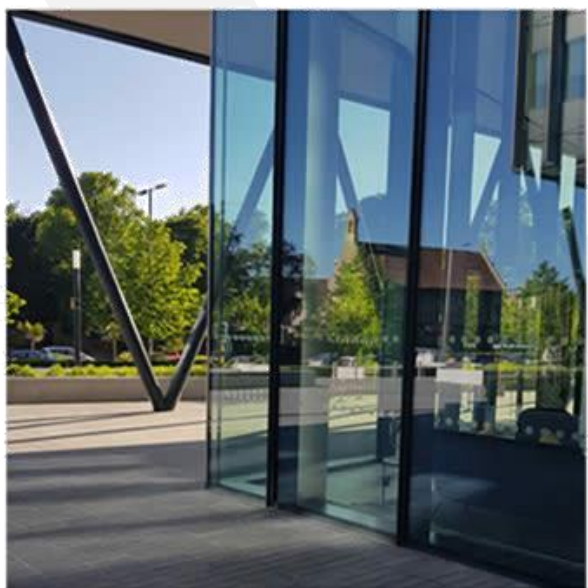




## ABBEY CORNER, KINGS ROAD, READING

### TRANSPORT NOTE

16 July 2021



# ABBEY CORNER, KINGS ROAD, READING

## TRANSPORT NOTE

### PROJECT DETAILS

|                            |                                   |
|----------------------------|-----------------------------------|
| <b>Project Name:</b>       | Abbey Corner, Kings Road, Reading |
| <b>Client:</b>             | Pinemace Ltd                      |
| <b>Document Type:</b>      | Transport Note                    |
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# 1. Introduction

## 1.1. Context

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Pinemace Ltd to produce a Transport Note to support a Prior Approval (PA) application for the change of use of Abbey Corner, 2-4 Kings Road, Reading from office use to provide nine residential apartments. The local planning authority (LPA) and local highway authority (LHA) are Reading Borough Council (RBC).

## 1.2. Proposed Development

- 1.2.1. The proposals include the change of use of the first to third floors from commercial (office) use to provide three x one-bedroom units and six x two-bedroom units. The existing ground floor office use will remain as existing, other than the inclusion of cycle parking and refuse storage to support the proposed residential units.
- 1.2.2. Being located in the heart of Reading Town Centre, the development will be car-free in nature with a total of ten cycle parking spaces provided for the flats, which is above RBC's guidance. Refuse storage will be provided on the ground floor for the residential use, with the existing servicing arrangements retained for the ground floor commercial space.
- 1.2.3. The proposed ground floor and first floor site layouts are provided in **Appendix A**. The second and third floor layouts will follow that presented for the first floor.

## 1.3. Report Structure

- 1.3.1. 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 change of use on the surrounding road and transport network. It has been produced with consideration of the National Planning Policy Framework and Planning Practice Guidelines.
- 1.3.2. 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 (February 2019);
- 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 during the current 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 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 currently 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**

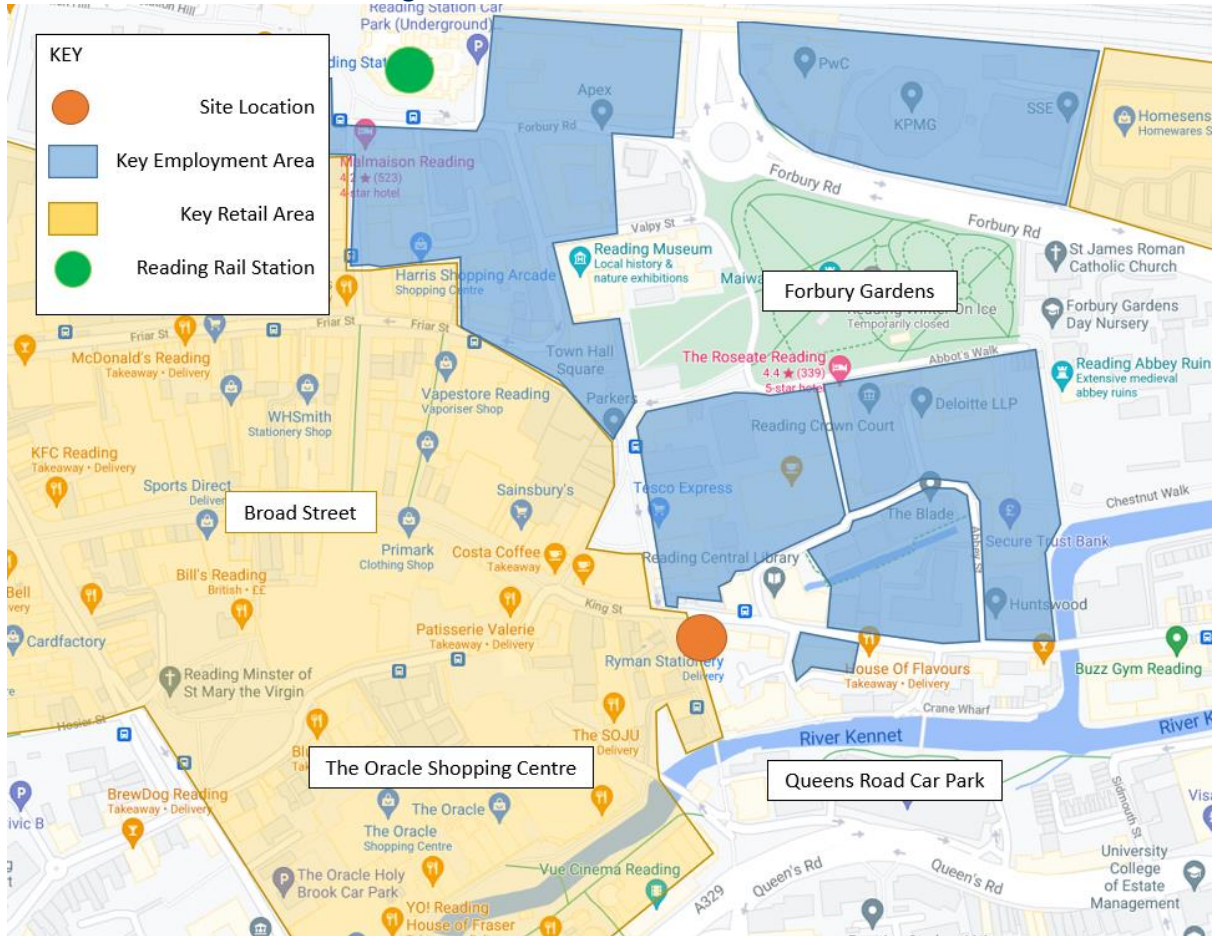


**Figure 2 – Existing Site Conditions**



- 2.3.5. The site has no recent, relevant planning history but the surrounding area has been subject to regeneration and similar applications for commercial and residential uses, demonstrating the area's suitability for such uses in the centre of town. The neighbouring site at Dukesbridge House has a current, live planning application for an extension of the building to provide 36 residential flats, 205m<sup>2</sup> commercial (A1-A5 Use Class) space and a Gym (application reference 201081).

## **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**

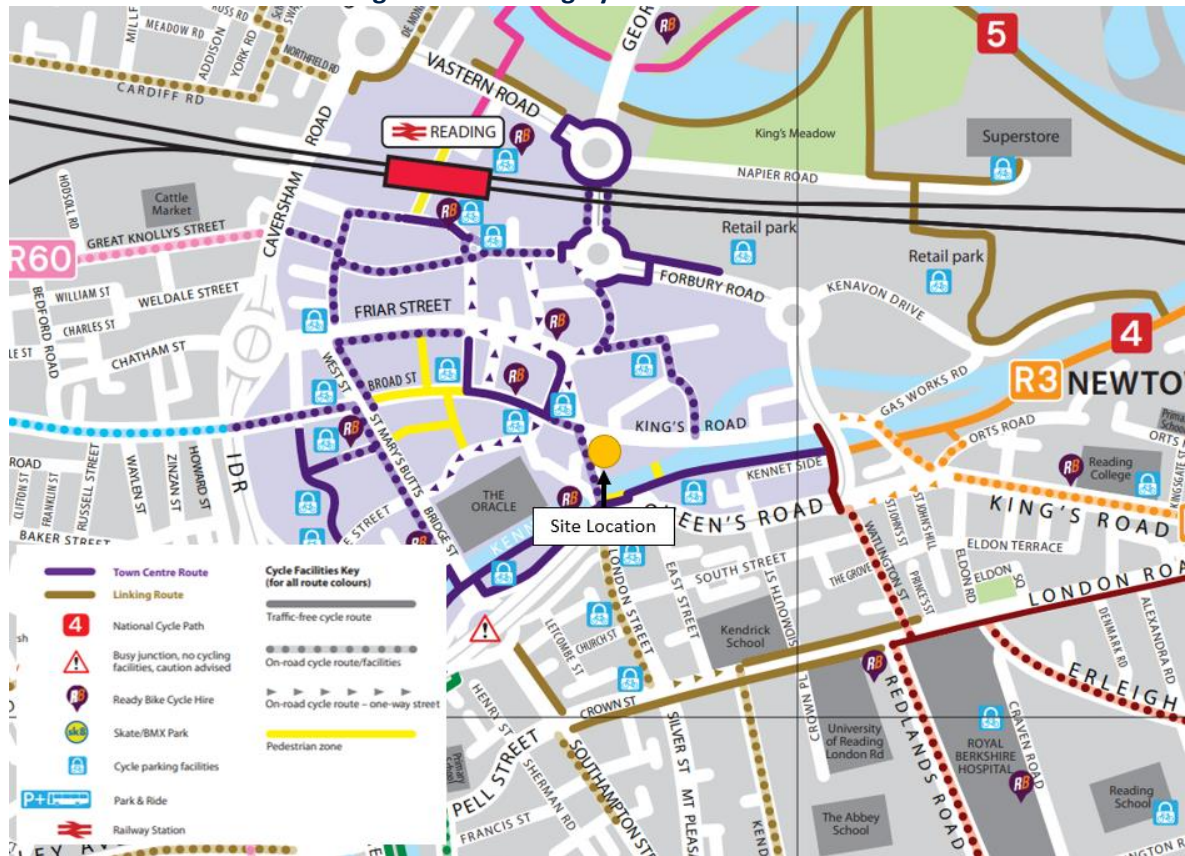


**Figure 5 – Pedestrianised Zone with The Oracle (Riverside)**



- 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
  - **50 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. A total of 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](http://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-minute cycle) | 700 (inc. 8 disabled bays)                                                             | £2.30              | Weekly (Mon-Fri): £50<br>Monthly: £177<br>Quarterly: £510<br>Annually: £1,700         | Special offer tickets available including early bird and night rates |
| The Oracle Riverside  | 290m (4-minute walk or 1-minute cycle) | 1611 (inc. 100 disabled bays, 50 family spaces and 6 electric vehicle charging spaces) | £1.70              | Premium rates for office workers:<br>Daily £5.90<br>Monthly: £130<br>Annually: £1,375 | Entry 6pm-6pm: £3.50 (over 1 hour)<br>Free motorcycle parking        |
| The Oracle Holy Brook | 550m (7-minute walk or 2-minute 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:<br>Daily £6.90                                      | Entry 6pm-6pm: £3.50 (over 1 hour)                                   |
| Broad Street Mall     | 600m (8-minute walk or 2-minute cycle) | 720 (inc. 16 disabled bays)                                                            | £1.60              | Weekly (Mon-Fri): £40<br>Monthly: £167<br>Quarterly: £480<br>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) workplace and 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.

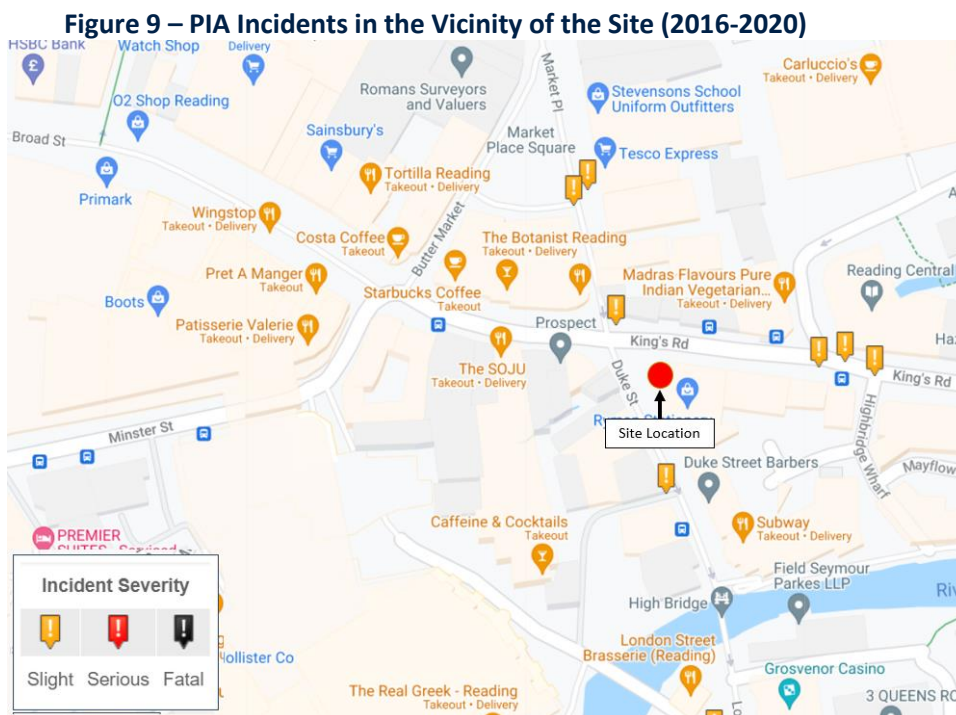
**Table 4 – Census 2011 Travel to Work Data**

| Mode                      | Mode Split (Resident Population) | Mode Split (Workplace Population) |
|---------------------------|----------------------------------|-----------------------------------|
| Train/Underground         | 20.6%                            | 17.0%                             |
| Bus                       | 11.8%                            | 17.9%                             |
| Taxi                      | 0.2%                             | 0.2%                              |
| Motorcycle                | 0.4%                             | 0.7%                              |
| Driving a Car or Van      | 29.2%                            | 38.3%                             |
| Passenger in a Car or Van | 3.1%                             | 3.7%                              |
| Bicycle                   | 3.6%                             | 3.9%                              |
| On Foot                   | 31.0%                            | 18.1%                             |
| Other                     | 0.1%                             | 0.2%                              |
| Total                     | 100.0%                           | 100.0%                            |

- 2.9.2. Table 4 shows that 56.8% of the workplace population and 67% of existing residents travel to and from work by sustainable modes of transport with an additional 3.1%-3.7% 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. Applying a ratio of 2.5 cars per household to the two or more cars per household category means that for the MSOA there is a parking ratio of 0.61 cars per household.
- 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](http://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.



- 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 both residents and employees 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 employees and residents with a wide range of sustainable travel options.

### **3. Proposed Development**

- 3.1.1. The proposed PA application is for the change of use of the first to third floors of the existing commercial building at Abbey Corner, 2-4 Kings Road to provide nine residential units including three x one-bedroom units and six x two-bedroom units. The ground floor will remain as existing, other than minor changes to the layout to accommodate refuse and cycle storage associated with the proposed residential units.
- 3.1.2. The proposed ground floor and first floor site layouts are provided in **Appendix A**. The second and third floor layouts will follow that presented for the first floor.

#### **3.2. Access Arrangements**

- 3.2.1. Four existing pedestrian entrances to the site are provided around the perimeter fronting onto Kings Road and Duke Street. A further access is provided to the southeastern corner of the site for servicing, with access taken through Highbridge Wharf.
- 3.2.2. It is proposed that access to the ground floor office uses will remain as existing, other than a minor change where previous access from Duke Street will be retained, but to access the residential cycle store instead.
- 3.2.3. It is proposed that access to the residential units on the first, second and third floors will be taken from the existing access in the north eastern corner to the site, fronting onto Kings Road.

#### **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 and therefore a maximum of 4-5 spaces required to serve the proposed change of use to residential flats.
- 3.3.3. It is proposed that this site is 'car-free' in nature, with no on-site parking provided. 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. As previously noted, there are also a range of on-street car parking options in the immediate vicinity of the site, including short stay pay and display bays within 120m and disabled bays within 40m of the site.
- 3.3.5. Notably the 2011 Census shows that circa 49.5% of all residents with the MSOA do not own a car at all. As such it is clear that residents in the area are able to successfully live without the need to own a car.
- 3.3.6. RBC declared a Climate Emergency in February 2019 with goals which seek to invest in and promote more sustainable modes of transport including walking, cycling, public transport. Given the highly accessible location of the site, it would be counter to this objective to provide car parking in this location.
- 3.3.7. Notably a number of other car free schemes have been consented within Reading Town Centre including;

- 160328 – Garrard House: 18 residential units car free;
- 160378 – Former Gas Works Building: 20 units car free;
- 180358 – Bristol & West Arcade: 43 units car free;
- 191221 – 1 Duke Street: 25 units car free; and
- 201043 – Dukesbridge House: 76 units car free.

- 3.3.8. In the majority of these applications, RBC highways officers concluded that “The non-provision of parking is acceptable in this town centre location given the proximity of public transport services and public car parks. However, the resident’s would not be entitled to a Resident’s Parking Permit in this location which would be controlled.”
- 3.3.9. As such to ensure that no residents park on the surrounding roads, the development will be marketed as car-free. It is also proposed that all residents are exempt from applying for any existing or potential future on-street resident parking permits. The stringent existing parking controls in the vicinity of the site and permit restriction on residents will ensure that there is no on-street overspill parking.

### 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 | 3   | 0.5 spaces per flat | 4-5                       |
| 2 Bedroom | 6   |                     |                           |

- 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, the proposed development will provide a total of 10 cycle parking spaces, the equivalent of 1.1 cycle spaces per dwelling. This is far greater provision than RBC’s required standards and reflects the sustainable and accessible location of the development within close proximity to Reading Town Centre, Reading Station and a number of cycle routes and facilities.
- 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. To encourage a high uptake of cycling, the cycle parking is conveniently located fronting immediately onto Duke Street and is secure, undercover and overlooked in accordance with RBC requirements. The cycle storage facilities 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. It is proposed that any servicing vehicles, other than refuse servicing, accesses the site from the rear from Highbridge Wharf, in the same way that the previous commercial use was serviced. Given the change of use from office to residential, it is not expected that the number of deliveries per day will exceed that previously experienced by the commercial use.

3.5.3. It is proposed that servicing is taken from King's Road, where a refuse vehicle will be able to stop along the carriageway to access the refuse store before continuing on its route. It has been confirmed with RBC's Recycling and Enforcement Officer that refuse servicing can take place along a red route, as servicing is a statutory service. 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 per day          | Rear of Site   |
| Groceries            | Transit Van           | 07:00-22:00 | 1 per day          | 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    | Pantechicon           | 09:00-17:00 | Infrequent         | Rear of Site   |

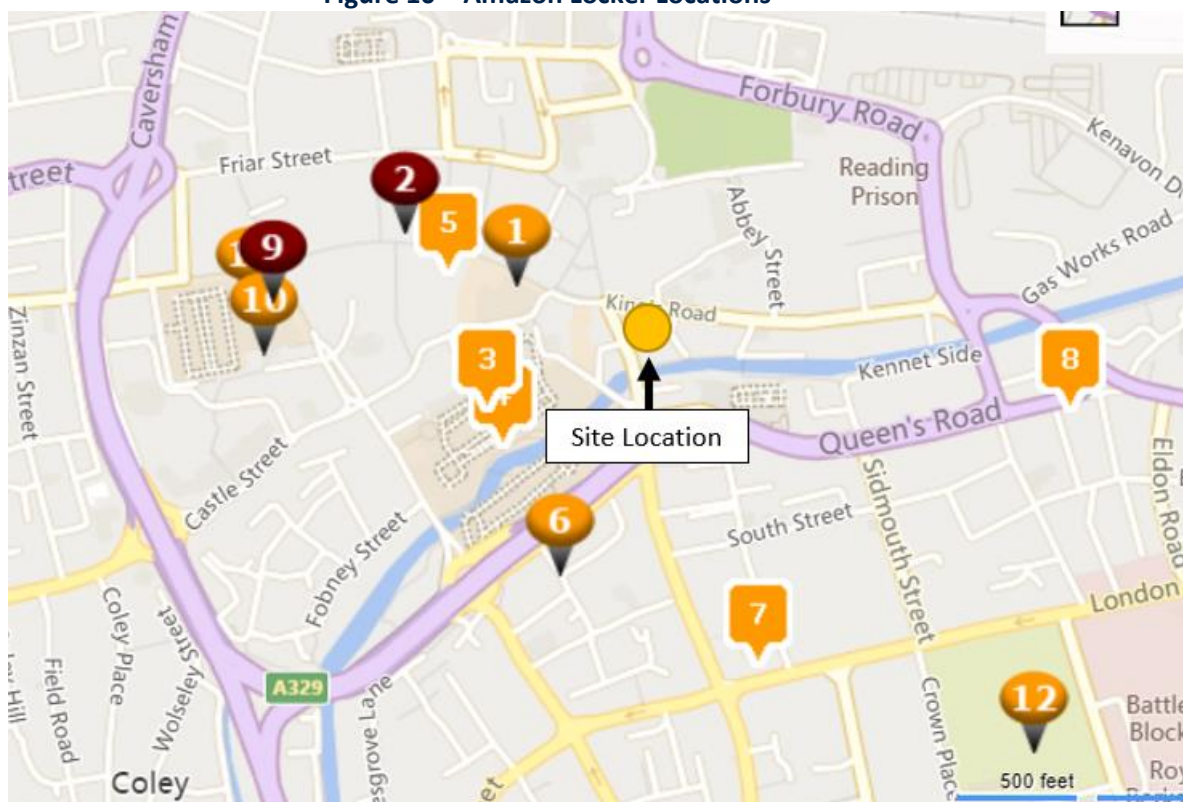
3.5.4. Based on this, it is anticipated that the proposed development is likely to generate a maximum of c.3-4 delivery and servicing trips per day, equating to less than one trip per hour across core delivery hours. It is likely that the majority of delivery and servicing trips will take place outside of the network peak hours particularly given the residential use, where the majority of servicing trips would likely be deliveries (such as takeaway services).

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](http://www.amazon.co.uk)

- 3.5.8. Overall it is considered that the proposed development will generate less delivery and servicing movements than the former commercial site and the size of the servicing vehicles is likely to be smaller.

### 3.6. Refuse Storage

- 3.6.1. To establish the required refuse storage for the site, RBC's Recycling and Enforcement Officer has been contacted who has suggested storage of one x 1100L general waste bin and two x 1100L recycling bins per 10 flats and one x 240L bin for food waste.
- 3.6.2. It is proposed that three x 1100L refuse bins are provided within the refuse store, which would provide one bin for food/general waste and two bins for recycling; or one bin for each of food, general and recycling.
- 3.6.3. The refuse store is accessible to residents within 30m of each dwelling (horizontal distance) in accordance with RBC's guidance. Doors are provided to the front and sides of the store to ensure ease of access for both residents and refuse collectors.

### 3.7. Trip Generation

- 3.7.1. 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

- 3.7.2. The site is currently in use as offices, with commercial uses on the ground floor. Across the three floors, the existing site has a GFA of 1,103sqm. To understand potential trips generated by the existing site 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.
- 3.7.3. 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.
- 3.7.4. Since analysis of the existing site use is being compared with the proposed change of use which is intended as car-free, vehicle trips have 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**

| 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 | 42                  | 3     | 45      | 7                   | 38    | 45      | 296         | 294    | 590     |

**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%         | 12                  | 1        | 13        | 2                   | 10        | 12        | 82          | 81         | 163        |
| Bus               | 29.0%         | 12                  | 1        | 13        | 2                   | 11        | 13        | 85          | 85         | 170        |
| Taxi              | 0.3%          | 0                   | 0        | 0         | 0                   | 0         | 0         | 1           | 1          | 2          |
| Motorcycle        | 1.1%          | 0                   | 0        | 0         | 0                   | 0         | 0         | 3           | 3          | 6          |
| Car Driver        | 0.0%          | 0                   | 0        | 0         | 0                   | 0         | 0         | 0           | 0          | 0          |
| Car Passenger     | 6.1%          | 3                   | 0        | 3         | 0                   | 2         | 2         | 18          | 18         | 36         |
| Bicycle           | 6.3%          | 3                   | 0        | 3         | 0                   | 3         | 3         | 19          | 19         | 38         |
| On Foot           | 29.3%         | 12                  | 1        | 13        | 3                   | 12        | 15        | 87          | 86         | 173        |
| Other             | 0.4%          | 0                   | 0        | 0         | 0                   | 0         | 0         | 1           | 1          | 2          |
| <b>TOTAL</b>      | <b>100.0%</b> | <b>42</b>           | <b>3</b> | <b>45</b> | <b>7</b>            | <b>38</b> | <b>45</b> | <b>296</b>  | <b>294</b> | <b>590</b> |

- 3.7.5. Table 8 shows that the existing site could generate 45 two-way people trips in the AM peak hour, 45 in the PM peak hour and up to 590 two-way people trips per day. This includes 12-13 peak hour rail trips, 13 peak hour bus trips and 13-15 peak hour trips on-foot.

Proposed Trip Generation

- 3.7.6. The proposed development will retain the existing ground floor office use and change the uses of Floors 1-3 to provide a total of nine one and two-bedroom residential flats. The TRICS database has been interrogated for sites with similar characteristics to the proposed residential aspect of the development. The following parameters were used:

- Residential - Flats Privately Owned;
- Multi-modal Sites in England excluding London;
- Surveys Undertaken Monday-Friday only;
- 1-40 dwellings;
- Sites located in 'Edge of Town Centre' and 'Town Centre' only;
- Surveys from 01/01/2010 – 01/01/2021.

- 3.7.7. Table 9 provides the total people movements anticipated to and from the proposed residential use, whilst Table 10 demonstrates the redistributed modal split for the residential use, with the full TRICS outputs 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 Flats | 2                   | 9     | 11      | 6                   | 4     | 10      | 49          | 52    | 101     |

**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%         | 1                   | 3        | 4         | 2                   | 1        | 3         | 15          | 15        | 30         |
| Bus               | 16.7%         | 0                   | 2        | 2         | 1                   | 1        | 2         | 8           | 9         | 17         |
| 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         | 2           | 2         | 4          |
| Bicycle           | 5.1%          | 0                   | 0        | 0         | 0                   | 0        | 0         | 2           | 3         | 5          |
| On Foot           | 43.8%         | 1                   | 4        | 5         | 3                   | 2        | 5         | 22          | 23        | 45         |
| Other             | 0.2%          | 0                   | 0        | 0         | 0                   | 0        | 0         | 0           | 0         | 0          |
| <b>TOTAL</b>      | <b>100.0%</b> | <b>2</b>            | <b>9</b> | <b>11</b> | <b>6</b>            | <b>4</b> | <b>10</b> | <b>49</b>   | <b>52</b> | <b>101</b> |

- 3.7.8. The total trips for the entire site, including the retained ground floor (276sqm) and proposed residential change of use (9 units), is summarised in Table 11.

**Table 11 – Total Proposed Site Multi Modal Trips**

| 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 | 4                   | 3         | 7         | 2                   | 3         | 5         | 36          | 36         | 72         |
| Bus               | 3                   | 2         | 5         | 2                   | 4         | 6         | 29          | 30         | 59         |
| 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         | 6           | 6          | 12         |
| Bicycle           | 1                   | 0         | 1         | 0                   | 1         | 1         | 7           | 8          | 15         |
| On Foot           | 4                   | 5         | 9         | 4                   | 5         | 9         | 44          | 45         | 89         |
| Other             | 0                   | 0         | 0         | 0                   | 0         | 0         | 0           | 0          | 0          |
| <b>TOTAL</b>      | <b>13</b>           | <b>10</b> | <b>23</b> | <b>8</b>            | <b>13</b> | <b>21</b> | <b>123</b>  | <b>126</b> | <b>249</b> |

- 3.7.9. Table 10 shows that site as a whole is likely to generate 23 two-way people trips in the AM peak hour, 21 in the PM peak hour and up to 249 two-way people trips per day.

### 3.8. Net Impact

- 3.8.1. The net impact of the proposed change of use compared with the existing site use is considered in Table 12.

**Table 12 – Net Change in Multi Modal Trips**

| 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 | -8                  | 2        | -6         | 0                   | -7         | -7         | -46         | -45         | -91         |
| Bus               | -9                  | 1        | -8         | 0                   | -7         | -7         | -56         | -55         | -111        |
| Taxi              | 0                   | 0        | 0          | 0                   | 0          | 0          | -1          | -1          | -2          |
| Motorcycle        | 0                   | 0        | 0          | 0                   | 0          | 0          | -2          | -2          | -4          |
| Car Driver        | 0                   | 0        | 0          | 0                   | 0          | 0          | 0           | 0           | 0           |
| Car Passenger     | -2                  | 0        | -2         | 0                   | -2         | -2         | -12         | -12         | -24         |
| Bicycle           | -2                  | 0        | -2         | 0                   | -2         | -2         | -12         | -11         | -23         |
| On Foot           | -8                  | 4        | -4         | 1                   | -7         | -6         | -43         | -41         | -84         |
| Other             | 0                   | 0        | 0          | 0                   | 0          | 0          | -1          | -1          | -2          |
| <b>TOTAL</b>      | <b>-29</b>          | <b>7</b> | <b>-22</b> | <b>1</b>            | <b>-25</b> | <b>-24</b> | <b>-173</b> | <b>-168</b> | <b>-341</b> |

- 3.8.2. As demonstrated in Table 12, the proposed change of use of the site, including retention of the ground floor commercial use, will result in a net reduction in total trips across both the peak hours and across a 12-hour period. This reduction is seen across all modes, other than a minor increase of just one pedestrian trip, arriving in the PM Peak period (however a net reduction is still seen across the PM Peak period considering both arrival and departure trips).
- 3.8.3. 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.

### **3.9. Summary**

- 3.9.1. This section has outlined the development proposals, including car and cycle parking provision, refuse storage and trip generation.
- 3.9.2. The development proposals are considered to result in a net decrease in trips by all modes on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.
- 3.9.3. The car-free nature of the proposals and the restriction on future residents from applying for on-street parking permits will ensure that the car-free development will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.

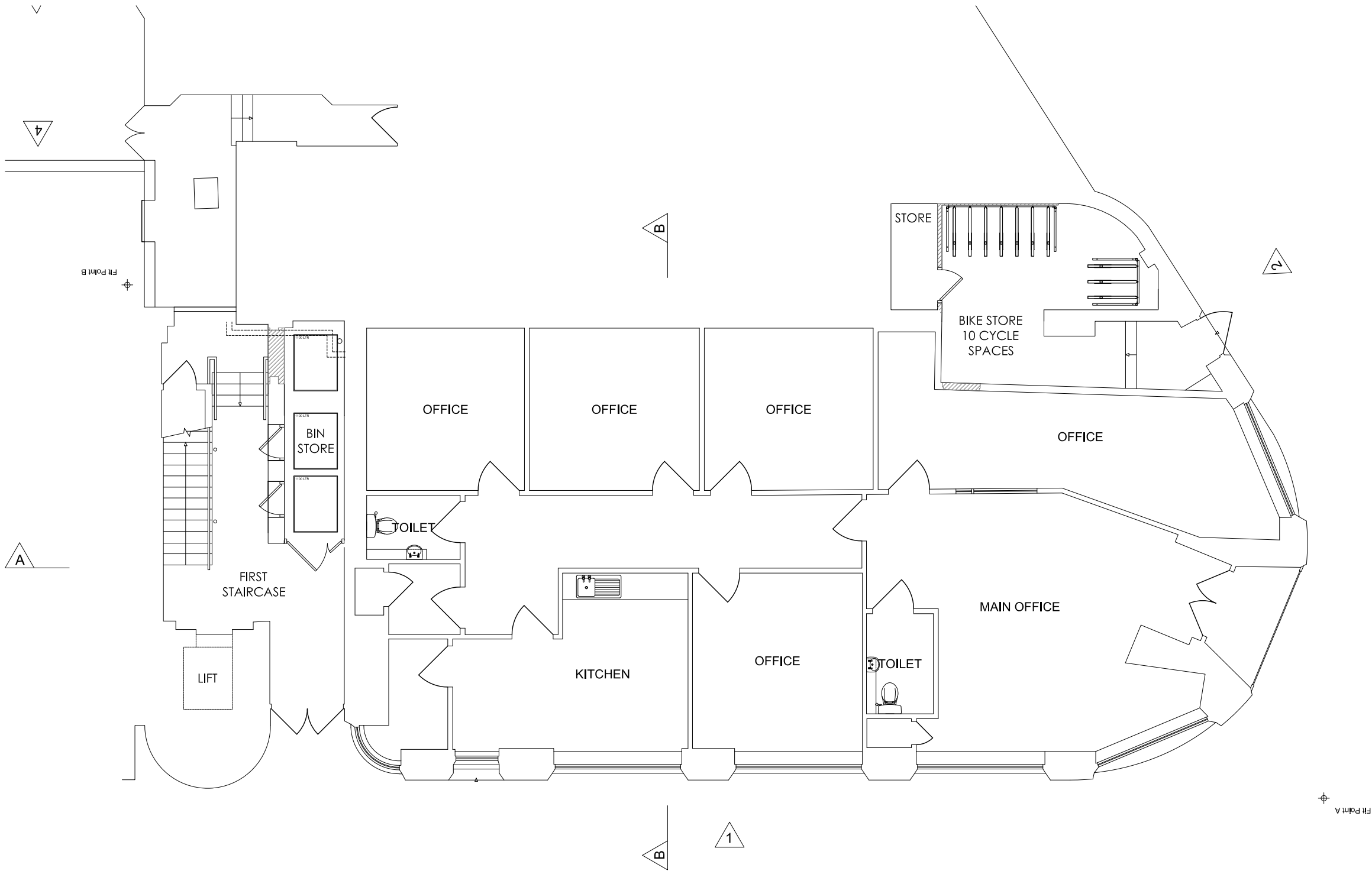
## **4. Summary and Conclusions**

- 4.1.1. Evoke has been commissioned by Pinemace Ltd to produce a Transport Note to support a Prior Approval application for the change of use of Abbey Corner, 2-4 Kings Road, Reading from office use to provide nine residential apartments.
- 4.1.2. The proposals include the change of use of the first to third floors from commercial (office) use to provide three x one-bedroom units and six x two-bedroom units. The existing ground floor office use will remain as existing, other than the inclusion of cycle parking and refuse storage for the proposed residential units.
- 4.1.3. 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.
- 4.1.4. 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.
- 4.1.5. A review of the latest available Census data demonstrates a high proportion of both residents and employees 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.
- 4.1.6. 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.
- 4.1.7. Access arrangements are proposed to remain generally as existing, with cycle storage accessed via Duke Street to the west of the site. Cycle storage is proposed to far exceed RBC's requirements, providing storage for 10 cycles.
- 4.1.8. Refuse collection is proposed to be taken from King's Road, with servicing taken from the rear of the site. It is considered that the number of servicing vehicles will reduce compared to the site's former use, particularly given the town centre location of the site, where residents can benefit from facilities such as Amazon Lockers and the post office along Broad Street.
- 4.1.9. The development proposals are considered to result in a net decrease in trips by all modes on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.
- 4.1.10. The car-free nature of the proposals and the restriction on future residents from applying for on-street parking permits will ensure that the car-free development will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.
- 4.1.11. 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

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



|     |          |                          |        |          |
|-----|----------|--------------------------|--------|----------|
| B   | 15/07/21 | NORTH ARROW ADDED        | CBG    | TVT      |
| A   | 13/07/21 | CYCLE & BIN STORES ADDED | CBG    | TVT      |
| Rev | Date     | Description              | Rev By | Chk'd By |

|               |                                      |
|---------------|--------------------------------------|
| Project Title | PROPOSED OFFICE CONVERSION           |
|               | 2-4 KINGS ROAD<br>READING<br>RG1 3AA |

|        |          |
|--------|----------|
| Client | PINEMACE |
|--------|----------|

|        |          |
|--------|----------|
| Status | PLANNING |
|--------|----------|

|       |       |              |    |
|-------|-------|--------------|----|
| Scale | 1:100 | Drawing Size | A3 |
|-------|-------|--------------|----|

|      |            |          |     |         |     |
|------|------------|----------|-----|---------|-----|
| Date | 02/07/2021 | Drawn By | CBG | Checked | TVT |
|------|------------|----------|-----|---------|-----|

|               |                            |
|---------------|----------------------------|
| Drawing Title | PROPOSED GROUND FLOOR PLAN |
|---------------|----------------------------|

|            |           |     |   |
|------------|-----------|-----|---|
| Job-Dwg No | 17251-112 | Rev | B |
|------------|-----------|-----|---|

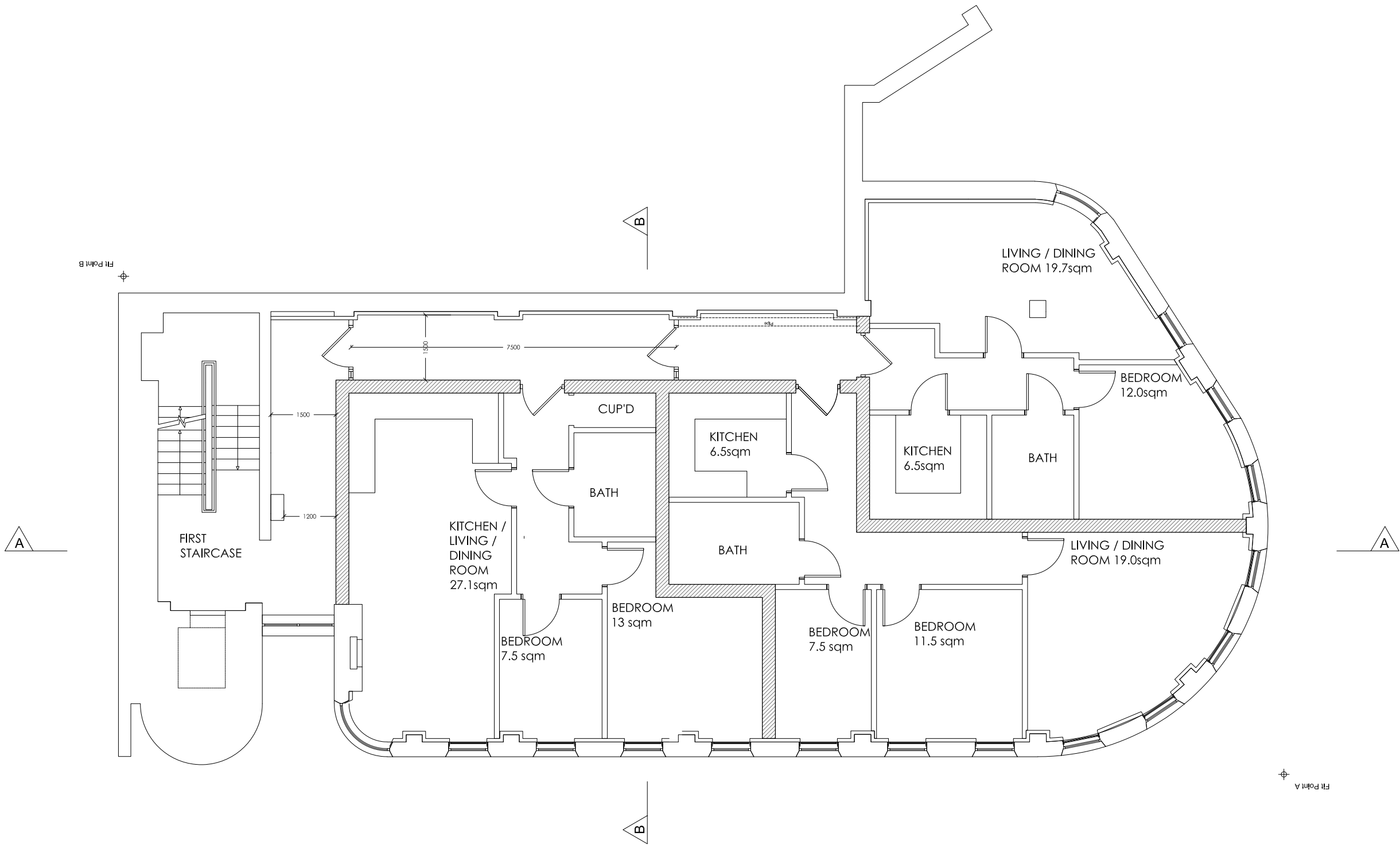
- ☐ 2 St. Johns North,  
Wakefield, WF1 3QA  
t. 01924 291800
- ☐ Carvers Warehouse, 77 Dale Street,  
Manchester, M1 2HG  
t. 0161 2388555
- ☐ The Old Rectory, 79 High Street,  
Newport Pagnell, MK16 8AB  
t. 01908 211377
- ☒ 101 London Road,  
Reading, RG1 5BY  
t. 0118 9507700
- ☐ 10 Gees Court, St Christophers Place,  
London, W1U 1JJ  
t. 0207 4091215



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PARTY INFORMATION AD AS SUCH THP ARE  
NOT LIABLE FOR ANY DISCREPANCIES



|               |            |                                      |              |         |          |
|---------------|------------|--------------------------------------|--------------|---------|----------|
| A             | 15/07/21   | NORTH ARROW ADDED                    |              | CBG     | TVT      |
| Rev           | Date       | Description                          |              | Rev By  | Chk'd By |
| Project Title |            | PROPOSED OFFICE CONVERSION           |              |         |          |
|               |            | 2-4 KINGS ROAD<br>READING<br>RG1 3AA |              |         |          |
| Client        |            | PINEMACE                             |              |         |          |
| Status        |            | PLANNING                             |              |         |          |
| Scale         |            | 1:100                                | Drawing Size |         | A3       |
| Date          | 02/07/2021 | Drawn By                             | CBG          | Checked | TVT      |
| Drawing Title |            | PROPOSED FIRST FLOOR PLAN            |              |         |          |
| Job-Dwg No    |            | 17251-113                            |              |         | Rev A    |

- ☐ 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

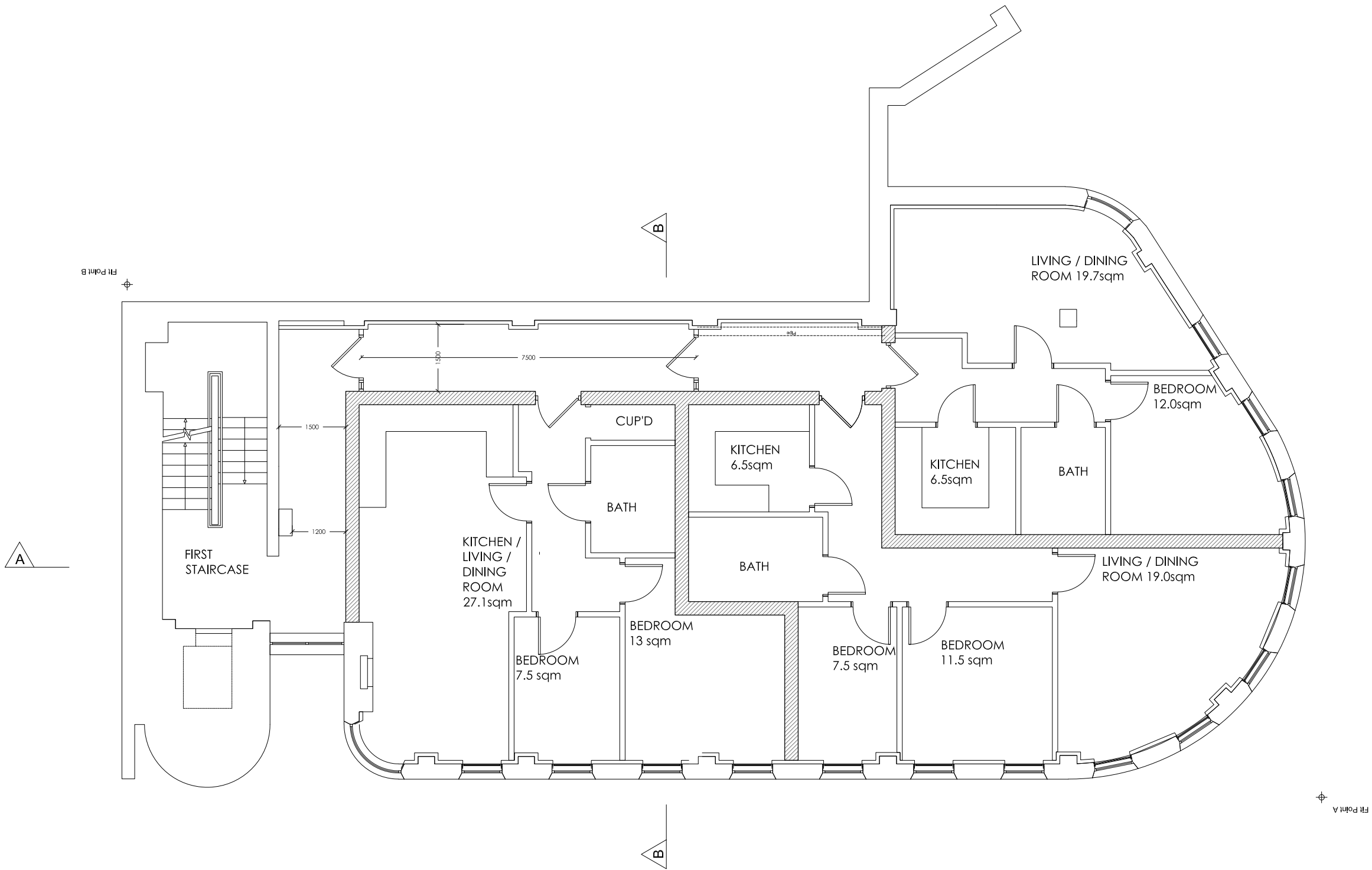


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1m 2m 3m 4m 5m 6m 7m  
Scale Bar 1:100

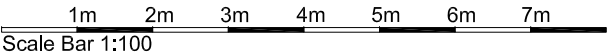
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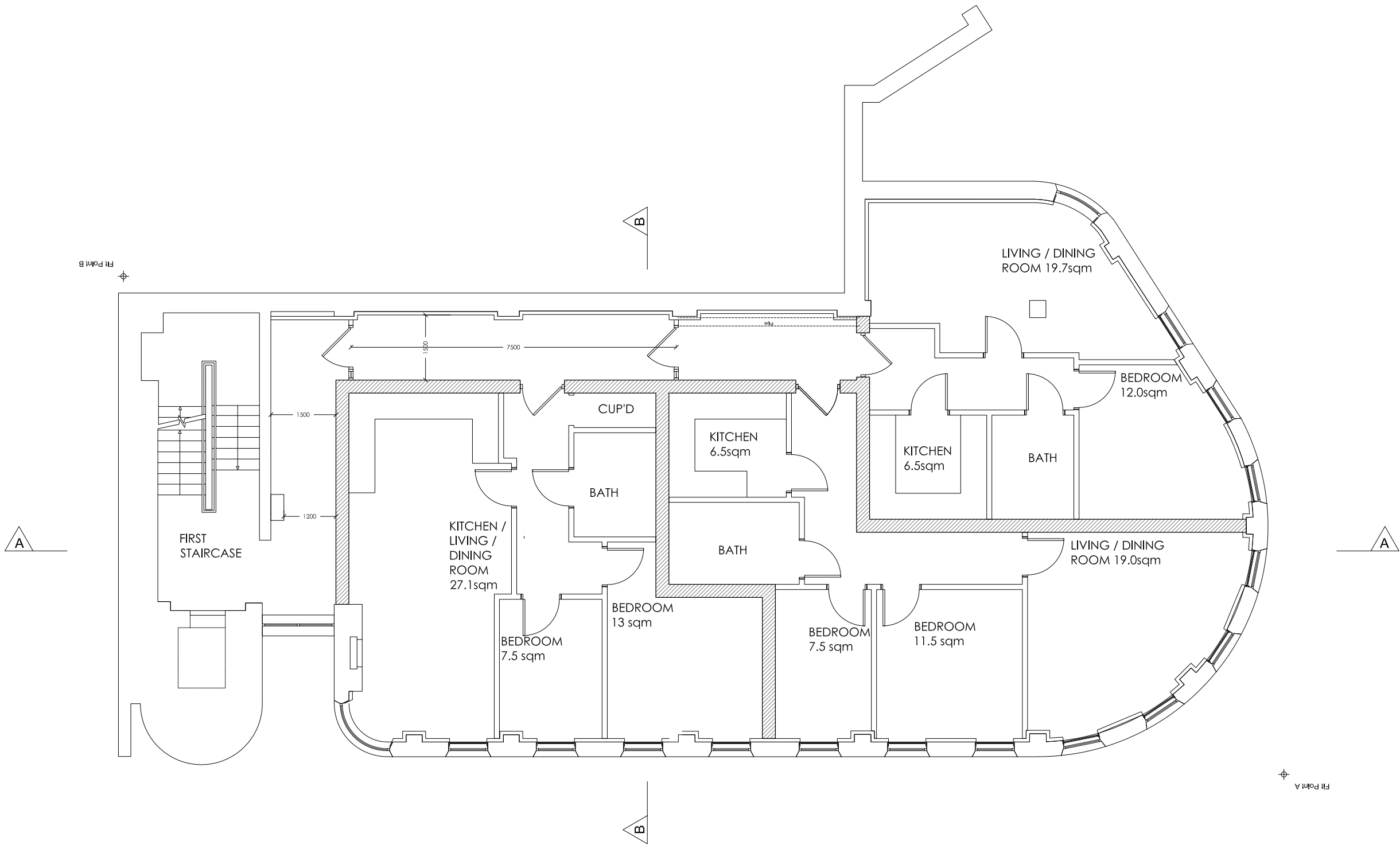
|               |            |                                      |              |         |          |
|---------------|------------|--------------------------------------|--------------|---------|----------|
| A             | 15/07/21   | NORTH ARROW ADDED                    |              | CBG     | TVT      |
| Rev           | Date       | Description                          |              | Rev By  | Chk'd By |
| Project Title |            | PROPOSED OFFICE CONVERSION           |              |         |          |
|               |            | 2-4 KINGS ROAD<br>READING<br>RG1 3AA |              |         |          |
| Client        |            | PINEMACE                             |              |         |          |
| Status        |            | PLANNING                             |              |         |          |
| Scale         |            | 1:100                                | Drawing Size | A3      |          |
| Date          | 02/07/2021 | Drawn By                             | CBG          | Checked | TVT      |
| Drawing Title |            | PROPOSED SECOND FLOOR PLAN           |              |         |          |
| Job-Dwg No    |            | 17251-114                            |              |         | Rev A    |

- ☐ 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
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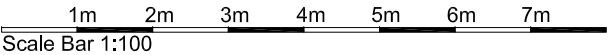


|               |            |                                      |              |         |          |
|---------------|------------|--------------------------------------|--------------|---------|----------|
| A             | 15/07/21   | NORTH ARROW ADDED                    |              | CBG     | TVT      |
| Rev           | Date       | Description                          |              | Rev By  | Chk'd By |
| Project Title |            | PROPOSED OFFICE CONVERSION           |              |         |          |
|               |            | 2-4 KINGS ROAD<br>READING<br>RG1 3AA |              |         |          |
| Client        |            | PINEMACE                             |              |         |          |
| Status        |            | PLANNING                             |              |         |          |
| Scale         |            | 1:100                                | Drawing Size | A3      |          |
| Date          | 02/07/2021 | Drawn By                             | CBG          | Checked | TVT      |
| Drawing Title |            | PROPOSED THIRD FLOOR PLAN            |              |         |          |
| Job-Dwg No    |            | 17251-115                            |              |         | Rev A    |

- ☐ 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

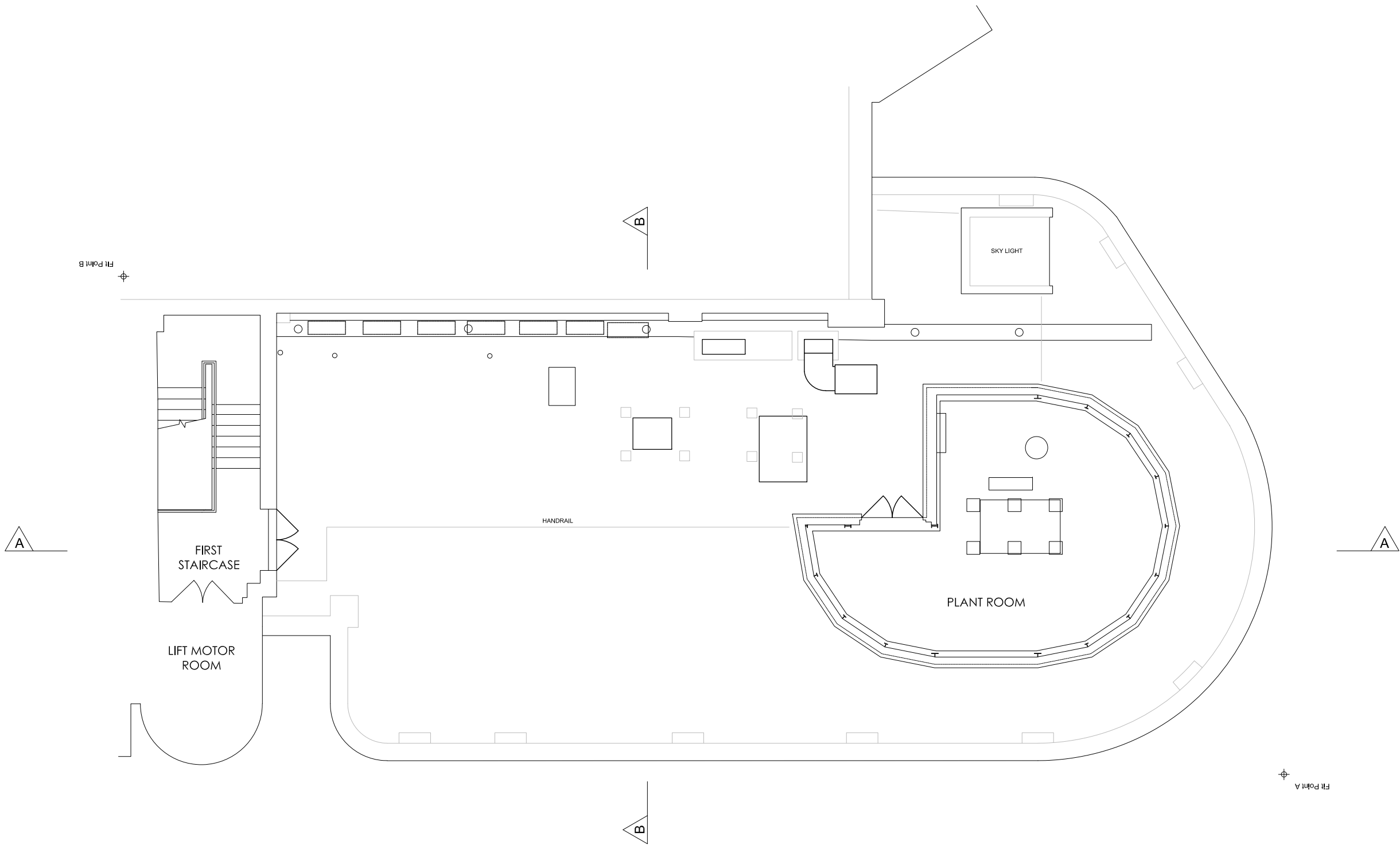


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|               |            |                                      |              |         |          |
|---------------|------------|--------------------------------------|--------------|---------|----------|
| A             | 15/07/21   | NORTH ARROW ADDED                    |              | CBG     | TVT      |
| Rev           | Date       | Description                          |              | Rev By  | Chk'd By |
| Project Title |            | PROPOSED OFFICE CONVERSION           |              |         |          |
|               |            | 2-4 KINGS ROAD<br>READING<br>RG1 3AA |              |         |          |
| Client        |            | PINEMACE                             |              |         |          |
| Status        |            | PLANNING                             |              |         |          |
| Scale         |            | 1:100                                | Drawing Size | A3      |          |
| Date          | 02/07/2021 | Drawn By                             | CBG          | Checked | TVT      |
| Drawing Title |            | PROPOSED ROOF PLAN                   |              |         |          |
| Job-Dwg No    |            | 17251- 116                           |              |         | Rev A    |

- ☐ 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
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## 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 undertaken 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<br>BROMHAM ROAD<br>BEDFORD                              | OFFICES                |          | BEDFORDSHIRE        |
|   | Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:  |                        | 1469 sqm |                     |
|   | Survey date: MONDAY                                                |                        | 14/10/13 | Survey Type: MANUAL |
| 2 | CB-02-A-02<br>PORT ROAD<br>CARLISLE                                | OFFICE                 |          | CUMBRIA             |
|   | Edge of Town Centre<br>Industrial Zone<br>Total Gross floor area:  |                        | 925 sqm  |                     |
|   | Survey date: FRIDAY                                                |                        | 24/06/16 | Survey Type: MANUAL |
| 3 | DS-02-A-01<br>PRIME PARK WAY<br>DERBY                              | REAL ESTATE DEVELOPERS |          | DERBYSHIRE          |
|   | Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:  |                        | 594 sqm  |                     |
|   | Survey date: WEDNESDAY                                             |                        | 25/09/19 | Survey Type: MANUAL |
| 4 | ES-02-A-13<br>ROMAN ROAD<br>HOVE                                   | OFFICES                |          | EAST SUSSEX         |
|   | Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: |                        | 280 sqm  |                     |
|   | Survey date: WEDNESDAY                                             |                        | 04/07/18 | Survey Type: MANUAL |
| 5 | HF-02-A-03<br>60 VICTORIA STREET<br>ST ALBANS                      | OFFICE                 |          | HERTFORDSHIRE       |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:    |                        | 610 sqm  |                     |
|   | Survey date: WEDNESDAY                                             |                        | 16/10/13 | Survey Type: MANUAL |
| 6 | KC-02-A-09<br>SANDLING ROAD<br>MAIDSTONE                           | COUNCIL OFFICES        |          | KENT                |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:    |                        | 1500 sqm |                     |
|   | Survey date: WEDNESDAY                                             |                        | 19/10/11 | Survey Type: MANUAL |
| 7 | NF-02-A-02<br>NORTH QUAY<br>GREAT YARMOUTH                         | FINANCIAL PLANNERS     |          | NORFOLK             |
|   | Edge of Town Centre<br>Commercial Zone<br>Total Gross floor area:  |                        | 894 sqm  |                     |
|   | Survey date: MONDAY                                                |                        | 11/09/17 | Survey Type: MANUAL |
| 8 | NY-02-A-01<br>NORTH PARK ROAD<br>HARROGATE                         | SOLICITORS             |          | NORTH YORKSHIRE     |
|   | Edge of Town Centre<br>Built-Up Zone<br>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<br>HIGH STREET<br>SLOUGH    | COUNCIL OFFICES |  | SLOUGH              |
|    | Town Centre<br>High Street             |                 |  |                     |
|    | Total Gross floor area:                | 1800 sqm        |  |                     |
|    | Survey date: THURSDAY                  | 27/02/14        |  | Survey Type: MANUAL |
| 10 | WK-02-A-01<br>WARWICK ROAD<br>COVENTRY | OFFICES         |  | WARWICKSHIRE        |
|    | Town Centre<br>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

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | 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       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>10.535</b> |            |          | <b>10.258</b> |          |          | <b>20.793</b> |

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 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | 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       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>11.587</b> |            |          | <b>11.139</b> |          |          | <b>22.726</b> |

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

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | 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       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>12.009</b> |            |          | <b>12.359</b> |          |          | <b>24.368</b> |

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

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | 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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>2.453</b> |            |          | <b>2.467</b> |          |          | <b>4.920</b> |

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

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | 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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.437</b> |            |          | <b>0.393</b> |          |          | <b>0.830</b> |

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

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | 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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>2.889</b> |            |          | <b>2.857</b> |          |          | <b>5.746</b> |

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

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | 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       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>26.819</b> |            |          | <b>26.669</b> |          |          | <b>53.488</b> |

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 undertaken 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<br>KING STREET<br>CARLISLE                          | BLOCK OF FLATS  |  | CUMBRIA             |
|   | Town Centre<br>Built-Up Zone                                   |                 |  |                     |
|   | Total No of Dwellings:                                         | 40              |  |                     |
|   | Survey date: THURSDAY                                          | 12/06/14        |  | Survey Type: MANUAL |
| 2 | CO-03-C-01<br>MOSTYN BROADWAY<br>LLANDUDNO                     | BLOCKS OF FLATS |  | CONWY               |
|   | Edge of Town Centre<br>Built-Up Zone                           |                 |  |                     |
|   | Total No of Dwellings:                                         | 37              |  |                     |
|   | Survey date: MONDAY                                            | 26/03/18        |  | Survey Type: MANUAL |
| 3 | EX-03-C-01<br>WESTCLIFF PARADE<br>SOUTHEND-ON-SEA<br>WESTCLIFF | FLATS           |  | ESSEX               |
|   | Edge of Town Centre<br>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

| 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          | 0.060        | 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       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>1.700</b> |            |             | <b>1.820</b> |          |             | <b>3.520</b> |

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 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 shown. 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

| 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          | 0.024     | 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

| 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          | 0.012        | 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       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.108</b> |            |             | <b>0.204</b> |          |             | <b>0.312</b> |

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

| 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          | 0.048        | 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       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>2.375</b> |            |             | <b>2.581</b> |          |             | <b>4.956</b> |

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

| 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          | 0.012        | 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       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>2.026</b> |            |             | <b>2.219</b> |          |             | <b>4.245</b> |

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

| 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          | 0.096        | 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       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.756</b> |            |             | <b>0.612</b> |          |             | <b>1.368</b> |

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

| 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          | 0.012     | 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

| 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          | 0.012        | 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       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.914</b> |            |             | <b>0.805</b> |          |             | <b>1.719</b> |

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

| 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          | 0.060        | 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       |          |             |              |            |             |              |          |             |               |
| <b>Total Rates:</b> |          |             | <b>5.421</b> |            |             | <b>5.809</b> |          |             | <b>11.230</b> |

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

| 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          | 0.048        | 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       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.841</b> |            |             | <b>0.925</b> |          |             | <b>1.766</b> |

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

| 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          | 0.012        | 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       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.108</b> |            |             | <b>0.156</b> |          |             | <b>0.264</b> |

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.