ABBEY CORNER, KINGS ROAD, READING

TRANSPORT NOTE

11 November 2021

EVOKE

ABBEY CORNER, KINGS ROAD, READING

TRANSPORT NOTE

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1. Introduction

1.1. Context

1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by OOAK Developments Ltd to produce a Transport Note to support a Class MA application for the change of use of the ground floor at Abbey Corner, 2-4 Kings Reading, Reading to four residential apartments. The local planning authority (LPA) and local highway authority (LHA) are Reading Borough Council (RBC).

1.1.2. Abbey Corner is a four-storey building which is currently in use as offices, with commercial uses on the ground floor. The site has most recently (1st October 2021) gained Prior Approval for the Change of Use of the 1st, 2nd and 3rd floors from Class B1(a) (offices) to Class C3 (dwelling houses) to comprise 12 residential apartments (application reference 211263/OPA). A separate planning application has been submitted for the construction of a fourth floor to provide an additional four residential apartments.

1.1.3. Being located in the heart of Reading Town Centre, the development will be car-free in nature, with one cycle parking space provided per unit (above RBC's guidance). Refuse storage will be provided on the ground floor. The proposed site layout is provided in **Appendix A**.

1.2. Report Structure

1.2.1. This Transport Note considers the sustainability and suitability of the site's location in respect of the proposed development, and the potential impact of the proposed development on the surrounding road and transport network. It has been produced with consideration of the National Planning Policy Framework and Planning Practice Guidelines.

1.2.2. This report is set out as follows:

- **Section 2:** Transport Policy and Existing Situation;
- **Section 3:** Proposed Development;
- **Section 4:** Trip Generation and Development Impact; and
- **Section 5:** Summary and Conclusions.

2. Existing Conditions

2.1. Introduction

2.1.1. This section considers local and national policy and design guidance in addition to the site location and use in relation to the existing highway network and sustainable modes of transport available in close proximity to the site.

2.2. Policy Considerations

2.2.1. The key transport policy documents at a national and local level have been considered when assessing the development proposals. These include the key policy documents outlined below:

- National Planning Policy Framework (July 2021);
- National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
- Reading Borough Local Plan (November 2019);
- Draft Reading Transport Strategy 2036 (Consultation Draft – May 2020);
- Reading Local Transport Plan 3 (2011);
- Reading Revised Parking Standards and Design Supplementary Planning Document (October 2011); and
- Reading Waste Management Guidelines for Property Developers, Architects, Planners and Contractors.

2.2.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport. The strategy for Central Reading includes new development exhibiting safe and sustainable quality of design that contributes to the attraction of the centre.

2.2.3. Policy TR5 of the RBC local Plan states that developments should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

2.2.4. The Reading Transport Strategy 2036 is currently in draft form and its progress is on hold as a result of the COVID-19 pandemic. Following the crisis, the draft document will be re-assessed to ensure that its strategy is still relevant in a post-COVID world.

2.2.5. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

2.3. Site Location and Existing Use

2.3.1. Abbey Corner at 2-4 Kings Road is situated on the corner of Kings Road and Duke Street within Reading Town Centre. The site is currently under commercial use and was, until recently, occupied by various tenants including part of the building previously used as a Personal Independent Payment (PIP) Consultation Centre. Across four floors, the building has a GFA of 1,103sqm.

2.3.2. There are currently three car parking spaces associated with Abbey Corner, which are located separately to the site, to the south eastern corner of Dukesbridge House, accessed via Highbridge Wharf. The parking spaces have not been in use by site tenants and are not associated with this application.

2.3.3. The existing site has no dedicated cycle storage, although there are some informal storage areas across the ground floor. Refuse servicing takes place from the rear of the site from Highbridge Wharf.

2.3.4. The site in its current local context is demonstrated in Figure 1, with the existing building demonstrated in Figure 2.

Figure 1 – Local Site Context

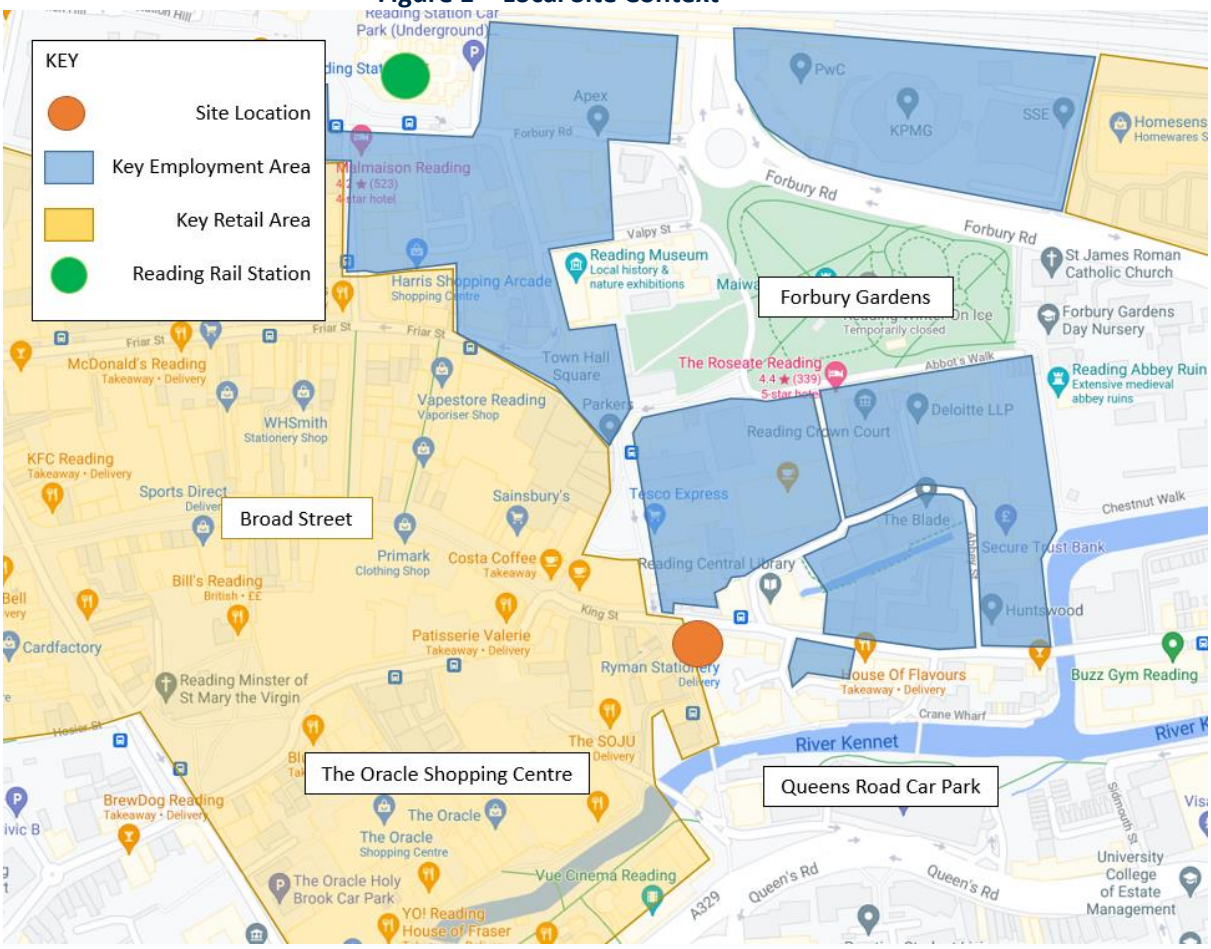


Figure 2 – Existing Site Conditions

2.3.5. As previously referenced, the site has most recently (1st October 2021) gained Prior Approval for the Change of Use of the 1st, 2nd and 3rd floors from Class B1(a) (offices) to Class C3 (dwelling houses) to comprise 12 residential apartments. This recent approval demonstrates the site's suitability for residential use in the centre of town.

2.4. Pedestrian and Cycle Network

2.4.1. To enable an assessment of the viability of walking between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.

2.4.2. The Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres. The distances for various land uses, are summarised in Table 1.

Table 1 – Acceptable Walking Distances (metres)

Definition	Town Centres	Commuting/School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Providing for Journeys on Foot (IHT, 2000)

2.4.3. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances up to 3 miles (4.8km) for regular journeys in urban areas and 5 miles (8.0km) for commuting journeys (source: LTN 2\08, Cycle Infrastructure design).

2.4.4. Being within the town centre, the surrounding network is highly accessible by foot and cycle. Footways are available along both Kings Road and Duke Street along both sides of the carriageway, with a wide range of crossing points including dropped kerbs with refuge islands supported by tactile paving along both Kings Road and Duke Street immediately outside the site.

2.4.5. To the west of the site on the approach to Broad Street and the Oracle Shopping Centre (c.120m away), the area becomes pedestrianised with access for delivery and maintenance vehicles only. King Street (continuing from Kings Road), into Minster Street, continues as a bus route (including cycles) with no access to private vehicles. Access to the Oracle Shopping Centre and 'Riverside' is also available through Duke Street and through the rear of Kings Walk.

2.4.6. Duke Street, which abuts the western side of the site, routes south providing a northbound bus-only carriageway (including cycles) and southbound all vehicles carriageway connecting with Queen's Road (and the Inner Distribution Road, or IDR). Ample provision for pedestrians and cycles is provided, including signal-controlled crossing points across Queen's Road for access to the south, including to local schools and Royal Berkshire Hospital (RBH) as well as through to Riverside and associated bars and restaurants. A pedestrian and cycle, traffic-free route is also provided along the canal to the south of the site in an east-west direction. The pedestrian network in the vicinity of the site is demonstrated in Figure 3 to Figure 5.

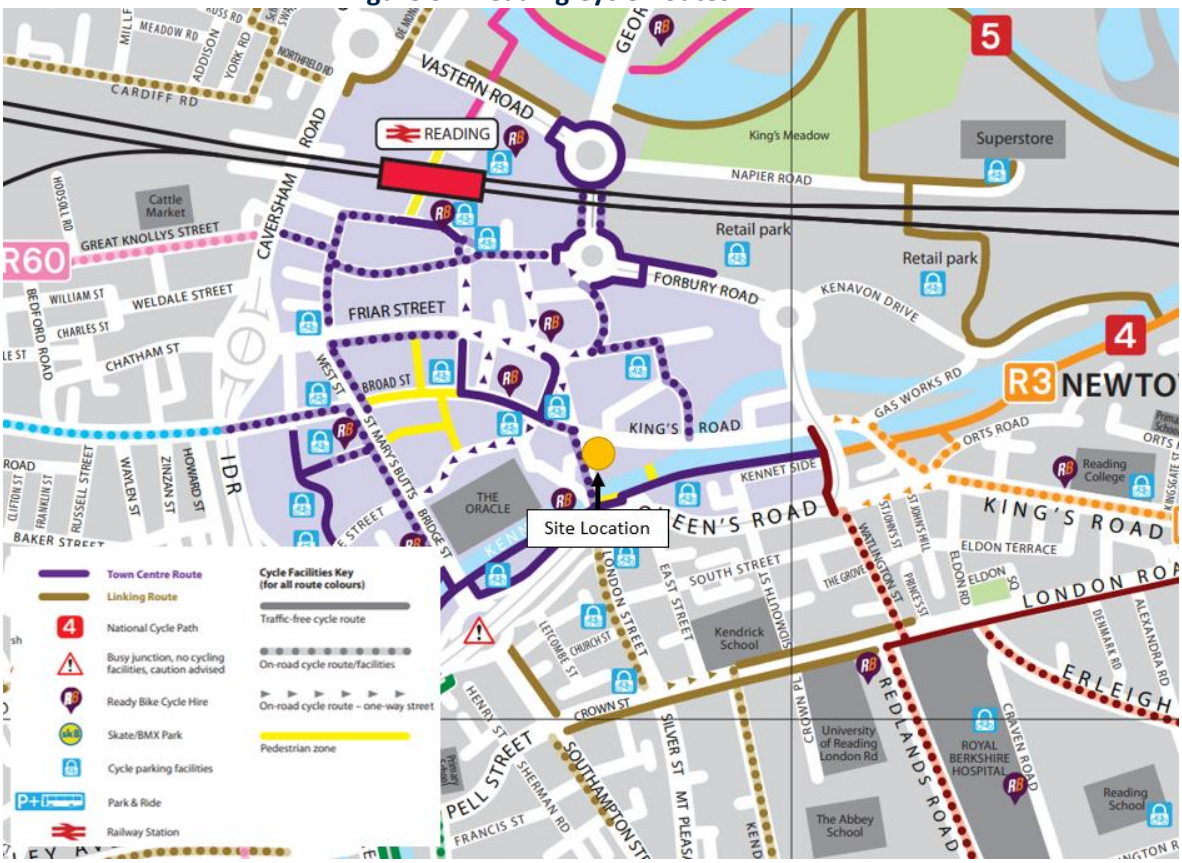
Figure 3 – Pedestrian Crossing Directly Outside the Site

Figure 4 – Pedestrian Network to the South of the Site

Figure 5 – Pedestrianised Zone within The Oracle (Riverside)

2.4.7. RBC have produced a town centre cycle routes map which is shown below in Figure 6. It demonstrates ample cycle facilities in close proximity to the site including an on-road route along Duke Street (which is bus-only) and off-road, traffic free routes surrounding the site including along the River Kennet to the south and through the pedestrianised town centre roads, providing access to Reading Train Station.

Figure 6 – Reading Cycle Routes



2.4.8. Cycle parking is available throughout the town centre, with the closest cycle parking to the site provided within just 20m, opposite the site on the corner of King's Road/Duke Street/King Street as demonstrated in Figure 7.

Figure 7 – Cycle Parking within 20m of Site

2.5. Bus and Rail

2.5.1. The closest bus stops to the site are located within 50m of the site with various stops on both Kings Road and Duke Street providing a range of services across the town centre and beyond. A further range of stops are provided in Market Place, just 80m (a one-minute walk) to the north.

2.5.2. Eastbound bus stops on Kings Road are provided with seated, sheltered waiting areas and real time information. Westbound bus stops are provided with a flag and pole. The bus stop on Duke Street (northbound only) provides a flag and pole whilst bus stops within Market Place are supported by seated, sheltered waiting areas and real time information. All bus stops in the vicinity of the site are provided with Kassel Kerbs which provide ease of access for the mobility impaired.

2.5.3. The majority of bus services within Reading Town Centre travel through Market Place, including:

- **3, 8 and 9 Leopard**: routing to the University of Reading (UoR), Royal Berkshire Hospital (RBH), Shinfield, Arborfield, Wokingham, Thames Valley Science Park, Spencer's Wood and Whitley Wood;
- **5, 6 and 6a Emerald**: to Northumberland Avenue, Tesco Depot, Whitley Wood;
- **7 Tiger**: to Spencer's Wood, Riseley, Hartley Wintney, Fleet;
- **10 Ruby**: to Kennet Island;
- **11 Bronze**: to Coley Park;
- **19a, 19b and 19c Little Oranges**: to UoR, RBH, Earley, Woodley;
- **21, 21a Claret**: to UoR, Lower Earley;
- 5**0 Greenwave**: to Green Park and the Madejski Stadium;
- **91**: Kentwood Circle to Reading Girls School via Oxford Road;
- **500 Park & Ride**: to Winnersh Triangle Park and Ride;
- **600 Park & Ride**: to Mereoak Park & Ride;
- **903, 905**: Bohunt School Via RBH, Shinfield, Arborfield.

2.5.4. In addition to an extremely wide range of bus services routing from within 80m (a one-minute walk) of the site, the Lion 4 Services run along Kings Road, routing between Reading College, Winnersh, Wokingham and Bracknell, as do the 17 services which route between Reading and Tilehurst.

2.5.5. All bus services in the vicinity of the site are frequent, generally providing services every 10-30 minutes. These include Park & Ride services and services to Green Park, UoR and RBH. The existing bus stop infrastructure within 80m of the site is demonstrated in Figure 8.

Figure 8 – Kings Road Bus Stops

2.5.6. Any Reading Bus services which aren't available from these stops are available within 500m (a six-minute walk) of the site, including the Pink services (22 and 25); routing between Caversham and Reading, the berry 23 and 24 services; also routing to Caversham and Emmer Green and the RailAir bus to Heathrow Airport, providing one bus per hour.

2.5.7. In addition to Kassel kerbs, all Reading Buses are accessible for disabled users, with priority seating, wide doors and either manual or automatic ramps.

2.5.8. Reading Railway Station is located just 500m to the north of the site which is accessible via a six-minute walk or a two minute cycle. Reading Railway Station is managed by Network Rail and served by Great Western Railway, Cross Country and South Western Railway services. Being a transport hub, Reading Railway Station provides frequent services both locally and further afield, including to London Paddington, London Waterloo, Gatwick Airport, Cardiff, Bournemouth and Bristol Temple Meads, amongst many others. 344 cycle parking spaces are provided at Reading Railway Station.

2.5.9. Reading Rail Station provides CCTV, 24-hour a day staff help, toilets (including accessible toilets), step-free access across the entire station and additional provisions for disabled users including accessible (low level) public pay phones.

2.5.10. The level of accessibility to frequent bus and rail services to a wide range of locations ensures that travel to and from the site by bus and rail are viable options and could form part of a multi-modal journey from the site to wider afield.

2.6. Access to Key Services

2.6.1. The site is located within Reading Town Centre and is therefore highly accessible to a significant range of retail, employment and leisure opportunities in addition to schools, Reading University (UoR) and Royal Berkshire Hospital (RBH). A summary of some of the key local amenities and their associated walking and cycling distance is included in Table 2.

Table 2 – Summary of Key Local Amenities

	Location	Distance (m)	Journey Times (minutes)	
			Walk	Cycle
EDUCATION / EMPLOYMENT				
Nursery:	Forbury Gardens Day Nursery	550	7	2
Primary :	Katesgrove Primary	850	11	3
Secondary :	Kendrick School	500	6	2
College :	Reading College	950	12	4
University:	University of Reading (London Road Campus)	1,000	13	4
HEALTH & COMMUNITY				
Hospital :	Royal Berkshire Hospital	900	11	3
Doctors :	London Street Surgery	300	4	1
Dentist :	Puresmile Reading	110	1	0
Pharmacy :	Boots	170	2	1
Library :	Reading Central Library	80	1	0
SHOPPING/RETAIL				
Post Office :	Reading Post Office (WH Smiths)	280	4	1
Convenience Store :	M&A Convenience Store	10	0	0
Supermarket :	Sainsburys	150	2	1
Shopping Centre	The Oracle	150	2	1
LEISURE				
Cinema :	Vue Cinema Reading	180	2	1
Gym :	Buzz Gym	350	4	1
Hotel :	Market House	80	1	0
Public House :	Market House	80	1	0
EXISTING PUBLIC OPEN SPACES				
Recreation Public Park :	Forbury Gardens	270	3	1
TRANSPORT				
Bus Stop :	Various	50	1	0
Railway Station :	Reading Railway Station	500	6	2

2.6.2. It is clear from Table 2 that the site is highly accessible, with an extensive range of shops and services within a maximum of c.300m (a circa three minute walk or one minute cycle) and schools, healthcare and other facilities within a maximum of c.1km (a circa 13 minute walk or four minute cycle).

2.7. Car Clubs

2.7.1. In the coming years, Reading faces challenges of population growth, congestion and the environment. Reading declared a Climate Emergency in 2019 and are committed to reducing congestion and vehicle trips. Part of the strategy is to increase the existing offer of car clubs in the town.

2.7.2. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle these challenges. Car clubs provide the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour, up to a whole weekend, or

longer. They reduce the need for people to own their own cars by providing access to conveniently located high-quality vehicles on an affordable 'pay-as-you drive' basis.

2.7.3. The nearest existing car club is CoWheels (**www.co-wheels.org.uk**) which has four dedicated car club vehicles within 2.0 kilometres of the site;

- **Sherfield Drive, St Patricks Hall** – 1,500 metres (a 19-minute walk or 6-minute cycle);
- **Baptist Church, Cemetery Junction** – 1,600 metres (a 20-minute walk or 6-minute cycle);
- **Dunsden Crescent, Whiteknights Campus** – 1,800 metres (a 23-minute walk or 7-minute cycle); and
- **Rectory Road, Caversham** – 2,000 metres (a 25-minute walk or 8-minute cycle).

2.8. Road Network & Parking Restrictions

2.8.1. The site is located on the corner of Kings Road with Duke Street. Kings Road is a key route between Reading Town Centre through to the east of Reading including Cemetery junction and beyond. Kings Road also connects with the IDR ring road around the town centre.

2.8.2. There are no restrictions to vehicles along Kings Road, although in the vicinity of the site Kings Road enters a 20mph zone. However, all vehicle traffic is required to route along Duke Street rather than continuing on to King Street as King Street becomes a Bus Gate only (with access for cycles and delivery/servicing vehicles).

2.8.3. Kings Road is a red route which prevents vehicles from stopping at any time, including to load and unload, other than for refuse servicing (statutory services). The purpose of the red routes is to stop disruption of traffic flow and reduce obstacles for cycles and pedestrians; therefore increasing both motorised and non-motorised user safety.

2.8.4. There are a number of disabled parking bays situated around the site. The closest bays are located just 40m to the north west of the site on King Street (five bays), with further disabled parking bays to the east of the site, within 60-80m. Motorcycle parking is also provided along Kings Road; approximately 100m to the east of the site. In addition, short-stay pay and display parking is available for approximately 10 vehicles within 120m east of the site, also along Kings Road.

2.8.5. In addition to short-stay pay and display parking, being within the town centre a wide range of long and short-stay public car parks are available, including those summarised in Table 3 below.

Table 3 – Summary of Local Car Parking

Car Park	Distance & Time	No. of Spaces	Charge (per hour)	Season Tickets Available?	Additional Notes
Queens Road	220m (3-minute walk or 1-minte cycle)	700 (inc. 8 disabled bays)	£2.30	Weekly (Mon-Fri): £50 Monthly: £177 Quarterly: £510 Annually: £1,700	Special offer tickets available including early bird and night rates
The Oracle Riverside	290m (4-minute walk or 1-minte cycle)	1611 (inc. 100 disabled bays, 50 family spaces and 6 electric vehicle charging spaces)	£1.70	Premium rates for office workers: Daily £5.90 Monthly: £130 Annually: £1,375	Entry 6pm-6pm: £3.50 (over 1 hour) Free motorcycle parking
The Oracle Holy Brook	550m (7-minute walk or 2-minte cycle)	595 (inc. 37 disabled bays, 23 family spaces and 6 electric vehicle charging spaces)	£4 (up to 2 hours)	Premium rates for office workers: Daily £6.90	Entry 6pm-6pm: £3.50 (over 1 hour)
Broad Street Mall	600m (8-minute walk or 2-minte cycle)	720 (inc. 16 disabled bays)	£1.60	Weekly (Mon-Fri): £40 Monthly: £167 Quarterly: £480 Annually: £1,600	Special offer tickets available including early bird and night rates

2.8.6. As shown, there are over 3,600 public car parking spaces within 600m of the site, including 161 disabled parking bays. A range of daily, weekly, monthly and annual rates are available, in addition to flexible parking options such as overnight and early bird rates.

2.8.7. There are therefore ample options for resident, including visitor, parking in close proximity to the site in any instance where car travel is unavoidable.

2.9. Census Data

2.9.1. Analysis of Census 2011 data has been undertaken to investigate the journey to work split for the existing (2011) residential population of the Mid-Layer Super Output Area (MSOA) in which the site is located; Reading 011. The data is contained in Table 4.

Table 4 – Census 2011 Travel to Work Data

Mode	Mode Split (Resident Population)
Train/Underground	20.6%
Bus	11.8%
Taxi	0.2%
Motorcycle	0.4%
Driving a Car or Van	29.2%
Passenger in a Car or Van	3.1%
Bicycle	3.6%
On Foot	31.0%
Other	0.1%
Total	100.0%

2.9.2. Table 4 shows that 67% of existing residents travel to and from work by sustainable modes of transport with an additional 3.1% car sharing. This shows that the site is located in a highly sustainable location and together with the amenities outlined in Table 2 shows that the vast majority of trips can be made to and from the site by sustainable modes of transport, reducing the need to own a car.

2.9.3. Census data for the Reading 011 MSOA in which the site is located has been compared against the accommodation type, which is "flats / apartments or maisonettes" within the 2011 Census. This shows that 49.5% of households in the MSOA do not own a car at all, with 43.7% owning one car and 6.8% owning two or more cars.

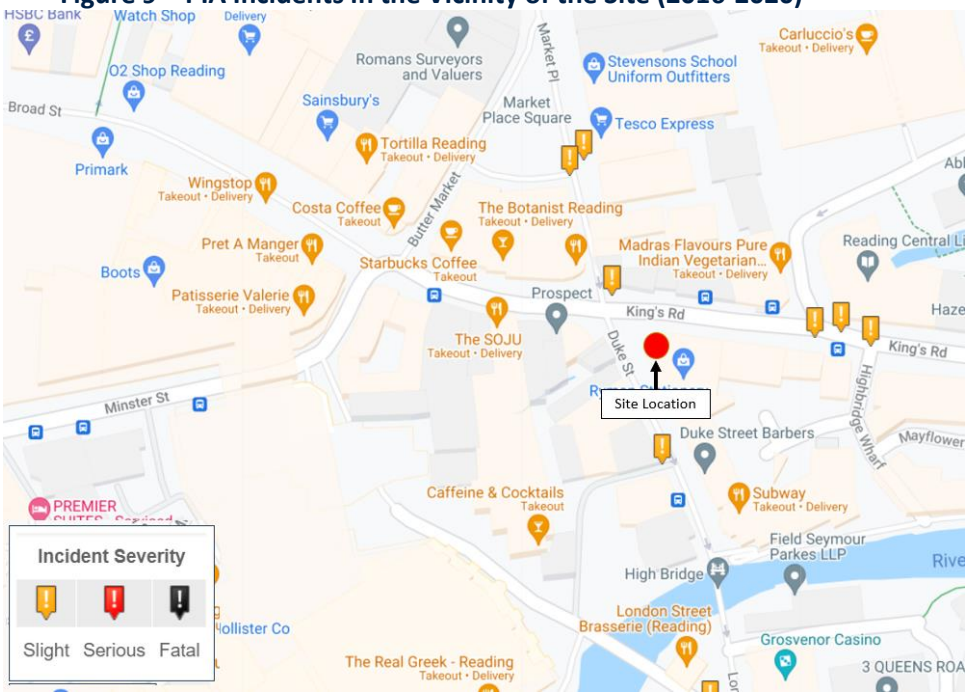
2.9.4. It is evident that the journey to work modal shares and the car ownership data reflect the sustainable modes of transport on offer to potential residents and visitors at the site's location.

2.9.5. It is also important to recognise that the most recently available Census data is now more than 10-years old. Significant improvements have been made throughout the town centre to local facilities and amenities, bus services and frequencies and the Reading Station major upgrades which opened in 2015 (after the last Census). These improvements, which are ongoing, are likely to have further increased travel by sustainable modes and further decrease car ownership in the MSOA.

2.10. Personal Injury Accident Data

2.10.1. A review of the most recently available five years of injury accident data (2016-2020) has been undertaken using data supplied by Crashmap (www.crashmap.co.uk). The study area includes Kings Road, Duke Street, Market Place and the route between the site and the Oracle Shopping Centre. A summary of the incidents which have occurred within the study area is outlined below in Figure 9.

Figure 9 – PIA Incidents in the Vicinity of the Site (2016-2020)



2.10.2. One 'slight' PIA incident has been recorded opposite the site, involving a cyclist, although this occurred over five-years ago, in January 2016.

2.10.3. One incident occurred on Duke Street to the south of the site; also in 2016. This incident involved a motorcyclist.

2.10.4. Whilst any incident is regrettable, a total of 7 recorded incidents across a wide study area over a five-year period, of which all were classified as 'slight', with no particular clusters or trends involving pedestrians, does not indicate any deficiencies in the surrounding road network which may be worsened as a result of this change of use proposal.

2.11. Summary

2.11.1. This section has demonstrated that the site is extremely accessible being located within the town centre. The closest bus stops to the site provide an extremely wide range of regular services and Reading Rail Station is located just 500m away. Various car club spaces are available within 2km of the site which allow flexible options for future residents without needing to own a car.

2.11.2. Options for public car parking are available in the vicinity of the site, including over 3,600 public car parking spaces within just 600m in addition to on-street car parking along Kings Road, including disabled bays within just 40m of the site. The Oracle public car parks provide electric vehicle charging points, and all local car parks provide a range of season ticket options for residents and for staff.

2.11.3. A review of the latest available Census data demonstrates a high proportion of residents travelling by sustainable modes with low car ownership within this MSOA. The data available is over 10-years old and was obtained prior to a number of significant changes in Reading's sustainable transport network which should further encourage a shift away from the private car towards sustainable modes.

2.11.4. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals. The site is therefore considered accessible in highways terms.

2.11.5. The site is therefore considered to be located in a highly sustainable location within Reading Town Centre with ample opportunity to support a car-free scheme whilst providing future residents with a wide range of sustainable travel options.

3. Proposed Development

3.1.1. The proposed Class MA application is for the change of use of the ground floor at Abbey Corner, 2-4 Kings Road, Reading to provide four residential apartments. The 1st, 2nd and 3rd floors have recently gained Prior Approval for conversion to 12 residential units. A separate planning application has been submitted for an additional storey to provide four residential units. The proposed ground floor site layout is provided in **Appendix A**.

3.2. Access Arrangements

3.2.1. Access to Flat A will be taken from the existing access to the east of the site, onto Kings Road. Access to Flat B, C and D will be taken from Duke Street.

3.3. Car Parking

3.3.1. RBC set out their car and cycle parking standards within their Local Development Framework Revised Parking Standards and Design Supplementary Planning Document (SPD) (October 2011). Within the SPD, Reading is divided into zones and the site is located within Zone 1 'Central Core Area'.

3.3.2. RBC's car parking standards are set out as 'maximum' requirements, with 0.5 spaces required per unit. Therefore a maximum of two spaces would be required to serve the proposed residential flats.

3.3.3. It is proposed that no car parking is provided for the site. A car-free use is considered suitable in this location when taking account of the highly accessible location and wide range of public car parking available in the immediate vicinity, including various season tickets which can be acquired by future residents.

3.3.4. It is noted that the recently approved application on the site for the conversion of floors 1-3 to residential use is car-free and therefore it is considered that a car-free development in this location is deemed acceptable.

3.3.5. To ensure that no residents park on the surrounding roads, the apartments will be marketed as car-free. Informative 5 of the recently approved application for 12 residential apartments at the site stated:

'The occupiers of the residential units will not be automatically entitled to an on-street parking permit. Current and new occupiers should be informed of this and be advised to find out more about parking permits on the Council's website. There is already a high level of on street car parking in the area and the site is located close to local facilities, with frequent public transport services on nearby roads.'

3.4. Cycle Parking

3.4.1. RBC provide minimum cycle parking standards within their Revised Parking Standards and Design SPD and Table 5 below summarises these standards and calculates the cycle parking requirements of the proposed change of use.

Table 5 – Cycle Parking Standards and Requirements

Type	No.	Requirement	Cycle Parking Requirement
1 Bedroom	4	0.5 spaces per flat	2

3.4.2. Cycle parking must be:

- Conveniently located in relation to the trip origin and destination;

- Easy to use (where cycles can be secured easily and quickly);
- Secure (where parking is overlooked by development nearby, located close to well used areas or is within the coverage of a local security camera system. After dark, lighting is required to ensure personal safety for bike users); and
- Covered.

3.4.3. Given the car-free nature of the proposals, one dedicated, secure cycle parking space will be provided within each apartment, which will ensure security. This provision of four spaces; one per unit, is above RBC's minimum requirements.

3.4.4. The higher provision of cycle storage will also encourage residents to use cycling as their main mode of transport to and from the site and will further reduce the need for car journeys associated with the site.

3.4.5. The cycle stores are outlined within the plans attached as **Appendix A**.

3.5. Deliveries and Servicing

3.5.1. Deliveries to the residential units will primarily consist of the following:

- Refuse vehicles;
- Post, parcel and mail deliveries and collections;
- Ad-hoc grocery deliveries / other courier services;
- Occasional Maintenance vehicles; and
- Removals vehicles.

3.5.2. It is of note that the types of delivery and servicing trips outlined above are already likely to be operating at neighbouring residential sites in the local area and in future, the approved residential units on floors 1-3. Given the change of use from office to residential, it is not anticipated that the number of deliveries would exceed that currently experienced on the ground floor.

3.5.3. It is anticipated that servicing will be undertaken by private collection. The estimated delivery and servicing trips are outlined in Table 6.

Table 6 – Servicing Trip Generation

Delivery	Vehicle	Time of Day	Approx. Frequency	Servicing From
Post	Post Van	09:00-17:00	Daily	Rear of Site
Parcel / Couriers	Transit Van	07:00-22:00	1-2 per week	Rear of Site
Groceries	Transit Van	07:00-22:00	1-2 per week	Rear of Site
Refuse Collection	Small Refuse Vehicle	07:30-17:00	Bi-Weekly	Kings Road
Recycling Collection	Small Refuse Vehicle	07:30-17:00	Bi-Weekly	Kings Road
Maintenance Vehicles	Transit Van / Box Van	09:00-17:00	1-2 times per year	Rear of Site
Removals Vehicles	Pantechnicon	09:00-17:00	Infrequent	Rear of Site

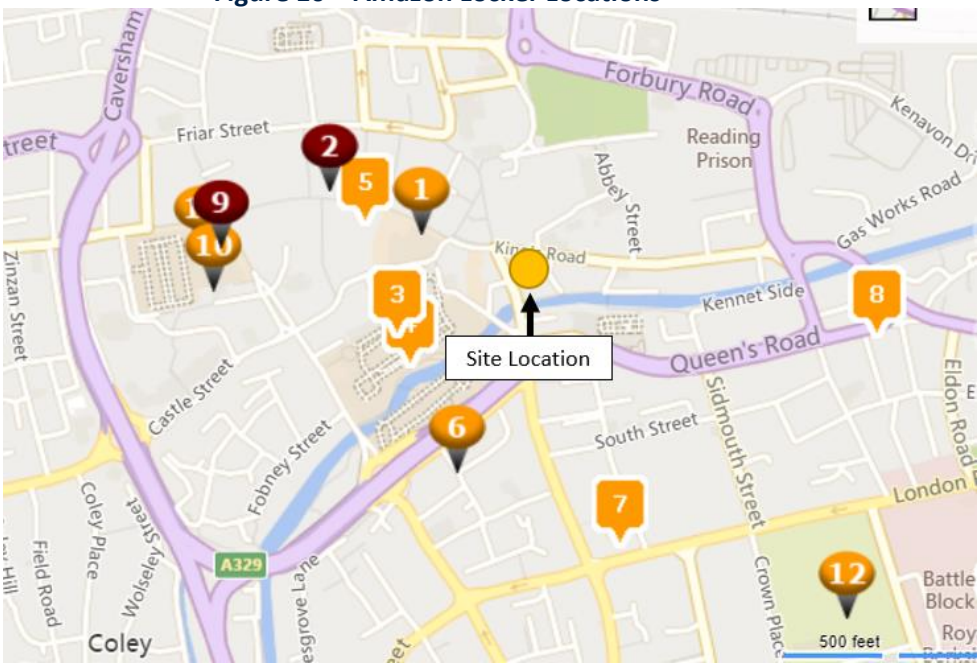
3.5.4. Based on this, it is anticipated that the proposed development is likely to generate a maximum of c.1-2 delivery and servicing trips per day. It is likely that the majority of delivery and servicing trips will take place outside of the network peak hours.

3.5.5. Given the town centre location, it is likely that some deliveries, such as takeaway deliveries, could be kept to a minimum as residents are more likely to walk to collect. In addition, many urban areas use smaller vehicles such as mopeds and cycles for local deliveries (as would often be the case here) which reduce the number of larger delivery vehicles.

3.5.6. Other deliveries, such as Amazon deliveries, can often be delivered to Amazon / InPost Lockers, shown in Figure 10, and a Collect + service is provided from the customer services desk in The Oracle, which are available throughout the town centre in close proximity to the site.

3.5.7. In addition, the post office, located on Broad Street, provides a range of services including Express Postage. These services available within close proximity to the site all reduce the requirement for delivery vehicles (particularly large vehicles) to and from the site.

Figure 10 – Amazon Locker Locations



Source: www.amazon.co.uk

3.5.8. Overall it is considered that the proposed development will generate less delivery and servicing movements than the existing ground floor use and the size of servicing vehicles (such as takeaway deliveries) is likely to be smaller.

3.5.9. The refuse stores are accessible to residents within 30m of each dwelling (horizontal distance) in accordance with RBC's guidance.

3.6. Trip Generation

3.6.1. To demonstrate that the proposed development will have no detrimental impact on the existing local road network, the TRICS database (Version 7.8.2) has been interrogated to determine the likely trip generation of the proposed change of use.

Existing Trip Generation

3.6.2. The site is currently in use as offices, with commercial uses on the ground floor. Across the three floors (excluding the plant room on the fourth floor), the existing site has a GFA of 1,103sqm. The ground floor of the existing building (to which this proposal applies) has a GFA of 276sqm.To understand potential trips generated by the existing ground floor use, the TRICS database has been interrogated for sites with similar characteristics. The following parameters were used:

- Employment, Office Use
- Multi-modal Sites in England excluding London;
- 300-1800sqm;
- Town Centre and Edge of Town Centre Locations only;
- Surveys Undertaken Monday-Friday only;
- Surveys from 01/01/2010 – 01/01/2021.

3.6.3. As previously noted, the former site has three car parking spaces which are not currently in use. The TRICS sites captured within the above criteria all have significantly more car parking than this existing site use. However a further search of sites in London reveals no further sites which are of a similar scale or location type to this development.

3.6.4. Vehicle trips have therefore been redistributed proportionally for both the existing and proposed trip generation assessments using the Census 2011 Journey to Work splits. Table 7 provides the total people movements to and from the existing site, whilst Table 8 demonstrates the redistributed modal split for the existing use, with the full TRICS outputs contained in **Appendix B**.

Table 7 – Existing Office Use Total Person Trips (Ground Floor)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Total People	3.833	0.271	4.104	0.651	3.409	4.060	26.819	26.669	53.488
Existing Office	11	1	12	2	9	11	74	74	148

Table 8 – Existing Office Use Multi Modal Trips

Mode	Modal Split	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Underground/Train	27.5%	3	0	3	0	2	2	21	21	42
Bus	29.0%	3	0	3	1	3	4	21	21	42
Taxi	0.3%	0	0	0	0	0	0	0	0	0
Motorcycle	1.1%	0	0	0	0	0	0	1	1	2
Car Driver	0.0%	0	0	0	0	0	0	0	0	0
Car Passenger	6.1%	1	0	1	0	0	0	4	4	8
Bicycle	6.3%	1	0	1	0	1	1	5	5	10
On Foot	29.3%	3	1	4	1	3	4	22	22	44
Other	0.4%	0	0	0	0	0	0	0	0	0
TOTAL	100.0%	**11**	**1**	**12**	**2**	**9**	**11**	**74**	**74**	**148**

3.6.5. Table 8 shows that the existing ground floor of the site could generate 12 two-way people trips in the AM peak hour, 11 in the PM peak hour and up to 148 two-way people trips per day. This includes 2-3 peak hour rail trips, 3-4 peak hour bus trips and 4 peak hour trips on-foot.

Proposed Trip Generation

3.6.6. The proposed development seeks to provide four additional residential apartments to replace the existing commercial ground floor use. Using the same parameters as previously agreed for the extant permission, Table 9 and Table 10 demonstrates the anticipated trip generation for the proposed development. For reference, the full TRICS outputs are contained in **Appendix C**.

Table 9 – Proposed Residential Person Trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Total People	0.265	0.952	1.217	0.614	0.482	1.096	5.421	5.809	11.230
Proposed Residential	1	4	5	2	2	4	22	23	45

Table 10 – Proposed Residential Multi Modal Trips

Mode	Modal Split	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Underground/Train	29.0%	0	1	1	1	1	2	6	7	13
Bus	16.7%	0	1	1	0	0	0	4	4	8
Taxi	0.3%	0	0	0	0	0	0	0	0	0
Motorcycle	0.5%	0	0	0	0	0	0	0	0	0
Car Driver	0.0%	0	0	0	0	0	0	0	0	0
Car Passenger	4.4%	0	0	0	0	0	0	1	1	2
Bicycle	5.1%	0	0	0	0	0	0	1	1	2
On Foot	43.8%	1	2	3	1	1	2	10	10	20
Other	0.2%	0	0	0	0	0	0	0	0	0
TOTAL	100.0%	**1**	**4**	**5**	**2**	**2**	**4**	**22**	**23**	**45**

3.6.7. Table 10 shows that the proposed development is likely to generate four-five two-way person trips in the AM and PM peak hours and up to 45 two-way person trips per day.

3.6.8. Of these, the majority of trips would be taken on-foot (20 daily trips), with 13 daily two-way rail and eight daily two-way bus trips, along with two two-way car passenger and cycle trips.

3.7. Net Impact

3.7.1. The anticipated net impact of the proposed change of use of the ground floor compared with the existing commercial use is considered in Table 11.

Table 11 – Anticipated Ground Floor Net Impact

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Underground/Train	-3	1	-2	1	-1	0	-15	-14	-29
Bus	-3	1	-2	-1	-3	-4	-17	-17	-34
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	-1	-1	-2
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	-1	0	-1	0	0	0	-3	-3	-6
Bicycle	-1	0	-1	0	-1	-1	-4	-4	-8
On Foot	-2	1	-1	0	-2	-2	-12	-12	-24
Other	0	0	0	0	0	0	0	0	0
TOTAL	-10	3	-7	0	-7	-7	-52	-51	-103

3.7.2. As demonstrated in Table 11, the proposed change of use of the ground floor of the site would result in a net reduction in total trips across both the peak hours and across a 12-hour period.

3.7.3. It has been demonstrated that the existing highway, pedestrian, cycle and public transport infrastructure is extensive and of high quality and is capable to support both the existing and proposed site uses.

3.8. Summary

3.8.1. This section has outlined the development proposals, including car and cycle parking provision, refuse storage and trip generation.

3.8.2. The development proposals are considered to result in net decrease in trips by all modes and it is considered that the local highway network, public transport network, and local walking and cycling infrastructure is high quality and suitable to support the development proposals. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

3.8.3. The car-free nature of the proposals will ensure that the development will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.

4. Summary and Conclusions

4.1.1. Evoke has been commissioned by OOAK Developments Ltd to produce a Transport Note to support a Class MA application in relation to the proposed change of use of the ground floor at Abbey Corner, 2-4 Kings Road, Reading to provide four residential apartments.

4.1.2. Abbey Corner is a four-storey building which is currently in use as offices, with commercial uses on the ground floor. The site has most recently (1st October 2021) gained Prior Approval for the Change of Use of the 1st, 2nd and 3rd floors from Class B1(a) (offices) to Class C3 (dwelling houses) to comprise 12 residential apartments (application reference 211263/OPA). A separate planning application has been submitted for the construction of an additional storey to provide four residential apartments.

4.1.3. Cycle parking will be provided within the flats and refuse will be collected privately from the ground floor.

4.1.4. The site is extremely accessible being located within Reading Town Centre. The closest bus stops to the site provide an extremely wide range of regular services and Reading Rail Station is located just 500m away. Various car club spaces are available within 2km of the site which allow flexible options for future residents without needing to own a car.

4.1.5. Options for public car parking are available in the vicinity of the site, including over 3,600 public car parking spaces within just 600m in addition to on-street car parking along Kings Road, including disabled bays within just 40m of the site. The Oracle public car parks provide electric vehicle charging points, and all local car parks provide a range of season ticket options for residents and for staff.

4.1.6. A review of the latest available Census data demonstrates a high proportion of residents travelling by sustainable modes with low car ownership within this MSOA. The data available is over 10-years old and was obtained prior to a number of significant changes in Reading's sustainable transport network which should further encourage a shift away from the private car towards sustainable modes. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals.

4.1.7. The site is proposed to be car-free, owing to the highly accessible nature of the location and the availability of both on and off-street public car parking in close proximity to the site, including disabled parking bays within 40m.

4.1.8. The development proposals are considered to result in a net decrease in trips by all modes and it is considered that the local highway network, public transport network, and local walking and cycling infrastructure is high quality and suitable to support the development proposals. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

4.1.9. The car-free nature of the proposals will ensure that the development will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.

4.1.10. It is therefore considered that the development proposals would not result in any detriment to the operation of the highway network. The development is therefore in compliance with the NPPF and local policy requirements.

Appendix A – Proposed Site Layout

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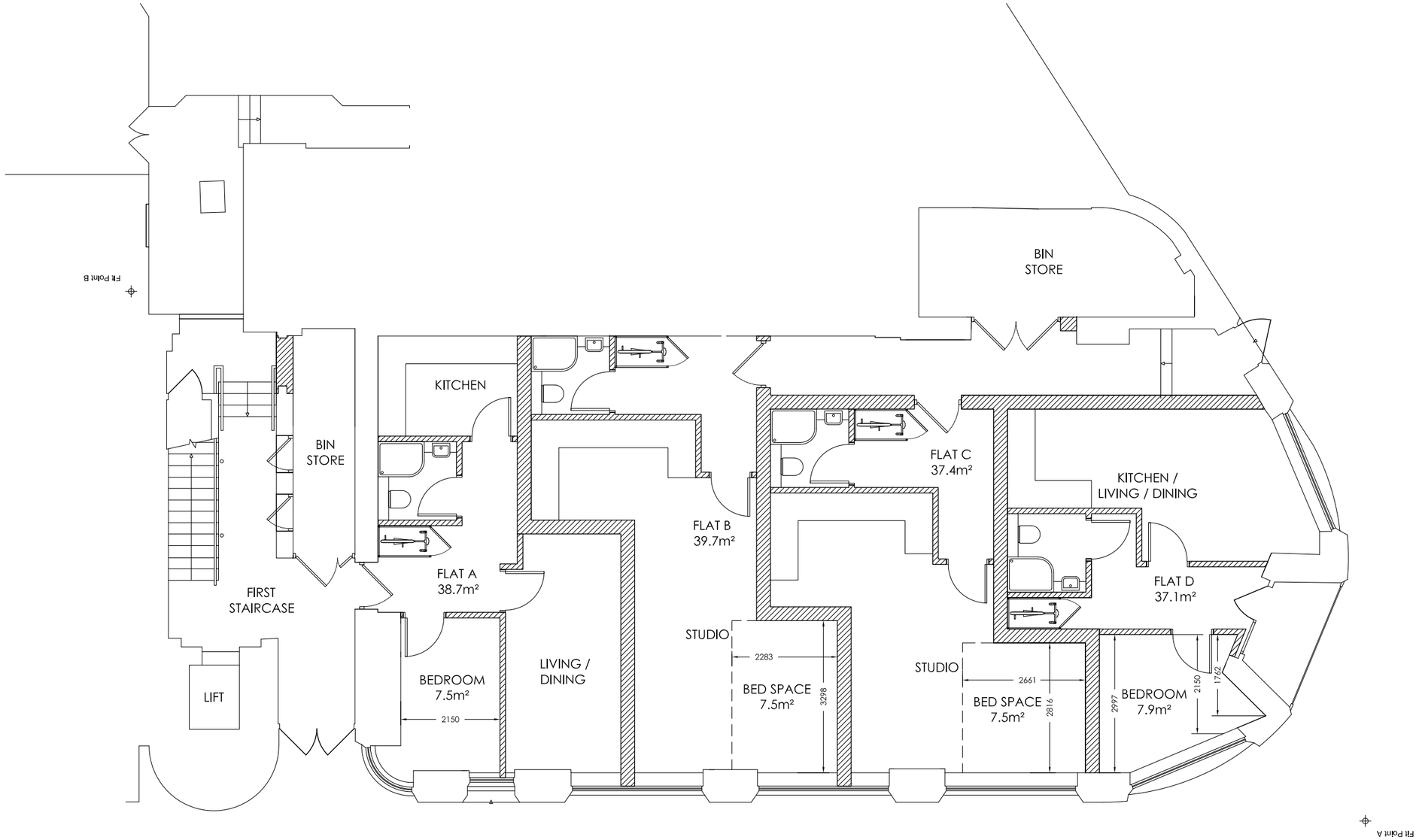
SUBJECT TO STRUCTURAL SURVEY, M & E ASSESSMENT, CONFIRMATION OF LEGAL BOUNDARIES, CONSTRAINTS, PLANNING AND HIGHWAYS APPROVAL

THIS SCHEME IS BASED ON ESTIMATED THIRD PARTY INFORMATION AD AS SUCH THP ARE NOT LIABLE FOR ANY DISCREPANCIES



1m 2m 3m 4m 5m 6m 7m
Scale Bar 1:100

Rev	Date	Description	Rev By	Chk'd By
B	09/09/21	STUDIO DIMENSIONS ADDED	CBG	TVT
A	08/09/21	BEDROOM DIMENSIONS ADDED	CBG	TVT

Project Title	PROPOSED OFFICE CONVERSION ABBEY CORNER 2-4 KINGS ROAD READING RG1 3AA				
Client	OOAK DEVELOPMENTS LTD				
Status	PLANNING				
Scale	1:100	Drawing Size	A3		
Date	29/07/2021	Drawn By	CBG	Checked	TVT
Drawing Title	PROPOSED GROUND FLOOR PLAN				
Job-Dwg No	17867-113			Rev	B

2 St. Johns North,
Wakefield, WF1 3QA
t. 01924 291800

Carvers Warehouse, 77 Dale Street,
Manchester, M1 2HG
t. 0161 2388555

The Old Rectory, 79 High Street,
Newport Pagnell, MK16 8AB
t. 01908 211377

101 London Road,
Reading, RG1 5BY
t. 0118 9507700

10 Gees Court, St Christophers Place,
London, W1U 1JJ
t. 0207 4091215

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CAD file reference

Appendix B – Existing Site TRICS Outputs

Calculation Reference: AUDIT-708731-210706-0700

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	SO	SLOUGH	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	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: 178 to 1800 (units: sqm)
Range Selected by User: 178 to 1800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 01/01/21

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	2 days
Wednesday	4 days
Thursday	3 days
Friday	1 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	2
Edge of Town Centre	8

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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	4
High Street	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

Not Known	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 Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	6 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	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	6 days
1.1 to 1.5	4 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	2 days
No	8 days

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

PTAL Rating:

No PTAL Present	10 days

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

LIST OF SITES relevant to selection parameters

1 BD-02-A-03 OFFICES BEDFORDSHIRE
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
Survey date: MONDAY *14/10/13* *Survey Type: MANUAL*

2 CB-02-A-02 OFFICE CUMBRIA
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

3 DS-02-A-01 REAL ESTATE DEVELOPERS DERBYSHIRE
PRIME PARK WAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

4 ES-02-A-13 OFFICES EAST SUSSEX
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

5 HF-02-A-03 OFFICE HERTFORDSHIRE
60 VICTORIA STREET
ST ALBANS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 610 sqm
Survey date: WEDNESDAY *16/10/13* *Survey Type: MANUAL*

6 KC-02-A-09 COUNCIL OFFICES KENT
SANDLING ROAD
MAIDSTONE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1500 sqm
Survey date: WEDNESDAY *19/10/11* *Survey Type: MANUAL*

7 NF-02-A-02 FINANCIAL PLANNERS NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

8 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street			
	Total Gross floor area:		1800 sqm	
	Survey date: THURSDAY		*27/02/14*	*Survey Type: MANUAL*
10	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES		WARWICKSHIRE
	Town Centre Built-Up Zone			
	Total Gross floor area:		960 sqm	
	Survey date: THURSDAY		*17/10/13*	*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									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.111	9	1004	0.011	9	1004	0.122
07:30 - 08:00	9	1004	0.498	9	1004	0.044	9	1004	0.542
08:00 - 08:30	10	921	1.097	10	921	0.109	10	921	1.206
08:30 - 09:00	10	921	1.292	10	921	0.217	10	921	1.509
09:00 - 09:30	10	921	0.901	10	921	0.326	10	921	1.227
09:30 - 10:00	10	921	0.706	10	921	0.261	10	921	0.967
10:00 - 10:30	10	921	0.738	10	921	0.597	10	921	1.335
10:30 - 11:00	10	921	0.467	10	921	0.445	10	921	0.912
11:00 - 11:30	10	921	0.326	10	921	0.315	10	921	0.641
11:30 - 12:00	10	921	0.478	10	921	0.499	10	921	0.977
12:00 - 12:30	10	921	0.347	10	921	0.467	10	921	0.814
12:30 - 13:00	10	921	0.391	10	921	0.423	10	921	0.814
13:00 - 13:30	10	921	0.369	10	921	0.391	10	921	0.760
13:30 - 14:00	10	921	0.565	10	921	0.358	10	921	0.923
14:00 - 14:30	10	921	0.326	10	921	0.293	10	921	0.619
14:30 - 15:00	10	921	0.293	10	921	0.347	10	921	0.640
15:00 - 15:30	10	921	0.282	10	921	0.489	10	921	0.771
15:30 - 16:00	10	921	0.261	10	921	0.434	10	921	0.695
16:00 - 16:30	10	921	0.304	10	921	0.858	10	921	1.162
16:30 - 17:00	10	921	0.228	10	921	0.999	10	921	1.227
17:00 - 17:30	10	921	0.326	10	921	1.325	10	921	1.651
17:30 - 18:00	10	921	0.130	10	921	0.651	10	921	0.781
18:00 - 18:30	9	1004	0.066	9	1004	0.277	9	1004	0.343
18:30 - 19:00	9	1004	0.033	9	1004	0.122	9	1004	0.155
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.535			10.258			20.793

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

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

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Parameter summary

Trip rate parameter range selected:	178 - 1800 (units: sqm)
Survey date date range:	01/01/10 - 01/01/21
Number of weekdays (Monday-Friday):	10
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/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									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.000	9	1004	0.000	9	1004	0.000
07:30 - 08:00	9	1004	0.011	9	1004	0.011	9	1004	0.022
08:00 - 08:30	10	921	0.054	10	921	0.043	10	921	0.097
08:30 - 09:00	10	921	0.033	10	921	0.033	10	921	0.066
09:00 - 09:30	10	921	0.043	10	921	0.033	10	921	0.076
09:30 - 10:00	10	921	0.000	10	921	0.022	10	921	0.022
10:00 - 10:30	10	921	0.065	10	921	0.065	10	921	0.130
10:30 - 11:00	10	921	0.011	10	921	0.011	10	921	0.022
11:00 - 11:30	10	921	0.000	10	921	0.000	10	921	0.000
11:30 - 12:00	10	921	0.011	10	921	0.011	10	921	0.022
12:00 - 12:30	10	921	0.033	10	921	0.033	10	921	0.066
12:30 - 13:00	10	921	0.000	10	921	0.000	10	921	0.000
13:00 - 13:30	10	921	0.011	10	921	0.000	10	921	0.011
13:30 - 14:00	10	921	0.022	10	921	0.033	10	921	0.055
14:00 - 14:30	10	921	0.011	10	921	0.011	10	921	0.022
14:30 - 15:00	10	921	0.054	10	921	0.054	10	921	0.108
15:00 - 15:30	10	921	0.000	10	921	0.000	10	921	0.000
15:30 - 16:00	10	921	0.000	10	921	0.000	10	921	0.000
16:00 - 16:30	10	921	0.000	10	921	0.000	10	921	0.000
16:30 - 17:00	10	921	0.000	10	921	0.000	10	921	0.000
17:00 - 17:30	10	921	0.065	10	921	0.054	10	921	0.119
17:30 - 18:00	10	921	0.011	10	921	0.022	10	921	0.033
18:00 - 18:30	9	1004	0.000	9	1004	0.000	9	1004	0.000
18:30 - 19:00	9	1004	0.000	9	1004	0.000	9	1004	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:			0.435			0.436			0.871

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									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.000	9	1004	0.000	9	1004	0.000
07:30 - 08:00	9	1004	0.011	9	1004	0.000	9	1004	0.011
08:00 - 08:30	10	921	0.000	10	921	0.000	10	921	0.000
08:30 - 09:00	10	921	0.011	10	921	0.022	10	921	0.033
09:00 - 09:30	10	921	0.000	10	921	0.000	10	921	0.000
09:30 - 10:00	10	921	0.000	10	921	0.000	10	921	0.000
10:00 - 10:30	10	921	0.000	10	921	0.000	10	921	0.000
10:30 - 11:00	10	921	0.000	10	921	0.000	10	921	0.000
11:00 - 11:30	10	921	0.000	10	921	0.000	10	921	0.000
11:30 - 12:00	10	921	0.000	10	921	0.000	10	921	0.000
12:00 - 12:30	10	921	0.000	10	921	0.000	10	921	0.000
12:30 - 13:00	10	921	0.011	10	921	0.011	10	921	0.022
13:00 - 13:30	10	921	0.000	10	921	0.000	10	921	0.000
13:30 - 14:00	10	921	0.000	10	921	0.000	10	921	0.000
14:00 - 14:30	10	921	0.000	10	921	0.000	10	921	0.000
14:30 - 15:00	10	921	0.000	10	921	0.000	10	921	0.000
15:00 - 15:30	10	921	0.000	10	921	0.000	10	921	0.000
15:30 - 16:00	10	921	0.011	10	921	0.011	10	921	0.022
16:00 - 16:30	10	921	0.000	10	921	0.000	10	921	0.000
16:30 - 17:00	10	921	0.000	10	921	0.000	10	921	0.000
17:00 - 17:30	10	921	0.022	10	921	0.022	10	921	0.044
17:30 - 18:00	10	921	0.000	10	921	0.000	10	921	0.000
18:00 - 18:30	9	1004	0.000	9	1004	0.000	9	1004	0.000
18:30 - 19:00	9	1004	0.000	9	1004	0.000	9	1004	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:			0.066			0.066			0.132

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									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.011	9	1004	0.000	9	1004	0.011
07:30 - 08:00	9	1004	0.022	9	1004	0.000	9	1004	0.022
08:00 - 08:30	10	921	0.087	10	921	0.000	10	921	0.087
08:30 - 09:00	10	921	0.043	10	921	0.000	10	921	0.043
09:00 - 09:30	10	921	0.000	10	921	0.000	10	921	0.000
09:30 - 10:00	10	921	0.000	10	921	0.000	10	921	0.000
10:00 - 10:30	10	921	0.033	10	921	0.022	10	921	0.055
10:30 - 11:00	10	921	0.011	10	921	0.011	10	921	0.022
11:00 - 11:30	10	921	0.000	10	921	0.000	10	921	0.000
11:30 - 12:00	10	921	0.000	10	921	0.000	10	921	0.000
12:00 - 12:30	10	921	0.011	10	921	0.011	10	921	0.022
12:30 - 13:00	10	921	0.011	10	921	0.022	10	921	0.033
13:00 - 13:30	10	921	0.033	10	921	0.011	10	921	0.044
13:30 - 14:00	10	921	0.000	10	921	0.000	10	921	0.000
14:00 - 14:30	10	921	0.000	10	921	0.011	10	921	0.011
14:30 - 15:00	10	921	0.022	10	921	0.022	10	921	0.044
15:00 - 15:30	10	921	0.011	10	921	0.011	10	921	0.022
15:30 - 16:00	10	921	0.000	10	921	0.033	10	921	0.033
16:00 - 16:30	10	921	0.000	10	921	0.033	10	921	0.033
16:30 - 17:00	10	921	0.022	10	921	0.011	10	921	0.033
17:00 - 17:30	10	921	0.011	10	921	0.065	10	921	0.076
17:30 - 18:00	10	921	0.000	10	921	0.033	10	921	0.033
18:00 - 18:30	9	1004	0.000	9	1004	0.022	9	1004	0.022
18:30 - 19:00	9	1004	0.000	9	1004	0.000	9	1004	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:			0.328			0.318			0.646

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									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.111	9	1004	0.011	9	1004	0.122
07:30 - 08:00	9	1004	0.554	9	1004	0.066	9	1004	0.620
08:00 - 08:30	10	921	1.270	10	921	0.043	10	921	1.313
08:30 - 09:00	10	921	1.444	10	921	0.119	10	921	1.563
09:00 - 09:30	10	921	0.999	10	921	0.326	10	921	1.325
09:30 - 10:00	10	921	0.738	10	921	0.250	10	921	0.988
10:00 - 10:30	10	921	0.803	10	921	0.521	10	921	1.324
10:30 - 11:00	10	921	0.445	10	921	0.358	10	921	0.803
11:00 - 11:30	10	921	0.423	10	921	0.326	10	921	0.749
11:30 - 12:00	10	921	0.597	10	921	0.565	10	921	1.162
12:00 - 12:30	10	921	0.413	10	921	0.597	10	921	1.010
12:30 - 13:00	10	921	0.532	10	921	0.499	10	921	1.031
13:00 - 13:30	10	921	0.467	10	921	0.467	10	921	0.934
13:30 - 14:00	10	921	0.619	10	921	0.391	10	921	1.010
14:00 - 14:30	10	921	0.358	10	921	0.337	10	921	0.695
14:30 - 15:00	10	921	0.271	10	921	0.391	10	921	0.662
15:00 - 15:30	10	921	0.337	10	921	0.543	10	921	0.880
15:30 - 16:00	10	921	0.337	10	921	0.510	10	921	0.847
16:00 - 16:30	10	921	0.271	10	921	0.934	10	921	1.205
16:30 - 17:00	10	921	0.163	10	921	1.097	10	921	1.260
17:00 - 17:30	10	921	0.271	10	921	1.531	10	921	1.802
17:30 - 18:00	10	921	0.098	10	921	0.814	10	921	0.912
18:00 - 18:30	9	1004	0.055	9	1004	0.310	9	1004	0.365
18:30 - 19:00	9	1004	0.011	9	1004	0.133	9	1004	0.144
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:			11.587			11.139			22.726

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									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.044	9	1004	0.022	9	1004	0.066
07:30 - 08:00	9	1004	0.066	9	1004	0.022	9	1004	0.088
08:00 - 08:30	10	921	0.174	10	921	0.011	10	921	0.185
08:30 - 09:00	10	921	0.499	10	921	0.087	10	921	0.586
09:00 - 09:30	10	921	0.369	10	921	0.098	10	921	0.467
09:30 - 10:00	10	921	0.543	10	921	0.195	10	921	0.738
10:00 - 10:30	10	921	0.651	10	921	0.445	10	921	1.096
10:30 - 11:00	10	921	0.727	10	921	0.706	10	921	1.433
11:00 - 11:30	10	921	0.510	10	921	0.814	10	921	1.324
11:30 - 12:00	10	921	0.619	10	921	0.738	10	921	1.357
12:00 - 12:30	10	921	0.782	10	921	1.792	10	921	2.574
12:30 - 13:00	10	921	1.346	10	921	1.488	10	921	2.834
13:00 - 13:30	10	921	1.303	10	921	1.325	10	921	2.628
13:30 - 14:00	10	921	1.401	10	921	0.803	10	921	2.204
14:00 - 14:30	10	921	0.760	10	921	0.565	10	921	1.325
14:30 - 15:00	10	921	0.478	10	921	0.510	10	921	0.988
15:00 - 15:30	10	921	0.478	10	921	0.445	10	921	0.923
15:30 - 16:00	10	921	0.456	10	921	0.391	10	921	0.847
16:00 - 16:30	10	921	0.293	10	921	0.575	10	921	0.868
16:30 - 17:00	10	921	0.217	10	921	0.575	10	921	0.792
17:00 - 17:30	10	921	0.217	10	921	0.369	10	921	0.586
17:30 - 18:00	10	921	0.054	10	921	0.239	10	921	0.293
18:00 - 18:30	9	1004	0.022	9	1004	0.089	9	1004	0.111
18:30 - 19:00	9	1004	0.000	9	1004	0.055	9	1004	0.055
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:			12.009			12.359			24.368

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									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.011	9	1004	0.000	9	1004	0.011
07:30 - 08:00	9	1004	0.044	9	1004	0.000	9	1004	0.044
08:00 - 08:30	10	921	0.043	10	921	0.000	10	921	0.043
08:30 - 09:00	10	921	0.163	10	921	0.011	10	921	0.174
09:00 - 09:30	10	921	0.185	10	921	0.022	10	921	0.207
09:30 - 10:00	10	921	0.206	10	921	0.065	10	921	0.271
10:00 - 10:30	10	921	0.195	10	921	0.109	10	921	0.304
10:30 - 11:00	10	921	0.141	10	921	0.098	10	921	0.239
11:00 - 11:30	10	921	0.315	10	921	0.337	10	921	0.652
11:30 - 12:00	10	921	0.109	10	921	0.195	10	921	0.304
12:00 - 12:30	10	921	0.163	10	921	0.141	10	921	0.304
12:30 - 13:00	10	921	0.119	10	921	0.185	10	921	0.304
13:00 - 13:30	10	921	0.141	10	921	0.152	10	921	0.293
13:30 - 14:00	10	921	0.054	10	921	0.174	10	921	0.228
14:00 - 14:30	10	921	0.174	10	921	0.119	10	921	0.293
14:30 - 15:00	10	921	0.130	10	921	0.130	10	921	0.260
15:00 - 15:30	10	921	0.065	10	921	0.152	10	921	0.217
15:30 - 16:00	10	921	0.119	10	921	0.109	10	921	0.228
16:00 - 16:30	10	921	0.011	10	921	0.109	10	921	0.120
16:30 - 17:00	10	921	0.054	10	921	0.087	10	921	0.141
17:00 - 17:30	10	921	0.000	10	921	0.174	10	921	0.174
17:30 - 18:00	10	921	0.000	10	921	0.076	10	921	0.076
18:00 - 18:30	9	1004	0.011	9	1004	0.022	9	1004	0.033
18:30 - 19:00	9	1004	0.000	9	1004	0.000	9	1004	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:			2.453			2.467			4.920

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									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.000	9	1004	0.000	9	1004	0.000
07:30 - 08:00	9	1004	0.055	9	1004	0.000	9	1004	0.055
08:00 - 08:30	10	921	0.033	10	921	0.000	10	921	0.033
08:30 - 09:00	10	921	0.076	10	921	0.000	10	921	0.076
09:00 - 09:30	10	921	0.098	10	921	0.000	10	921	0.098
09:30 - 10:00	10	921	0.033	10	921	0.011	10	921	0.044
10:00 - 10:30	10	921	0.022	10	921	0.011	10	921	0.033
10:30 - 11:00	10	921	0.011	10	921	0.011	10	921	0.022
11:00 - 11:30	10	921	0.011	10	921	0.000	10	921	0.011
11:30 - 12:00	10	921	0.011	10	921	0.000	10	921	0.011
12:00 - 12:30	10	921	0.000	10	921	0.000	10	921	0.000
12:30 - 13:00	10	921	0.000	10	921	0.011	10	921	0.011
13:00 - 13:30	10	921	0.000	10	921	0.022	10	921	0.022
13:30 - 14:00	10	921	0.000	10	921	0.000	10	921	0.000
14:00 - 14:30	10	921	0.033	10	921	0.022	10	921	0.055
14:30 - 15:00	10	921	0.043	10	921	0.000	10	921	0.043
15:00 - 15:30	10	921	0.011	10	921	0.022	10	921	0.033
15:30 - 16:00	10	921	0.000	10	921	0.022	10	921	0.022
16:00 - 16:30	10	921	0.000	10	921	0.065	10	921	0.065
16:30 - 17:00	10	921	0.000	10	921	0.087	10	921	0.087
17:00 - 17:30	10	921	0.000	10	921	0.087	10	921	0.087
17:30 - 18:00	10	921	0.000	10	921	0.022	10	921	0.022
18:00 - 18:30	9	1004	0.000	9	1004	0.000	9	1004	0.000
18:30 - 19:00	9	1004	0.000	9	1004	0.000	9	1004	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:			0.437			0.393			0.830

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/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.011	9	1004	0.000	9	1004	0.011
07:30 - 08:00	9	1004	0.100	9	1004	0.000	9	1004	0.100
08:00 - 08:30	10	921	0.076	10	921	0.000	10	921	0.076
08:30 - 09:00	10	921	0.239	10	921	0.011	10	921	0.250
09:00 - 09:30	10	921	0.282	10	921	0.022	10	921	0.304
09:30 - 10:00	10	921	0.239	10	921	0.076	10	921	0.315
10:00 - 10:30	10	921	0.217	10	921	0.119	10	921	0.336
10:30 - 11:00	10	921	0.152	10	921	0.109	10	921	0.261
11:00 - 11:30	10	921	0.326	10	921	0.337	10	921	0.663
11:30 - 12:00	10	921	0.119	10	921	0.195	10	921	0.314
12:00 - 12:30	10	921	0.163	10	921	0.141	10	921	0.304
12:30 - 13:00	10	921	0.119	10	921	0.195	10	921	0.314
13:00 - 13:30	10	921	0.141	10	921	0.174	10	921	0.315
13:30 - 14:00	10	921	0.054	10	921	0.174	10	921	0.228
14:00 - 14:30	10	921	0.206	10	921	0.141	10	921	0.347
14:30 - 15:00	10	921	0.174	10	921	0.130	10	921	0.304
15:00 - 15:30	10	921	0.076	10	921	0.174	10	921	0.250
15:30 - 16:00	10	921	0.119	10	921	0.130	10	921	0.249
16:00 - 16:30	10	921	0.011	10	921	0.174	10	921	0.185
16:30 - 17:00	10	921	0.054	10	921	0.174	10	921	0.228
17:00 - 17:30	10	921	0.000	10	921	0.261	10	921	0.261
17:30 - 18:00	10	921	0.000	10	921	0.098	10	921	0.098
18:00 - 18:30	9	1004	0.011	9	1004	0.022	9	1004	0.033
18:30 - 19:00	9	1004	0.000	9	1004	0.000	9	1004	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:			2.889			2.857			5.746

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									
06:30 - 07:00									
07:00 - 07:30	9	1004	0.177	9	1004	0.033	9	1004	0.210
07:30 - 08:00	9	1004	0.742	9	1004	0.089	9	1004	0.831
08:00 - 08:30	10	921	1.607	10	921	0.054	10	921	1.661
08:30 - 09:00	10	921	2.226	10	921	0.217	10	921	2.443
09:00 - 09:30	10	921	1.650	10	921	0.445	10	921	2.095
09:30 - 10:00	10	921	1.520	10	921	0.521	10	921	2.041
10:00 - 10:30	10	921	1.705	10	921	1.107	10	921	2.812
10:30 - 11:00	10	921	1.336	10	921	1.183	10	921	2.519
11:00 - 11:30	10	921	1.260	10	921	1.477	10	921	2.737
11:30 - 12:00	10	921	1.336	10	921	1.498	10	921	2.834
12:00 - 12:30	10	921	1.368	10	921	2.541	10	921	3.909
12:30 - 13:00	10	921	2.009	10	921	2.204	10	921	4.213
13:00 - 13:30	10	921	1.944	10	921	1.976	10	921	3.920
13:30 - 14:00	10	921	2.074	10	921	1.368	10	921	3.442
14:00 - 14:30	10	921	1.325	10	921	1.053	10	921	2.378
14:30 - 15:00	10	921	0.945	10	921	1.053	10	921	1.998
15:00 - 15:30	10	921	0.901	10	921	1.173	10	921	2.074
15:30 - 16:00	10	921	0.912	10	921	1.064	10	921	1.976
16:00 - 16:30	10	921	0.575	10	921	1.716	10	921	2.291
16:30 - 17:00	10	921	0.456	10	921	1.857	10	921	2.313
17:00 - 17:30	10	921	0.499	10	921	2.226	10	921	2.725
17:30 - 18:00	10	921	0.152	10	921	1.183	10	921	1.335
18:00 - 18:30	9	1004	0.089	9	1004	0.443	9	1004	0.532
18:30 - 19:00	9	1004	0.011	9	1004	0.188	9	1004	0.199
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:			26.819			26.669			53.488

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

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

Appendix C – Proposed Site TRICS Outputs

Calculation Reference: AUDIT-708731-210706-0715

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	CO	CONWY	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 Dwellings
Actual Range: 6 to 40 (units:)
Range Selected by User: 1 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	2

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:

Residential Zone	1
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

C3	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®.

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone			
	Total No of Dwellings:		40	
	Survey date: THURSDAY		*12/06/14*	*Survey Type: MANUAL*
2	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		37	
	Survey date: MONDAY		*26/03/18*	*Survey Type: MANUAL*
3	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		ESSEX
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		6	
	Survey date: TUESDAY		*22/10/13*	*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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.060	3	28	0.133	3	28	0.193
08:00 - 09:00	3	28	0.096	3	28	0.277	3	28	0.373
09:00 - 10:00	3	28	0.133	3	28	0.096	3	28	0.229
10:00 - 11:00	3	28	0.096	3	28	0.120	3	28	0.216
11:00 - 12:00	3	28	0.169	3	28	0.157	3	28	0.326
12:00 - 13:00	3	28	0.145	3	28	0.169	3	28	0.314
13:00 - 14:00	3	28	0.133	3	28	0.157	3	28	0.290
14:00 - 15:00	3	28	0.048	3	28	0.157	3	28	0.205
15:00 - 16:00	3	28	0.217	3	28	0.108	3	28	0.325
16:00 - 17:00	3	28	0.277	3	28	0.108	3	28	0.385
17:00 - 18:00	3	28	0.133	3	28	0.169	3	28	0.302
18:00 - 19:00	3	28	0.193	3	28	0.169	3	28	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.700			1.820			3.520

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 40 (units:)
Survey date date range:	01/01/13 - 25/09/19
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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.024	3	28	0.024	3	28	0.048
08:00 - 09:00	3	28	0.000	3	28	0.012	3	28	0.012
09:00 - 10:00	3	28	0.000	3	28	0.000	3	28	0.000
10:00 - 11:00	3	28	0.000	3	28	0.000	3	28	0.000
11:00 - 12:00	3	28	0.060	3	28	0.060	3	28	0.120
12:00 - 13:00	3	28	0.024	3	28	0.024	3	28	0.048
13:00 - 14:00	3	28	0.024	3	28	0.024	3	28	0.048
14:00 - 15:00	3	28	0.000	3	28	0.000	3	28	0.000
15:00 - 16:00	3	28	0.024	3	28	0.024	3	28	0.048
16:00 - 17:00	3	28	0.012	3	28	0.000	3	28	0.012
17:00 - 18:00	3	28	0.012	3	28	0.000	3	28	0.012
18:00 - 19:00	3	28	0.036	3	28	0.048	3	28	0.084
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.216			0.216			0.432

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.000	3	28	0.000	3	28	0.000
08:00 - 09:00	3	28	0.012	3	28	0.048	3	28	0.060
09:00 - 10:00	3	28	0.012	3	28	0.036	3	28	0.048
10:00 - 11:00	3	28	0.000	3	28	0.048	3	28	0.048
11:00 - 12:00	3	28	0.000	3	28	0.012	3	28	0.012
12:00 - 13:00	3	28	0.000	3	28	0.000	3	28	0.000
13:00 - 14:00	3	28	0.012	3	28	0.000	3	28	0.012
14:00 - 15:00	3	28	0.012	3	28	0.000	3	28	0.012
15:00 - 16:00	3	28	0.024	3	28	0.036	3	28	0.060
16:00 - 17:00	3	28	0.024	3	28	0.000	3	28	0.024
17:00 - 18:00	3	28	0.000	3	28	0.012	3	28	0.012
18:00 - 19:00	3	28	0.012	3	28	0.012	3	28	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.204			0.312

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.048	3	28	0.181	3	28	0.229
08:00 - 09:00	3	28	0.169	3	28	0.422	3	28	0.591
09:00 - 10:00	3	28	0.169	3	28	0.145	3	28	0.314
10:00 - 11:00	3	28	0.120	3	28	0.169	3	28	0.289
11:00 - 12:00	3	28	0.217	3	28	0.265	3	28	0.482
12:00 - 13:00	3	28	0.193	3	28	0.241	3	28	0.434
13:00 - 14:00	3	28	0.181	3	28	0.193	3	28	0.374
14:00 - 15:00	3	28	0.060	3	28	0.181	3	28	0.241
15:00 - 16:00	3	28	0.386	3	28	0.133	3	28	0.519
16:00 - 17:00	3	28	0.386	3	28	0.157	3	28	0.543
17:00 - 18:00	3	28	0.145	3	28	0.265	3	28	0.410
18:00 - 19:00	3	28	0.301	3	28	0.229	3	28	0.530
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.375			2.581			4.956

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.012	3	28	0.084	3	28	0.096
08:00 - 09:00	3	28	0.084	3	28	0.313	3	28	0.397
09:00 - 10:00	3	28	0.133	3	28	0.145	3	28	0.278
10:00 - 11:00	3	28	0.145	3	28	0.205	3	28	0.350
11:00 - 12:00	3	28	0.169	3	28	0.205	3	28	0.374
12:00 - 13:00	3	28	0.169	3	28	0.145	3	28	0.314
13:00 - 14:00	3	28	0.145	3	28	0.217	3	28	0.362
14:00 - 15:00	3	28	0.205	3	28	0.169	3	28	0.374
15:00 - 16:00	3	28	0.193	3	28	0.241	3	28	0.434
16:00 - 17:00	3	28	0.217	3	28	0.193	3	28	0.410
17:00 - 18:00	3	28	0.325	3	28	0.157	3	28	0.482
18:00 - 19:00	3	28	0.229	3	28	0.145	3	28	0.374
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.026			2.219			4.245

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.000	3	28	0.000	3	28	0.000
08:00 - 09:00	3	28	0.000	3	28	0.096	3	28	0.096
09:00 - 10:00	3	28	0.048	3	28	0.084	3	28	0.132
10:00 - 11:00	3	28	0.072	3	28	0.036	3	28	0.108
11:00 - 12:00	3	28	0.072	3	28	0.036	3	28	0.108
12:00 - 13:00	3	28	0.120	3	28	0.096	3	28	0.216
13:00 - 14:00	3	28	0.048	3	28	0.072	3	28	0.120
14:00 - 15:00	3	28	0.060	3	28	0.048	3	28	0.108
15:00 - 16:00	3	28	0.060	3	28	0.048	3	28	0.108
16:00 - 17:00	3	28	0.096	3	28	0.036	3	28	0.132
17:00 - 18:00	3	28	0.120	3	28	0.048	3	28	0.168
18:00 - 19:00	3	28	0.060	3	28	0.012	3	28	0.072
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.756			0.612			1.368

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.000	3	28	0.012	3	28	0.012
08:00 - 09:00	3	28	0.000	3	28	0.072	3	28	0.072
09:00 - 10:00	3	28	0.000	3	28	0.012	3	28	0.012
10:00 - 11:00	3	28	0.024	3	28	0.036	3	28	0.060
11:00 - 12:00	3	28	0.000	3	28	0.024	3	28	0.024
12:00 - 13:00	3	28	0.036	3	28	0.012	3	28	0.048
13:00 - 14:00	3	28	0.000	3	28	0.000	3	28	0.000
14:00 - 15:00	3	28	0.024	3	28	0.000	3	28	0.024
15:00 - 16:00	3	28	0.012	3	28	0.012	3	28	0.024
16:00 - 17:00	3	28	0.024	3	28	0.012	3	28	0.036
17:00 - 18:00	3	28	0.024	3	28	0.000	3	28	0.024
18:00 - 19:00	3	28	0.024	3	28	0.000	3	28	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.192			0.360

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.000	3	28	0.012	3	28	0.012
08:00 - 09:00	3	28	0.000	3	28	0.169	3	28	0.169
09:00 - 10:00	3	28	0.048	3	28	0.096	3	28	0.144
10:00 - 11:00	3	28	0.096	3	28	0.072	3	28	0.168
11:00 - 12:00	3	28	0.072	3	28	0.060	3	28	0.132
12:00 - 13:00	3	28	0.157	3	28	0.108	3	28	0.265
13:00 - 14:00	3	28	0.048	3	28	0.072	3	28	0.120
14:00 - 15:00	3	28	0.072	3	28	0.048	3	28	0.120
15:00 - 16:00	3	28	0.072	3	28	0.060	3	28	0.132
16:00 - 17:00	3	28	0.120	3	28	0.048	3	28	0.168
17:00 - 18:00	3	28	0.145	3	28	0.048	3	28	0.193
18:00 - 19:00	3	28	0.084	3	28	0.012	3	28	0.096
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.914			0.805			1.719

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.060	3	28	0.277	3	28	0.337
08:00 - 09:00	3	28	0.265	3	28	0.952	3	28	1.217
09:00 - 10:00	3	28	0.361	3	28	0.422	3	28	0.783
10:00 - 11:00	3	28	0.361	3	28	0.494	3	28	0.855
11:00 - 12:00	3	28	0.458	3	28	0.542	3	28	1.000
12:00 - 13:00	3	28	0.518	3	28	0.494	3	28	1.012
13:00 - 14:00	3	28	0.386	3	28	0.482	3	28	0.868
14:00 - 15:00	3	28	0.349	3	28	0.398	3	28	0.747
15:00 - 16:00	3	28	0.675	3	28	0.470	3	28	1.145
16:00 - 17:00	3	28	0.747	3	28	0.398	3	28	1.145
17:00 - 18:00	3	28	0.614	3	28	0.482	3	28	1.096
18:00 - 19:00	3	28	0.627	3	28	0.398	3	28	1.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.421			5.809			11.230

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.000	3	28	0.048	3	28	0.048
08:00 - 09:00	3	28	0.072	3	28	0.181	3	28	0.253
09:00 - 10:00	3	28	0.096	3	28	0.072	3	28	0.168
10:00 - 11:00	3	28	0.072	3	28	0.060	3	28	0.132
11:00 - 12:00	3	28	0.072	3	28	0.060	3	28	0.132
12:00 - 13:00	3	28	0.108	3	28	0.108	3	28	0.216
13:00 - 14:00	3	28	0.036	3	28	0.060	3	28	0.096
14:00 - 15:00	3	28	0.024	3	28	0.108	3	28	0.132
15:00 - 16:00	3	28	0.145	3	28	0.060	3	28	0.205
16:00 - 17:00	3	28	0.108	3	28	0.060	3	28	0.168
17:00 - 18:00	3	28	0.048	3	28	0.060	3	28	0.108
18:00 - 19:00	3	28	0.060	3	28	0.048	3	28	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.841			0.925			1.766

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.000	3	28	0.012	3	28	0.012
08:00 - 09:00	3	28	0.000	3	28	0.024	3	28	0.024
09:00 - 10:00	3	28	0.012	3	28	0.000	3	28	0.012
10:00 - 11:00	3	28	0.024	3	28	0.024	3	28	0.048
11:00 - 12:00	3	28	0.000	3	28	0.012	3	28	0.012
12:00 - 13:00	3	28	0.000	3	28	0.012	3	28	0.012
13:00 - 14:00	3	28	0.012	3	28	0.024	3	28	0.036
14:00 - 15:00	3	28	0.000	3	28	0.012	3	28	0.012
15:00 - 16:00	3	28	0.012	3	28	0.000	3	28	0.012
16:00 - 17:00	3	28	0.048	3	28	0.024	3	28	0.072
17:00 - 18:00	3	28	0.000	3	28	0.012	3	28	0.012
18:00 - 19:00	3	28	0.000	3	28	0.000	3	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.156			0.264

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.000	3	28	0.000	3	28	0.000
08:00 - 09:00	3	28	0.000	3	28	0.000	3	28	0.000
09:00 - 10:00	3	28	0.000	3	28	0.012	3	28	0.012
10:00 - 11:00	3	28	0.000	3	28	0.012	3	28	0.012
11:00 - 12:00	3	28	0.000	3	28	0.000	3	28	0.000
12:00 - 13:00	3	28	0.000	3	28	0.000	3	28	0.000
13:00 - 14:00	3	28	0.012	3	28	0.000	3	28	0.012
14:00 - 15:00	3	28	0.000	3	28	0.000	3	28	0.000
15:00 - 16:00	3	28	0.012	3	28	0.000	3	28	0.012
16:00 - 17:00	3	28	0.000	3	28	0.000	3	28	0.000
17:00 - 18:00	3	28	0.000	3	28	0.000	3	28	0.000
18:00 - 19:00	3	28	0.000	3	28	0.000	3	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.*