



now part of



Sapphire Plaza, Reading

Transport Statement

On behalf of **Mapledurham Properties Limited**

Project Ref: 47258 | Rev: - | Date: December 2019

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1 Introduction

1.1 Introduction

- 1.1.1 Peter Brett Associates (PBA) has been commissioned by Mapledurham Properties Limited to provide a Transport Statement (TS) to support the planning application for the General Permitted Development (GPD) for Sapphire Plaza, Kennet Street, Reading, RG1 4TB
- 1.1.2 Sapphire Plaza is a 5-storey office building over a total of 4,460sqm with a further basement/undercroft car park level accommodating a total of 85 car parking spaces and bin stores.
- 1.1.3 The General Permitted Development (GPD) application seeks permission for 85 residential units. The proposed site layout is provided at **Appendix A**.

2 Sapphire Plaza

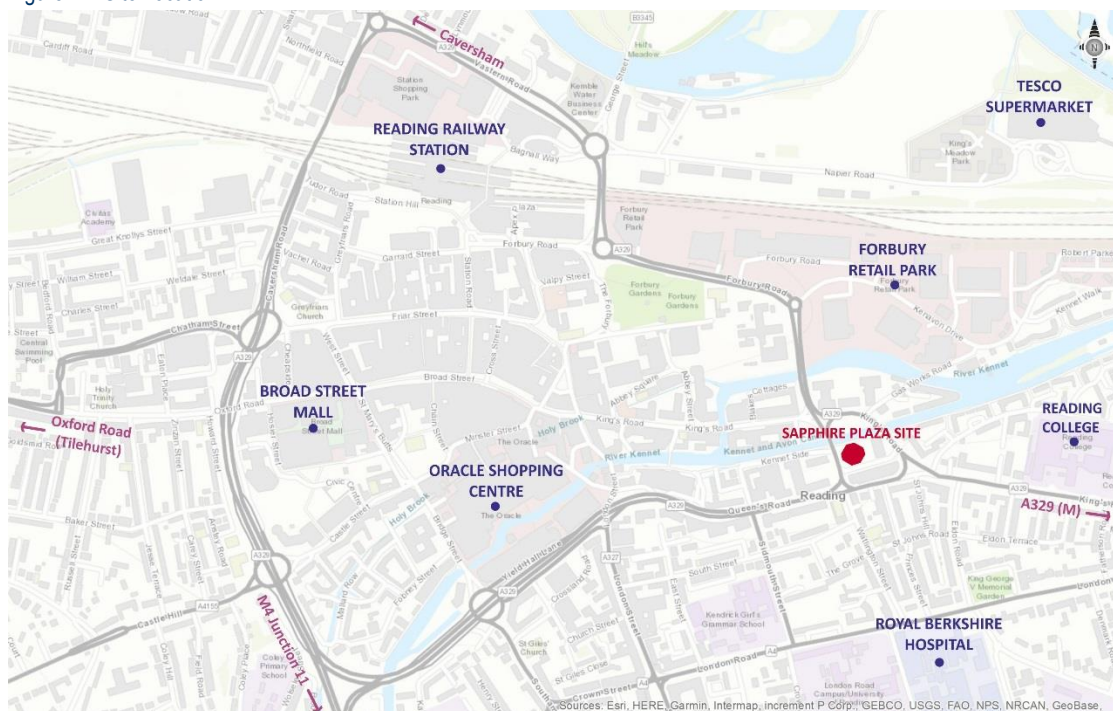
2.1 Introduction

2.1.1 This chapter describes the current uses of the Sapphire Plaza site and the surrounding areas.

2.2 Sapphire Plaza Site

2.2.1 The Sapphire Plaza fronts the River Kennet to the north, with Kennet Street running to the south and providing vehicular access to the site. Queen's Road lies to the west and provides the main pedestrian access. The site is located just to the southeast of Reading with a wide range of amenities and facilities. The site is approximately 650m southeast of The Oracle shopping centre and roughly a 12-minute walk to reading station which provides direct links to London, Swindon and Oxford. The site's location in a local context can be seen in **Figure 2-1**.

Figure 2-1 Site Location



2.3 Sapphire Plaza Current Land Use

- 2.3.1 The building comprises of a waterside self-contained office (4,460sqm) arranged over basement, ground and four upper floors.
- 2.3.2 The primary pedestrian access into the existing site is provided directly from Watlington Street on the western boundary. There is no direct access from the existing building to the riverside m, however theirs is an existing stepped access from Watlington Street to the River Kennet located towards the north-western corner of the site.
- 2.3.3 A single vehicle entrance into the site is located off Kennet Street to the south of the site. This access is shared with the residential block Royal Court located to the east of the site. Existing entry and exit barriers separate the parking provisions for Sapphire Plaza and Royal Court.

3 Development Proposals

3.1 Overview

- 3.1.1 This chapter sets out the proposed redevelopment of Sapphire Plaza, Reading. The proposed site layout is provided at **Appendix A** and should be reviewed in conjunction with reading this chapter.

3.2 Development Schedule

- 3.2.1 The development proposals for Sapphire Plaza are for the change of use of the building from Class B1(a) (offices) to Class C3 (houses) to comprise of 85 homes which are all studios. Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015. The GPD schedule is set out below in **Table 3-1**.

Table 3-1 Development Schedule

Unit Type	Ground Floor	1 st Floor	2 nd Floor	3 rd Floor	4 th Floor	Number of Units
Studio	19	18	19	19	10	85

3.3 Site Access

- 3.3.1 The primary pedestrian access into the building will be retained from Watlington Street.
- 3.3.2 The main vehicular access to the site from Kennet Street will be retained and provide access for cycles, cars, and servicing and deliveries vehicles.

3.4 Cycle Parking

- 3.4.1 43 cycle parking spaces will be provided as part of the development in secure and sheltered space. The level of provision is in accordance with the standards set out in RBC's adopted Revised Parking Standards and Design (2011).
- 0.5 Spaces per studio / one / two bedroom unit: 0.5 x 85 Studios = 43 cycle spaces (22 stands)
- 3.4.2 The cycle parking spaces will be in the form of Sheffield stands located within the basement/undercroft level, which will be secure, covered and lit.

3.5 Car Parking Provision

- 3.5.1 RBC's Parking Strategy was adopted in October 2011, and contains residential parking standards, along with standards for cycle and motorcycle parking provision. The parking standards in Reading are based on RBC's zonal scheme, the site is located on the border between Zone 1 and Zone 2. The maximum car parking standards for the area in which Sapphire Plaza is located is summarised in **Table 3-2**. It should be noted that studios have been classed as a 1-2 bed type of unit for this assessment.

Table 3-2 Maximum Car Parking Standards, RBC

Unit Type	Zone 1 Car Parking Spaces per Unit	Zone 2 Car Parking Spaces per Unit
1-2 bed (incl studio)	0.5	1 and 1 per 10 units for visitors

- 3.5.2 Based on the Zone 2 standards, the site would need to provide 94 car parking spaces (85 allocated and 9 visitor) whereas under Zone 1 a maximum provision of 43 car parking spaces is allowed. The proposed site will provide a total of 69 car parking spaces.
- 3.5.3 The provision of parking falls between the allowed maximums of Zone 1 and Zone 2 standards. It is considered that this provision is adequate for the proposed development, due to the sustainable location with good accessibility options for walking, cycling and public transport.

3.6 Disabled Parking Provision

- 3.6.1 In line with RBC parking standards, all developments providing up to 200 spaces are required to provide 3 disabled spaces or 5% of total capacity, whichever is greater. In accordance with this, the development will provide a total of 4 disabled spaces

3.7 Electric Vehicle Parking

- 3.7.1 The provision of electric parking will be in accordance with the Reading Borough Local Plan adopted in November 2019, which states the following;
- *Communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."*
- 3.7.2 Therefore, a minimum of 7 car parking spaces will be required to be electric charging spaces

3.8 Refuse and Delivery

- 3.8.1 The current servicing and delivery arrangement of the site are to be retained for the proposed residential development. Deliveries carried out by light good vehicles will be carried out from within the proposed car park, with refuse servicing and larger deliveries undertaken from Kennet Street as per the current scenario. A dedicated refuse collection area is proposed to the south east corner of the site at the boundary with Kennet Street to aid the servicing of the site. RBC recommends the following provision of 1100L bins based on a weekly collection:
- Green Recycling at weekly collection: one 1100L bin per 10 flats
 - Black General waste at weekly collection: one 1100L bin per 10 flats
- 3.8.2 As shown from **Table 3-3**, based on the provision of 85 units, it is recommended that nine 1100L Black landfill bins and nine Green 1100L recycling bins are provided at the site for waste associated with residential units.

Table 3-3 Bin Provision

Number of Units	Bin Type	Collection	Number of 1100L Bins
85	General Waste	Weekly	9
	Recycling Waste	Weekly	9
Total	-	-	18

4 Access Options

4.1 Introduction

4.1.1 This chapter considers the existing site accessibility across all travel modes for Sapphire Plaza. 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 Sapphire Plaza, reducing the reliance on car travel.

4.2 Public Transport

Bus

4.2.1 The site is located on the outskirts of Reading Town Centre, with good Public Transport provision available in the vicinity of the site. The site is located approximately 500m away from the nearest bus stop providing a link into Reading Town Centre and approximately 650m from the nearest outbound bus stop. The journey time into the town centre is approximately 2 minutes and from there a wider range of services provide access to destinations further afield. The locations of the bus stops and their destinations are provided in **Table 4-1**.

4.2.2 There is a dedicated bus lane along Kings Road which provides access to the Huntleys and Palmers bus stop allowing for bus priority in both eastbound and westbound directions.

Table 4-1 Local Bus Services

Bus Stop	Bus Service	Destination	Weekday Peak Hour Frequency (per hour)	Weekend Frequency (per hour)
Huntley and Palmers (Stop 4 and 5)	4	Reading - Bracknell	2	2
	X4	Reading - Bracknell	2	2
	13	Reading – Bulmershe	2	2
	14	Reading – Bulmershe	2	2
	17	Tilehurst - Wokingham Road (Three Tuns)	8	8
	500	Reading – Winnersh Triangle P&R	4	4
	702	Reading – London Victoria	4 Services in the AM	4 Services in the AM
	850	Reading – High Wycombe	1	1
Eldon Road (Westbound)	4	Bracknell - Reading	2	2
	X4	Bracknell - Reading	2	2

Bus Stop	Bus Service	Destination	Weekday Peak Hour Frequency (per hour)	Weekend Frequency (per hour)
	13	Bulmershe - Reading	2	2
	14	Bulmershe - Reading	2	2
	17	Wokingham Road (Three Tuns) – Tilehurst	8	8
	702	London Victoria - Reading	4 Services in the PM	4 Services in the PM

Source: Traveline, December 2019

Rail

- 4.2.3 Reading railway station is located approximately 1km from the site which is a twelve-minute walk or a four-minute cycle northeast of the site and is operated by Great Western Railway. The station has 344 spaces for bicycle parking, a taxi rank and the 'Rail Air' coach service to Heathrow Airport. Key national rail services from Reading Station are provided in **Table 4-2** with the frequency and journey times.

Table 4-2 Key Direct Destinations from Reading Station

Destination	Services per hour		Journey Time (mins)
	Peak (07:00-08:00)	Off-Peak (12:00-13:00)	
Maidenhead	7	4	14
Slough	5	5-6	13-25
Basingstoke	3-4	3	22-30
Oxford	5-6	4	23
London Paddington	13-16	9	28- 59
London Waterloo	15	11	60- 82
Swindon	4	5	26-31
Southampton	2	2	50-80
Bath Spa	2	2	56
London Gatwick	8	5	61-110
Cardiff Central	2	2	98
Birmingham	2	2	95

Source: National Rail, December 2019

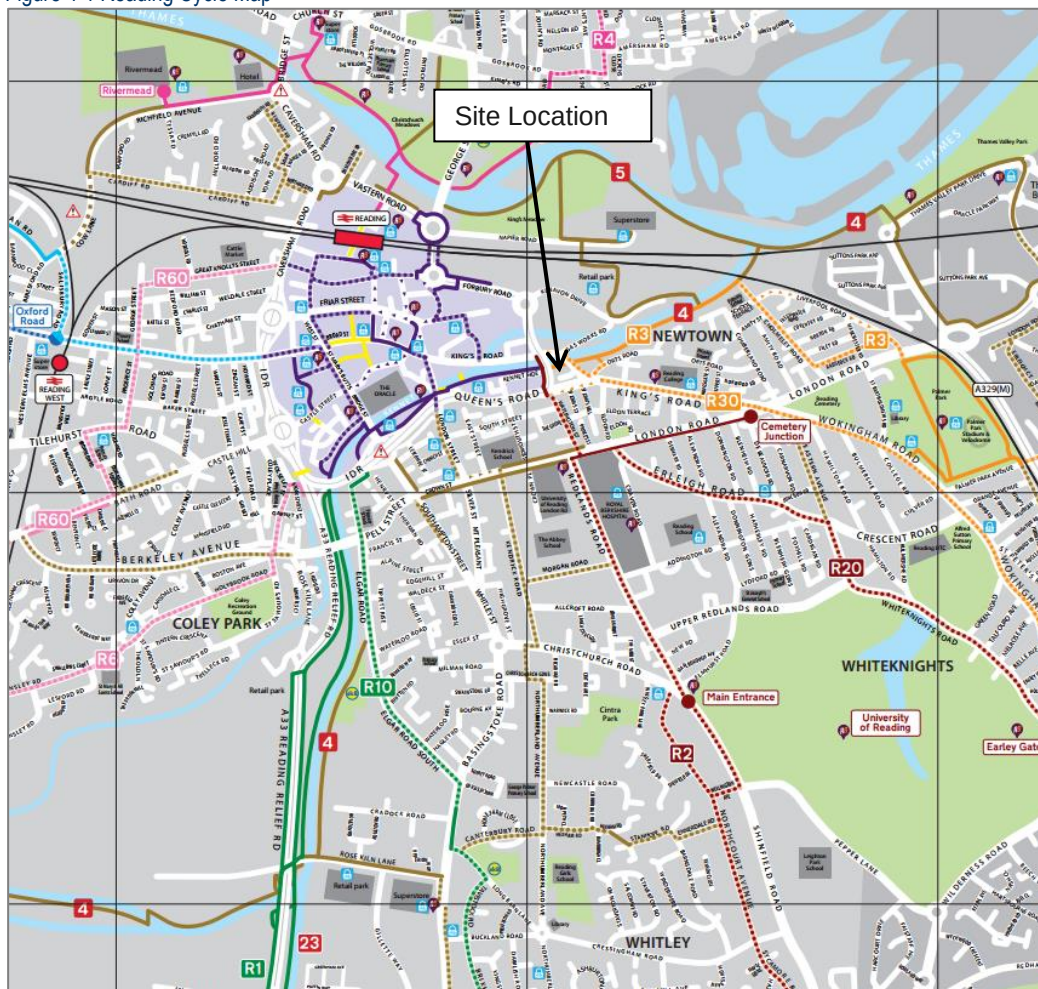
- 4.2.4 Reading station is an important interchange hub and is operated by network rail. The station benefits from extensive bus, walking and cycling connections.
- 4.2.5 In addition to these local key destinations, Reading Station offers a number of regional services to Bristol and South Wales on the Great Western Mainline, and 'Cross Country' services to Oxford, Birmingham, Manchester, Newcastle, as well as further destinations on the south coast of England.

- 4.2.6 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 All the surrounding streets have pedestrian access in the form of a designated footways on both sides of the highway. The site is located within a walking distance to a wide range of amenities and services.
- 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 12 minutes on foot and in 4 minutes via bicycle whilst the Oracle Shopping Centre is accessible in 7 minutes and 2 minutes respectively. A number of employment, retail and leisure opportunities are also located within similar reach, within the Town Centre.
- 4.3.3 Sapphire Plaza is within close proximity of routes within the National Cycle Network as illustrated on **Figure 4.1**. The site has direct access to routes R2, R20, R3 and R30. Route R3 heads out to Bulmershe and R30 towards Wokingham via the Wokingham Road. Furthermore R2 goes to Lower Earley via Shinfield Rise and R20 to Winnersh via Earley. Further NCN routes can be access via Reading Town Centre.

Figure 4-1 Reading Cycle Map



Source: RBC

- 4.3.4 Overall the site has excellent pedestrian and cycle links to key destinations and services in the vicinity of the site and further enhances the sustainability and suitability of the proposed redevelopment of Sapphire Plaza.

4.4 Private Car

Local Highway Network

- 4.4.1 Vehicular access to the site is provided from Kennet Street, which is accessed from King's Road at the eastern end. This part of King's Road forms part of the gyratory and is a one-way road at this point with a speed limit of 30mph which transitions into a 20mph zone upon entering Kennet Street.
- 4.4.2 Kennet Street is a one-way street and upon egress of the vehicular access drivers must turn right and then right at the junction with Queens Street on to the Queen's Street/King's Road gyratory.
- 4.4.3 The IDR links Reading town centre with the major corridors of A33, A329, A4 which provides access to the M4 at Junctions 10, 11 and 12.
- 4.4.4 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 a 4-minute walk away from Sapphire Plaza. 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.

Strategic Highway Network

- 4.4.5 The M4 J11 is located a 12-minute 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, along with the A34 from Newbury to Oxford.

4.5 Local Facilities and Amenities

- 4.5.1 Designated footways are provided on both sides of the highway surrounding the site. Additionally, parts of Broad Street, Union Street and Chain Street in the town centre are Pedestrian Zones. The site is therefore located within a good walking distance to a wide range of amenities and services located in the town centre. These include a variety of;
- Banks;
 - Post Office;
 - Restaurants and bars;
 - Take-away's;
 - Barbers and Hairdressers;
 - Food stores;
 - Shopping malls;
 - Car Parks,

- Parks; and
- A library.

Reading town centre also provides a wide range of employment opportunities for future residents of the site. Food Retail

- 4.5.2 Local convenience stores are accessible in the vicinity of the site with larger stores available via the short journey into the town centre. 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**. A public house is located within 300m south of the site.

Leisure and Recreation

- 4.5.3 A Vue cinema is located in the town centre and provides a good leisure activity, along with a wide range of shopping and dining opportunities. Additionally, Forbury gardens is within a nine-minute walk of the site and occasionally provides festivals and local activities within the grounds.
- 4.5.4 For larger recreational areas, Kings Meadow is situated a 13-minute walk to the north of the site provides large football pitches and a skatepark. An 11-minute cycle from the site can reach Christchurch Meadows which offers a large playing area with four outdoor tennis courts and has good connections to Caversham.

Education

- 4.5.5 There is a wide range of education facilities around the site within walking and cycling distance. Katesgrove Primary school is within a 15-minute walk from the site, similarly to the Abbey School which is 12-minutes' walk from the site. Reading School is a 13-minute walk south of the site. For further education, Reading College is within an 8-minute walk, additionally the University of Reading provides two campuses within the centre of Reading: London Road campus (7-minute walk) and Whiteknights campus (10-minute cycle).

Health and Medical

- 4.5.6 The closest GP surgery is Eldon Road Surgery located within a 4-minute walk from the site. Royal Berkshire Hospital is located a 5-minute walk to the south of the site and provide a wide range of NHS services including A&E and maternity departments.

5 Multi Modal Trip Generation

5.1 Introduction

- 5.1.1 This section of the transport statement sets out the methodology used to determine the proposed trip generation of the site as well as the predicted net difference based upon the existing office use and the proposed GPD of 85 residential units.

5.2 Existing Office Trip Generation

- 5.2.1 **Table 5-1** sets out the multi-modal trip generation for the existing 4,460 sqm office space at Sapphire Plaza extracted from the survey database TRICS to calculate the trip rate of the existing office building.

- 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 5,000 sqm

Table 5-1 Existing Multi-Modal Office Trip Rate

Office B1 Use	Trip Rates Per 100sqm GIA			Total People Trip Rate Per 4,460sqm GIA		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	3.03	0.17	3.20	135	8	143
PM Peak Hour (17:00 – 18:00)	0.14	2.56	2.70	6	114	120

* Note may not sum due to rounding.

- 5.2.2 The 2011 Census Method of Travel to Work (Workplace population) data was used to obtain the mode share for persons working within the Workplace Zones covering the site and adjacent areas to the north and west. **Table 5-2** shows the total mode share travelling to the MSOA 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 (Office)

Train	Bus	Taxi	Motor-cycle	Car	Car Passenger	Bicycle	On Foot
16%	17%	0%	1%	38%	4%	5%	18%

* Note may not sum due to rounding.

Table 5-3 Existing Office Person Trip Mode Share

Mode of travel	AM (08:00- 09:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	24	1	25	1	20	21
Cyclist	6	0	7	0	5	6
Bus	23	1	24	1	20	21
Rail	22	1	23	1	19	20
Car Driver	52	3	55	2	44	46
Car Passenger	5	0	6	0	5	5
Other	2	0	2	0	2	2
Total	135	8	142	6	114	120

* Note may not sum due to rounding.

5.3 Proposed Residential Trip Generation

5.3.1 The proposed residential development trip generation has been calculated based on surveys of comparable sites within the TRICS database. For the proposed trip rate proposals, the following parameters have been used in the selection of TRICS sites to calculate an estimated trip rate;

- Main Land Use: Private Residential
- Selected Areas: England (excluding Greater London)
- Location Types: Town Centre, Edge of Town Centre
- Selected Survey days: Monday – Friday
- Number of Dwellings: 6 - 94

5.3.2 A full TRICS report is presented in **Appendix C** and **Table 5-4** provides the total person trip rates and generation for the AM (08:00-09:00) and PM peak hours (17:00-18:00).

Table 5-4 Residential General Permitted Development Person Trip Rates

Residential C3 Use	Per dwelling			Trip Generation for 85 Units		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	0.12	0.49	0.61	10	42	52
PM Peak Hour (17:00 – 18:00)	0.40	0.24	0.64	34	20	54

* Note may not sum due to rounding.

5.3.3 The 2011 Census Travel to Work data was used to obtain the mode share for person trips travelling from Reading 011 MSOA which contains Reading town centre. **Table 5-5** shows the total mode share travelling from the MSOA 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 residential use (**Table 5-6**).

Table 5-5 MSOA Reading 011 Mode Share (Residential)

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 5-6 Residential 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	2	8	9	6	4	10
Cyclist	0	2	2	1	1	2
Bus	2	7	9	6	4	10
Rail	2	7	9	6	3	9
Car Driver	4	16	20	13	8	21
Car Passenger	0	2	2	1	1	2
Other	0	0	0	0	0	0
Total	10	41	51	34	20	54

* Note may not sum due to rounding.

5.4 Net Trip Impact

- 5.4.1 The above sections demonstrate that the proposed development is expected to generate lower multi-modal trips when compared to the existing office use.
- 5.4.2 The net difference between the multimodal results is summarised in **Table 5-7**.

Table 5-7 Net Difference of Office Use to Residential Use

Mode of travel	AM (8:00- 9:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	-22	6	-16	5	-16	-11
Cyclist	-6	1	-5	1	-5	-4
Bus	-21	6	-15	5	-16	-11
Rail	-20	6	-15	5	-15	-11
Car Driver	-48	13	-35	11	-36	-25
Car Passenger	-5	1	-4	1	-4	-3
Other	-2	0	-2	0	-2	-2
Total	-125	34	-91	27	-94	-66

* Note may not sum due to rounding.

- 5.4.3 The analysis above presents the net reduction in people trips to and from the site. Although there is a shift in trips with increasing AM departures and PM arrivals, overall there is a reduction of two-way trips across both AM and PM peak times.

6 Summary & Conclusions

6.1 Overview

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

- Confirming the likely impact of the proposed development at Sapphire Plaza 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

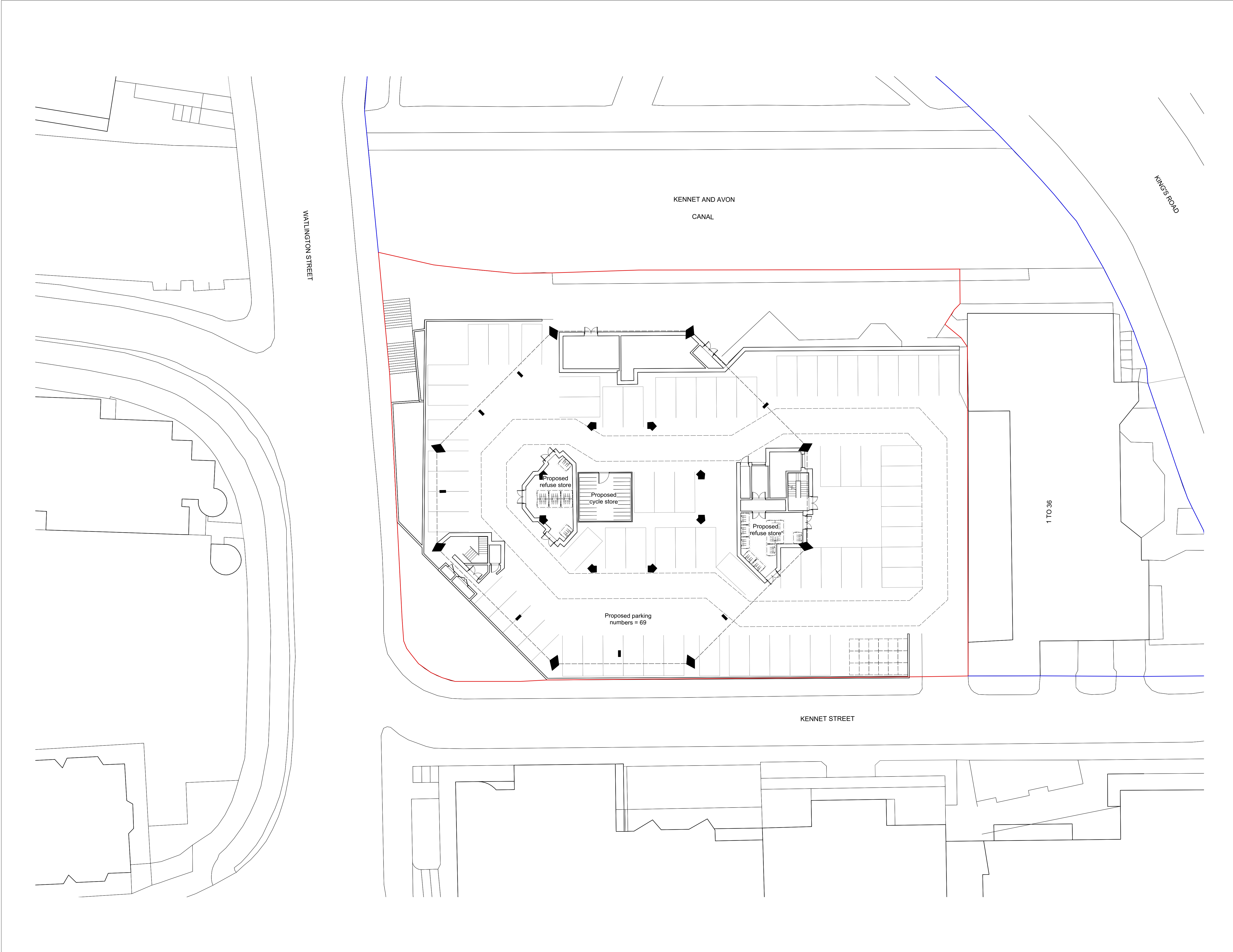
6.2.1 It is therefore considered that transport principles are clearly set out for RBC as to demonstrate the proposals would:

- 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) Provide cycle parking provision that reflects RBC standards; and
- d) Have a material net reduction in multi-modal trips in comparison to the consented position, with a reduction in single-occupancy vehicle traffic in peak periods, as well as across the day.

6.3 Recommendation

6.3.1 Based on the findings of this transport statement and conclusions set out above, it is recommended that the development proposals should be considered positively from a transport perspective with no material impact on the local highway network.

Appendix A Site Masterplan



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NOTES:

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Site area 3280m²

ACGARCHITECTS.CO.UK

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AYRE
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GAUNT

PROJECT

Sapphire Plaza
Watlington Street, Reading

DRAWING TITLE

Proposed Site Plan

REV	DATE	DESCRIPTION	TH
1	20/12/2019	Issued for PD	

REV.	VER.	APPROVED BY
P1	.00	OW

DRAWING NO.

project code - originator - volume - level - type - role - number
355-ACG-ZZ-00-DR-A-2002

SUITABILITY

code description
SO INITIAL STATUS

Appendix B Office TRICS Data

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
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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 VICARAGE LANE HAILSHAM	COUNCIL OFFICES	EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:	3640 sqm	
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL
2	ES-02-A-13 ROMAN ROAD HOVE	OFFICES	EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL
3	GM-02-A-07 MOSELEY STREET MANCHESTER	LAW OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
4	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
5	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES	GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2500 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	610 sqm	
	Survey date: WEDNESDAY	16/10/13	Survey Type: MANUAL
7	HF-02-A-04 STATION WAY ST ALBANS	OFFICES	HERTFORDSHIRE
	Edge of Town Centre Residential Zone 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 SANDLING ROAD MAIDSTONE	COUNCIL OFFICES		KENT
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	1500 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
9	KC-02-A-10 SANDLING ROAD MAIDSTONE	COUNCIL OFFICES		KENT
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2900 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
10	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	178 sqm		
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL	
11	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone			
	Total Gross floor area:	2090 sqm		
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL	
12	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES		WARWICKSHIRE
	Town Centre Built-Up Zone			
	Total Gross floor area:	960 sqm		
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

MULTI-MODAL 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									
Total Rates:			4.907			4.800			9.707

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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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									
Total Rates:			0.041			0.041			0.082

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									
Total Rates:			0.030			0.030			0.060

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									
Total Rates:			5.471			5.365			10.836

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									
Total Rates:			5.244			5.228			10.472

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									
Total Rates:			1.042			1.050			2.092

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL 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									
Total Rates:			1.079			1.063			2.142

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									
Total Rates:			2.118			2.110			4.228

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									
Total Rates:			12.967			12.830			25.797

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

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

Appendix C Residential TRICS Data

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-100 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-94 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 13/11/18
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	4
	Thursday	3
	Friday	1
Main Location Types selected	Town Centre	2
	Edge of Town Centre	6
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	1
	25,001 to 50,000	6
Population <5 Mile ranges selected	50,001 to 75,000	3
	75,001 to 100,000	1
	125,001 to 250,000	2
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	6
PTAL Rating	No PTAL Present	8

Calculation Reference: AUDIT-706706-191209-1238

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	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 94 (units:)
 Range Selected by User: 6 to 100 (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 13/11/18

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

Selected survey days:

Tuesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	8 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	6

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	3
Built-Up Zone	5

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

8 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

15,001 to 20,000

1 days

25,001 to 50,000

6 days

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

Population within 5 miles:

50,001 to 75,000

3 days

75,001 to 100,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

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

2 days

1.1 to 1.5

6 days

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

Travel Plan:

Yes

1 days

No

7 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

8 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BD-03-C-02	Site area:	0.68 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	62
Location:	LEIGHTON BUZZARD	Housing density:	312
Postcode:	LU7 4QX	Total Bedrooms:	124
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	70
Site(2):	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(3):	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(4):	EX-03-C-02	Site area:	0.37 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	94
Location:	SOUTHEND-ON-SEA	Housing density:	940
Postcode:	SS0 7QQ	Total Bedrooms:	94
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:	95
Site(5):	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(6):	HC-03-C-01	Site area:	0.54 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	90
Location:	PORTSMOUTH	Housing density:	321
Postcode:	PO1 3GG	Total Bedrooms:	189
Main Location Type:	Edge of Town Centre	Survey Date:	05/06/18
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	77
Site(7):	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
Site(8):	SF-03-C-01	Site area:	0.60 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	85
Location:	BURY ST EDMUNDS	Housing density:	354
Postcode:	IP32 6AR	Total Bedrooms:	135
Main Location Type:	Edge of Town Centre	Survey Date:	18/12/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	102

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.058	0.190	0.248
1700-1800	0.156	0.100	0.256

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	8	56	0.058	8	56	0.136	8	56	0.194
08:00 - 09:00	8	56	0.058	8	56	0.190	8	56	0.248
09:00 - 10:00	8	56	0.074	8	56	0.089	8	56	0.163
10:00 - 11:00	8	56	0.094	8	56	0.114	8	56	0.208
11:00 - 12:00	8	56	0.096	8	56	0.092	8	56	0.188
12:00 - 13:00	8	56	0.143	8	56	0.121	8	56	0.264
13:00 - 14:00	8	56	0.121	8	56	0.123	8	56	0.244
14:00 - 15:00	8	56	0.085	8	56	0.094	8	56	0.179
15:00 - 16:00	8	56	0.080	8	56	0.067	8	56	0.147
16:00 - 17:00	8	56	0.150	8	56	0.074	8	56	0.224
17:00 - 18:00	8	56	0.156	8	56	0.100	8	56	0.256
18:00 - 19:00	8	56	0.163	8	56	0.103	8	56	0.266
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.278			1.303			2.581

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.

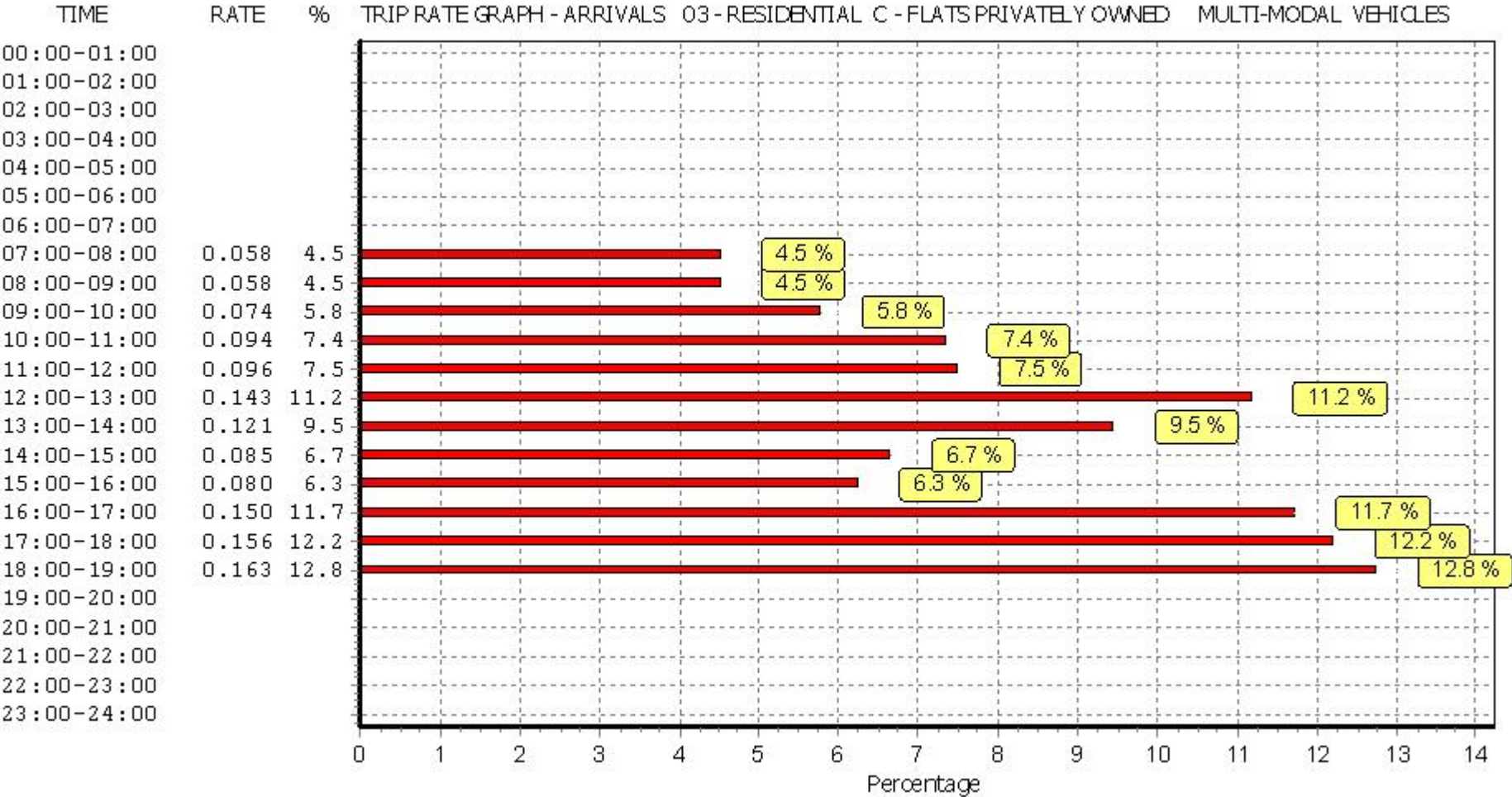
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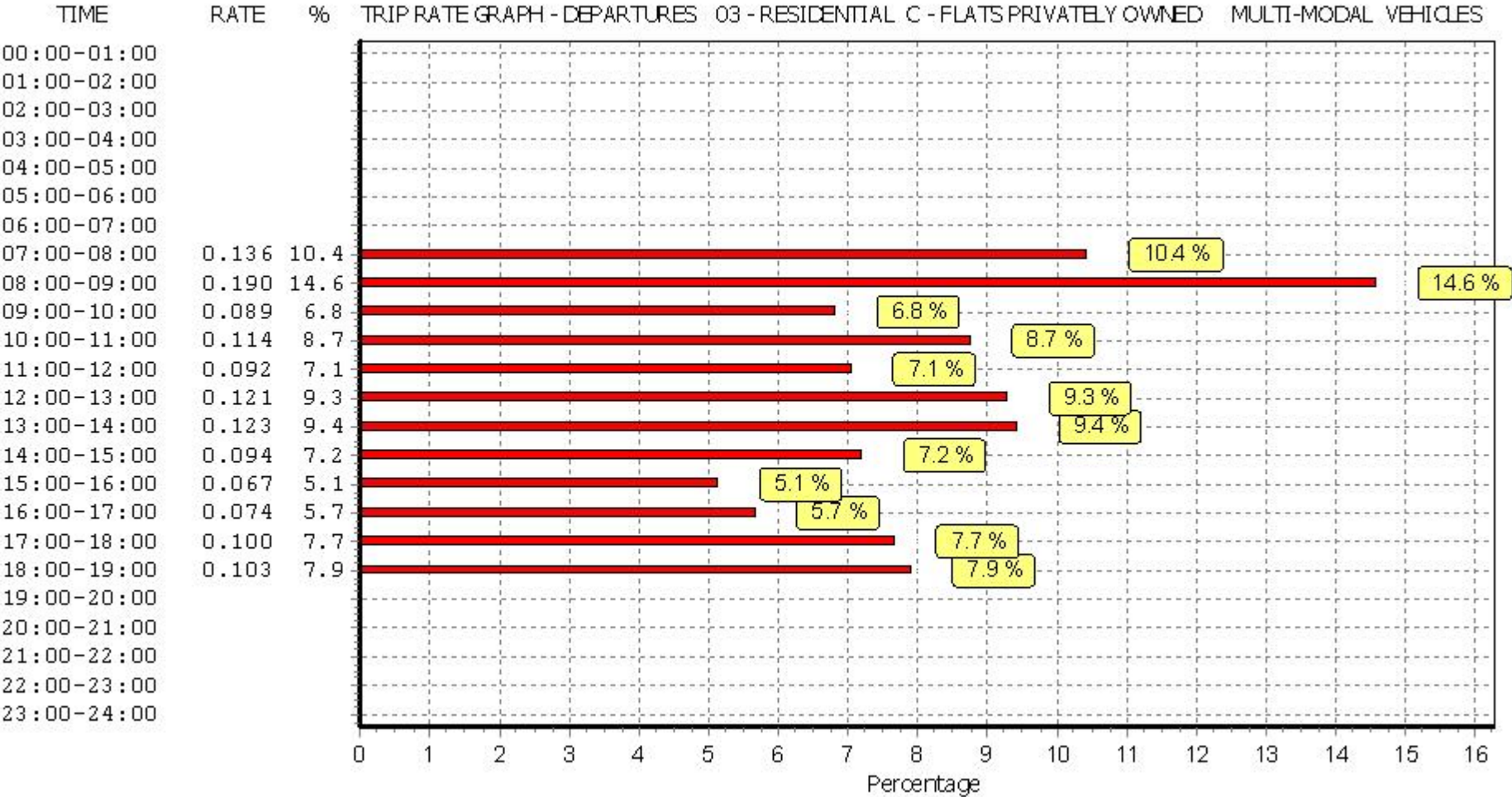
Parameter summary

Trip rate parameter range selected:	6 - 94 (units:)
Survey date range:	01/01/11 - 13/11/18
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

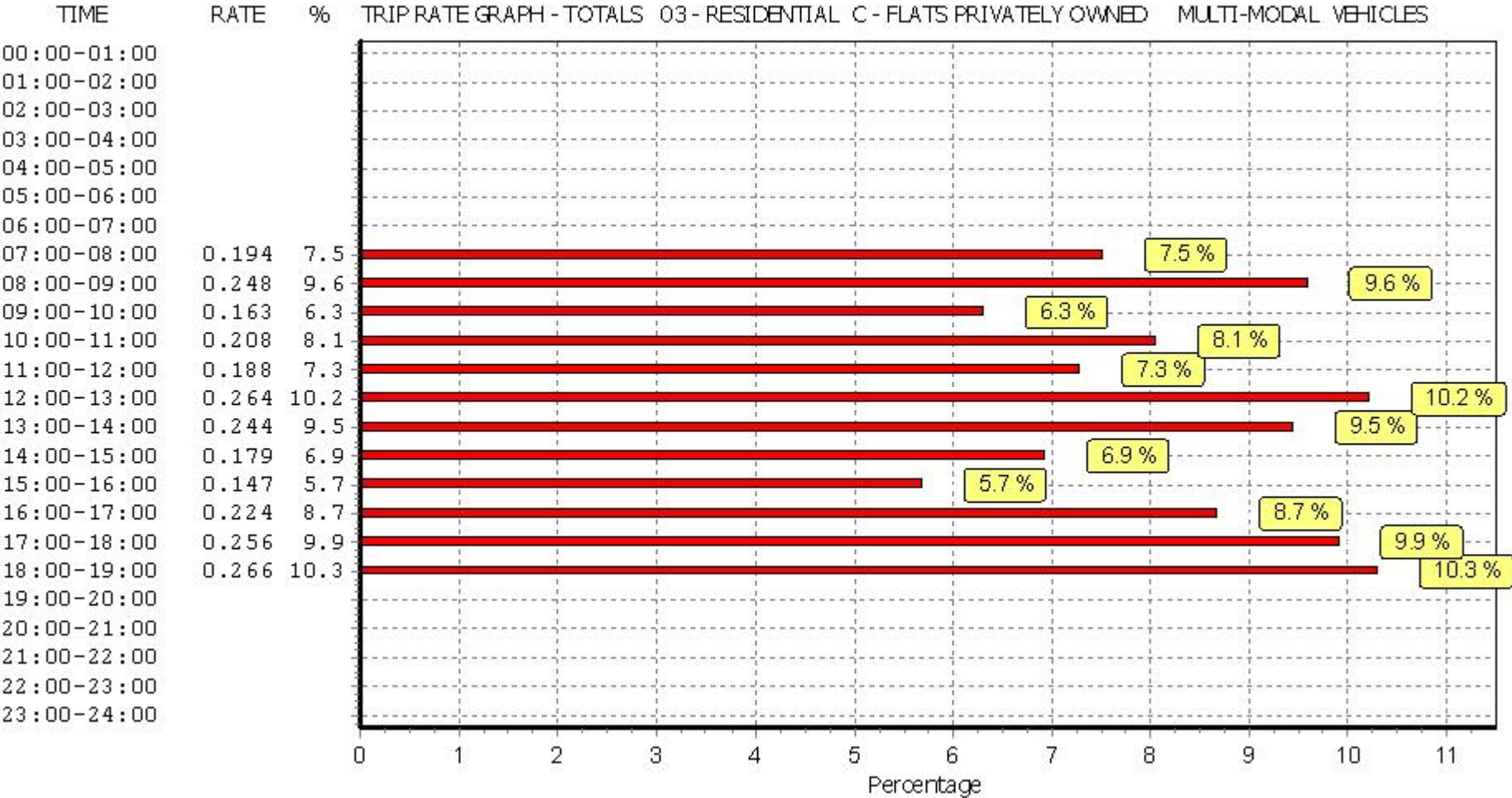
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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.



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

MULTI-MODAL TAXIS

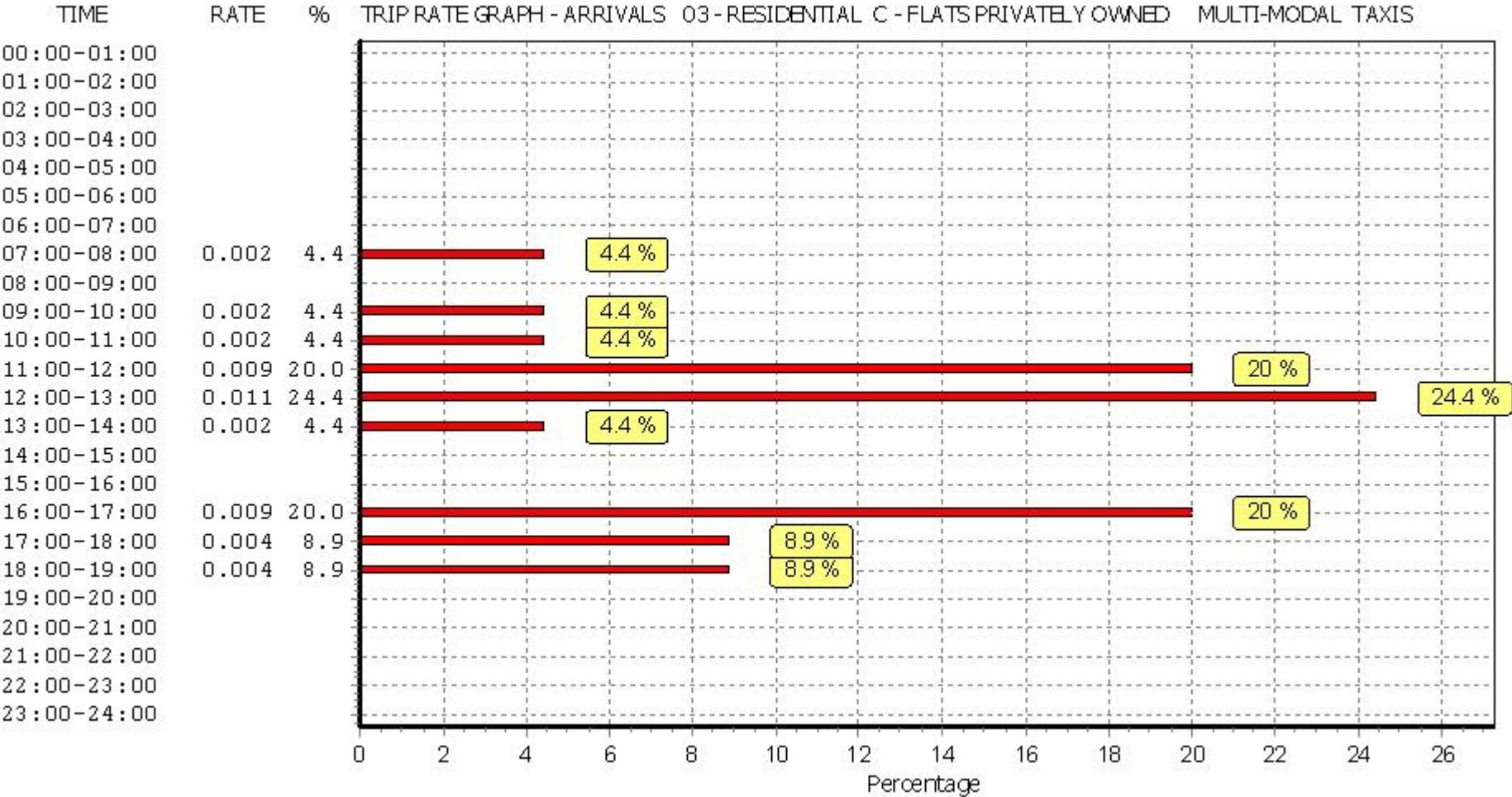
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

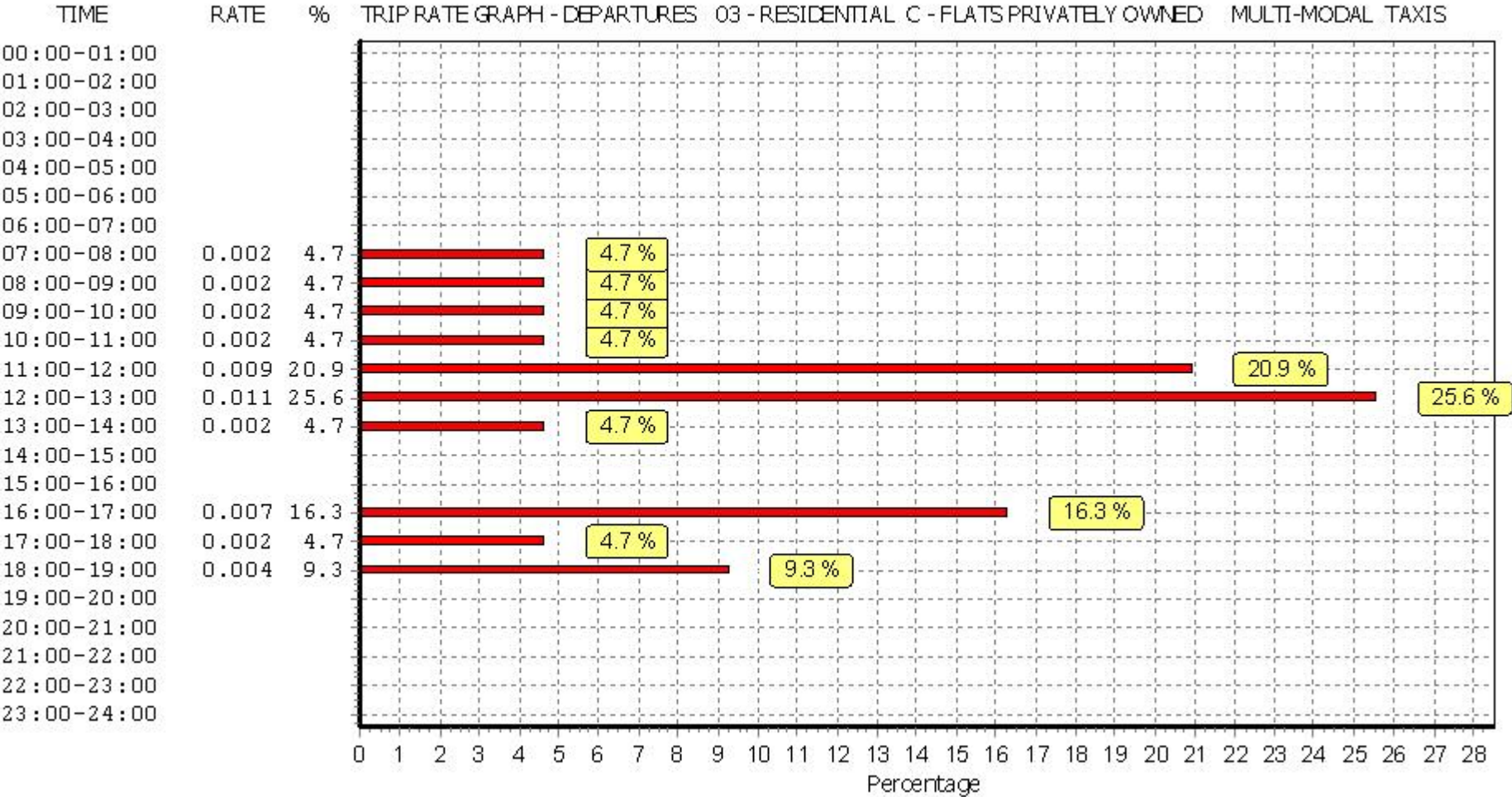
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.002	8	56	0.002	8	56	0.004
08:00 - 09:00	8	56	0.000	8	56	0.002	8	56	0.002
09:00 - 10:00	8	56	0.002	8	56	0.002	8	56	0.004
10:00 - 11:00	8	56	0.002	8	56	0.002	8	56	0.004
11:00 - 12:00	8	56	0.009	8	56	0.009	8	56	0.018
12:00 - 13:00	8	56	0.011	8	56	0.011	8	56	0.022
13:00 - 14:00	8	56	0.002	8	56	0.002	8	56	0.004
14:00 - 15:00	8	56	0.000	8	56	0.000	8	56	0.000
15:00 - 16:00	8	56	0.000	8	56	0.000	8	56	0.000
16:00 - 17:00	8	56	0.009	8	56	0.007	8	56	0.016
17:00 - 18:00	8	56	0.004	8	56	0.002	8	56	0.006
18:00 - 19:00	8	56	0.004	8	56	0.004	8	56	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.045			0.043			0.088		

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.

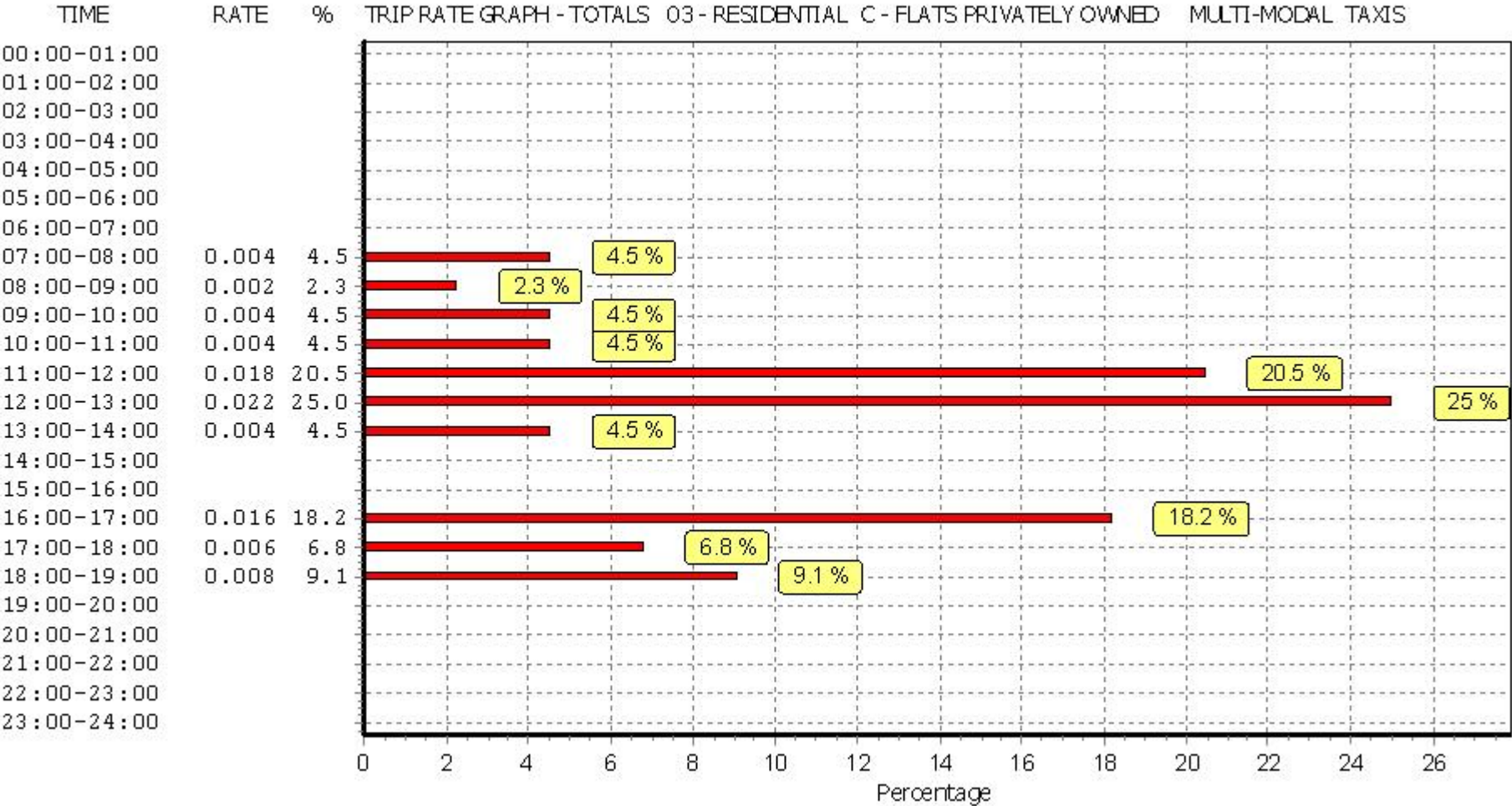
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

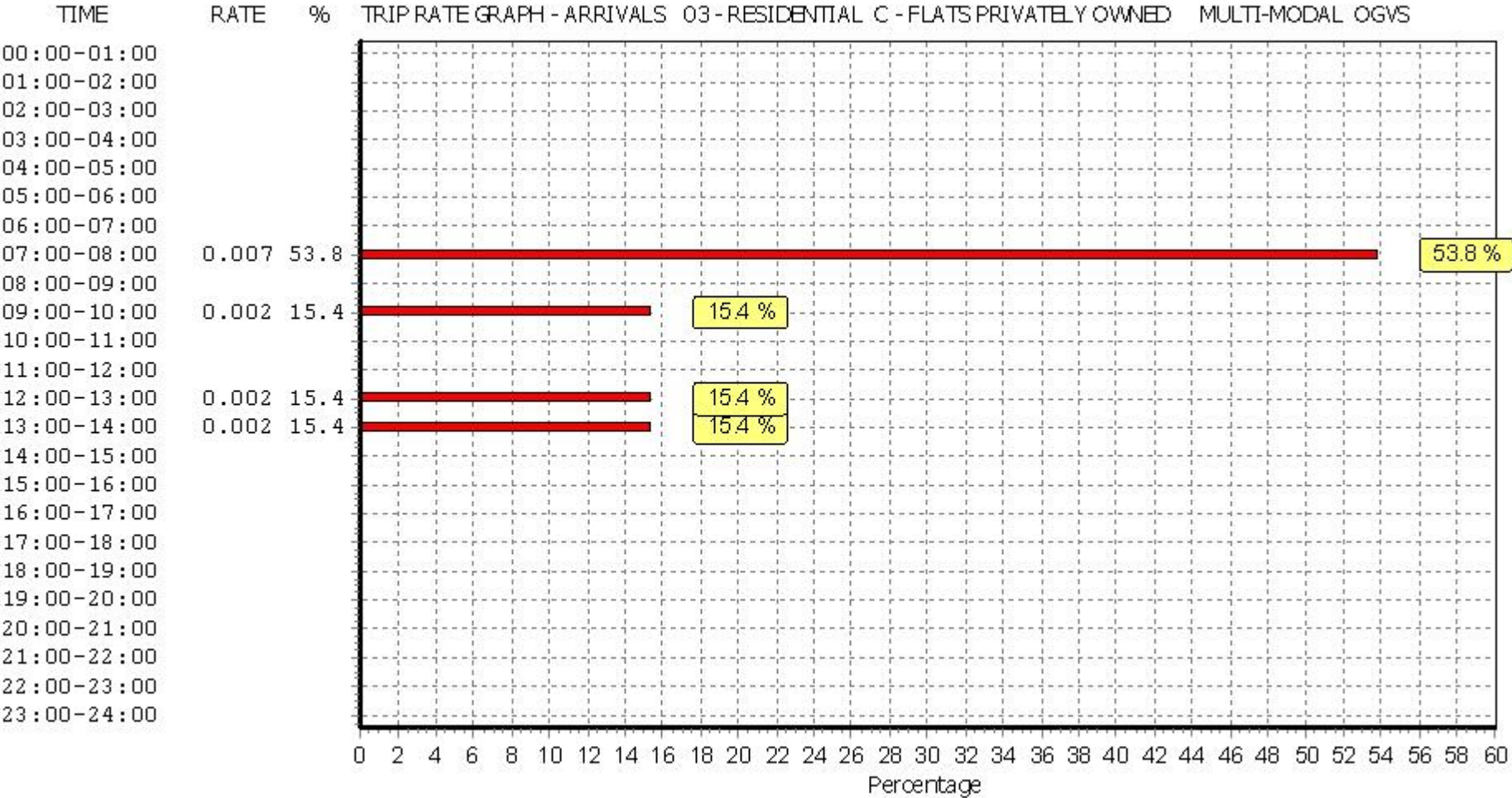
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

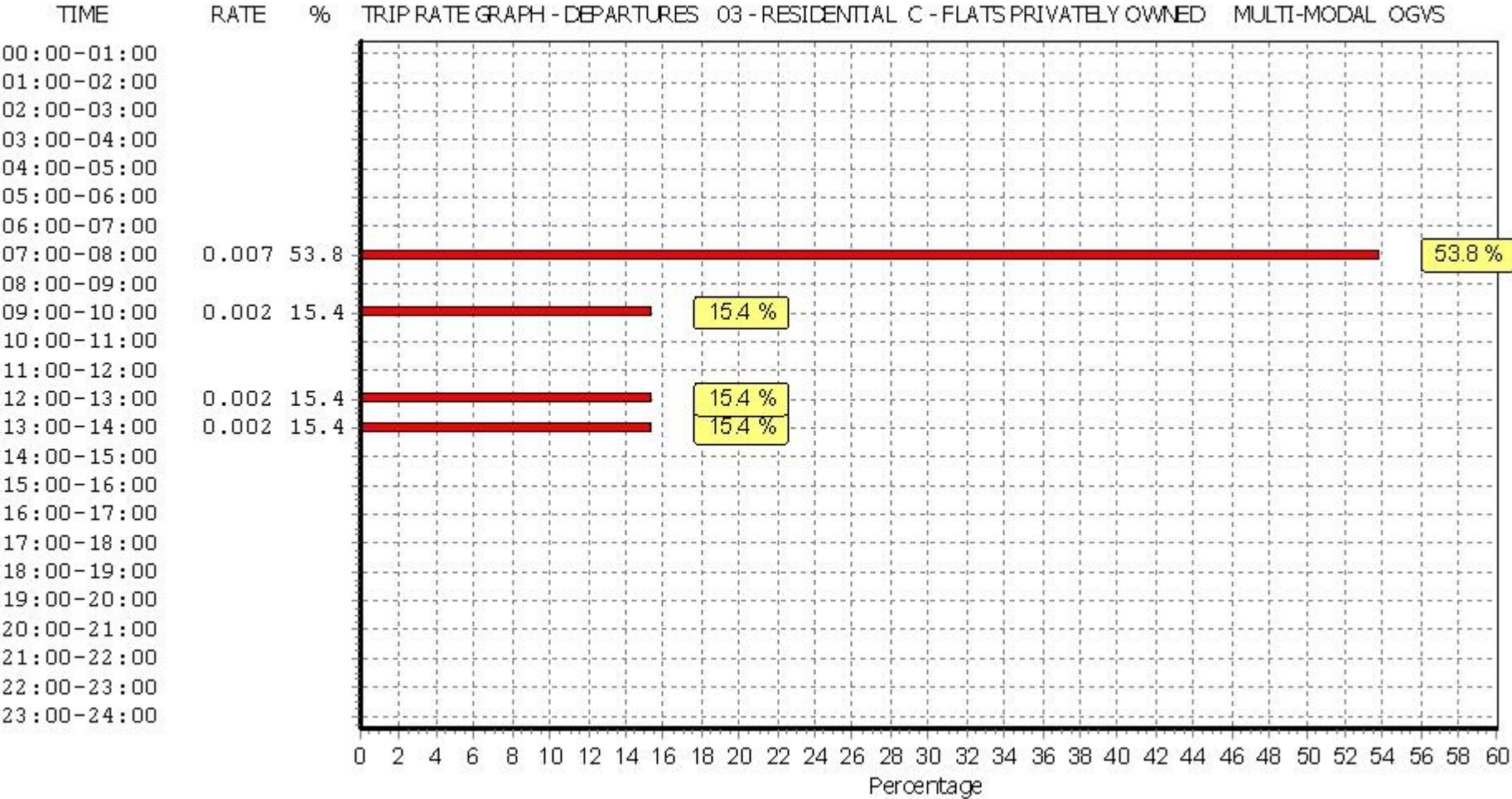
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.007	8	56	0.007	8	56	0.014
08:00 - 09:00	8	56	0.000	8	56	0.000	8	56	0.000
09:00 - 10:00	8	56	0.002	8	56	0.002	8	56	0.004
10:00 - 11:00	8	56	0.000	8	56	0.000	8	56	0.000
11:00 - 12:00	8	56	0.000	8	56	0.000	8	56	0.000
12:00 - 13:00	8	56	0.002	8	56	0.002	8	56	0.004
13:00 - 14:00	8	56	0.002	8	56	0.002	8	56	0.004
14:00 - 15:00	8	56	0.000	8	56	0.000	8	56	0.000
15:00 - 16:00	8	56	0.000	8	56	0.000	8	56	0.000
16:00 - 17:00	8	56	0.000	8	56	0.000	8	56	0.000
17:00 - 18:00	8	56	0.000	8	56	0.000	8	56	0.000
18:00 - 19:00	8	56	0.000	8	56	0.000	8	56	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.013			0.013			0.026		

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

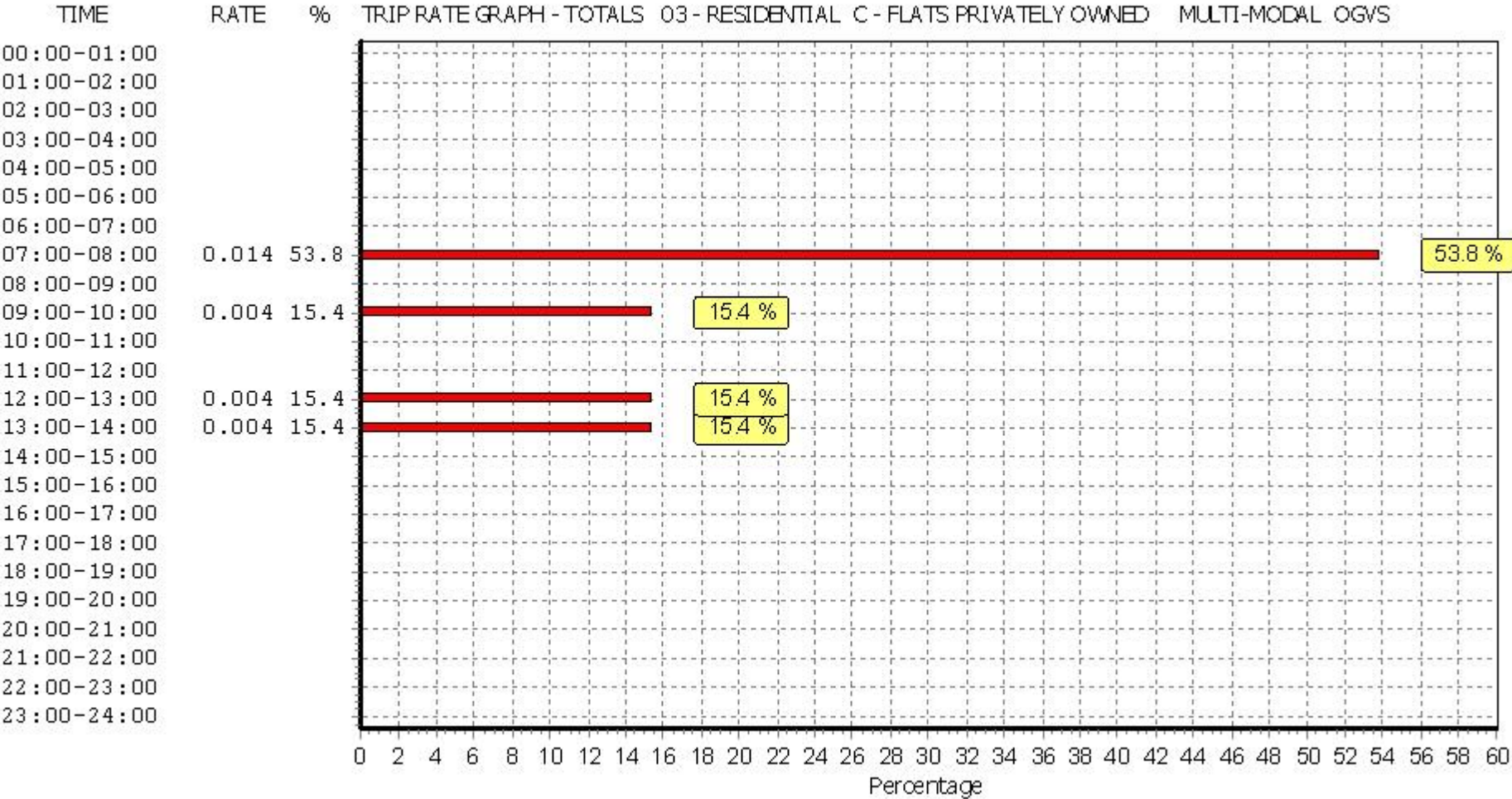
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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

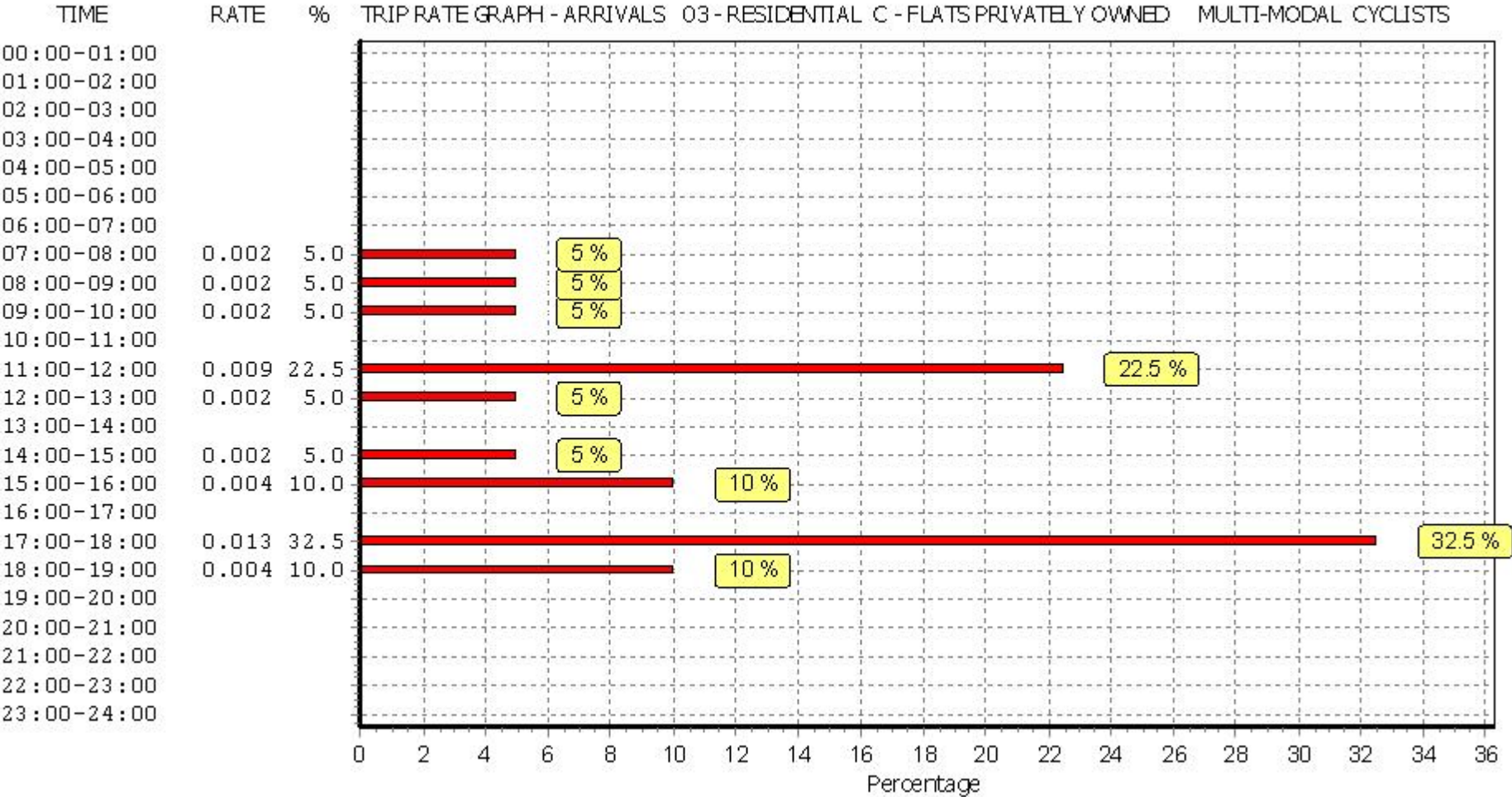
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

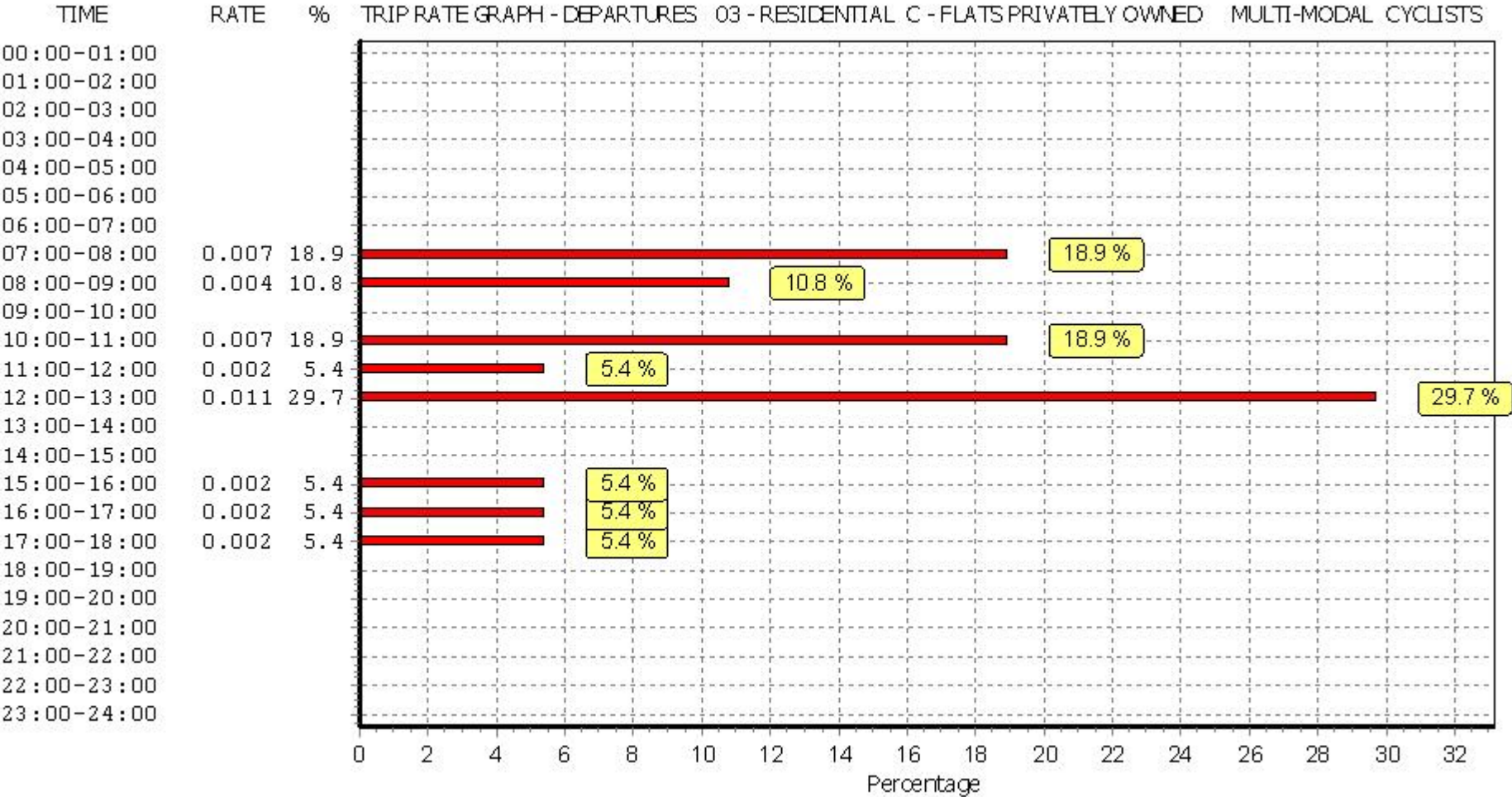
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.002	8	56	0.007	8	56	0.009
08:00 - 09:00	8	56	0.002	8	56	0.004	8	56	0.006
09:00 - 10:00	8	56	0.002	8	56	0.000	8	56	0.002
10:00 - 11:00	8	56	0.000	8	56	0.007	8	56	0.007
11:00 - 12:00	8	56	0.009	8	56	0.002	8	56	0.011
12:00 - 13:00	8	56	0.002	8	56	0.011	8	56	0.013
13:00 - 14:00	8	56	0.000	8	56	0.000	8	56	0.000
14:00 - 15:00	8	56	0.002	8	56	0.000	8	56	0.002
15:00 - 16:00	8	56	0.004	8	56	0.002	8	56	0.006
16:00 - 17:00	8	56	0.000	8	56	0.002	8	56	0.002
17:00 - 18:00	8	56	0.013	8	56	0.002	8	56	0.015
18:00 - 19:00	8	56	0.004	8	56	0.000	8	56	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.037			0.077

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.

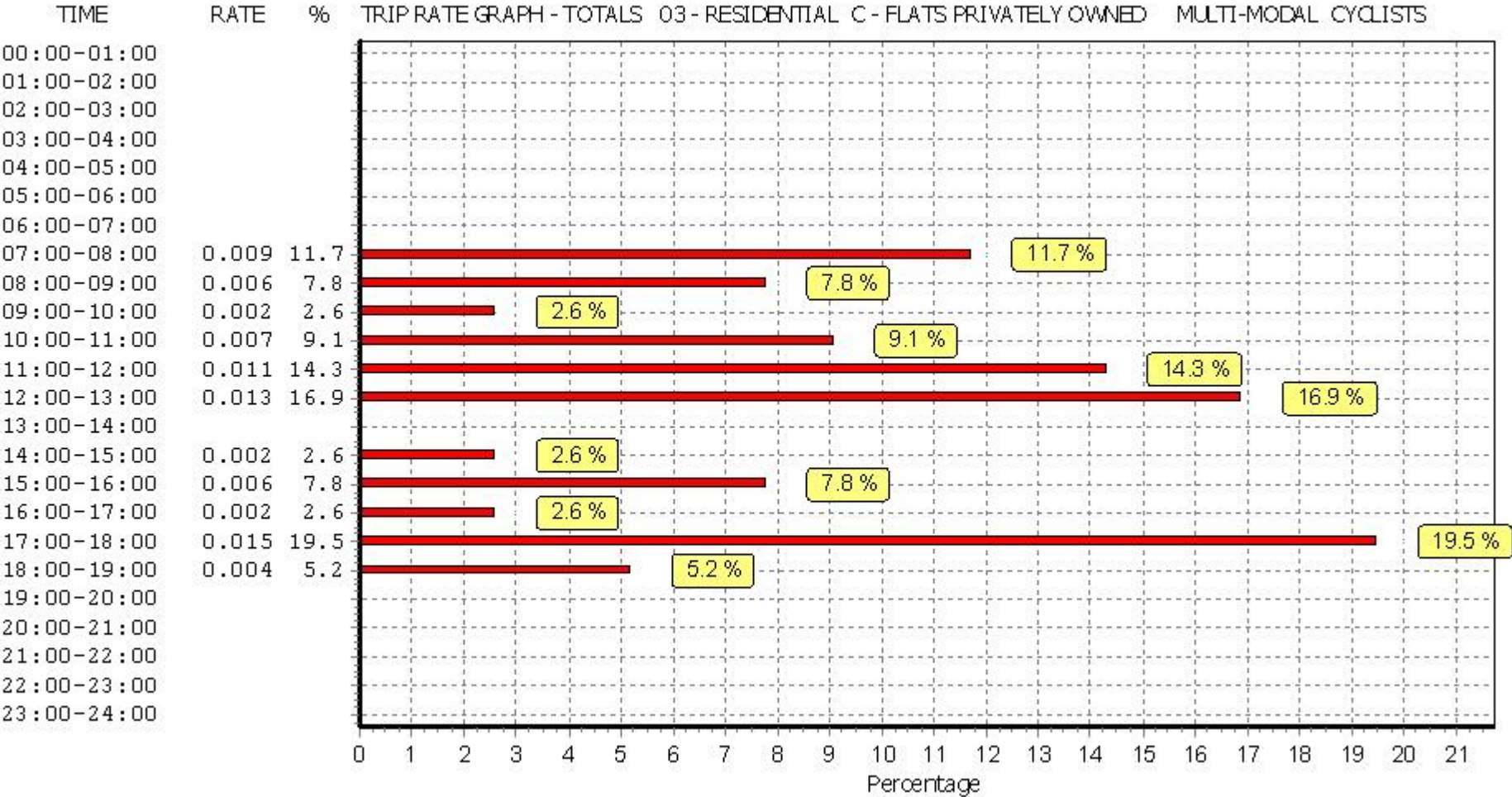
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

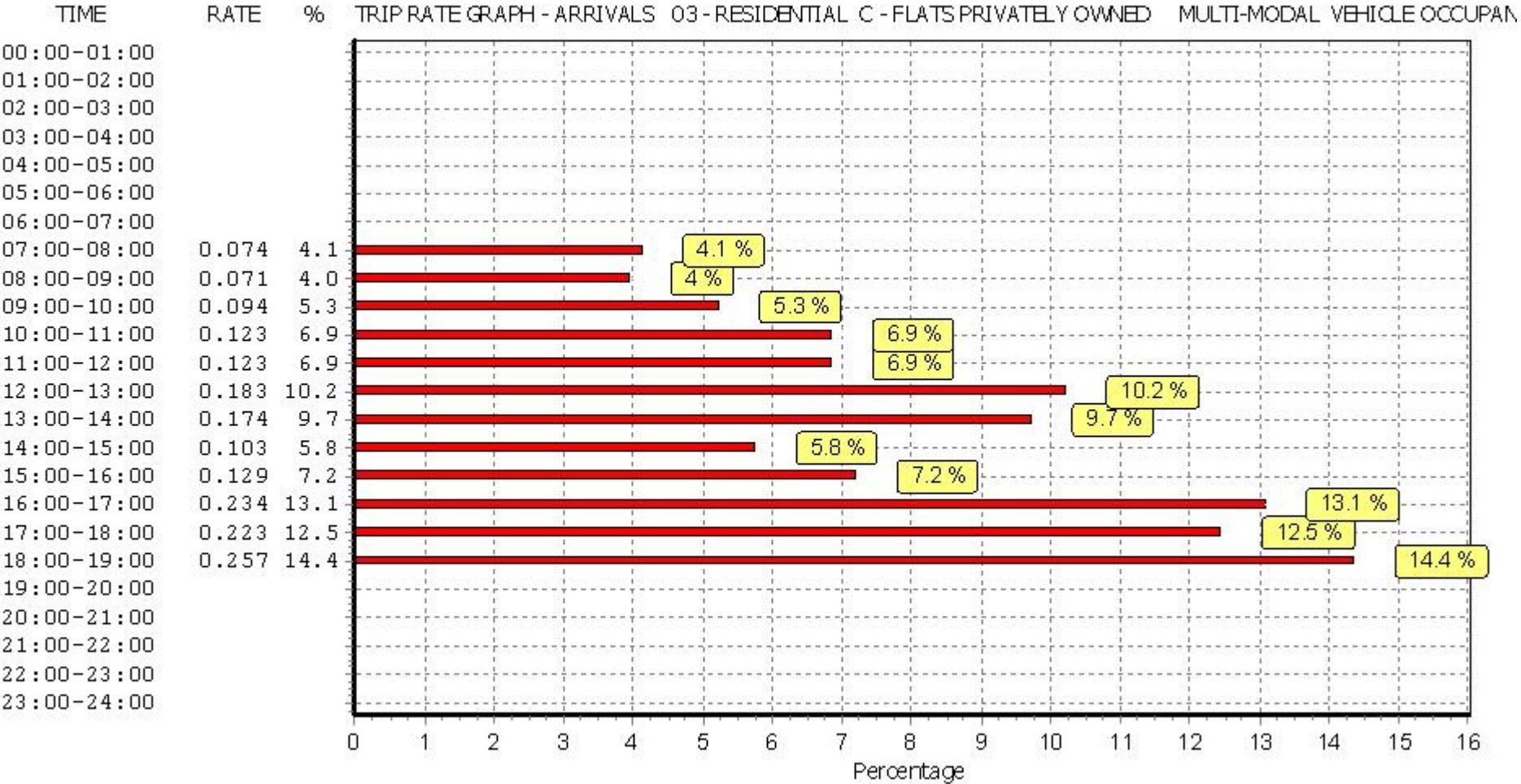
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

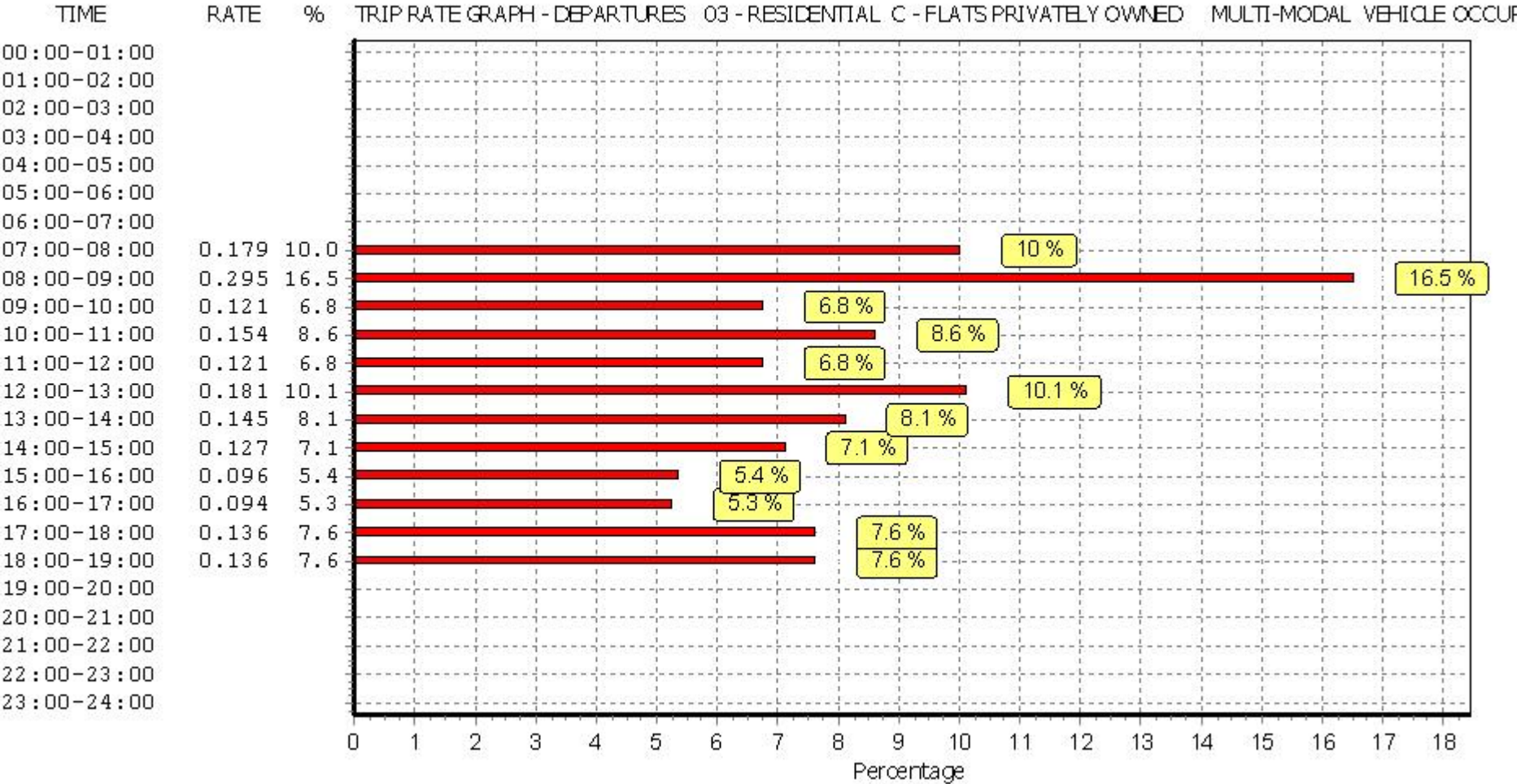
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.074	8	56	0.179	8	56	0.253
08:00 - 09:00	8	56	0.071	8	56	0.295	8	56	0.366
09:00 - 10:00	8	56	0.094	8	56	0.121	8	56	0.215
10:00 - 11:00	8	56	0.123	8	56	0.154	8	56	0.277
11:00 - 12:00	8	56	0.123	8	56	0.121	8	56	0.244
12:00 - 13:00	8	56	0.183	8	56	0.181	8	56	0.364
13:00 - 14:00	8	56	0.174	8	56	0.145	8	56	0.319
14:00 - 15:00	8	56	0.103	8	56	0.127	8	56	0.230
15:00 - 16:00	8	56	0.129	8	56	0.096	8	56	0.225
16:00 - 17:00	8	56	0.234	8	56	0.094	8	56	0.328
17:00 - 18:00	8	56	0.223	8	56	0.136	8	56	0.359
18:00 - 19:00	8	56	0.257	8	56	0.136	8	56	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.788			1.785			3.573

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.

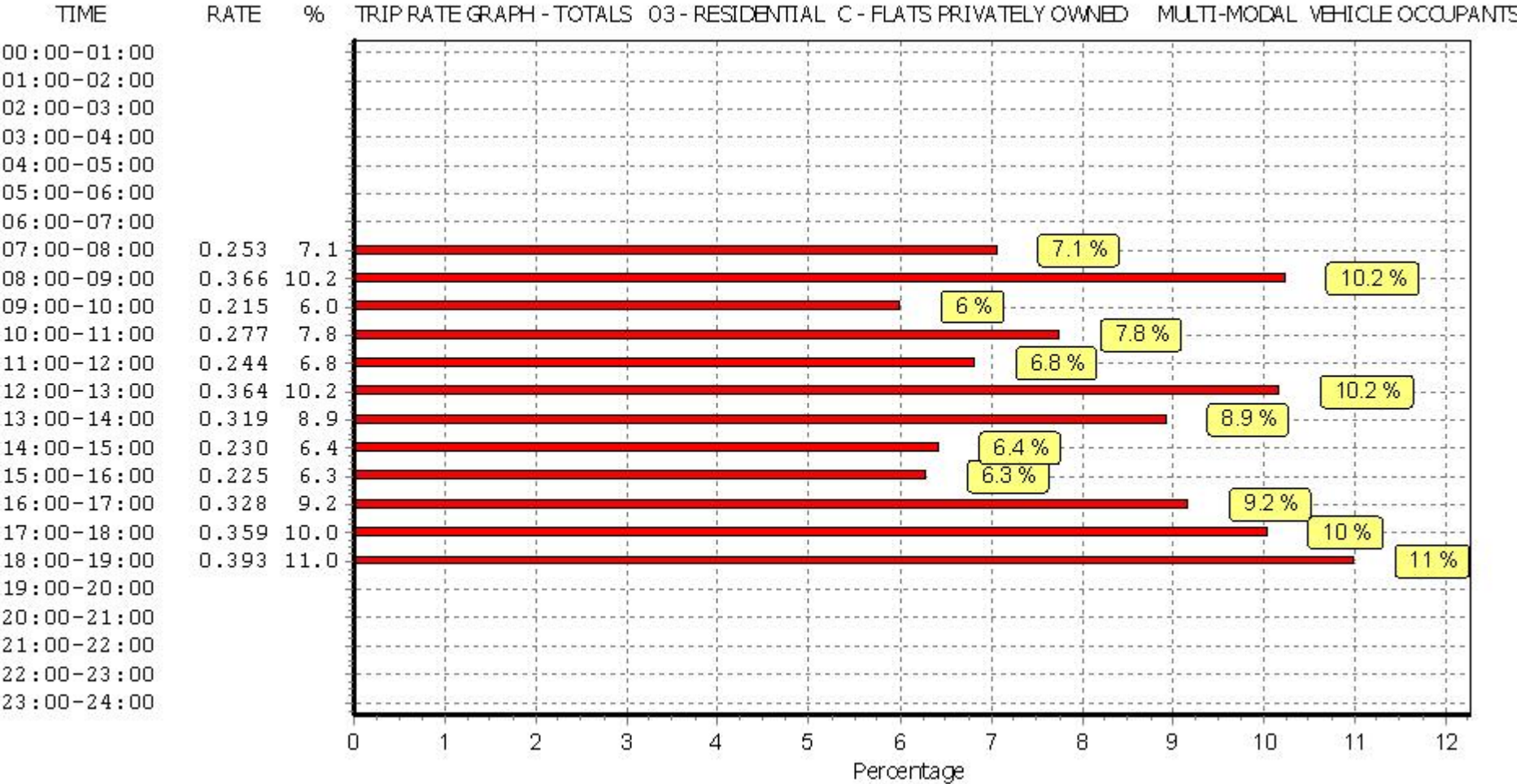
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

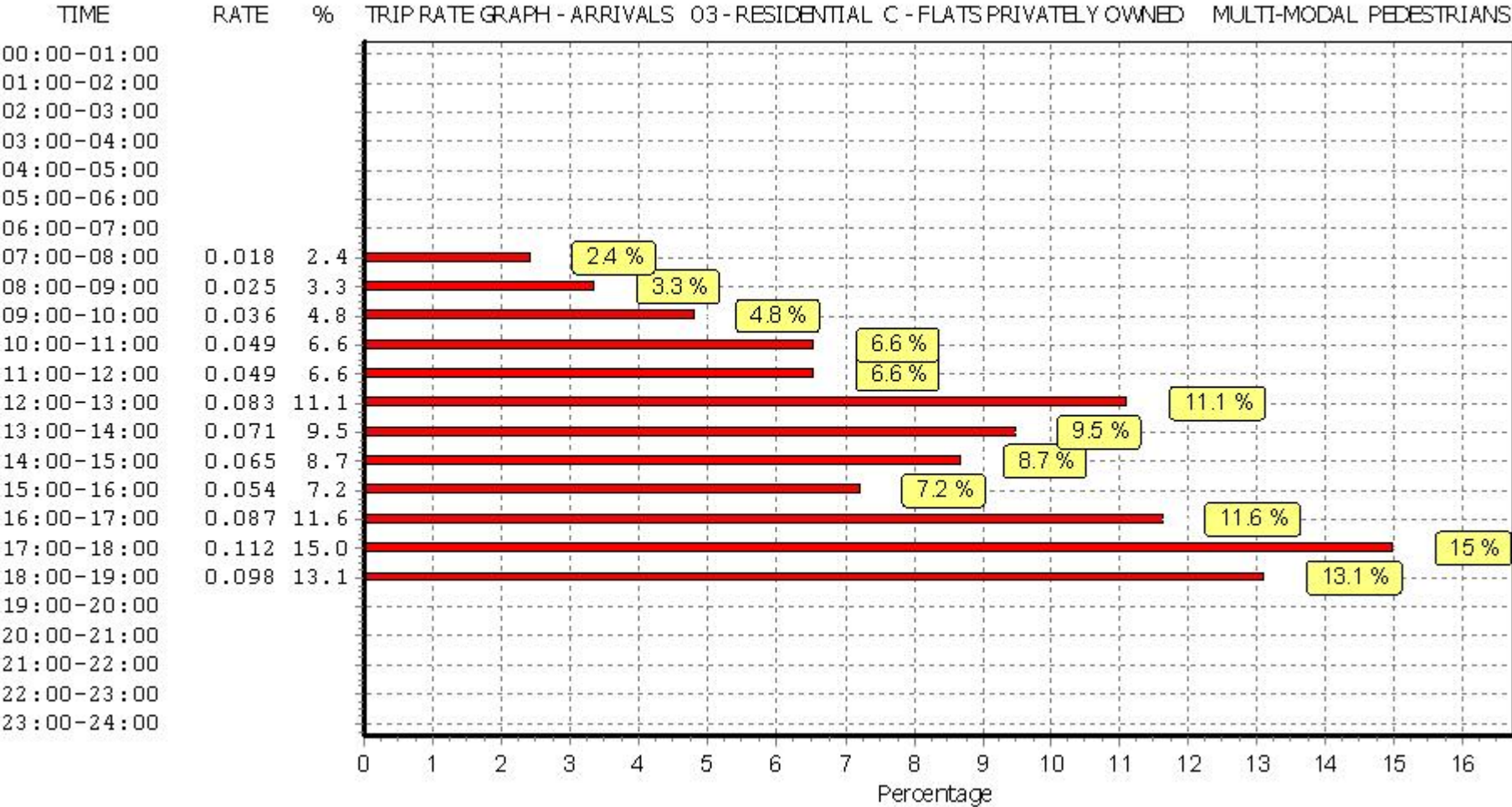
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

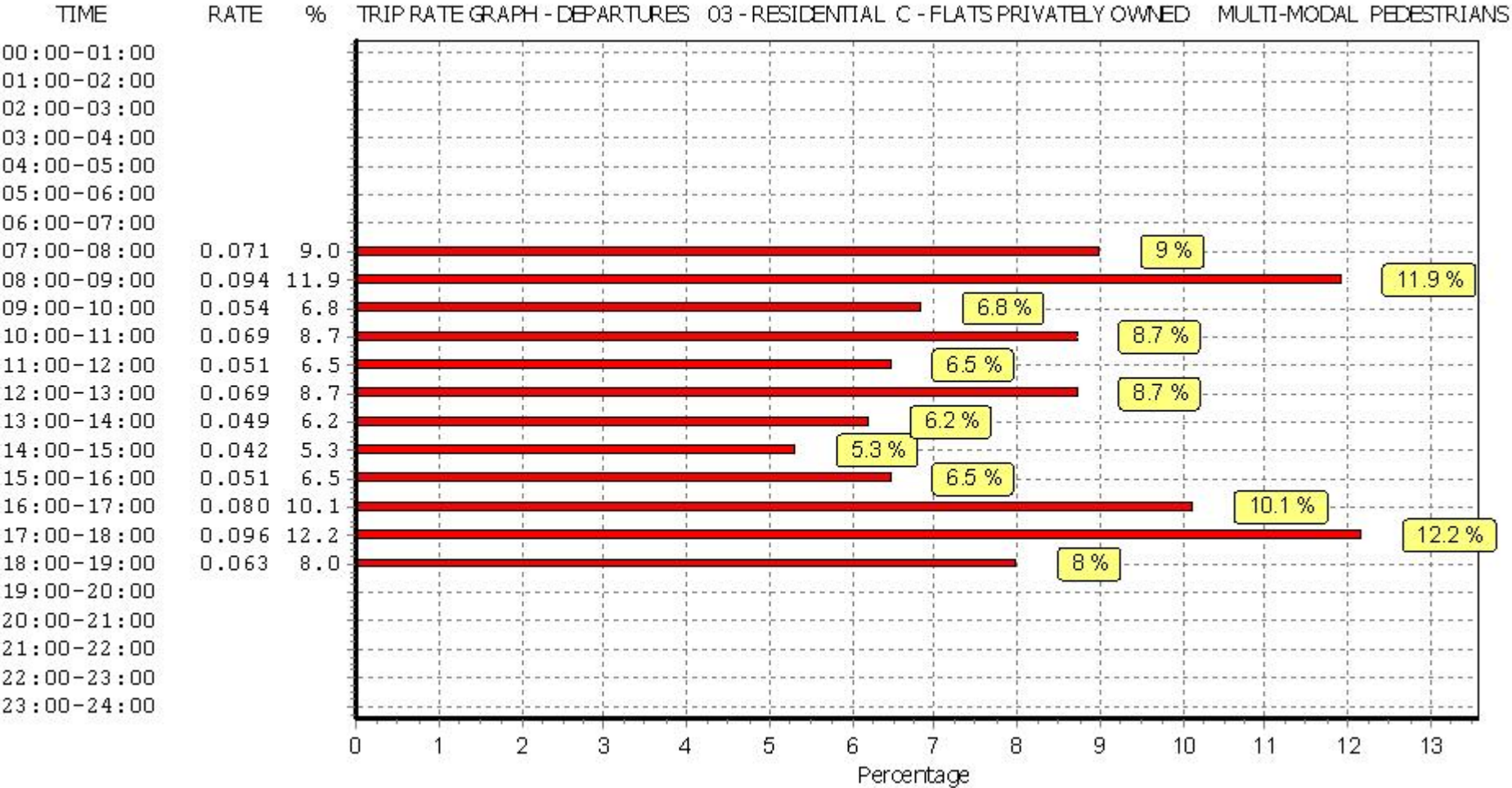
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.018	8	56	0.071	8	56	0.089
08:00 - 09:00	8	56	0.025	8	56	0.094	8	56	0.119
09:00 - 10:00	8	56	0.036	8	56	0.054	8	56	0.090
10:00 - 11:00	8	56	0.049	8	56	0.069	8	56	0.118
11:00 - 12:00	8	56	0.049	8	56	0.051	8	56	0.100
12:00 - 13:00	8	56	0.083	8	56	0.069	8	56	0.152
13:00 - 14:00	8	56	0.071	8	56	0.049	8	56	0.120
14:00 - 15:00	8	56	0.065	8	56	0.042	8	56	0.107
15:00 - 16:00	8	56	0.054	8	56	0.051	8	56	0.105
16:00 - 17:00	8	56	0.087	8	56	0.080	8	56	0.167
17:00 - 18:00	8	56	0.112	8	56	0.096	8	56	0.208
18:00 - 19:00	8	56	0.098	8	56	0.063	8	56	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.747			0.788			1.535		

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.

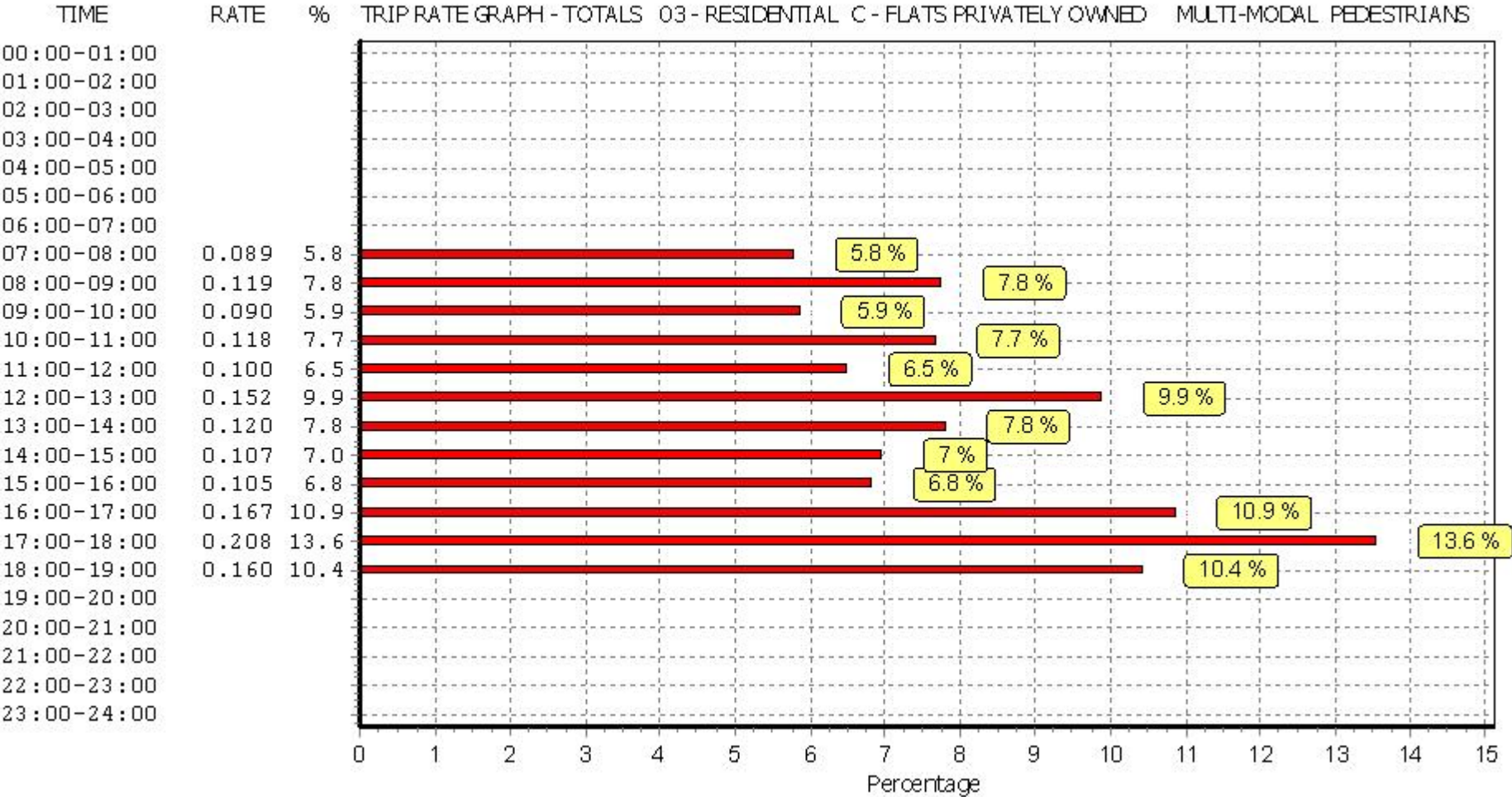
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

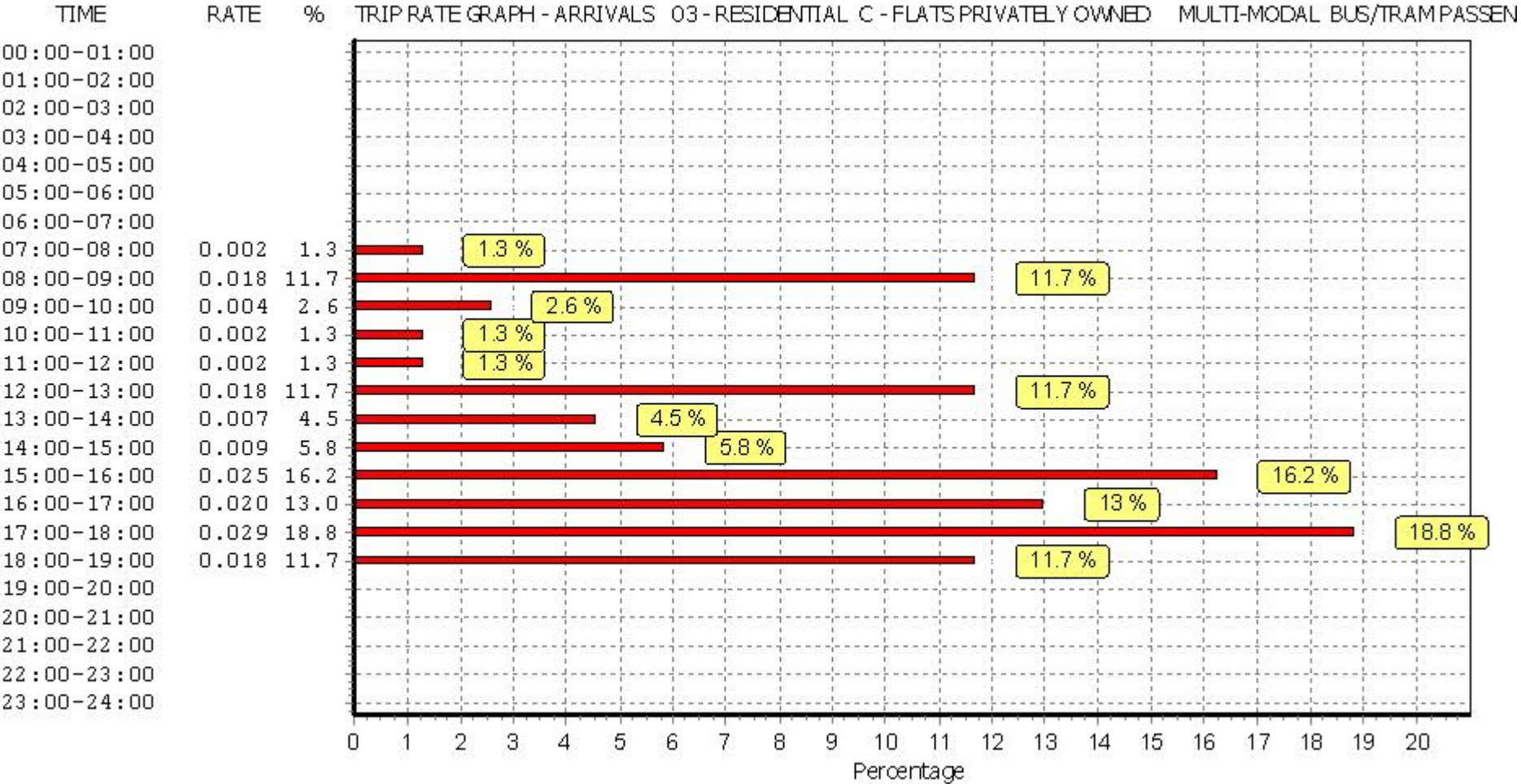
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

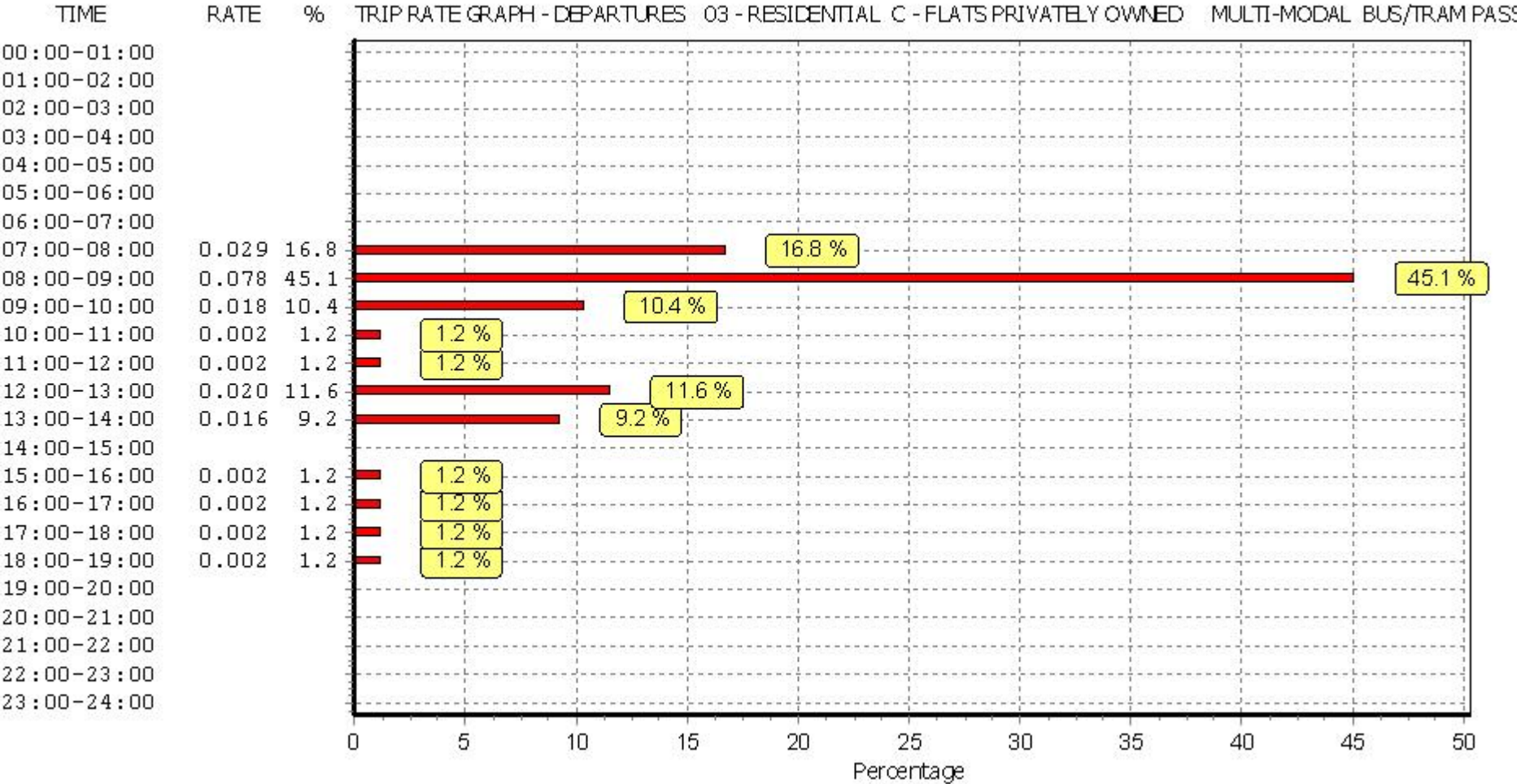
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.002	8	56	0.029	8	56	0.031
08:00 - 09:00	8	56	0.018	8	56	0.078	8	56	0.096
09:00 - 10:00	8	56	0.004	8	56	0.018	8	56	0.022
10:00 - 11:00	8	56	0.002	8	56	0.002	8	56	0.004
11:00 - 12:00	8	56	0.002	8	56	0.002	8	56	0.004
12:00 - 13:00	8	56	0.018	8	56	0.020	8	56	0.038
13:00 - 14:00	8	56	0.007	8	56	0.016	8	56	0.023
14:00 - 15:00	8	56	0.009	8	56	0.000	8	56	0.009
15:00 - 16:00	8	56	0.025	8	56	0.002	8	56	0.027
16:00 - 17:00	8	56	0.020	8	56	0.002	8	56	0.022
17:00 - 18:00	8	56	0.029	8	56	0.002	8	56	0.031
18:00 - 19:00	8	56	0.018	8	56	0.002	8	56	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.173			0.327

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.

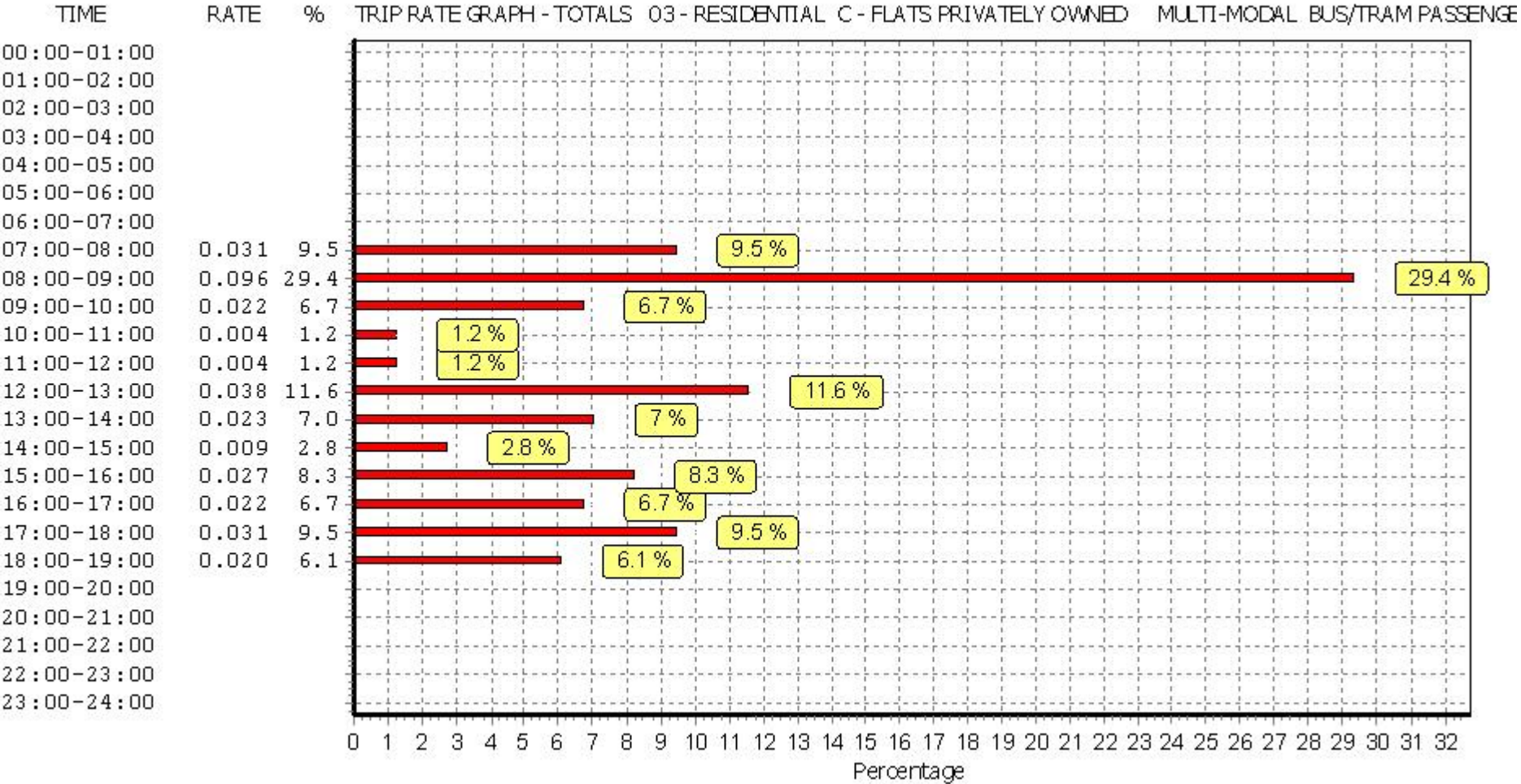
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

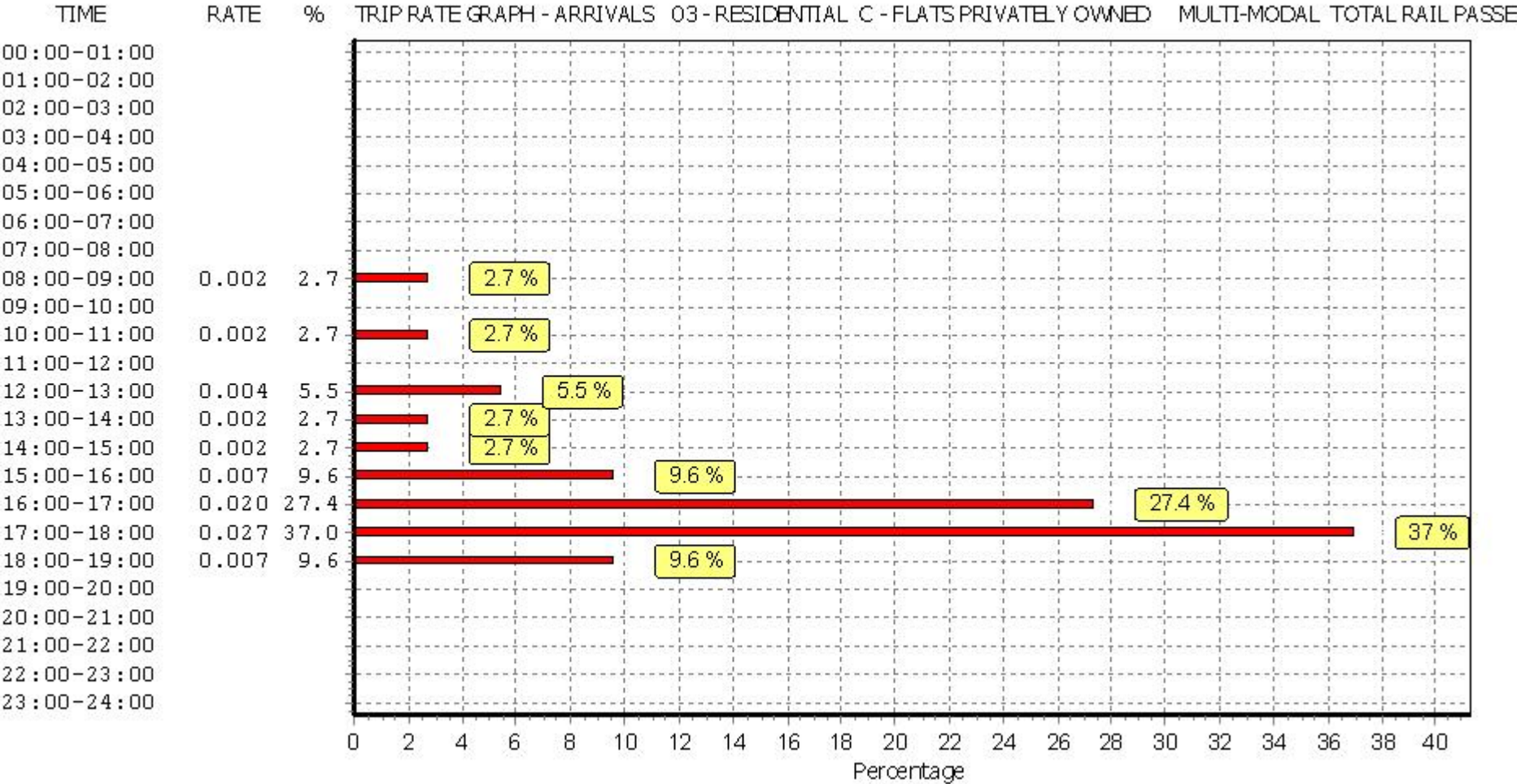
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

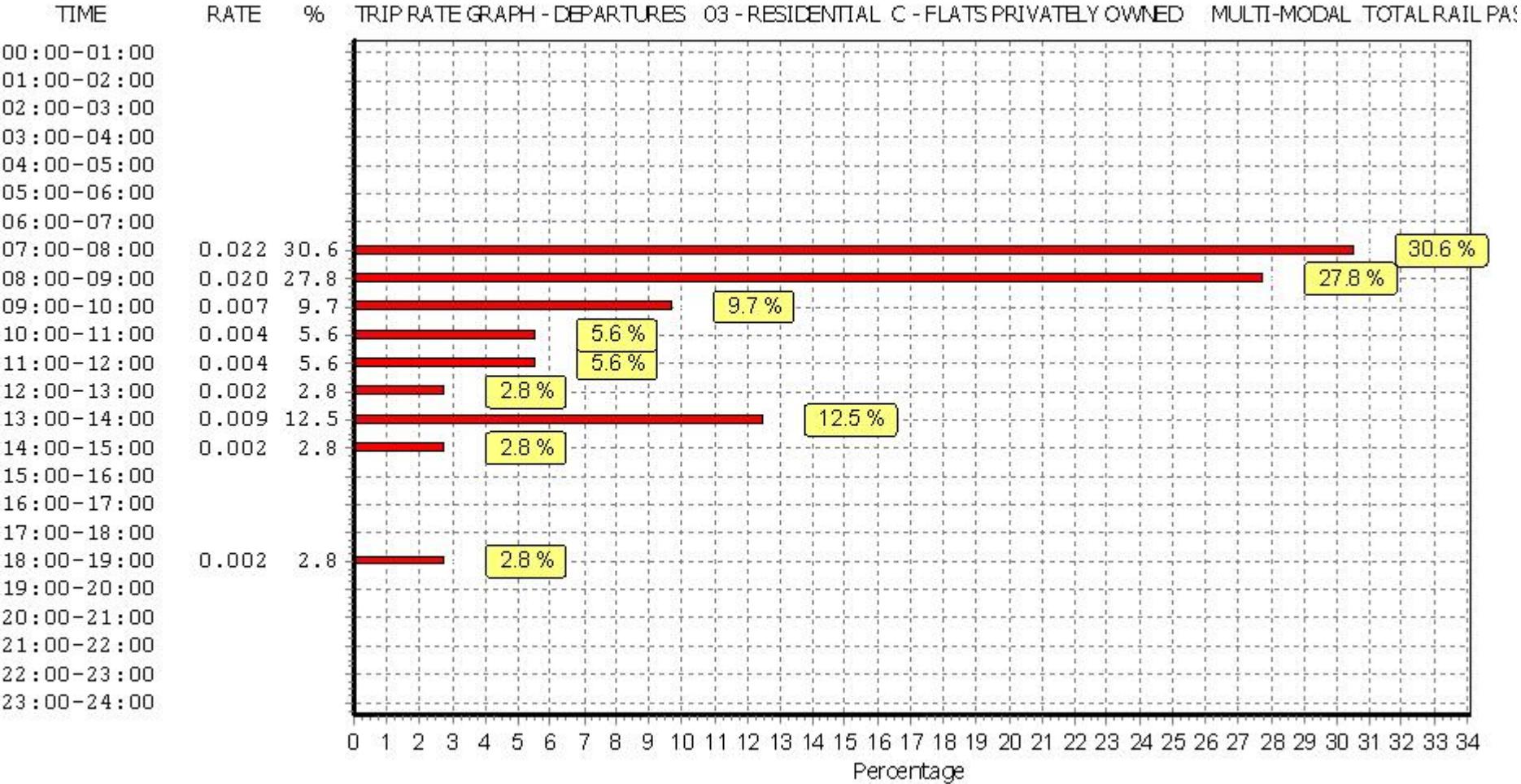
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.000	8	56	0.022	8	56	0.022
08:00 - 09:00	8	56	0.002	8	56	0.020	8	56	0.022
09:00 - 10:00	8	56	0.000	8	56	0.007	8	56	0.007
10:00 - 11:00	8	56	0.002	8	56	0.004	8	56	0.006
11:00 - 12:00	8	56	0.000	8	56	0.004	8	56	0.004
12:00 - 13:00	8	56	0.004	8	56	0.002	8	56	0.006
13:00 - 14:00	8	56	0.002	8	56	0.009	8	56	0.011
14:00 - 15:00	8	56	0.002	8	56	0.002	8	56	0.004
15:00 - 16:00	8	56	0.007	8	56	0.000	8	56	0.007
16:00 - 17:00	8	56	0.020	8	56	0.000	8	56	0.020
17:00 - 18:00	8	56	0.027	8	56	0.000	8	56	0.027
18:00 - 19:00	8	56	0.007	8	56	0.002	8	56	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.072			0.145

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.

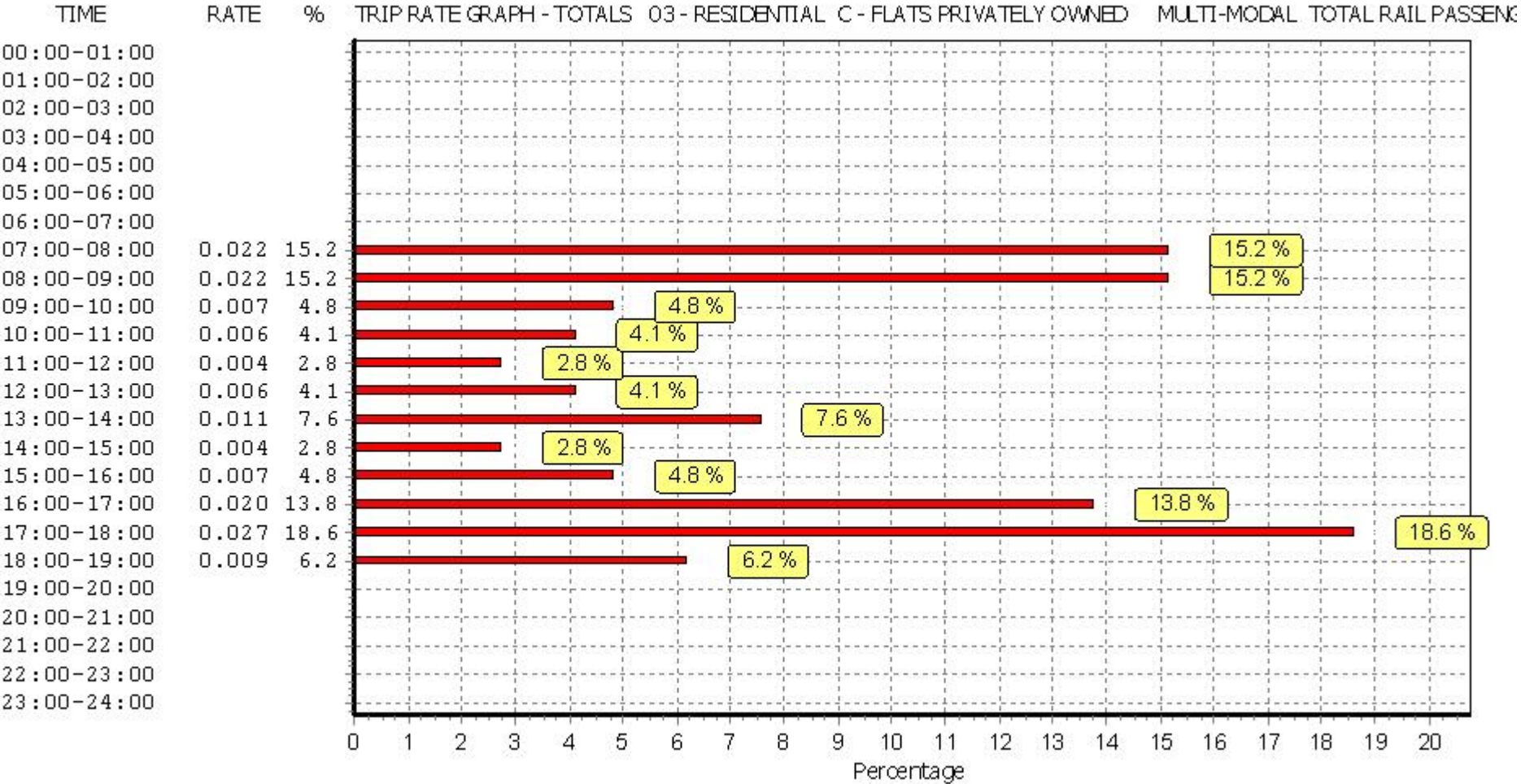
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

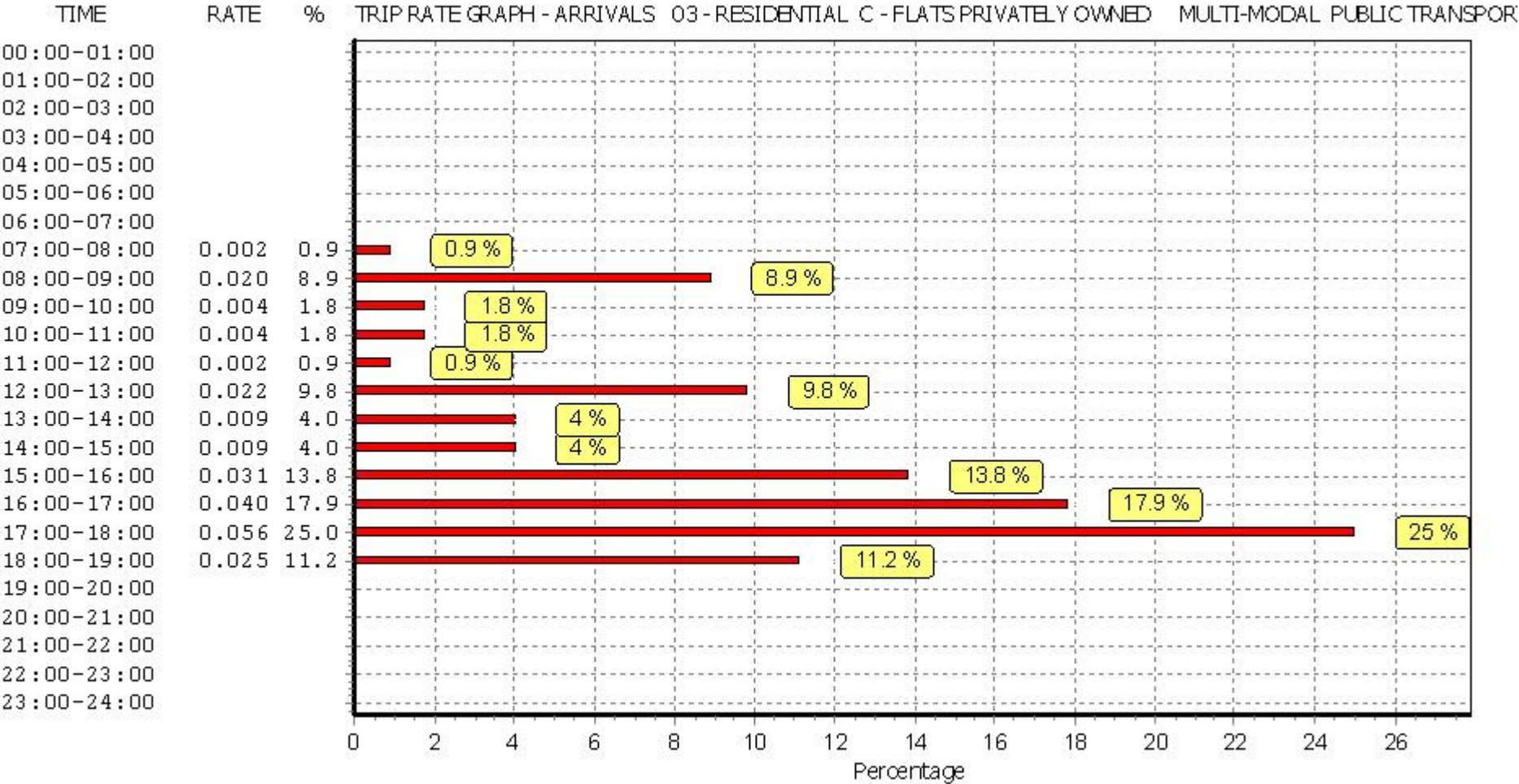
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

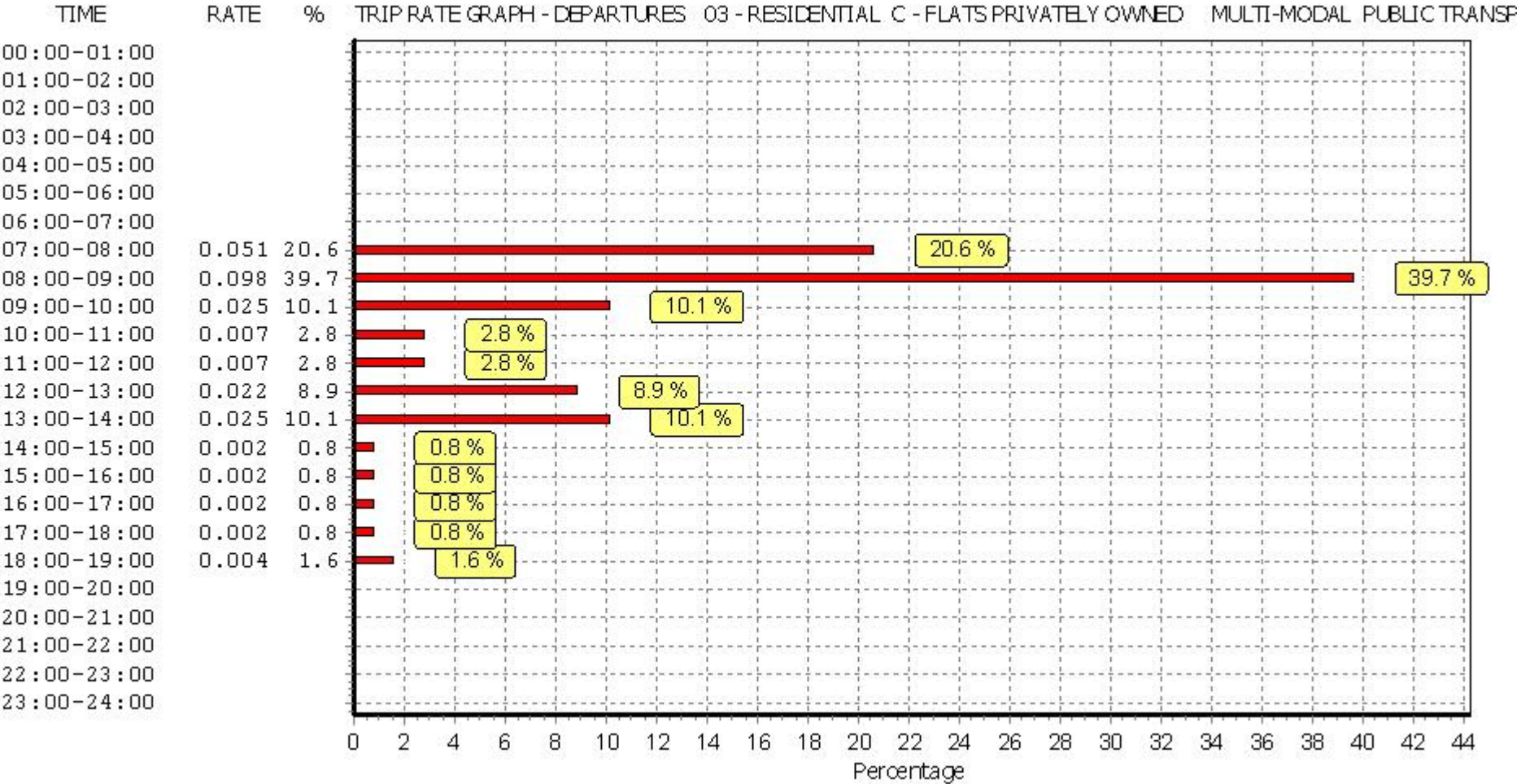
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.002	8	56	0.051	8	56	0.053
08:00 - 09:00	8	56	0.020	8	56	0.098	8	56	0.118
09:00 - 10:00	8	56	0.004	8	56	0.025	8	56	0.029
10:00 - 11:00	8	56	0.004	8	56	0.007	8	56	0.011
11:00 - 12:00	8	56	0.002	8	56	0.007	8	56	0.009
12:00 - 13:00	8	56	0.022	8	56	0.022	8	56	0.044
13:00 - 14:00	8	56	0.009	8	56	0.025	8	56	0.034
14:00 - 15:00	8	56	0.009	8	56	0.002	8	56	0.011
15:00 - 16:00	8	56	0.031	8	56	0.002	8	56	0.033
16:00 - 17:00	8	56	0.040	8	56	0.002	8	56	0.042
17:00 - 18:00	8	56	0.056	8	56	0.002	8	56	0.058
18:00 - 19:00	8	56	0.025	8	56	0.004	8	56	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.224			0.247			0.471

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.

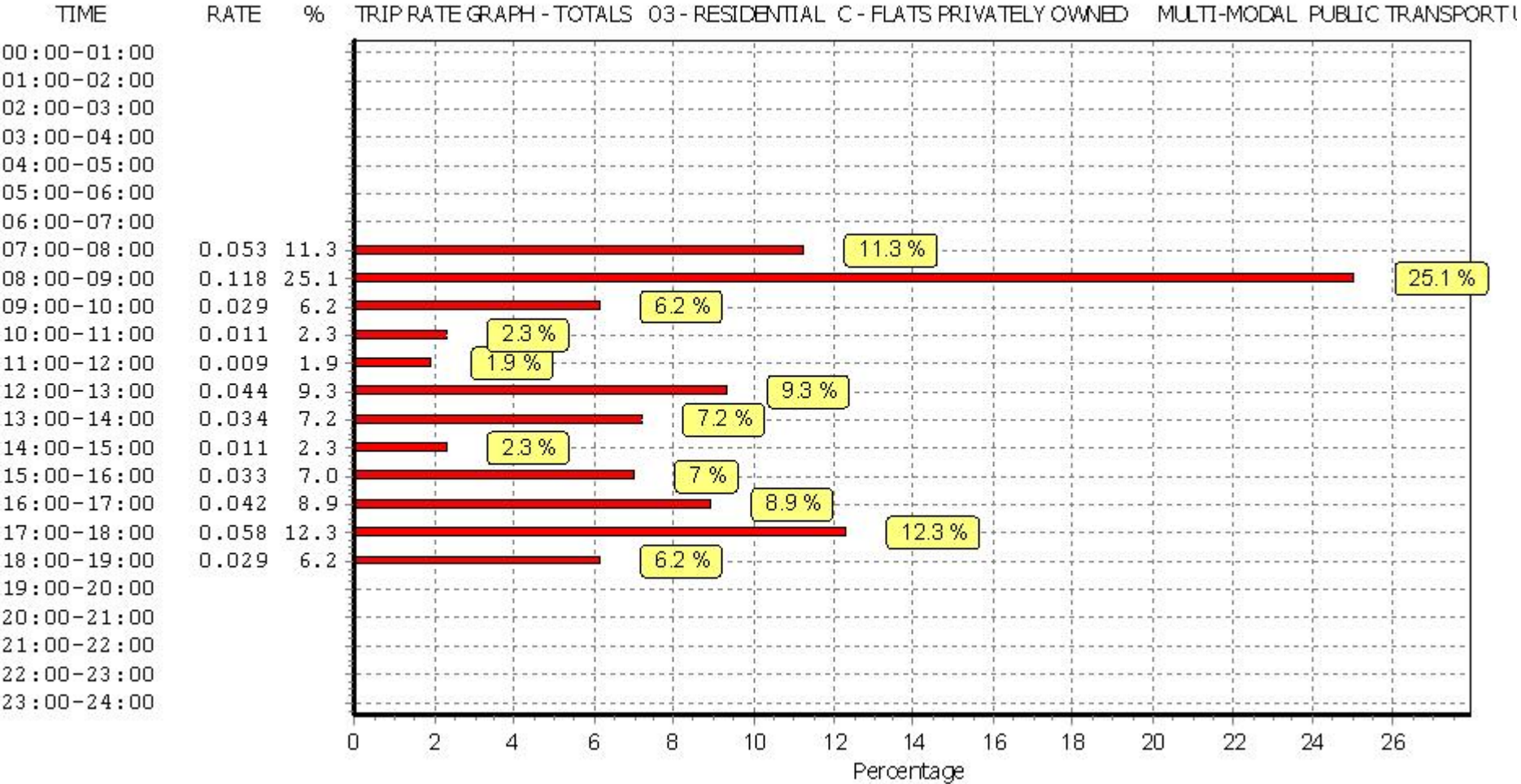
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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

MULTI-MODAL TOTAL PEOPLE

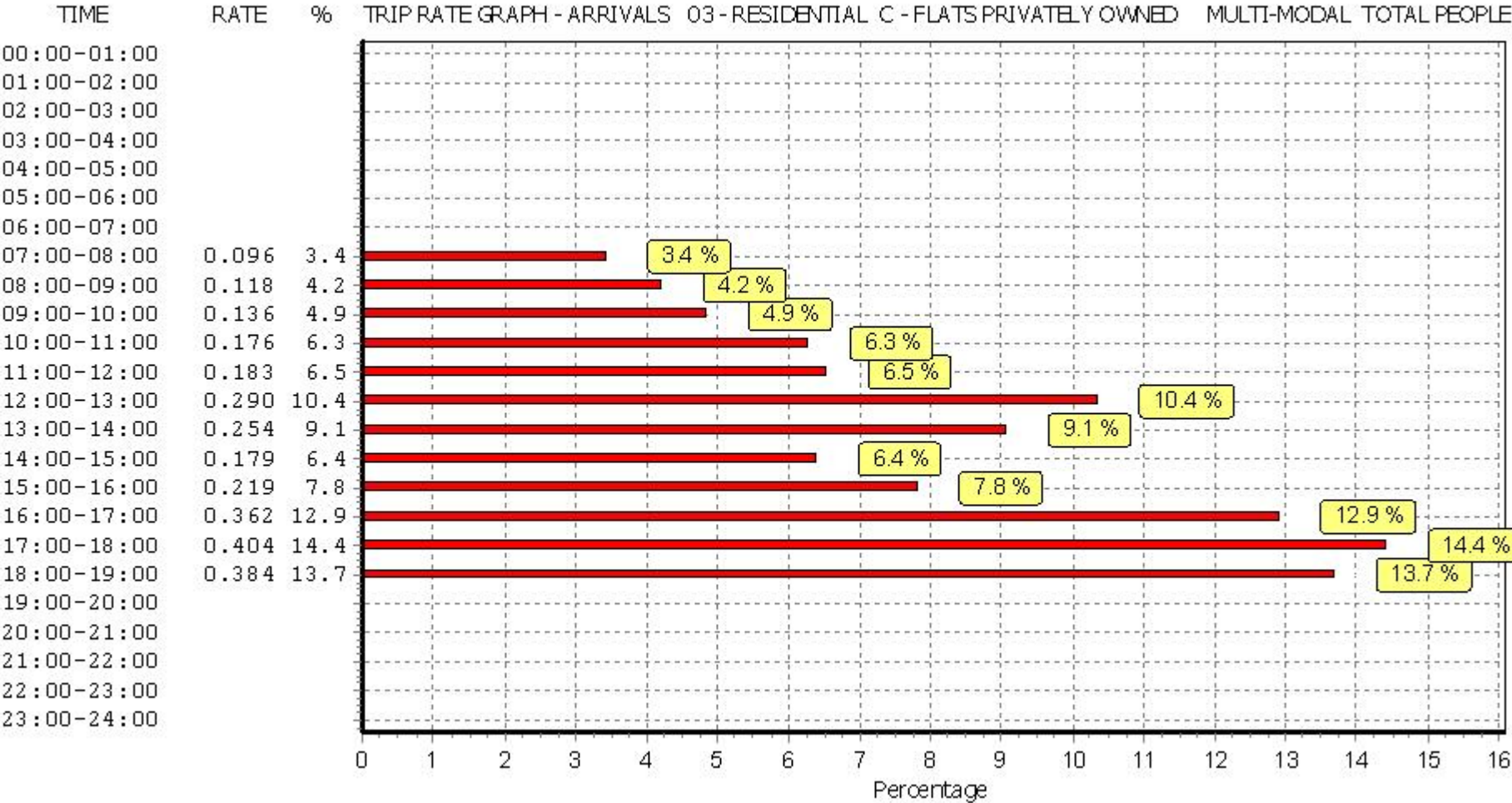
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

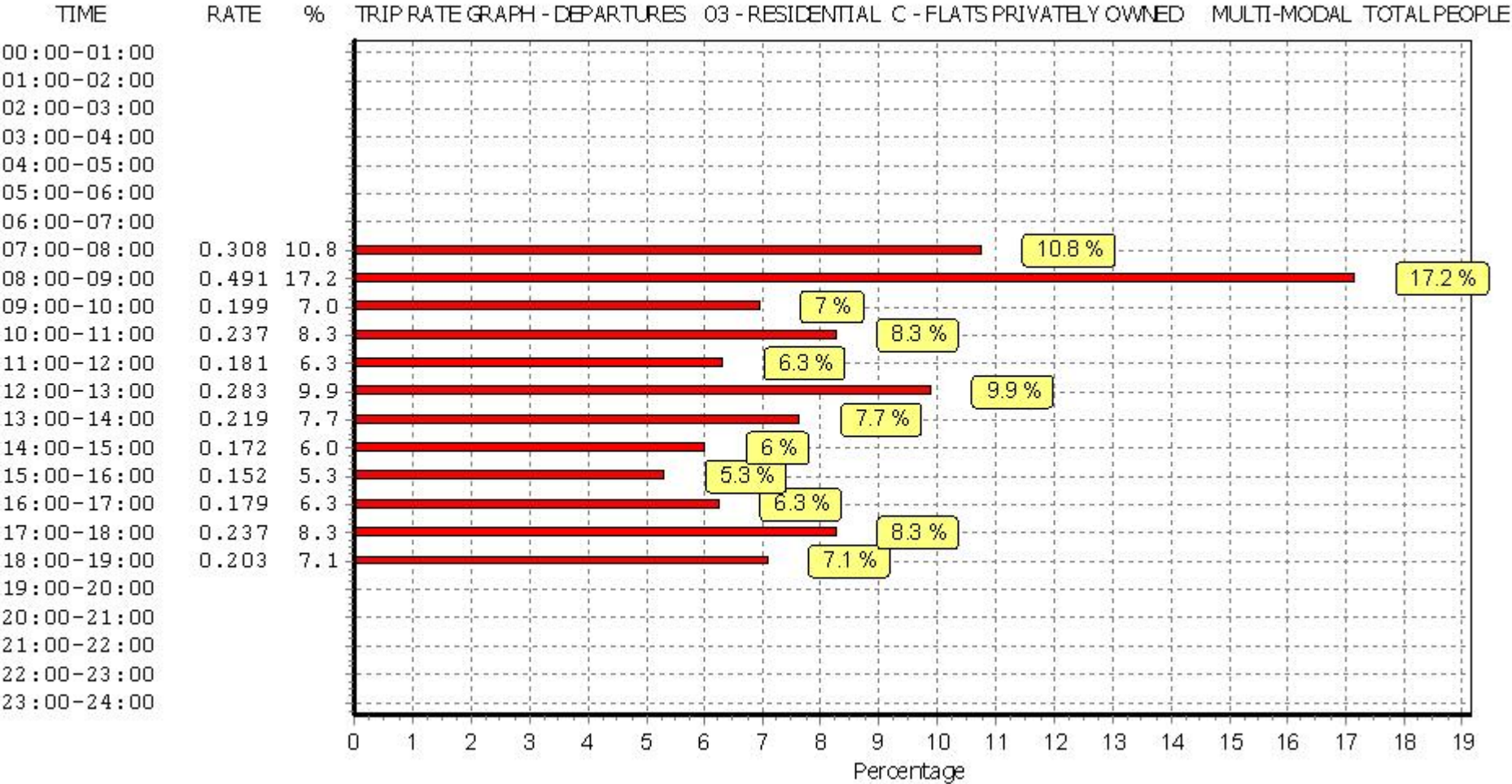
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.096	8	56	0.308	8	56	0.404
08:00 - 09:00	8	56	0.118	8	56	0.491	8	56	0.609
09:00 - 10:00	8	56	0.136	8	56	0.199	8	56	0.335
10:00 - 11:00	8	56	0.176	8	56	0.237	8	56	0.413
11:00 - 12:00	8	56	0.183	8	56	0.181	8	56	0.364
12:00 - 13:00	8	56	0.290	8	56	0.283	8	56	0.573
13:00 - 14:00	8	56	0.254	8	56	0.219	8	56	0.473
14:00 - 15:00	8	56	0.179	8	56	0.172	8	56	0.351
15:00 - 16:00	8	56	0.219	8	56	0.152	8	56	0.371
16:00 - 17:00	8	56	0.362	8	56	0.179	8	56	0.541
17:00 - 18:00	8	56	0.404	8	56	0.237	8	56	0.641
18:00 - 19:00	8	56	0.384	8	56	0.203	8	56	0.587
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.801			2.861			5.662

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.

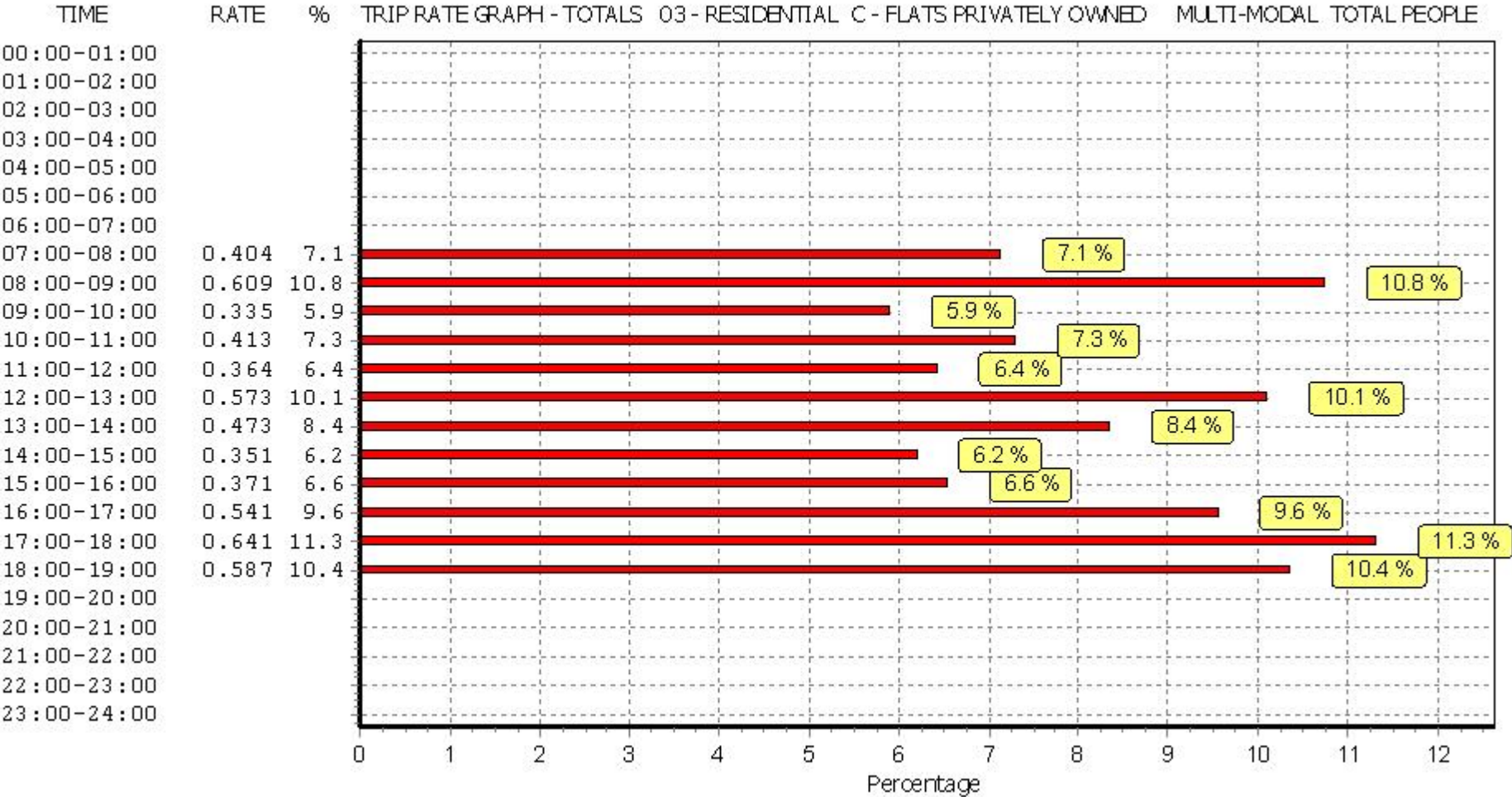
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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