



## Riverside Central

### Transport Statement

On behalf of **Lipman Properties**

**L I P M A N**  
P R O P E R T I E S

Project Ref: 46110/5501 | Rev: | Date: June 2020

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# 1 Introduction

## 1.1 Introduction

- 1.1.1 Stantec have been commissioned by Lipman Properties Ltd to provide Transport and Highways advice to support the planning application for the redevelopment of the Dukesbridge House, Duke Street, Reading. This Transport Statement (TS) has been prepared to set out the main transport and highways matters for the development.

## 1.2 Application Proposals

- 1.2.1 The application seeks permission for the following:

*“Roof and side extensions to existing building to provide a residential-led scheme with associated landscaping, public realm improvements, alterations to the existing vehicular access and car parking and provision of cycle parking and waste storage.”*

- 1.2.2 In addition to the propose residential uses, the development proposal also includes some flexible commercial space on the lower ground and ground level comprising of A1- A5 land use and gym (D2).
- 1.2.3 The proposed site Landscape Strategy , lower ground floor and ground floor plans are enclosed under **Appendix A**.

## 2 Dukesbridge House

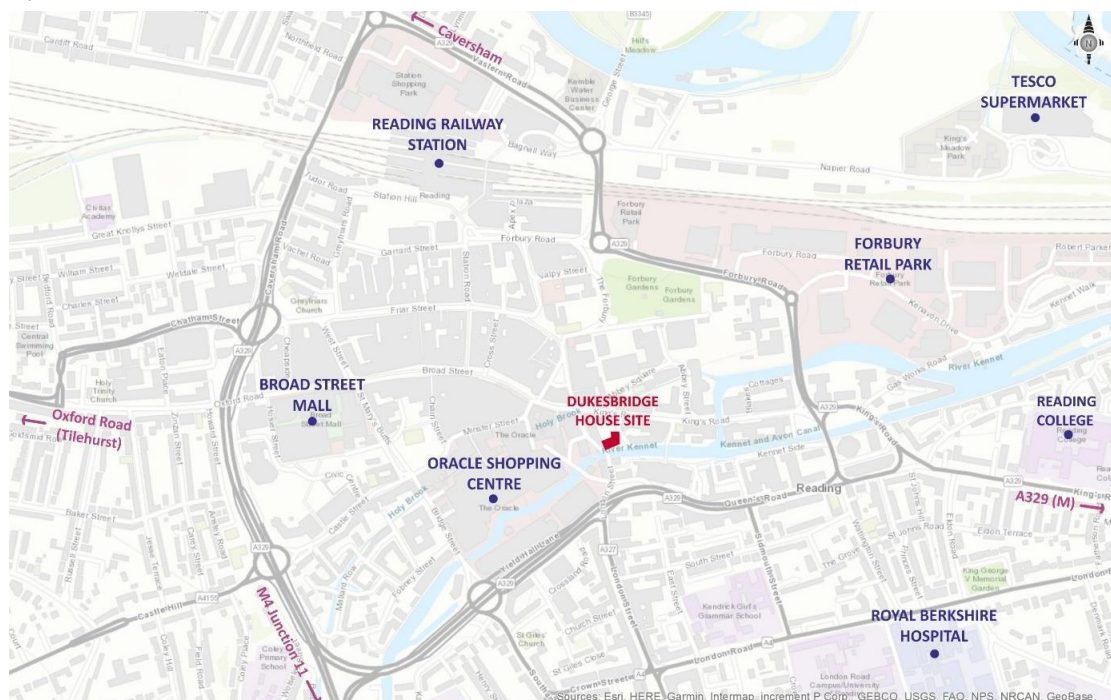
### 2.1 Introduction

- 2.1.1 This chapter describes the Dukesbridge House site and its current uses and the surrounding areas.

### 2.2 The Dukesbridge House Site

- 2.2.1 The Dukesbridge House site fronts the River Kennet, with the Duke Street/London Street running to the west. The site is located in the centre of Reading with a vast assortment of amenities and facilities within walking distance with The Oracle shopping centre to the east, and approximately 500m south of Reading Railway Station. The site's location in a local context can be seen in **Figure 2-1**.

Figure 2-1 – Site Location



### 2.3 Planning History

- 2.3.1 Historically, the building comprised of retail accommodation (262 sqm), a basement nightclub and a waterside-self-contained office (2050sqm) arranged over a basement, ground and four upper floors. Nineteen car parking spaces were provided within the site accessed via a ramped section to a semi undercroft beneath the main building footprint.
- 2.3.2 In June 2019, the site was subject to a General Permitted Development (GPD) application which sought the change of use of part lower ground floor, part ground floor, first, second, third and loft floors from Class B1(a)(offices) to Class C3 (dwelling houses) to comprise 77 dwellings (26 x studio, 49 x 1 bed, 2 x 2 bed). The application was subsequently granted planning permission by Reading Borough Council in June 2019.

## 3 Development Proposals

### 3.1 Overview

- 3.1.1 This chapter presents the main elements of the proposed redevelopment of Dukesbridge House and focuses on the land use and parameters most relevant to transport appraisal. The proposed site layout is attached as **Appendix A** and should be reviewed in conjunction with reading this chapter.

### 3.2 Development Schedule

- 3.2.1 The development proposals at Dukesbridge House seeks permission for a “*Roof and side extensions to existing building to provide a residential-led scheme with associated landscaping, public realm improvements, alterations to the existing vehicular access and car parking and provision of cycle parking and waste storage.*”
- 3.2.2 Flexible commercial space and a gym is proposed within the lower ground floor and ground floor of the western and eastern extensions of the development, whilst residential flats are proposed across floors 1-7 of the western and eastern extensions and floors 4-7 of the roof extension.
- 3.2.3 The residential accommodation and commercial/leisure area schedule is set out below in **Table 3-1**.

Table 3-1 – Development Schedule

| Land Use              | Unit Type/ GFA | LG                     | G                       | 1        | 2        | 3        | 4        | 5         | 6        | 7        | Total                   |
|-----------------------|----------------|------------------------|-------------------------|----------|----------|----------|----------|-----------|----------|----------|-------------------------|
| Residential           | 1 Bed Flat     | 0                      | 0                       | 2        | 2        | 3        | 1        | 6         | 5        | 4        | 23                      |
|                       | 2 Bed Flat     | 0                      | 0                       | 2        | 2        | 0        | 0        | 2         | 4        | 1        | 11                      |
|                       | 3 Bed Flat     | 0                      | 0                       | 0        | 0        | 0        | 0        | 2         | 0        | 0        | 2                       |
|                       | <b>Total</b>   | <b>0</b>               | <b>0</b>                | <b>4</b> | <b>4</b> | <b>3</b> | <b>1</b> | <b>10</b> | <b>9</b> | <b>5</b> | <b>36</b>               |
| Commercial (A1 to A5) | Block A        | -                      | 113m <sup>2</sup>       | -        | -        | -        | -        | -         | -        | -        | 113m <sup>2</sup>       |
|                       | Block B        | 19m <sup>2</sup>       | -                       | -        | -        | -        | -        | -         | -        | -        | 19m <sup>2</sup>        |
|                       | Block C        | 26m <sup>2</sup>       | 47m <sup>2</sup>        | -        | -        | -        | -        | -         | -        | -        | 73m <sup>2</sup>        |
|                       | <b>Total</b>   | <b>45m<sup>2</sup></b> | <b>160m<sup>2</sup></b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b>  | <b>-</b> | <b>-</b> | <b>205m<sup>2</sup></b> |
| Gym (D2)              | Block A        | 262m <sup>2</sup>      | -                       | -        | -        | -        | -        | -         | -        | -        | 262m <sup>2</sup>       |

### 3.3 Pedestrian and Cycle Access

- 3.3.1 The main residential lobby entrance is located to the southern western corner of the site and can be accessed directly from Duke Street or from the river towpath. This lobby entrance provides pedestrian access into the ground floor where the lifts and stairs can be accessed. A second residential entrance lobby is located along the site's southern frontage approximately 45m east of Duke Street. The lobby entrance can be accessed directly from the footpath adjacent to the River Kennet which can be reached from both Duke Street to the west and

Highbridge Wharf to the east. Due to the site topography this lobby entrance provides access into the Lower Ground Floor which comprises of the Permitted Development residential units.

- 3.3.2 To the rear of the site, a ground floor pedestrian access will be provided via the courtyard area with a further minor residential access at the eastern extension which only serves the 3 residential units in the extension.
- 3.3.3 Moreover, individual access points to the commercial units will be provided at different locations: access to the western unit will be gained off Duke Street at Ground Floor; access to the eastern units will be provided along the main southern frontage, approximately 50 and 60m east of Duke Street, this is shown in EAA's Proposed Lower Ground Floor Plan included in **Appendix A**.
- 3.3.4 Alongside the new residential build elements, a site wide landscape and public realm strategy has been developed which seeks to improve the outside space that falls within the site's ownership. The proposals are illustrated on the Landscape Strategy Drawing A255 LA01 prepared by ARC and is contained within **Appendix A**. New planting will be provided along the eastern and southern boundaries of the site. The existing access ramp from Duke Street down to the river level southern of the development will be improved removed the 's bend configuration providing better access for pedestrians.

### 3.4 Vehicle Access

- 3.4.1 The site currently has one vehicular access through Highbridge Wharf to the east of the site, which provides access to the associated car park. It is proposed that this access is retained for cyclists, servicing, and deliveries. The rear courtyard car park will be improved to create a more formal arrangement including cycle parking, bins stores, six car parking spaces and landscaping.

### 3.5 Parking Provision

#### Cycle Parking Provision

- 3.5.1 Across the development a total of 62 cycle parking spaces are to be provided for residential use. These are to be provided in the form of 31 two tiered josta racks in secure and sheltered facility. Of the 62 spaces 19 spaces will be allocated to the 36 units that comprises the side and roof extension. The 77 units forming the office to residential permitted development will be allocated 39 spaces with the remaining 4 spaces for use by visitors. The location of the cycle parking is shown in EAA's Proposed Lower Ground Floor Plan included in **Appendix A**.
- 3.5.2 Cycle parking provision for the commercial and gym land uses is to be provided in the form of on street stands/brackets which will be located across the development to ensure each unit has accessible cycle parking. Across the development a further 11 spaces are to be provided to serve the commercial and gym uses.
- 3.5.3 This level of provision will be in accordance with the standards set out in RBC's adopted Revised Parking Standards and Design (2011).
- Residential: 0.5 Spaces per 1 and 2 bed Flats =  $34 \times 0.5 = 17$  cycle spaces
  - Residential: 1 Spaces per 3 bed Flats =  $2 \times 1 = 2$  cycle spaces
  - Commercial (205m<sup>2</sup>): 1 space per 6 staff\* and 1 space per 300m<sup>2</sup> = 3 (2 staff + 1 other) cycle spaces
  - Gym (262m<sup>2</sup>): 1 space per 6 staff\*\* and 1 space per 40m<sup>2</sup> = 8 (1 staff + 7 other) cycle spaces

\*Based on Employment Densities Guide published by Homes & Communities Agency in 2010, standard density for A1 Land Use in Town Centre is 19 m<sup>2</sup> per Full Time Employee.

\*\* Based on Employment Densities Guide published by Homes & Communities Agency in 2010, standard density for D2 Land Use is 65m<sup>2</sup> per Full Time Employee.

### 3.6 Car Parking Provision

- 3.6.1 Due to the highly sustainable location of the site, no parking will be provided for residents of Dukesbridge House. Furthermore, future residents of the development will not be eligible for a parking permit in any of the Controlled Parking Zones (CPZ) in Reading.
- 3.6.2 Some existing parking is to be retained within the rear courtyard for the existing uses in Dukesbridge Terrace.

### 3.7 Refuse and Delivery

#### Current Arrangements

- 3.7.1 The current delivery and servicing arrangements for the site are through the existing vehicle access off Highbridge Wharf and into the rear courtyard where the refuse store is stationed.

#### Proposed Arrangements

- 3.7.2 Similar arrangements are proposed for delivery and servicing activities at the site; delivery and servicing vehicles will use the existing vehicle access off Highbridge Wharf in order to access the new waste store proposed along the southern boundary of the rear courtyard, adjacent to the existing Dukesbridge House.
- 3.7.3 To minimise carrying distances for the residential and commercial space proposed within the eastern extension 4 bins will be located on the lower ground floor of the extension. The residential and commercial provisions will be separated stores. A vehicle swept path assessment has been carried out using the approved RBC refuse vehicle as illustrate on Stantec drawing **46110/5500/007A** enclosed under **Appendix B**.
- 3.7.4 Internally within the rear courtyard, the proposed layout supports turning manoeuvres for Light Good Vehicles which will typically access the site during the day. This assessment is illustrated on drawing **46110/5500/008A** Enclosed under **Appendix B**.
- 3.7.5 The existing substation located to the south eastern corner of the development is to be incorporated within the lower ground floor of the eastern extension. The gated entrance will be redesigned to the southern wall boundary of the new enclosure. The substation has a vehicle access requirement for maintenance/ servicing although this would be irregular. Access to the substation by LGV's and HGV's will be carried out as per the existing access arrangements from Highbridge Wharf.

#### Bin Storage

- 3.7.6 RBC's guidance document 'Waste Management Guidelines for Property Developers, Architects, Planners and Contractors' recommends the following provision of 1100L bins for flats based on the following ratios:
- Black General waste at weekly collection: one 1100L bin per 10 flats
  - Green Recycling at weekly collection: one 1100L bin per 10 flats

- 3.7.7 Due to the lack of capacity requirements available in RBC's guidance document for commercial units, national guidance BS5906:2005 'Waste management in buildings – code of practice' has been used instead. This estimates weekly waste arisings at 10l per m<sup>2</sup>, which equates to a total of approximately 5,000l of waste per week associate with the commercial and gym proposal.
- 3.7.8 Across the site a total of 8 bins have been proposed for these uses however this allocation of general and recyclable waste will depend on the nature of the activities to take place within the commercial units, which is, at this stage, unknown.
- 3.7.9 **Table 3-2** shows the number and capacity of waste bins proposed at the development. It is noted that this will be in addition to waste storage requirements associated with the permitted development.

Table 3-2 – Bin Provision

| Type of Unit       | Number of units/ Area | Bin Type        | Collection | Number of Bins | Size of bin |
|--------------------|-----------------------|-----------------|------------|----------------|-------------|
| Residential        | 36                    | General Waste   | Weekly     | 4              | 1,100L      |
|                    |                       | Recycling Waste | Weekly     | 4              | 1,100L      |
| Commercial and Gym | 467m <sup>2</sup>     | General Waste   | Weekly     | 8              | 1,100L      |
|                    |                       | Recycling Waste | Weekly     |                |             |

## 4 Access Options

### 4.1 Introduction

4.1.1 This chapter considers the existing site accessibility across the modes for Dukesbridge House. The section covers:

- Public transport services including rail and bus;
- Access for pedestrians and cyclists; and
- Private car.

4.1.2 The section also sets out the wide-ranging local facilities and amenities surrounding Dukesbridge House, reducing the resilience on car travel.

### 4.2 Public Transport

#### Bus

4.2.1 As the site is located within the centre of Reading, there is good provision of Public Transport available in the vicinity of the site. The site is located 200m away from Market Place and 150m from Kings Road bus stops, which provides access to the majority of Reading bus services. The destinations and location of the bus stops are provided in **Table 4-1**.

4.2.2 There is also a bus stop along Duke Street which goes Northbound. However, all of the bus services which go from here head towards Reading Rail Station which then loops back around to the Kings Road bus stops. Therefore, it has not been examined in **Table 4.1**.

4.2.3 Kings Road (A329) offers access to a number of bus services along a major bus route. Bus stops are located on both sides of the carriageway, with the westbound stops having a shelter, seating, waste bin and timetable information. The eastbound stop on Kings Road is a standard flag and pole bus stop with timetable information and a waste bin.

4.2.4 There are also dedicated bus lanes allowing for bus priority in both eastbound and westbound directions from Kings Road before Central Reading is reached. These also have dedicated bus signal timings at junctions and recent improvements have also been made to the provision of lanes through the Watlington Street/Kings Road/Queens Road gyratory system.

4.2.5 Market Place also offers access to a number of bus services along a major route. The bus stop is located southbound and has a shelter, seating, timetable information and a waste bin. There also dedicated bus lanes on both sides of the carriageway south of the Market Place bus stop.

Table 4-1 – Local Bus Services

| Bus Stop          | Bus Service               | Destination                                  | Weekday Peak Hour Frequency (per hour) | Saturday Frequency (per hour) | Sunday Frequency (per hour) |
|-------------------|---------------------------|----------------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| Kings Road (MF)   | 3 Leopard                 | Reading – Arborfield - Wokingham             | 2                                      | 2                             | -                           |
|                   | 3b Leopard                | Reading – Bracknell                          | 1                                      | 1                             | 1                           |
|                   | 10 Leopard                | Reading – Spencer's Wood                     | 2                                      | 2                             | 1                           |
|                   | 9                         | Central Reading – Whitley Wood               | 1                                      | 1                             | -                           |
|                   | 10a                       | Central Reading – Thames Valley Science Park | 2                                      | 2                             | -                           |
|                   | 13 / 14                   | Central Reading - Woodley                    | 2                                      | 2                             | 1                           |
|                   | 19a / 19c                 | Central Reading – Loddon Bridge              | 1                                      | 1                             | -                           |
|                   | 19b                       | Central Reading – Lower Earley               | 1                                      | 1                             | -                           |
| Kings Road (ME)   | Lion 4 / X4               | Reading – Wokingham / Bracknell              | 2                                      | 2                             | 1                           |
|                   | Purple 17                 | Earley – Central Reading - Tilehurst         | 9                                      | 7                             | 6                           |
| Market Place (MC) | Emerald 5                 | Central Reading – Northumberland Avenue      | 7                                      | 6                             | 3                           |
|                   | Emerald 6                 | Central Reading – Whitley Wood               | 7                                      | 6                             | 3                           |
|                   | 500                       | Winnersh Triangle Park and Ride              | 4                                      | 4                             | -                           |
|                   | 60 / 60a / 60m / 60x      | Mereoak Park and Ride                        | 4-5                                    | 4                             | 1                           |
|                   | 11 Bronze                 | Central Reading – Coley Park                 | 3                                      | 3                             | 2                           |
|                   | 52 / 52a / 52b / 53 / 53x | Central Reading – Madejski Stadium           | 1-8                                    | 3                             | -                           |
|                   | 21 Claret                 | Central Reading – Lower Earley               | 4                                      | 4                             | 3                           |
|                   | 7                         | Central Reading - Fleet                      | 1                                      | 1                             | 4 per day                   |

## Rail

- 4.2.6 Reading railway station is approximately a seven-minute walk or a three-minute cycle north of the site and is operated by Great Western Railway. The station has 860 bicycle parking spaces in total, with 160 of these at the southern side being Sheffield stands and 100 north of the station being Sheffield stands. The rest of the bicycle parking (600 spaces) are located north of the station on double level racks. There is also a taxi rank and the 'Rail Air' coach service to Heathrow Airport.
- 4.2.7 Key national rail services from Reading station are provided below with the, frequency and journey times. Reading station is an important interchange hub and is operated by network

rail. The station benefits from extensive bus, walking and cycling connections from the site, as previously described.

4.2.8 The level of service to key destinations is as follows:

- London Paddington (28 minute journey time) – up to 10 trains per hour in peak periods;
- Basingstoke (25 minutes journey time) – up to 4 trains per hour in peak periods; and
- Didcot Parkway (13 minutes journey time) – up to 6 trains per hour in peak periods.

4.2.9 In addition to these local key destinations, Reading Station offers a number of regional services: To Bristol and South Wales on the Great Western Mainline, and 'Cross Country' services to Oxford, Birmingham, Manchester and Newcastle to the north, as well as further destinations on the south coast of England.

4.2.10 Reading Station is also due for future development as part of CrossRail. It will become the western terminus of the CrossRail network, with trains leaving from Reading in December 2019. This will offer an increased level of connection to locations through London, reducing commuter times to major London employment destinations and increasing convenience by removing the need to change at London Paddington for London Underground Services.

### 4.3 Walking and Cycling

4.3.1 London Street has pedestrian access in the form of a designated footway on both sides of the Highway. Additionally, parts of Broad Street, Union Street and Chain Street are Pedestrian Zones, these are located to the east of the site. The site is located within a walking distance to numerous amenities.

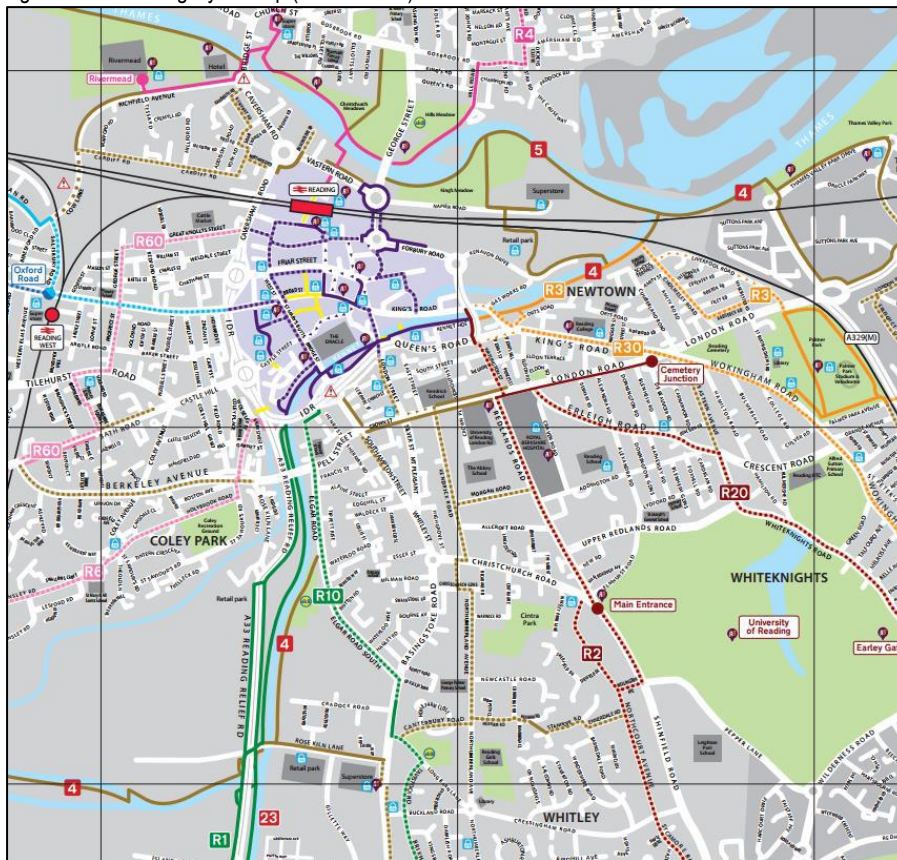
4.3.2 The application site's proximity to Reading Town Centre makes it an attractive option to easily walk or cycle to key locations for a number of journey purposes. Reading Station can be reached in 7 minutes on foot and in 3 minutes via bicycle whilst the Oracle Shopping Centre is accessible in 3 minutes and 1 minute respectively. A number of employment, retail and leisure opportunities are also located within similar reach, within the Town Centre.

4.3.3 A Brompton Bike Hire station is located approximately 500m to the north of the site, adjacent to Reading Train Station. Users hire the bikes on a daily basis for as little as £3.50, increasing accessibility by active modes of travel.

4.3.4 Dukesbridge House is within close proximity routes within the National Cycle Network. Route four provides a continuous route into the City of London and can be reached within 50m south of the site. Further destinations along the NCN includes Route five, connecting Reading to Oxford and also linking to Route four to the north of the site along the River Thames.

4.3.5 Having excellent pedestrian links to this key destination further enhances the sustainability of the proposed redevelopment of Dukesbridge House.

Figure 4-1 – Reading Cycle Map (Source RBC)



## 4.4 Private Car

### Local Highway Network

- 4.4.1 The site has vehicular access from Highbridge Wharf, this is accessed only off King's Road. King's Road is two-way, with a speed limit of 30mph which transitions into a 20mph zone west of the junction with Highbridge Wharf.
- 4.4.2 Kings Road leads to Minster Street to the west and has restricted access during peak hours and is only accessible to cars from 11:00 - 16:00. During the restricted hours of 16:00 – 11:00 all traffic must turn south onto Duke Street/London Street and are then required to turn east bound onto Queens Road.
- 4.4.3 There are options to exit westbound or eastbound onto King's Road. Westbound traffic would utilise Duke Street/London Street before being required to turn eastbound along Queen's Road (due to the restricted movements explained above) and join the southern section of the Inner Distribution Road (IDR). Eastbound traffic on Kings Road would turn north onto the A329, the eastern section of the IDR, this section has a speed limit of 30mph.
- 4.4.4 The IDR links Reading town centre with the major corridors of A33, A329, A4 which in turn give access to the M4 at Junctions 10, 11 and 12. Queen's Road forms a section of the A329, which runs between Thame in Oxfordshire and Virginia Water in Surrey.

- 4.4.5 There are a number of local car parks within walking distance of the site, with the closest being the Queen's road multi-storey car park approximately 250m south east of the site (circa 4 minute walk). The Queens Road car park is operated by NCP and has a provision of 700 spaces including disabled parking. It is open 24 hours operating for short and long stay, with a number of tariffs available. Alternatively, The Oracle shopping centre provides a large car park with good accessibility to the local amenities and is approximately 300m south west from the site (circa 4 minute walk).

### Strategic Highway Network

- 4.4.6 The M4 J11 is located approximately a 7.7km drive from the site. The M4 runs between London and South Wales, it also provides access to the M25 to the east and the M5 to the west.

## 4.5 Local Facilities and Amenities

- 4.5.1 Duke Street / London Street has pedestrian access in the form of a designated footway on both sides of the Highway. Additionally, parts of Broad Street, Union Street and Chain Street are Pedestrian Zones, these are located to the east of the site. The site is located within a walking distance to numerous amenities. These include a variety of;

- Banks;
- Post Office;
- Restaurants and bars;
- Take-away's;
- Barbers and Hairdressers;
- Food stores;
- Shopping malls;
- Parks; and
- A library.

- 4.5.2 There are also numerous employment areas in the vicinity of the site.

### Food Retail

- 4.5.3 There are local convenience stores such as Today's Express which is located on the ground level of the Dukesbridge Court building adjacent to Dukesbridge House. There is also a wide range of supermarkets such as Tesco Express, Sainsburys and Marks & Spencer's within close proximity to the site. Additionally, supermarkets further afield such as Asda and Tesco, provide online shopping and delivery to site. The delivery strategy for the site is provided within **Section 3.6**.

### Leisure and Recreation

- 4.5.4 Vue cinema is located 200m to the south of the site and provides a good leisure activity, additionally Forbury gardens is within a five-minute walk of the site (350m) and occasionally provides festivals and local activities within the grounds.

- 4.5.5 For larger recreational areas, Kings Meadow is 950m to the north of the site and provides large football pitches and a skatepark. Additionally, Christchurch Meadows is 1km from the site and offers a large playing area with four outdoor tennis courts and has good connections to Caversham.

### **Education**

- 4.5.6 There is a wide range of education facilities around the site within walking and cycling distance. Katesgrove Primary school is within a 10 minute walk from the site, similarly to The Abbey School which is 12 minutes' walk from the site. Reading School is located 1.5km southeast of the site reachable within a 19 minutes' walk or an 8 minute cycle. For further education, Reading College is within 14-minutes' walk or a 5 minute cycle to the east of the site. Additionally, the University of Reading provides two campuses within the centre of Reading: London Road campus and Whiteknights campus within 1.1km and 2.1km retrospectively.

### **Health and Medical**

- 4.5.7 The closest GP surgery is London Street Surgery located south within a four-minute walk from the site. To the west of the site, Reading Walk-in-Health Centre provides non-urgent medical treatments and is open 08:00 – 20:00 seven days a week and can be reached within a seven-minutes' walk. Royal Berkshire Hospital is located 850m south east of the site.

## 5 Multi Modal Trip Generation

### 5.1 Introduction

- 5.1.1 This section of the TS sets out the methodology used to determine the proposed trip generation of the site. This section also seeks to outline the predicted net difference from the historic office use of the building taking into account the Permitted Development uses also.

### 5.2 Historic Office Trip Generation

- 5.2.1 **Table 5-1** sets out the multi-modal trip generation for the previous 2,050 sqm office space at Dukesbridge House extracted from the survey database TRICS to calculate the trip rate of the existing office building. The TRICS output for the office assessment is contained in **Appendix C**.

- Main Land Use: Employment Office
- Selected Areas: England (excluding Greater London)
- Location Types: Town centre, Edge of Town Centre
- Selected Survey Days: Monday - Friday
- Area: up to 5000 sqm

Table 5-1 Previous Multi-Modal Office Trip Rate

| Office B1 Use                | Trip Rates Per 100sqm GIA |        |         | Total People Trip Rate Per 2050sqm GIA |        |         |
|------------------------------|---------------------------|--------|---------|----------------------------------------|--------|---------|
|                              | Arrive                    | Depart | Two-way | Arrive                                 | Depart | Two-way |
| AM Peak (08:00 – 09:00)      | 3.03                      | 0.17   | 3.20    | 62                                     | 3      | 66      |
| PM Peak Hour (17:00 – 18:00) | 0.14                      | 2.56   | 2.70    | 3                                      | 56     | 59      |

\* Note may not sum due to rounding.

- 5.2.2 The 2011 Census Travel to Work data was used to obtain the mode share for person trips travelling to MSOA covering the site for work purposes (**Table 5-2**) which has then been applied to the number of total people trips to and from the site to calculate the person trips by mode for the existing office use (**Table 5-3**).

Table 5-2 MSOA Reading 011 Mode Share

| Train | Bus | Taxi | Motor-cycle | Car | Car Passenger | Bicycle | On Foot |
|-------|-----|------|-------------|-----|---------------|---------|---------|
| 17%   | 18% | 0%   | 1%          | 38% | 4%            | 4%      | 18%     |

\* Note may not sum due to rounding.

Table 5-3 Previous Office Person Trip Mode Share

| Mode of travel | AM (8:00- 9:00) |        |       | PM (17:00-18:00) |        |       |
|----------------|-----------------|--------|-------|------------------|--------|-------|
|                | Arrive          | Depart | 2 Way | Arrive           | Depart | 2 Way |
| Pedestrians    | 11              | 1      | 12    | 1                | 10     | 11    |
| Cyclist        | 2               | 0      | 3     | 0                | 2      | 2     |
| Bus            | 11              | 1      | 12    | 1                | 10     | 11    |
| Rail           | 10              | 0      | 11    | 0                | 9      | 10    |
| Car Driver     | 24              | 1      | 25    | 1                | 21     | 23    |
| Car Passenger  | 2               | 0      | 2     | 0                | 2      | 2     |
| Other          | 0               | 0      | 0     | 0                | 0      | 0     |
| Total          | 61              | 3      | 65    | 3                | 55     | 58    |

### 5.3 Permitted Development Residential Trips Generation

- 5.3.1 The Transport Statement prepared for the approved PD application at Dukesbridge House estimated the following car driver trips. The TRICs output for the proposed residential assessment is contained in **Appendix D**.

Table 5-4: Permitted Development Trip Generation (Car Driver)

| Mode of travel | AM (8:00- 9:00) |        |       | PM (17:00-18:00) |        |       |
|----------------|-----------------|--------|-------|------------------|--------|-------|
|                | Arrive          | Depart | 2 Way | Arrive           | Depart | 2 Way |
| Car Driver     | 2               | 8      | 11    | 10               | 7      | 17    |

### 5.4 Proposed Trip Generation

#### Residential

- 5.4.1 The proposed person trip generation associated with the proposed residential element of the site has been based on the consented trip rates for the permitted development application. **Table 5-5** provides the total person trip rates and generation for the AM (08:00 – 09:00) and PM peak hours (17:00 – 18:00).

Table 5-5 – Residential Trip rates

| Residential C3 Use      | Per 100sqm GIA |        |         | Trip Generation for 36 Units |        |         |
|-------------------------|----------------|--------|---------|------------------------------|--------|---------|
|                         | Arrive         | Depart | Two-Way | Arrive                       | Depart | Two-Way |
| AM Peak (08:00 – 09:00) | 0.11           | 0.37   | 0.48    | 4                            | 13     | 17      |
| PM Peak (17:00 – 18:00) | 0.45           | 0.33   | 0.78    | 16                           | 12     | 28      |

#### Commercial

- 5.4.2 Due to the location of the site within Reading's Town Centre, it is expected that no primary trips will be generated by the proposed commercial units i.e. all trips to these units will be already within the network and/ or will be linked to the residential development. Therefore, no further consideration has been given to trips generated by this land use.

## 5.5 Mode Share

- 5.5.1 The 2011 Census Travel to Work data was used to obtain the mode share for the MSOA covering the site (**Table 5-6**) which has been applied to the number of total people trips to and from the site to calculate the persons trips by mode for residential use (**Table 5-5**).

Table 5-6 – MSOA Reading 011 Mode Share

| Train | Bus | Taxi | Motorcycle | Car | Car Passenger | Bicycle | On Foot |
|-------|-----|------|------------|-----|---------------|---------|---------|
| 20%   | 12% | 0%   | 0%         | 29% | 3%            | 4%      | 31%     |

\* Note may not sum due to rounding

Table 5-7 – Residential Person Trip Mode Share

| Mode of Travel | AM (08:00 – 09:00) |           |           | PM (17:00 – 18:00) |           |           |
|----------------|--------------------|-----------|-----------|--------------------|-----------|-----------|
|                | Arrive             | Depart    | Two-Way   | Arrive             | Depart    | Two-Way   |
| Pedestrians    | 1                  | 4         | 5         | 5                  | 4         | 9         |
| Cyclist        | 0                  | 1         | 1         | 1                  | 0         | 1         |
| Bus            | 0                  | 2         | 2         | 2                  | 1         | 3         |
| Rail           | 1                  | 3         | 3         | 3                  | 2         | 6         |
| Car Driver     | 1                  | 4         | 5         | 5                  | 3         | 8         |
| Car Passenger  | 0                  | 0         | 1         | 0                  | 0         | 1         |
| Other          | 0                  | 0         | 0         | 0                  | 0         | 0         |
| <b>Total</b>   | <b>4</b>           | <b>13</b> | <b>17</b> | <b>16</b>          | <b>12</b> | <b>28</b> |

\*Note may not sum due to rounding

## 5.6 Trip Impact

- 5.6.1 **Table 5-8** presents the net comparison of car trip generation of the previous office use and the proposed residential development at Dukesbridge Bridge. This includes the trip generation associated with the office to residential PD.

Table 5-8 – Trip Generation Net Impact

| Development                                  | AM (8:00- 9:00) |           |           | PM (17:00-18:00) |            |           |
|----------------------------------------------|-----------------|-----------|-----------|------------------|------------|-----------|
|                                              | Arrive          | Depart    | 2 Way     | Arrive           | Depart     | 2 Way     |
| Historic Office Use                          | 24              | 1         | 25        | 1                | 21         | 23        |
| Permitted Development (77 residential units) | 2               | 8         | 11        | 10               | 7          | 17        |
| Extension Development (36 residential units) | 1               | 4         | 5         | 5                | 3          | 8         |
| <b>Total Residential</b>                     | <b>3</b>        | <b>11</b> | <b>15</b> | <b>14</b>        | <b>10</b>  | <b>23</b> |
| <b>Net Difference</b>                        | <b>-21</b>      | <b>11</b> | <b>-9</b> | <b>14</b>        | <b>-11</b> | <b>2</b>  |

\*Note may not sum due to rounding

In the context of the historic office land uses, the proposed car trips associated the combined Permitted Development and the residential extension development are not significant with an overall net reduction in the AM peak and negligible impact in the PM peak.

## 6 Summary and Conclusions

### 6.1 Overview

6.1.1 This TS is considered to have delivered on its purpose and objectives by:

- Confirming the likely impact of the proposed development at Dukesbridge House on the surrounding highway network compared to the proposed residential scheme;
- Outlining the suitability of the development proposals in terms of access for pedestrians and cyclists with associated parking and refuse servicing; and
- Describing how access and movement could be achieved for all modes, with an emphasis on encouraging sustainable travel alternatives

### 6.2 Conclusions

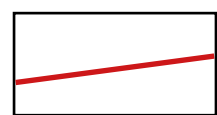
6.2.1 It is therefore considered that transport principles are clearly set out for RBC as to demonstrate the proposals would:

- a. Capitalise on the extensive sustainable travel opportunities available to the application site situated on Dukes Street, including a major bus corridor and cycle route which provides access to Reading Town Centre, Reading Railway Station and the University Campuses;
- b. Provide a development layout that would ensure safe access for all residents, staff and visitors, including for refuse collection and delivery vehicles;
- c. Absence of car parking at the site to discourage the use of single occupancy car use;
- d. Provide cycle parking provision that reflects RBC standards; and

### 6.3 Recommendation

6.3.1 Based on the findings of this TS and conclusions set out above, it is recommended that the development proposals be considered positively from a transport perspective with no material impact on the local highway network, when RBC considers the planning application in the round.

## **Appendix A     Site Masterplan and Floor Plans**



Application boundary



Railing/Handrail



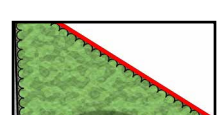
Existing trees to be retained -  
refer to arboricultural survey for details



Proposed fastigate trees  
eg. *Acer campestre* 'Streetwise'  
*Pyrus calleryana* 'Chanticleer'  
*Quercus robur* 'Fastigiata Koster'

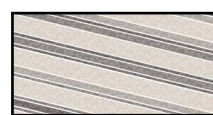


Proposed specimen shrubs  
eg. *Cornus florida* 'Rubra'  
*Hamamelis x intermedia* 'Arnold Promise'  
*Prunus x subhirtella* 'Autumnalis Rosea'

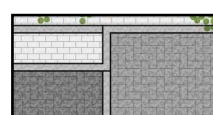


Proposed shrubs and herbaceous  
Including wildlife friendly, evergreen, native and  
shade tolerant species.

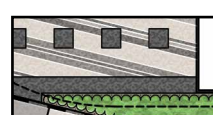
eg. *Choisya*  
*Cornus sanguinea* sp.  
*Cytisus* sp.  
*Euonymus europaeus*  
*Hebe* sp.  
*Lavandula* sp.  
*Sarcococca* sp.  
*Skimmia* sp.  
*Achillea* sp.  
*Asplenium scolopendrium*  
*Campanula glomerata*  
*Centaurea* sp.  
*Fragaria vesca*  
*Hyacinthoides non-scripta*  
*Kniphofia*  
*Polystichum setiferum*  
*Pulmonaria longifolia*  
*Stipa arundinacea*  
*Verbena bonariensis*



Feature paving to river front  
eg. granite style paving slab



Block paving to courtyard area  
eg. tegula paving



Raised planter with seating edge  
and seating cube



CorTen/CorTen style raised planter

FOR PLANNING

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| MARKET SALE          |                             |         |
|----------------------|-----------------------------|---------|
| UNIT NUMBER          | TOTAL                       | AMENITY |
| COMMERCIAL - BLOCK A | 262.07sqm (Total:374.60sqm) |         |
| COMMERCIAL - BLOCK B | 19.20sqm                    |         |
| COMMERCIAL - BLOCK C | 25.59sqm (Total:72.51sqm)   |         |

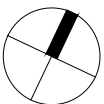
DRAWING NOTES

Existing subway column positions are as shown in Workplace Designs drawings (DRW. NO. DH.G.02.A)  
Hatched areas do not form part of this planning application and are shown here for illustrative purposes only.

Court yard landscape design is indicative please refer to landscape package for design & access.

\*Area target above are those outlined in the nationally described space standards for overall area.  
\*\*Surrounding builings are shown indicatively and must be verified on site  
\*\*\*Arbitrary levels have been taken from Herts Engineering dated 20.03.2019

Commercial



21 DUKE ST, READING  
RG1 4SA

0 2.5m 5m 10m

|    |      |    |          |
|----|------|----|----------|
| NO | DATE | BY | REVISION |
|----|------|----|----------|

DRAWING TITLE  
PROPOSED LOWER GROUND FLOOR PLAN

PROJECT NAME  
RIVERSIDE CENTRAL

|                                                                    |                                                                                                                  |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| <b>EAA</b><br>EMRE AROLAT ARCHITECTURE<br>NEW YORK-LONDON-ISTANBUL | 40 BOWLING GREEN LANE, LONDON UK<br>EC1R 0NE T.020 7415 7235-36-37<br>london@emrearolat.com - www.emrearolat.com |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|

CLIENT

LIPMAN PROPERTIES

|                          |                              |                                                             |
|--------------------------|------------------------------|-------------------------------------------------------------|
| PROJECT NO<br><b>236</b> | DRAWN<br>KU<br>CHECKED<br>UY | ISSUE DATE<br><b>11.12.2019</b><br>SCALE<br><b>1/100@A1</b> |
|--------------------------|------------------------------|-------------------------------------------------------------|

|                   |                   |                            |                      |
|-------------------|-------------------|----------------------------|----------------------|
| BLOCK<br><b>A</b> | STAGE<br><b>P</b> | DRAWING NO<br><b>22-01</b> | REVISION<br><b>-</b> |
|-------------------|-------------------|----------------------------|----------------------|

FOR PLANNING

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| MARKET SALE          |                             |         |
|----------------------|-----------------------------|---------|
| UNIT NUMBER          | TOTAL                       | AMENITY |
| COMMERCIAL - BLOCK A | 112,53sqm (Total:374,60sqm) |         |
| COMMERCIAL - BLOCK C | 46,92sqm (Total:72,51sqm)   |         |

DRAWING NOTES

Existing subway column positions are as shown in Workplace Designs drawings (DRW. NO. DH.G.02.A)

Hatched areas do not form part of this planning application and are shown here for illustrative purposes only.

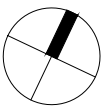
Court yard landscape design is indicative please refer to landscape package for design & access.

\*Area target above are those outlined in the nationally described space standards for overall area.

\*\*Surrounding buildings are shown indicatively and must be verified on site

\*\*\*Arbitrary levels have been taken from Herts Engineering dated 20.03.2019

Commercial



21 DUKE ST, READING  
RG1 4SA

0 2.5m 5m 10m

|    |      |    |          |
|----|------|----|----------|
| NO | DATE | BY | REVISION |
|----|------|----|----------|

DRAWING TITLE  
**PROPOSED GROUND FLOOR PLAN**

PROJECT NAME  
**RIVERSIDE CENTRAL**

|                                                                    |                                                                                                                  |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| <b>EAA</b><br>EMRE AROLAT ARCHITECTURE<br>NEW YORK-LONDON-ISTANBUL | 40 BOWLING GREEN LANE, LONDON UK<br>EC1R 0NE T.020 7415 7235-36-37<br>london@emrearolat.com - www.emrearolat.com |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|

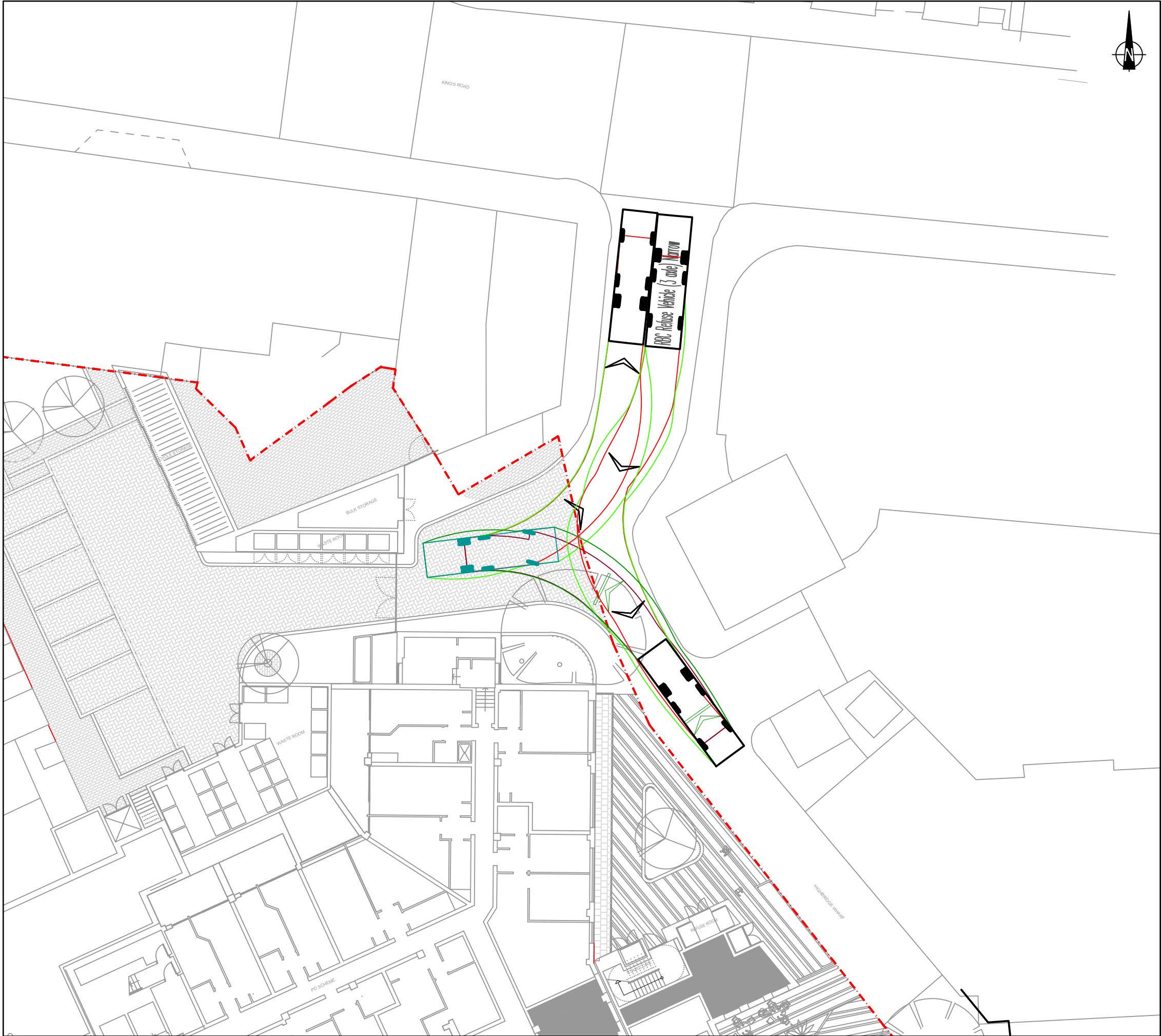
CLIENT

LIPMAN PROPERTIES

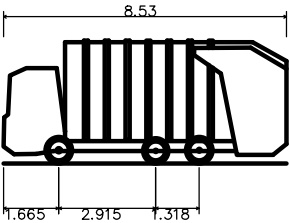
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| PROJECT NO<br><b>236</b> | DRAWN<br><b>KU</b><br>CHECKED<br><b>UY</b> | ISSUE DATE<br><b>11.12.2019</b><br>SCALE<br><b>1/100@A1</b> |
|--------------------------|--------------------------------------------|-------------------------------------------------------------|

|                   |                   |                            |                      |
|-------------------|-------------------|----------------------------|----------------------|
| BLOCK<br><b>A</b> | STAGE<br><b>P</b> | DRAWING NO<br><b>22-02</b> | REVISION<br><b>-</b> |
|-------------------|-------------------|----------------------------|----------------------|

## **Appendix B      Swept Path Assessment**



VEHICLE PROFILE:



|                                    |        |
|------------------------------------|--------|
| RBC Refuse Vehicle (3 axle) Narrow | 8.530m |
| Overall Length                     | 2.230m |
| Overall Width                      | 3.709m |
| Overall Body Height                | 0.261m |
| Min Body Ground Clearance          | 2.200m |
| Track Width                        | 4.00s  |
| Lock to lock time                  | 8.950m |
| Kerb to Kerb Turning Radius        |        |

|      |                    |          |       |      |      |
|------|--------------------|----------|-------|------|------|
|      |                    |          |       |      |      |
|      |                    |          |       |      |      |
| A    | REVISED MASTERPLAN | 01/07/20 | BH    | JH   | DT   |
| Mark | Revision           | Date     | Drawn | Chkd | Appd |

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

|                      |                 |
|----------------------|-----------------|
| Drawing Issue Status | FOR INFORMATION |
|----------------------|-----------------|

RIVERSIDE CENTRAL, READING  
DUKESBRIDGE HOUSE  
RBC REFUSE VEHICLE SWEEP PATH

Client

LIPMAN  
PROPERTIES

Date of 1st Issue  
10/01/20

Designed  
-

Drawn  
LA

A3 Scale  
1:250

Checked  
JH

Approved  
DT

Drawing Number  
46110/5501/SK007

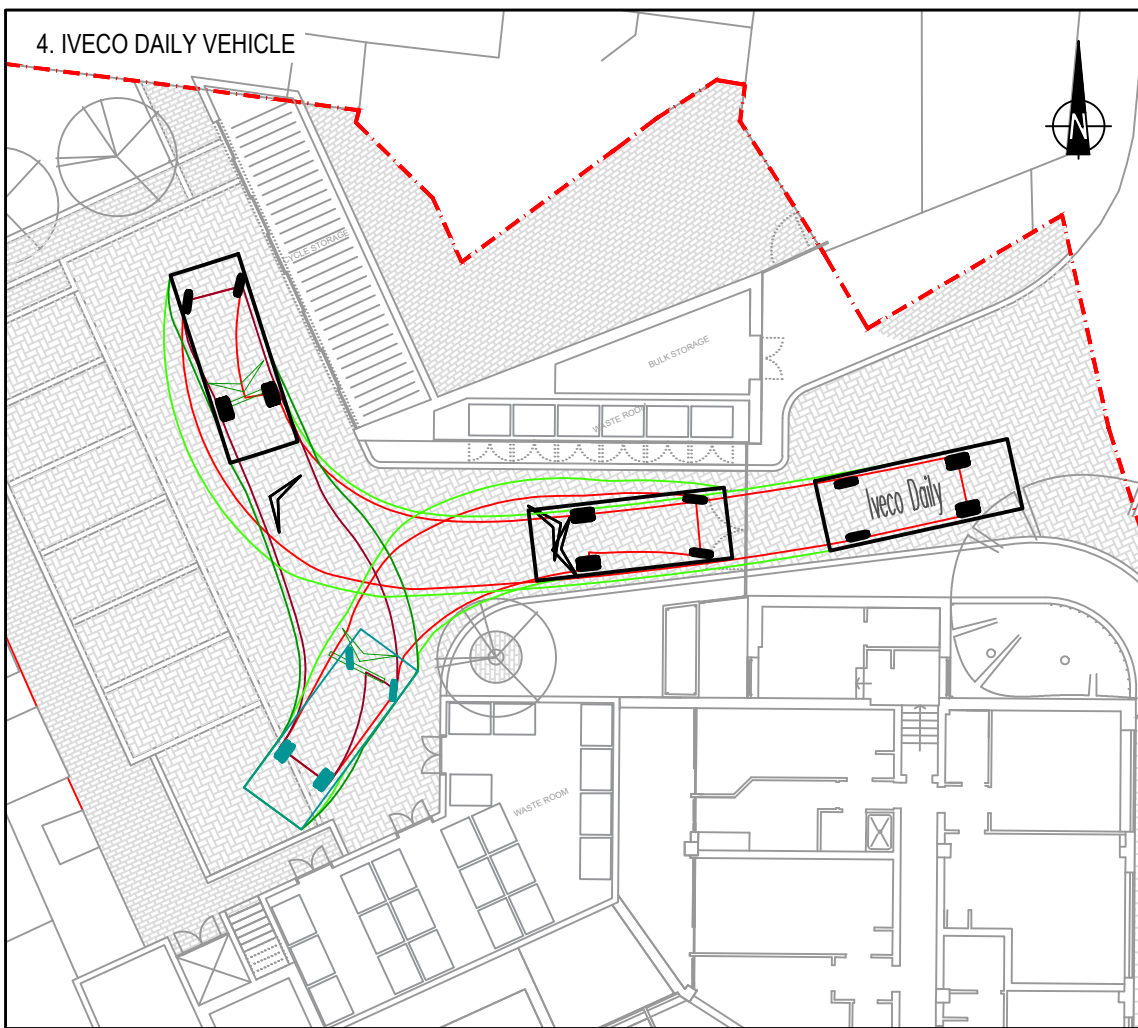
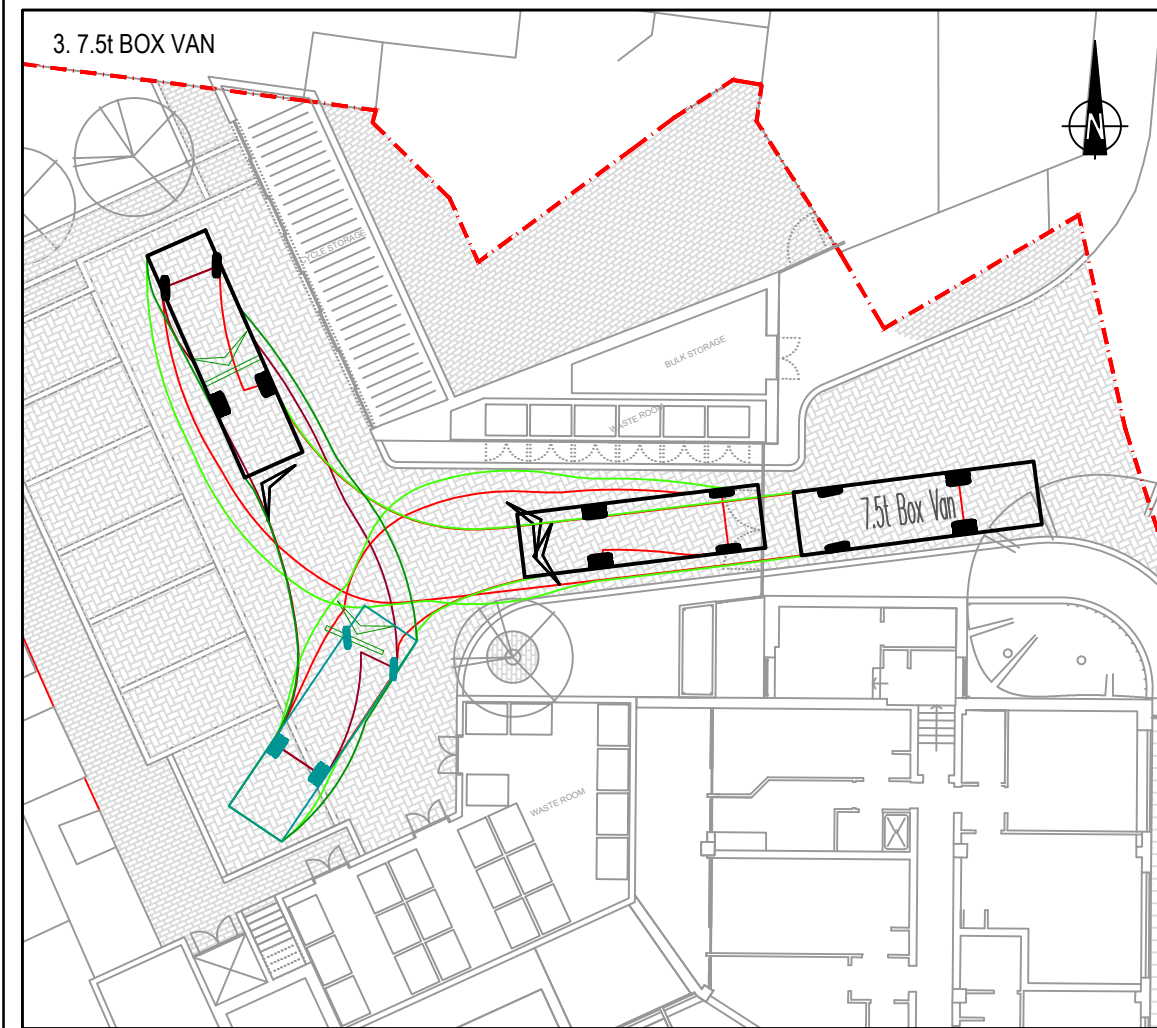
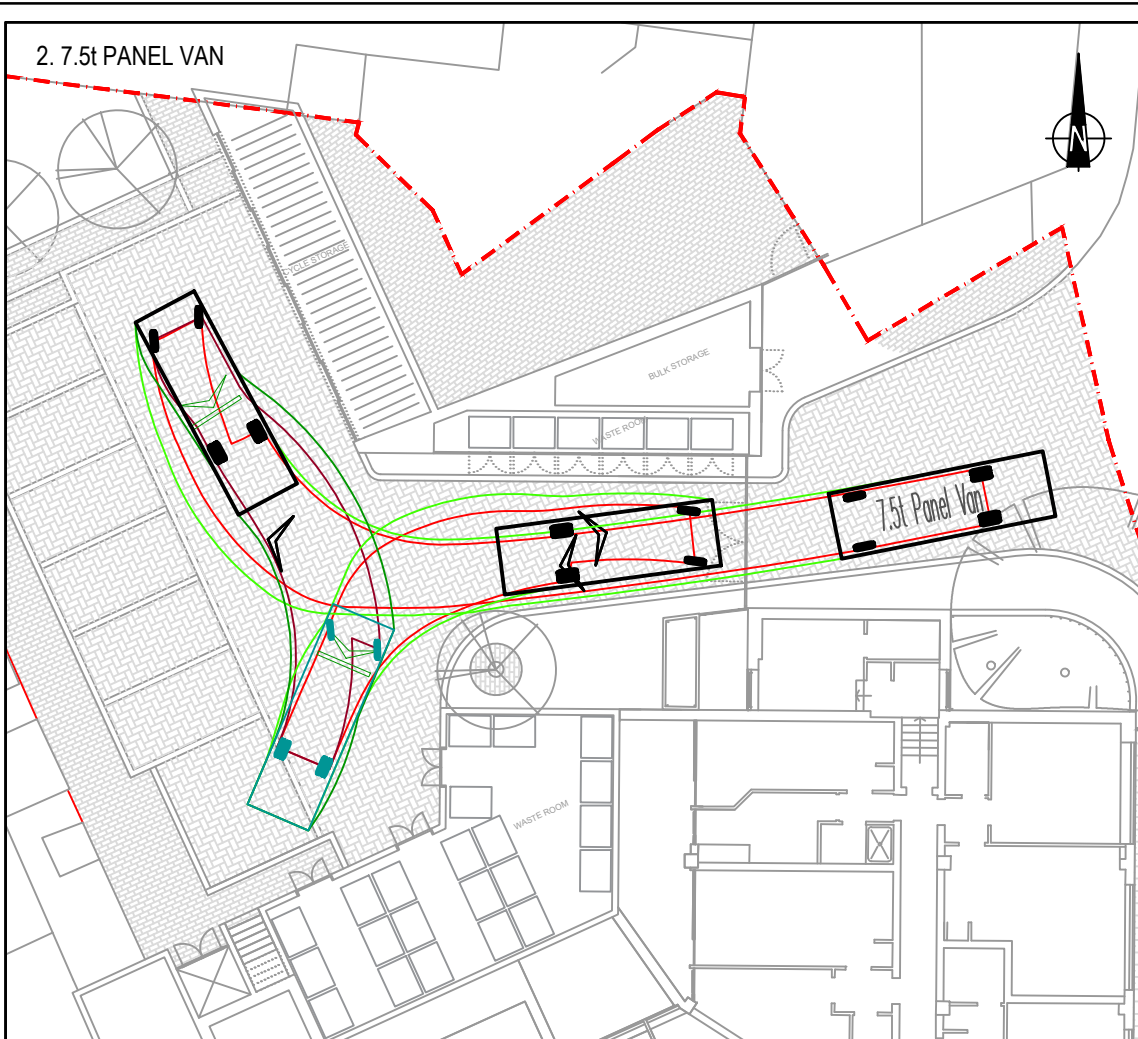
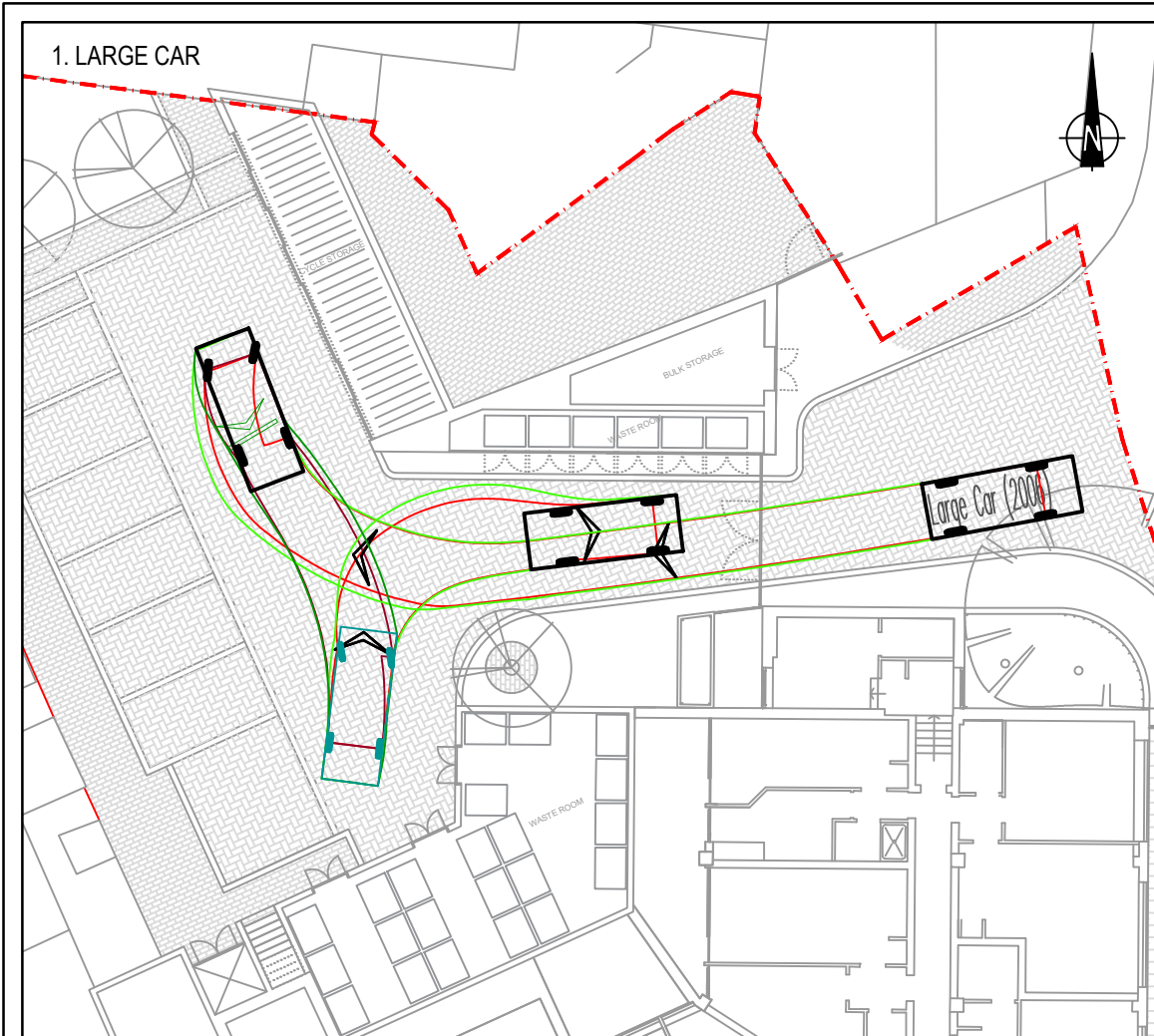
Revision  
A

 **Stantec**

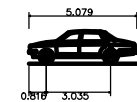
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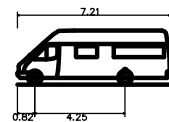
READING  
Tel: 01189 500 761



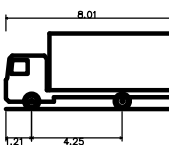
## VEHICLE PROFILES



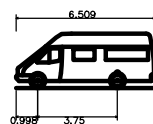
Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m



7.5t Panel Van  
Overall Length 7.210m  
Overall Width 2.192m  
Overall Body Height 2.544m  
Min Body Ground Clearance 0.316m  
Track Width 1.863m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.400m



7.5t Box Van  
Overall Length 8.010m  
Overall Width 2.100m  
Overall Body Height 2.556m  
Min Body Ground Clearance 0.340m  
Track Width 2.000m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.400m



Iveco Daily  
Overall Length 6.509m  
Overall Width 2.350m  
Overall Body Height 2.567m  
Min Body Ground Clearance 0.340m  
Track Width 3.000m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.000m

|      |                    |          |       |      |      |
|------|--------------------|----------|-------|------|------|
|      |                    |          |       |      |      |
|      |                    |          |       |      |      |
| A    | REVISED MASTERPLAN | 01/07/20 | BH    | JH   | DT   |
| Mark | Revision           | Date     | Drawn | Chkd | Appd |

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

|                      |                 |
|----------------------|-----------------|
| Drawing Issue Status | FOR INFORMATION |
|----------------------|-----------------|

RIVERSIDE CENTRAL, READING  
DUKESBRIDGE HOUSE  
VEHICLE SWEEP PATHS

|                   |          |                                  |    |                                                                                                                                                                                                                                                                                                                                                                                               |          |    |
|-------------------|----------|----------------------------------|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----|
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| Date of 1st Issue | 10/01/20 | Designed                         | -  |                                                                                                                                                                                                                                                                                                                                                                                               | Drawn    | LA |
| A3 Scale          | 1:200    | Checked                          | JH |                                                                                                                                                                                                                                                                                                                                                                                               | Approved | DT |
| Drawing Number    |          | 46110/5501/SK008                 |    |                                                                                                                                                                                                                                                                                                                                                                                               | Revision | A  |

## Appendix C    Office TRICs Output

Calculation Reference: AUDIT-706701-191220-1245

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 2 days |
|    | HF HERTFORDSHIRE               | 2 days |
|    | KC KENT                        | 2 days |
| 06 | WEST MIDLANDS                  |        |
|    | WK WARWICKSHIRE                | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | GM GREATER MANCHESTER          | 3 days |
| 09 | NORTH                          |        |
|    | TW TYNE & WEAR                 | 1 days |

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 178 to 5000 (units: sqm)  
 Range Selected by User: 178 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 04/10/18

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 3 days |
| Wednesday | 5 days |
| Thursday  | 4 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 12 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         | 4 |
| 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:

|                  |    |
|------------------|----|
| Residential Zone | 2  |
| Built-Up Zone    | 10 |

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

## Secondary Filtering selection:

Use Class:

|    |         |
|----|---------|
| B1 | 12 days |
|----|---------|

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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 1 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 9 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 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 | 2 days |
| 500,001 or More    | 4 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 | 7 days |
| 1.1 to 1.5 | 5 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 | 3 days |
| No  | 9 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 | 12 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

|   |                                                                    |                 |                     |
|---|--------------------------------------------------------------------|-----------------|---------------------|
| 1 | ES-02-A-12<br>VICARAGE LANE<br>HAILSHAM                            | COUNCIL OFFICES | EAST SUSSEX         |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:    | 3640 sqm        |                     |
|   | Survey date: THURSDAY                                              | 26/11/15        | Survey Type: MANUAL |
| 2 | 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 |
| 3 | GM-02-A-07<br>MOSELEY STREET<br>MANCHESTER                         | LAW OFFICES     | GREATER MANCHESTER  |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area:            | 4200 sqm        |                     |
|   | Survey date: WEDNESDAY                                             | 19/10/11        | Survey Type: MANUAL |
| 4 | GM-02-A-08<br>FOUNTAIN STREET<br>MANCHESTER                        | REGUS           | GREATER MANCHESTER  |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area:            | 3960 sqm        |                     |
|   | Survey date: MONDAY                                                | 26/09/16        | Survey Type: MANUAL |
| 5 | GM-02-A-09<br>NEW MOUNT STREET<br>MANCHESTER                       | LEASED OFFICES  | GREATER MANCHESTER  |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:    | 2500 sqm        |                     |
|   | Survey date: MONDAY                                                | 26/09/16        | Survey Type: MANUAL |
| 6 | 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 |
| 7 | HF-02-A-04<br>STATION WAY<br>ST ALBANS                             | OFFICES         | HERTFORDSHIRE       |
|   | Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: | 5000 sqm        |                     |
|   | Survey date: THURSDAY                                              | 02/10/14        | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                             |                 |                     |                 |
|----|---------------------------------------------|-----------------|---------------------|-----------------|
| 8  | KC-02-A-09<br>SANDLING ROAD<br>MAIDSTONE    | COUNCIL OFFICES |                     | KENT            |
|    | Edge of Town Centre<br>Built-Up Zone        |                 |                     |                 |
|    | Total Gross floor area:                     | 1500 sqm        |                     |                 |
|    | Survey date: WEDNESDAY                      | 19/10/11        | Survey Type: MANUAL |                 |
| 9  | KC-02-A-10<br>SANDLING ROAD<br>MAIDSTONE    | COUNCIL OFFICES |                     | KENT            |
|    | Edge of Town Centre<br>Built-Up Zone        |                 |                     |                 |
|    | Total Gross floor area:                     | 2900 sqm        |                     |                 |
|    | Survey date: WEDNESDAY                      | 19/10/11        | Survey Type: MANUAL |                 |
| 10 | NY-02-A-01<br>NORTH PARK ROAD<br>HARROGATE  | SOLICITORS      |                     | NORTH YORKSHIRE |
|    | Edge of Town Centre<br>Built-Up Zone        |                 |                     |                 |
|    | Total Gross floor area:                     | 178 sqm         |                     |                 |
|    | Survey date: THURSDAY                       | 04/10/18        | Survey Type: MANUAL |                 |
| 11 | TW-02-A-07<br>MULGRAVE TERRACE<br>GATESHEAD | OFFICES         |                     | TYNE & WEAR     |
|    | Town Centre<br>Built-Up Zone                |                 |                     |                 |
|    | Total Gross floor area:                     | 2090 sqm        |                     |                 |
|    | Survey date: MONDAY                         | 13/06/16        | Survey Type: MANUAL |                 |
| 12 | 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 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       | 11       | 2513     | 0.119        | 11         | 2513     | 0.014        | 11       | 2513     | 0.133        |
| 07:30 - 08:00       | 11       | 2513     | 0.398        | 11         | 2513     | 0.033        | 11       | 2513     | 0.431        |
| 08:00 - 08:30       | 12       | 2318     | 0.647        | 12         | 2318     | 0.040        | 12       | 2318     | 0.687        |
| 08:30 - 09:00       | 12       | 2318     | 0.920        | 12         | 2318     | 0.101        | 12       | 2318     | 1.021        |
| 09:00 - 09:30       | 12       | 2318     | 0.629        | 12         | 2318     | 0.151        | 12       | 2318     | 0.780        |
| 09:30 - 10:00       | 12       | 2318     | 0.359        | 12         | 2318     | 0.129        | 12       | 2318     | 0.488        |
| 10:00 - 10:30       | 12       | 2318     | 0.151        | 12         | 2318     | 0.108        | 12       | 2318     | 0.259        |
| 10:30 - 11:00       | 12       | 2318     | 0.169        | 12         | 2318     | 0.101        | 12       | 2318     | 0.270        |
| 11:00 - 11:30       | 12       | 2318     | 0.101        | 12         | 2318     | 0.083        | 12       | 2318     | 0.184        |
| 11:30 - 12:00       | 12       | 2318     | 0.083        | 12         | 2318     | 0.111        | 12       | 2318     | 0.194        |
| 12:00 - 12:30       | 12       | 2318     | 0.101        | 12         | 2318     | 0.144        | 12       | 2318     | 0.245        |
| 12:30 - 13:00       | 12       | 2318     | 0.133        | 12         | 2318     | 0.169        | 12       | 2318     | 0.302        |
| 13:00 - 13:30       | 12       | 2318     | 0.173        | 12         | 2318     | 0.115        | 12       | 2318     | 0.288        |
| 13:30 - 14:00       | 12       | 2318     | 0.187        | 12         | 2318     | 0.162        | 12       | 2318     | 0.349        |
| 14:00 - 14:30       | 12       | 2318     | 0.115        | 12         | 2318     | 0.126        | 12       | 2318     | 0.241        |
| 14:30 - 15:00       | 12       | 2318     | 0.108        | 12         | 2318     | 0.191        | 12       | 2318     | 0.299        |
| 15:00 - 15:30       | 12       | 2318     | 0.104        | 12         | 2318     | 0.162        | 12       | 2318     | 0.266        |
| 15:30 - 16:00       | 12       | 2318     | 0.086        | 12         | 2318     | 0.194        | 12       | 2318     | 0.280        |
| 16:00 - 16:30       | 12       | 2318     | 0.111        | 12         | 2318     | 0.460        | 12       | 2318     | 0.571        |
| 16:30 - 17:00       | 12       | 2318     | 0.097        | 12         | 2318     | 0.568        | 12       | 2318     | 0.665        |
| 17:00 - 17:30       | 12       | 2318     | 0.058        | 12         | 2318     | 0.794        | 12       | 2318     | 0.852        |
| 17:30 - 18:00       | 12       | 2318     | 0.029        | 12         | 2318     | 0.406        | 12       | 2318     | 0.435        |
| 18:00 - 18:30       | 11       | 2513     | 0.018        | 11         | 2513     | 0.311        | 11       | 2513     | 0.329        |
| 18:30 - 19:00       | 11       | 2513     | 0.011        | 11         | 2513     | 0.127        | 11       | 2513     | 0.138        |
| 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>4.907</b> |            |          | <b>4.800</b> |          |          | <b>9.707</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 - 5000 (units: sqm) |
| Survey date date range:                       | 01/01/11 - 04/10/18     |
| Number of weekdays (Monday-Friday):           | 12                      |
| 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 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       | 11       | 2513     | 0.000        | 11         | 2513     | 0.000        | 11       | 2513     | 0.000        |
| 07:30 - 08:00       | 11       | 2513     | 0.000        | 11         | 2513     | 0.000        | 11       | 2513     | 0.000        |
| 08:00 - 08:30       | 12       | 2318     | 0.007        | 12         | 2318     | 0.007        | 12       | 2318     | 0.014        |
| 08:30 - 09:00       | 12       | 2318     | 0.007        | 12         | 2318     | 0.007        | 12       | 2318     | 0.014        |
| 09:00 - 09:30       | 12       | 2318     | 0.004        | 12         | 2318     | 0.004        | 12       | 2318     | 0.008        |
| 09:30 - 10:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 10:00 - 10:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 10:30 - 11:00       | 12       | 2318     | 0.011        | 12         | 2318     | 0.011        | 12       | 2318     | 0.022        |
| 11:00 - 11:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 11:30 - 12:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 12:00 - 12:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 12:30 - 13:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 13:00 - 13:30       | 12       | 2318     | 0.004        | 12         | 2318     | 0.004        | 12       | 2318     | 0.008        |
| 13:30 - 14:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 14:00 - 14:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 14:30 - 15:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 15:00 - 15:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 15:30 - 16:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 16:00 - 16:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 16:30 - 17:00       | 12       | 2318     | 0.004        | 12         | 2318     | 0.004        | 12       | 2318     | 0.008        |
| 17:00 - 17:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 17:30 - 18:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 18:00 - 18:30       | 11       | 2513     | 0.000        | 11         | 2513     | 0.000        | 11       | 2513     | 0.000        |
| 18:30 - 19:00       | 11       | 2513     | 0.004        | 11         | 2513     | 0.004        | 11       | 2513     | 0.008        |
| 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>0.041</b> |            |          | <b>0.041</b> |          |          | <b>0.082</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 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       | 11       | 2513     | 0.000        | 11         | 2513     | 0.000        | 11       | 2513     | 0.000        |
| 07:30 - 08:00       | 11       | 2513     | 0.004        | 11         | 2513     | 0.000        | 11       | 2513     | 0.004        |
| 08:00 - 08:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 08:30 - 09:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.004        | 12       | 2318     | 0.004        |
| 09:00 - 09:30       | 12       | 2318     | 0.004        | 12         | 2318     | 0.004        | 12       | 2318     | 0.008        |
| 09:30 - 10:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 10:00 - 10:30       | 12       | 2318     | 0.004        | 12         | 2318     | 0.004        | 12       | 2318     | 0.008        |
| 10:30 - 11:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 11:00 - 11:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 11:30 - 12:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 12:00 - 12:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 12:30 - 13:00       | 12       | 2318     | 0.004        | 12         | 2318     | 0.004        | 12       | 2318     | 0.008        |
| 13:00 - 13:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 13:30 - 14:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 14:00 - 14:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 14:30 - 15:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 15:00 - 15:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 15:30 - 16:00       | 12       | 2318     | 0.007        | 12         | 2318     | 0.007        | 12       | 2318     | 0.014        |
| 16:00 - 16:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 16:30 - 17:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 17:00 - 17:30       | 12       | 2318     | 0.007        | 12         | 2318     | 0.007        | 12       | 2318     | 0.014        |
| 17:30 - 18:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.000        | 12       | 2318     | 0.000        |
| 18:00 - 18:30       | 11       | 2513     | 0.000        | 11         | 2513     | 0.000        | 11       | 2513     | 0.000        |
| 18:30 - 19:00       | 11       | 2513     | 0.000        | 11         | 2513     | 0.000        | 11       | 2513     | 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>0.030</b> |            |          | <b>0.030</b> |          |          | <b>0.060</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 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 | 11       | 2513     | 0.007     | 11         | 2513     | 0.000     | 11       | 2513     | 0.007     |
| 07:30 - 08:00 | 11       | 2513     | 0.007     | 11         | 2513     | 0.000     | 11       | 2513     | 0.007     |
| 08:00 - 08:30 | 12       | 2318     | 0.022     | 12         | 2318     | 0.000     | 12       | 2318     | 0.022     |
| 08:30 - 09:00 | 12       | 2318     | 0.040     | 12         | 2318     | 0.000     | 12       | 2318     | 0.040     |
| 09:00 - 09:30 | 12       | 2318     | 0.007     | 12         | 2318     | 0.000     | 12       | 2318     | 0.007     |
| 09:30 - 10:00 | 12       | 2318     | 0.004     | 12         | 2318     | 0.000     | 12       | 2318     | 0.004     |
| 10:00 - 10:30 | 12       | 2318     | 0.007     | 12         | 2318     | 0.004     | 12       | 2318     | 0.011     |
| 10:30 - 11:00 | 12       | 2318     | 0.011     | 12         | 2318     | 0.011     | 12       | 2318     | 0.022     |
| 11:00 - 11:30 | 12       | 2318     | 0.007     | 12         | 2318     | 0.007     | 12       | 2318     | 0.014     |
| 11:30 - 12:00 | 12       | 2318     | 0.004     | 12         | 2318     | 0.004     | 12       | 2318     | 0.008     |
| 12:00 - 12:30 | 12       | 2318     | 0.000     | 12         | 2318     | 0.004     | 12       | 2318     | 0.004     |
| 12:30 - 13:00 | 12       | 2318     | 0.007     | 12         | 2318     | 0.000     | 12       | 2318     | 0.007     |
| 13:00 - 13:30 | 12       | 2318     | 0.000     | 12         | 2318     | 0.000     | 12       | 2318     | 0.000     |
| 13:30 - 14:00 | 12       | 2318     | 0.000     | 12         | 2318     | 0.000     | 12       | 2318     | 0.000     |
| 14:00 - 14:30 | 12       | 2318     | 0.000     | 12         | 2318     | 0.000     | 12       | 2318     | 0.000     |
| 14:30 - 15:00 | 12       | 2318     | 0.000     | 12         | 2318     | 0.000     | 12       | 2318     | 0.000     |
| 15:00 - 15:30 | 12       | 2318     | 0.000     | 12         | 2318     | 0.000     | 12       | 2318     | 0.000     |
| 15:30 - 16:00 | 12       | 2318     | 0.000     | 12         | 2318     | 0.000     | 12       | 2318     | 0.000     |
| 16:00 - 16:30 | 12       | 2318     | 0.004     | 12         | 2318     | 0.004     | 12       | 2318     | 0.008     |
| 16:30 - 17:00 | 12       | 2318     | 0.004     | 12         | 2318     | 0.011     | 12       | 2318     | 0.015     |
| 17:00 - 17:30 | 12       | 2318     | 0.000     | 12         | 2318     | 0.032     | 12       | 2318     | 0.032     |
| 17:30 - 18:00 | 12       | 2318     | 0.000     | 12         | 2318     | 0.014     | 12       | 2318     | 0.014     |
| 18:00 - 18:30 | 11       | 2513     | 0.000     | 11         | 2513     | 0.025     | 11       | 2513     | 0.025     |
| 18:30 - 19:00 | 11       | 2513     | 0.004     | 11         | 2513     | 0.007     | 11       | 2513     | 0.011     |
| 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:  |          |          | 0.135     |            |          | 0.123     |          |          | 0.258     |

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       | 11       | 2513     | 0.141        | 11         | 2513     | 0.007        | 11       | 2513     | 0.148         |
| 07:30 - 08:00       | 11       | 2513     | 0.438        | 11         | 2513     | 0.014        | 11       | 2513     | 0.452         |
| 08:00 - 08:30       | 12       | 2318     | 0.730        | 12         | 2318     | 0.014        | 12       | 2318     | 0.744         |
| 08:30 - 09:00       | 12       | 2318     | 1.003        | 12         | 2318     | 0.065        | 12       | 2318     | 1.068         |
| 09:00 - 09:30       | 12       | 2318     | 0.726        | 12         | 2318     | 0.147        | 12       | 2318     | 0.873         |
| 09:30 - 10:00       | 12       | 2318     | 0.428        | 12         | 2318     | 0.129        | 12       | 2318     | 0.557         |
| 10:00 - 10:30       | 12       | 2318     | 0.162        | 12         | 2318     | 0.115        | 12       | 2318     | 0.277         |
| 10:30 - 11:00       | 12       | 2318     | 0.183        | 12         | 2318     | 0.097        | 12       | 2318     | 0.280         |
| 11:00 - 11:30       | 12       | 2318     | 0.122        | 12         | 2318     | 0.086        | 12       | 2318     | 0.208         |
| 11:30 - 12:00       | 12       | 2318     | 0.097        | 12         | 2318     | 0.119        | 12       | 2318     | 0.216         |
| 12:00 - 12:30       | 12       | 2318     | 0.101        | 12         | 2318     | 0.169        | 12       | 2318     | 0.270         |
| 12:30 - 13:00       | 12       | 2318     | 0.151        | 12         | 2318     | 0.183        | 12       | 2318     | 0.334         |
| 13:00 - 13:30       | 12       | 2318     | 0.198        | 12         | 2318     | 0.129        | 12       | 2318     | 0.327         |
| 13:30 - 14:00       | 12       | 2318     | 0.230        | 12         | 2318     | 0.169        | 12       | 2318     | 0.399         |
| 14:00 - 14:30       | 12       | 2318     | 0.133        | 12         | 2318     | 0.140        | 12       | 2318     | 0.273         |
| 14:30 - 15:00       | 12       | 2318     | 0.122        | 12         | 2318     | 0.230        | 12       | 2318     | 0.352         |
| 15:00 - 15:30       | 12       | 2318     | 0.122        | 12         | 2318     | 0.198        | 12       | 2318     | 0.320         |
| 15:30 - 16:00       | 12       | 2318     | 0.090        | 12         | 2318     | 0.248        | 12       | 2318     | 0.338         |
| 16:00 - 16:30       | 12       | 2318     | 0.111        | 12         | 2318     | 0.521        | 12       | 2318     | 0.632         |
| 16:30 - 17:00       | 12       | 2318     | 0.093        | 12         | 2318     | 0.669        | 12       | 2318     | 0.762         |
| 17:00 - 17:30       | 12       | 2318     | 0.047        | 12         | 2318     | 0.917        | 12       | 2318     | 0.964         |
| 17:30 - 18:00       | 12       | 2318     | 0.025        | 12         | 2318     | 0.467        | 12       | 2318     | 0.492         |
| 18:00 - 18:30       | 11       | 2513     | 0.011        | 11         | 2513     | 0.384        | 11       | 2513     | 0.395         |
| 18:30 - 19:00       | 11       | 2513     | 0.007        | 11         | 2513     | 0.148        | 11       | 2513     | 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>5.471</b> |            |          | <b>5.365</b> |          |          | <b>10.836</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       | 11       | 2513     | 0.025        | 11         | 2513     | 0.004        | 11       | 2513     | 0.029         |
| 07:30 - 08:00       | 11       | 2513     | 0.065        | 11         | 2513     | 0.007        | 11       | 2513     | 0.072         |
| 08:00 - 08:30       | 12       | 2318     | 0.180        | 12         | 2318     | 0.018        | 12       | 2318     | 0.198         |
| 08:30 - 09:00       | 12       | 2318     | 0.262        | 12         | 2318     | 0.040        | 12       | 2318     | 0.302         |
| 09:00 - 09:30       | 12       | 2318     | 0.226        | 12         | 2318     | 0.093        | 12       | 2318     | 0.319         |
| 09:30 - 10:00       | 12       | 2318     | 0.140        | 12         | 2318     | 0.075        | 12       | 2318     | 0.215         |
| 10:00 - 10:30       | 12       | 2318     | 0.165        | 12         | 2318     | 0.180        | 12       | 2318     | 0.345         |
| 10:30 - 11:00       | 12       | 2318     | 0.169        | 12         | 2318     | 0.173        | 12       | 2318     | 0.342         |
| 11:00 - 11:30       | 12       | 2318     | 0.205        | 12         | 2318     | 0.208        | 12       | 2318     | 0.413         |
| 11:30 - 12:00       | 12       | 2318     | 0.108        | 12         | 2318     | 0.176        | 12       | 2318     | 0.284         |
| 12:00 - 12:30       | 12       | 2318     | 0.367        | 12         | 2318     | 1.014        | 12       | 2318     | 1.381         |
| 12:30 - 13:00       | 12       | 2318     | 0.622        | 12         | 2318     | 0.913        | 12       | 2318     | 1.535         |
| 13:00 - 13:30       | 12       | 2318     | 0.690        | 12         | 2318     | 0.823        | 12       | 2318     | 1.513         |
| 13:30 - 14:00       | 12       | 2318     | 0.881        | 12         | 2318     | 0.338        | 12       | 2318     | 1.219         |
| 14:00 - 14:30       | 12       | 2318     | 0.507        | 12         | 2318     | 0.173        | 12       | 2318     | 0.680         |
| 14:30 - 15:00       | 12       | 2318     | 0.237        | 12         | 2318     | 0.111        | 12       | 2318     | 0.348         |
| 15:00 - 15:30       | 12       | 2318     | 0.104        | 12         | 2318     | 0.090        | 12       | 2318     | 0.194         |
| 15:30 - 16:00       | 12       | 2318     | 0.137        | 12         | 2318     | 0.058        | 12       | 2318     | 0.195         |
| 16:00 - 16:30       | 12       | 2318     | 0.079        | 12         | 2318     | 0.133        | 12       | 2318     | 0.212         |
| 16:30 - 17:00       | 12       | 2318     | 0.025        | 12         | 2318     | 0.097        | 12       | 2318     | 0.122         |
| 17:00 - 17:30       | 12       | 2318     | 0.018        | 12         | 2318     | 0.237        | 12       | 2318     | 0.255         |
| 17:30 - 18:00       | 12       | 2318     | 0.018        | 12         | 2318     | 0.133        | 12       | 2318     | 0.151         |
| 18:00 - 18:30       | 11       | 2513     | 0.007        | 11         | 2513     | 0.094        | 11       | 2513     | 0.101         |
| 18:30 - 19:00       | 11       | 2513     | 0.007        | 11         | 2513     | 0.040        | 11       | 2513     | 0.047         |
| 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>5.244</b> |            |          | <b>5.228</b> |          |          | <b>10.472</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       | 11       | 2513     | 0.029        | 11         | 2513     | 0.000        | 11       | 2513     | 0.029        |
| 07:30 - 08:00       | 11       | 2513     | 0.065        | 11         | 2513     | 0.000        | 11       | 2513     | 0.065        |
| 08:00 - 08:30       | 12       | 2318     | 0.101        | 12         | 2318     | 0.000        | 12       | 2318     | 0.101        |
| 08:30 - 09:00       | 12       | 2318     | 0.234        | 12         | 2318     | 0.000        | 12       | 2318     | 0.234        |
| 09:00 - 09:30       | 12       | 2318     | 0.180        | 12         | 2318     | 0.000        | 12       | 2318     | 0.180        |
| 09:30 - 10:00       | 12       | 2318     | 0.108        | 12         | 2318     | 0.000        | 12       | 2318     | 0.108        |
| 10:00 - 10:30       | 12       | 2318     | 0.043        | 12         | 2318     | 0.000        | 12       | 2318     | 0.043        |
| 10:30 - 11:00       | 12       | 2318     | 0.022        | 12         | 2318     | 0.011        | 12       | 2318     | 0.033        |
| 11:00 - 11:30       | 12       | 2318     | 0.011        | 12         | 2318     | 0.018        | 12       | 2318     | 0.029        |
| 11:30 - 12:00       | 12       | 2318     | 0.014        | 12         | 2318     | 0.007        | 12       | 2318     | 0.021        |
| 12:00 - 12:30       | 12       | 2318     | 0.014        | 12         | 2318     | 0.050        | 12       | 2318     | 0.064        |
| 12:30 - 13:00       | 12       | 2318     | 0.029        | 12         | 2318     | 0.083        | 12       | 2318     | 0.112        |
| 13:00 - 13:30       | 12       | 2318     | 0.011        | 12         | 2318     | 0.075        | 12       | 2318     | 0.086        |
| 13:30 - 14:00       | 12       | 2318     | 0.050        | 12         | 2318     | 0.014        | 12       | 2318     | 0.064        |
| 14:00 - 14:30       | 12       | 2318     | 0.007        | 12         | 2318     | 0.040        | 12       | 2318     | 0.047        |
| 14:30 - 15:00       | 12       | 2318     | 0.022        | 12         | 2318     | 0.018        | 12       | 2318     | 0.040        |
| 15:00 - 15:30       | 12       | 2318     | 0.011        | 12         | 2318     | 0.032        | 12       | 2318     | 0.043        |
| 15:30 - 16:00       | 12       | 2318     | 0.036        | 12         | 2318     | 0.029        | 12       | 2318     | 0.065        |
| 16:00 - 16:30       | 12       | 2318     | 0.029        | 12         | 2318     | 0.090        | 12       | 2318     | 0.119        |
| 16:30 - 17:00       | 12       | 2318     | 0.022        | 12         | 2318     | 0.097        | 12       | 2318     | 0.119        |
| 17:00 - 17:30       | 12       | 2318     | 0.000        | 12         | 2318     | 0.226        | 12       | 2318     | 0.226        |
| 17:30 - 18:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.137        | 12       | 2318     | 0.137        |
| 18:00 - 18:30       | 11       | 2513     | 0.000        | 11         | 2513     | 0.090        | 11       | 2513     | 0.090        |
| 18:30 - 19:00       | 11       | 2513     | 0.004        | 11         | 2513     | 0.033        | 11       | 2513     | 0.037        |
| 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>1.042</b> |            |          | <b>1.050</b> |          |          | <b>2.092</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       | 11       | 2513     | 0.014        | 11         | 2513     | 0.007        | 11       | 2513     | 0.021        |
| 07:30 - 08:00       | 11       | 2513     | 0.058        | 11         | 2513     | 0.004        | 11       | 2513     | 0.062        |
| 08:00 - 08:30       | 12       | 2318     | 0.162        | 12         | 2318     | 0.025        | 12       | 2318     | 0.187        |
| 08:30 - 09:00       | 12       | 2318     | 0.302        | 12         | 2318     | 0.004        | 12       | 2318     | 0.306        |
| 09:00 - 09:30       | 12       | 2318     | 0.198        | 12         | 2318     | 0.007        | 12       | 2318     | 0.205        |
| 09:30 - 10:00       | 12       | 2318     | 0.058        | 12         | 2318     | 0.014        | 12       | 2318     | 0.072        |
| 10:00 - 10:30       | 12       | 2318     | 0.018        | 12         | 2318     | 0.011        | 12       | 2318     | 0.029        |
| 10:30 - 11:00       | 12       | 2318     | 0.018        | 12         | 2318     | 0.018        | 12       | 2318     | 0.036        |
| 11:00 - 11:30       | 12       | 2318     | 0.018        | 12         | 2318     | 0.000        | 12       | 2318     | 0.018        |
| 11:30 - 12:00       | 12       | 2318     | 0.018        | 12         | 2318     | 0.004        | 12       | 2318     | 0.022        |
| 12:00 - 12:30       | 12       | 2318     | 0.007        | 12         | 2318     | 0.000        | 12       | 2318     | 0.007        |
| 12:30 - 13:00       | 12       | 2318     | 0.018        | 12         | 2318     | 0.022        | 12       | 2318     | 0.040        |
| 13:00 - 13:30       | 12       | 2318     | 0.014        | 12         | 2318     | 0.036        | 12       | 2318     | 0.050        |
| 13:30 - 14:00       | 12       | 2318     | 0.014        | 12         | 2318     | 0.032        | 12       | 2318     | 0.046        |
| 14:00 - 14:30       | 12       | 2318     | 0.032        | 12         | 2318     | 0.004        | 12       | 2318     | 0.036        |
| 14:30 - 15:00       | 12       | 2318     | 0.025        | 12         | 2318     | 0.040        | 12       | 2318     | 0.065        |
| 15:00 - 15:30       | 12       | 2318     | 0.004        | 12         | 2318     | 0.029        | 12       | 2318     | 0.033        |
| 15:30 - 16:00       | 12       | 2318     | 0.032        | 12         | 2318     | 0.047        | 12       | 2318     | 0.079        |
| 16:00 - 16:30       | 12       | 2318     | 0.018        | 12         | 2318     | 0.050        | 12       | 2318     | 0.068        |
| 16:30 - 17:00       | 12       | 2318     | 0.004        | 12         | 2318     | 0.147        | 12       | 2318     | 0.151        |
| 17:00 - 17:30       | 12       | 2318     | 0.029        | 12         | 2318     | 0.262        | 12       | 2318     | 0.291        |
| 17:30 - 18:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.137        | 12       | 2318     | 0.137        |
| 18:00 - 18:30       | 11       | 2513     | 0.014        | 11         | 2513     | 0.105        | 11       | 2513     | 0.119        |
| 18:30 - 19:00       | 11       | 2513     | 0.004        | 11         | 2513     | 0.058        | 11       | 2513     | 0.062        |
| 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>1.079</b> |            |          | <b>1.063</b> |          |          | <b>2.142</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       | 11       | 2513     | 0.043        | 11         | 2513     | 0.007        | 11       | 2513     | 0.050        |
| 07:30 - 08:00       | 11       | 2513     | 0.123        | 11         | 2513     | 0.004        | 11       | 2513     | 0.127        |
| 08:00 - 08:30       | 12       | 2318     | 0.262        | 12         | 2318     | 0.025        | 12       | 2318     | 0.287        |
| 08:30 - 09:00       | 12       | 2318     | 0.536        | 12         | 2318     | 0.004        | 12       | 2318     | 0.540        |
| 09:00 - 09:30       | 12       | 2318     | 0.377        | 12         | 2318     | 0.007        | 12       | 2318     | 0.384        |
| 09:30 - 10:00       | 12       | 2318     | 0.165        | 12         | 2318     | 0.014        | 12       | 2318     | 0.179        |
| 10:00 - 10:30       | 12       | 2318     | 0.061        | 12         | 2318     | 0.011        | 12       | 2318     | 0.072        |
| 10:30 - 11:00       | 12       | 2318     | 0.040        | 12         | 2318     | 0.029        | 12       | 2318     | 0.069        |
| 11:00 - 11:30       | 12       | 2318     | 0.029        | 12         | 2318     | 0.018        | 12       | 2318     | 0.047        |
| 11:30 - 12:00       | 12       | 2318     | 0.032        | 12         | 2318     | 0.011        | 12       | 2318     | 0.043        |
| 12:00 - 12:30       | 12       | 2318     | 0.022        | 12         | 2318     | 0.050        | 12       | 2318     | 0.072        |
| 12:30 - 13:00       | 12       | 2318     | 0.047        | 12         | 2318     | 0.104        | 12       | 2318     | 0.151        |
| 13:00 - 13:30       | 12       | 2318     | 0.025        | 12         | 2318     | 0.111        | 12       | 2318     | 0.136        |
| 13:30 - 14:00       | 12       | 2318     | 0.065        | 12         | 2318     | 0.047        | 12       | 2318     | 0.112        |
| 14:00 - 14:30       | 12       | 2318     | 0.040        | 12         | 2318     | 0.043        | 12       | 2318     | 0.083        |
| 14:30 - 15:00       | 12       | 2318     | 0.047        | 12         | 2318     | 0.058        | 12       | 2318     | 0.105        |
| 15:00 - 15:30       | 12       | 2318     | 0.014        | 12         | 2318     | 0.061        | 12       | 2318     | 0.075        |
| 15:30 - 16:00       | 12       | 2318     | 0.068        | 12         | 2318     | 0.075        | 12       | 2318     | 0.143        |
| 16:00 - 16:30       | 12       | 2318     | 0.047        | 12         | 2318     | 0.140        | 12       | 2318     | 0.187        |
| 16:30 - 17:00       | 12       | 2318     | 0.025        | 12         | 2318     | 0.244        | 12       | 2318     | 0.269        |
| 17:00 - 17:30       | 12       | 2318     | 0.029        | 12         | 2318     | 0.489        | 12       | 2318     | 0.518        |
| 17:30 - 18:00       | 12       | 2318     | 0.000        | 12         | 2318     | 0.273        | 12       | 2318     | 0.273        |
| 18:00 - 18:30       | 11       | 2513     | 0.014        | 11         | 2513     | 0.195        | 11       | 2513     | 0.209        |
| 18:30 - 19:00       | 11       | 2513     | 0.007        | 11         | 2513     | 0.090        | 11       | 2513     | 0.097        |
| 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>2.118</b> |            |          | <b>2.110</b> |          |          | <b>4.228</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       | 11       | 2513     | 0.217         | 11         | 2513     | 0.018         | 11       | 2513     | 0.235         |
| 07:30 - 08:00       | 11       | 2513     | 0.633         | 11         | 2513     | 0.025         | 11       | 2513     | 0.658         |
| 08:00 - 08:30       | 12       | 2318     | 1.193         | 12         | 2318     | 0.058         | 12       | 2318     | 1.251         |
| 08:30 - 09:00       | 12       | 2318     | 1.841         | 12         | 2318     | 0.108         | 12       | 2318     | 1.949         |
| 09:00 - 09:30       | 12       | 2318     | 1.337         | 12         | 2318     | 0.248         | 12       | 2318     | 1.585         |
| 09:30 - 10:00       | 12       | 2318     | 0.737         | 12         | 2318     | 0.219         | 12       | 2318     | 0.956         |
| 10:00 - 10:30       | 12       | 2318     | 0.395         | 12         | 2318     | 0.309         | 12       | 2318     | 0.704         |
| 10:30 - 11:00       | 12       | 2318     | 0.403         | 12         | 2318     | 0.309         | 12       | 2318     | 0.712         |
| 11:00 - 11:30       | 12       | 2318     | 0.363         | 12         | 2318     | 0.320         | 12       | 2318     | 0.683         |
| 11:30 - 12:00       | 12       | 2318     | 0.241         | 12         | 2318     | 0.309         | 12       | 2318     | 0.550         |
| 12:00 - 12:30       | 12       | 2318     | 0.489         | 12         | 2318     | 1.237         | 12       | 2318     | 1.726         |
| 12:30 - 13:00       | 12       | 2318     | 0.827         | 12         | 2318     | 1.201         | 12       | 2318     | 2.028         |
| 13:00 - 13:30       | 12       | 2318     | 0.913         | 12         | 2318     | 1.064         | 12       | 2318     | 1.977         |
| 13:30 - 14:00       | 12       | 2318     | 1.175         | 12         | 2318     | 0.554         | 12       | 2318     | 1.729         |
| 14:00 - 14:30       | 12       | 2318     | 0.679         | 12         | 2318     | 0.356         | 12       | 2318     | 1.035         |
| 14:30 - 15:00       | 12       | 2318     | 0.406         | 12         | 2318     | 0.399         | 12       | 2318     | 0.805         |
| 15:00 - 15:30       | 12       | 2318     | 0.241         | 12         | 2318     | 0.349         | 12       | 2318     | 0.590         |
| 15:30 - 16:00       | 12       | 2318     | 0.295         | 12         | 2318     | 0.381         | 12       | 2318     | 0.676         |
| 16:00 - 16:30       | 12       | 2318     | 0.241         | 12         | 2318     | 0.798         | 12       | 2318     | 1.039         |
| 16:30 - 17:00       | 12       | 2318     | 0.147         | 12         | 2318     | 1.021         | 12       | 2318     | 1.168         |
| 17:00 - 17:30       | 12       | 2318     | 0.093         | 12         | 2318     | 1.675         | 12       | 2318     | 1.768         |
| 17:30 - 18:00       | 12       | 2318     | 0.043         | 12         | 2318     | 0.888         | 12       | 2318     | 0.931         |
| 18:00 - 18:30       | 11       | 2513     | 0.033         | 11         | 2513     | 0.698         | 11       | 2513     | 0.731         |
| 18:30 - 19:00       | 11       | 2513     | 0.025         | 11         | 2513     | 0.286         | 11       | 2513     | 0.311         |
| 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>12.967</b> |            |          | <b>12.830</b> |          |          | <b>25.797</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 D     Residential TRICs Output**

# Filtering Summary

|                                                |                      |                                   |
|------------------------------------------------|----------------------|-----------------------------------|
| Land Use                                       | 03/C                 | RESIDENTIAL/FLATS PRIVATELY OWNED |
| Selected Trip Rate Calculation Parameter Range | 6-85 DWELLS          |                                   |
| Actual Trip Rate Calculation Parameter Range   | 6-51 DWELLS          |                                   |
| Date Range                                     | Minimum: 01/01/11    | Maximum: 15/05/18                 |
| Parking Spaces Range                           | All Surveys Included |                                   |
| Percentage of dwellings privately owned:       | All Surveys Included |                                   |
| Days of the week selected                      | Tuesday              | 1                                 |
|                                                | Thursday             | 2                                 |
|                                                | Friday               | 1                                 |
| Main Location Types selected                   | Town Centre          | 2                                 |
|                                                | Edge of Town Centre  | 2                                 |
| Population <1 Mile ranges selected             | 10,001 to 15,000     | 1                                 |
|                                                | 25,001 to 50,000     | 3                                 |
| Population <5 Mile ranges selected             | 50,001 to 75,000     | 1                                 |
|                                                | 75,001 to 100,000    | 1                                 |
|                                                | 125,001 to 250,000   | 1                                 |
|                                                | 500,001 or More      | 1                                 |
| Car Ownership <5 Mile ranges selected          | 0.6 to 1.0           | 1                                 |
|                                                | 1.1 to 1.5           | 3                                 |
| PTAL Rating                                    | No PTAL Present      | 4                                 |

Calculation Reference: AUDIT-706701-190405-0420

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                       |        |
|----|-----------------------|--------|
| 02 | SOUTH EAST            |        |
|    | EX ESSEX              | 1 days |
| 04 | EAST ANGLIA           |        |
|    | NF NORFOLK            | 1 days |
| 08 | NORTH WEST            |        |
|    | GM GREATER MANCHESTER | 1 days |
| 09 | NORTH                 |        |
|    | CB CUMBRIA            | 1 days |

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

## Secondary Filtering selection:

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

Parameter: Number of dwellings  
 Actual Range: 6 to 51 (units: )  
 Range Selected by User: 6 to 85 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 15/05/18

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

Selected survey days:

|          |        |
|----------|--------|
| Tuesday  | 1 days |
| Thursday | 2 days |
| Friday   | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 4 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 | 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    | 3 |

*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 4 days

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

Population within 1 mile:

10,001 to 15,000 1 days  
25,001 to 50,000 3 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  
500,001 or More 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 3 days

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

Travel Plan:

No 4 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 4 days

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

LIST OF SITES relevant to selection parameters

|                     |                     |                      |           |
|---------------------|---------------------|----------------------|-----------|
| Site(1):            | CB-03-C-01          | Site area:           | 0.21 hect |
| Development Name:   | BLOCK OF FLATS      | Number of dwellings: | 40        |
| Location:           | CARLISLE            | Housing density:     | 667       |
| Postcode:           | CA1 1SR             | Total Bedrooms:      | 80        |
| Main Location Type: | Town Centre         | Survey Date:         | 12/06/14  |
| Sub-Location Type:  | Built-Up Zone       | Survey Day:          | Thursday  |
| PTAL:               | n/a                 | Parking Spaces:      | 43        |
| Site(2):            | EX-03-C-01          | Site area:           | 0.07 hect |
| Development Name:   | FLATS               | Number of dwellings: | 6         |
| Location:           | SOUTHEND-ON-SEA     | Housing density:     | 200       |
| Postcode:           | SS0 7QE             | Total Bedrooms:      | 10        |
| Main Location Type: | Edge of Town Centre | Survey Date:         | 22/10/13  |
| Sub-Location Type:  | Residential Zone    | Survey Day:          | Tuesday   |
| PTAL:               | n/a                 | Parking Spaces:      | 10        |
| Site(3):            | GM-03-C-03          | Site area:           | 0.05 hect |
| Development Name:   | BLOCK OF FLATS      | Number of dwellings: | 20        |
| Location:           | MANCHESTER          | Housing density:     | 400       |
| Postcode:           | M1 3QF              | Total Bedrooms:      | 30        |
| Main Location Type: | Town Centre         | Survey Date:         | 14/10/11  |
| Sub-Location Type:  | Built-Up Zone       | Survey Day:          | Friday    |
| PTAL:               | n/a                 | Parking Spaces:      | 14        |
| Site(4):            | NF-03-C-01          | Site area:           | 0.42 hect |
| Development Name:   | BLOCKS OF FLATS     | Number of dwellings: | 51        |
| Location:           | KING'S LYNN         | Housing density:     | 232       |
| Postcode:           | PE30 1NQ            | Total Bedrooms:      | 122       |
| Main Location Type: | Edge of Town Centre | Survey Date:         | 11/12/14  |
| Sub-Location Type:  | Built-Up Zone       | Survey Day:          | Thursday  |
| PTAL:               | n/a                 | Parking Spaces:      | 45        |

| Trip Rates for Key Periods |         | Trips per 1 dwells DWELLS |       |
|----------------------------|---------|---------------------------|-------|
| Period                     | Inbound | Outbound                  | Total |
| 0800-0900                  | 0.111   | 0.368                     | 0.479 |
| 1700-1800                  | 0.453   | 0.325                     | 0.778 |

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
MULTI-MODAL 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 | 4        | 29          | 0.085     | 4          | 29          | 0.111     | 4        | 29          | 0.196     |
| 08:00 - 09:00 | 4        | 29          | 0.060     | 4          | 29          | 0.120     | 4        | 29          | 0.180     |
| 09:00 - 10:00 | 4        | 29          | 0.085     | 4          | 29          | 0.077     | 4        | 29          | 0.162     |
| 10:00 - 11:00 | 4        | 29          | 0.103     | 4          | 29          | 0.103     | 4        | 29          | 0.206     |
| 11:00 - 12:00 | 4        | 29          | 0.145     | 4          | 29          | 0.085     | 4        | 29          | 0.230     |
| 12:00 - 13:00 | 4        | 29          | 0.077     | 4          | 29          | 0.111     | 4        | 29          | 0.188     |
| 13:00 - 14:00 | 4        | 29          | 0.103     | 4          | 29          | 0.137     | 4        | 29          | 0.240     |
| 14:00 - 15:00 | 4        | 29          | 0.085     | 4          | 29          | 0.085     | 4        | 29          | 0.170     |
| 15:00 - 16:00 | 4        | 29          | 0.068     | 4          | 29          | 0.068     | 4        | 29          | 0.136     |
| 16:00 - 17:00 | 4        | 29          | 0.171     | 4          | 29          | 0.085     | 4        | 29          | 0.256     |
| 17:00 - 18:00 | 4        | 29          | 0.137     | 4          | 29          | 0.145     | 4        | 29          | 0.282     |
| 18:00 - 19:00 | 4        | 29          | 0.162     | 4          | 29          | 0.128     | 4        | 29          | 0.290     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.281     |            |             | 1.255     |          |             | 2.536     |

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.

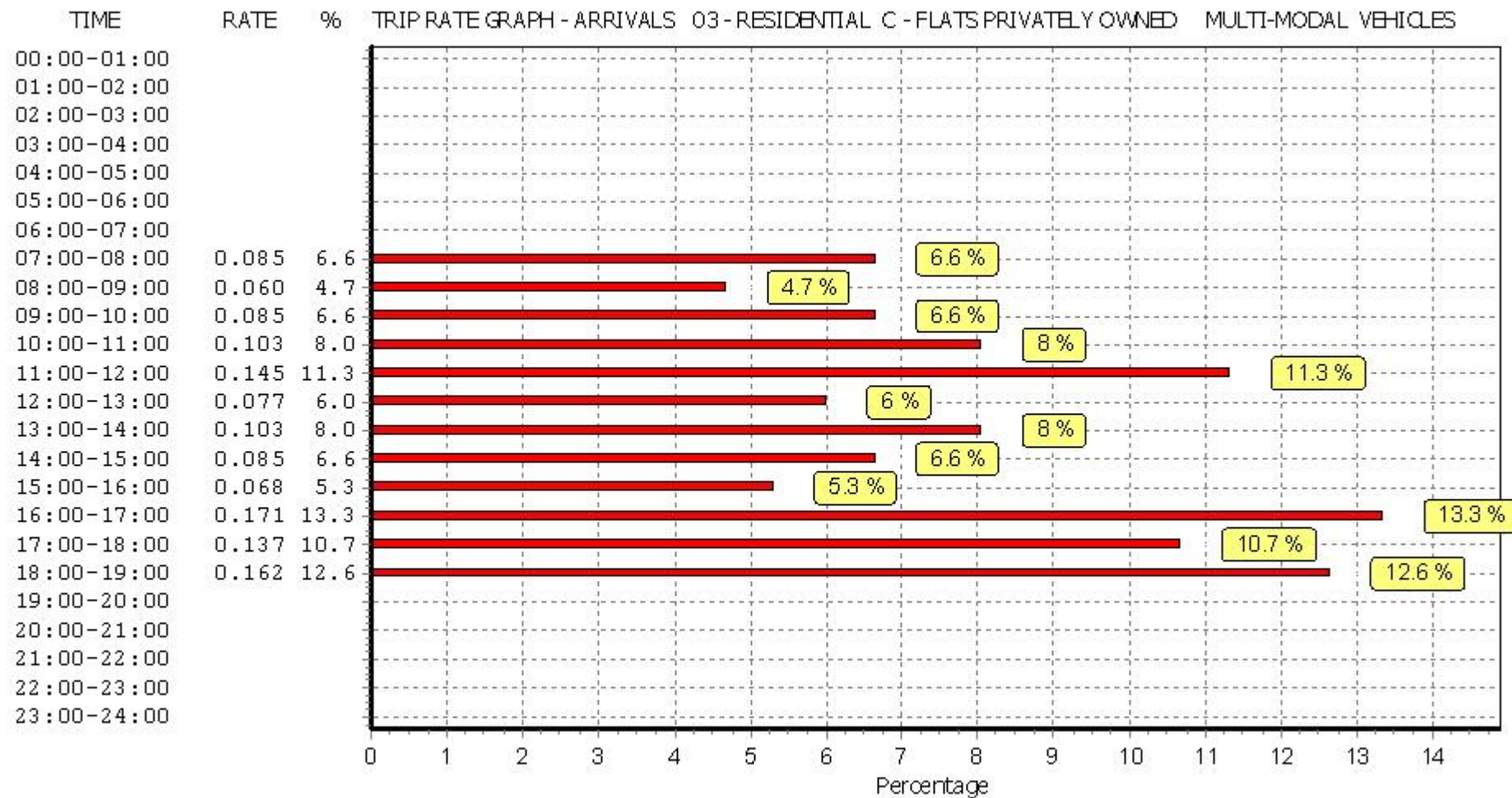
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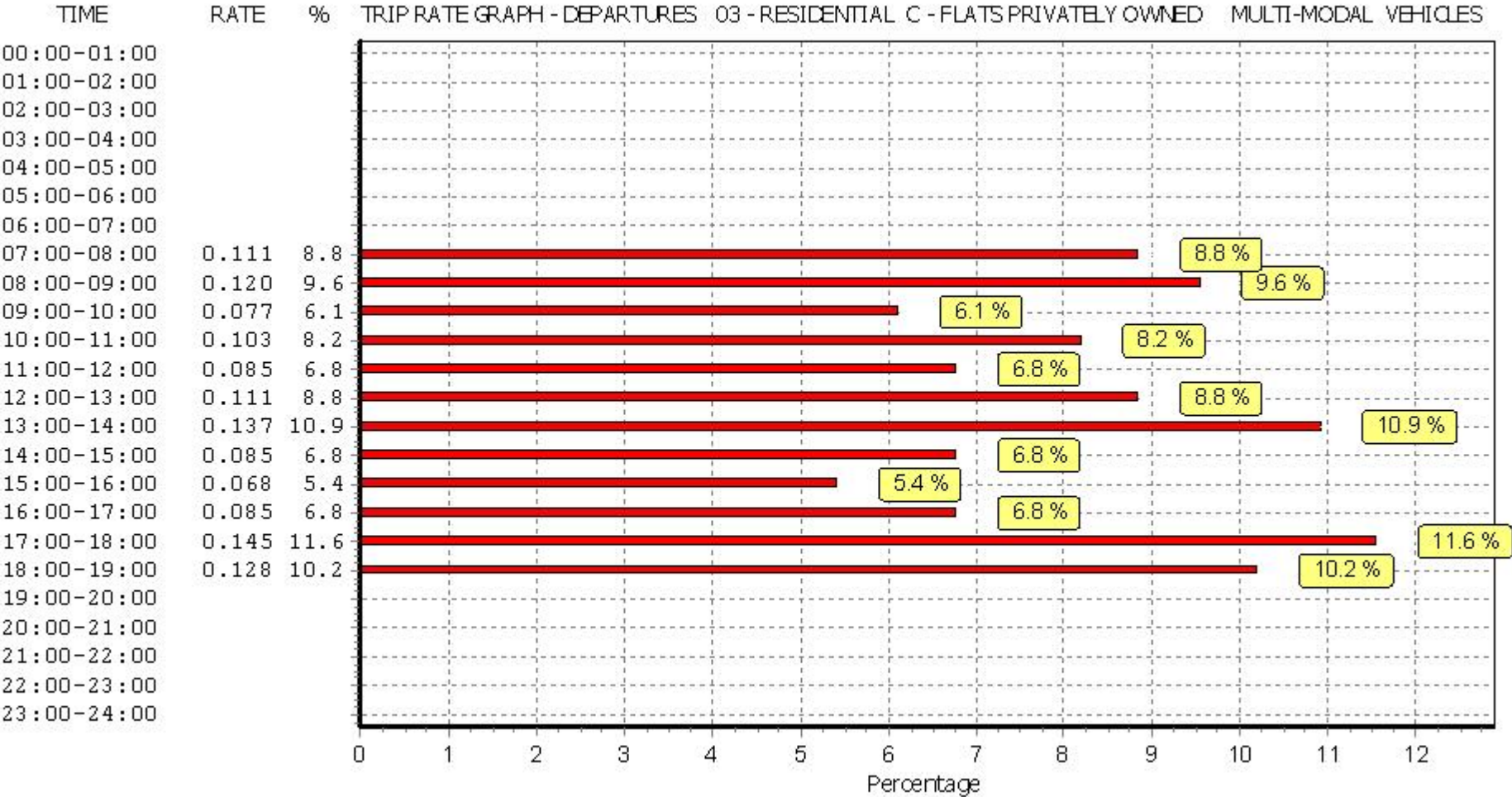
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 6 - 51 (units: )    |
| Survey date date range:                       | 01/01/11 - 15/05/18 |
| Number of weekdays (Monday-Friday):           | 4                   |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 2                   |

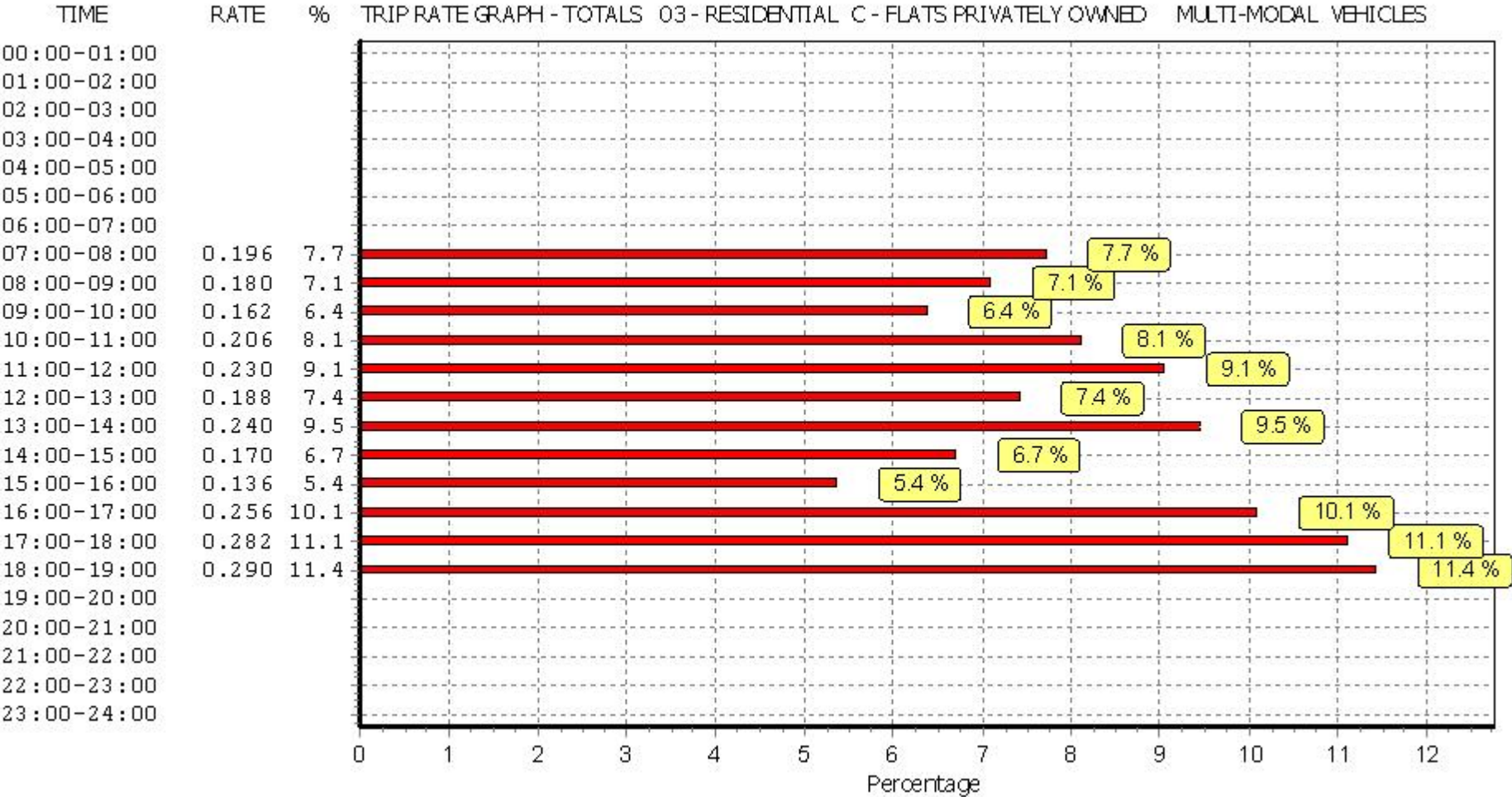
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

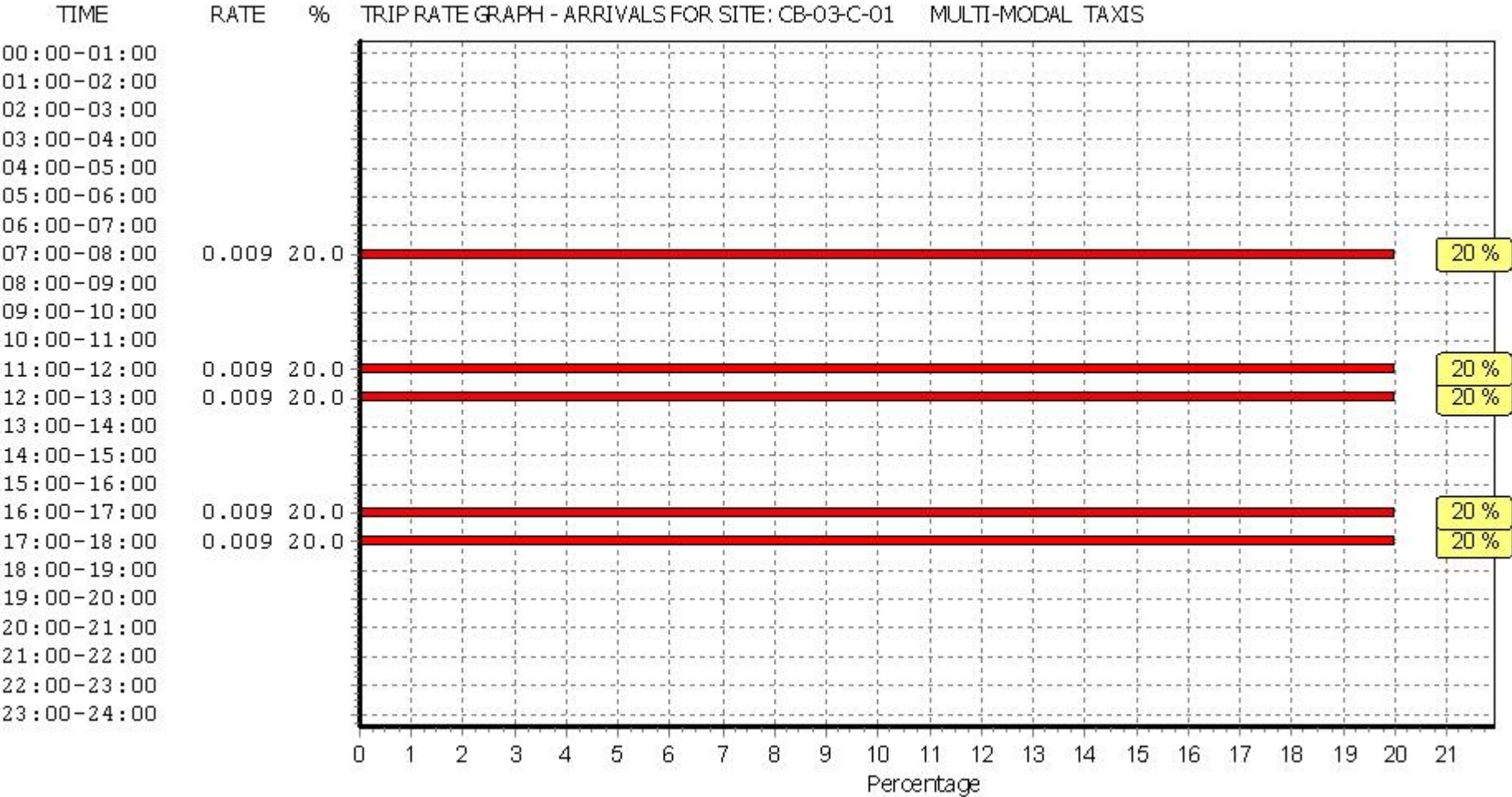
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

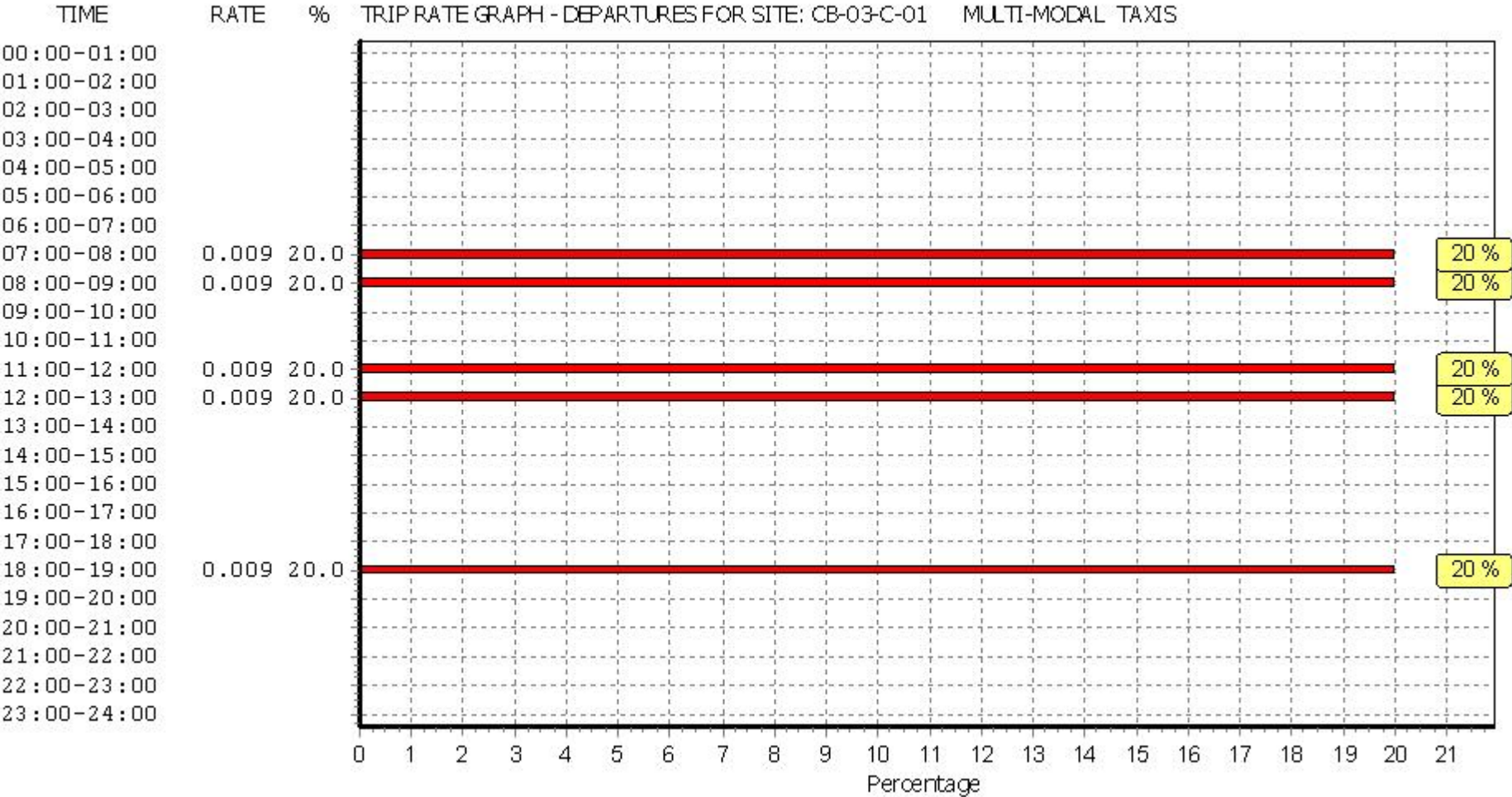
| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | 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 | 4        | 29          | 0.009     | 4          | 29          | 0.009     | 4        | 29          | 0.018     |
| 08:00 - 09:00 | 4        | 29          | 0.000     | 4          | 29          | 0.009     | 4        | 29          | 0.009     |
| 09:00 - 10:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 10:00 - 11:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 11:00 - 12:00 | 4        | 29          | 0.009     | 4          | 29          | 0.009     | 4        | 29          | 0.018     |
| 12:00 - 13:00 | 4        | 29          | 0.009     | 4          | 29          | 0.009     | 4        | 29          | 0.018     |
| 13:00 - 14:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 14:00 - 15:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 15:00 - 16:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 16:00 - 17:00 | 4        | 29          | 0.009     | 4          | 29          | 0.000     | 4        | 29          | 0.009     |
| 17:00 - 18:00 | 4        | 29          | 0.009     | 4          | 29          | 0.000     | 4        | 29          | 0.009     |
| 18:00 - 19:00 | 4        | 29          | 0.000     | 4          | 29          | 0.009     | 4        | 29          | 0.009     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.045    |             |           | 0.045      |             |           | 0.090    |             |           |

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.

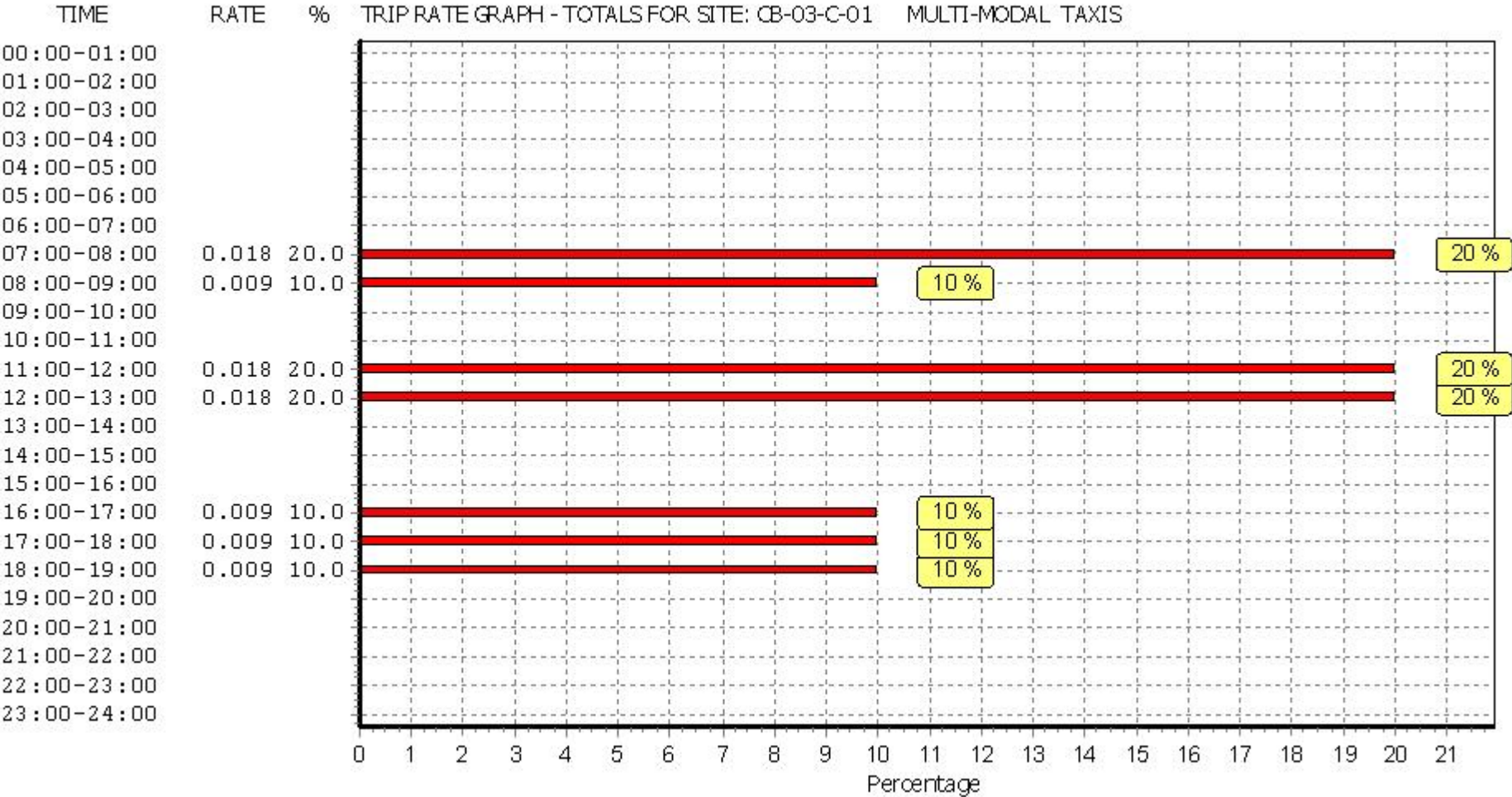
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



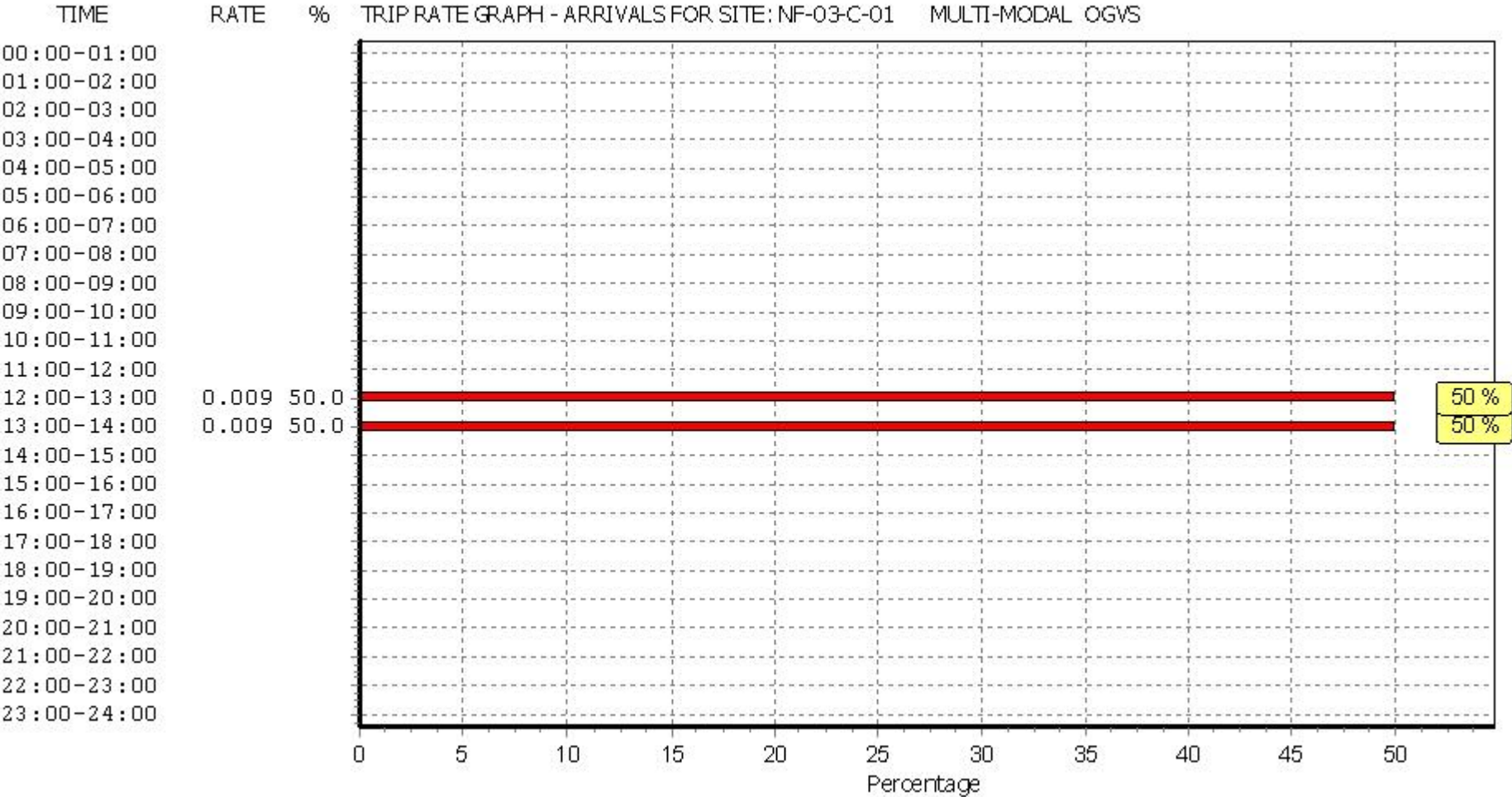
*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
MULTI-MODAL OGVS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

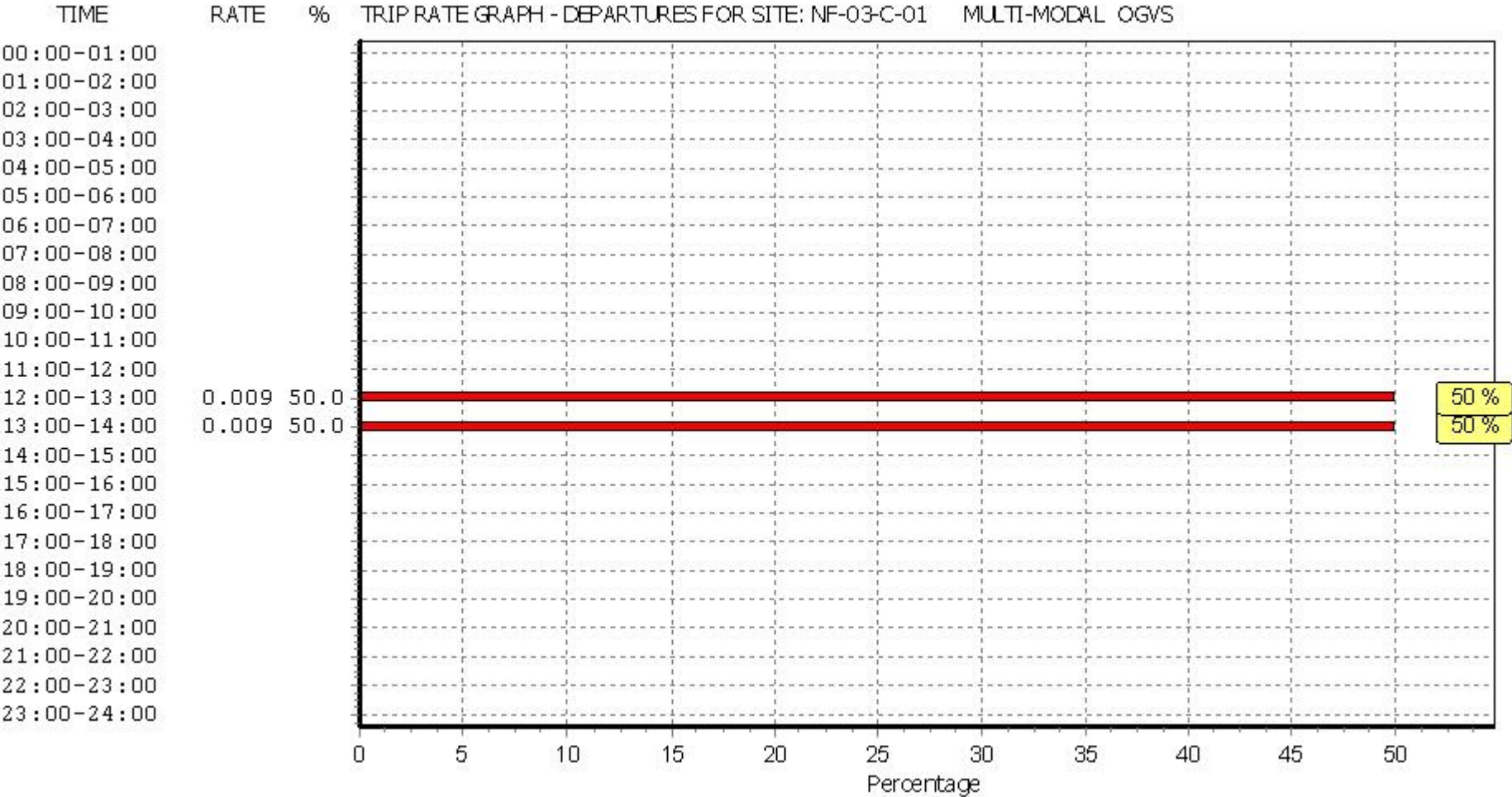
| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | 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 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 08:00 - 09:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 09:00 - 10:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 10:00 - 11:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 11:00 - 12:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 12:00 - 13:00 | 4        | 29          | 0.009     | 4          | 29          | 0.009     | 4        | 29          | 0.018     |
| 13:00 - 14:00 | 4        | 29          | 0.009     | 4          | 29          | 0.009     | 4        | 29          | 0.018     |
| 14:00 - 15:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 15:00 - 16:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 16:00 - 17:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 17:00 - 18:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 18:00 - 19:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.018     |            |             | 0.018     |          |             | 0.036     |

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.

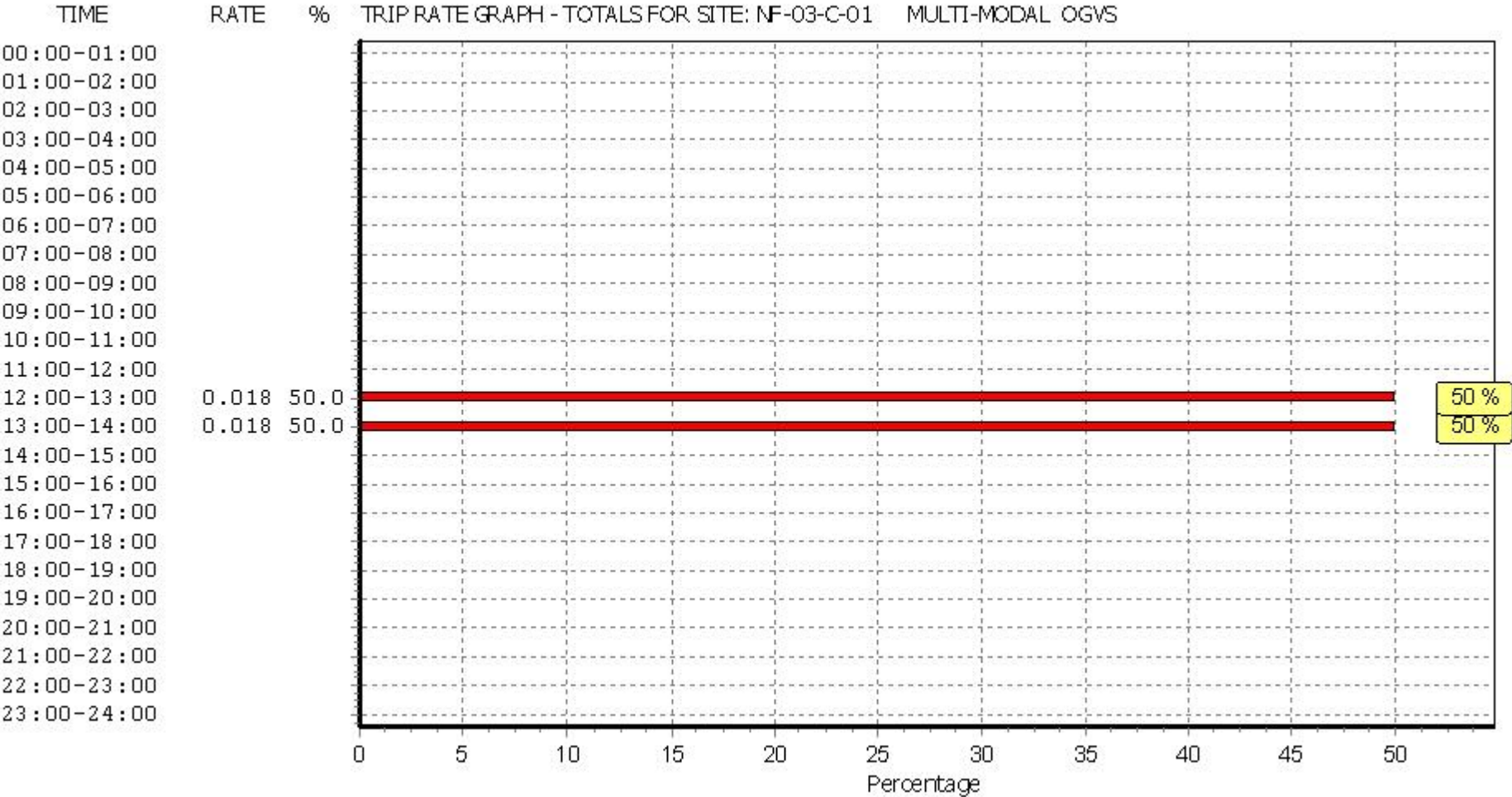
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



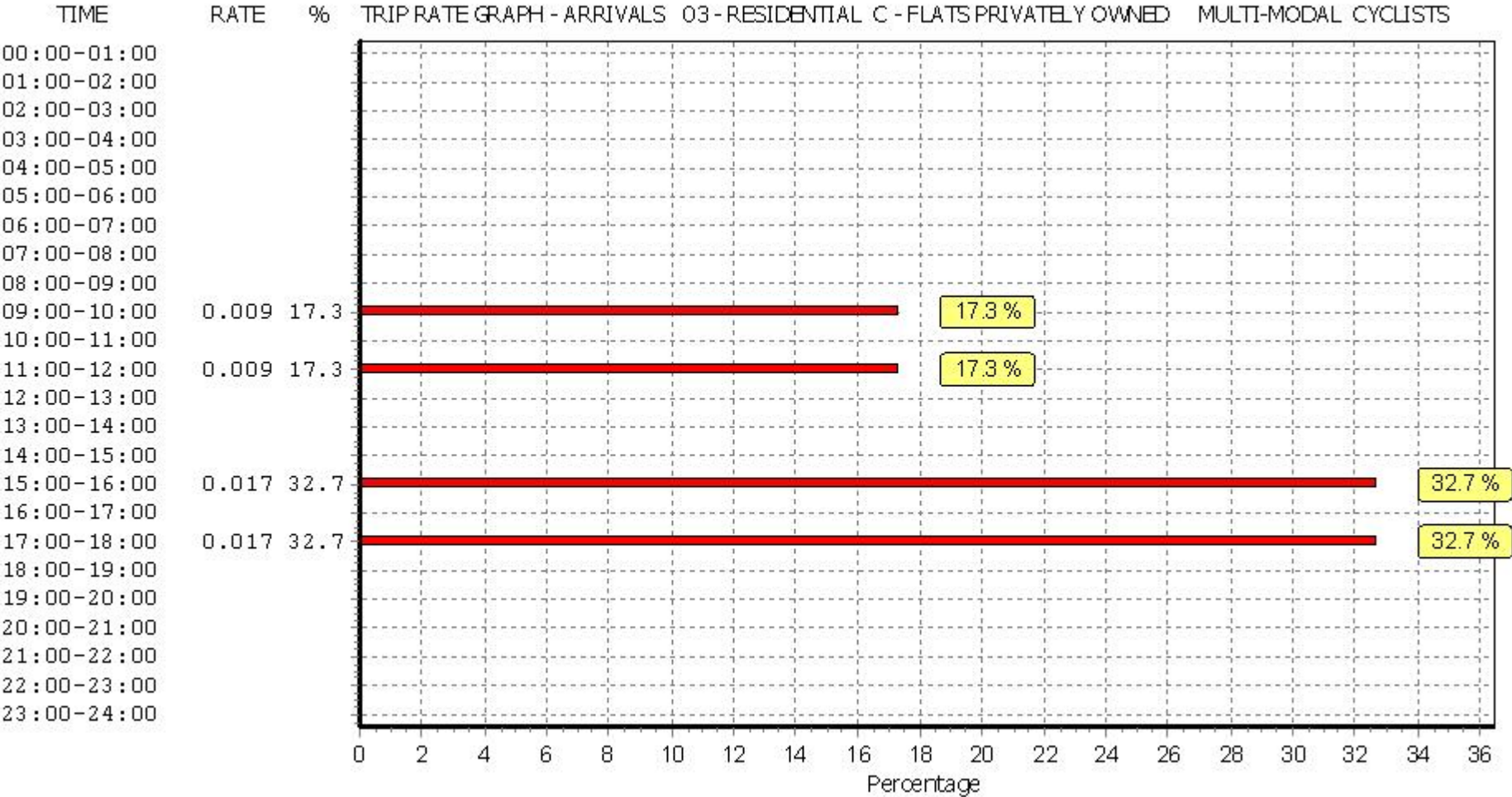
*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

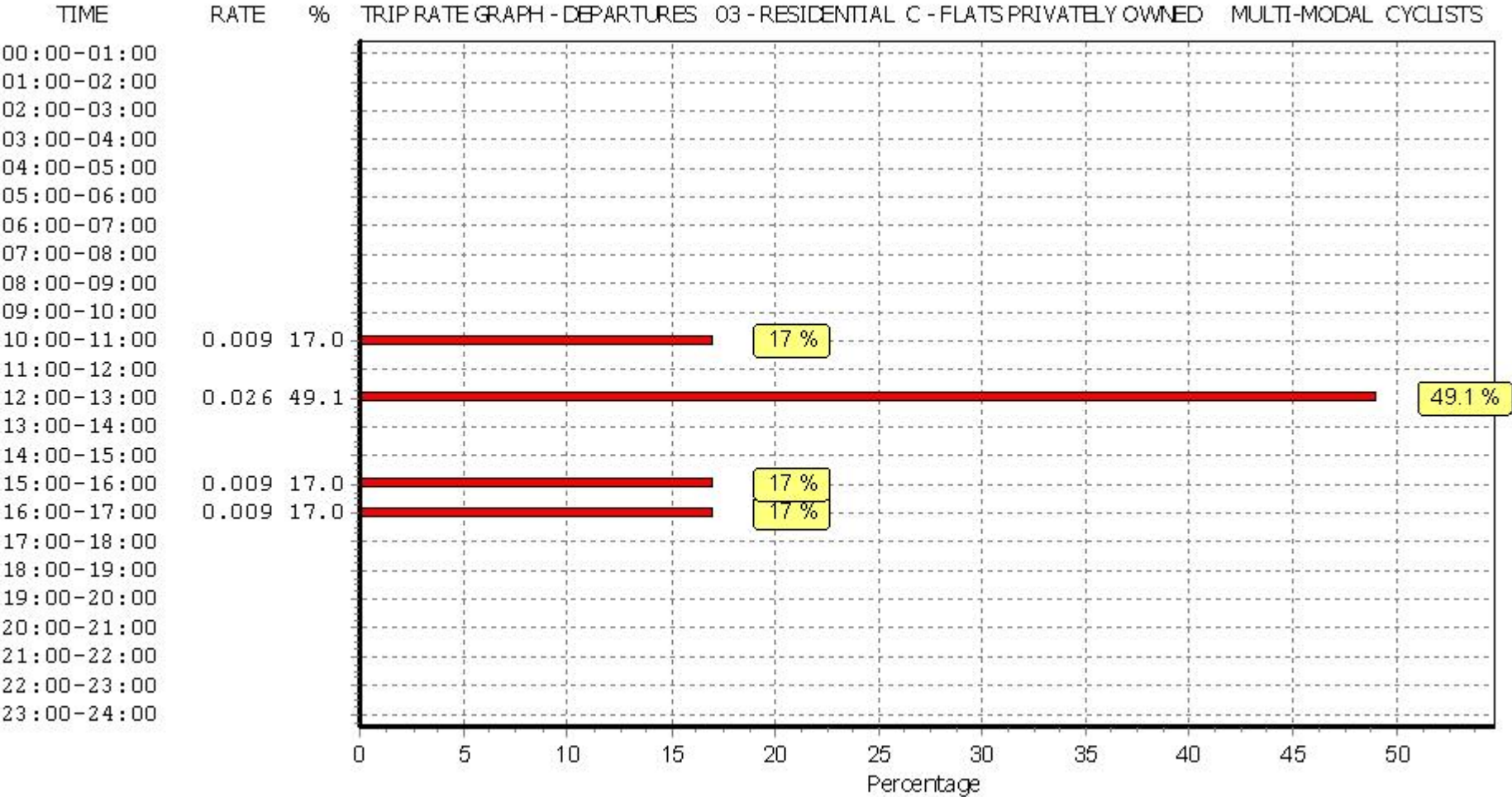
| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | 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 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 08:00 - 09:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 09:00 - 10:00 | 4        | 29          | 0.009     | 4          | 29          | 0.000     | 4        | 29          | 0.009     |
| 10:00 - 11:00 | 4        | 29          | 0.000     | 4          | 29          | 0.009     | 4        | 29          | 0.009     |
| 11:00 - 12:00 | 4        | 29          | 0.009     | 4          | 29          | 0.000     | 4        | 29          | 0.009     |
| 12:00 - 13:00 | 4        | 29          | 0.000     | 4          | 29          | 0.026     | 4        | 29          | 0.026     |
| 13:00 - 14:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 14:00 - 15:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 15:00 - 16:00 | 4        | 29          | 0.017     | 4          | 29          | 0.009     | 4        | 29          | 0.026     |
| 16:00 - 17:00 | 4        | 29          | 0.000     | 4          | 29          | 0.009     | 4        | 29          | 0.009     |
| 17:00 - 18:00 | 4        | 29          | 0.017     | 4          | 29          | 0.000     | 4        | 29          | 0.017     |
| 18:00 - 19:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.052    |             |           | 0.053      |             |           | 0.105    |             |           |

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.

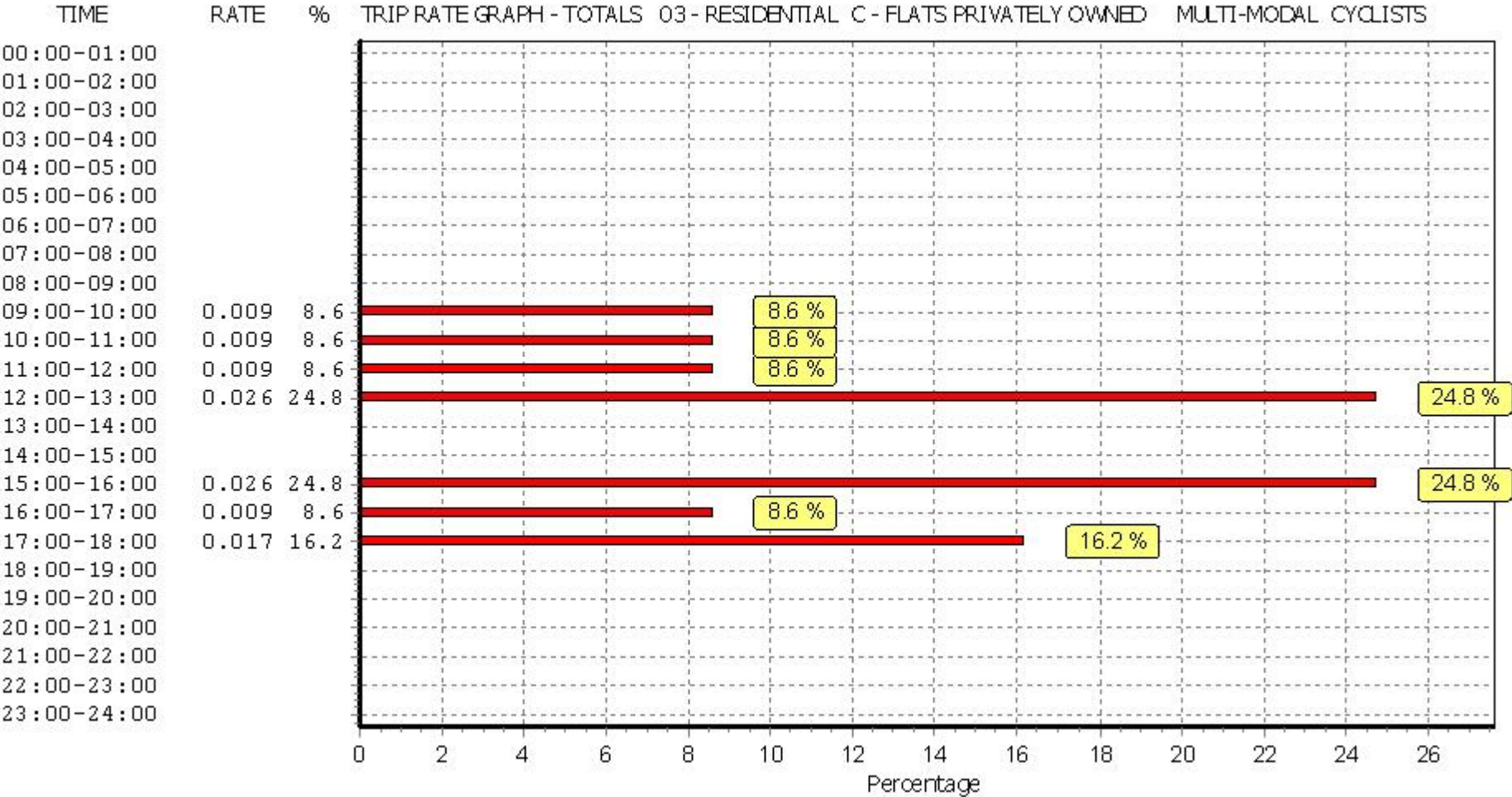
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



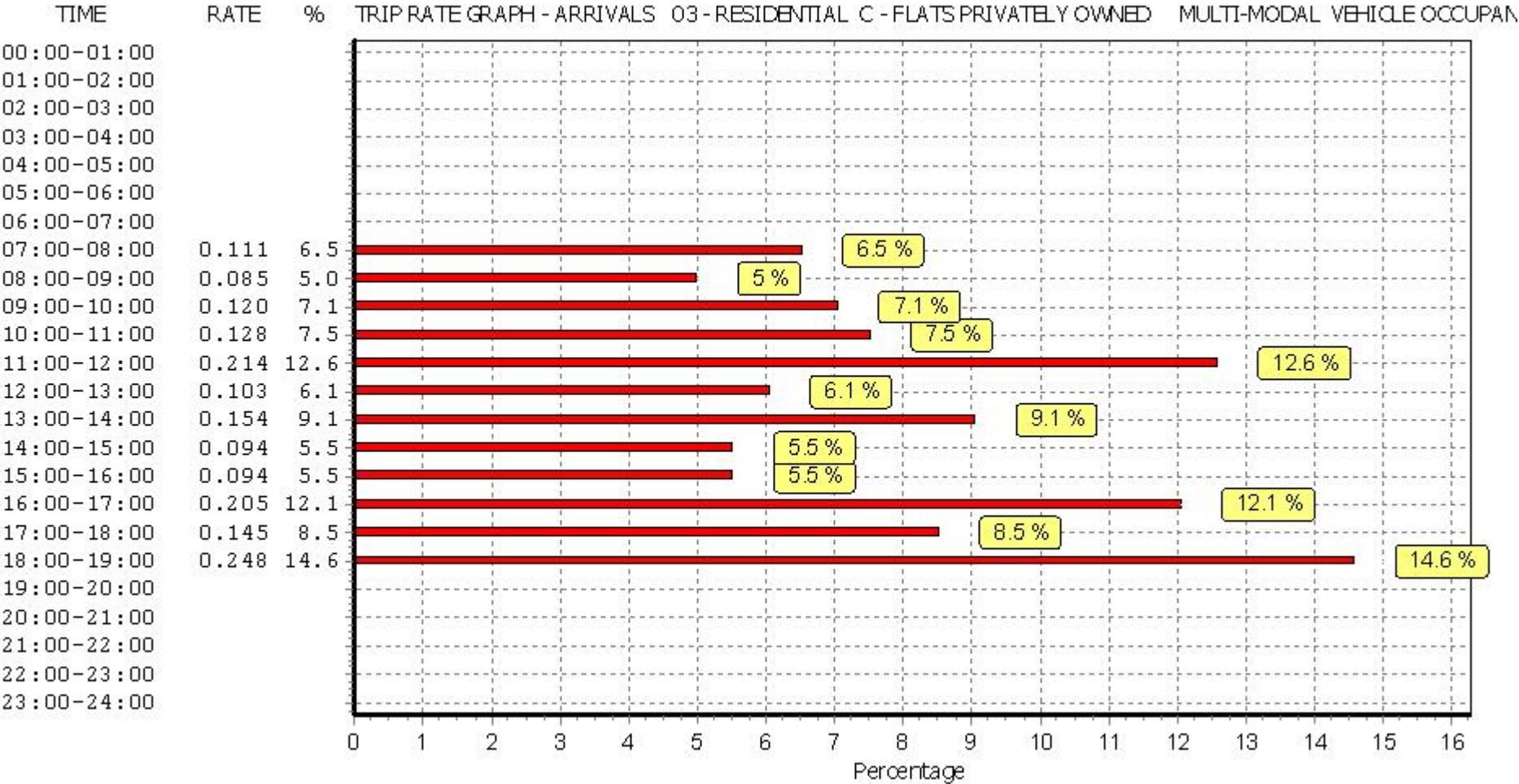
*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

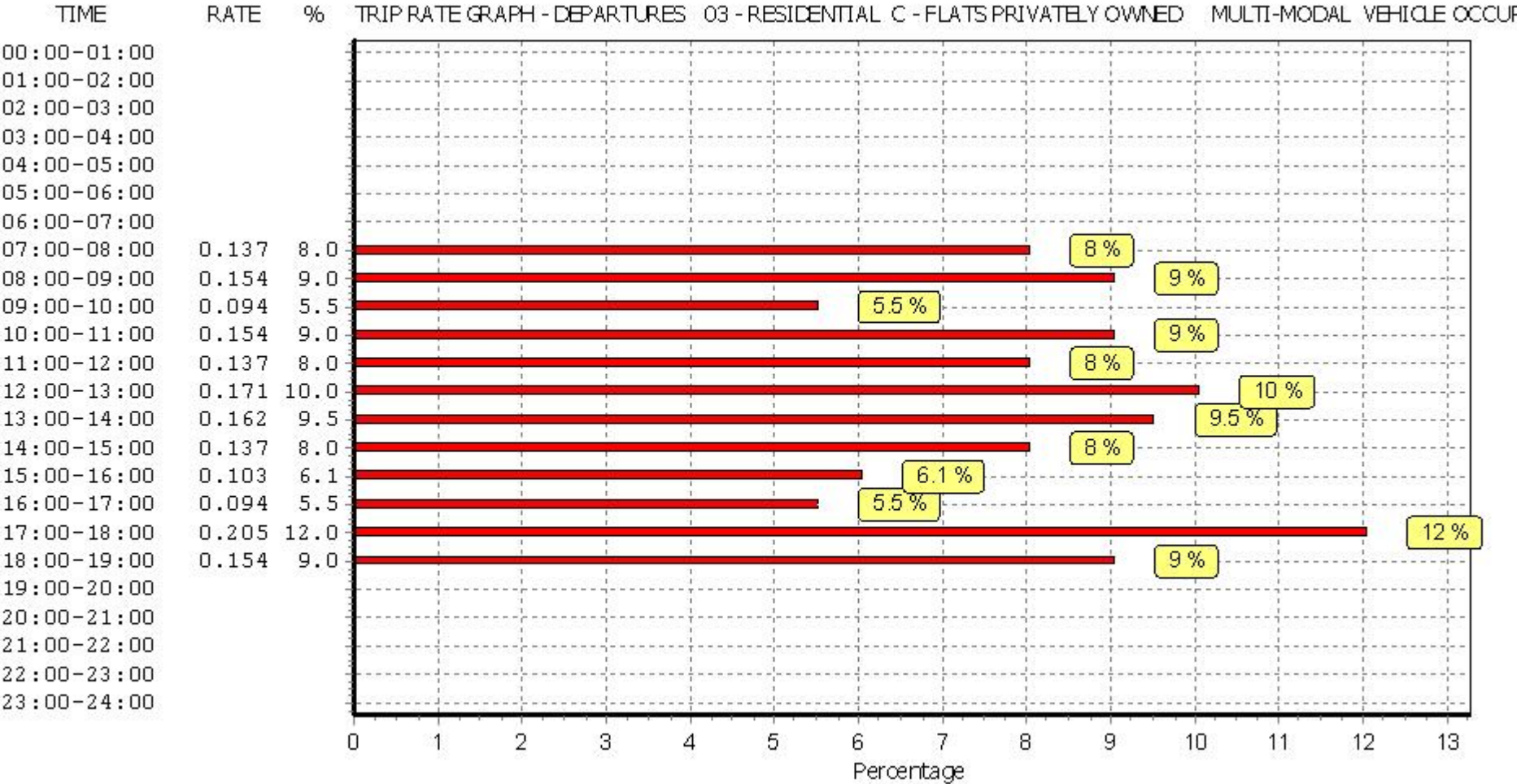
| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | 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       | 4        | 29          | 0.111        | 4          | 29          | 0.137        | 4        | 29          | 0.248        |
| 08:00 - 09:00       | 4        | 29          | 0.085        | 4          | 29          | 0.154        | 4        | 29          | 0.239        |
| 09:00 - 10:00       | 4        | 29          | 0.120        | 4          | 29          | 0.094        | 4        | 29          | 0.214        |
| 10:00 - 11:00       | 4        | 29          | 0.128        | 4          | 29          | 0.154        | 4        | 29          | 0.282        |
| 11:00 - 12:00       | 4        | 29          | 0.214        | 4          | 29          | 0.137        | 4        | 29          | 0.351        |
| 12:00 - 13:00       | 4        | 29          | 0.103        | 4          | 29          | 0.171        | 4        | 29          | 0.274        |
| 13:00 - 14:00       | 4        | 29          | 0.154        | 4          | 29          | 0.162        | 4        | 29          | 0.316        |
| 14:00 - 15:00       | 4        | 29          | 0.094        | 4          | 29          | 0.137        | 4        | 29          | 0.231        |
| 15:00 - 16:00       | 4        | 29          | 0.094        | 4          | 29          | 0.103        | 4        | 29          | 0.197        |
| 16:00 - 17:00       | 4        | 29          | 0.205        | 4          | 29          | 0.094        | 4        | 29          | 0.299        |
| 17:00 - 18:00       | 4        | 29          | 0.145        | 4          | 29          | 0.205        | 4        | 29          | 0.350        |
| 18:00 - 19:00       | 4        | 29          | 0.248        | 4          | 29          | 0.154        | 4        | 29          | 0.402        |
| 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>1.701</b> |            |             | <b>1.702</b> |          |             | <b>3.403</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.

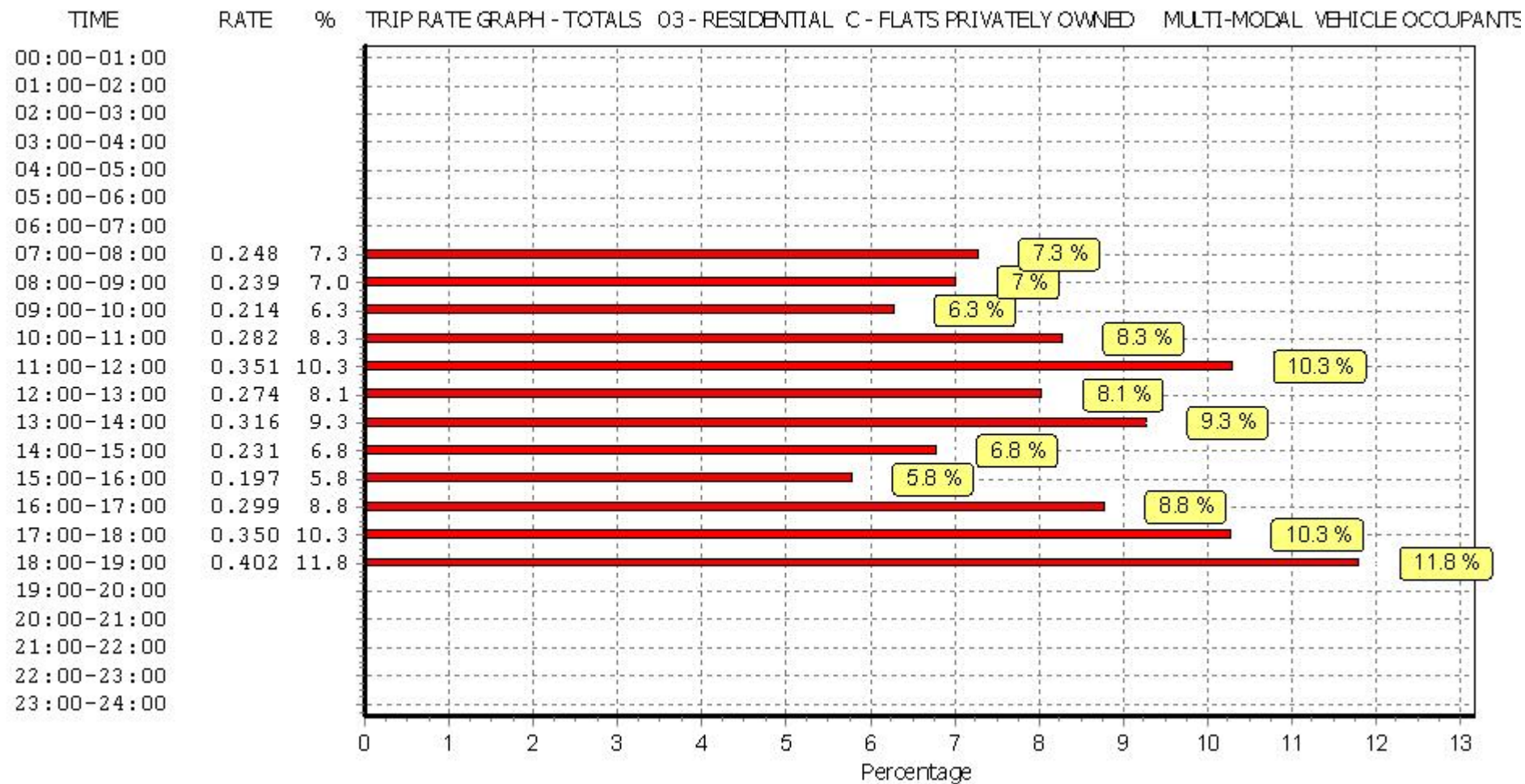
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



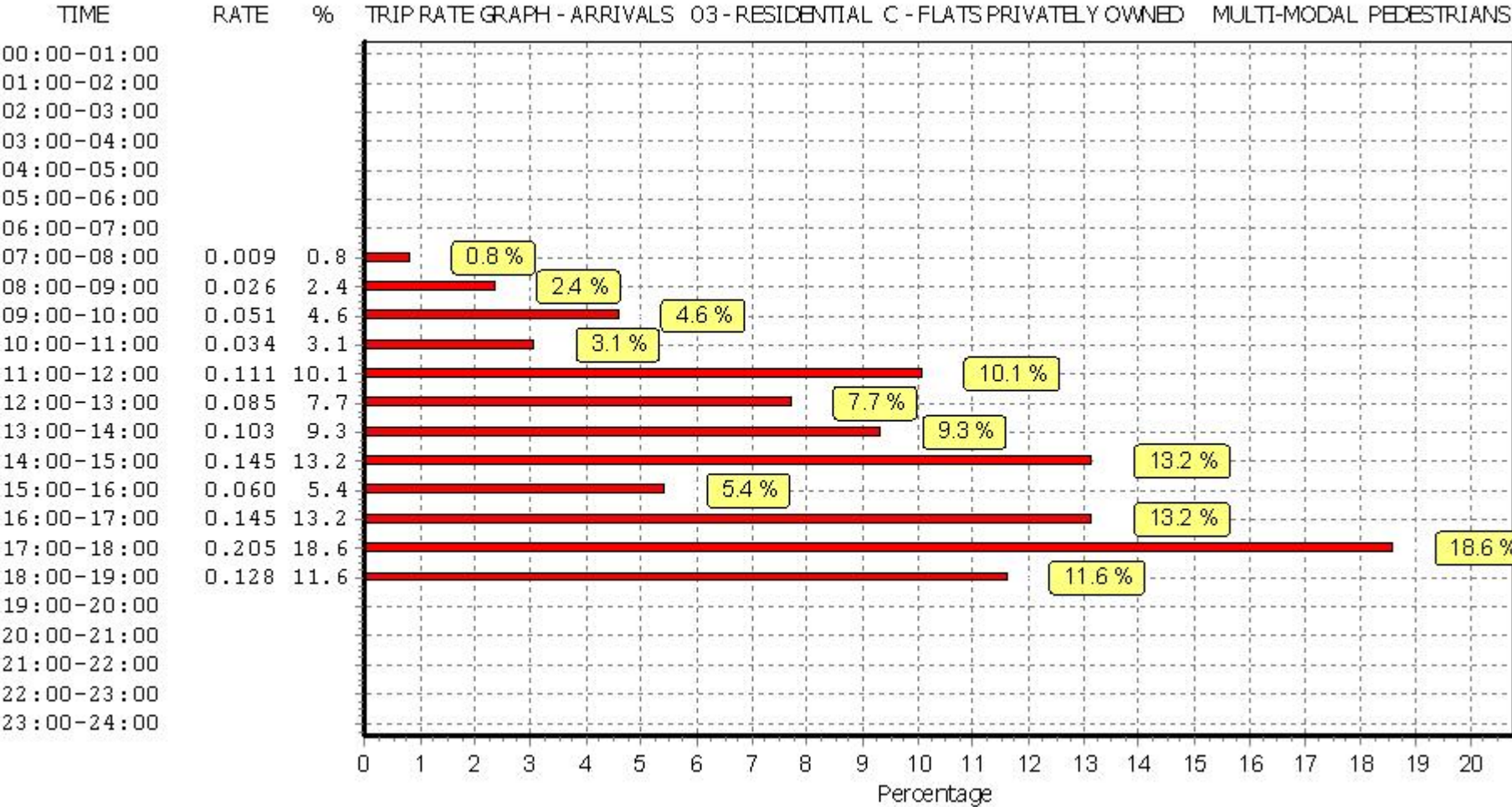
*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

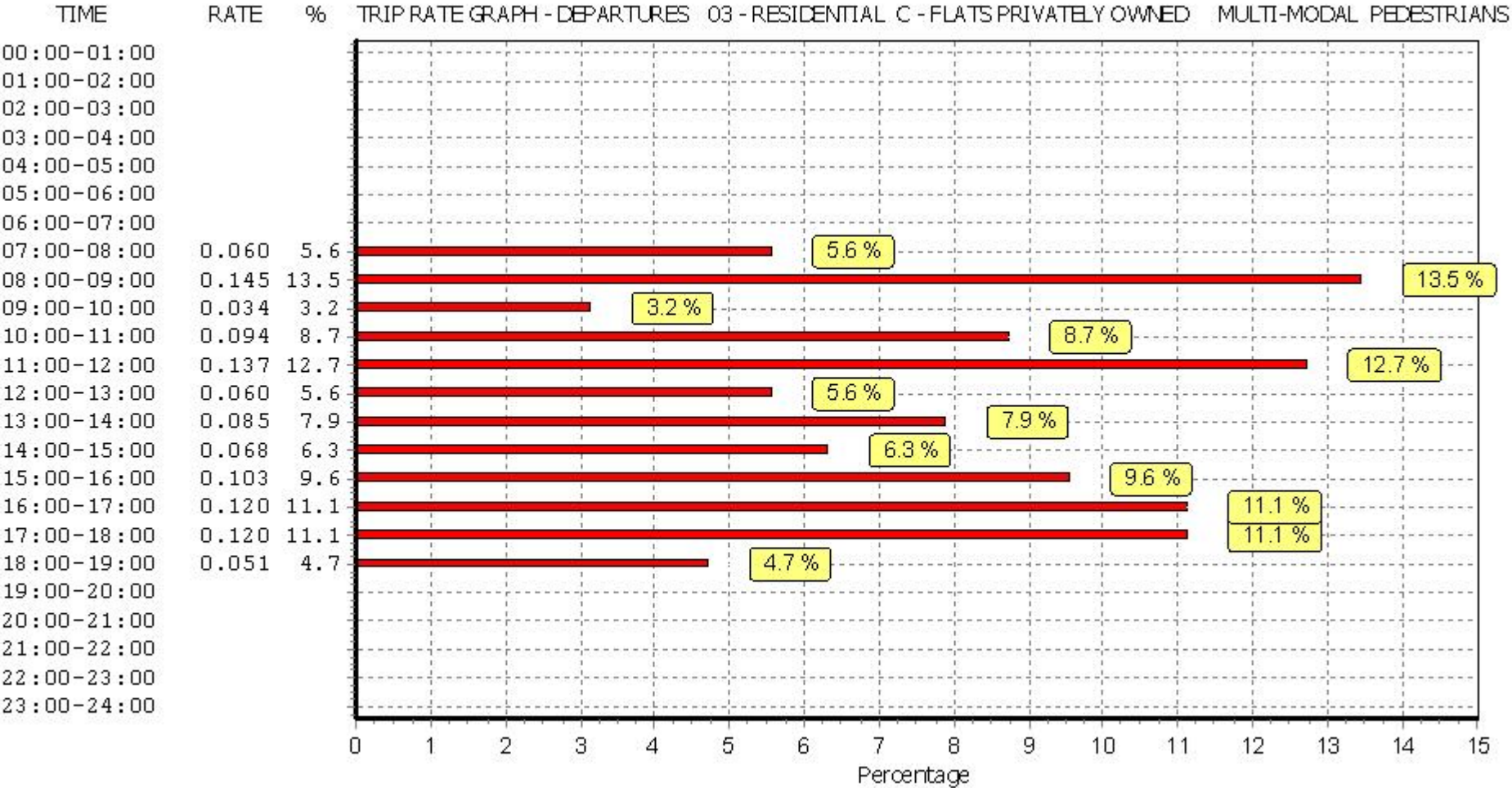
| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | 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       | 4        | 29          | 0.009        | 4          | 29          | 0.060        | 4        | 29          | 0.069        |
| 08:00 - 09:00       | 4        | 29          | 0.026        | 4          | 29          | 0.145        | 4        | 29          | 0.171        |
| 09:00 - 10:00       | 4        | 29          | 0.051        | 4          | 29          | 0.034        | 4        | 29          | 0.085        |
| 10:00 - 11:00       | 4        | 29          | 0.034        | 4          | 29          | 0.094        | 4        | 29          | 0.128        |
| 11:00 - 12:00       | 4        | 29          | 0.111        | 4          | 29          | 0.137        | 4        | 29          | 0.248        |
| 12:00 - 13:00       | 4        | 29          | 0.085        | 4          | 29          | 0.060        | 4        | 29          | 0.145        |
| 13:00 - 14:00       | 4        | 29          | 0.103        | 4          | 29          | 0.085        | 4        | 29          | 0.188        |
| 14:00 - 15:00       | 4        | 29          | 0.145        | 4          | 29          | 0.068        | 4        | 29          | 0.213        |
| 15:00 - 16:00       | 4        | 29          | 0.060        | 4          | 29          | 0.103        | 4        | 29          | 0.163        |
| 16:00 - 17:00       | 4        | 29          | 0.145        | 4          | 29          | 0.120        | 4        | 29          | 0.265        |
| 17:00 - 18:00       | 4        | 29          | 0.205        | 4          | 29          | 0.120        | 4        | 29          | 0.325        |
| 18:00 - 19:00       | 4        | 29          | 0.128        | 4          | 29          | 0.051        | 4        | 29          | 0.179        |
| 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>1.102</b> |            |             | <b>1.077</b> |          |             | <b>2.179</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.

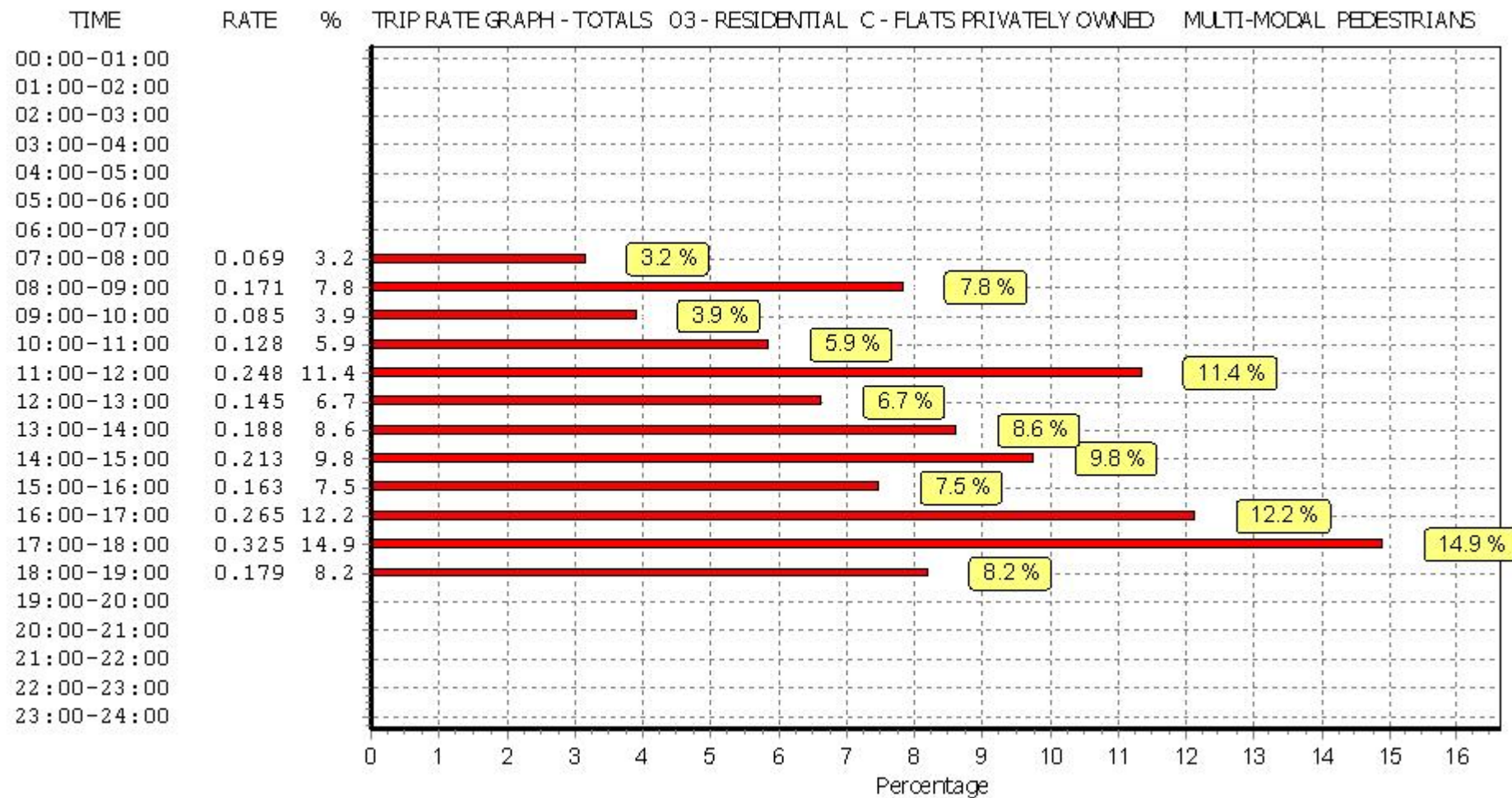
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



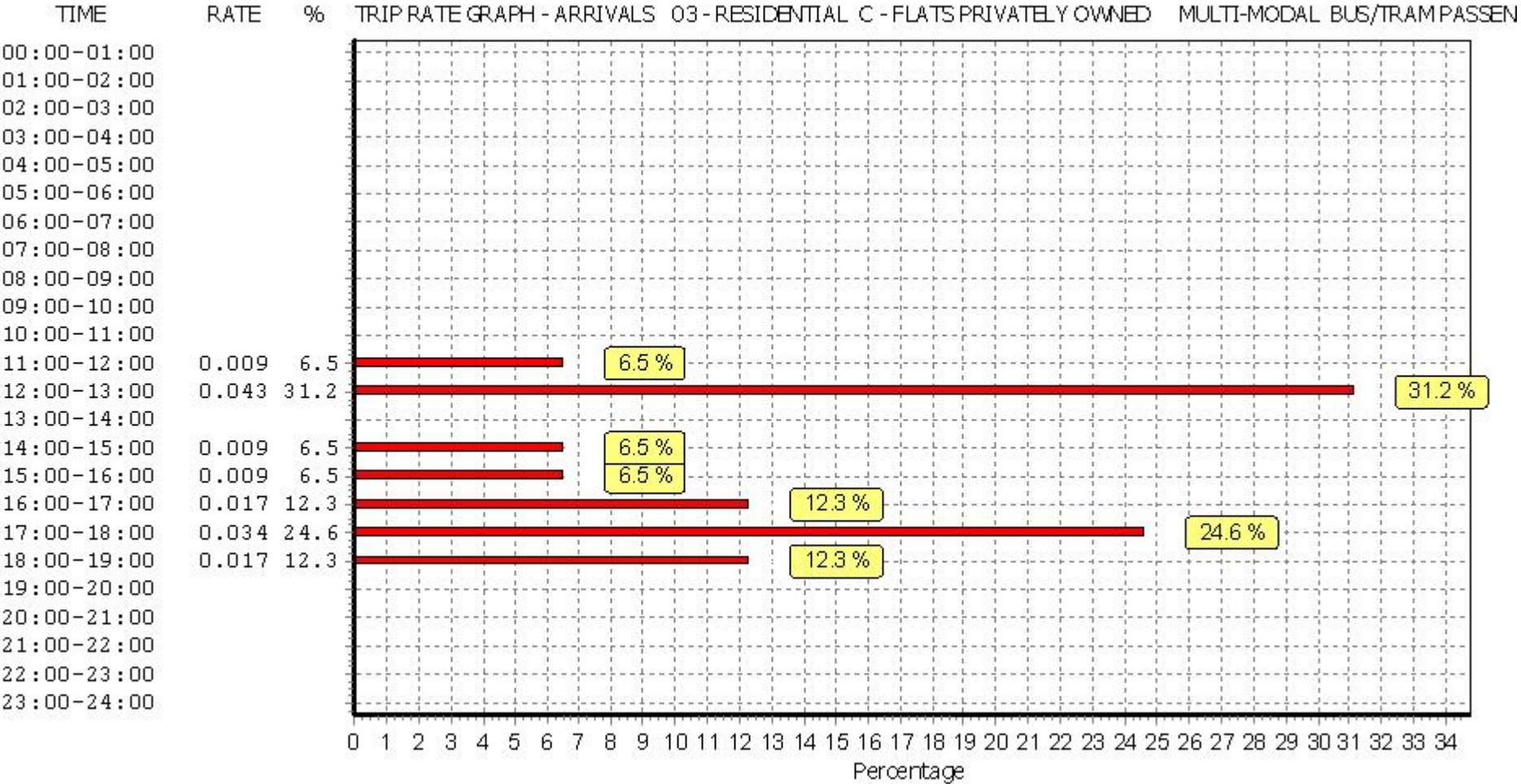
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

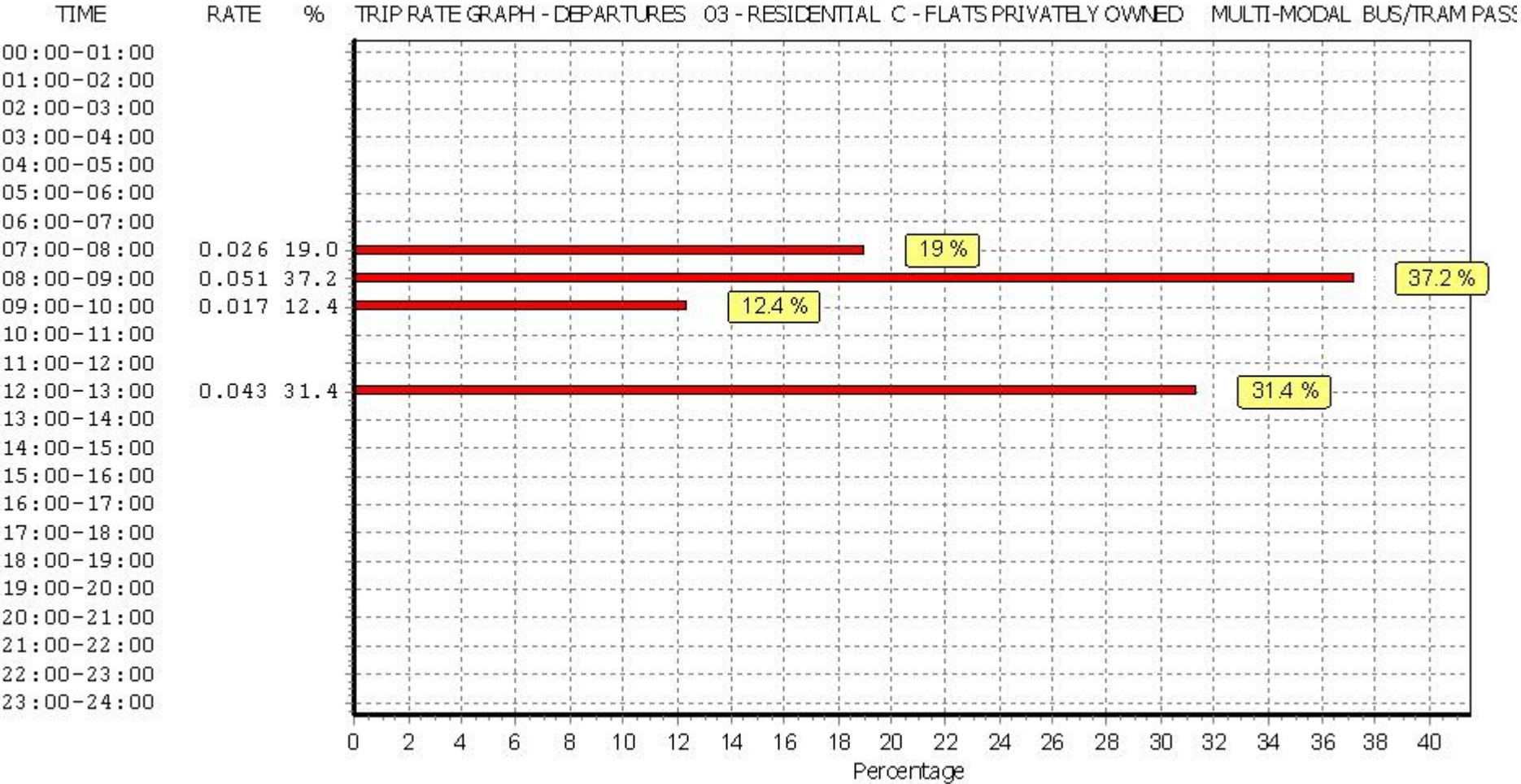
| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | 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 | 4        | 29          | 0.000     | 4          | 29          | 0.026     | 4        | 29          | 0.026     |
| 08:00 - 09:00 | 4        | 29          | 0.000     | 4          | 29          | 0.051     | 4        | 29          | 0.051     |
| 09:00 - 10:00 | 4        | 29          | 0.000     | 4          | 29          | 0.017     | 4        | 29          | 0.017     |
| 10:00 - 11:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 11:00 - 12:00 | 4        | 29          | 0.009     | 4          | 29          | 0.000     | 4        | 29          | 0.009     |
| 12:00 - 13:00 | 4        | 29          | 0.043     | 4          | 29          | 0.043     | 4        | 29          | 0.086     |
| 13:00 - 14:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 14:00 - 15:00 | 4        | 29          | 0.009     | 4          | 29          | 0.000     | 4        | 29          | 0.009     |
| 15:00 - 16:00 | 4        | 29          | 0.009     | 4          | 29          | 0.000     | 4        | 29          | 0.009     |
| 16:00 - 17:00 | 4        | 29          | 0.017     | 4          | 29          | 0.000     | 4        | 29          | 0.017     |
| 17:00 - 18:00 | 4        | 29          | 0.034     | 4          | 29          | 0.000     | 4        | 29          | 0.034     |
| 18:00 - 19:00 | 4        | 29          | 0.017     | 4          | 29          | 0.000     | 4        | 29          | 0.017     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.138    |             |           | 0.137      |             |           | 0.275    |             |           |

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.

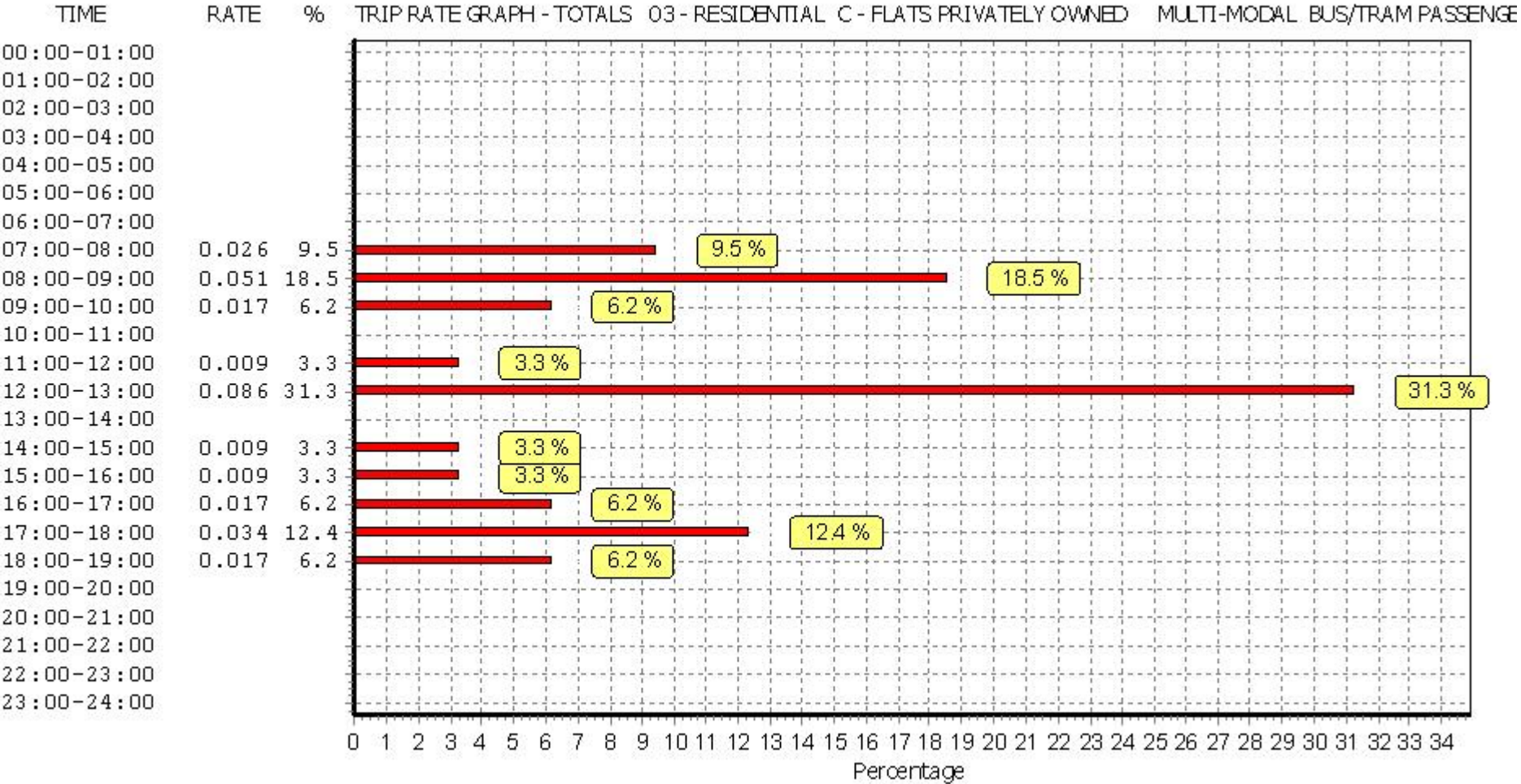
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



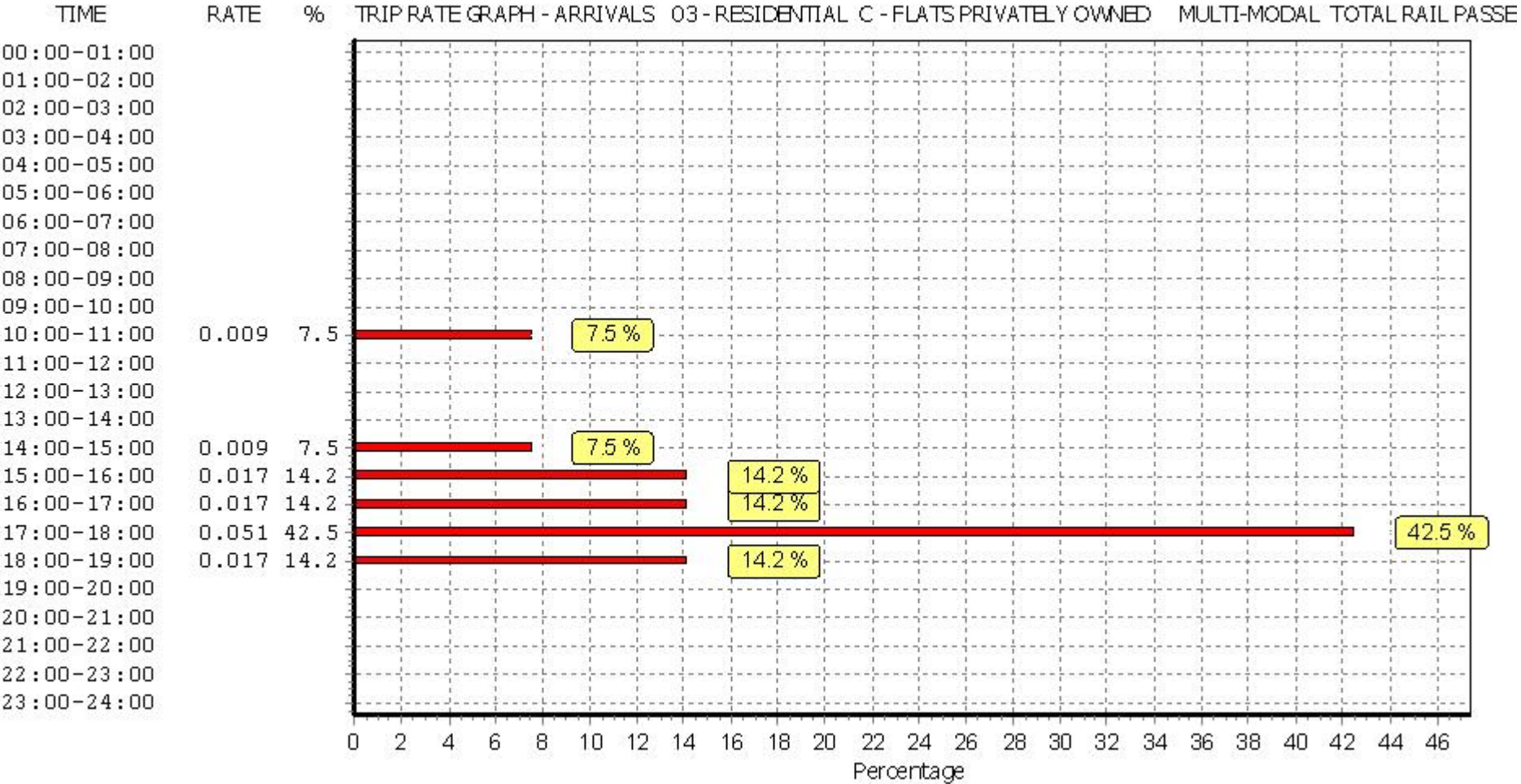
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

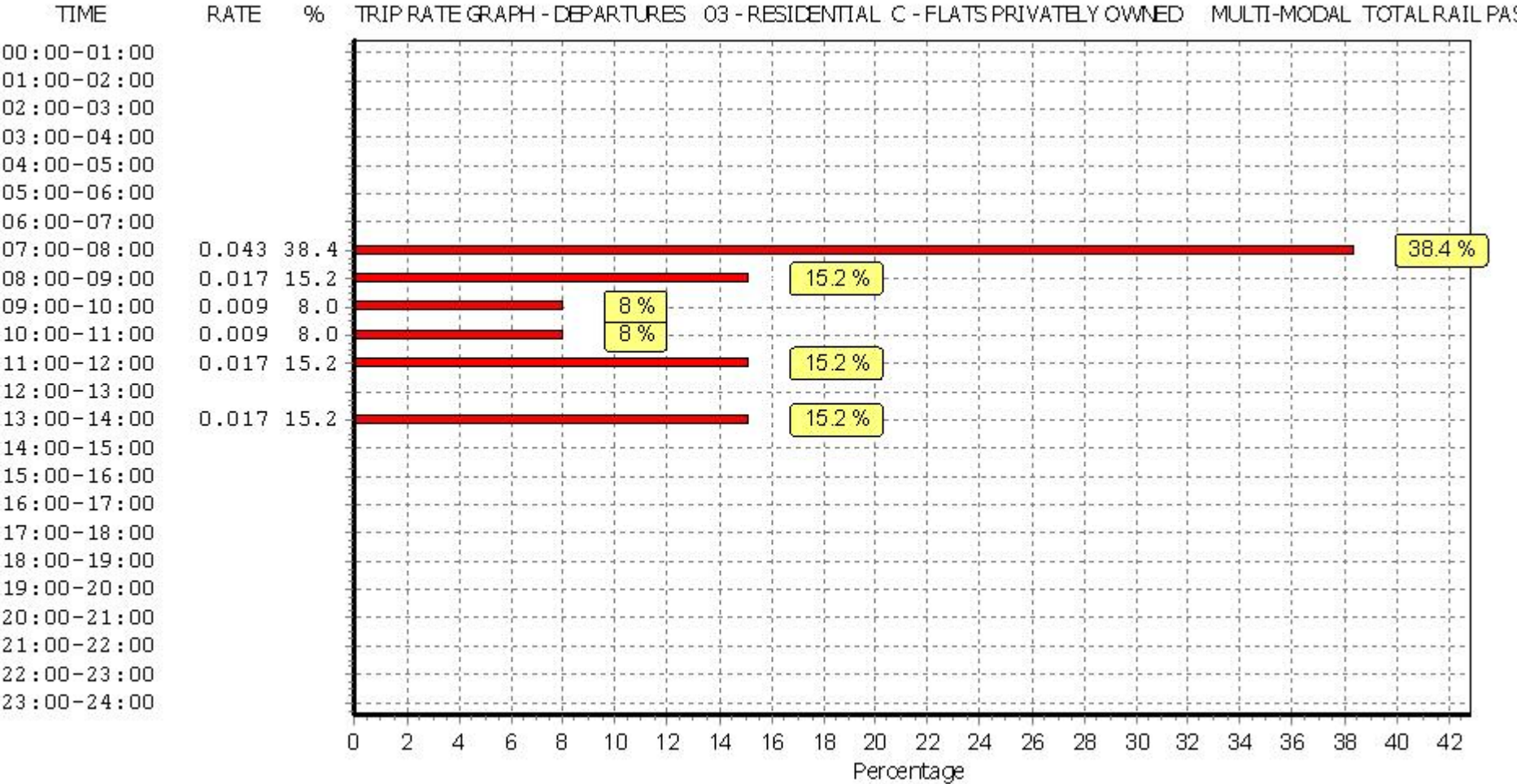
| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | 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 | 4        | 29          | 0.000     | 4          | 29          | 0.043     | 4        | 29          | 0.043     |
| 08:00 - 09:00 | 4        | 29          | 0.000     | 4          | 29          | 0.017     | 4        | 29          | 0.017     |
| 09:00 - 10:00 | 4        | 29          | 0.000     | 4          | 29          | 0.009     | 4        | 29          | 0.009     |
| 10:00 - 11:00 | 4        | 29          | 0.009     | 4          | 29          | 0.009     | 4        | 29          | 0.018     |
| 11:00 - 12:00 | 4        | 29          | 0.000     | 4          | 29          | 0.017     | 4        | 29          | 0.017     |
| 12:00 - 13:00 | 4        | 29          | 0.000     | 4          | 29          | 0.000     | 4        | 29          | 0.000     |
| 13:00 - 14:00 | 4        | 29          | 0.000     | 4          | 29          | 0.017     | 4        | 29          | 0.017     |
| 14:00 - 15:00 | 4        | 29          | 0.009     | 4          | 29          | 0.000     | 4        | 29          | 0.009     |
| 15:00 - 16:00 | 4        | 29          | 0.017     | 4          | 29          | 0.000     | 4        | 29          | 0.017     |
| 16:00 - 17:00 | 4        | 29          | 0.017     | 4          | 29          | 0.000     | 4        | 29          | 0.017     |
| 17:00 - 18:00 | 4        | 29          | 0.051     | 4          | 29          | 0.000     | 4        | 29          | 0.051     |
| 18:00 - 19:00 | 4        | 29          | 0.017     | 4          | 29          | 0.000     | 4        | 29          | 0.017     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.120     |            |             | 0.112     |          |             | 0.232     |

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.

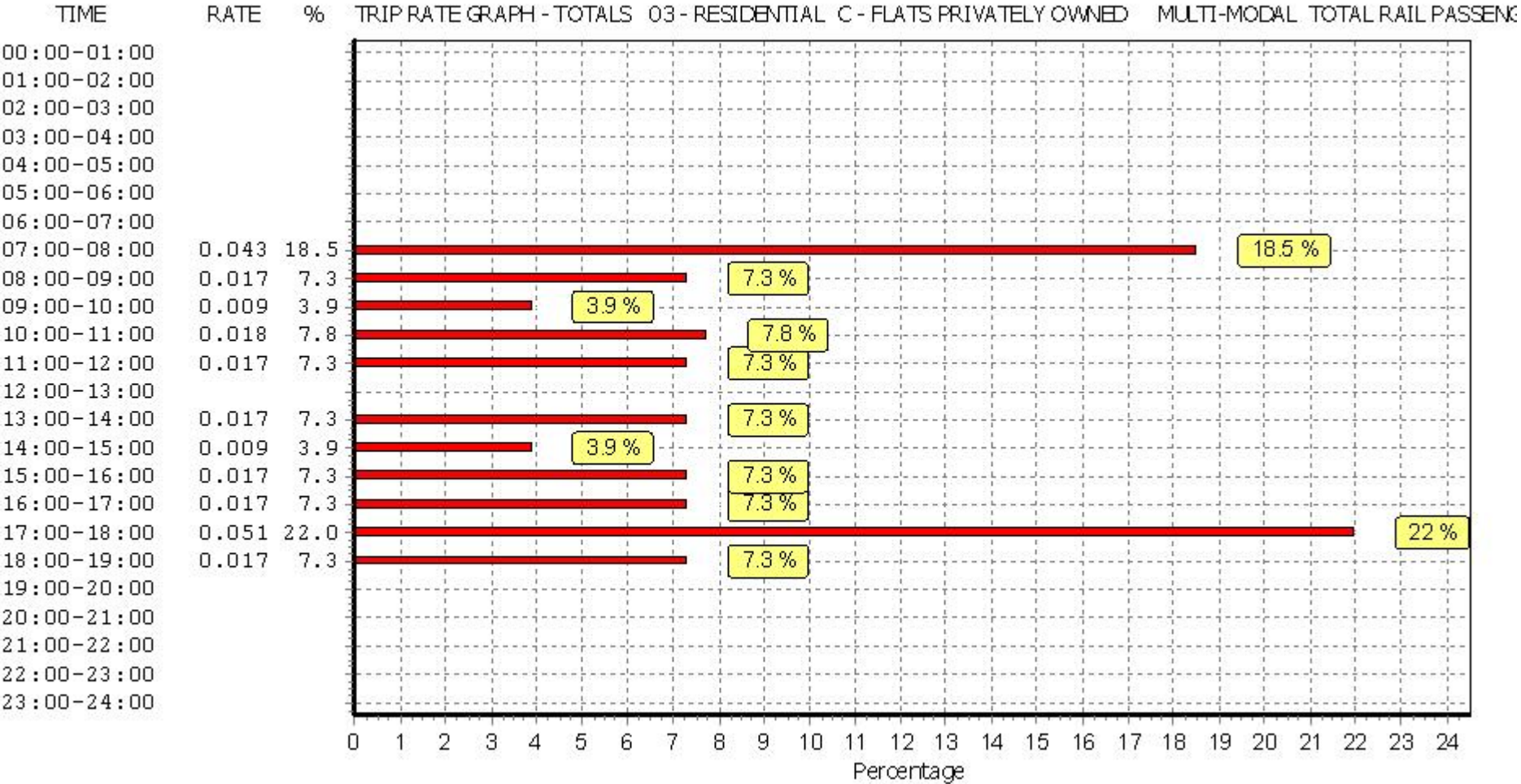
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



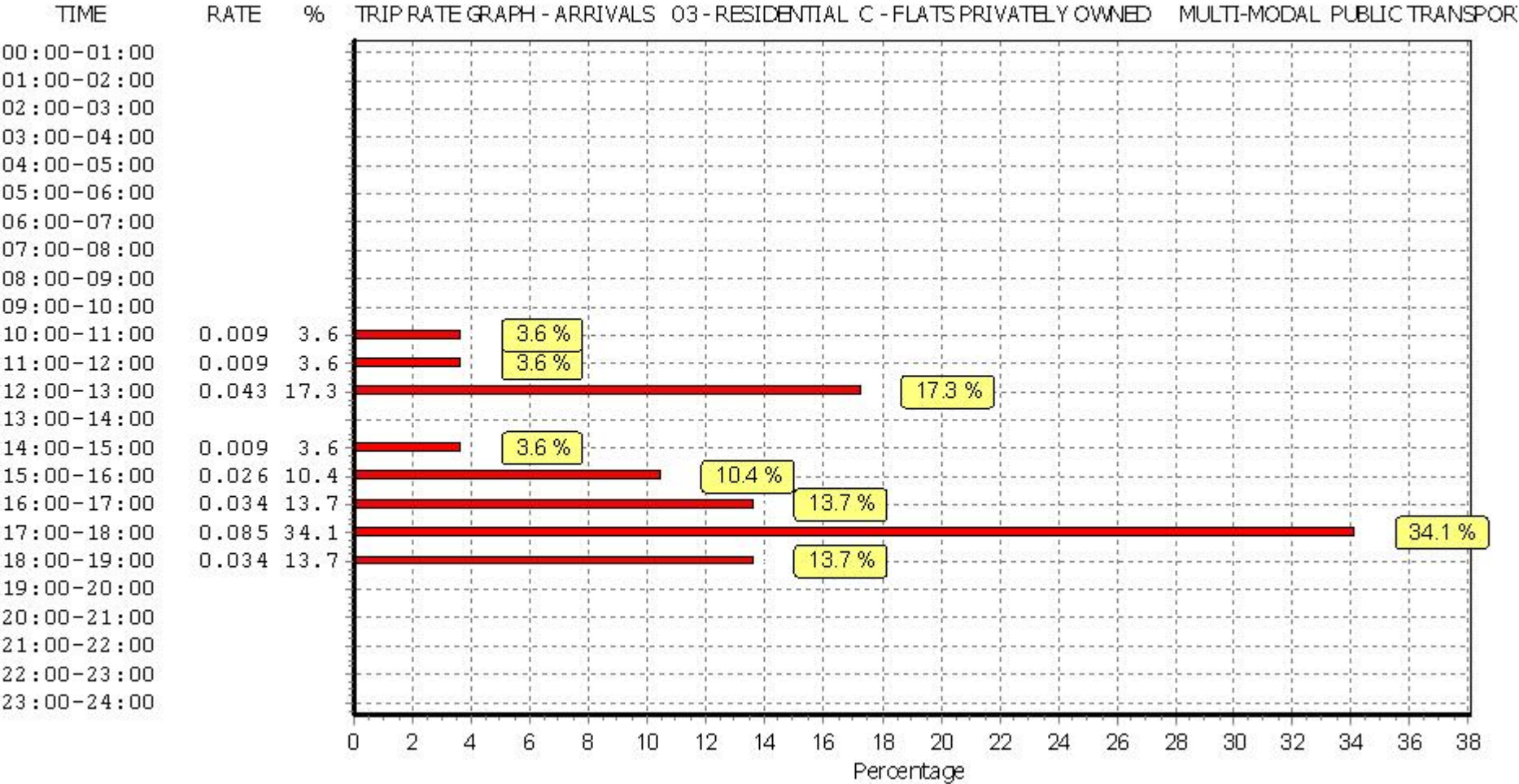
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

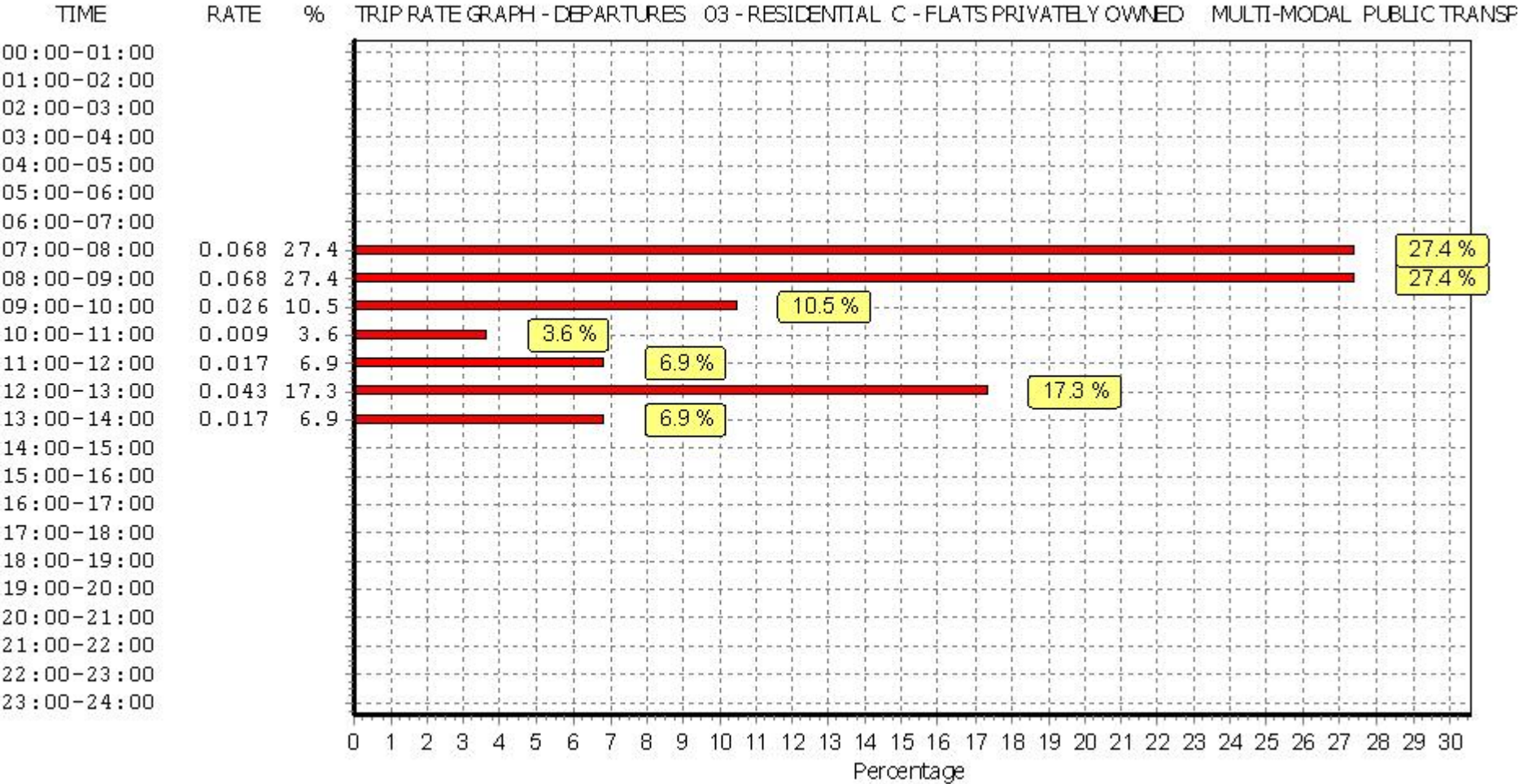
| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | 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 | 4        | 29          | 0.000     | 4          | 29          | 0.068     | 4        | 29          | 0.068     |
| 08:00 - 09:00 | 4        | 29          | 0.000     | 4          | 29          | 0.068     | 4        | 29          | 0.068     |
| 09:00 - 10:00 | 4        | 29          | 0.000     | 4          | 29          | 0.026     | 4        | 29          | 0.026     |
| 10:00 - 11:00 | 4        | 29          | 0.009     | 4          | 29          | 0.009     | 4        | 29          | 0.018     |
| 11:00 - 12:00 | 4        | 29          | 0.009     | 4          | 29          | 0.017     | 4        | 29          | 0.026     |
| 12:00 - 13:00 | 4        | 29          | 0.043     | 4          | 29          | 0.043     | 4        | 29          | 0.086     |
| 13:00 - 14:00 | 4        | 29          | 0.000     | 4          | 29          | 0.017     | 4        | 29          | 0.017     |
| 14:00 - 15:00 | 4        | 29          | 0.009     | 4          | 29          | 0.000     | 4        | 29          | 0.009     |
| 15:00 - 16:00 | 4        | 29          | 0.026     | 4          | 29          | 0.000     | 4        | 29          | 0.026     |
| 16:00 - 17:00 | 4        | 29          | 0.034     | 4          | 29          | 0.000     | 4        | 29          | 0.034     |
| 17:00 - 18:00 | 4        | 29          | 0.085     | 4          | 29          | 0.000     | 4        | 29          | 0.085     |
| 18:00 - 19:00 | 4        | 29          | 0.034     | 4          | 29          | 0.000     | 4        | 29          | 0.034     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.249    |             |           | 0.248      |             |           | 0.497    |             |           |

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.

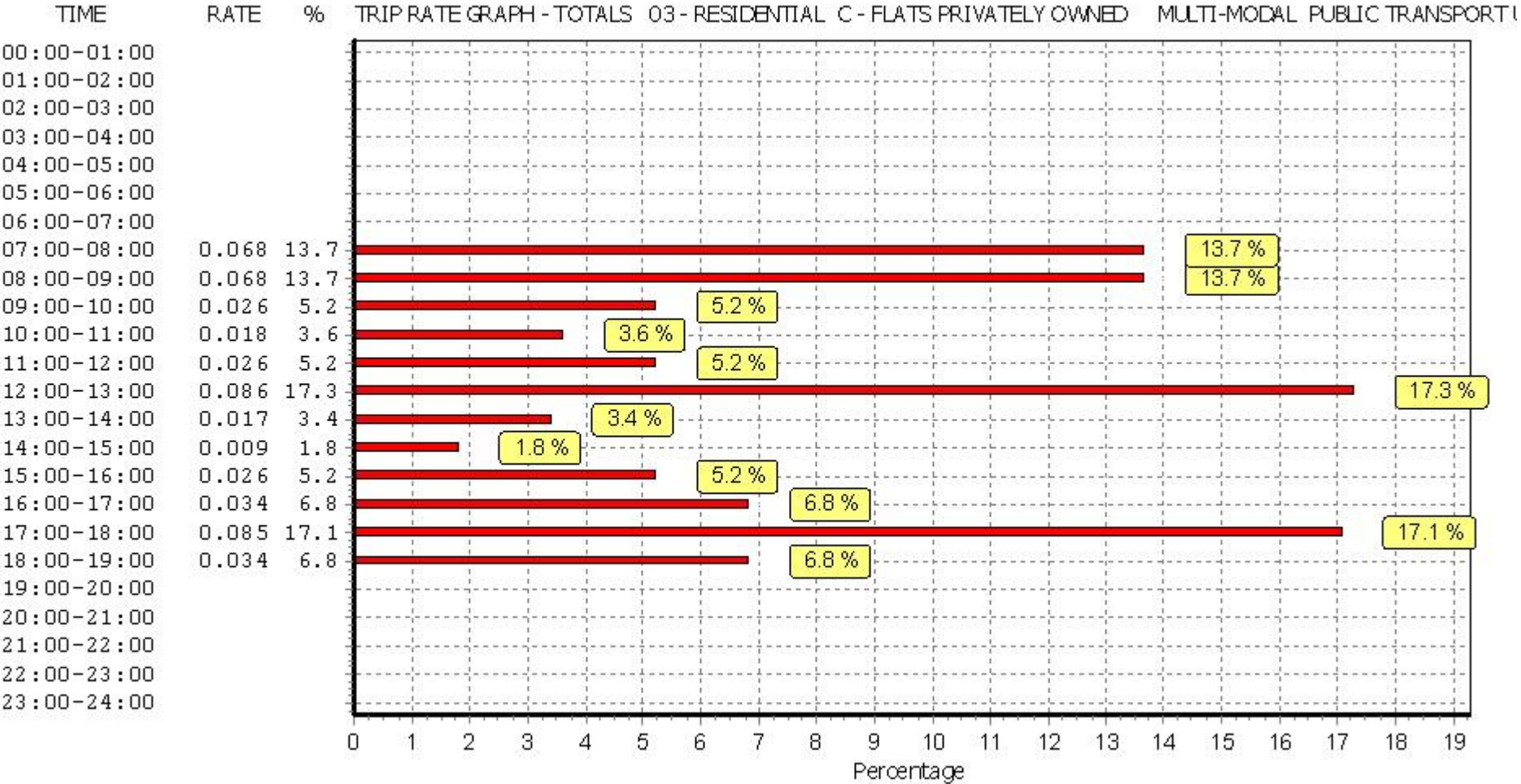
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



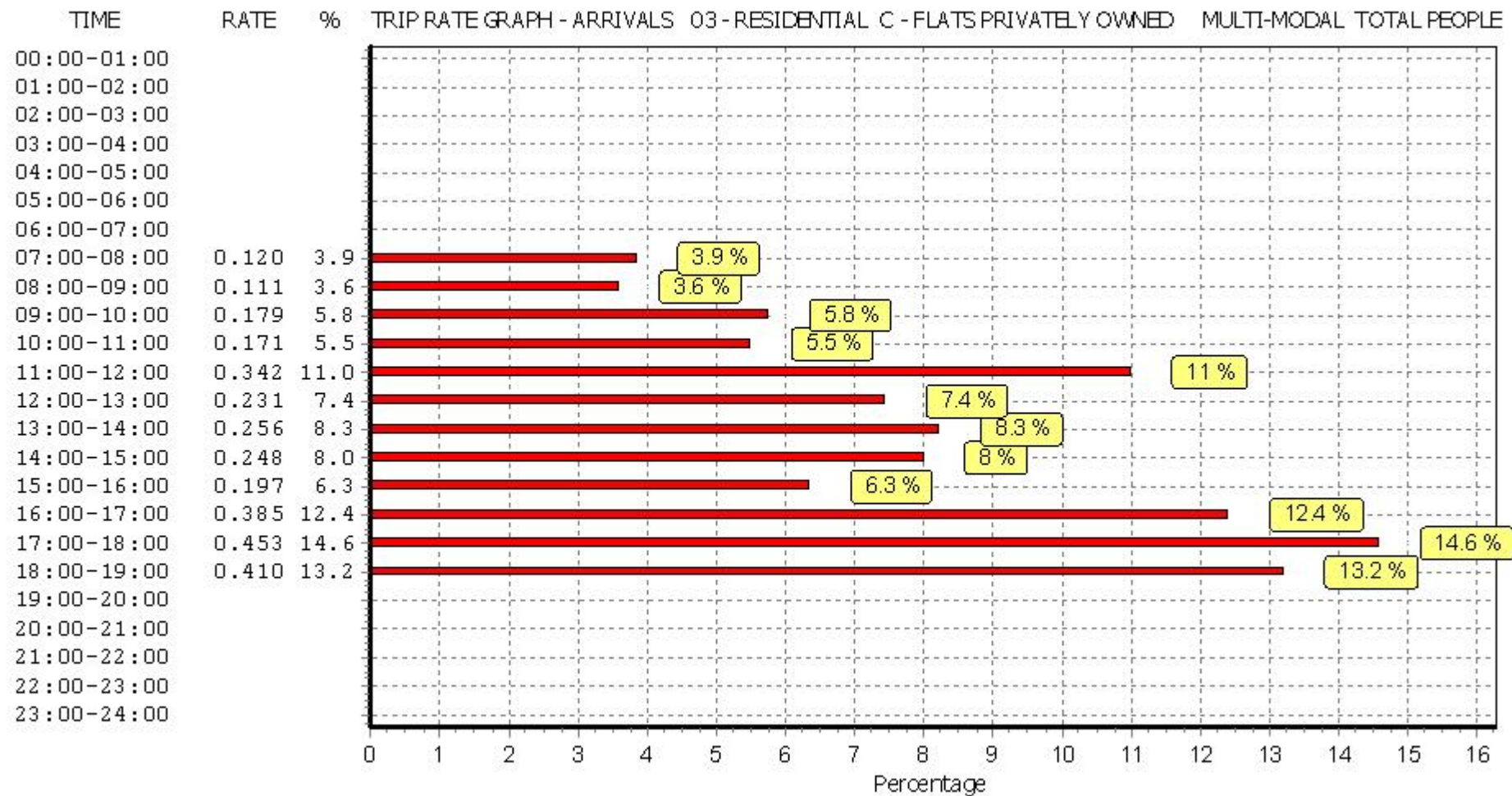
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

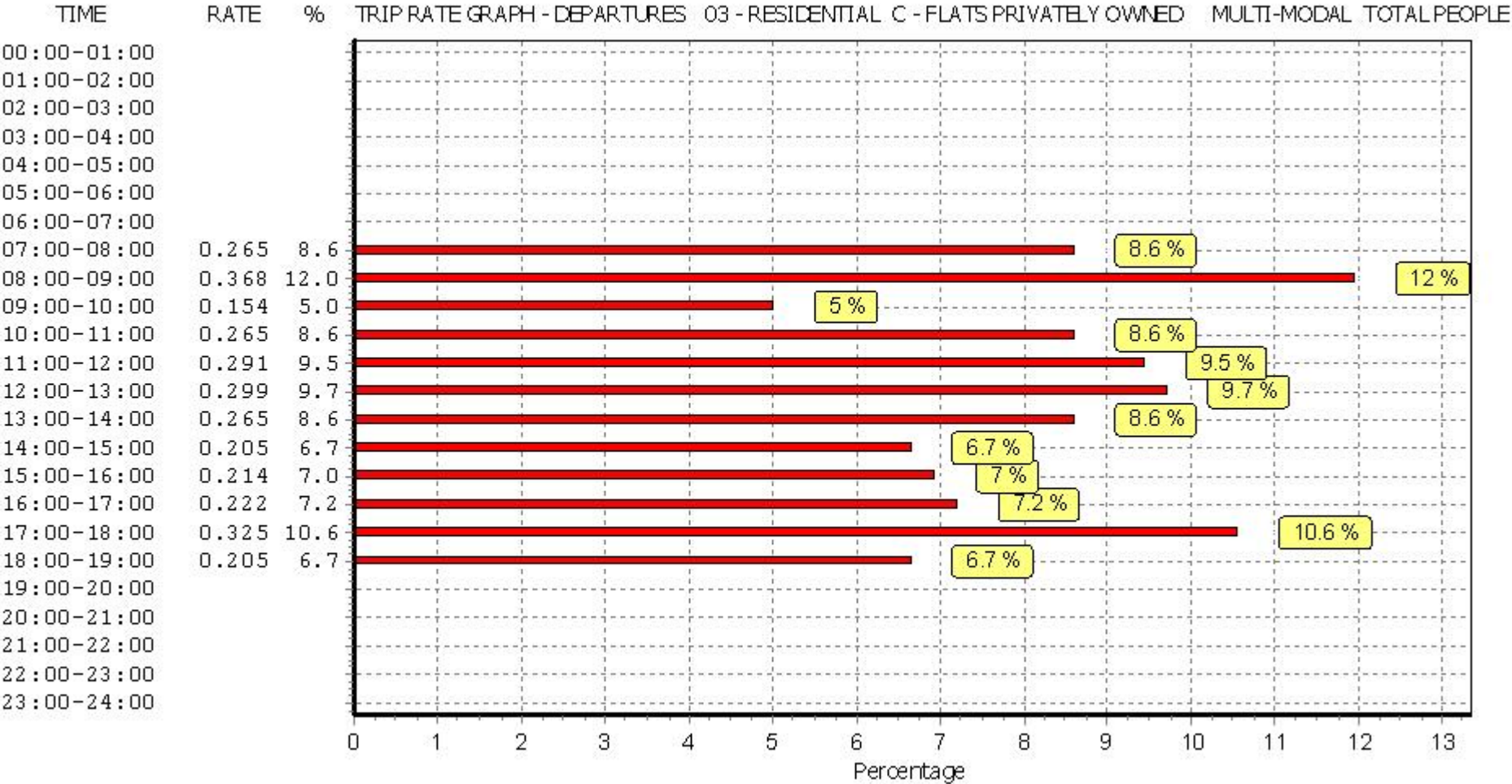
| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | 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 | 4        | 29          | 0.120     | 4          | 29          | 0.265     | 4        | 29          | 0.385     |
| 08:00 - 09:00 | 4        | 29          | 0.111     | 4          | 29          | 0.368     | 4        | 29          | 0.479     |
| 09:00 - 10:00 | 4        | 29          | 0.179     | 4          | 29          | 0.154     | 4        | 29          | 0.333     |
| 10:00 - 11:00 | 4        | 29          | 0.171     | 4          | 29          | 0.265     | 4        | 29          | 0.436     |
| 11:00 - 12:00 | 4        | 29          | 0.342     | 4          | 29          | 0.291     | 4        | 29          | 0.633     |
| 12:00 - 13:00 | 4        | 29          | 0.231     | 4          | 29          | 0.299     | 4        | 29          | 0.530     |
| 13:00 - 14:00 | 4        | 29          | 0.256     | 4          | 29          | 0.265     | 4        | 29          | 0.521     |
| 14:00 - 15:00 | 4        | 29          | 0.248     | 4          | 29          | 0.205     | 4        | 29          | 0.453     |
| 15:00 - 16:00 | 4        | 29          | 0.197     | 4          | 29          | 0.214     | 4        | 29          | 0.411     |
| 16:00 - 17:00 | 4        | 29          | 0.385     | 4          | 29          | 0.222     | 4        | 29          | 0.607     |
| 17:00 - 18:00 | 4        | 29          | 0.453     | 4          | 29          | 0.325     | 4        | 29          | 0.778     |
| 18:00 - 19:00 | 4        | 29          | 0.410     | 4          | 29          | 0.205     | 4        | 29          | 0.615     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 3.103    |             |           | 3.078      |             |           | 6.181    |             |           |

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.

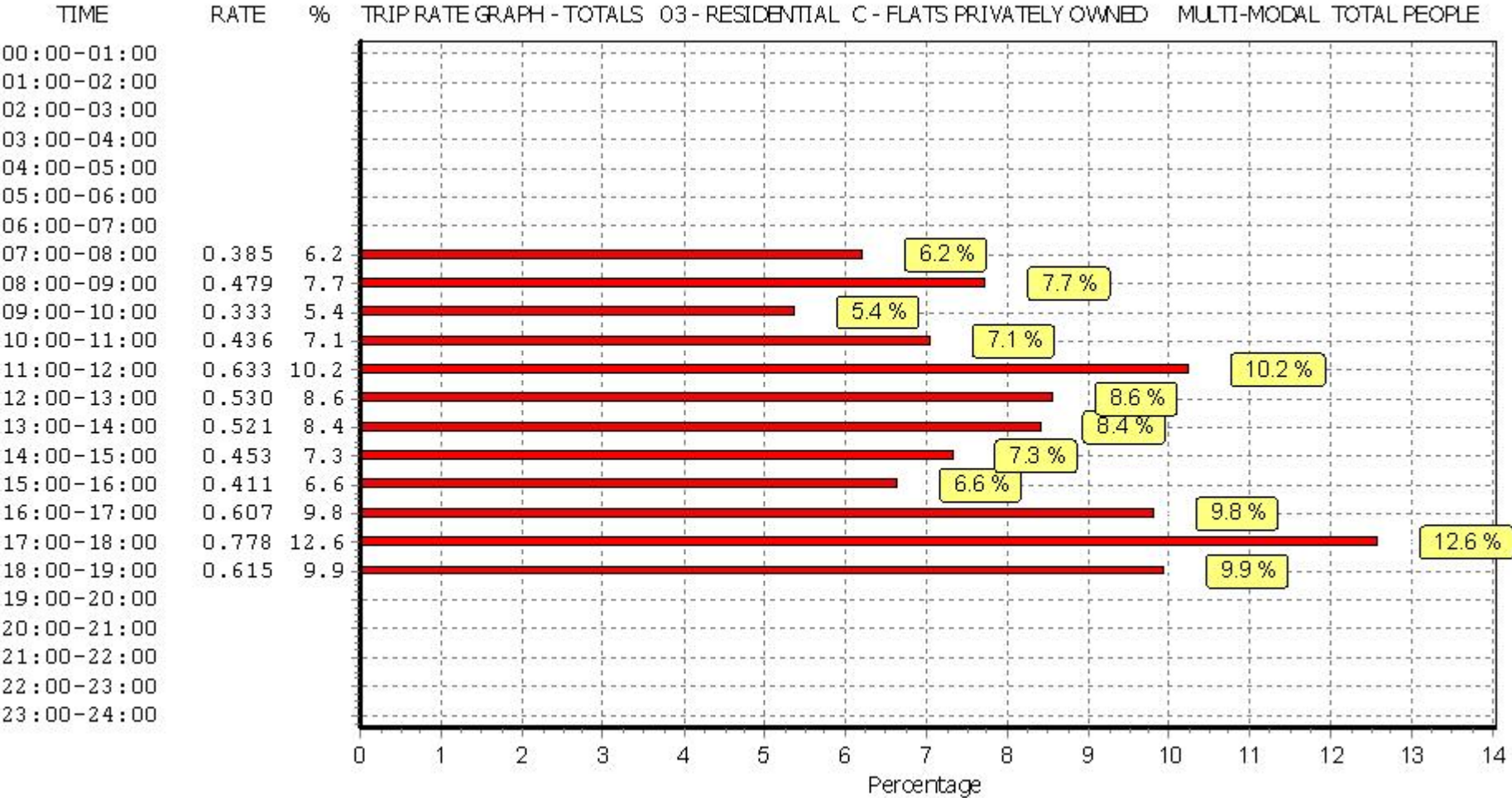
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.