0.015	5	30769	0.036
13:30 - 14:00	5	30769	0.018	5	30769	0.008	5	30769	0.026
14:00 - 14:30	5	30769	0.008	5	30769	0.010	5	30769	0.018
14:30 - 15:00	5	30769	0.011	5	30769	0.021	5	30769	0.032
15:00 - 15:30	5	30769	0.011	5	30769	0.026	5	30769	0.037
15:30 - 16:00	5	30769	0.008	5	30769	0.046	5	30769	0.054
16:00 - 16:30	5	30769	0.003	5	30769	0.106	5	30769	0.109
16:30 - 17:00	5	30769	0.004	5	30769	0.178	5	30769	0.182
17:00 - 17:30	5	30769	0.004	5	30769	0.269	5	30769	0.273
17:30 - 18:00	5	30769	0.007	5	30769	0.421	5	30769	0.428
18:00 - 18:30	5	30769	0.003	5	30769	0.241	5	30769	0.244
18:30 - 19:00	5	30769	0.003	5	30769	0.146	5	30769	0.149
19:00 - 19:30	1	120000	0.000	1	120000	0.066	1	120000	0.066
19:30 - 20:00	1	120000	0.005	1	120000	0.066	1	120000	0.071
20:00 - 20:30	1	120000	0.003	1	120000	0.035	1	120000	0.038
20:30 - 21:00	1	120000	0.003	1	120000	0.018	1	120000	0.021
21:00 - 21:30	1	120000	0.001	1	120000	0.008	1	120000	0.009
21:30 - 22:00	1	120000	0.001	1	120000	0.006	1	120000	0.007
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.718			1.772			3.490

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH 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 - 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	1	120000	0.000	1	120000	0.000	1	120000	0.000
06:30 - 07:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
07:00 - 07:30	5	30769	0.001	5	30769	0.000	5	30769	0.001
07:30 - 08:00	5	30769	0.018	5	30769	0.000	5	30769	0.018
08:00 - 08:30	5	30769	0.015	5	30769	0.000	5	30769	0.015
08:30 - 09:00	5	30769	0.015	5	30769	0.000	5	30769	0.015
09:00 - 09:30	5	30769	0.018	5	30769	0.000	5	30769	0.018
09:30 - 10:00	5	30769	0.003	5	30769	0.000	5	30769	0.003
10:00 - 10:30	5	30769	0.001	5	30769	0.000	5	30769	0.001
10:30 - 11:00	5	30769	0.001	5	30769	0.000	5	30769	0.001
11:00 - 11:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
11:30 - 12:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
12:00 - 12:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
12:30 - 13:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
13:00 - 13:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
13:30 - 14:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
14:00 - 14:30	5	30769	0.000	5	30769	0.001	5	30769	0.001
14:30 - 15:00	5	30769	0.000	5	30769	0.001	5	30769	0.001
15:00 - 15:30	5	30769	0.000	5	30769	0.001	5	30769	0.001
15:30 - 16:00	5	30769	0.000	5	30769	0.003	5	30769	0.003
16:00 - 16:30	5	30769	0.000	5	30769	0.006	5	30769	0.006
16:30 - 17:00	5	30769	0.000	5	30769	0.007	5	30769	0.007
17:00 - 17:30	5	30769	0.000	5	30769	0.016	5	30769	0.016
17:30 - 18:00	5	30769	0.000	5	30769	0.025	5	30769	0.025
18:00 - 18:30	5	30769	0.000	5	30769	0.008	5	30769	0.008
18:30 - 19:00	5	30769	0.001	5	30769	0.011	5	30769	0.012
19:00 - 19:30	1	120000	0.000	1	120000	0.007	1	120000	0.007
19:30 - 20:00	1	120000	0.000	1	120000	0.025	1	120000	0.025
20:00 - 20:30	1	120000	0.000	1	120000	0.003	1	120000	0.003
20:30 - 21:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:00 - 21:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:30 - 22:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.073			0.114			0.187

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.*

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	1	120000	0.013	1	120000	0.003	1	120000	0.016
06:30 - 07:00	1	120000	0.043	1	120000	0.007	1	120000	0.050
07:00 - 07:30	5	30769	0.066	5	30769	0.022	5	30769	0.088
07:30 - 08:00	5	30769	0.110	5	30769	0.006	5	30769	0.116
08:00 - 08:30	5	30769	0.244	5	30769	0.003	5	30769	0.247
08:30 - 09:00	5	30769	0.512	5	30769	0.008	5	30769	0.520
09:00 - 09:30	5	30769	0.363	5	30769	0.003	5	30769	0.366
09:30 - 10:00	5	30769	0.267	5	30769	0.005	5	30769	0.272
10:00 - 10:30	5	30769	0.135	5	30769	0.009	5	30769	0.144
10:30 - 11:00	5	30769	0.038	5	30769	0.007	5	30769	0.045
11:00 - 11:30	5	30769	0.033	5	30769	0.015	5	30769	0.048
11:30 - 12:00	5	30769	0.037	5	30769	0.014	5	30769	0.051
12:00 - 12:30	5	30769	0.046	5	30769	0.015	5	30769	0.061
12:30 - 13:00	5	30769	0.026	5	30769	0.012	5	30769	0.038
13:00 - 13:30	5	30769	0.032	5	30769	0.018	5	30769	0.050
13:30 - 14:00	5	30769	0.023	5	30769	0.010	5	30769	0.033
14:00 - 14:30	5	30769	0.010	5	30769	0.016	5	30769	0.026
14:30 - 15:00	5	30769	0.014	5	30769	0.030	5	30769	0.044
15:00 - 15:30	5	30769	0.012	5	30769	0.031	5	30769	0.043
15:30 - 16:00	5	30769	0.012	5	30769	0.068	5	30769	0.080
16:00 - 16:30	5	30769	0.003	5	30769	0.128	5	30769	0.131
16:30 - 17:00	5	30769	0.006	5	30769	0.204	5	30769	0.210
17:00 - 17:30	5	30769	0.008	5	30769	0.319	5	30769	0.327
17:30 - 18:00	5	30769	0.010	5	30769	0.498	5	30769	0.508
18:00 - 18:30	5	30769	0.005	5	30769	0.270	5	30769	0.275
18:30 - 19:00	5	30769	0.008	5	30769	0.177	5	30769	0.185
19:00 - 19:30	1	120000	0.003	1	120000	0.083	1	120000	0.086
19:30 - 20:00	1	120000	0.008	1	120000	0.102	1	120000	0.110
20:00 - 20:30	1	120000	0.007	1	120000	0.041	1	120000	0.048
20:30 - 21:00	1	120000	0.006	1	120000	0.022	1	120000	0.028
21:00 - 21:30	1	120000	0.005	1	120000	0.009	1	120000	0.014
21:30 - 22:00	1	120000	0.006	1	120000	0.010	1	120000	0.016
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.111			2.165			4.276

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.*

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	1	120000	0.166	1	120000	0.023	1	120000	0.189
06:30 - 07:00	1	120000	0.285	1	120000	0.039	1	120000	0.324
07:00 - 07:30	5	30769	0.292	5	30769	0.059	5	30769	0.351
07:30 - 08:00	5	30769	0.460	5	30769	0.032	5	30769	0.492
08:00 - 08:30	5	30769	0.672	5	30769	0.029	5	30769	0.701
08:30 - 09:00	5	30769	1.052	5	30769	0.042	5	30769	1.094
09:00 - 09:30	5	30769	0.765	5	30769	0.038	5	30769	0.803
09:30 - 10:00	5	30769	0.541	5	30769	0.047	5	30769	0.588
10:00 - 10:30	5	30769	0.265	5	30769	0.060	5	30769	0.325
10:30 - 11:00	5	30769	0.121	5	30769	0.059	5	30769	0.180
11:00 - 11:30	5	30769	0.103	5	30769	0.067	5	30769	0.170
11:30 - 12:00	5	30769	0.110	5	30769	0.089	5	30769	0.199
12:00 - 12:30	5	30769	0.163	5	30769	0.207	5	30769	0.370
12:30 - 13:00	5	30769	0.221	5	30769	0.207	5	30769	0.428
13:00 - 13:30	5	30769	0.209	5	30769	0.226	5	30769	0.435
13:30 - 14:00	5	30769	0.229	5	30769	0.195	5	30769	0.424
14:00 - 14:30	5	30769	0.187	5	30769	0.150	5	30769	0.337
14:30 - 15:00	5	30769	0.116	5	30769	0.142	5	30769	0.258
15:00 - 15:30	5	30769	0.077	5	30769	0.163	5	30769	0.240
15:30 - 16:00	5	30769	0.080	5	30769	0.228	5	30769	0.308
16:00 - 16:30	5	30769	0.055	5	30769	0.385	5	30769	0.440
16:30 - 17:00	5	30769	0.060	5	30769	0.508	5	30769	0.568
17:00 - 17:30	5	30769	0.044	5	30769	0.775	5	30769	0.819
17:30 - 18:00	5	30769	0.059	5	30769	1.041	5	30769	1.100
18:00 - 18:30	5	30769	0.034	5	30769	0.600	5	30769	0.634
18:30 - 19:00	5	30769	0.047	5	30769	0.411	5	30769	0.458
19:00 - 19:30	1	120000	0.027	1	120000	0.220	1	120000	0.247
19:30 - 20:00	1	120000	0.022	1	120000	0.260	1	120000	0.282
20:00 - 20:30	1	120000	0.028	1	120000	0.119	1	120000	0.147
20:30 - 21:00	1	120000	0.020	1	120000	0.063	1	120000	0.083
21:00 - 21:30	1	120000	0.033	1	120000	0.056	1	120000	0.089
21:30 - 22:00	1	120000	0.024	1	120000	0.050	1	120000	0.074
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.567			6.590			13.157

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
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	1	120000	0.128	1	120000	0.013	1	120000	0.141
06:30 - 07:00	1	120000	0.186	1	120000	0.028	1	120000	0.214
07:00 - 07:30	5	30769	0.174	5	30769	0.014	5	30769	0.188
07:30 - 08:00	5	30769	0.263	5	30769	0.014	5	30769	0.277
08:00 - 08:30	5	30769	0.287	5	30769	0.020	5	30769	0.307
08:30 - 09:00	5	30769	0.303	5	30769	0.023	5	30769	0.326
09:00 - 09:30	5	30769	0.235	5	30769	0.021	5	30769	0.256
09:30 - 10:00	5	30769	0.159	5	30769	0.023	5	30769	0.182
10:00 - 10:30	5	30769	0.068	5	30769	0.019	5	30769	0.087
10:30 - 11:00	5	30769	0.042	5	30769	0.018	5	30769	0.060
11:00 - 11:30	5	30769	0.033	5	30769	0.021	5	30769	0.054
11:30 - 12:00	5	30769	0.038	5	30769	0.031	5	30769	0.069
12:00 - 12:30	5	30769	0.041	5	30769	0.051	5	30769	0.092
12:30 - 13:00	5	30769	0.034	5	30769	0.032	5	30769	0.066
13:00 - 13:30	5	30769	0.029	5	30769	0.031	5	30769	0.060
13:30 - 14:00	5	30769	0.027	5	30769	0.040	5	30769	0.067
14:00 - 14:30	5	30769	0.021	5	30769	0.034	5	30769	0.055
14:30 - 15:00	5	30769	0.026	5	30769	0.039	5	30769	0.065
15:00 - 15:30	5	30769	0.016	5	30769	0.066	5	30769	0.082
15:30 - 16:00	5	30769	0.023	5	30769	0.088	5	30769	0.111
16:00 - 16:30	5	30769	0.021	5	30769	0.189	5	30769	0.210
16:30 - 17:00	5	30769	0.018	5	30769	0.190	5	30769	0.208
17:00 - 17:30	5	30769	0.022	5	30769	0.287	5	30769	0.309
17:30 - 18:00	5	30769	0.029	5	30769	0.340	5	30769	0.369
18:00 - 18:30	5	30769	0.018	5	30769	0.200	5	30769	0.218
18:30 - 19:00	5	30769	0.025	5	30769	0.143	5	30769	0.168
19:00 - 19:30	1	120000	0.017	1	120000	0.095	1	120000	0.112
19:30 - 20:00	1	120000	0.008	1	120000	0.099	1	120000	0.107
20:00 - 20:30	1	120000	0.011	1	120000	0.048	1	120000	0.059
20:30 - 21:00	1	120000	0.011	1	120000	0.025	1	120000	0.036
21:00 - 21:30	1	120000	0.021	1	120000	0.031	1	120000	0.052
21:30 - 22:00	1	120000	0.010	1	120000	0.028	1	120000	0.038
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.344			2.301			4.645

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.*

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	1	120000	0.004	1	120000	0.003	1	120000	0.007
06:30 - 07:00	1	120000	0.007	1	120000	0.003	1	120000	0.010
07:00 - 07:30	5	30769	0.008	5	30769	0.005	5	30769	0.013
07:30 - 08:00	5	30769	0.008	5	30769	0.005	5	30769	0.013
08:00 - 08:30	5	30769	0.007	5	30769	0.004	5	30769	0.011
08:30 - 09:00	5	30769	0.009	5	30769	0.005	5	30769	0.014
09:00 - 09:30	5	30769	0.002	5	30769	0.005	5	30769	0.007
09:30 - 10:00	5	30769	0.005	5	30769	0.005	5	30769	0.010
10:00 - 10:30	5	30769	0.016	5	30769	0.012	5	30769	0.028
10:30 - 11:00	5	30769	0.013	5	30769	0.013	5	30769	0.026
11:00 - 11:30	5	30769	0.008	5	30769	0.008	5	30769	0.016
11:30 - 12:00	5	30769	0.008	5	30769	0.007	5	30769	0.015
12:00 - 12:30	5	30769	0.013	5	30769	0.008	5	30769	0.021
12:30 - 13:00	5	30769	0.009	5	30769	0.008	5	30769	0.017
13:00 - 13:30	5	30769	0.005	5	30769	0.007	5	30769	0.012
13:30 - 14:00	5	30769	0.006	5	30769	0.007	5	30769	0.013
14:00 - 14:30	5	30769	0.007	5	30769	0.010	5	30769	0.017
14:30 - 15:00	5	30769	0.008	5	30769	0.008	5	30769	0.016
15:00 - 15:30	5	30769	0.004	5	30769	0.008	5	30769	0.012
15:30 - 16:00	5	30769	0.003	5	30769	0.007	5	30769	0.010
16:00 - 16:30	5	30769	0.007	5	30769	0.009	5	30769	0.016
16:30 - 17:00	5	30769	0.008	5	30769	0.016	5	30769	0.024
17:00 - 17:30	5	30769	0.001	5	30769	0.005	5	30769	0.006
17:30 - 18:00	5	30769	0.001	5	30769	0.003	5	30769	0.004
18:00 - 18:30	5	30769	0.001	5	30769	0.001	5	30769	0.002
18:30 - 19:00	5	30769	0.001	5	30769	0.001	5	30769	0.002
19:00 - 19:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
19:30 - 20:00	1	120000	0.000	1	120000	0.002	1	120000	0.002
20:00 - 20:30	1	120000	0.000	1	120000	0.002	1	120000	0.002
20:30 - 21:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:00 - 21:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:30 - 22:00	1	120000	0.002	1	120000	0.002	1	120000	0.004
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.171			0.179			0.350

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
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	1	120000	0.003	1	120000	0.002	1	120000	0.005
06:30 - 07:00	1	120000	0.010	1	120000	0.000	1	120000	0.010
07:00 - 07:30	5	30769	0.003	5	30769	0.003	5	30769	0.006
07:30 - 08:00	5	30769	0.005	5	30769	0.001	5	30769	0.006
08:00 - 08:30	5	30769	0.017	5	30769	0.000	5	30769	0.017
08:30 - 09:00	5	30769	0.023	5	30769	0.001	5	30769	0.024
09:00 - 09:30	5	30769	0.011	5	30769	0.000	5	30769	0.011
09:30 - 10:00	5	30769	0.011	5	30769	0.001	5	30769	0.012
10:00 - 10:30	5	30769	0.006	5	30769	0.002	5	30769	0.008
10:30 - 11:00	5	30769	0.002	5	30769	0.003	5	30769	0.005
11:00 - 11:30	5	30769	0.001	5	30769	0.000	5	30769	0.001
11:30 - 12:00	5	30769	0.003	5	30769	0.000	5	30769	0.003
12:00 - 12:30	5	30769	0.002	5	30769	0.003	5	30769	0.005
12:30 - 13:00	5	30769	0.002	5	30769	0.002	5	30769	0.004
13:00 - 13:30	5	30769	0.001	5	30769	0.001	5	30769	0.002
13:30 - 14:00	5	30769	0.003	5	30769	0.005	5	30769	0.008
14:00 - 14:30	5	30769	0.003	5	30769	0.004	5	30769	0.007
14:30 - 15:00	5	30769	0.003	5	30769	0.003	5	30769	0.006
15:00 - 15:30	5	30769	0.001	5	30769	0.002	5	30769	0.003
15:30 - 16:00	5	30769	0.002	5	30769	0.004	5	30769	0.006
16:00 - 16:30	5	30769	0.000	5	30769	0.009	5	30769	0.009
16:30 - 17:00	5	30769	0.000	5	30769	0.005	5	30769	0.005
17:00 - 17:30	5	30769	0.001	5	30769	0.014	5	30769	0.015
17:30 - 18:00	5	30769	0.000	5	30769	0.020	5	30769	0.020
18:00 - 18:30	5	30769	0.000	5	30769	0.013	5	30769	0.013
18:30 - 19:00	5	30769	0.001	5	30769	0.007	5	30769	0.008
19:00 - 19:30	1	120000	0.000	1	120000	0.007	1	120000	0.007
19:30 - 20:00	1	120000	0.000	1	120000	0.003	1	120000	0.003
20:00 - 20:30	1	120000	0.000	1	120000	0.003	1	120000	0.003
20:30 - 21:00	1	120000	0.000	1	120000	0.002	1	120000	0.002
21:00 - 21:30	1	120000	0.003	1	120000	0.004	1	120000	0.007
21:30 - 22:00	1	120000	0.002	1	120000	0.000	1	120000	0.002
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.119			0.124			0.243

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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 - 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	1	120000	0.001	1	120000	0.000	1	120000	0.001
06:30 - 07:00	1	120000	0.018	1	120000	0.003	1	120000	0.021
07:00 - 07:30	5	30769	0.021	5	30769	0.005	5	30769	0.026
07:30 - 08:00	5	30769	0.023	5	30769	0.001	5	30769	0.024
08:00 - 08:30	5	30769	0.062	5	30769	0.001	5	30769	0.063
08:30 - 09:00	5	30769	0.168	5	30769	0.003	5	30769	0.171
09:00 - 09:30	5	30769	0.118	5	30769	0.002	5	30769	0.120
09:30 - 10:00	5	30769	0.063	5	30769	0.001	5	30769	0.064
10:00 - 10:30	5	30769	0.044	5	30769	0.004	5	30769	0.048
10:30 - 11:00	5	30769	0.010	5	30769	0.001	5	30769	0.011
11:00 - 11:30	5	30769	0.014	5	30769	0.007	5	30769	0.021
11:30 - 12:00	5	30769	0.010	5	30769	0.006	5	30769	0.016
12:00 - 12:30	5	30769	0.027	5	30769	0.003	5	30769	0.030
12:30 - 13:00	5	30769	0.008	5	30769	0.003	5	30769	0.011
13:00 - 13:30	5	30769	0.008	5	30769	0.008	5	30769	0.016
13:30 - 14:00	5	30769	0.007	5	30769	0.003	5	30769	0.010
14:00 - 14:30	5	30769	0.003	5	30769	0.007	5	30769	0.010
14:30 - 15:00	5	30769	0.006	5	30769	0.005	5	30769	0.011
15:00 - 15:30	5	30769	0.005	5	30769	0.007	5	30769	0.012
15:30 - 16:00	5	30769	0.002	5	30769	0.022	5	30769	0.024
16:00 - 16:30	5	30769	0.001	5	30769	0.033	5	30769	0.034
16:30 - 17:00	5	30769	0.002	5	30769	0.058	5	30769	0.060
17:00 - 17:30	5	30769	0.003	5	30769	0.090	5	30769	0.093
17:30 - 18:00	5	30769	0.004	5	30769	0.177	5	30769	0.181
18:00 - 18:30	5	30769	0.003	5	30769	0.112	5	30769	0.115
18:30 - 19:00	5	30769	0.001	5	30769	0.051	5	30769	0.052
19:00 - 19:30	1	120000	0.000	1	120000	0.018	1	120000	0.018
19:30 - 20:00	1	120000	0.001	1	120000	0.016	1	120000	0.017
20:00 - 20:30	1	120000	0.001	1	120000	0.012	1	120000	0.013
20:30 - 21:00	1	120000	0.000	1	120000	0.001	1	120000	0.001
21:00 - 21:30	1	120000	0.000	1	120000	0.003	1	120000	0.003
21:30 - 22:00	1	120000	0.000	1	120000	0.003	1	120000	0.003
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.634			0.666			1.300

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Overground 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 - 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	1	120000	0.000	1	120000	0.002	1	120000	0.002
06:30 - 07:00	1	120000	0.003	1	120000	0.000	1	120000	0.003
07:00 - 07:30	5	30769	0.003	5	30769	0.001	5	30769	0.004
07:30 - 08:00	5	30769	0.009	5	30769	0.000	5	30769	0.009
08:00 - 08:30	5	30769	0.033	5	30769	0.000	5	30769	0.033
08:30 - 09:00	5	30769	0.034	5	30769	0.000	5	30769	0.034
09:00 - 09:30	5	30769	0.021	5	30769	0.000	5	30769	0.021
09:30 - 10:00	5	30769	0.010	5	30769	0.000	5	30769	0.010
10:00 - 10:30	5	30769	0.004	5	30769	0.001	5	30769	0.005
10:30 - 11:00	5	30769	0.000	5	30769	0.001	5	30769	0.001
11:00 - 11:30	5	30769	0.000	5	30769	0.001	5	30769	0.001
11:30 - 12:00	5	30769	0.000	5	30769	0.001	5	30769	0.001
12:00 - 12:30	5	30769	0.000	5	30769	0.000	5	30769	0.000
12:30 - 13:00	5	30769	0.001	5	30769	0.000	5	30769	0.001
13:00 - 13:30	5	30769	0.000	5	30769	0.001	5	30769	0.001
13:30 - 14:00	5	30769	0.000	5	30769	0.000	5	30769	0.000
14:00 - 14:30	5	30769	0.001	5	30769	0.000	5	30769	0.001
14:30 - 15:00	5	30769	0.001	5	30769	0.000	5	30769	0.001
15:00 - 15:30	5	30769	0.000	5	30769	0.001	5	30769	0.001
15:30 - 16:00	5	30769	0.000	5	30769	0.003	5	30769	0.003
16:00 - 16:30	5	30769	0.000	5	30769	0.003	5	30769	0.003
16:30 - 17:00	5	30769	0.000	5	30769	0.010	5	30769	0.010
17:00 - 17:30	5	30769	0.000	5	30769	0.015	5	30769	0.015
17:30 - 18:00	5	30769	0.000	5	30769	0.020	5	30769	0.020
18:00 - 18:30	5	30769	0.000	5	30769	0.020	5	30769	0.020
18:30 - 19:00	5	30769	0.000	5	30769	0.012	5	30769	0.012
19:00 - 19:30	1	120000	0.000	1	120000	0.004	1	120000	0.004
19:30 - 20:00	1	120000	0.000	1	120000	0.003	1	120000	0.003
20:00 - 20:30	1	120000	0.000	1	120000	0.001	1	120000	0.001
20:30 - 21:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:00 - 21:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:30 - 22:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.120			0.100			0.220

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL National Rail 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 - 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	1	120000	0.001	1	120000	0.001	1	120000	0.002
06:30 - 07:00	1	120000	0.003	1	120000	0.001	1	120000	0.004
07:00 - 07:30	5	30769	0.033	5	30769	0.003	5	30769	0.036
07:30 - 08:00	5	30769	0.047	5	30769	0.002	5	30769	0.049
08:00 - 08:30	5	30769	0.106	5	30769	0.001	5	30769	0.107
08:30 - 09:00	5	30769	0.244	5	30769	0.003	5	30769	0.247
09:00 - 09:30	5	30769	0.172	5	30769	0.001	5	30769	0.173
09:30 - 10:00	5	30769	0.157	5	30769	0.003	5	30769	0.160
10:00 - 10:30	5	30769	0.070	5	30769	0.005	5	30769	0.075
10:30 - 11:00	5	30769	0.018	5	30769	0.002	5	30769	0.020
11:00 - 11:30	5	30769	0.013	5	30769	0.007	5	30769	0.020
11:30 - 12:00	5	30769	0.016	5	30769	0.002	5	30769	0.018
12:00 - 12:30	5	30769	0.010	5	30769	0.008	5	30769	0.018
12:30 - 13:00	5	30769	0.009	5	30769	0.005	5	30769	0.014
13:00 - 13:30	5	30769	0.014	5	30769	0.007	5	30769	0.021
13:30 - 14:00	5	30769	0.011	5	30769	0.005	5	30769	0.016
14:00 - 14:30	5	30769	0.004	5	30769	0.003	5	30769	0.007
14:30 - 15:00	5	30769	0.005	5	30769	0.017	5	30769	0.022
15:00 - 15:30	5	30769	0.006	5	30769	0.018	5	30769	0.024
15:30 - 16:00	5	30769	0.006	5	30769	0.020	5	30769	0.026
16:00 - 16:30	5	30769	0.002	5	30769	0.070	5	30769	0.072
16:30 - 17:00	5	30769	0.002	5	30769	0.111	5	30769	0.113
17:00 - 17:30	5	30769	0.001	5	30769	0.164	5	30769	0.165
17:30 - 18:00	5	30769	0.003	5	30769	0.224	5	30769	0.227
18:00 - 18:30	5	30769	0.000	5	30769	0.109	5	30769	0.109
18:30 - 19:00	5	30769	0.002	5	30769	0.083	5	30769	0.085
19:00 - 19:30	1	120000	0.000	1	120000	0.043	1	120000	0.043
19:30 - 20:00	1	120000	0.004	1	120000	0.047	1	120000	0.051
20:00 - 20:30	1	120000	0.003	1	120000	0.022	1	120000	0.025
20:30 - 21:00	1	120000	0.003	1	120000	0.017	1	120000	0.020
21:00 - 21:30	1	120000	0.001	1	120000	0.006	1	120000	0.007
21:30 - 22:00	1	120000	0.001	1	120000	0.003	1	120000	0.004
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.967			1.013			1.980

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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 - 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	1	120000	0.012	1	120000	0.000	1	120000	0.012
06:30 - 07:00	1	120000	0.018	1	120000	0.003	1	120000	0.021
07:00 - 07:30	5	30769	0.008	5	30769	0.014	5	30769	0.022
07:30 - 08:00	5	30769	0.014	5	30769	0.003	5	30769	0.017
08:00 - 08:30	5	30769	0.029	5	30769	0.001	5	30769	0.030
08:30 - 09:00	5	30769	0.051	5	30769	0.002	5	30769	0.053
09:00 - 09:30	5	30769	0.034	5	30769	0.000	5	30769	0.034
09:30 - 10:00	5	30769	0.034	5	30769	0.001	5	30769	0.035
10:00 - 10:30	5	30769	0.016	5	30769	0.000	5	30769	0.016
10:30 - 11:00	5	30769	0.009	5	30769	0.004	5	30769	0.013
11:00 - 11:30	5	30769	0.007	5	30769	0.001	5	30769	0.008
11:30 - 12:00	5	30769	0.012	5	30769	0.006	5	30769	0.018
12:00 - 12:30	5	30769	0.009	5	30769	0.003	5	30769	0.012
12:30 - 13:00	5	30769	0.008	5	30769	0.004	5	30769	0.012
13:00 - 13:30	5	30769	0.010	5	30769	0.003	5	30769	0.013
13:30 - 14:00	5	30769	0.005	5	30769	0.003	5	30769	0.008
14:00 - 14:30	5	30769	0.002	5	30769	0.005	5	30769	0.007
14:30 - 15:00	5	30769	0.003	5	30769	0.008	5	30769	0.011
15:00 - 15:30	5	30769	0.001	5	30769	0.005	5	30769	0.006
15:30 - 16:00	5	30769	0.005	5	30769	0.020	5	30769	0.025
16:00 - 16:30	5	30769	0.001	5	30769	0.016	5	30769	0.017
16:30 - 17:00	5	30769	0.002	5	30769	0.020	5	30769	0.022
17:00 - 17:30	5	30769	0.005	5	30769	0.033	5	30769	0.038
17:30 - 18:00	5	30769	0.003	5	30769	0.052	5	30769	0.055
18:00 - 18:30	5	30769	0.003	5	30769	0.021	5	30769	0.024
18:30 - 19:00	5	30769	0.004	5	30769	0.020	5	30769	0.024
19:00 - 19:30	1	120000	0.003	1	120000	0.010	1	120000	0.013
19:30 - 20:00	1	120000	0.003	1	120000	0.012	1	120000	0.015
20:00 - 20:30	1	120000	0.004	1	120000	0.003	1	120000	0.007
20:30 - 21:00	1	120000	0.003	1	120000	0.004	1	120000	0.007
21:00 - 21:30	1	120000	0.004	1	120000	0.001	1	120000	0.005
21:30 - 22:00	1	120000	0.005	1	120000	0.004	1	120000	0.009
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.327			0.282			0.609

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Servicing 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	1	120000	0.005	1	120000	0.003	1	120000	0.008
06:30 - 07:00	1	120000	0.007	1	120000	0.003	1	120000	0.010
07:00 - 07:30	5	30769	0.010	5	30769	0.005	5	30769	0.015
07:30 - 08:00	5	30769	0.009	5	30769	0.007	5	30769	0.016
08:00 - 08:30	5	30769	0.007	5	30769	0.005	5	30769	0.012
08:30 - 09:00	5	30769	0.010	5	30769	0.006	5	30769	0.016
09:00 - 09:30	5	30769	0.003	5	30769	0.006	5	30769	0.009
09:30 - 10:00	5	30769	0.007	5	30769	0.006	5	30769	0.013
10:00 - 10:30	5	30769	0.016	5	30769	0.012	5	30769	0.028
10:30 - 11:00	5	30769	0.014	5	30769	0.014	5	30769	0.028
11:00 - 11:30	5	30769	0.008	5	30769	0.008	5	30769	0.016
11:30 - 12:00	5	30769	0.008	5	30769	0.007	5	30769	0.015
12:00 - 12:30	5	30769	0.014	5	30769	0.008	5	30769	0.022
12:30 - 13:00	5	30769	0.009	5	30769	0.008	5	30769	0.017
13:00 - 13:30	5	30769	0.005	5	30769	0.007	5	30769	0.012
13:30 - 14:00	5	30769	0.006	5	30769	0.007	5	30769	0.013
14:00 - 14:30	5	30769	0.007	5	30769	0.009	5	30769	0.016
14:30 - 15:00	5	30769	0.008	5	30769	0.008	5	30769	0.016
15:00 - 15:30	5	30769	0.004	5	30769	0.008	5	30769	0.012
15:30 - 16:00	5	30769	0.003	5	30769	0.007	5	30769	0.010
16:00 - 16:30	5	30769	0.005	5	30769	0.008	5	30769	0.013
16:30 - 17:00	5	30769	0.008	5	30769	0.015	5	30769	0.023
17:00 - 17:30	5	30769	0.001	5	30769	0.005	5	30769	0.006
17:30 - 18:00	5	30769	0.001	5	30769	0.003	5	30769	0.004
18:00 - 18:30	5	30769	0.001	5	30769	0.001	5	30769	0.002
18:30 - 19:00	5	30769	0.001	5	30769	0.001	5	30769	0.002
19:00 - 19:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
19:30 - 20:00	1	120000	0.000	1	120000	0.002	1	120000	0.002
20:00 - 20:30	1	120000	0.000	1	120000	0.002	1	120000	0.002
20:30 - 21:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:00 - 21:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:30 - 22:00	1	120000	0.002	1	120000	0.002	1	120000	0.004
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.179			0.183			0.362

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.

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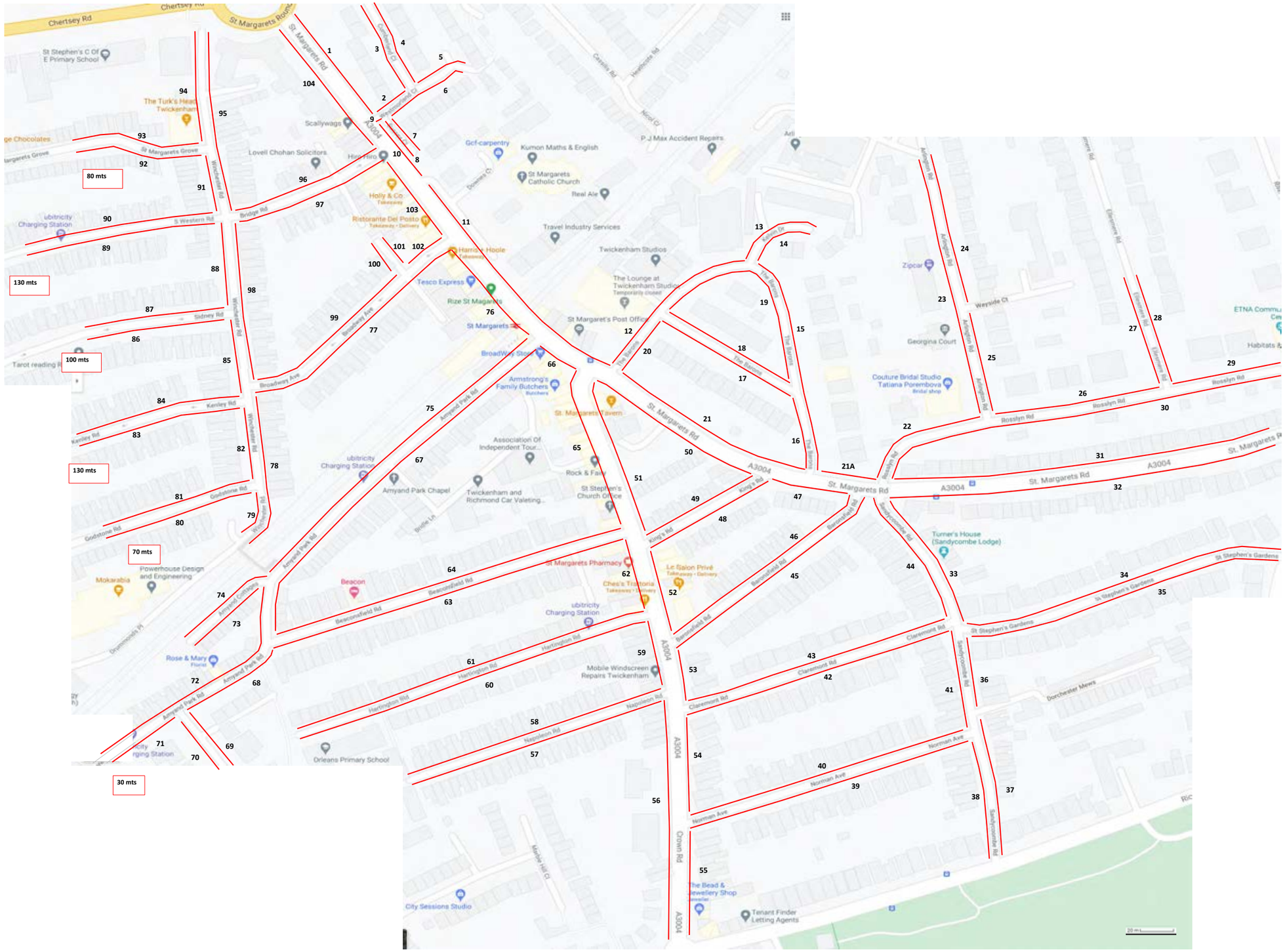
Appendix I Parking Survey

K&M TRAFFIC SURVEYS

DATE : 9th, 10th AND 12th DECEMBER 2020

DAY : WEDNESDAY, THURSDAY AND SATURDAY

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW

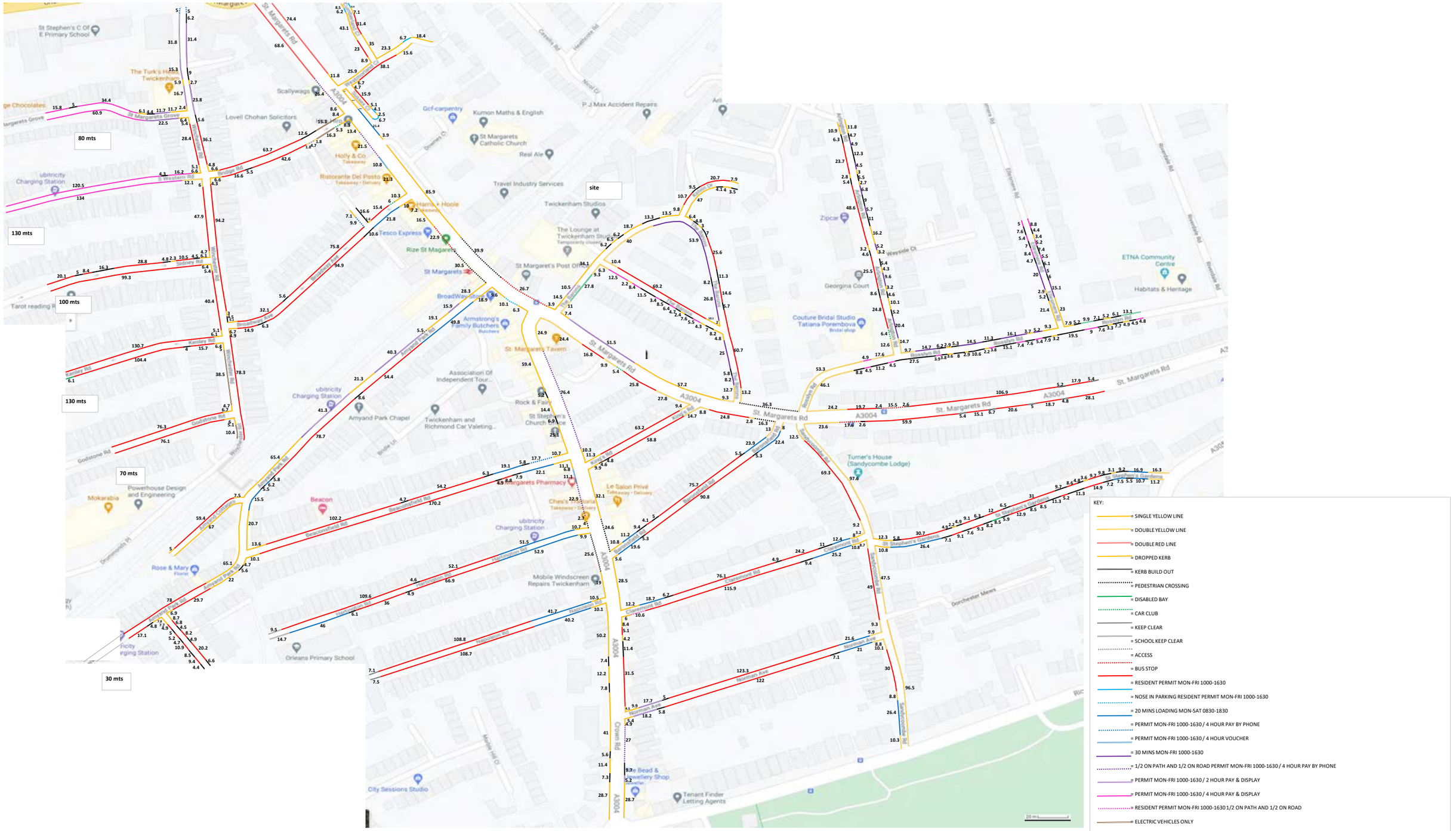


K&M TRAFFIC SURVEYS

DATE : 9th, 10th AND 12th DECEMBER 2020

DAY : WEDNESDAY, THURSDAY AND SATURDAY

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DOUBLE RED LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = CAR CLUB
- = KEEP CLEAR
- = SCHOOL KEEP CLEAR
- = ACCESS
- = BUS STOP
- = RESIDENT PERMIT MON-FRI 1000-1630
- = NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630
- = 20 MINS LOADING MON-SAT 0830-1830
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER
- = 30 MINS MON-FRI 1000-1630
- = 1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY
- = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD
- = ELECTRIC VEHICLES ONLY
- = PERMIT MON-FRI 1000-1630
- = BUSINESS PERMIT MON-FRI 1000-1630
- = MOTORCYCLE BAY
- = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : 9th DECEMBER 2020

DAY : WEDNESDAY

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW

WEDNESDAY 9th DECEMBER 2020

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE (includes marked bays of less than	TIME : 1800			TIME : 1900			TIME : 2000			TIME : 2100			TIME : 2200		
					PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
ST MARGARETS RD	1	DOUBLE RED LINE	74.4																
		SINGLE YELLOW LINE MON-SAT 0800-1830	11.8																
WESTMORELAND CL	2	SINGLE YELLOW LINE	25.9																
CUMBERLAND CL	3	SINGLE YELLOW LINE	60.5																
		RESIDENT PERMIT MON-FRI 1000-1630	23	4	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	6.2	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
	4	NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	6.6	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE	42.1																
		RESIDENT PERMIT MON-FRI 1000-1630	31.4	6	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
WESTMORELAND CL	5	SINGLE YELLOW LINE	41.7																
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	6.7	3	2	1	66.7%	3	0	100.0%	2	1	66.7%	3	0	100.0%	3	0	100.0%
	6	SINGLE YELLOW LINE	22.3		2			2						2			2		
		RESIDENT PERMIT MON-FRI 1000-1630	38.1	7	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%
SUSSEX CL	7	SINGLE YELLOW LINE	12.3																
		RESIDENT PERMIT MON-FRI 1000-1630	15.9	3	2	1	66.7%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	10.8	5	3	2	60.0%	5	0	100.0%	4	1	80.0%	5	0	100.0%	5	0	100.0%
	8	SINGLE YELLOW LINE	28.2																
WESTMORELAND CL	9	SINGLE YELLOW LINE	5.5																
ST MARGARETS RD	10	SINGLE YELLOW LINE	22.8												2				
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21.4	4	2	2	50.0%	2	2	50.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%
	11	SINGLE YELLOW LINE	89.8																
		PEDESTRIAN CROSSING	39.9																
		BUS STOP	26.7																
THE BARONS	12	SINGLE YELLOW LINE	87.3		1			2			3			2			2		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	10.5	2	1	1	50.0%	2	0	100.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
		DROPPED KERB	25.7																
KELVIN DR	13	SINGLE YELLOW LINE	17.7																
		RESIDENT PERMIT MON-FRI 1000-1630	31.4	6	3	2	60.0%	2	3	40.0%	3	2	60.0%	3	2	60.0%	4	1	80.0%
		DROPPED KERB	9.5																
	14	DROPPED KERB	7.6																
		SINGLE YELLOW LINE	51																
THE BARONS	15	SINGLE YELLOW LINE	9.4																
		DROPPED KERB	28.8																
		RESIDENT PERMIT MON-FRI 1000-1630	100.9	19	18	1	94.7%	19	0	100.0%	18	1	94.7%	18	1	94.7%	19	0	100.0%
		DOUBLE YELLOW LINE	13.2																
	16	DOUBLE YELLOW LINE	12.7																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	33.2	6	6	1	85.7%	6	1	85.7%	4	3	57.1%	4	3	57.1%	5	2	71.4%
		DROPPED KERB	5.8																
		SINGLE YELLOW LINE	4.8																
	17	SINGLE YELLOW LINE	17.1		1									1			1		
		DROPPED KERB	39.3																
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	36.2	6	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%
		DOUBLE YELLOW LINE	6.3																
	18	DOUBLE YELLOW LINE	10.4																
		RESIDENT PERMIT MON-FRI 1000-1630	69.2	13	12	1	92.3%	13	0	100.0%	13	0	100.0%	12	1	92.3%	12	1	92.3%
		SINGLE YELLOW LINE	10.1																
	19	SINGLE YELLOW LINE	2																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	80.7	15	14	2	87.5%	15	0	100.0%	14	1	93.3%	14	1	93.3%	15	0	100.0%
		DROPPED KERB	8.2																
		DOUBLE YELLOW LINE	40																
	20	DOUBLE YELLOW LINE	9.3																
		PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD	27.8	5	4	1	80.0%	3	2	60.0%	3	2	60.0%	3	2	60.0%	3	2	60.0%
		SINGLE YELLOW	11																
ST MARGARETS RD	21	DOUBLE YELLOW LINE	64.6																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	51.5	10	4	5	44.4%	4	5	44.4%	3	6	33.3%	2	7	22.2%	2	7	22.2%
		DOUBLE YELLOW LINE	9.3																
	21A	PEDESTRIAN CROSSING	36.3																
ROSSLYN RD	22	DOUBLE YELLOW LINE	70.9																
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	4.9	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
ARLINGTON RD	23	DOUBLE YELLOW LINE	12.6																
		CAR CLUB	6.4	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	1	0	100.0%	1	0	100.0%
		RESIDENT PERMIT MON-FRI 1000-1630	122.6	22	22	1	95.7%	23	1	95.8%	23	1	95.8%	23	1	95.8%	23	1	95.8%
		DROPPED KERB	24.9																
		SINGLE YELLOW LINE	16.9																
	24	MON-FRI 0700-1900 SAT 0700-1300 SINGLE YELLOW LINE	11.8																
		DROPPED KERB	42.5		1														
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	27.1	5	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		SINGLE YELLOW LINE	25.1																
	25	DROPPED KERB	15.2																
		SINGLE YELLOW LINE	17.6																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	30	5	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DOUBLE YELLOW LINE	14.7																
ROSSLYN RD	26	DOUBLE YELLOW LINE	9.7																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	50.5	8	9	0	100.0%	9	0	100.0%	8	2	80.0%	8	2	80.0%	8	2	80.0%
		DROPPED KERB	22.8												1			1		
		SINGLE YELLOW LINE	15.9																
ELLESMERE RD	27	SINGLE YELLOW LINE	24.3		1														
		DROPPED KERB	24.5																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	20	4	3	1	75.0%	3	1	75.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	18.8	3	3	1	75.0%	4	0	100.0%	4	0	100.0%	3	1	75.0%	4	0	100.0%
	28	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	19.5	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		DROPPED KERB	23.9																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	20.1	4	4	0	100.0%	4	0	100.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%
		SINGLE YELLOW LINE	26.4																
ROSSLYN RD	29	SINGLE YELLOW LINE	13.1																
		DROPPED KERB	18.9																
		PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD	23	3	3	0	100.0%	3	0	100.0%	3	1	75.0%	2	2	50.0%	2	2	50.0%
	30	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	43.3	8	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
		DROPPED KERB	140.2		1			1											
		SINGLE YELLOW LINE	20.1																
		DOUBLE YELLOW LINE	46.1																
ST MARGARETS RD	31	DOUBLE YELLOW LINE	24.2																
		RESIDENT PERMIT MON-FRI 1000-1630	144.5	27	25	0	100.0%	20	5	80.0%	25	0	100.0%	25	0	100.0%	24	1	96.0%
		KERB BUILD OUT	15.6																
		BUS STOP	15.5																
	32	RESIDENT PERMIT MON-FRI 1000-1630	142.4	26	23	3	88.5%	23	3	88.5%	23	3	88.5%	23	3	88.5%	24	1	96.0%
		KERB BUILD OUT	24.5																
		BUS STOP	17.6																
		DOUBLE YELLOW LINE	23.6																
SANDYCOMBE RD	33	DOUBLE YELLOW LINE	97.6																
ST STEPHENS GDNS	34	SINGLE YELLOW LINE	21.2		1						1			1			1		
		DROPPED KERB	61.9		1			1			1			1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	101.1	17	17	3	85.0%	18	2	90.0%	20	0	100.0%	20	0	100.0%	20	0	100.0%
		DOUBLE YELLOW LINE	16.3																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	16.9	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	35	DOUBLE YELLOW LINE	11.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	44.6	8	7	1	87.5%	7	1	87.5%	8	0	100.0%	8	0	100.0%	8	0	100.0%
		DROPPED KERB	72.6																
		RESIDENT PERMIT MON-FRI 1000-1630	59.9	8	11	1	91.7%	11	1	91.7%	12	0	100.0%	12	0	100.0%	12	0	100.0%
		DISABLED BAY	8.5	1	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE	10.8												1			1		
SANDYCOMBE RD	36	DOUBLE YELLOW LINE	47.5																
	37	DOUBLE YELLOW LINE	96.5																
	38	DOUBLE YELLOW LINE	29.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	26.4	5	4	1	80.0%	5	0	100.0%	4	1	80.0%	5	0	100.0%	5	0	100.0%
		RESIDENT PERMIT MON-FRI 1000-1630	30	6	5	1	83.3%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
NORMAN AVE	39	DOUBLE YELLOW LINE	8.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21	4	3	1	75.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
		DROPPED KERB	12.9																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	18.2	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		SINGLE YELLOW LINE	5.4																
		RESIDENT PERMIT MON-FRI 1000-1630	122	24	17	5	77.3%	16	6	72.7%	19	3	86.4%	20	2	90.9%	21	1	95.5%
	40	SINGLE YELLOW LINE	9.9																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	17.7	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		DROPPED KERB	5																
		RESIDENT PERMIT MON-FRI 1000-1630	123.3	24	22	0	100.0%	21	1	95.5%	21	1	95.5%	21	1	95.5%	21	1	95.5%
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21.6	4	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
		DOUBLE YELLOW LINE	9.9																
SANDYCOMBE RD	41	DOUBLE YELLOW LINE	18																
		RESIDENT PERMIT MON-FRI 1000-1630	49	9	9	0	100.0%	8	1	88.9%	9	0	100.0%	9	0	100.0%	9	0	100.0%
CLAREMONT RD	42	SINGLE YELLOW LINE	16.8								1			1			1		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	25.2	5	4	1	80.0%	4	1	80.0%	3	2	60.0%	4	1	80.0%	5	0	100.0%
		DROPPED KERB	9.4																
		RESIDENT PERMIT MON-FRI 1000-1630	115.9	23	15	4	78.9%	16	4	80.0%	17	3	85.0%	17	3	85.0%	17	3	85.0%
		ELECTRIC VEHICLES ONLY	10.6	2	1	1	50.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
	43	SINGLE YELLOW LINE MON-SAT 0800-1830	12.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	31.1	5	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	22.6		2			1			1			1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	100.3	19	15	2	88.2%	13	4	76.5%	14	3	82.4%	14	3	82.4%	14	3	82.4%
		SINGLE YELLOW LINE	8																
		DOUBLE YELLOW LINE	3.2																
SANDYCOMBE RD	44	DOUBLE YELLOW LINE	21.7																
		RESIDENT PERMIT MON-FRI 1000-1630	69.3	13	9	4	69.2%	10	3	76.9%	11	2	84.6%	12	1	92.3%	12	1	92.3%
BARONSFIELD RD	45	DOUBLE YELLOW LINE	8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	42	7	6	2	75.0%	8	0	100.0%	8	0	100.0%	7	1	87.5%	7	1	87.5%
		DROPPED KERB	10.6																
		RESIDENT PERMIT MON-FRI 1000-1630	90.8	18	16	1	94.1%	15	1	93.8%	16	0	100.0%	16	0	100.0%	16	0	100.0%
		SINGLE YELLOW LINE	5.6								1			1			1		
	46	SINGLE YELLOW LINE	10.8					1			1			1			1		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	35.1	6	7	0	100.0%	6	1	85.7%	6	0	100.0%	6	0	100.0%	6	0	100.0%
		DROPPED KERB	19.9																
		RESIDENT PERMIT MON-FRI 1000-1630	79.8	16	15	0	100.0%	15	0	100.0%	15	0	100.0%	14	1	93.3%	15	0	100.0%
		DOUBLE YELLOW LINE	13																
ST MARGARETS RD	47	PEDESTRIAN CROSSING	16.3																
		DOUBLE YELLOW LINE	11.6																
		RESIDENT PERMIT MON-FRI 1000-1630	24.8	4	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
KINGS RD	48	DOUBLE YELLOW LINE	14.7																
		RESIDENT PERMIT MON-FRI 1000-1630	58.8	11	11	0	100.0%	11	0	100.0%	11	0	100.0%	11	0	100.0%	11	0	100.0%
		DROPPED KERB	4.8																
		BUSINESS PERMIT MON-FRI 1000-1630	4.6	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
		SINGLE YELLOW LINE	9.9																
	49	SINGLE YELLOW LINE	11.3																
		RESIDENT PERMIT MON-FRI 1000-1630	63.2	12	12	0	100.0%	12	0	100.0%	12	0	100.0%	12	0	100.0%	12	0	100.0%
		DOUBLE YELLOW LINE	9.4																
ST MARGARETS RD	50	DOUBLE YELLOW LINE	62.1																
		RESIDENT PERMIT MON-FRI 1000-1630	42.6	8	8	0	100.0%	8	0	100.0%	7	1	87.5%	8	0	100.0%	8	0	100.0%
		CAR CLUB	5.4	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
CROWN RD	51	DOUBLE YELLOW LINE	24.9																
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	76.4	13	11	2	84.6%	7	6	53.8%	11	2	84.6%	10	3	76.9%	10	3	76.9%
		SINGLE YELLOW LINE	10.3																
	52	SINGLE YELLOW LINE MON-SAT 0800-1830	32.1																
		PEDESTRIAN CROSSING	24.6																
	53	SINGLE YELLOW LINE	28.5																
	54	SINGLE YELLOW LINE	17.1								1			1					
		RESIDENT PERMIT MON-FRI 1000-1630	36.6	7	7	0	100.0%	7	0	100.0%	6	1	85.7%	6	1	85.7%	7	0	100.0%
		DROPPED KERB	11.4																
	55	SINGLE YELLOW LINE	33.6		2			2			3			2			2		
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	27	5	4	1	80.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	9.7																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	5.2	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
	56	SINGLE YELLOW LINE	143.5																
		DROPPED KERB	28.1																
NAPOLEON RD	57	SINGLE YELLOW LINE	10.1																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	40.2	8	6	1	85.7%	6	1	85.7%	6	1	85.7%	7	0	100.0%	7	0	100.0%
		RESIDENT PERMIT MON-FRI 1000-1630	108.7	21	19	1	95.0%	19	1	95.0%	18	2	90.0%	19	1	95.0%	19	1	95.0%
		KEEP CLEAR	7.5																
	58	KEEP CLEAR	7.1																
		RESIDENT PERMIT MON-FRI 1000-1630	108.8	21	18	1	94.7%	18	1	94.7%	16	3	84.2%	17	2	89.5%	18	2	90.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	41.7	8	7	0	100.0%	7	0	100.0%	7	0	100.0%	4	3	57.1%	4	3	57.1%
		SINGLE YELLOW LINE	10.5																
CROWN RD	59	SINGLE YELLOW LINE	19																
		PEDESTRIAN CROSSING	25.6																
HARTINGTON RD	60	SINGLE YELLOW LINE	9.9														1		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	98.9	19	17	0	100.0%	17	0	100.0%	14	3	82.4%	15	2	88.2%	16	1	94.1%
		RESIDENT PERMIT MON-FRI 1000-1630	102.9	20	16	3	84.2%	17	2	89.5%	19	0	100.0%	19	0	100.0%	19	0	100.0%
		DROPPED KERB	11																
		SCHOOL KEEP CLEAR	14.7																
	61	SCHOOL KEEP CLEAR	9.5																
		RESIDENT PERMIT MON-FRI 1000-1630	161.7	31	27	1	96.4%	27	1	96.4%	28	1	96.6%	29	0	100.0%	29	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	51.5	10	5	3	62.5%	8	1	88.9%	7	1	87.5%	7	1	87.5%	10	0	100.0%
		DROPPED KERB	4.6								1			1			1		
		SINGLE YELLOW LINE	10.7																
CROWN RD	62	PEDESTRIAN CROSSING	4																
		SINGLE YELLOW LINE	9.5		2			1			1								
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	22.9	4	4	0	100.0%	4	0	100.0%	4	0	100.0%	3	1	75.0%	2	2	50.0%
		30 MINS MON-FRI 1000-1630	11.1	2	2	0	100.0%	2	0	100.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%
BEACONSFIELD RD	63	SINGLE YELLOW LINE	21.2											1			1		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	22.1	4	3	1	75.0%	3	1	75.0%	3	1	75.0%	4	0	100.0%	4	0	100.0%
		DROPPED KERB	12.8																
		RESIDENT PERMIT MON-FRI 1000-1630	179	35	30	2	93.8%	30	2	93.8%	29	3	90.6%	31	1	96.9%	32	0	100.0%
	64	SINGLE YELLOW LINE	24.3																
		RESIDENT PERMIT MON-FRI 1000-1630	156.4	30	28	1	96.6%	29	1	96.7%	29	1	96.7%	30	0	100.0%	30	0	100.0%
		DROPPED KERB	16.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	19.1	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	17.7	3	2	1	66.7%	2	1	66.7%	2	1	66.7%	3	0	100.0%	3	0	100.0%
CROWN RD	65	SINGLE YELLOW LINE	84.5																
		DROPPED KERB	12.1																
		SINGLE YELLOW LINE MON-SAT 0800-1830	14.4																
ST MARGARETS RD	66	SINGLE YELLOW LINE	15.9																
		20 MINS LOADING MON-SAT 0830-1830	10.1	2	0	2	0.0%	2	0	100.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
AMYAND PARK RD	67	SINGLE YELLOW LINE	45.4					1			2			1			1		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	71.5	13	7	5	58.3%	8	4	66.7%	8	4	66.7%	8	4	66.7%	9	3	75.0%
		RESIDENT PERMIT MON-FRI 1000-1630	133.1	25	20	3	87.0%	20	3	87.0%	19	4	82.6%	20	3	87.0%	20	3	87.0%
		DROPPED KERB	14.1																
	68	SINGLE YELLOW LINE	33.6														1		
		DROPPED KERB	5.6																
		RESIDENT PERMIT MON-FRI 1000-1630	29.7	5	4	1	80.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%	3	2	60.0%
AMYAND PARK GARDENS	69	SINGLE YELLOW LINE	8.7																
		RESIDENT PERMIT MON-FRI 1000-1630	35.2	6	5	1	83.3%	7	0	100.0%	7	0	100.0%	7	0	100.0%	6	1	85.7%
		DROPPED KERB	16																
	70	DROPPED KERB	22.6																
		RESIDENT PERMIT MON-FRI 1000-1630	30.4	5	5	1	83.3%	5	1	83.3%	5	1	83.3%	5	1	83.3%	6	0	100.0%
		SINGLE YELLOW LINE	7.7																
AMYAND PARK RD	71	SINGLE YELLOW LINE	7.8											2			2		
		DROPPED KERB	4.8																
		RESIDENT PERMIT MON-FRI 1000-1630	17.1	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	72	RESIDENT PERMIT MON-FRI 1000-1630	78	15	13	0	100.0%	13	0	100.0%	11	1	91.7%	11	1	91.7%	11	1	91.7%
		SINGLE YELLOW LINE MON-SAT 0800-1830	65.1								1								
AMYAND COTTAGES	73	SINGLE YELLOW LINE	67																
	74	SINGLE YELLOW LINE	12.5																
		RESIDENT PERMIT MON-FRI 1000-1630	59.4	9	4	5	44.4%	4	5	44.4%	4	5	44.4%	5	4	55.6%	5	4	55.6%
AMYAND PARK RD	75	SINGLE YELLOW LINE	134.1																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	97.5	19	15	1	93.8%	12	5	70.6%	13	4	76.5%	13	4	76.5%	13	4	76.5%
		MOTORCYCLE BAY	5.5																
ST MARAGRETS RD	76	PEDESTRIAN CROSSING	30.5																
		BUS STOP	22.9																
		SINGLE YELLOW LINE 0700-2300 / 1 HOUR LOADING	16.5		1						1			1			1		
		DOUBLE YELLOW LINE	7.2																
BROADWAY AVE	77	SINGLE YELLOW LINE	16.7																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21.8	4	4	0	100.0%	3	1	75.0%	3	1	75.0%	2	2	50.0%	3	1	75.0%
		DROPPED KERB	16.9																
		RESIDENT PERMIT MON-FRI 1000-1630	109.8	20	17	2	89.5%	18	1	94.7%	18	0	100.0%	18	0	100.0%	18	0	100.0%
WINCHESTER RD	78	SINGLE YELLOW LINE	4.9		2			2			2			2			2		
		RESIDENT PERMIT MON-FRI 1000-1630	78.3	15	11	0	100.0%	10	1	90.9%	10	1	90.9%	11	0	100.0%	11	0	100.0%
	79	PERMIT MON-FRI 1000-1630	10.4	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE	5.1		1			1			1			1			1		
GODSTONE RD	80	SINGLE YELLOW LONE	6											1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	76.1	15	12	0	100.0%	11	1	91.7%	12	0	100.0%	12	0	100.0%	12	0	100.0%
	81	RESIDENT PERMIT MON-FRI 1000-1630	76.3	15	13	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%
		SINGLE YELLOW LINE	6.7																
WINCHESTER RD	82	SINGLE YELLOW LINE	9.7																
		PERMIT MON-FRI 1000-1630	38.5	7	8	0	100.0%	7	1	87.5%	7	1	87.5%	8	0	100.0%	8	0	100.0%
KENLEY RD	83	SINGLE YELLOW LINE	6.4																
		RESIDENT PERMIT MON-FRI 1000-1630	120.1	23	16	4	80.0%	17	3	85.0%	20	0	100.0%	20	0	100.0%	20	0	100.0%
		DROPPED KERB	4																
		DISABLED BAY	6.1	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
	84	RESIDENT PERMIT MON-FRI 1000-1630	130.7	26	20	1	95.2%	21	0	100.0%	21	0	100.0%	21	0	100.0%	21	0	100.0%
		SINGLE YELLOW LINE	6.1																
WINCHESTER RD	85	SINGLE YELLOW LINE	10.5								1			1			1		
		PERMIT MON-FRI 1000-1630	40.4	8	7	1	87.5%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
SIDNEY RD	86	SINGLE YELLOW LINE	6.4																
		RESIDENT PERMIT MON-FRI 1000-1630	99.3	19	18	2	90.0%	19	1	95.0%	19	1	95.0%	19	1	95.0%	19	1	95.0%
	87	RESIDENT PERMIT MON-FRI 1000-1630	67.8	12	14	0	100.0%	13	1	92.9%	14	0	100.0%	14	0	100.0%	14	0	100.0%
		DROPPED KERB	30.6																
		SINGLE YELLOW LINE	8.4		1														
WINCHESTER RD	88	SINGLE YELLOW LINE	4.7																
		RESIDENT PERMIT MON-FRI 1000-1630	47.9	9	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
		DOUBLE YELLOW LINE	6																
SOUTH WESTERN RD	89	DOUBLE YELLOW LINE	12.1																
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	134	26	22	1	95.7%	22	1	95.7%	22	1	95.7%	22	1	95.7%	21	2	91.3%
	90	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	136.7	27	22	2	91.7%	23	1	95.8%	23	1	95.8%	22	2	91.7%	22	2	91.7%
		DROPPED KERB	4.3																
		SINGLE YELLOW LINE	6.6																
WINCHESTER RD	91	SINGLE YELLOW LINE	10.5																
		RESIDENT PERMIT MON-FRI 1000-1630	28.4	5	4	2	66.7%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
ST MARGARETS GROVE	92	SINGLE YELLOW LINE	6.4																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	22.5	4	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	60.9	12	7	3	70.0%	7	3	70.0%	7	3	70.0%	8	2	80.0%	8	2	80.0%
	93	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	50.2	9	7	1	87.5%	7	1	87.5%	7	1	87.5%	7	1	87.5%	7	1	87.5%
		SINGLE YELLOW LINE	6.1																
		DROPPED KERB	9.4																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	11.7	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE MON-FRI 0800-1700	11.7																
WINCHESTER RD	94	SINGLE YELLOW LINE	8.3																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	32	6	3	3	50.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
		SCHOOL KEEP CLEAR	31.8																
	95	PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	5	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	5	1	1	0	100.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	1	0	100.0%
		DROPPED KERB	20.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	55.2	10	9	1	90.0%	10	0	100.0%	9	1	90.0%	9	1	90.0%	9	1	90.0%
		RESIDENT PERMIT MON-FRI 1000-1630	36.1	7	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
		SINGLE YELLOW LINE	7.5																
BRIDGE RD	96	SINGLE YELLOW LINE	15																
		RESIDENT PERMIT MON-FRI 1000-1630	63.7	12	11	0	100.0%	9	2	81.8%	9	2	81.8%	10	2	83.3%	10	2	83.3%
		DROPPED KERB	12.6																
		PERMIT MON-FRI 1000-1630	15.3	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	97	SINGLE YELLOW LINE	14.9																
		CAR CLUB	5.3	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		PERMIT MON-FRI 1000-1630	16.3	3	3	0	100.0%	2	1	66.7%	1	2	33.3%	1	2	33.3%	2	1	66.7%
		ACCESS	4.7																
		RESIDENT PERMIT MON-FRI 1000-1630	59.2	11	11	0	100.0%	10	1	90.9%	11	0	100.0%	11	0	100.0%	11	0	100.0%
		DROPPED KERB	5.5																
		DOUBLE YELLOW LINE	3.6																
WINCHESTER RD	98	SINGLE YELLOW LINE	7.3																
		RESIDENT PERMIT MON-FRI 1000-1630	94.2	18	14	2	87.5%	16	0	100.0%	17	0	100.0%	17	0	100.0%	17	0	100.0%
		DROPPED KERB	4.5																
BROADWAY AVE	99	SINGLE YELLOW LINE	6.1																
		RESIDENT PERMIT MON-FRI 1000-1630	107.9	21	16	3	84.2%	16	3	84.2%	16	3	84.2%	17	2	89.5%	18	1	94.7%
		DROPPED KERB	5.6																
	100	PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	9.9	1	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE	7.1																
	101	DROPPED KERB	16.6																
	102	SINGLE YELLOW LINE	11.9																
		RESIDENT PERMIT MON-FRI 1000-1630	15.4	3	2	1	66.7%	2	1	66.7%	1	2	33.3%	1	2	33.3%	1	2	33.3%
		CAR CLUB	6	1	1	0	100.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	1	0	100.0%
ST MARGARETS RD	103	SINGLE YELLOW LINE	34.7		1			1			1			1			1		
		30 MINS MON-FRI 1000-1630	10.8	2	0	2	0.0%	0	2	0.0%	1	1	50.0%	1	1	50.0%	0	2	0.0%
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	21.5	4	4	0	100.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%
	104	SINGLE YELLOW LINE	8.6								1								
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	26.4	5	1	4	20.0%	1	4	20.0%	3	2	60.0%	4	1	80.0%	4	1	80.0%
		DOUBLE RED LINE	68.6																

K&M TRAFFIC SURVEYS

DATE : 10th DECEMBER 2020

DAY : THURSDAY

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW

THURSDAY 10th DECEMBER 2020

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE (includes marked bays of less than	TIME : 1800			TIME : 1900			TIME : 2000			TIME : 2100			TIME : 2200		
					PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
ST MARGARETS RD	1	DOUBLE RED LINE	74.4																
		SINGLE YELLOW LINE MON-SAT 0800-1830	11.8																
WESTMORELAND CL	2	SINGLE YELLOW LINE	25.9																
CUMBERLAND CL	3	SINGLE YELLOW LINE	60.5																
		RESIDENT PERMIT MON-FRI 1000-1630	23	4	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	6.2	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	6.6	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
	4	SINGLE YELLOW LINE	42.1																
		RESIDENT PERMIT MON-FRI 1000-1630	31.4	6	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
WESTMORELAND CL	5	SINGLE YELLOW LINE	41.7																
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	6.7	3	1	2	33.3%	2	1	66.7%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	6	SINGLE YELLOW LINE	22.3								1			1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	38.1	7	5	2	71.4%	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%
SUSSEX CL	7	SINGLE YELLOW LINE	12.3																
		RESIDENT PERMIT MON-FRI 1000-1630	15.9	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	10.8	5	3	2	60.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%
	8	SINGLE YELLOW LINE	28.2																
WESTMORELAND CL	9	SINGLE YELLOW LINE	5.5																
ST MARGARETS RD	10	SINGLE YELLOW LINE	22.8		1														
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21.4	4	3	1	75.0%	3	1	75.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%
	11	SINGLE YELLOW LINE	89.8																
		PEDESTRIAN CROSSING	39.9																
		BUS STOP	26.7																
THE BARONS	12	SINGLE YELLOW LINE	87.3																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	10.5	2	2	0	100.0%	2	0	100.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%
		DROPPED KERB	25.7																
KELVIN DR	13	SINGLE YELLOW LINE	17.7																
		RESIDENT PERMIT MON-FRI 1000-1630	31.4	6	2	4	33.3%	2	4	33.3%	3	3	50.0%	3	3	50.0%	3	3	50.0%
		DROPPED KERB	9.5																
	14	DROPPED KERB	7.6																
		SINGLE YELLOW LINE	51																
THE BARONS	15	SINGLE YELLOW LINE	9.4																
		DROPPED KERB	28.8					1			1								
		RESIDENT PERMIT MON-FRI 1000-1630	100.9	19	19	0	100.0%	19	0	100.0%	19	0	100.0%	19	0	100.0%	19	0	100.0%
		DOUBLE YELLOW LINE	13.2																
	16	DOUBLE YELLOW LINE	12.7																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	33.2	6	4	1	80.0%	3	2	60.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%
		DROPPED KERB	5.8																
		SINGLE YELLOW LINE	4.8																
	17	SINGLE YELLOW LINE	17.1																
		DROPPED KERB	39.3																
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	36.2	6	7	0	100.0%	7	0	100.0%	6	1	85.7%	6	1	85.7%	7	0	100.0%
		DOUBLE YELLOW LINE	6.3																
	18	DOUBLE YELLOW LINE	10.4																
		RESIDENT PERMIT MON-FRI 1000-1630	69.2	13	12	1	92.3%	13	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%
		SINGLE YELLOW LINE	10.1								1			1			1		
	19	SINGLE YELLOW LINE	2																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	80.7	15	12	3	80.0%	11	4	73.3%	11	4	73.3%	13	2	86.7%	14	1	93.3%
		DROPPED KERB	8.2																
		DOUBLE YELLOW LINE	40																
	20	DOUBLE YELLOW LINE	9.3																
		PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD	27.8	5	3	1	75.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
		SINGLE YELLOW	11																
ST MARGARETS RD	21	DOUBLE YELLOW LINE	64.6																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	51.5	10	4	5	44.4%	5	4	55.6%	5	4	55.6%	4	5	44.4%	4	5	44.4%
		DOUBLE YELLOW LINE	9.3																
	21A	PEDESTRIAN CROSSING	36.3																
ROSSLYN RD	22	DOUBLE YELLOW LINE	70.9																
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	4.9	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
ARLINGTON RD	23	DOUBLE YELLOW LINE	12.6																
		CAR CLUB	6.4	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
		RESIDENT PERMIT MON-FRI 1000-1630	122.6	22	21	3	87.5%	21	3	87.5%	19	6	76.0%	18	5	78.3%	18	5	78.3%
		DROPPED KERB	24.9																
		SINGLE YELLOW LINE	16.9																
	24	MON-FRI 0700-1900 SAT 0700-1300 SINGLE YELLOW LINE	11.8																
		DROPPED KERB	42.5					1			1								
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	27.1	5	4	1	80.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		SINGLE YELLOW LINE	25.1																
	25	DROPPED KERB	15.2																
		SINGLE YELLOW LINE	17.6					1			1			1					
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	30	5	4	1	80.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DOUBLE YELLOW LINE	14.7																
ROSSLYN RD	26	DOUBLE YELLOW LINE	9.7																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	50.5	8	8	2	80.0%	8	2	80.0%	8	2	80.0%	8	2	80.0%	8	2	80.0%
		DROPPED KERB	22.8																
		SINGLE YELLOW LINE	15.9																
ELLESMERE RD	27	SINGLE YELLOW LINE	24.3																
		DROPPED KERB	24.5																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	20	4	2	2	50.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	18.8	3	3	1	75.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	19.5	3	3	1	75.0%	3	1	75.0%	4	0	100.0%	4	0	100.0%	3	1	75.0%
	28	DROPPED KERB	23.9																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	20.1	4	3	1	75.0%	3	1	75.0%	2	2	50.0%	0	4	0.0%	0	4	0.0%
		SINGLE YELLOW LINE	26.4																
ROSSLYN RD	29	SINGLE YELLOW LINE	13.1																
		DROPPED KERB	18.9																
		PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD	23	3	4	0	100.0%	4	0	100.0%	3	1	75.0%	2	2	50.0%	2	2	50.0%
	30	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	43.3	8	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%
		DROPPED KERB	140.2					1			1								
		SINGLE YELLOW LINE	20.1																
		DOUBLE YELLOW LINE	46.1																
ST MARGARETS RD	31	DOUBLE YELLOW LINE	24.2																
		RESIDENT PERMIT MON-FRI 1000-1630	144.5	27	20	5	80.0%	22	3	88.0%	21	4	84.0%	20	5	80.0%	20	5	80.0%
		KERB BUILD OUT	15.6																
		BUS STOP	15.5																
	32	RESIDENT PERMIT MON-FRI 1000-1630	142.4	26	23	2	92.0%	25	1	96.2%	24	2	92.3%	23	3	88.5%	23	3	88.5%
		KERB BUILD OUT	24.5																
		BUS STOP	17.6																
		DOUBLE YELLOW LINE	23.6																
SANDYCOMBE RD	33	DOUBLE YELLOW LINE	97.6																
ST STEPHENS GDNS	34	SINGLE YELLOW LINE	21.2					1			1			1			1		
		DROPPED KERB	61.9					1			1			1			2		
		RESIDENT PERMIT MON-FRI 1000-1630	101.1	17	16	2	88.9%	15	3	83.3%	17	1	94.4%	18	0	100.0%	18	0	100.0%
		DOUBLE YELLOW LINE	16.3																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	16.9	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	35	DOUBLE YELLOW LINE	11.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	44.6	8	7	2	77.8%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
		DROPPED KERB	72.6																
		RESIDENT PERMIT MON-FRI 1000-1630	59.9	8	11	1	91.7%	10	2	83.3%	10	2	83.3%	11	1	91.7%	11	1	91.7%
		DISABLED BAY	8.5	1	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE	10.8																
SANDYCOMBE RD	36	DOUBLE YELLOW LINE	47.5																
	37	DOUBLE YELLOW LINE	96.5																
	38	DOUBLE YELLOW LINE	29.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	26.4	5	2	3	40.0%	3	2	60.0%	4	1	80.0%	5	0	100.0%	5	0	100.0%
		RESIDENT PERMIT MON-FRI 1000-1630	30	6	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
NORMAN AVE	39	DOUBLE YELLOW LINE	8.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21	4	3	1	75.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
		DROPPED KERB	12.9					1			1			1			1		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	18.2	3	2	1	66.7%	2	1	66.7%	2	1	66.7%	3	0	100.0%	3	0	100.0%
		SINGLE YELLOW LINE	5.4																
		RESIDENT PERMIT MON-FRI 1000-1630	122	24	17	2	89.5%	17	2	89.5%	17	2	89.5%	19	1	95.0%	20	0	100.0%
	40	SINGLE YELLOW LINE	9.9																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	17.7	3	2	1	66.7%	2	1	66.7%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		DROPPED KERB	5																
		RESIDENT PERMIT MON-FRI 1000-1630	123.3	24	20	3	87.0%	22	2	91.7%	22	2	91.7%	23	1	95.8%	22	2	91.7%
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21.6	4	2	1	66.7%	2	1	66.7%	2	1	66.7%	2	1	66.7%	2	1	66.7%
		DOUBLE YELLOW LINE	9.9																
SANDYCOMBE RD	41	DOUBLE YELLOW LINE	18																
		RESIDENT PERMIT MON-FRI 1000-1630	49	9	8	1	88.9%	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%
CLAREMONT RD	42	SINGLE YELLOW LINE	16.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	25.2	5	5	0	100.0%	4	1	80.0%	4	1	80.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	9.4																
		RESIDENT PERMIT MON-FRI 1000-1630	115.9	23	17	4	81.0%	18	2	90.0%	18	2	90.0%	18	2	90.0%	18	2	90.0%
		ELECTRIC VEHICLES ONLY	10.6	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
	43	SINGLE YELLOW LINE MON-SAT 0800-1830	12.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	31.1	5	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	22.6		1			1			1			1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	100.3	19	12	5	70.6%	14	3	82.4%	15	2	88.2%	16	1	94.1%	17	0	100.0%
		SINGLE YELLOW LINE	8																
		DOUBLE YELLOW LINE	3.2																
SANDYCOMBE RD	44	DOUBLE YELLOW LINE	21.7										1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	69.3	13	12	0	100.0%	12	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%
BARONSFIELD RD	45	DOUBLE YELLOW LINE	8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	42	7	7	0	100.0%	6	0	100.0%	5	2	71.4%	5	2	71.4%	5	2	71.4%
		DROPPED KERB	10.6																
		RESIDENT PERMIT MON-FRI 1000-1630	90.8	18	17	0	100.0%	15	1	93.8%	15	1	93.8%	15	1	93.8%	16	0	100.0%
		SINGLE YELLOW LINE	5.6																
	46	SINGLE YELLOW LINE	10.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	35.1	6	6	1	85.7%	6	1	85.7%	6	1	85.7%	6	1	85.7%	7	0	100.0%
		DROPPED KERB	19.9																
		RESIDENT PERMIT MON-FRI 1000-1630	79.8	16	14	1	93.3%	15	0	100.0%	15	0	100.0%	13	2	86.7%	13	2	86.7%
		DOUBLE YELLOW LINE	13																
ST MARGARETS RD	47	PEDESTRIAN CROSSING	16.3																
		DOUBLE YELLOW LINE	11.6																
		RESIDENT PERMIT MON-FRI 1000-1630	24.8	4	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
KINGS RD	48	DOUBLE YELLOW LINE	14.7																
		RESIDENT PERMIT MON-FRI 1000-1630	58.8	11	10	0	100.0%	11	0	100.0%	11	0	100.0%	11	0	100.0%	11	0	100.0%
		DROPPED KERB	4.8																
		BUSINESS PERMIT MON-FRI 1000-1630	4.6	1	1	0	100.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
		SINGLE YELLOW LINE	9.9																
	49	SINGLE YELLOW LINE	11.3		2			1											
		RESIDENT PERMIT MON-FRI 1000-1630	63.2	12	11	0	100.0%	10	1	90.9%	10	1	90.9%	10	1	90.9%	11	0	100.0%
		DOUBLE YELLOW LINE	9.4																
ST MARGARETS RD	50	DOUBLE YELLOW LINE	62.1																
		RESIDENT PERMIT MON-FRI 1000-1630	42.6	8	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
		CAR CLUB	5.4	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
CROWN RD	51	DOUBLE YELLOW LINE	24.9																
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	76.4	13	11	2	84.6%	10	3	76.9%	11	2	84.6%	12	1	92.3%	13	0	100.0%
		SINGLE YELLOW LINE	10.3											1					
	52	SINGLE YELLOW LINE MON-SAT 0800-1830	32.1																
		PEDESTRIAN CROSSING	24.6																
	53	SINGLE YELLOW LINE	28.5																
	54	SINGLE YELLOW LINE	17.1																
		RESIDENT PERMIT MON-FRI 1000-1630	36.6	7	7	0	100.0%	6	1	85.7%	6	1	85.7%	7	0	100.0%	7	0	100.0%
		DROPPED KERB	11.4																
	55	SINGLE YELLOW LINE	33.6																
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	27	5	5	0	100.0%	4	1	80.0%	4	1	80.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	9.7																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	5.2	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
	56	SINGLE YELLOW LINE	143.5					2			2			1			1		
		DROPPED KERB	28.1																
NAPOLEON RD	57	SINGLE YELLOW LINE	10.1																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	40.2	8	6	1	85.7%	6	1	85.7%	6	1	85.7%	7	0	100.0%	7	0	100.0%
		RESIDENT PERMIT MON-FRI 1000-1630	108.7	21	18	1	94.7%	18	1	94.7%	18	1	94.7%	18	1	94.7%	18	1	94.7%
		KEEP CLEAR	7.5																
		KEEP CLEAR	7.1																
	58	RESIDENT PERMIT MON-FRI 1000-1630	108.8	21	20	0	100.0%	20	0	100.0%	19	1	95.0%	19	1	95.0%	20	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	41.7	8	5	1	83.3%	5	1	83.3%	5	1	83.3%	6	0	100.0%	6	0	100.0%
		SINGLE YELLOW LINE	10.5																
CROWN RD	59	SINGLE YELLOW LINE	19																
		PEDESTRIAN CROSSING	25.6																
HARTINGTON RD	60	SINGLE YELLOW LINE	9.9																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	98.9	19	15	2	88.2%	14	3	82.4%	14	3	82.4%	16	1	94.1%	17	0	100.0%
		RESIDENT PERMIT MON-FRI 1000-1630	102.9	20	17	1	94.4%	15	3	83.3%	15	3	83.3%	17	1	94.4%	18	0	100.0%
		DROPPED KERB	11																
		SCHOOL KEEP CLEAR	14.7																
		SCHOOL KEEP CLEAR	9.5																
	61	RESIDENT PERMIT MON-FRI 1000-1630	161.7	31	27	1	96.4%	27	1	96.4%	28	0	100.0%	28	0	100.0%	28	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	51.5	10	7	1	87.5%	5	3	62.5%	6	2	75.0%	6	2	75.0%	6	2	75.0%
		DROPPED KERB	4.6																
		SINGLE YELLOW LINE	10.7					1			1			1			1		
CROWN RD	62	PEDESTRIAN CROSSING	4																
		SINGLE YELLOW LINE	9.5																
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	22.9	4	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
		30 MINS MON-FRI 1000-1630	11.1	2	1	1	50.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	1	1	50.0%
BEACONSFIELD RD	63	SINGLE YELLOW LINE	21.2		1			1											
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	22.1	4	4	0	100.0%	3	1	75.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
		DROPPED KERB	12.8																
		RESIDENT PERMIT MON-FRI 1000-1630	179	35	31	2	93.9%	31	2	93.9%	31	2	93.9%	31	2	93.9%	31	2	93.9%
	64	SINGLE YELLOW LINE	24.3																
		RESIDENT PERMIT MON-FRI 1000-1630	156.4	30	25	4	86.2%	27	2	93.1%	28	1	96.6%	28	1	96.6%	28	1	96.6%
		DROPPED KERB	16.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	19.1	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	17.7	3	3	0	100.0%	2	1	66.7%	2	1	66.7%	2	1	66.7%	3	0	100.0%
CROWN RD	65	SINGLE YELLOW LINE	84.5																
		DROPPED KERB	12.1																
		SINGLE YELLOW LINE MON-SAT 0800-1830	14.4																
ST MARGARETS RD	66	SINGLE YELLOW LINE	15.9																
		20 MINS LOADING MON-SAT 0830-1830	10.1	2	0	2	0.0%	2	0	100.0%	1	1	50.0%	0	2	0.0%	0	2	0.0%
AMYAND PARK RD	67	SINGLE YELLOW LINE	45.4		1			2			1			1			1		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	71.5	13	8	4	66.7%	9	3	75.0%	9	3	75.0%	10	2	83.3%	10	2	83.3%
		RESIDENT PERMIT MON-FRI 1000-1630	133.1	25	12	8	60.0%	19	2	90.5%	19	2	90.5%	18	3	85.7%	19	2	90.5%
		DROPPED KERB	14.1																
	68	SINGLE YELLOW LINE	33.6		1			1			1			1					
		DROPPED KERB	5.6																
		RESIDENT PERMIT MON-FRI 1000-1630	29.7	5	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
AMYAND PARK GARDENS	69	SINGLE YELLOW LINE	8.7																
		RESIDENT PERMIT MON-FRI 1000-1630	35.2	6	5	1	83.3%	4	2	66.7%	4	2	66.7%	5	1	83.3%	5	1	83.3%
		DROPPED KERB	16																
	70	DROPPED KERB	22.6																
		RESIDENT PERMIT MON-FRI 1000-1630	30.4	5	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
		SINGLE YELLOW LINE	7.7																
AMYAND PARK RD	71	SINGLE YELLOW LINE	7.8														1		
		DROPPED KERB	4.8																
		RESIDENT PERMIT MON-FRI 1000-1630	17.1	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	72	RESIDENT PERMIT MON-FRI 1000-1630	78	15	12	1	92.3%	12	1	92.3%	12	1	92.3%	12	1	92.3%	13	0	100.0%
		SINGLE YELLOW LINE MON-SAT 0800-1830	65.1																
AMYAND COTTAGES	73	SINGLE YELLOW LINE	67																
	74	SINGLE YELLOW LINE	12.5		1			2			1								
		RESIDENT PERMIT MON-FRI 1000-1630	59.4	9	5	4	55.6%	4	5	44.4%	4	5	44.4%	4	5	44.4%	4	5	44.4%
AMYAND PARK RD	75	SINGLE YELLOW LINE	134.1																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	97.5	19	14	3	82.4%	14	3	82.4%	15	2	88.2%	15	2	88.2%	14	3	82.4%
		MOTORCYCLE BAY	5.5																
ST MARAGRETS RD	76	PEDESTRIAN CROSSING	30.5																
		BUS STOP	22.9																
		SINGLE YELLOW LINE 0700-2300 / 1 HOUR LOADING	16.5		1														
		DOUBLE YELLOW LINE	7.2																
BROADWAY AVE	77	SINGLE YELLOW LINE	16.7																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21.8	4	3	1	75.0%	2	2	50.0%	2	2	50.0%	3	1	75.0%	3	1	75.0%
		DROPPED KERB	16.9																
		RESIDENT PERMIT MON-FRI 1000-1630	109.8	20	16	2	88.9%	17	1	94.4%	15	3	83.3%	15	3	83.3%	15	3	83.3%
WINCHESTER RD	78	SINGLE YELLOW LINE	4.9																
		RESIDENT PERMIT MON-FRI 1000-1630	78.3	15	10	1	90.9%	10	1	90.9%	10	1	90.9%	10	1	90.9%	10	1	90.9%
	79	PERMIT MON-FRI 1000-1630	10.4	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE	5.1			1		1			1			1			1		
GODSTONE RD	80	SINGLE YELLOW LONE	6					1			1			1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	76.1	15	13	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%
	81	RESIDENT PERMIT MON-FRI 1000-1630	76.3	15	14	0	100.0%	14	0	100.0%	14	0	100.0%	14	0	100.0%	14	0	100.0%
		SINGLE YELLOW LINE	6.7								1			1			1		
WINCHESTER RD	82	SINGLE YELLOW LINE	9.7											1			1		
		PERMIT MON-FRI 1000-1630	38.5	7	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
KENLEY RD	83	SINGLE YELLOW LINE	6.4																
		RESIDENT PERMIT MON-FRI 1000-1630	120.1	23	17	2	89.5%	19	0	100.0%	19	0	100.0%	19	0	100.0%	19	0	100.0%
		DROPPED KERB	4																
		DISABLED BAY	6.1	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
	84	RESIDENT PERMIT MON-FRI 1000-1630	130.7	26	18	4	81.8%	21	1	95.5%	22	0	100.0%	22	0	100.0%	22	0	100.0%
		SINGLE YELLOW LINE	6.1																
WINCHESTER RD	85	SINGLE YELLOW LINE	10.5		1			1			1			1			1		
		PERMIT MON-FRI 1000-1630	40.4	8	7	1	87.5%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
SIDNEY RD	86	SINGLE YELLOW LINE	6.4																
		RESIDENT PERMIT MON-FRI 1000-1630	99.3	19	20	1	95.2%	20	1	95.2%	23	0	100.0%	22	1	95.7%	22	1	95.7%
	87	RESIDENT PERMIT MON-FRI 1000-1630	67.8	12	12	1	92.3%	13	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%
		DROPPED KERB	30.6																
		SINGLE YELLOW LINE	8.4																
WINCHESTER RD	88	SINGLE YELLOW LINE	4.7		1			1			1						1		
		RESIDENT PERMIT MON-FRI 1000-1630	47.9	9	8	0	100.0%	8	0	100.0%	7	1	87.5%	7	1	87.5%	7	1	87.5%
		DOUBLE YELLOW LINE	6																
SOUTH WESTERN RD	89	DOUBLE YELLOW LINE	12.1																
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	134	26	21	1	95.5%	21	1	95.5%	21	1	95.5%	21	1	95.5%	21	1	95.5%
	90	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	136.7	27	24	0	100.0%	24	0	100.0%	24	0	100.0%	24	0	100.0%	24	0	100.0%
		DROPPED KERB	4.3																
		SINGLE YELLOW LINE	6.6																
WINCHESTER RD	91	SINGLE YELLOW LINE	10.5											1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	28.4	5	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
ST MARGARETS GROVE	92	SINGLE YELLOW LINE	6.4																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	22.5	4	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	60.9	12	9	1	90.0%	10	0	100.0%	10	0	100.0%	10	0	100.0%	10	0	100.0%
	93	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	50.2	9	7	1	87.5%	7	1	87.5%	7	1	87.5%	7	1	87.5%	7	1	87.5%
		SINGLE YELLOW LINE	6.1																
		DROPPED KERB	9.4								1			1					
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	11.7	2	1	1	50.0%	1	1	50.0%	1	1	50.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE MON-FRI 0800-1700	11.7																
WINCHESTER RD	94	SINGLE YELLOW LINE	8.3																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	32	6	4	1	80.0%	3	3	50.0%	3	3	50.0%	3	3	50.0%	3	3	50.0%
		SCHOOL KEEP CLEAR	31.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	5	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	5	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
	95	DROPPED KERB	20.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	55.2	10	8	2	80.0%	8	2	80.0%	8	2	80.0%	8	2	80.0%	8	2	80.0%
		RESIDENT PERMIT MON-FRI 1000-1630	36.1	7	5	1	83.3%	6	0	100.0%	6	0	100.0%	6	0	100.0%	5	1	83.3%
		SINGLE YELLOW LINE	7.5								1			1			1		
BRIDGE RD	96	SINGLE YELLOW LINE	15																
		RESIDENT PERMIT MON-FRI 1000-1630	63.7	12	10	1	90.9%	12	0	100.0%	12	0	100.0%	12	0	100.0%	12	0	100.0%
		DROPPED KERB	12.6																
		PERMIT MON-FRI 1000-1630	15.3	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	97	SINGLE YELLOW LINE	14.9																
		CAR CLUB	5.3	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		PERMIT MON-FRI 1000-1630	16.3	3	2	0	100.0%	2	0	100.0%	3	0	100.0%	2	1	66.7%	2	1	66.7%
		ACCESS	4.7																
		RESIDENT PERMIT MON-FRI 1000-1630	59.2	11	10	0	100.0%	11	0	100.0%	11	0	100.0%	10	1	90.9%	10	1	90.9%
		DROPPED KERB	5.5																
		DOUBLE YELLOW LINE	3.6																
WINCHESTER RD	98	SINGLE YELLOW LINE	7.3					1			1								
		RESIDENT PERMIT MON-FRI 1000-1630	94.2	18	17	0	100.0%	16	1	94.1%	16	1	94.1%	16	1	94.1%	16	1	94.1%
		DROPPED KERB	4.5																
BROADWAY AVE	99	SINGLE YELLOW LINE	6.1																
		RESIDENT PERMIT MON-FRI 1000-1630	107.9	21	17	2	89.5%	16	3	84.2%	18	1	94.7%	19	0	100.0%	18	1	94.7%
		DROPPED KERB	5.6																
	100	PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	9.9	1	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE	7.1																
	101	DROPPED KERB	16.6																
	102	SINGLE YELLOW LINE	11.9																
		RESIDENT PERMIT MON-FRI 1000-1630	15.4	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		CAR CLUB	6	1	1	0	100.0%	0	1	0.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
ST MARGARETS RD	103	SINGLE YELLOW LINE	34.7																
		30 MINS MON-FRI 1000-1630	10.8	2	1	1	50.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	1	1	50.0%
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	21.5	4	3	1	75.0%	3	1	75.0%	2	2	50.0%	1	3	25.0%	1	3	25.0%
	104	SINGLE YELLOW LINE	8.6																
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	26.4	5	1	4	20.0%	2	3	40.0%	3	2	60.0%	2	3	40.0%	2	3	40.0%
		DOUBLE RED LINE	68.6																

K&M TRAFFIC SURVEYS

DATE : 12th DECEMBER 2020

DAY : SATURDAY

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW

SATURDAY 12th DECEMBER 2020

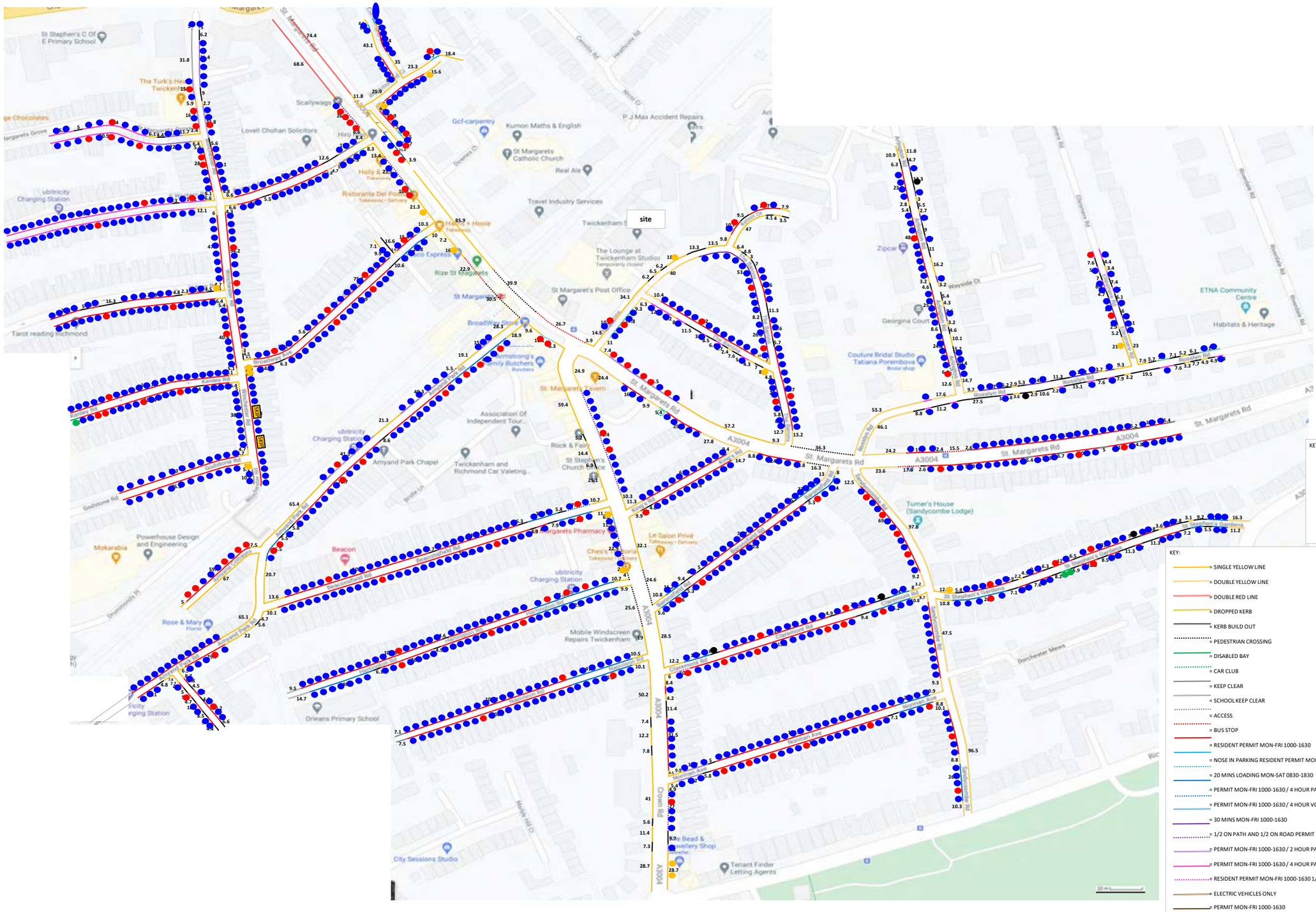
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE (includes marked bays of less than	TIME : 1800 PARKED	TIME : 1800 OBSERVED SPACES	TIME : 1800 %RESTRICTION STRESS	TIME : 1900 PARKED	TIME : 1900 OBSERVED SPACES	TIME : 1900 %RESTRICTION STRESS	TIME : 2000 PARKED	TIME : 2000 OBSERVED SPACES	TIME : 2000 %RESTRICTION STRESS	TIME : 2100 PARKED	TIME : 2100 OBSERVED SPACES	TIME : 2100 %RESTRICTION STRESS	TIME : 2200 PARKED	TIME : 2200 OBSERVED SPACES	TIME : 2200 %RESTRICTION STRESS
ST MARGARETS RD	1	DOUBLE RED LINE	74.4																
		SINGLE YELLOW LINE MON-SAT 0800-1830	11.8																
WESTMORELAND CL	2	SINGLE YELLOW LINE	25.9																
CUMBERLAND CL	3	SINGLE YELLOW LINE	60.5																
		RESIDENT PERMIT MON-FRI 1000-1630	23	4	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	6.2	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	6.6	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
	4	SINGLE YELLOW LINE	42.1																
		RESIDENT PERMIT MON-FRI 1000-1630	31.4	6	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
WESTMORELAND CL	5	SINGLE YELLOW LINE	41.7																
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	6.7	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	6	SINGLE YELLOW LINE	22.3		2			2			2			2			2		
		RESIDENT PERMIT MON-FRI 1000-1630	38.1	7	6	1	85.7%	6	1	85.7%	6	1	85.7%	6	1	85.7%	6	1	85.7%
SUSSEX CL	7	SINGLE YELLOW LINE	12.3																
		RESIDENT PERMIT MON-FRI 1000-1630	15.9	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630	10.8	5	5	0	100.0%	4	1	80.0%	4	1	80.0%	5	0	100.0%	5	0	100.0%
	8	SINGLE YELLOW LINE	28.2																
WESTMORELAND CL	9	SINGLE YELLOW LINE	5.5																
ST MARGARETS RD	10	SINGLE YELLOW LINE	22.8		2			1											
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21.4	4	3	1	75.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%
	11	SINGLE YELLOW LINE	89.8																
		PEDESTRIAN CROSSING	39.9																
		BUS STOP	26.7																
THE BARONS	12	SINGLE YELLOW LINE	87.3																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	10.5	2	1	1	50.0%	1	1	50.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		DROPPED KERB	25.7																
KELVIN DR	13	SINGLE YELLOW LINE	17.7																
		RESIDENT PERMIT MON-FRI 1000-1630	31.4	6	4	2	66.7%	4	2	66.7%	4	2	66.7%	4	2	66.7%	4	2	66.7%
		DROPPED KERB	9.5																
	14	DROPPED KERB	7.6																
		SINGLE YELLOW LINE	51																
THE BARONS	15	SINGLE YELLOW LINE	9.4																
		DROPPED KERB	28.8																
		RESIDENT PERMIT MON-FRI 1000-1630	100.9	19	17	2	89.5%	18	1	94.7%	20	0	100.0%	20	0	100.0%	19	1	95.0%
		DOUBLE YELLOW LINE	13.2																
	16	DOUBLE YELLOW LINE	12.7																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	33.2	6	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	5.8																
		SINGLE YELLOW LINE	4.8																
	17	SINGLE YELLOW LINE	17.1																
		DROPPED KERB	39.3		1			1			1			1			1		
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	36.2	6	6	1	85.7%	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%
		DOUBLE YELLOW LINE	6.3																
	18	DOUBLE YELLOW LINE	10.4																
		RESIDENT PERMIT MON-FRI 1000-1630	69.2	13	12	1	92.3%	13	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%
		SINGLE YELLOW LINE	10.1								1			1			1		
	19	SINGLE YELLOW LINE	2																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	80.7	15	15	0	100.0%	14	1	93.3%	13	2	86.7%	12	3	80.0%	13	2	86.7%
		DROPPED KERB	8.2																
		DOUBLE YELLOW LINE	40																
		DOUBLE YELLOW LINE	9.3																
	20	PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD	27.8	5	3	2	60.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%
		SINGLE YELLOW	11																
ST MARGARETS RD	21	DOUBLE YELLOW LINE	64.6																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	51.5	10	4	5	44.4%	2	7	22.2%	2	7	22.2%	1	9	10.0%	1	9	10.0%
		DOUBLE YELLOW LINE	9.3																
	21A	PEDESTRIAN CROSSING	36.3																
ROSSLYN RD	22	DOUBLE YELLOW LINE	70.9																
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	4.9	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
ARLINGTON RD	23	DOUBLE YELLOW LINE	12.6																
		CAR CLUB	6.4	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
		RESIDENT PERMIT MON-FRI 1000-1630	122.6	22	20	2	90.9%	21	1	95.5%	21	1	95.5%	21	1	95.5%	21	1	95.5%
		DROPPED KERB	24.9																
		SINGLE YELLOW LINE	16.9																
	24	MON-FRI 0700-1900 SAT 0700-1300 SINGLE YELLOW LINE	11.8																
		DROPPED KERB	42.5																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	27.1	5	4	1	80.0%	4	1	80.0%	4	1	80.0%	5	0	100.0%	5	0	100.0%
		SINGLE YELLOW LINE	25.1																
	25	DROPPED KERB	15.2																
		SINGLE YELLOW LINE	17.6								1			1			1		
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	30	5	3	2	60.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%
		DOUBLE YELLOW LINE	14.7																
ROSSLYN RD	26	DOUBLE YELLOW LINE	9.7																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	50.5	8	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%
		DROPPED KERB	22.8																
		SINGLE YELLOW LINE	15.9																
ELLESMERE RD	27	SINGLE YELLOW LINE	24.3																
		DROPPED KERB	24.5																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	20	4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	18.8	3	4	0	100.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%
	28	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	19.5	3	2	2	50.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%
		DROPPED KERB	23.9																
		1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	20.1	4	1	3	25.0%	1	3	25.0%	1	3	25.0%	2	2	50.0%	2	2	50.0%
		SINGLE YELLOW LINE	26.4																
ROSSLYN RD	29	SINGLE YELLOW LINE	13.1																
		DROPPED KERB	18.9																
		PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD	23	3	3	1	75.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%
	30	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	43.3	8	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%
		DROPPED KERB	140.2																
		SINGLE YELLOW LINE	20.1																
		DOUBLE YELLOW LINE	46.1																
ST MARGARETS RD	31	DOUBLE YELLOW LINE	24.2																
		RESIDENT PERMIT MON-FRI 1000-1630	144.5	27	21	5	80.8%	17	9	65.4%	18	8	69.2%	19	7	73.1%	21	5	80.8%
		KERB BUILD OUT	15.6																
		BUS STOP	15.5																
	32	RESIDENT PERMIT MON-FRI 1000-1630	142.4	26	24	2	92.3%	25	1	96.2%	25	1	96.2%	25	1	96.2%	25	1	96.2%
		KERB BUILD OUT	24.5																
		BUS STOP	17.6																
		DOUBLE YELLOW LINE	23.6																
SANDYCOMBE RD	33	DOUBLE YELLOW LINE	97.6																
ST STEPHENS GDNS	34	SINGLE YELLOW LINE	21.2																
		DROPPED KERB	61.9																
		RESIDENT PERMIT MON-FRI 1000-1630	101.1	17	18	0	100.0%	16	1	94.1%	17	1	94.4%	17	1	94.4%	17	1	94.4%
		DOUBLE YELLOW LINE	16.3																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	16.9	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	35	DOUBLE YELLOW LINE	11.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	44.6	8	8	1	88.9%	8	1	88.9%	9	0	100.0%	9	0	100.0%	9	0	100.0%
		DROPPED KERB	72.6		1														
		RESIDENT PERMIT MON-FRI 1000-1630	59.9	8	11	1	91.7%	11	1	91.7%	11	1	91.7%	12	0	100.0%	12	0	100.0%
		DISABLED BAY	8.5	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		SINGLE YELLOW LINE	10.8					1			1			1			1		
SANDYCOMBE RD	36	DOUBLE YELLOW LINE	47.5																
	37	DOUBLE YELLOW LINE	96.5																
	38	DOUBLE YELLOW LINE	29.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	26.4	5	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		RESIDENT PERMIT MON-FRI 1000-1630	30	6	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
NORMAN AVE	39	DOUBLE YELLOW LINE	8.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21	4	3	1	75.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%
		DROPPED KERB	12.9		1			1			1			1			1		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	18.2	3	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
		SINGLE YELLOW LINE	5.4																
		RESIDENT PERMIT MON-FRI 1000-1630	122	24	20	1	95.2%	20	1	95.2%	18	3	85.7%	19	2	90.5%	19	2	90.5%
	40	SINGLE YELLOW LINE	9.9																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	17.7	3	3	1	75.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%
		DROPPED KERB	5																
		RESIDENT PERMIT MON-FRI 1000-1630	123.3	24	21	1	95.5%	21	0	100.0%	22	0	100.0%	22	0	100.0%	22	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21.6	4	3	1	75.0%	4	0	100.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%
		DOUBLE YELLOW LINE	9.9																
SANDYCOMBE RD	41	DOUBLE YELLOW LINE	18		1			1			1			1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	49	9	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%
CLAREMONT RD	42	SINGLE YELLOW LINE	16.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	25.2	5	4	1	80.0%	4	1	80.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	9.4											1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	115.9	23	21	0	100.0%	21	0	100.0%	21	0	100.0%	19	2	90.5%	19	2	90.5%
		ELECTRIC VEHICLES ONLY	10.6	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
	43	SINGLE YELLOW LINE MON-SAT 0800-1830	12.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	31.1	5	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	22.6		1			1			1			1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	100.3	19	14	3	82.4%	16	1	94.1%	15	2	88.2%	15	2	88.2%	16	1	94.1%
		SINGLE YELLOW LINE	8																
		DOUBLE YELLOW LINE	3.2																
SANDYCOMBE RD	44	DOUBLE YELLOW LINE	21.7																
		RESIDENT PERMIT MON-FRI 1000-1630	69.3	13	12	1	92.3%	13	0	100.0%	13	0	100.0%	13	0	100.0%	12	1	92.3%
BARONSFIELD RD	45	DOUBLE YELLOW LINE	8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	42	7	8	0	100.0%	8	0	100.0%	7	1	87.5%	6	2	75.0%	7	0	100.0%
		DROPPED KERB	10.6																
		RESIDENT PERMIT MON-FRI 1000-1630	90.8	18	16	0	100.0%	15	2	88.2%	15	2	88.2%	15	2	88.2%	16	1	94.1%
		SINGLE YELLOW LINE	5.6																
	46	SINGLE YELLOW LINE	10.8					1											
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	35.1	6	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
		DROPPED KERB	19.9																
		RESIDENT PERMIT MON-FRI 1000-1630	79.8	16	15	0	100.0%	15	0	100.0%	15	0	100.0%	14	1	93.3%	14	1	93.3%
		DOUBLE YELLOW LINE	13																
ST MARGARETS RD	47	PEDESTRIAN CROSSING	16.3																
		DOUBLE YELLOW LINE	11.6																
		RESIDENT PERMIT MON-FRI 1000-1630	24.8	4	5	0	100.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%
KINGS RD	48	DOUBLE YELLOW LINE	14.7																
		RESIDENT PERMIT MON-FRI 1000-1630	58.8	11	10	0	100.0%	9	1	90.0%	10	0	100.0%	10	0	100.0%	10	0	100.0%
		DROPPED KERB	4.8																
		BUSINESS PERMIT MON-FRI 1000-1630	4.6	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		SINGLE YELLOW LINE	9.9																
	49	SINGLE YELLOW LINE	11.3																
		RESIDENT PERMIT MON-FRI 1000-1630	63.2	12	11	0	100.0%	10	1	90.9%	10	1	90.9%	11	0	100.0%	11	0	100.0%
		DOUBLE YELLOW LINE	9.4																
ST MARGARETS RD	50	DOUBLE YELLOW LINE	62.1																
		RESIDENT PERMIT MON-FRI 1000-1630	42.6	8	7	1	87.5%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
		CAR CLUB	5.4	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
CROWN RD	51	DOUBLE YELLOW LINE	24.9																
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	76.4	13	10	3	76.9%	11	2	84.6%	12	1	92.3%	10	3	76.9%	8	5	61.5%
		SINGLE YELLOW LINE	10.3		1			2			1								
	52	SINGLE YELLOW LINE MON-SAT 0800-1830	32.1		4			5			3			3			3		
		PEDESTRIAN CROSSING	24.6																
	53	SINGLE YELLOW LINE	28.5																
	54	SINGLE YELLOW LINE	17.1																
		RESIDENT PERMIT MON-FRI 1000-1630	36.6	7	6	1	85.7%	6	1	85.7%	5	2	71.4%	5	2	71.4%	5	2	71.4%
		DROPPED KERB	11.4																
	55	SINGLE YELLOW LINE	33.6		3			3			3			3			3		
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	27	5	5	0	100.0%	5	0	100.0%	4	1	80.0%	3	2	60.0%	3	2	60.0%
		DROPPED KERB	9.7																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	5.2	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
	56	SINGLE YELLOW LINE	143.5																
		DROPPED KERB	28.1																
NAPOLEON RD	57	SINGLE YELLOW LINE	10.1																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	40.2	8	7	1	87.5%	8	0	100.0%	8	0	100.0%	7	1	87.5%	7	1	87.5%
		RESIDENT PERMIT MON-FRI 1000-1630	108.7	21	19	0	100.0%	17	2	89.5%	18	2	90.0%	18	2	90.0%	19	1	95.0%
		KEEP CLEAR	7.5																
	58	KEEP CLEAR	7.1																
		RESIDENT PERMIT MON-FRI 1000-1630	108.8	21	17	2	89.5%	17	2	89.5%	18	1	94.7%	18	1	94.7%	19	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	41.7	8	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%
		SINGLE YELLOW LINE	10.5																
CROWN RD	59	SINGLE YELLOW LINE	19																
		PEDESTRIAN CROSSING	25.6																
HARTINGTON RD	60	SINGLE YELLOW LINE	9.9														1		
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	98.9	19	18	0	100.0%	18	0	100.0%	17	1	94.4%	17	1	94.4%	16	2	88.9%
		RESIDENT PERMIT MON-FRI 1000-1630	102.9	20	16	2	88.9%	16	2	88.9%	16	2	88.9%	17	1	94.4%	16	2	88.9%
		DROPPED KERB	11		1			1			1								
		SCHOOL KEEP CLEAR	14.7																
	61	SCHOOL KEEP CLEAR	9.5																
		RESIDENT PERMIT MON-FRI 1000-1630	161.7	31	27	0	100.0%	27	0	100.0%	25	2	92.6%	24	3	88.9%	24	3	88.9%
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	51.5	10	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
		DROPPED KERB	4.6		1			1			1			1			1		
		SINGLE YELLOW LINE	10.7											1			1		
CROWN RD	62	PEDESTRIAN CROSSING	4																
		SINGLE YELLOW LINE	9.5																
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	22.9	4	4	0	100.0%	4	0	100.0%	4	0	100.0%	3	1	75.0%	4	0	100.0%
		30 MINS MON-FRI 1000-1630	11.1	2	0	2	0.0%	2	0	100.0%	1	1	50.0%	0	2	0.0%	0	2	0.0%
BEACONSFIELD RD	63	SINGLE YELLOW LINE	21.2																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	22.1	4	3	1	75.0%	2	2	50.0%	2	2	50.0%	3	1	75.0%	3	1	75.0%
		DROPPED KERB	12.8																
		RESIDENT PERMIT MON-FRI 1000-1630	179	35	28	5	84.8%	28	5	84.8%	28	5	84.8%	29	4	87.9%	29	4	87.9%
	64	SINGLE YELLOW LINE	24.3																
		RESIDENT PERMIT MON-FRI 1000-1630	156.4	30	27	1	96.4%	28	0	100.0%	28	1	96.6%	28	1	96.6%	29	0	100.0%
		DROPPED KERB	16.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	19.1	3	3	1	75.0%	4	0	100.0%	4	0	100.0%	3	1	75.0%	3	1	75.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	17.7	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
CROWN RD	65	SINGLE YELLOW LINE	84.5																
		DROPPED KERB	12.1																
		SINGLE YELLOW LINE MON-SAT 0800-1830	14.4																
ST MARGARETS RD	66	SINGLE YELLOW LINE	15.9																
		20 MINS LOADING MON-SAT 0830-1830	10.1	2	1	1	50.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	1	1	50.0%
AMYAND PARK RD	67	SINGLE YELLOW LINE	45.4																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	71.5	13	7	5	58.3%	7	5	58.3%	8	4	66.7%	7	5	58.3%	6	6	50.0%
		RESIDENT PERMIT MON-FRI 1000-1630	133.1	25	18	3	85.7%	19	2	90.5%	19	2	90.5%	20	1	95.2%	21	0	100.0%
		DROPPED KERB	14.1																
	68	SINGLE YELLOW LINE	33.6																
		DROPPED KERB	5.6																
		RESIDENT PERMIT MON-FRI 1000-1630	29.7	5	4	1	80.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%
AMYAND PARK GARDENS	69	SINGLE YELLOW LINE	8.7																
		RESIDENT PERMIT MON-FRI 1000-1630	35.2	6	4	2	66.7%	4	2	66.7%	4	2	66.7%	4	2	66.7%	4	2	66.7%
		DROPPED KERB	16																
	70	DROPPED KERB	22.6																
		RESIDENT PERMIT MON-FRI 1000-1630	30.4	5	5	1	83.3%	5	1	83.3%	5	1	83.3%	5	1	83.3%	5	1	83.3%
		SINGLE YELLOW LINE	7.7																
AMYAND PARK RD	71	SINGLE YELLOW LINE	7.8								1			1			1		
		DROPPED KERB	4.8											1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	17.1	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	72	RESIDENT PERMIT MON-FRI 1000-1630	78	15	13	0	100.0%	11	2	84.6%	11	2	84.6%	12	1	92.3%	12	1	92.3%
		SINGLE YELLOW LINE MON-SAT 0800-1830	65.1																
AMYAND COTTAGES	73	SINGLE YELLOW LINE	67																
	74	SINGLE YELLOW LINE	12.5																
		RESIDENT PERMIT MON-FRI 1000-1630	59.4	9	3	6	33.3%	4	5	44.4%	4	5	44.4%	5	4	55.6%	5	4	55.6%
AMYAND PARK RD	75	SINGLE YELLOW LINE	134.1																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	97.5	19	14	3	82.4%	13	4	76.5%	13	4	76.5%	13	4	76.5%	13	4	76.5%
		MOTORCYCLE BAY	5.5																
ST MARAGRETS RD	76	PEDESTRIAN CROSSING	30.5																
		BUS STOP	22.9														2		
		SINGLE YELLOW LINE 0700-2300 / 1 HOUR LOADING	16.5		1			1			1								
		DOUBLE YELLOW LINE	7.2																
BROADWAY AVE	77	SINGLE YELLOW LINE	16.7																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE	21.8	4	3	1	75.0%	4	0	100.0%	3	1	75.0%	3	1	75.0%	3	1	75.0%
		DROPPED KERB	16.9																
		RESIDENT PERMIT MON-FRI 1000-1630	109.8	20	17	3	85.0%	20	0	100.0%	19	1	95.0%	19	1	95.0%	19	1	95.0%
WINCHESTER RD	78	SINGLE YELLOW LINE	4.9		1			1			1			1					
		RESIDENT PERMIT MON-FRI 1000-1630	78.3	15	12	0	100.0%	11	1	91.7%	12	0	100.0%	12	0	100.0%	12	0	100.0%
	79	PERMIT MON-FRI 1000-1630	10.4	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE	5.1		1			1			1			1			1		
GODSTONE RD	80	SINGLE YELLOW LONE	6		1			1			1			1			1		
		RESIDENT PERMIT MON-FRI 1000-1630	76.1	15	14	0	100.0%	12	2	85.7%	13	1	92.9%	13	1	92.9%	14	0	100.0%
	81	RESIDENT PERMIT MON-FRI 1000-1630	76.3	15	15	0	100.0%	15	0	100.0%	15	0	100.0%	14	1	93.3%	13	2	86.7%
		SINGLE YELLOW LINE	6.7																
WINCHESTER RD	82	SINGLE YELLOW LINE	9.7		2			1									1		
		PERMIT MON-FRI 1000-1630	38.5	7	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
KENLEY RD	83	SINGLE YELLOW LINE	6.4																
		RESIDENT PERMIT MON-FRI 1000-1630	120.1	23	21	1	95.5%	21	1	95.5%	21	1	95.5%	21	1	95.5%	21	1	95.5%
		DROPPED KERB	4																
		DISABLED BAY	6.1	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
	84	RESIDENT PERMIT MON-FRI 1000-1630	130.7	26	22	0	100.0%	22	0	100.0%	22	0	100.0%	22	0	100.0%	22	0	100.0%
		SINGLE YELLOW LINE	6.1																
WINCHESTER RD	85	SINGLE YELLOW LINE	10.5		1			1			1			1			1		
		PERMIT MON-FRI 1000-1630	40.4	8	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%
SIDNEY RD	86	SINGLE YELLOW LINE	6.4																
		RESIDENT PERMIT MON-FRI 1000-1630	99.3	19	18	1	94.7%	19	0	100.0%	19	0	100.0%	19	0	100.0%	19	0	100.0%
	87	RESIDENT PERMIT MON-FRI 1000-1630	67.8	12	13	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%	13	0	100.0%
		DROPPED KERB	30.6																
		SINGLE YELLOW LINE	8.4																
WINCHESTER RD	88	SINGLE YELLOW LINE	4.7		1			1											
		RESIDENT PERMIT MON-FRI 1000-1630	47.9	9	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%	9	0	100.0%
		DOUBLE YELLOW LINE	6																
SOUTH WESTERN RD	89	DOUBLE YELLOW LINE	12.1																
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	134	26	20	3	87.0%	20	3	87.0%	21	2	91.3%	21	2	91.3%	21	2	91.3%
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	136.7	27	23	2	92.0%	23	2	92.0%	23	2	92.0%	24	1	96.0%	23	2	92.0%
	90	DROPPED KERB	4.3					1			1			1			1		
		SINGLE YELLOW LINE	6.6																
WINCHESTER RD	91	SINGLE YELLOW LINE	10.5											1					
		RESIDENT PERMIT MON-FRI 1000-1630	28.4	5	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%
ST MARGARETS GROVE	92	SINGLE YELLOW LINE	6.4																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	22.5	4	3	1	75.0%	3	1	75.0%	3	1	75.0%	4	0	100.0%	3	1	75.0%
		RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	60.9	12	10	0	100.0%	10	0	100.0%	10	0	100.0%	10	0	100.0%	10	0	100.0%
	93	RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD	50.2	9	7	1	87.5%	7	1	87.5%	7	1	87.5%	7	1	87.5%	7	1	87.5%
		SINGLE YELLOW LINE	6.1																
		DROPPED KERB	9.4																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	11.7	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	1	1	50.0%	1	1	50.0%
		SINGLE YELLOW LINE MON-FRI 0800-1700	11.7											1			1		
WINCHESTER RD	94	SINGLE YELLOW LINE	8.3																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	32	6	6	0	100.0%	6	0	100.0%	5	1	83.3%	4	2	66.7%	2	4	33.3%
		SCHOOL KEEP CLEAR	31.8											1					
		PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	5	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	5	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
	95	DROPPED KERB	20.8																
		PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY	55.2	10	10	1	90.9%	10	1	90.9%	10	1	90.9%	8	3	72.7%	8	3	72.7%
		RESIDENT PERMIT MON-FRI 1000-1630	36.1	7	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%
		SINGLE YELLOW LINE	7.5											1			1		
BRIDGE RD	96	SINGLE YELLOW LINE	15																
		RESIDENT PERMIT MON-FRI 1000-1630	63.7	12	11	1	91.7%	10	2	83.3%	10	2	83.3%	10	2	83.3%	11	1	91.7%
		DROPPED KERB	12.6																
		PERMIT MON-FRI 1000-1630	15.3	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
	97	SINGLE YELLOW LINE	14.9								1			1			1		
		CAR CLUB	5.3	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		PERMIT MON-FRI 1000-1630	16.3	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		ACCESS	4.7																
		RESIDENT PERMIT MON-FRI 1000-1630	59.2	11	9	2	81.8%	9	2	81.8%	9	2	81.8%	9	2	81.8%	9	2	81.8%
		DROPPED KERB	5.5																
		DOUBLE YELLOW LINE	3.6																
WINCHESTER RD	98	SINGLE YELLOW LINE	7.3																
		RESIDENT PERMIT MON-FRI 1000-1630	94.2	18	17	1	94.4%	16	2	88.9%	16	2	88.9%	16	2	88.9%	16	2	88.9%
		DROPPED KERB	4.5																
BROADWAY AVE	99	SINGLE YELLOW LINE	6.1																
		RESIDENT PERMIT MON-FRI 1000-1630	107.9	21	15	5	75.0%	18	1	94.7%	18	1	94.7%	18	1	94.7%	18	1	94.7%
		DROPPED KERB	5.6																
	100	PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER	9.9	1	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINE	7.1																
	101	DROPPED KERB	16.6																
	102	SINGLE YELLOW LINE	11.9																
		RESIDENT PERMIT MON-FRI 1000-1630	15.4	3	1	2	33.3%	3	0	100.0%	3	0	100.0%	2	1	66.7%	2	1	66.7%
		CAR CLUB	6	1	0	1	0.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
ST MARGARETS RD	103	SINGLE YELLOW LINE	34.7					1			1			1					
		30 MINS MON-FRI 1000-1630	10.8	2	2	0	100.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	21.5	4	2	2	50.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%	1	3	25.0%
	104	SINGLE YELLOW LINE	8.6											1			1		
		PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY	26.4	5	5	0	100.0%	5	0	100.0%	5	0	100.0%	4	1	80.0%	4	1	80.0%
		DOUBLE RED LINE	68.6																

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 9th DECEMBER 2020

TIME : 18:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (PARKED)
- = DISABLED BAY (SPACE)

KEY:

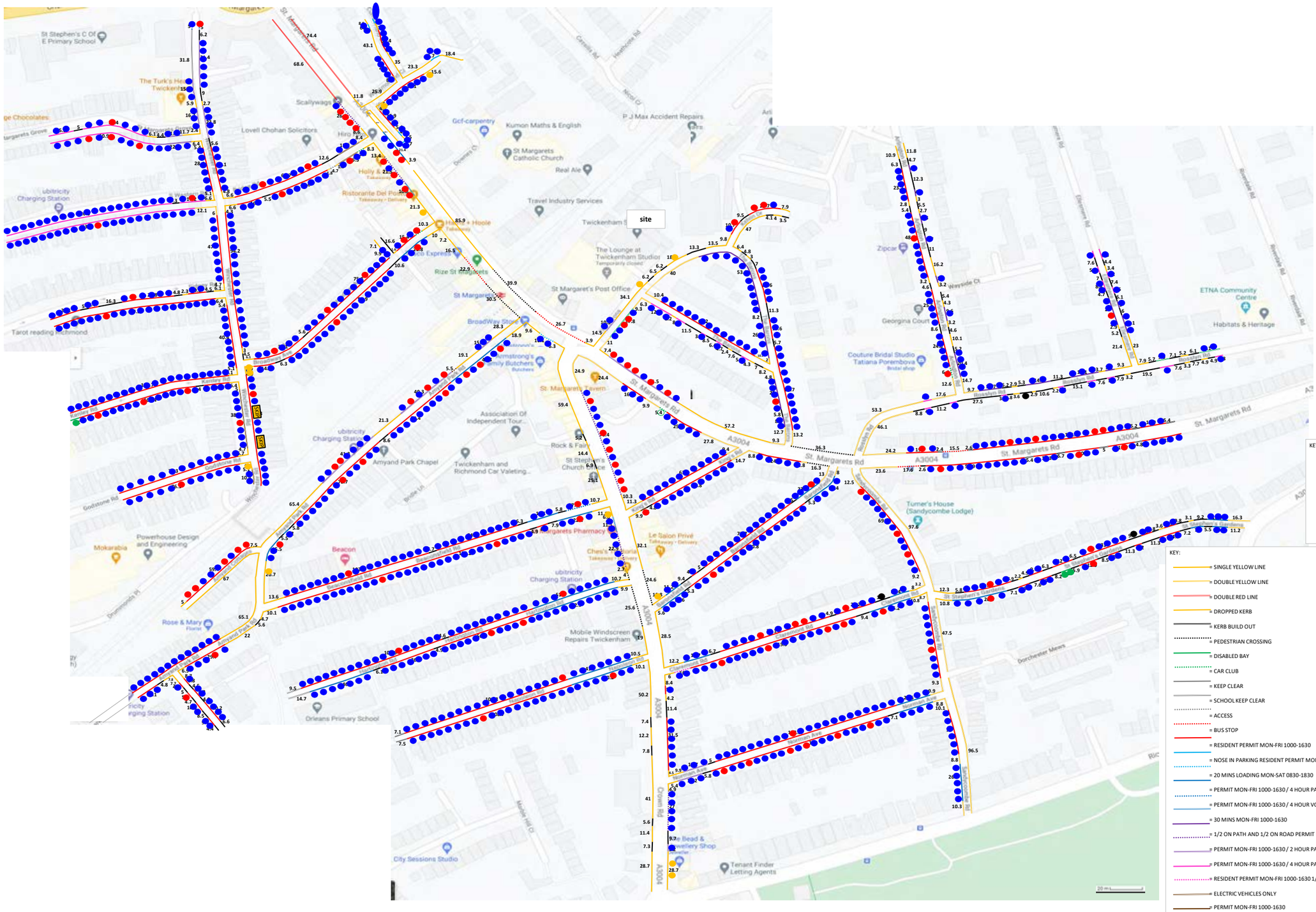
- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DOUBLE RED LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = CAR CLUB
- = KEEP CLEAR
- = SCHOOL KEEP CLEAR
- = ACCESS
- = BUS STOP
- = RESIDENT PERMIT MON-FRI 1000-1630
- = NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630
- = 20 MINS LOADING MON-SAT 0830-1830
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER
- = 30 MINS MON-FRI 1000-1630
- = 1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY
- = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD
- = ELECTRIC VEHICLES ONLY
- = PERMIT MON-FRI 1000-1630
- = BUSINESS PERMIT MON-FRI 1000-1630
- = MOTORCYCLE BAY
- = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 9th DECEMBER 2020

TIME : 19:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (PARKED)
- = DISABLED BAY (SPACE)

KEY:

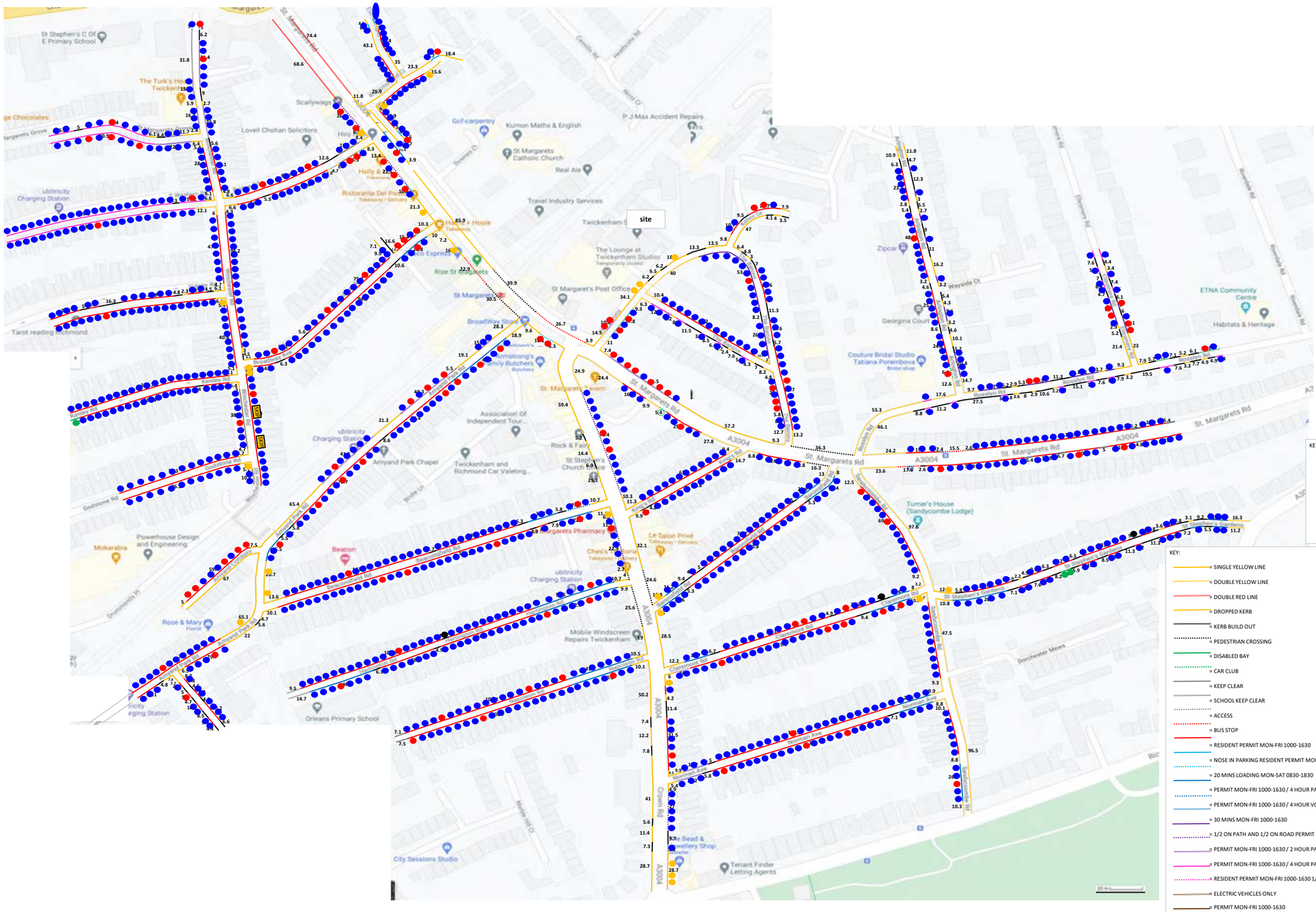
- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DOUBLE RED LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = CAR CLUB
- = KEEP CLEAR
- = SCHOOL KEEP CLEAR
- = ACCESS
- = BUS STOP
- = RESIDENT PERMIT MON-FRI 1000-1630
- = NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630
- = 20 MINS LOADING MON-SAT 0830-1830
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER
- = 30 MINS MON-FRI 1000-1630
- = 1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY
- = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD
- = ELECTRIC VEHICLES ONLY
- = PERMIT MON-FRI 1000-1630
- = BUSINESS PERMIT MON-FRI 1000-1630
- = MOTORCYCLE BAY
- = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 9th DECEMBER 2020

TIME : 20:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

● = PARKED VEHICLE
● = OBSERVED SPACE
● = YELLOW LINES
● = DROPPED KERB
● = DISABLED BAY (PARKED)
○ = DISABLED BAY (SPACE)

KEY:

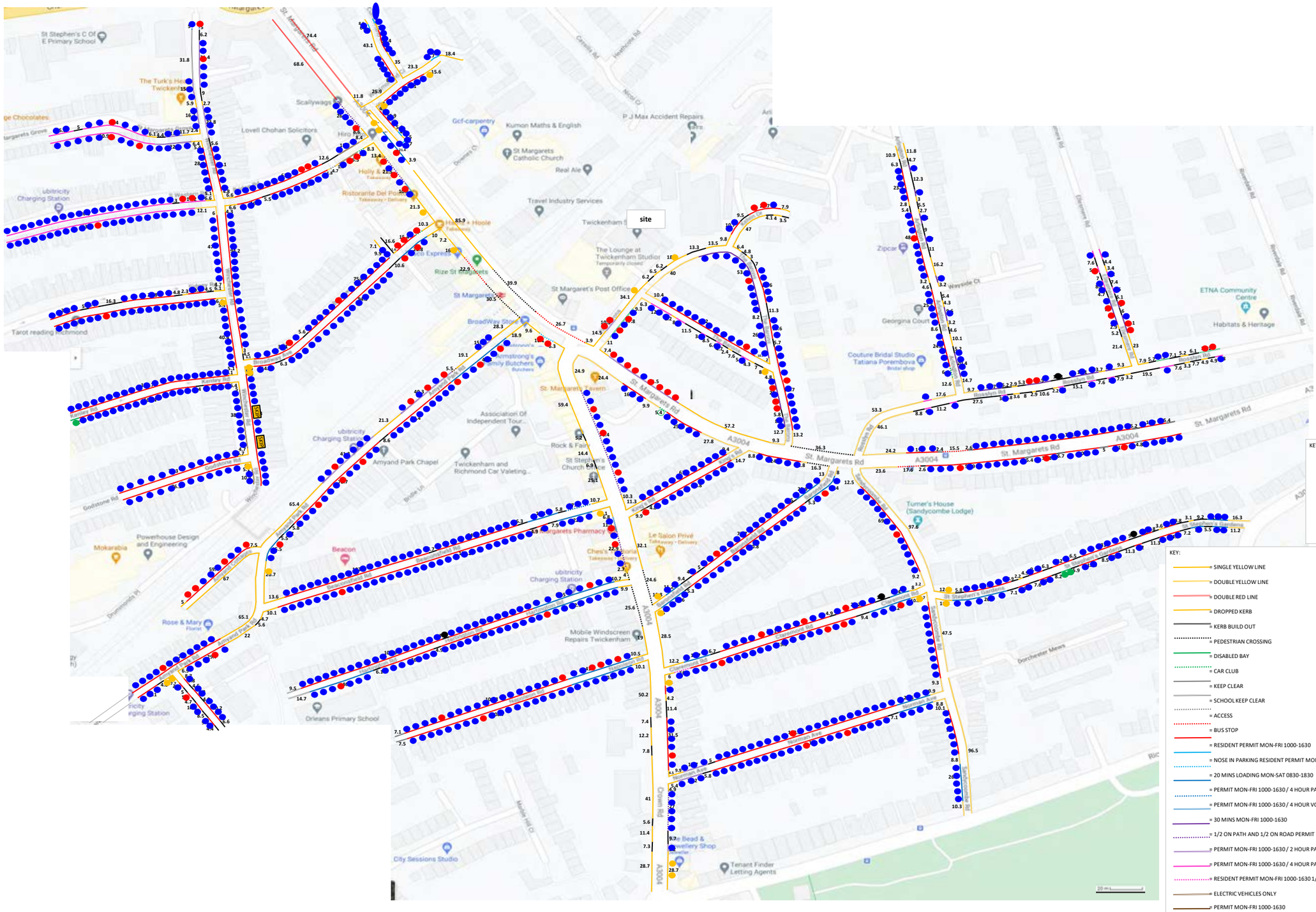
— = SINGLE YELLOW LINE
— = DOUBLE YELLOW LINE
— = DOUBLE RED LINE
— = DROPPED KERB
— = KERB BUILD OUT
┈ = PEDESTRIAN CROSSING
— = DISABLED BAY
┈ = CAR CLUB
— = KEEP CLEAR
— = SCHOOL KEEP CLEAR
┈ = ACCESS
┈ = BUS STOP
— = RESIDENT PERMIT MON-FRI 1000-1630
— = NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630
┈ = 20 MINS LOADING MON-SAT 0830-1830
— = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
┈ = PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER
— = 30 MINS MON-FRI 1000-1630
— = 1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
┈ = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY
— = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY
┈ = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD
— = ELECTRIC VEHICLES ONLY
— = PERMIT MON-FRI 1000-1630
┈ = BUSINESS PERMIT MON-FRI 1000-1630
— = MOTORCYCLE BAY
— = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 9th DECEMBER 2020

TIME : 21:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (PARKED)
- = DISABLED BAY (SPACE)

KEY:

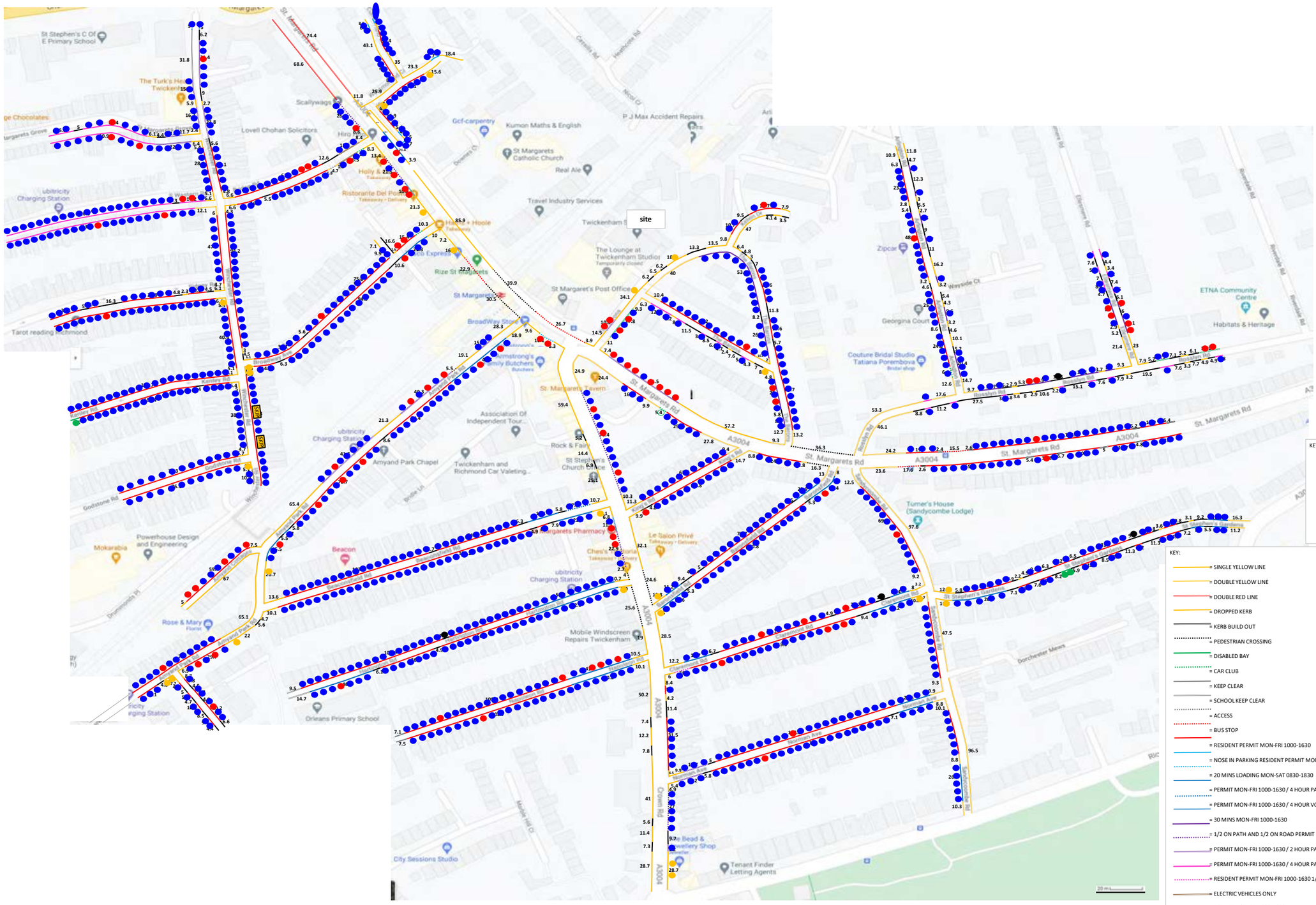
- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DOUBLE RED LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = CAR CLUB
- = KEEP CLEAR
- = SCHOOL KEEP CLEAR
- = ACCESS
- = BUS STOP
- = RESIDENT PERMIT MON-FRI 1000-1630
- = NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630
- = 20 MINS LOADING MON-SAT 0830-1830
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER
- = 30 MINS MON-FRI 1000-1630
- = 1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY
- = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD
- = ELECTRIC VEHICLES ONLY
- = PERMIT MON-FRI 1000-1630
- = BUSINESS PERMIT MON-FRI 1000-1630
- = MOTORCYCLE BAY
- = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 9th DECEMBER 2020

TIME : 22:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (PARKED)
- = DISABLED BAY (SPACE)

KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DOUBLE RED LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = CAR CLUB
- = KEEP CLEAR
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- = ACCESS
- = BUS STOP
- = RESIDENT PERMIT MON-FRI 1000-1630
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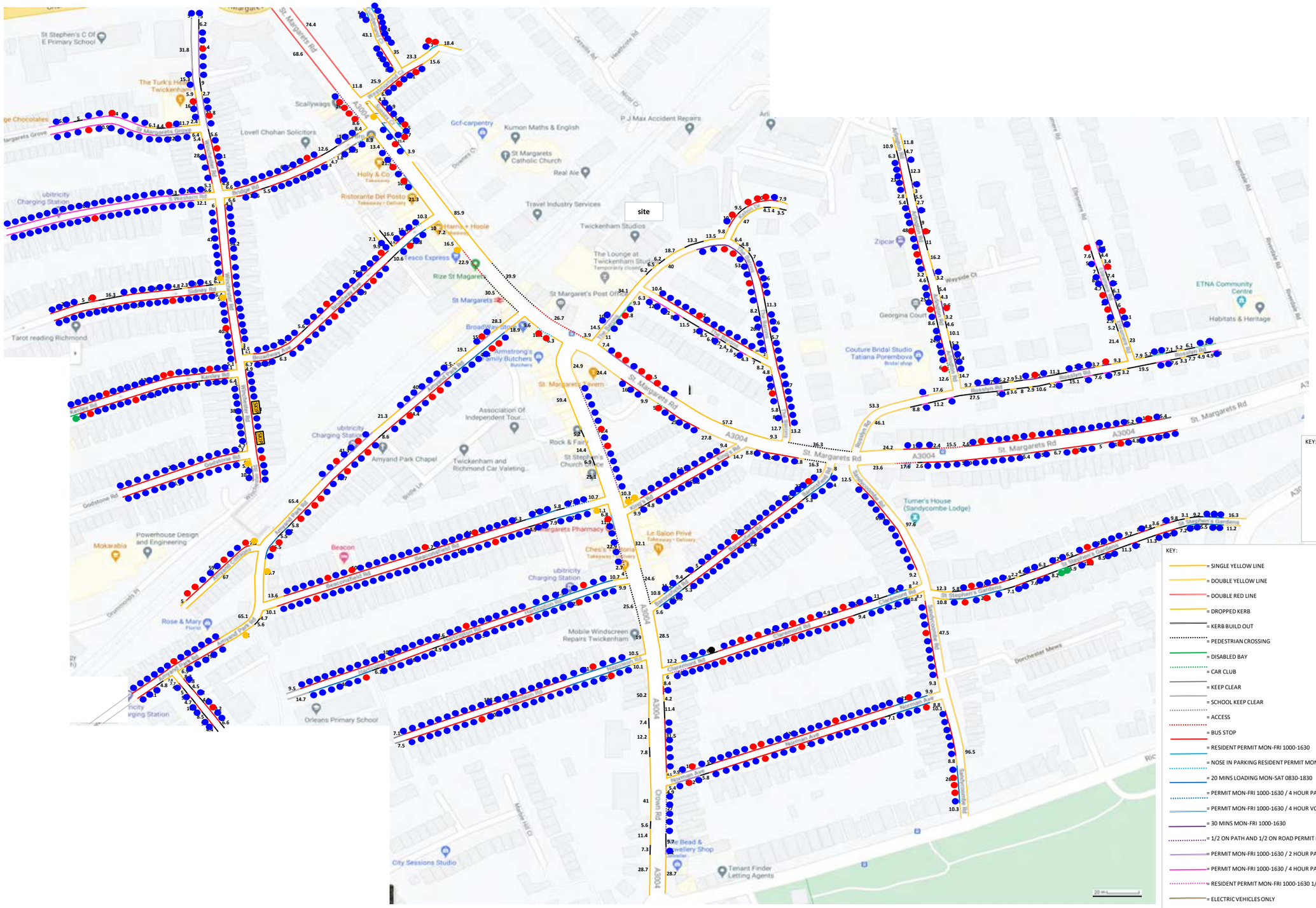
- = 20 MINS LOADING MON-SAT 0830-1830
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER
- = 30 MINS MON-FRI 1000-1630
- = 1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY
- = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD
- = ELECTRIC VEHICLES ONLY
- = PERMIT MON-FRI 1000-1630
- = BUSINESS PERMIT MON-FRI 1000-1630
- = MOTORCYCLE BAY
- = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : THURSDAY 10th DECEMBER 2020

TIME : 18:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

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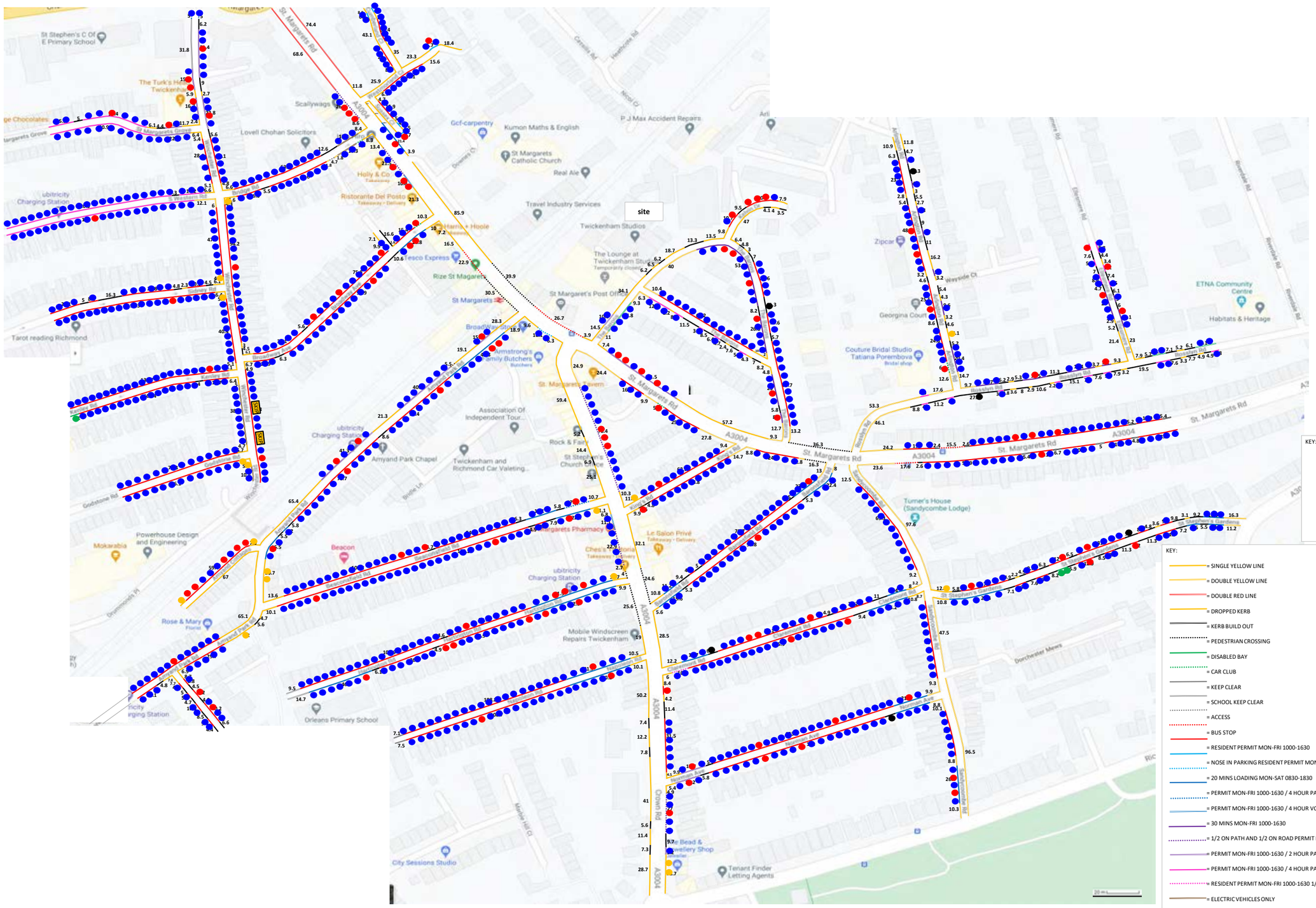
- = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY
- = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD
- = ELECTRIC VEHICLES ONLY
- = PERMIT MON-FRI 1000-1630
- = BUSINESS PERMIT MON-FRI 1000-1630
- = MOTORCYCLE BAY
- = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : THURSDAY 10th DECEMBER 2020

TIME : 19:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

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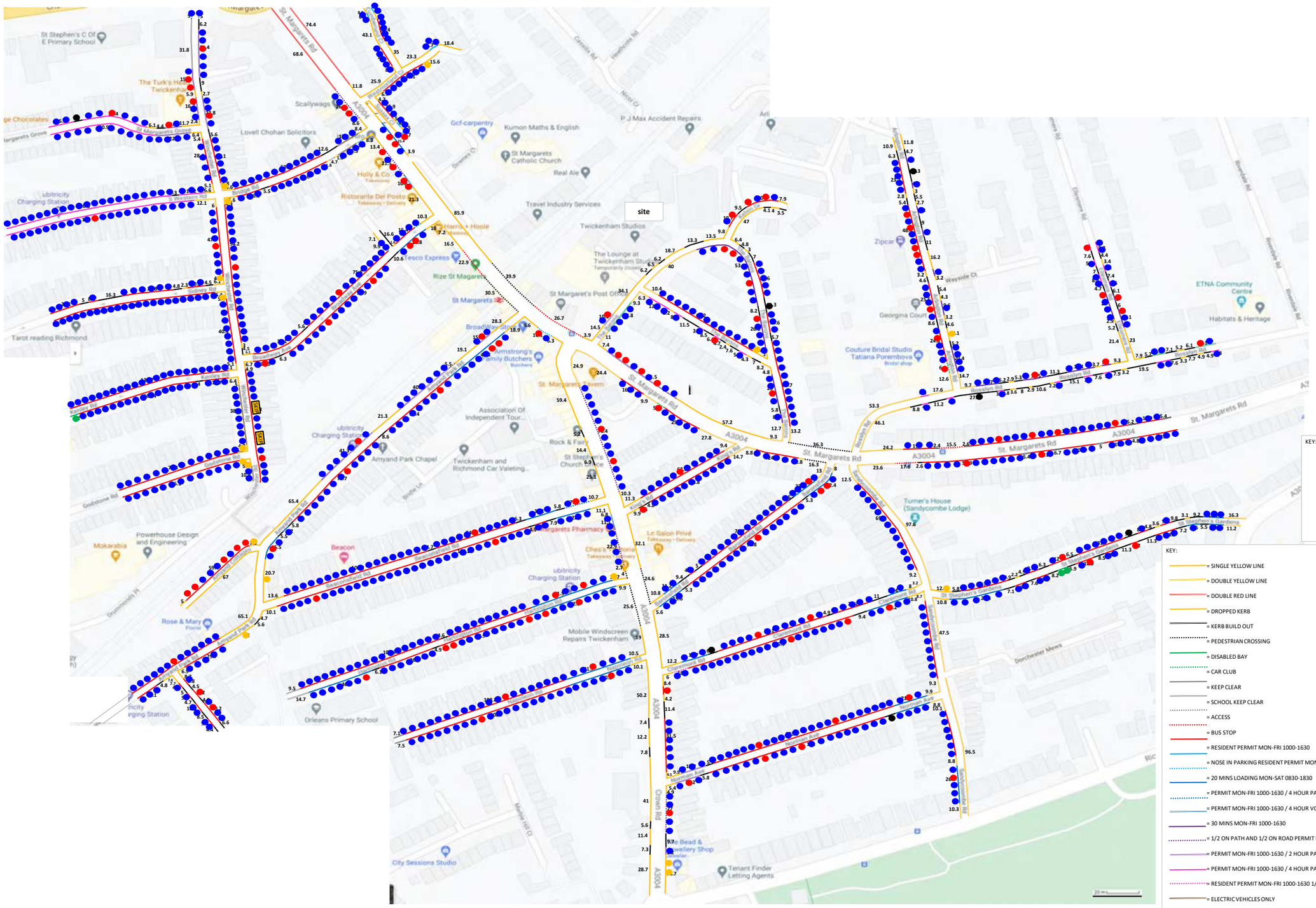
- = ACCESS
- = BUS STOP
- = RESIDENT PERMIT MON-FRI 1000-1630
- = NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630
- = 20 MINS LOADING MON-SAT 0830-1830
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER
- = 30 MINS MON-FRI 1000-1630
- = 1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY
- = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD
- = ELECTRIC VEHICLES ONLY
- = PERMIT MON-FRI 1000-1630
- = BUSINESS PERMIT MON-FRI 1000-1630
- = MOTORCYCLE BAY
- = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : THURSDAY 10th DECEMBER 2020

TIME : 20:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (PARKED)
- = DISABLED BAY (SPACE)

KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DOUBLE RED LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = CAR CLUB
- = KEEP CLEAR
- = SCHOOL KEEP CLEAR
- = ACCESS
- = BUS STOP
- = RESIDENT PERMIT MON-FRI 1000-1630
- = NOSE IN PARKING RESIDENT PERMIT MON-FRI 1000-1630
- = 20 MINS LOADING MON-SAT 0830-1830
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER
- = 30 MINS MON-FRI 1000-1630
- = 1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE
- = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY
- = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY
- = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD
- = ELECTRIC VEHICLES ONLY
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- = BUSINESS PERMIT MON-FRI 1000-1630
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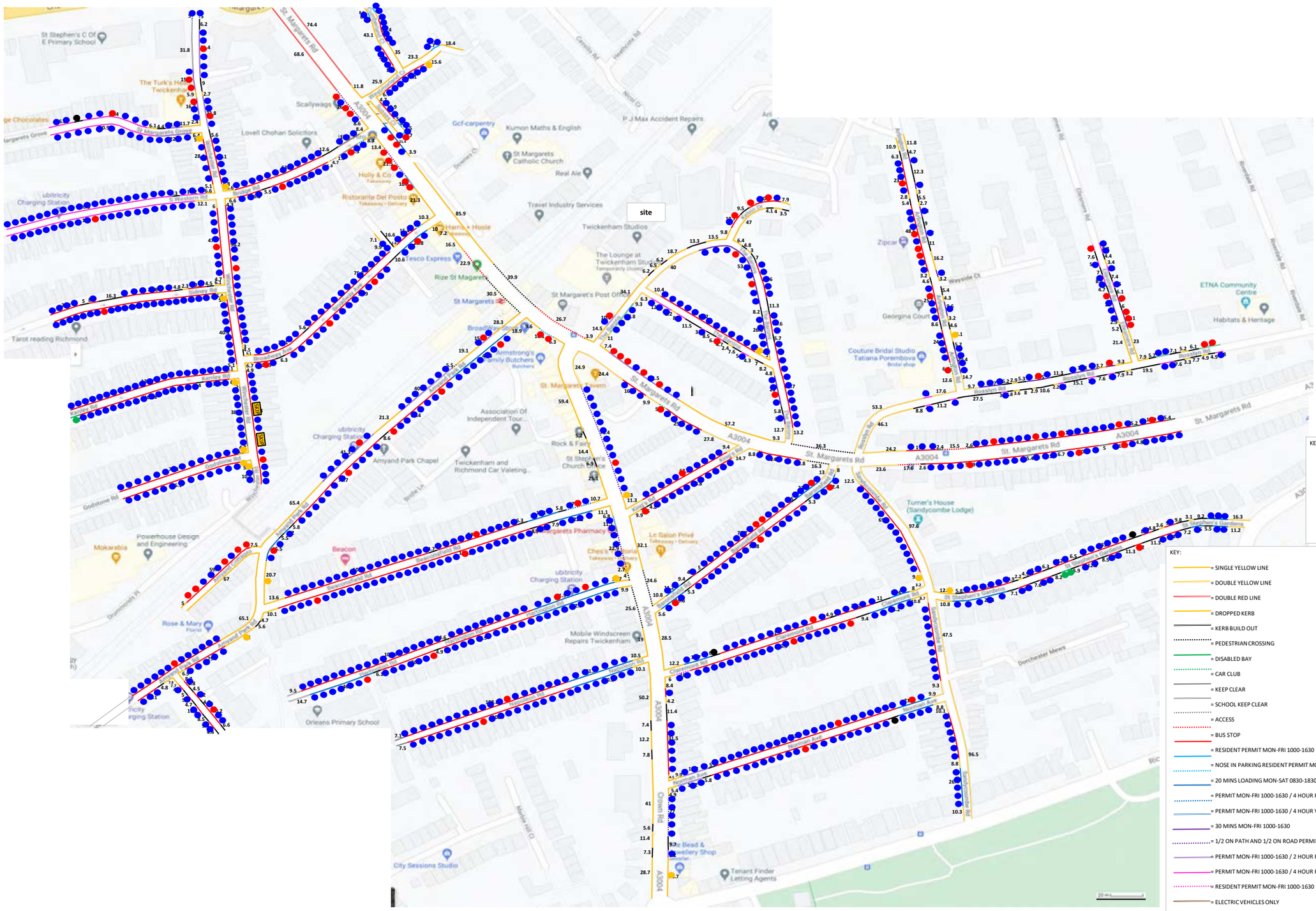
- = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : THURSDAY 10th DECEMBER 2020

TIME : 21:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

● = PARKED VEHICLE

● = OBSERVED SPACE

● = YELLOW LINES

● = DROPPED KERB

● = DISABLED BAY (PARKED)

○ = DISABLED BAY (SPACE)

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— = KERB BUILD OUT

┈ = PEDESTRIAN CROSSING

— = DISABLED BAY

┈ = CAR CLUB

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— = SCHOOL KEEP CLEAR

┈ = ACCESS

┈ = BUS STOP

— = RESIDENT PERMIT MON-FRI 1000-1630

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┈ = PERMIT MON-FRI 1000-1630 / 4 HOUR VOUCHER

— = 30 MINS MON-FRI 1000-1630

— = 1/2 ON PATH AND 1/2 ON ROAD PERMIT MON-FRI 1000-1630 / 4 HOUR PAY BY PHONE

┈ = PERMIT MON-FRI 1000-1630 / 2 HOUR PAY & DISPLAY

— = PERMIT MON-FRI 1000-1630 / 4 HOUR PAY & DISPLAY

┈ = RESIDENT PERMIT MON-FRI 1000-1630 1/2 ON PATH AND 1/2 ON ROAD

— = ELECTRIC VEHICLES ONLY

— = PERMIT MON-FRI 1000-1630

┈ = BUSINESS PERMIT MON-FRI 1000-1630

— = MOTORCYCLE BAY

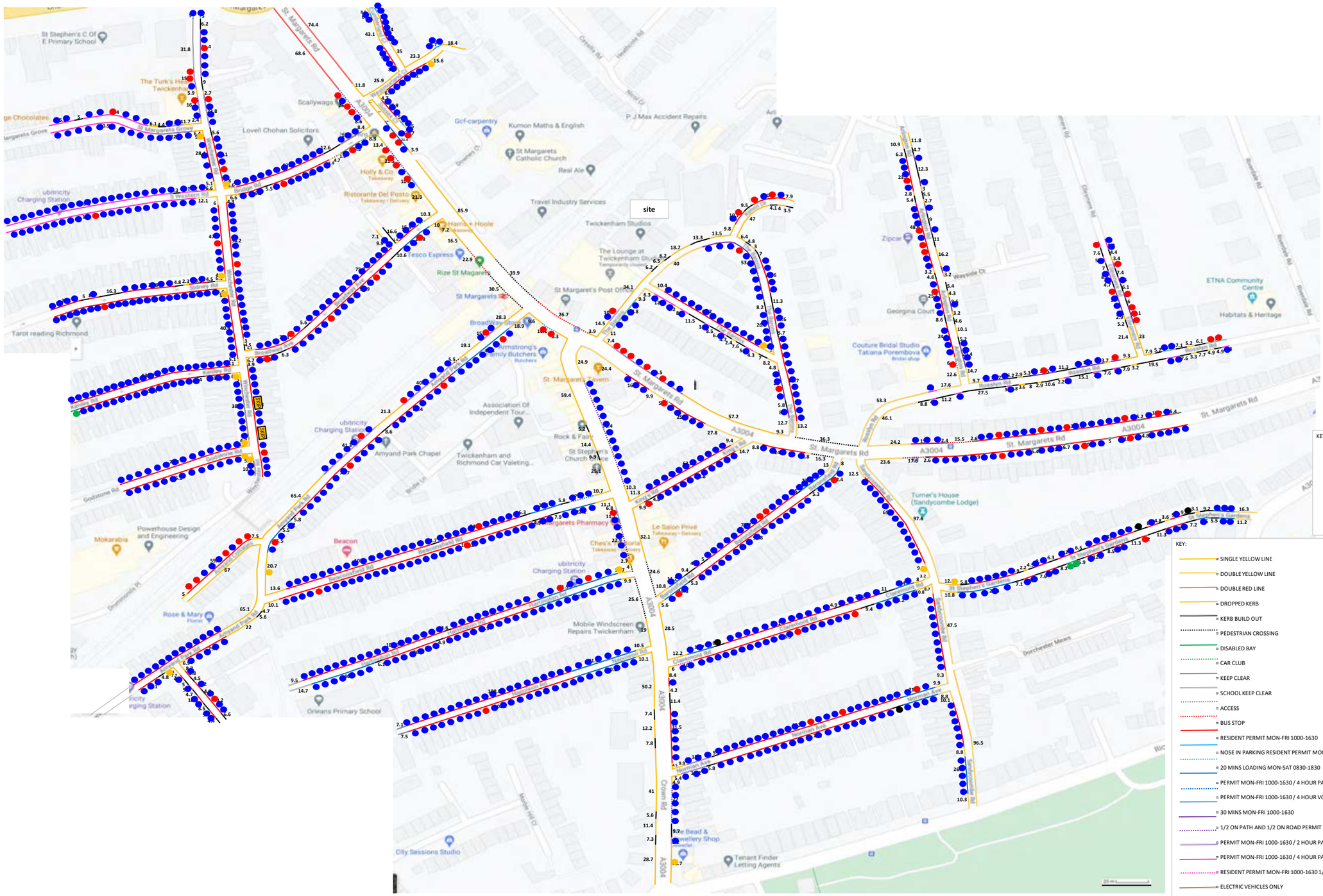
— = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : THURSDAY 10th DECEMBER 2020

TIME : 22:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (PARKED)
- = DISABLED BAY (SPACE)

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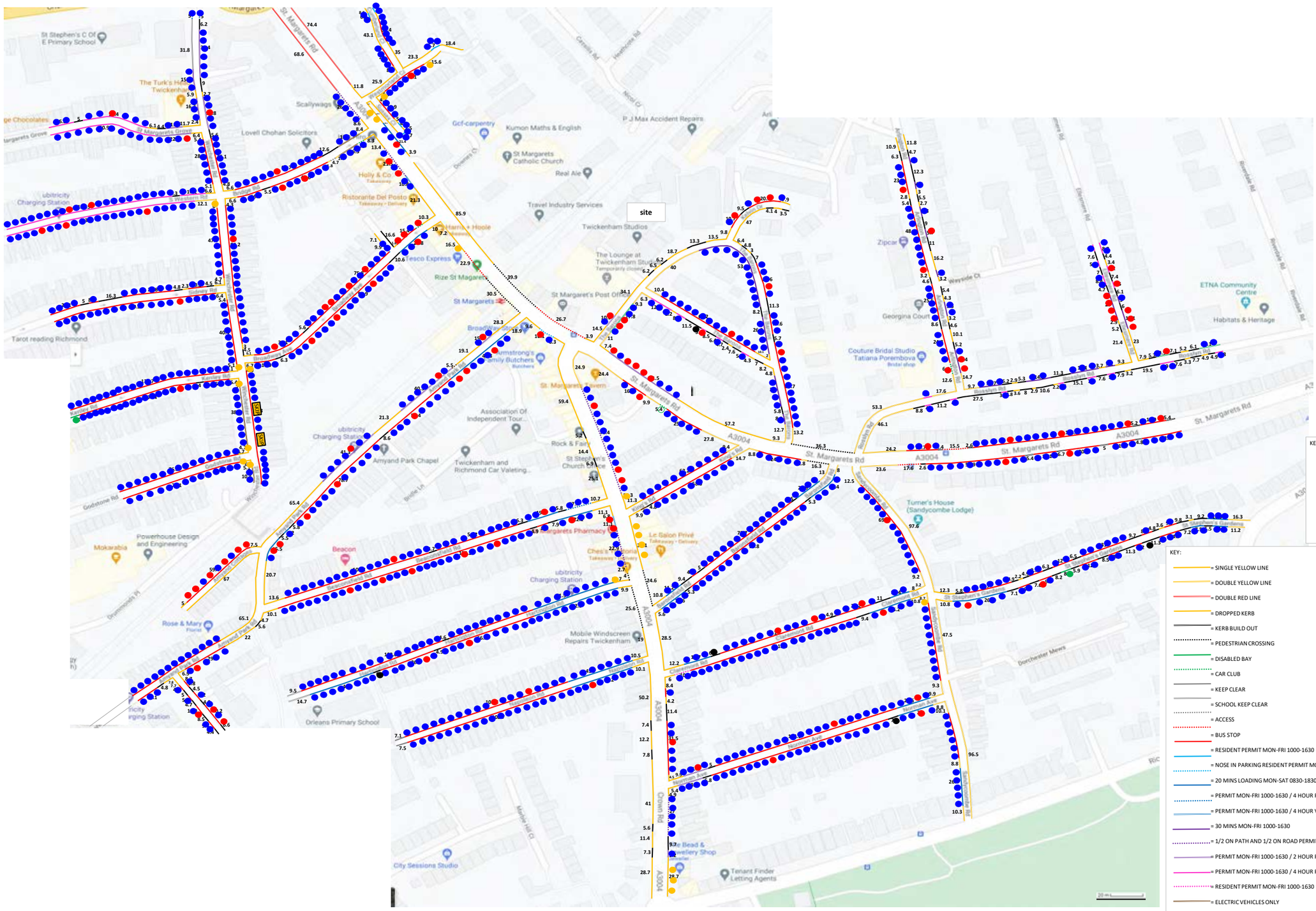
- = PERMIT MON-FRI 1000-1630 /4 HOUR PAY & DISPLAY WITH VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD

K&M TRAFFIC SURVEYS

DATE : SATURDAY 12th DECEMBER 2020

TIME : 18:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW

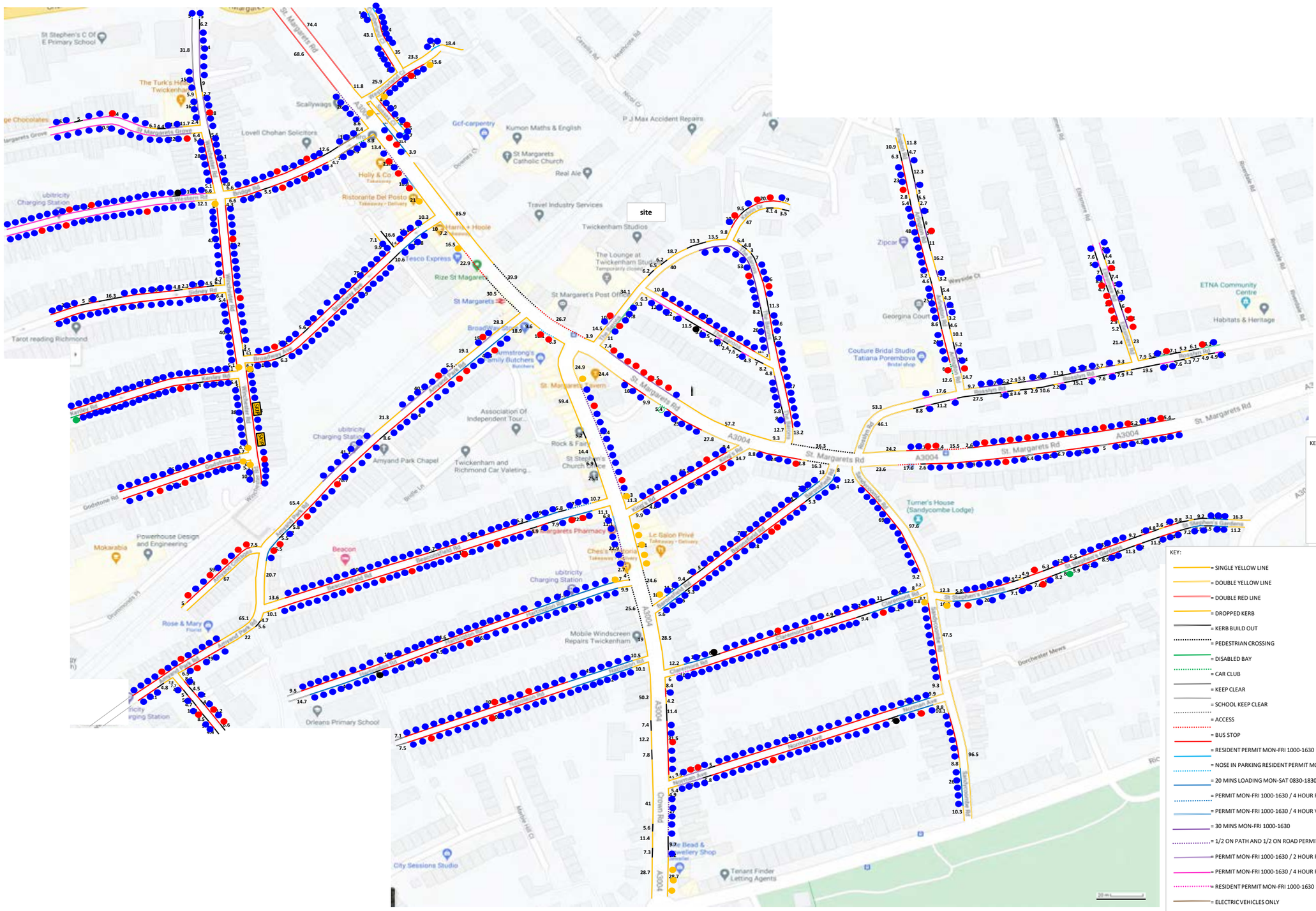


K&M TRAFFIC SURVEYS

DATE : SATURDAY 12th DECEMBER 2020

TIME : 19:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



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- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (PARKED)
- = DISABLED BAY (SPACE)

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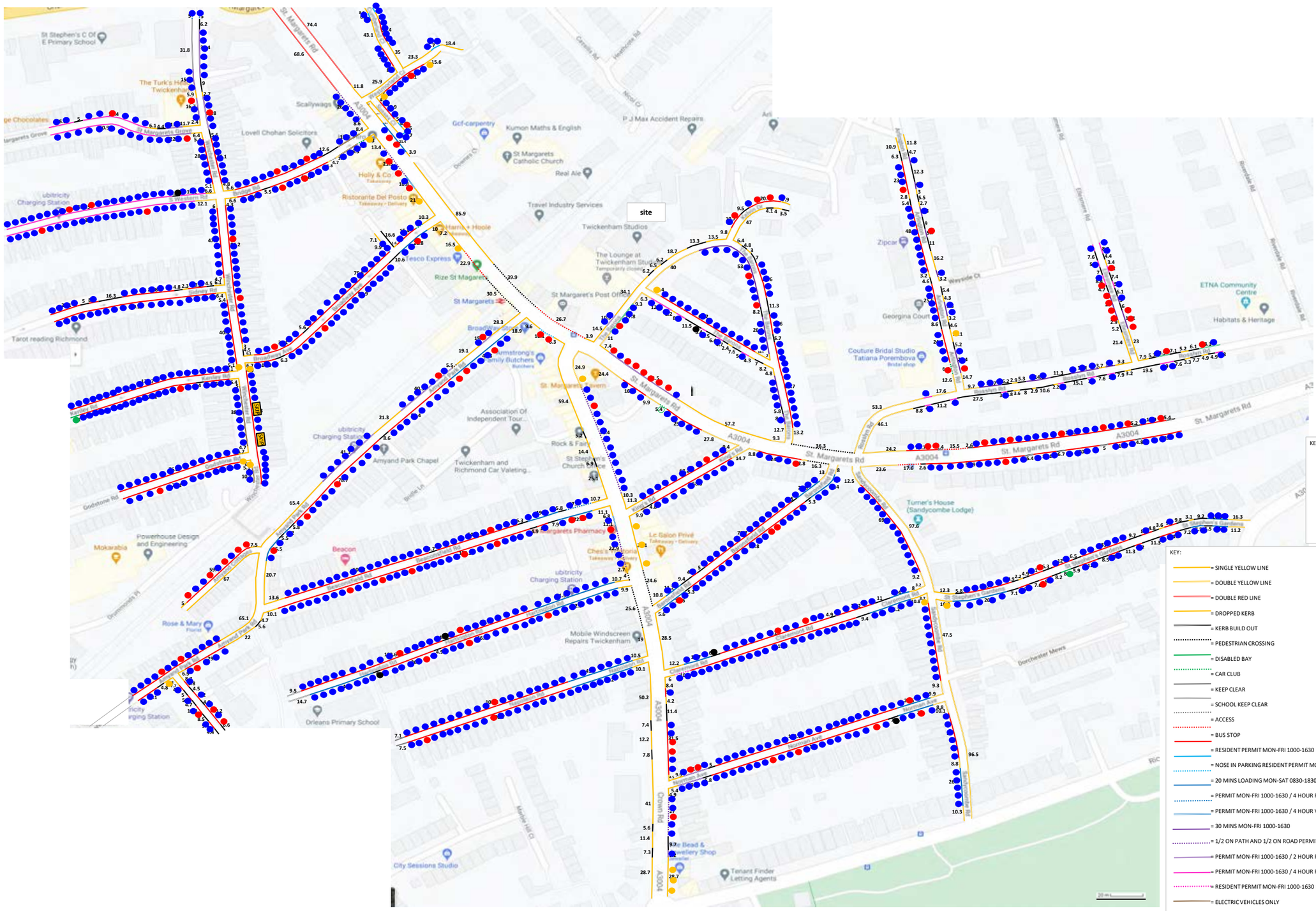
K&M TRAFFIC SURVEYS

DATE : SATURDAY 12th DECEMBER 2020

TIME : 20:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



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K&M TRAFFIC SURVEYS

DATE : SATURDAY 12th DECEMBER 2020

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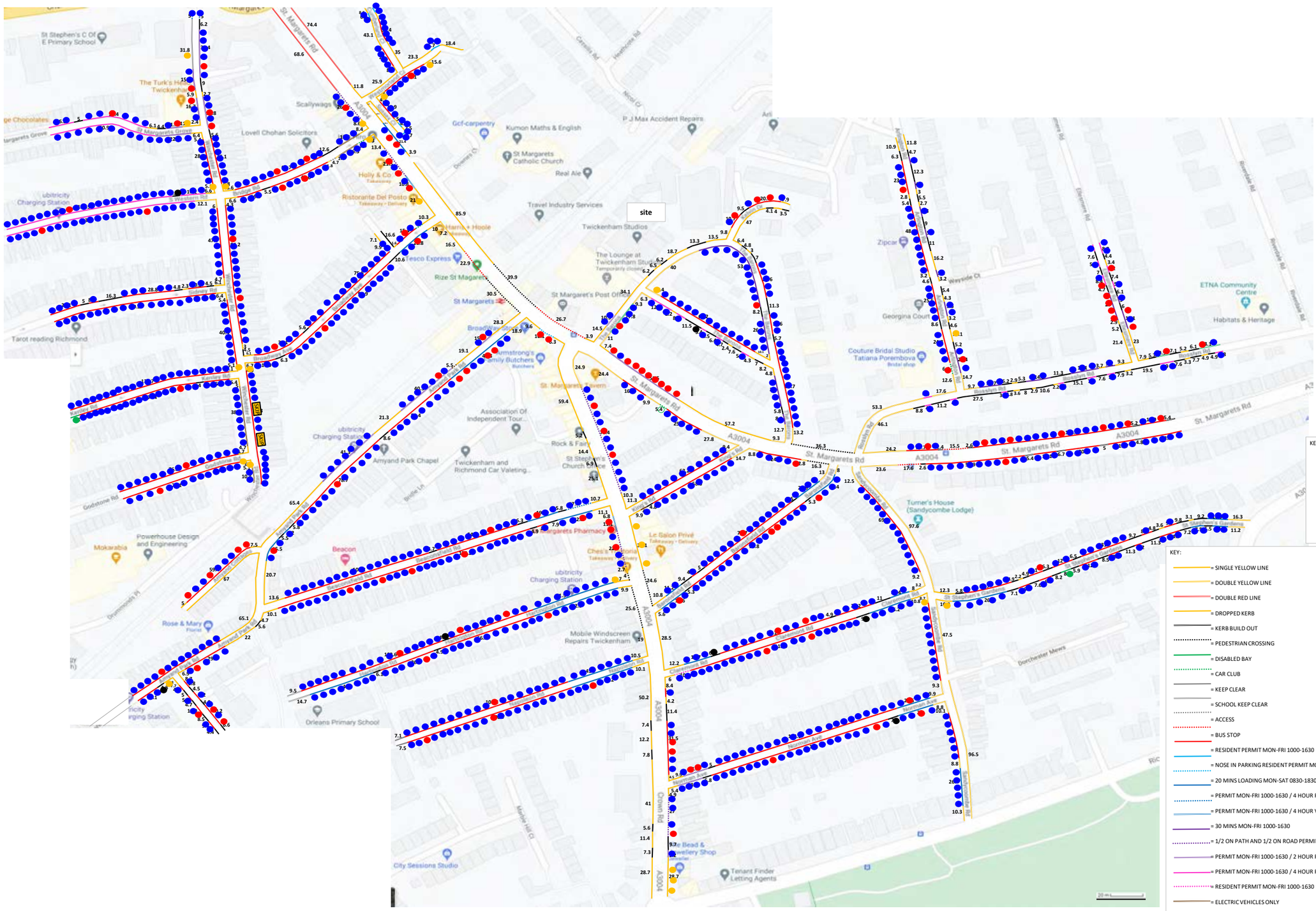

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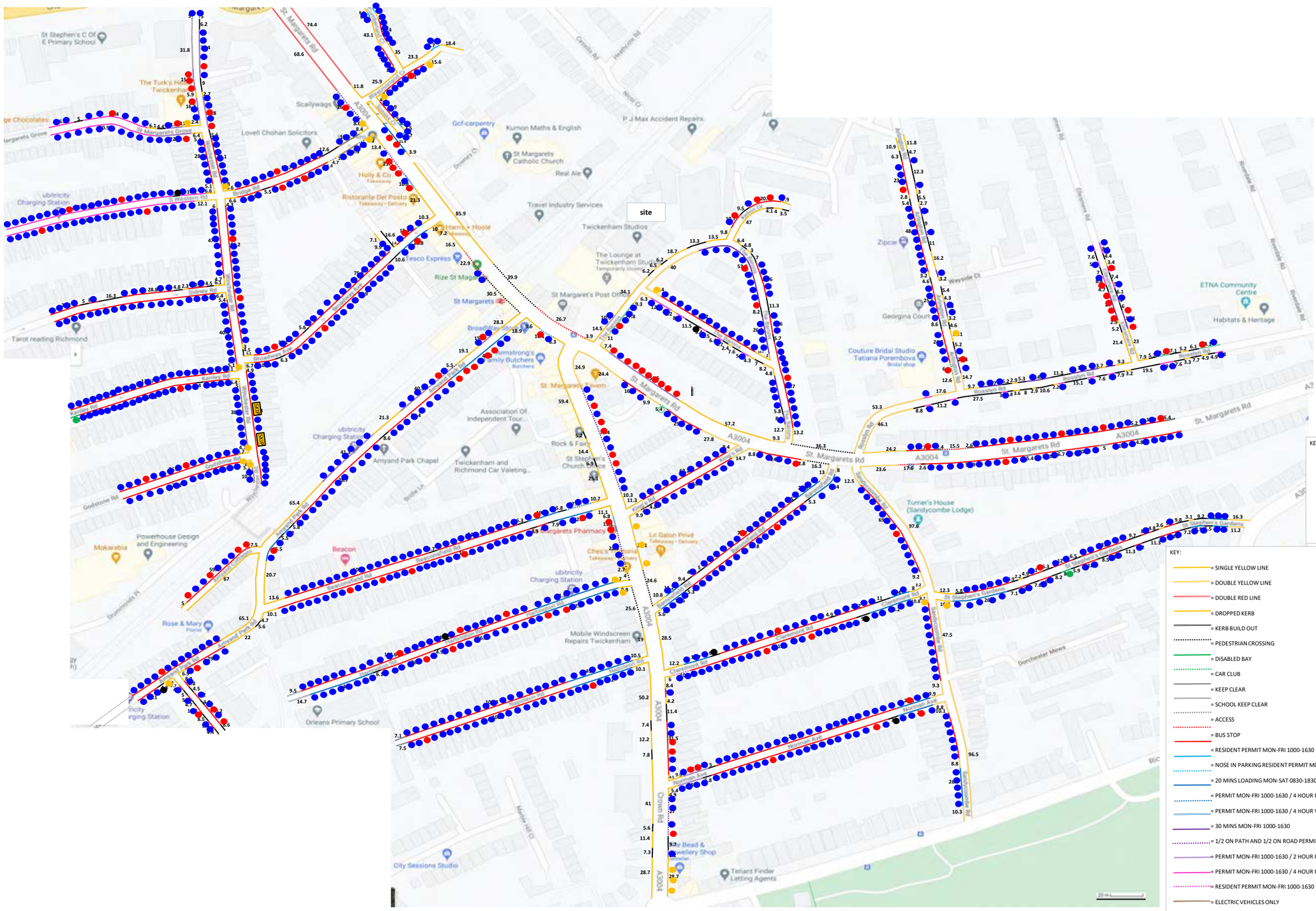
K&M TRAFFIC SURVEYS

DATE : SATURDAY 12th DECEMBER 2020

TIME : 22:00

LOCATION : TWICKENHAM STUDIOS, WEST LONDON, TW1 2AW



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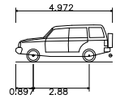
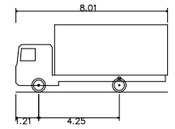
Appendix J Vehicle Swept Path Analysis

GENERAL NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. DO NOT SCALE FROM THIS DRAWING.
3. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
4. MASTERPLAN RECEIVED FROM ARCHITECT 16.12.12



Luxury 4x4 (2006)	
Overall Length	4.972m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.279m
Max Track Width	1.884m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

INDICATIVE - FOR INFORMATION

TWICKENHAM FILM STUDIOS

VEHICLE SWEPT PATH ANALYSIS

Client

TWICKENHAM FILM STUDIOS

Date of 1st Issue	Designed	Drawn
16.12.2020	-	HW
A3 Scale	**Checked**	**Approved**
1:500	JSL	JSL

Drawing Number	Revision
48773/5501/001	-

Stantec

stantec.com/uk

ASHFORD
Tel: 01233 527 250