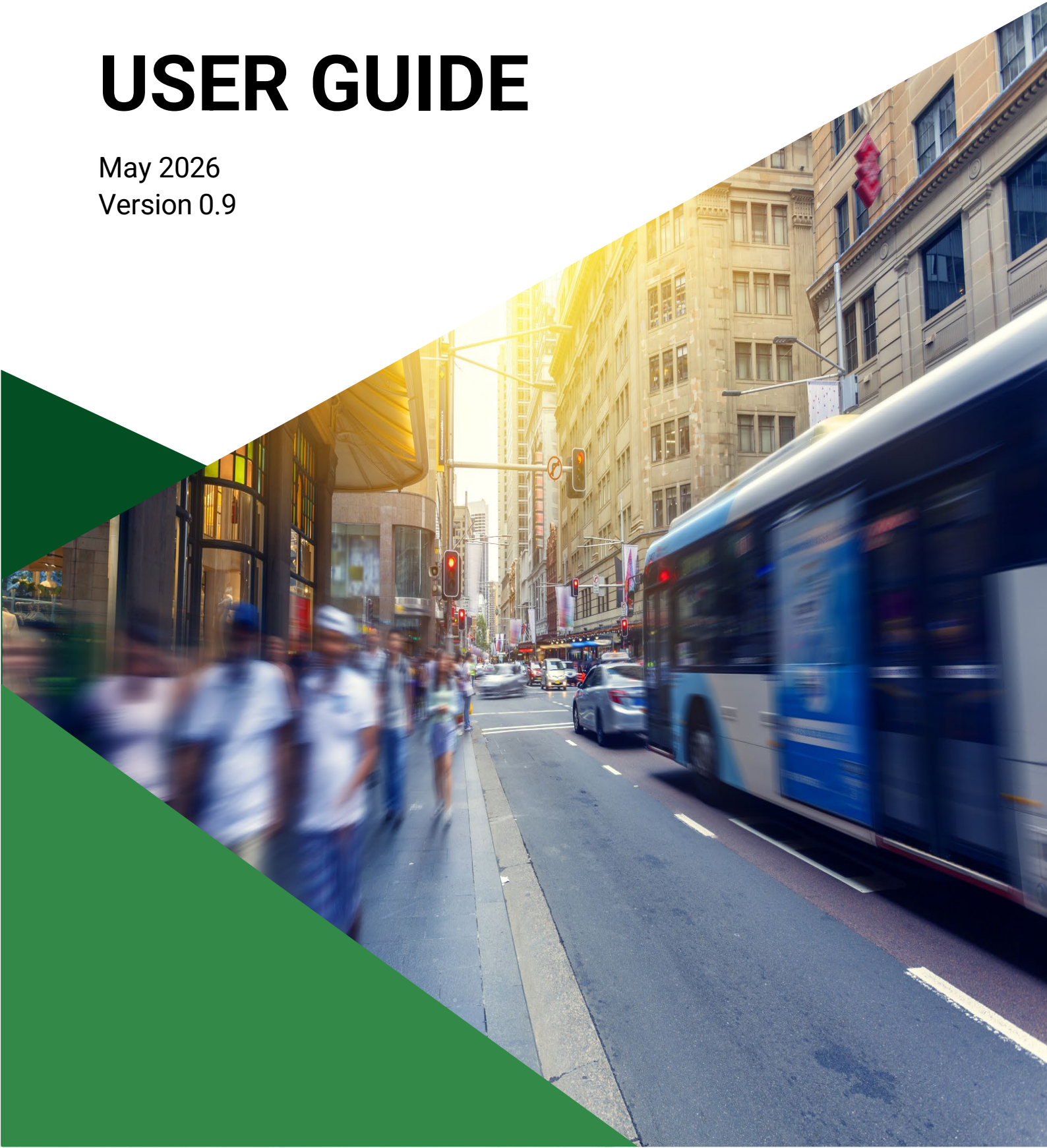


# trips

## USER GUIDE

May 2026  
Version 0.9



# About this Guide

## Document information

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Prepared By	TRIPS Hub
Author	Dr. Supun Perera (Senior Research Fellow)
Institute	Institute of Transport and Logistics Studies (ITLS), The University of Sydney
Website	<a href="http://www.tripsdatabase.com">www.tripsdatabase.com</a>
Contact	<a href="mailto:info@tripsdatabase.com">info@tripsdatabase.com</a>

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Queensland  
Government



## Disclaimer

This guide relates to the TRIPS Early Access (Beta) release. Features, datasets, and analytical tools may continue to evolve as the platform is refined. While reasonable care has been taken in preparing this document, TRIPS Hub and the University of Sydney accept no liability arising from reliance on the information provided.

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# 1. About TRIPS

## 1.1 What TRIPS is (and what it is not)

The Trip Rate Integrated Planning System (TRIPS) is Australia's first national, evidence-based platform for land-use-based trip generation. TRIPS brings together observed trip survey data, contextual information, and supporting datasets to provide practitioners and decision-makers with a transparent and consistent basis for understanding how developments generate travel demand across modes and time periods.

TRIPS is designed to support better, more defensible transport planning decisions by making observed data accessible, interpretable, and suitable for application in real-world planning and assessment contexts.

TRIPS is not a predictive transport model, a replacement for professional judgement, or a substitute for detailed transport impact assessments where these are required. Rather, it is a national evidence layer that informs assumptions, benchmarks, and narratives used in development assessment, precinct planning, and policy formulation.

## 1.2 Why TRIPS was developed

Trip generation practice in Australia has historically relied on a fragmented and inconsistent evidence base, often drawing on:

- Static PDF-based reports with limited interoperability, standardisation, and ability to integrate with contextual datasets;
- Overseas datasets developed in very different urban and transport contexts;
- Isolated, project-specific surveys with limited reusability; and
- Simplified vehicle-based metrics that do not reflect contemporary planning objectives, such as mode shift, accessibility, and reduced car dependence.

At the same time, planning policy across Australia increasingly emphasises:

- Transit-oriented developments;
- Mixed-use precincts;
- Active and public transport prioritisation; and

- Place-based and accessibility-focused outcomes.

These shifts require a more holistic understanding of the transport landscape, where travel behaviour, land use, accessibility, and network performance are considered as interconnected components of a broader mobility system.

TRIPS was developed to address this gap by creating a centralised, Australian-specific, and behaviourally grounded evidence base that reflects how people actually travel in different land-use and urban contexts. Its purpose is to move trip generation practice away from generic, capacity-driven assumptions and toward context-sensitive, multimodal, and policy-aligned evidence.

### 1.3 How was TRIPS developed?

TRIPS was developed through a collaborative research and industry initiative led by the Institute of Transport and Logistics Studies (ITLS) at the University of Sydney to address fragmented and inconsistent trip generation practices in Australia.

The initial development of TRIPS was undertaken between 2024 and 2025 through funding provided by iMOVE CRC, the Queensland Department of Transport and Main Roads (TMR), and the University of Sydney. This phase focused on establishing the national database structure, standardised reporting framework, and cloud-based analytical platform.

Development of the platform included:

- Reviewing national and international trip generation practices;
- Designing a standardised and interoperable data structure;
- Developing benchmarking and analytical tools; and
- Integrating contextual variables such as land use and transport accessibility.

A key component of the project was the establishment of a national Project Reference Group (PRG) comprising more than 20 organisations across the Australian transport sector, including local and state government transport agencies, planning authorities, private consulting firms, and transport survey companies (see **Figure 1**).

Current development and expansion of TRIPS is being supported through the TRIPS Hub at ITLS and an Australian Research Council (ARC) Discovery Project focused on improving multi-modal trip generation forecasting and behavioural transport modelling.



Figure 1: Organisations represented in TRIPS Project Reference Group

## 1.4 Who TRIPS is for

TRIPS is intended to support a wide range of users involved in transport and land-use decision-making, including:

- **Transport planners and engineers**

TRIPS provides practitioners with access to observed trip rates, mode shares, and temporal profiles that can be used to inform development assessments, precinct studies, and strategic advice, while improving transparency and defensibility in reporting.

- **Local councils**

TRIPS supports councils in assessing development applications, reviewing traffic impact studies, and forming evidence-based positions on parking provision, access arrangements, and mode-shift assumptions, using nationally consistent benchmarks.

- **State agencies**

TRIPS offers agencies a platform to support policy development, guideline preparation, investment prioritisation, and consistency in trip generation assumptions across jurisdictions and projects.

- **Researchers**

TRIPS provides a curated and growing dataset that supports academic research into travel behaviour, accessibility, land-use interactions, and transport system performance, while maintaining appropriate governance and data integrity.

## 1.5 How TRIPS fits into the planning process

TRIPS is designed to support transport planning and development assessment from the early planning stages through to detailed Transport Impact Assessments (TIAs). The platform can be used to inform:

- Strategic planning and rezoning studies;
- Development feasibility assessments;
- Traffic and parking impact assessments;
- Transport model calibration and validation; and
- Policy benchmarking and evidence-based planning.

In practice, TRIPS helps practitioners:

- Develop context-sensitive trip generation assumptions;
- Understand likely mode share and temporal travel patterns;
- Benchmark developments against comparable sites; and
- Assess transport impacts within the context of accessibility, land use, and surrounding transport conditions.

## 1.6 Governance and institutional home

TRIPS is developed and managed through the [TRIPS Hub](#) at the [Institute of Transport and Logistics Studies \(ITLS\)](#) at the University of Sydney – a globally recognised leader in transport research and policy. The TRIPS Hub was officially launched at the 12<sup>th</sup> International

Symposium on Travel Demand Management (TDM 2025) held in Sydney in December 2025 and formally opened by ITLS founder Prof. David Hensher AM.

The TRIPS Hub has been established to provide long-term stewardship of the platform, including curating and expanding the national database, managing industry access, supporting ongoing research, and advancing evidence-based transport planning practice in Australia. Operating as a not-for-profit initiative within ITLS, the TRIPS Hub supports transparent, independent, and research-aligned transport analysis and benchmarking.

## 1.7 Suggested wording to use

The following example wording can be used within Transport Impact Assessments (TIAs), planning reports, and supporting documentation where TRIPS data has been utilised to inform transport assumptions.

This example is intended to assist practitioners in clearly explaining the role of TRIPS, the basis of the benchmark data used, and the context-sensitive nature of the analysis to reviewers, consent authorities, and other stakeholders.

*Trip generation assumptions adopted within this assessment have been informed using benchmark data obtained from the TRIPS (Trip Rate Integrated Planning System) platform. TRIPS is Australia's national database of land use-based multi-modal trip generation survey data, developed through the Institute of Transport and Logistics Studies (ITLS) at the University of Sydney. The platform provides standardised and context-sensitive survey data from comparable developments across Australia, enabling more transparent and evidence-based transport assessments relative to relying solely on generic or overseas trip generation sources.*

## 2. Data Sources and Land Use Classes

### 2.1 Data sources

The TRIPS database currently incorporates data from the Transport for NSW (formerly RMS) commissioned land use trip generation surveys and associated analysis reports, as well as the Traffic Generation Data (2006–2021) dataset published by the QLD Department of Transport and Main Roads (TMR).

As the platform continues to expand, additional datasets from other Australian states and territories will be progressively incorporated, alongside new survey data contributed through ongoing partnerships and data-sharing agreements with industry and government stakeholders.

### 2.2 Land use classes

The TRIPS database currently includes the following 11 land use classes, which have been structured to directly align with the *Transport for NSW Guide to Transport Impact Assessment (GTIA)* land use classifications to support consistency and compatibility with contemporary transport planning practice:

1. Residential
2. Commercial
3. Retail
4. Industrial
5. Education
6. Casual accommodation
7. Recreation
8. Food and Drink
9. Health
10. Place of public assembly
11. Vehicle services

Each of these broad land use classes has been further divided into more detailed land use

sub-classes, resulting in a total of 32 sub-classes across the 11 primary land use categories. This structure supports more refined and context-sensitive benchmarking and transport analysis.

TRIPS supports benchmarking trip generation rates using more than a single activity unit where sufficient information is available. Refer to **Appendix A** for the activity units available for each land use sub-class within the TRIPS system. For each land use sub-class, the industry-standard activity unit is identified as the primary activity unit.

TRIPS also includes an “average based on all sites” option for all land use sub-classes. This allows users to calculate trip generation rates by averaging observed survey results across all benchmark sites within the selected sample, rather than normalising results against a specific independent variable (activity unit). This functionality is particularly important for land uses where a strong or consistent relationship cannot be established between observed trip generation and a specific activity unit. For example, for certain land uses such as extraction sites, averaging observations across comparable sites may provide a more representative basis for assessment than relying on a single activity-based rate relationship.

### 3. Getting Started with TRIPS

Users can subscribe to TRIPS through the TRIPS website at [www.tripsdatabase.com](http://www.tripsdatabase.com). Once a subscription has been activated, users will receive login details and access to the TRIPS platform.

Upon logging in for the first time, users will be directed to the TRIPS home screen (dashboard), as shown in **Figure 2**. The home screen provides an overview of:

- Current database coverage;
- Available land use categories;
- Geographic distribution of survey sites; and
- Key platform functions and navigation tools.

From the dashboard, users can begin a new benchmarking analysis by selecting the “Start a New Search” button or navigating to the “Filter Data” section through the left-hand menu.

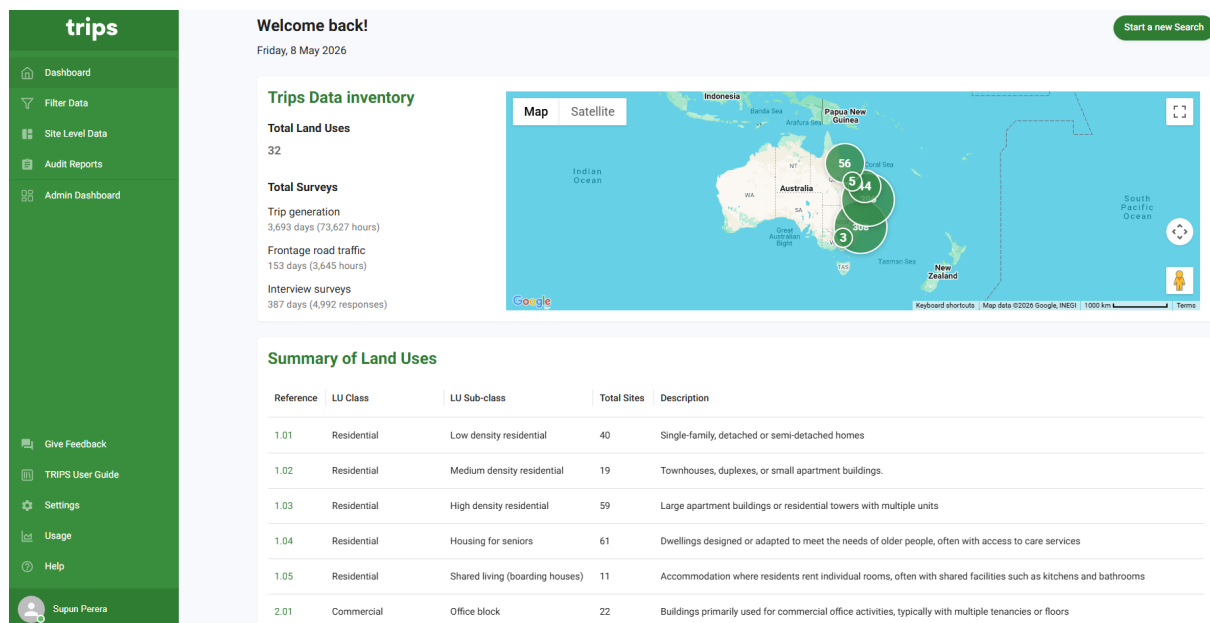


Figure 2: Home page of TRIPS database

## 4. Filtering Data

Filter Data Page has the following modules:

- Filtering Criteria
- Sites List
- Site Locations Map
- Trip Generation Summary
- Visualise Trip Generation Profiles
- Trip Rate Distribution
- Interview Surveys
- Predict Trip Generation
- Analyse How Site Context Influences Trip Rates

### 4.1 Filtering criteria

The filtering panel in the **Filtering Criteria** module allows users to refine the dataset and identify benchmark sites that are most representative of the development or land use being assessed. Applying appropriate filters helps improve the relevance, transparency, and reliability of the resulting transport analysis.

Users can begin by selecting the relevant land use class and land use sub-class, followed by the activity unit to be used for benchmarking. The primary / industry-standard activity unit for each land use sub-class is identified with a green “main” label (see **Figure 3**).

Users can then define ranges for the selected primary activity unit, as well as any additional activity units available for that land use type. This allows the benchmark sample to be refined to sites of comparable scale and operational characteristics.

The PT Score and Walk Score filters provide additional contextual refinement by allowing users to narrow the benchmark sample based on surrounding public transport accessibility and walkability characteristics. As there is currently no nationally standardised method for measuring public transport accessibility or walkability across Australia, these values have been sourced from the Walk Score platform ([www.walkscore.com](http://www.walkscore.com)) for consistency across sites.

Finally, users can select the relevant Australian states or territories to further refine the benchmark dataset.

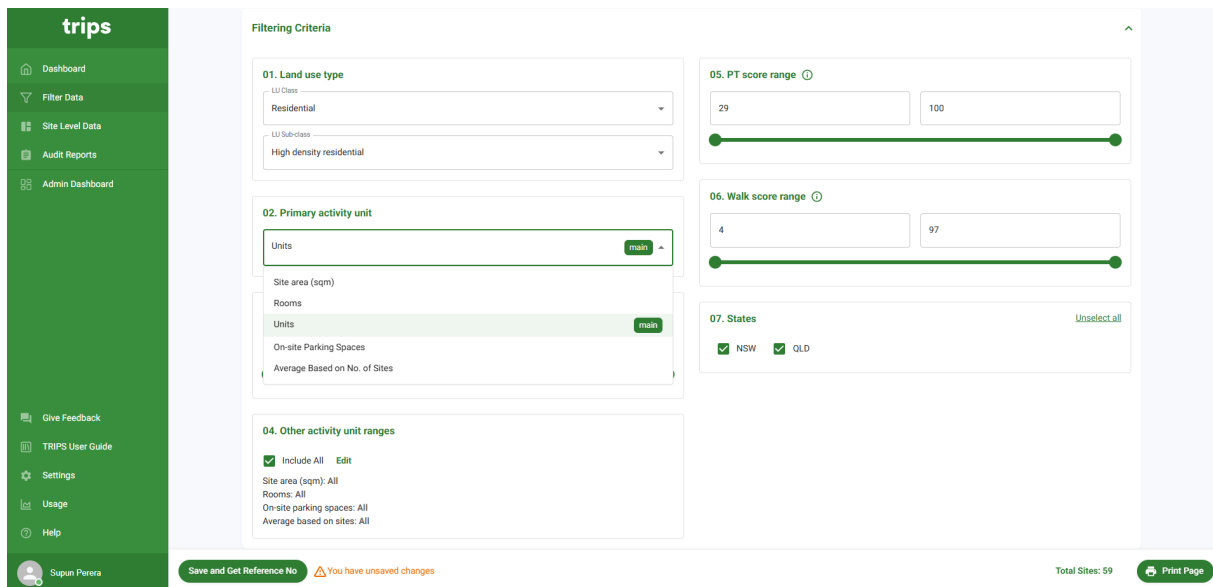


Figure 3: Filtering criteria and activity unit selection

Once the filters have been applied, the selected benchmark sites will be displayed within the **Sites List** module as a table, with the corresponding site locations shown on the **Site Locations Map** module.

Users can review the filtered sample and, where necessary, manually exclude individual sites that they consider not sufficiently representative or relevant to the analysis. This allows users to apply professional judgement and further refine the benchmark dataset before proceeding with the transport analysis and reporting process.

## 4.2 Trip generation summary

The **Trip Generation Summary** module provides a summary of observed trip generation outcomes for the benchmark sites selected in the preceding modules. Results are presented in 15-minute intervals and include:

- Number of survey samples;
- Total trips; and
- Trip generation rates for entry, exit, and total trips.

The **Date From** and **Date To** fields will automatically populate based on the survey dates available for the selected benchmark sites. Users can further refine the analysis using the **Days to Include** filter, where weekday or weekend-specific analysis is required.

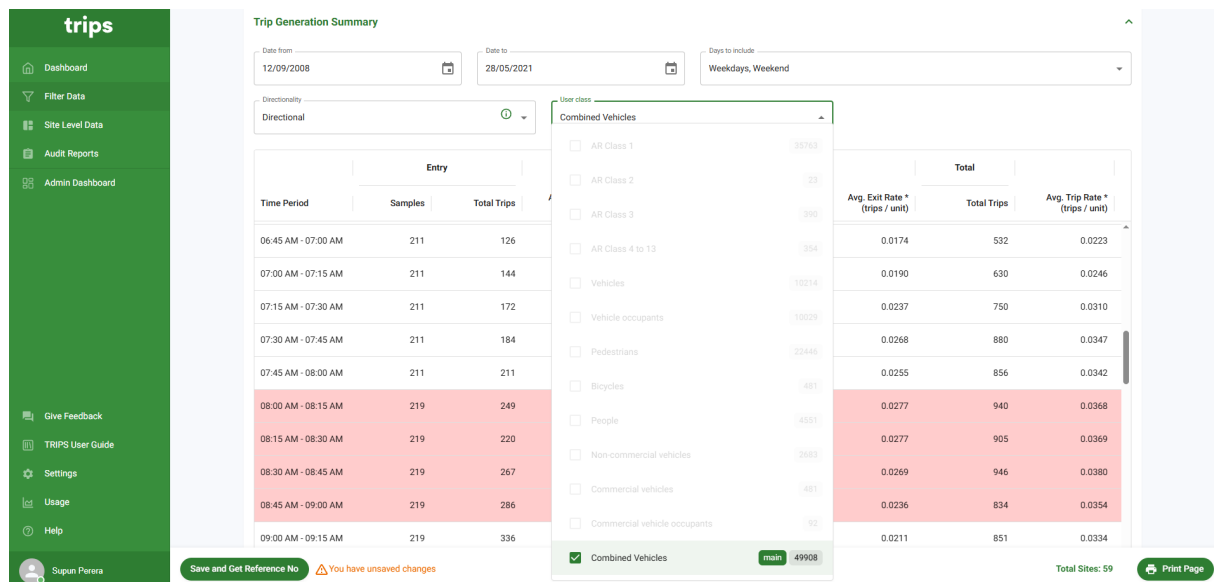


Figure 4: Trip generation summary module

## Directionality filter

As there is currently no nationally standardised method for collecting and reporting trip generation survey data in Australia, considerable variation exists in how user classes and observations are recorded across different surveys. To improve consistency and avoid confusion when aggregating multiple datasets, TRIPS includes additional filtering options.

The **Directionality** filter distinguishes between:

- Directional observations – where movements are recorded separately as inbound (entry) and outbound (exit) trips; and
- Non-directional observations – where direction is not applicable, such as vehicle accumulation, parked vehicles, or other site-based observations.

This filter is only displayed where non-directional observations are present within the selected benchmark sample.

## User class filter

By default, the **User Class** filter is set to **Combined Vehicles**. This is a standardised TRIPS user class that aggregates all motorised vehicle-related observations across the selected surveys.

This functionality is important because different survey datasets may classify vehicle users differently. By consolidating these categories into a common user class, TRIPS improves consistency and comparability when benchmarking transport outcomes across multiple sites and survey sources. This is illustrated visually in **Figure 5**.

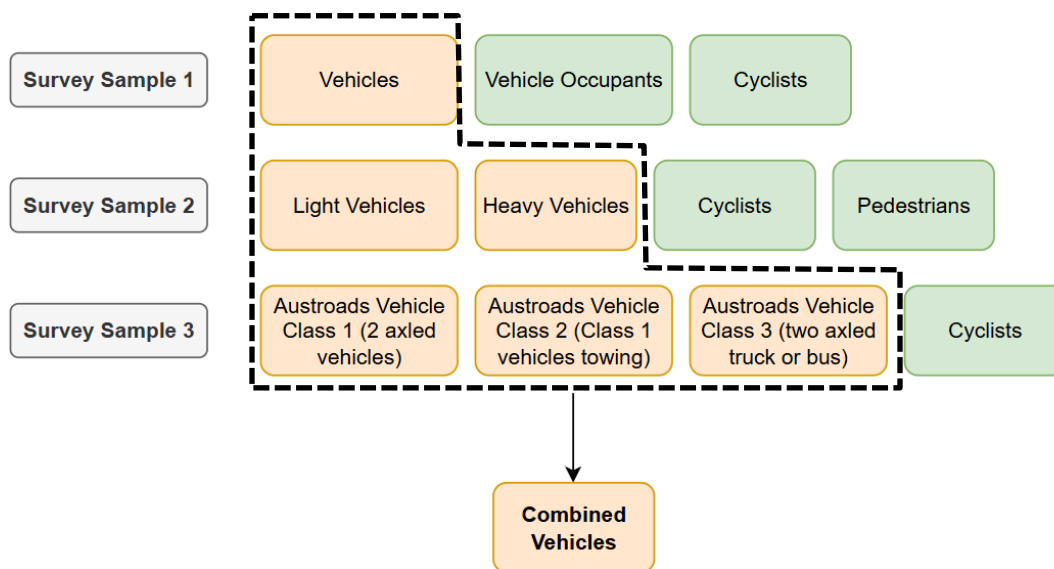


Figure 5: Example of the “Combined Vehicles” user class consolidating vehicle-related observations across multiple survey samples and classification systems

## 4.3 Visualisation and analysis functions

The **Visualise Trip Generation Profiles** module allows users to graphically compare both sample-based average trip rates and individual site-level trip rates across different times of the day. This helps users understand temporal travel patterns and identify variations between benchmark sites within the selected sample.

The **Trip Rate Distribution** module provides a statistical comparison of trip generation rates across the selected benchmark sites. Box plots are used to illustrate the distribution of site-level trip rates relative to the overall sample averages, helping users understand the range, variability, and spread of observed transport outcomes. The accompanying table below the box plots provides a summary of the individual site-level results included within the analysis.

The map at the end of this module allows users to visually inspect the geographic distribution and relative intensity of AM and PM peak hour trip rates across the selected benchmark sites. This assists users in identifying potential spatial patterns and understanding how trip generation characteristics may vary across different locations and urban contexts.

## 4.4 Interview surveys

Some of the Transport for NSW commissioned trip generation survey reports included interview survey results for selected land use sub-classes. Where available, these results can be accessed through the **Interview Surveys** module.

If interview survey data is not available for the selected benchmark sample, this module will automatically be greyed out within the system.

Users can visualise the available interview survey results using either Bar or Pie charts (see **Figure 6**).

These visualisations assist users in understanding travel behaviour characteristics associated with the selected benchmark sites, such as travel mode patterns, trip purposes, or other survey responses where available.

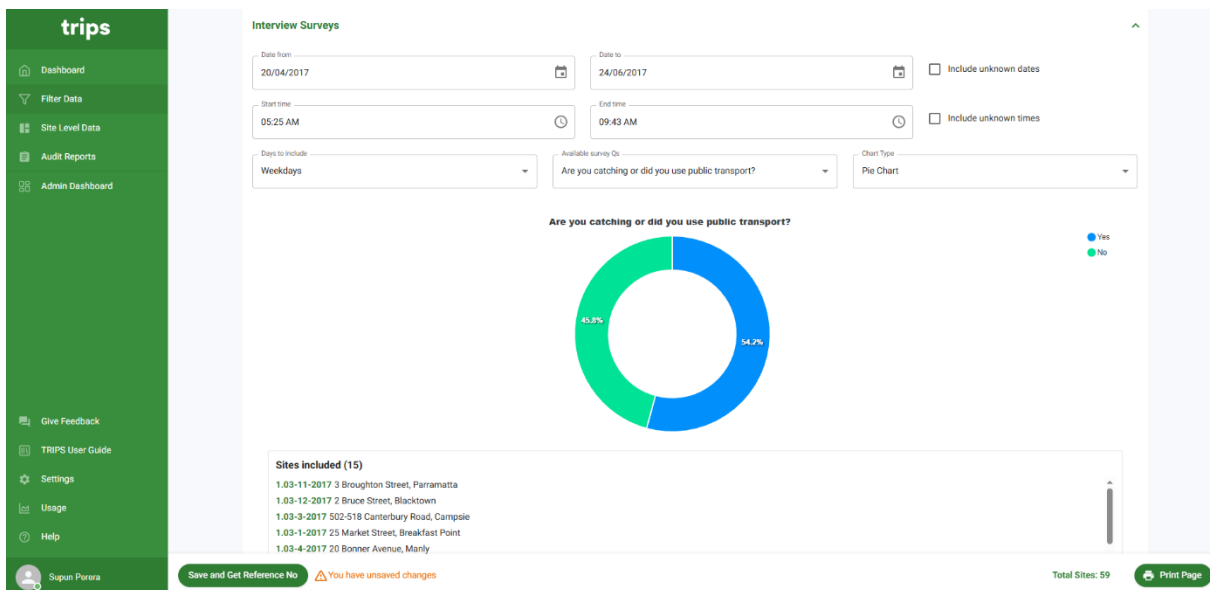


Figure 6: Example interview survey output for high-density residential land use

## 4.5 Predict trip generation

The **Predict Trip Generation** module allows users to estimate trip generation for a proposed land use development based on the selected benchmark sample and activity unit relationships.

The module presents a scatter plot of observed site-level trip generation results against the selected activity unit (e.g. dwellings, GFA, employees), together with a fitted trendline representing the relationship across the benchmark sample (see **Figure 7**).

Users can select different model types, similar to the functionality offered in Microsoft Excel, including Linear, Logarithmic, and Polynomial trendlines.

The graph allows users to visually assess:

- The spread and variability of observed site data;
- The strength of the relationship between the activity unit and trip generation; and
- The suitability of different forecasting approaches.

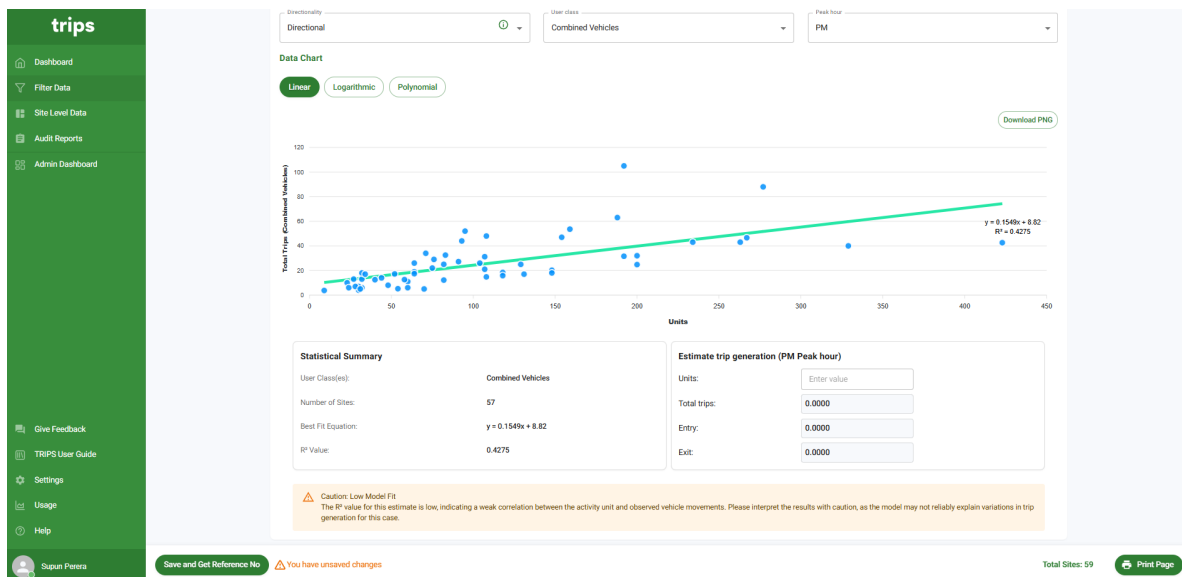


Figure 7: Example predict trip generation output for high-density residential land use

## Statistical summary

The statistical summary panel provides key information relating to the selected benchmark sample, including:

- User class;
- Number of benchmark sites;
- Best fit equation; and
- R<sup>2</sup> (coefficient of determination) value.

The R<sup>2</sup> value provides an indication of how strongly the observed trip generation levels correlate with the selected activity unit. Lower R<sup>2</sup> values indicate weaker relationships and greater variability within the benchmark sample.

## Trip generation estimation

Users can enter a proposed activity unit value within the estimation panel to calculate predicted total trips, entry trips and exit trips.

Predicted values are automatically calculated using the selected trendline model and benchmark dataset.

## Low model fit warnings

Where the relationship between the activity unit and observed trip generation is weak, the system will display a caution notice highlighting the low model fit. This is intended to assist users in interpreting the results appropriately and recognising situations where:

- Trip generation variability is high; or
- A simple, single activity unit-based relationship may not reliably explain observed transport outcomes.

In these situations, users are encouraged to apply professional judgement and consider supplementary contextual analysis when interpreting forecast results.

## 4.6 Analyse how site context influences trip rates

The **Analyse How Site Context Influences Trip Rates** module allows users to explore how contextual variables may influence observed trip generation outcomes across the selected benchmark sites.

This module is designed to move TRIPS beyond functioning purely as a static trip generation database by helping users explore the underlying factors influencing transport outcomes. Rather than relying solely on average benchmark rates, users can investigate how variables such as public transport accessibility, walkability, and the socio-demographic context may affect observed trip generation patterns across different sites.

By visualising these relationships, the module supports a more first-principles understanding of why trip generation outcomes vary between developments, encouraging more context-sensitive and evidence-based transport assessments. In doing so, TRIPS functions not only as a benchmarking platform but also as an exploratory analysis tool aligned with contemporary transport planning objectives such as accessibility, mode shift, and integrated land use and transport planning.

The module presents a scatter plot comparing trip generation rates against a selected contextual factor, helping users identify potential relationships between site characteristics and transport outcomes (see **Figure 8**).

Available contextual factors include:

- Public Transport Score;
- Walk Score;
- Median household weekly income (ABS Census 2021 – SA2 level);
- Population density (persons per hectare) (ABS Census 2021 – SA2 level);
- Average car ownership per dwelling (ABS Census 2021 – SA2 level); and
- The selected activity unit.

The graph displays individual site observations together with a fitted trendline, equation, and R<sup>2</sup> value. This allows users to visually assess the relationship between contextual factors and trip generation outcomes, identify broader trends across different urban environments, and understand the level of variability within the selected benchmark sample.

Importantly, this module is intended to support exploratory analysis and professional judgement rather than establish definitive causal relationships.

*Note that the previously selected Public Transport Score and Walk Score filters are not applied within this module. All selected benchmark sites are displayed regardless of those filtering criteria to allow the full contextual relationship across the sample to be visualised.*

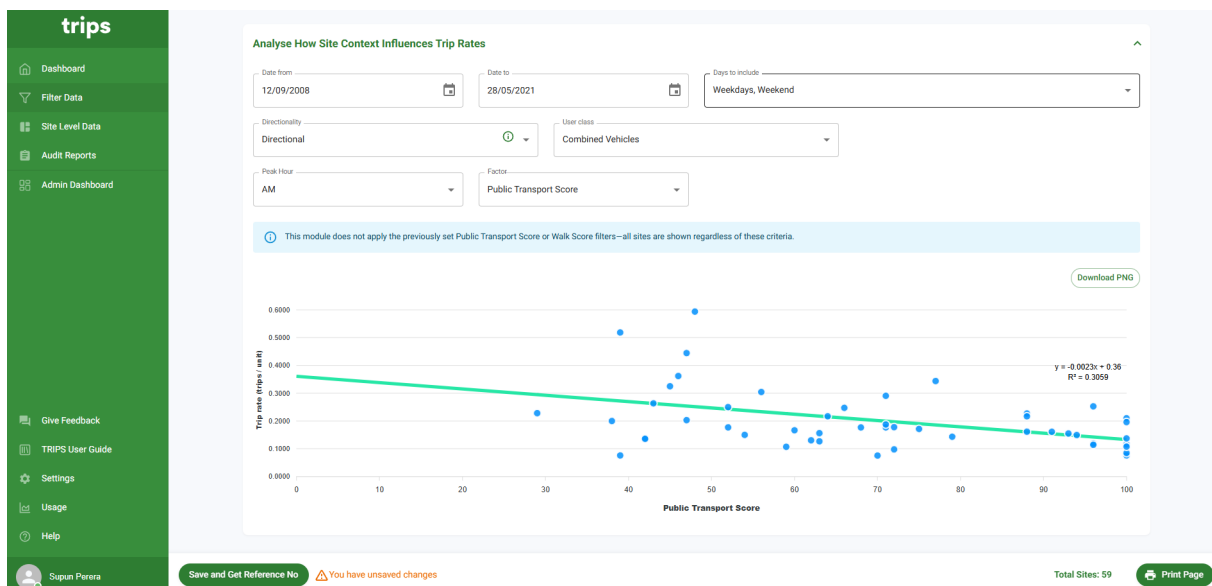


Figure 8: Example output for high-density residential land use

## 5. Site Level Data

Users can access **Site Level Data** through the left-hand navigation pane to investigate detailed information relating to individual sites within the TRIPS database.

This page provides a comprehensive overview of each site, including:

- Land use classification and sub-class;
- Site address and council area;
- Development type;
- Original survey data source and reference; and
- Vehicle and pedestrian access characteristics.

It also includes contextual and accessibility information for each site, such as:

- Frontage road details;
- Public Transport Score;
- Walk Score; and
- General accessibility level.

An interactive map is provided to display the geographic location of the selected site and assist users in understanding the surrounding context.

The **Survey Availability** section summarises the types and extent of survey data available for the site.

### 5.1 Trip generation survey

The **Trip Generation Survey** module allows users to investigate the observed trip generation profile for an individual site across all available survey dates and times.

A graphical trip generation profile is provided to illustrate how observed travel activity varies throughout the day for the selected site (see **Figure 9**).

Below the graph, a summary table presents the observed AM and PM peak hour trips and trip rates for entry, exit, and total movements. Users can also select the relevant activity unit

through the available filter to convert observed trips into benchmark trip generation rates appropriate for the selected land use and analysis context.

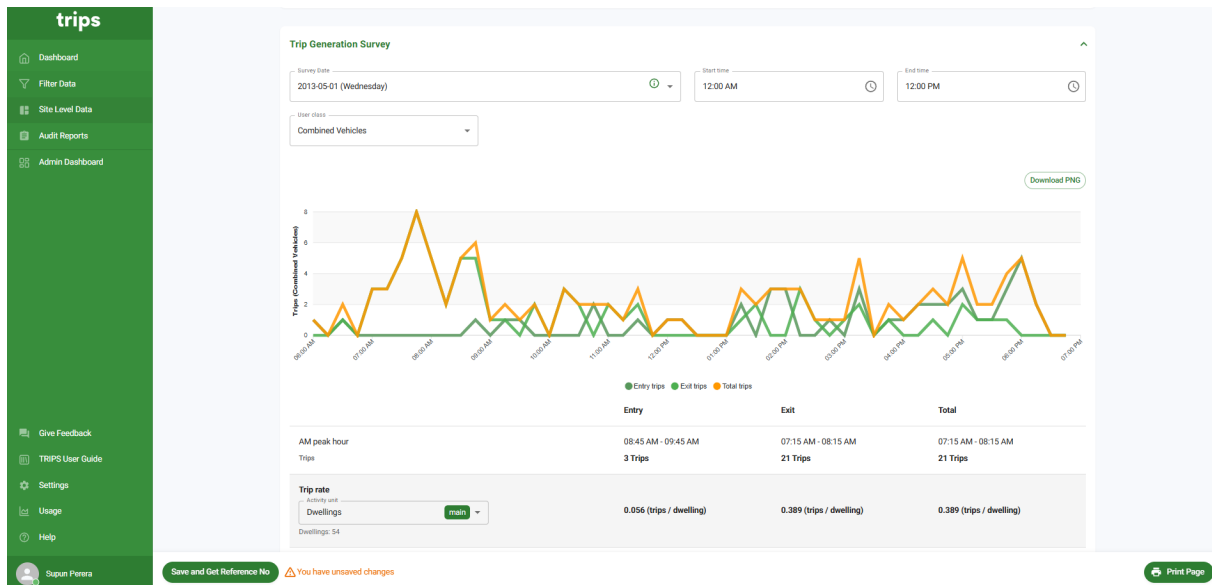


Figure 9: Example trip generation survey output for a single high-density residential site

## 5.2 Frontage road traffic survey and interview surveys

Some Transport for NSW commissioned survey reports also included frontage road traffic surveys and interview survey data for selected sites. Where available, this information can be accessed through the dedicated **Frontage Road Traffic** and **Interview Surveys** modules within the Site Level Data section.

If this information is not available for a particular site, the corresponding modules will automatically be greyed out within the system.

## 5.3 Comparison with other sites of same LU sub category

The **Comparison With Other Sites of Same Land Use Sub Category** module allows users to compare the AM and PM peak hour trip rates observed at the selected site against other surveyed sites within the same land use sub-category.

The comparison is presented using box plots, which illustrate the distribution of trip rates across the entire sample of the available sites for the relevant land use sub-category (see **Figure 10**). This allows users to understand how the selected site compares relative to:

- The overall sample average;

- The typical range of observed trip rates; and
- Higher or lower performing sites within the same land use category.

The highlighted marker represents the currently selected site, while the box plots summarise the distribution of trip rates across the broader benchmark sample for both AM and PM peak periods.

Users can also refine the comparison by selecting:

- Survey date;
- Days to include;
- Activity unit; and
- User class.

This module is intended to support transparency and context-sensitive interpretation by helping users assess whether the selected site exhibits typical, lower, or higher trip generation characteristics relative to comparable developments.

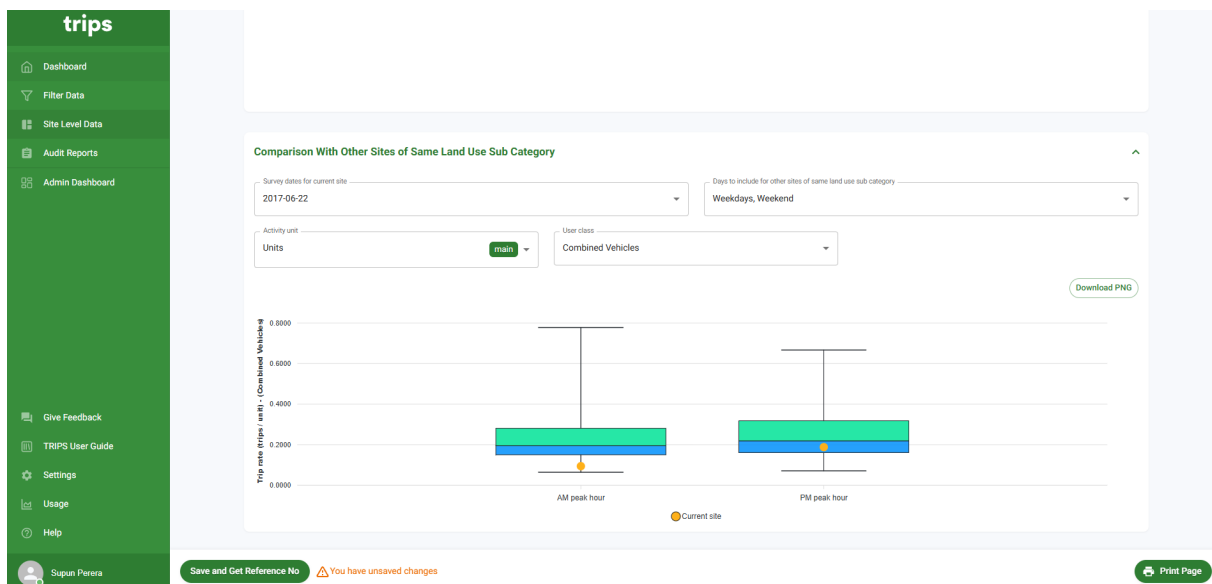


Figure 10: Example output for a high-density residential site

## 6. Audit Reports

Both the **Filter Data** and **Site Level Data** pages allow users to save their analysis, including all selected filters, settings, and outputs, using the “**Save and Get Reference No**” button located at the bottom of the page.

Once saved, analyses are stored within the **Audit Reports** module, accessible through the left-hand navigation pane. Saved reports are separated into:

- **Filtered Data** audit reports; and
- **Site Level Data** audit reports.

Each saved report includes:

- A unique reference number;
- A user-defined nickname; and
- The saved date.

**Figure 11** shows the **Audit Reports** page as it appears in TRIPS.

Dashboard / Audit Reports

### Audit Reports

Retrieve and review saved trip generation reports

Audit Reference Number

#### My saved audit reports – filtered data

Reference	Nickname	Saved Date	Archived
SITE-99448604	project 1	2025-08-18	<input type="checkbox"/>
SITE-00591511	project 2	2025-08-19	<input type="checkbox"/>
SITE-49568883	project 3	2025-08-26	<input type="checkbox"/>
SITE-67404013	project-demo	2025-08-31	<input type="checkbox"/>
SITE-39992401	sample2	2025-11-21	<input type="checkbox"/>
SITE-66689667	sample3	2025-11-21	<input type="checkbox"/>
SITE-90705737	sample extraction site	2026-02-24	<input type="checkbox"/>

Rows per page: 25 1-7 of 7

#### My saved audit reports – site level data

Reference	Nickname	Saved Date	Archived
No rows			

Rows per page: 25 0-0 of 0

Figure 11: Audit Reports page within TRIPS

Users can share the reference number with reviewers, clients, councils, or other stakeholders as part of the assessment and review process. Reviewers can then enter the reference number within the **Retrieve Report** section and select the **Retrieve Report** button to access the full saved analysis.

Retrieved reports include:

- Applied filters and settings;
- Selected benchmark sites;
- Assumptions used; and
- Generated outputs and visualisations.

This functionality improves transparency, consistency, and efficiency within the transport assessment workflow by enabling analyses to be easily shared, independently reviewed, and reproduced.

## 7. Usage Tracking

The **Usage** page allows users to monitor their current platform usage and subscription activity within TRIPS (see **Figure 12**).

### Usage quota

The usage quota section displays:

- Total allocated usage events under the subscription plan;
- Current usage count;
- Remaining balance; and
- A progress bar indicating overall usage consumption.

This helps users track platform usage relative to their subscription limits.

### Action summary

The action summary table provides a breakdown of platform activity by action type, including examples such as:

- Dashboard views;
- Map loads; and
- Other system interactions.

This allows users to better understand how usage events are being consumed across the platform.

### Subscription summary

The subscription summary section provides key subscription information, including:

- Subscription plan name;
- Subscription ID;
- Total usage count; and
- Last usage activity date and time.

This module supports transparency and account management by allowing users to monitor platform usage and subscription activity in real time.

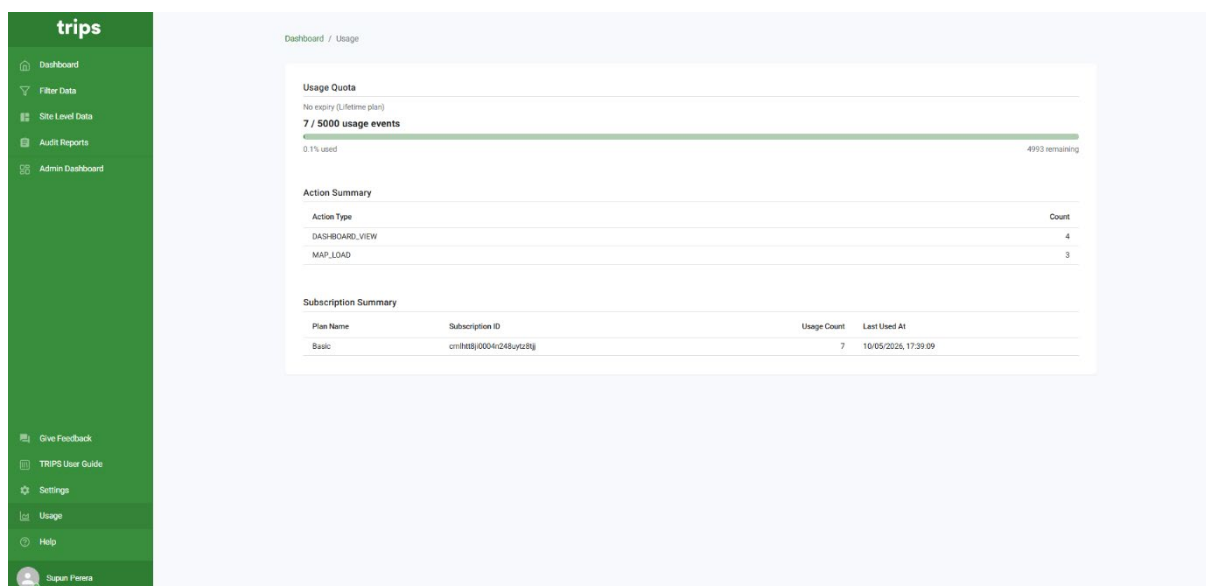


Figure 12: Usage page within TRIPS

## 8. Data Contributions to TRIPS

TRIPS is designed as a collaborative national platform that continues to grow through ongoing contributions from government agencies, councils, consultants, survey providers, and researchers. These contributions play an important role in improving the scale, quality, and representativeness of transport benchmarking data across Australia.

By contributing data to TRIPS, organisations support more consistent and evidence-based transport planning, improved benchmarking under Australian conditions, greater transparency and interoperability of transport data, and the long-term development of national transport planning research infrastructure.

All contributed datasets are reviewed and standardised before incorporation into the platform to improve consistency and comparability across different sources and jurisdictions. TRIPS operates within a research and public-interest framework through the TRIPS Hub at the Institute of Transport and Logistics Studies (ITLS), University of Sydney, with appropriate data governance and confidentiality processes applied where required.

TRIPS Hub will enter into formal data-sharing agreements with contributing organisations to clearly establish the responsibilities, requirements, confidentiality arrangements, and

permitted use of shared datasets for all parties involved.

Organisations contributing eligible survey data to TRIPS may also receive discounted subscription access through ongoing data sharing and industry partnership arrangements.

## 9. Support and Contact

The [TRIPS Hub](#) provides ongoing support to assist users with accessing, navigating, and interpreting the TRIPS platform and its outputs.

Support may include assistance relating to:

- Platform access and subscriptions;
- Benchmarking and filtering workflows;
- Interpretation of transport analysis outputs;
- Audit reports and saved analyses;
- Data contribution enquiries; and
- General technical support and feedback.

Users are encouraged to contact the TRIPS Hub for any questions, feedback, or partnership enquiries.

### Contact details

#### TRIPS Hub

Institute of Transport and Logistics Studies (ITLS)

The University of Sydney

- Website: [www.tripsdatabase.com](http://www.tripsdatabase.com)
- Email: [info@tripsdatabase.com](mailto:info@tripsdatabase.com)

The TRIPS platform will continue to evolve through ongoing research, industry collaboration, and user feedback.

## Appendix A – TRIPS Land Use Classes and Activity Units

TRIPS LU ID	Land Use Category	Land Use Sub-Category	Primary Activity Unit	Other Activity Units			
1.01	Residential	Low density residential	Dwellings	Average lot size			
1.02	Residential	Medium density residential	Dwellings	Net area	Dwellings per ha		
1.03	Residential	High density residential	Units	Bedrooms	On-site car spaces	Site area	
1.04	Residential	Housing for seniors	Units	Bedrooms	On-site car spaces	Site area	
1.05	Residential	Shared living (boarding houses)	Bedrooms	GFA/GLFA	On-site car spaces	Site area	
2.01	Commercial	Office block	GFA/GLFA	Site area	On-site car spaces	No. of Employees	
2.02	Commercial	Data centre	GFA/GLFA	Site area	On-site car spaces	No. of Employees	
3.01	Retail	Shopping centre	GFA/GLFA	On-site car spaces			
3.02	Retail	Suburban shopping centre	GFA/GLFA	Site area	On-site car spaces	Major tenant GLFA	Other tenant(s) GLFA
3.03	Retail	Standalone Supermarket	GFA/GLFA				
3.04	Retail	Tavern / bottle shop	GFA/GLFA				
3.05	Retail	Bulky goods	GFA/GLFA	On-site car spaces	No. of Employees		
3.06	Retail	Hardware and trade supplies	GFA/GLFA	On-site car spaces	No. of Employees		
4.01	Industrial	Business park / Industrial estate	GFA/GLFA	Site area			
4.02	Industrial	Extraction site	No. of Employees				
5.01	Education	Childcare centre	No. of Childcare Spaces	GFA/GLFA	On-site car spaces	No. of Employees	Site area
5.02	Education	Primary school	No. of Students	On-site car spaces	No. of Employees		
5.03	Education	Secondary school	No. of Students	On-site car spaces	No. of Employees		
5.04	Education	School (mixed years)	No. of Students	On-site car spaces	No. of Employees		
6.01	Casual accommodation	Hotels and motels	Bedrooms				
6.02	Casual accommodation	Serviced apartments	Bedrooms				
7.01	Recreation	Gymnasium	GFA/GLFA				
7.02	Recreation	Tourist attraction	Site area				
7.03	Recreation	Marina	Site area	On-site car spaces	Total vessel capacity		
8.01	Food and Drink	Fast food (with drive through)	GFA/GLFA	On-site car spaces	Total seats		
8.02	Food and Drink	Drive through coffee outlet	GFA/GLFA	On-site car spaces			
9.01	Health	Hospital	No. of beds				
9.02	Health	Medical centre	GFA/GLFA	Site area	No. of Treatment rooms	No. of Doctors	No. of Employees
10.01	Place of public assembly	Place of worship	GFA/GLFA				
10.02	Place of public assembly	Funeral parlour	GFA/GLFA				
11.01	Vehicle services	Car wash (with café)	No. of car wash bays	Site area			
11.02	Vehicle services	Service station	GFA/GLFA	No. of pumps	Site area	No. of Employees	

Average based on the number of sites sites



# trips



[tripsdatabase.com](https://tripsdatabase.com)  
[info@tripsdatabase.com](mailto:info@tripsdatabase.com)

Institute of Transport and Logistics Studies (ITLS)  
Merewether Building H04, The University of Sydney