



now part of



Alexander House, King's Road, Reading

Transport Statement

On behalf of **PJ Alexander Estates Ltd**

Project Ref: 45074/5501 | Rev: Final | Date: January 2019

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Revision	Date	Description	Prepared	Reviewed	Approved

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Appendices

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1 Introduction

1.1 Introduction

- 1.1.1 This Transport Statement (TS) supports a planning application by PJ Alexander Estates Ltd for the redevelopment of Alexander House, King's Road Reading RG1 4LS. The planning application seeks permission for 182 student accommodation rooms. The proposed site layout is enclosed under **Appendix A**.
- 1.1.2 Alexander House is a two storey 1,425sqm (GIA) office (B1a) office building providing 47 car parking spaces provided both at ground level and via a ramped section with a semi undercroft beneath the main building footprint.
- 1.1.3 Outline planning permission (Ref: 162057) for the redevelopment of Alexander House was granted by Reading Borough Council (RBC) on 17th May 2017 for 56 apartments (C3), comprising 30 one bed units, 18 two bed units and 8 three bed units, associated landscaping and 35 car parking spaces.

2 Alexander House

2.1 Introduction

- 2.1.1 This chapter describes the Alexander House site and its current and consented uses and the surrounding area.

2.2 The Alexander House Site

- 2.2.1 The Alexander House site is located to the north of Kings Road (A329), a major movement corridor in Reading. The site is accessed to the east of Rupert Street, which forms a left-in/left-out vehicle crossover with Kings Road (A329), as illustrated on **Figure 2-1**.

Figure 2-1: Site Location Plan



2.3 Alexander House Current Land Use

- 2.3.1 The site comprises of a two storey 1,483 sqm office building known as Alexander House. There are 47 car parking spaces within the site provided both at ground level and via a ramped section with a semi undercroft beneath the main building footprint. This parking is located to the rear of the building.

2.4 Alexander House Consented Land Use

- 2.4.1 The Alexander House site has planning permission for 56 residential units), comprising 30 one bed units, 18 two bed units and 8 three bed units with 35 associated car parking spaces to the rear of the building.

3 Development Proposals

3.1 Overview

- 3.1.1 This chapter presents the main elements of the proposed redevelopment of Alexander House and focuses on the land use and parameters most relevant to transport appraisal. The proposed site layout is attached as **Appendix A** and should be reviewed in conjunction with reading this chapter.
- 3.1.2 The Chapter also includes the development schedule and a summary on the access proposal across modes, car and cycle parking, delivery and servicing.

3.2 Accommodation Schedule

- 3.2.1 The development proposals for Alexander House comprise 182 self-contained student rooms, comprising of 159 one bed en-suite rooms and 23 studio rooms.

3.3 Site Access

- 3.3.1 The primary pedestrian access into the proposed building would be to the front, off the site's main frontage with King's Road.
- 3.3.2 The existing ramped access on Rupert Street will be retained, this will provide direct, secure and convenient access to the cycle store discussed in **Section 3.4**.

3.4 Cycle Parking

- 3.4.1 46 cycle parking spaces will be provided as part of the development in secure and sheltered storage space. The level of provision exceeds the standards set out in RBC's adopted Revised Parking Standards and Design (2011).
- Student
 - 1 space per 5 students = 37 spaces
 - Staff
 - 1 space per 3 staff = 1 space
- 3.4.2 The cycle parking will be in the form of a semi vertical cycle rack located within the lower ground floor, which will be secure, covered and lit. Students and staff would be given a fob to access through the CCTV monitored Rupert Street access in order to take their bicycle out and return.

3.5 Car Parking Provision

- 3.5.1 In accordance with RBC parking policy 2 staff car parking spaces and 3 disabled car parking spaces have been provided. As shown on the site layout all the car parking spaces are accessed from Rupert Street.
- 3.5.2 Students will not be permitted to bring cars to the site under the terms of the tenancy agreement and this will be reinforced in their welcome pack and welcome induction.
- 3.5.3 Future occupiers will not be eligible for a parking permit to any of the Controlled Parking Zones (CPZ) in Reading, this includes the surrounding 12R Parking Zone in the Abbey ward.

More information on the CPZ Zone locations is provided within this PDF link - http://www.reading.gov.uk/media/1732/Permit-Parking-Zones-Street-Index/pdf/STREET_LIST_V3.3.pdf.

3.6 Refuse and Delivery Strategy

- 3.6.1 The number of refuse bins for the redevelopment of Alexander House has been confirmed with the RBC waste operations team has been confirmed to be 12 landfill 1,100 litre bins and 12 recycling 1,100 litre bins. These will be collected on separate days, meaning that refuse collection workers will be required to collect up to 12 bins from the road-side, as per the existing and consented collection strategies.
- 3.6.2 As shown on the site layout plans the internal bin store is located in the lower ground floor, the ramp on to Rupert Street will allow ease of movement on collection days to the designated bin collection point by site staff.
- 3.6.3 In accordance with the consented scheme and to satisfy the requirement for roadside bin collection, a management strategy will be in place to move the bins to the collection point for collection.
- 3.6.4 Deliveries to the Alexander House site will be from Rupert Street which is consistent with the existing and consented delivery strategy. Further details of the delivery strategy is outlined within the

3.7 Framework Travel Plan

- 3.7.1 As set out in Section 3.5, the proposed redevelopment of Alexander House provides limited car parking for staff and 3 disabled car parking spaces. Furthermore, given the excellent availability of public transport facilities occupiers will not be entitled to an on street car parking permit from RBC. Therefore, the scheme would represent a sustainable development that does not rely on the use of the private car.
- 3.7.2 A Framework Travel Plan will be in place for the site, this will encourage sustainable travel from the site and sets out the opportunities available to the future tenants. The Travel Plan will be monitored for 5 years after occupancy.

4 Access Options

4.1 Introduction

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

- public transport services including rail and bus;
- access for pedestrians and cyclists; and
- private car.

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

4.2 Public Transport

Bus

4.2.1 Kings Road (A329) offers access to a number of bus services along a major bus route. Bus stops are located on both sides of the carriageway, with dedicated bus lanes allowing for bus priority in both eastbound and westbound directions. These also have dedicated bus signal timings at junctions and recent improvements have also been made to the provision of lanes through the Watlington Street/Kings Road/Queens Road gyratory system.

4.2.2 This means that a typical journey time to Reading Town Centre and the Railway Station is approximately 10 minutes. A summary of the buses available with frequencies and directions are included in **Table 4-1**.

Table 4-1: Local Bus Services

Service No.	Directions	Weekday Peak Frequency	Weekday Off-peak Frequency	Weekend Frequency
4	Bracknell – Reading	Every 30 minutes		
13	Woodley Airfield – Reading Station	Every 30 minutes		
14	Colemans Moor – Reading Station	Every 30 minutes		
17	Wokingham Road - Central Reading - Tilehurst	Every 4 minutes		Every 7 minutes
127/128/129	Reading - Twyford - Wokingham / Maidenhead	Every 60 minutes		Every 2 hours
850	High Wycombe - Marlow - Reading	Every 30 minutes		
X4	Bracknell - Reading	Every 30 minutes		

4.2.3 **Table 4-1** indicates that there are bus services of an average frequency in the commuter periods of one service every 3 minutes. Notably the high frequency 17 bus service provides

frequent connections to Reading Town Centre and the Early Gate site of the University of Reading campus 24 hours a day 7 days a week, as shown on **Figure 4-1**.

Figure 4-1: Reading Bus Map (Source: Reading Buses)



- 4.2.4 There are further bus services located on Eldon Road an 8 minute walk from the site. Services 3, 3b, 9, 10 and 10a route via the front entrance to the Whiteknights campus, taking approximately a 6 minute journey time.

Rail

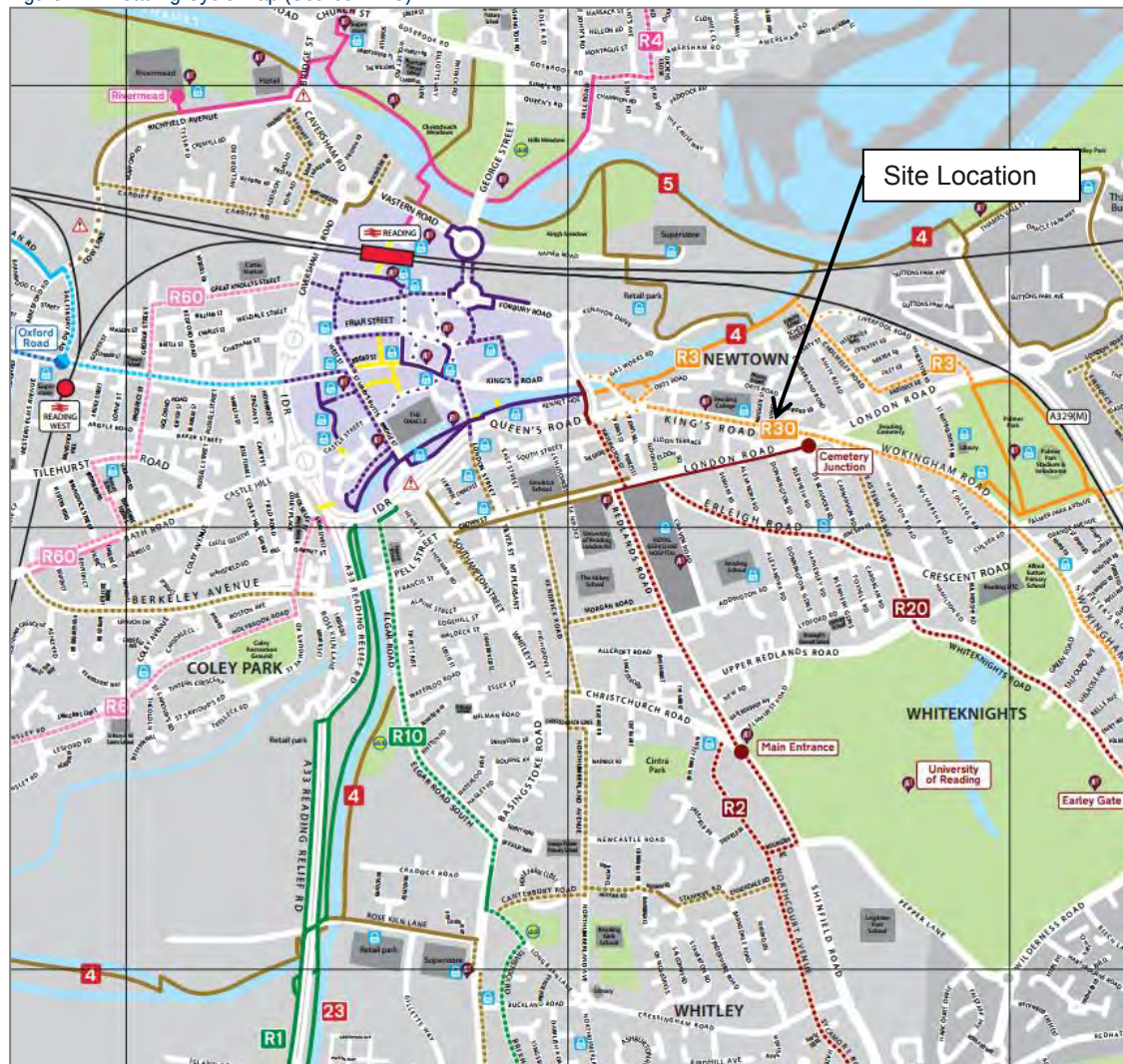
- 4.2.5 The nearest railway interchange to the site is Reading Station. It is located at the northern side of the Town Centre, approximately 1.7 km to the west of the site. It is a nationally important interchange and transport hub which is operated by Network Rail. The station benefits from extensive bus, walking and cycling connections from the site, as previously described.
- 4.2.6 The level of service to key destinations is as follows:
- London Paddington (28 minute journey time) – up to 10 trains per hour in peak periods;
 - Basingstoke (25 minute journey time) – up to 4 trains per hour in peak periods; and
 - Didcot Parkway (13 minute journey time) – up to 6 trains per hour in peak periods.
- 4.2.7 In addition to these local key destinations, Reading Station offers a number of regional services: To Bristol and South Wales on the Great Western Mainline, and 'Cross Country' services to Oxford, Birmingham, Manchester and Newcastle to the north, as well as further destinations on the south coast of England.
- 4.2.8 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 & Cycling

- 4.3.1 King's Road is a major movement corridor into and out of Reading Town Centre, and provides excellent, direct routes for pedestrians and cyclists for the majority of its length. **Figure 4-2** illustrates the connectivity to Reading Town Centre and to the wider Reading area.
- 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 20 minutes on foot and in 7 minutes via bicycle whilst the Oracle Shopping Centre is accessible in 15 minutes and 6 minutes respectively. A number of employment, retail and leisure opportunities are also located within similar reach, within the Town Centre.
- 4.3.1 Kings Road and London road also offer a range of shops and facilities located within a 3-5-minute walk (or 2-minute cycle). These are set out in **Section 4.1**.
- 4.3.2 A Ready Bike hire station is located 350m to the west of the site, to the north of Kings Road on the Reading College campus. This scheme is part of a wider RBC programme allowing users to hire bikes across Reading on an hourly basis, increasing accessibility by active modes of travel.
- 4.3.3 Puffin crossing facilities are provided to the south of the site crossing Kings Road (A329) and London Road (A4), these enabling convenient access to Tesco Express and the other amenities and services to the south.
- 4.3.4 Having excellent pedestrian links to this key destination further enhances the sustainability of the proposed redevelopment of Alexander House.

Figure 4-2: Reading Cycle Map (Source: RBC)



4.4 Private Car

Local Highway Network

- 4.4.1 Kings Road is an eastbound one-way road, which forms part of Reading's Red Route. Approximately 224m east of the junction with Rupert Street, Kings Road forms part of Cemetery Junction. Cemetery Junction is formed of London Road east and west, Wokingham Road and Kings Road. Kings Road has designated eastbound and westbound bus and cycle lanes.
- 4.4.2 London Road (westbound) is located to the south of the site and is a one way westbound road which provides access towards the centre and south of Reading, Royal Berkshire Hospital and University of Reading London Road Campus. London Road (eastbound) is a two-way road where approximately 745m east of Cemetery Junction forms a junction with Thames Valley Park and the A3290 which can be used to join the M4 motorway.
- 4.4.3 Wokingham Road provides access towards Palmer Park, Earley Gate access to the University of Reading Whiteknights campus and further towards Earley and Winnersh Triangle.

Strategic Highway Network

- 4.4.4 The M4 J10 is located approximately a 7.5km drive from the site, with J11 located a 7km drive south of the site. The M4 runs between London and South Wales, it also provides access to the M25 to the east and the M5 to the west.

4.5 Local Facilities and Amenities

- 4.5.1 There are a number of local amenities within walking distance of the site that are set out below. There are further facilities and amenities located in Reading Town centre, a short, conveniently accessible distance by foot to the west.

Local Shops

- 4.5.2 Kings Road and London road offer a range of shops and facilities located within a 3-5-minute walk (or 2-minute cycle). These include:

- Tesco Express and Co-op Food;
- Restaurant / Public house;
- Pharmacy;
- Take-away's;
- Barbers;
- Post Office; and
- Cash Machine / ATM;

Food Retail

- 4.5.3 There are local convenience stores such as Tesco Express and Co-op Food in the vicinity of the site. There is also a wide range of supermarkets such as Sainsbury's, Morrisons, Asda and Tesco that can be used for online shopping and delivery to the site. The delivery strategy for the site is provided within **Section 3.6**.

Leisure and Recreation

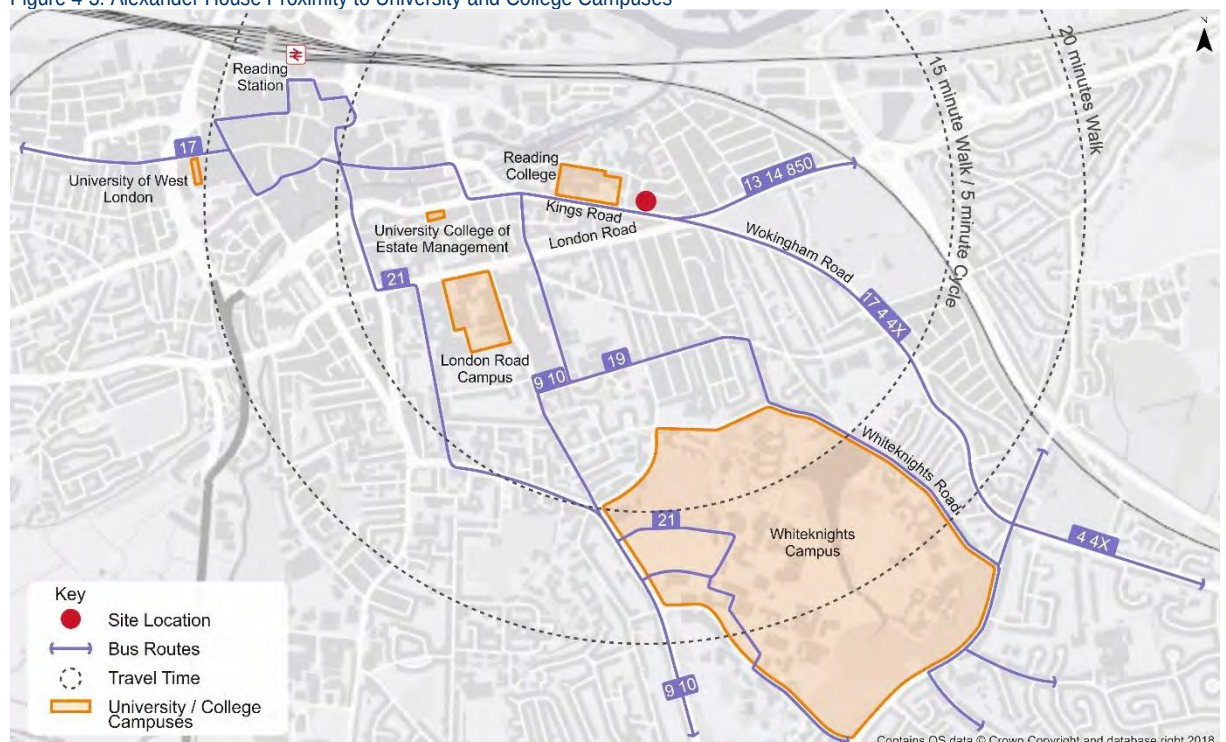
- 4.5.4 The development proposals include the provision of a gym, games room, TV room, Cinema room, laundry facility and a study room facility within the building footprint.
- 4.5.5 Palmer Park is located within a 10 minute walk of the site and provides access to sports facilities including a gym, football pitches and athletics track. Palmer Library is also located within the park accessed from St Bartholomew's Road.

Education

- 4.5.6 Reading University provides a large variety of undergraduate and postgraduate courses as well as research posts at their Whiteknights and London Road Campus locations. Reading University's Whiteknights Campus is located 1.3km away from the site and can be reached within a 15 minute walk or 8 minute cycle, the library and central buildings are located approximately a 21 minute walk from the site. Whiteknights campus can also be accessed from the site via the number 3, 3b, 9 and 10 buses within a 13 minute journey time.

- 4.5.7 Whiteknights campus forms the main campus for Reading University, where the majority of university departments are located as well as Henley Business School and the ICMA Centre. The campus also provides a variety of amenities including the main library, student union, food and drink outlets and SportsPark.
- 4.5.8 Reading University's London Road Campus is located within 1km of the site, approximately a 12 minute walk and 5 minute cycle. The London Road Campus is home to the Institute of Education and the Great Hall. There are a number of food and drink outlets at the London Road Campus.
- 4.5.9 The University of West London, Berkshire Institute of Health is located to the centre of Reading, 2km west of the site. The campus can be accessed directly via the 17 and 4 bus services within 15 minutes.
- 4.5.10 University College of Estate Management is located along Queen's Road, providing a variety of undergraduate and postgraduate courses. It is located approximately 950m away from the site by foot, a walk time of 12 minutes.
- 4.5.11 Reading College is located in close proximity to the site, next door but one. It provides a variety of courses.
- 4.5.12 The site in relation to the campuses outlined above is set out in **Figure 4-3**. The frequency and destinations of the bus routes shown in this figure is provided within **Table 4-1**.

Figure 4-3: Alexander House Proximity to University and College Campuses



Health & Medical

- 4.5.13 The closest GP surgery is Melrose Surgery, located within a 9-minute walk from the site. Royal Berkshire Hospital is located 700m from the development site which has the nearest A&E department, this would take approximately an 8 minute walk from the site.
- 4.5.14 Alexandra's Dental Practice, is located 400m south-west of the site, providing NHS services in addition to private services. This dental practice could be accessed within a 5 minute walk.

5 Multi Modal Trip Generation

5.1 Introduction

- 5.1.1 This section of the TS sets out the methodology used to determine the proposed trip generation of the site as well as the predicted net difference based upon the currently consented 56 residential units and the proposed 182 room student accommodation development.

5.2 Consented Residential Trip Generation

- 5.2.1 **Table 5-1** sets out the multi-modal trip generation for the consented residential development of Alexander House (Ref: 162057), which has been extracted from the applications submitted TS.

Table 5-1: Extracted Consented Residential Trip Generation

Mode of Travel	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Underground	0	0	0	0	0	0	1	1	2
Train	1	2	3	3	1	4	15	16	30
Bus	1	3	4	4	2	6	18	20	38
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	1	1	2
Car Driver	2	8	10	9	4	13	47	50	97
Car Passenger	0	1	1	1	0	1	4	5	9
Bicycle	0	2	2	2	1	3	10	10	20
Pedestrian	1	7	8	8	4	12	43	45	88
Other	0	0	0	0	0	0	1	1	2
Total	5	23	28	26	12	38	139	148	287

5.3 Student Accommodation Trip Generation

- 5.3.1 The proposed student accommodation 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: Residential
- Sub Land Use: Student Accommodation
- Selected areas: England (Excluding Greater London)
- Location Types: Town Centre, Edge of Town Centre

- Selected Survey Days: Monday – Friday
- Number of Dwellings: 50 - 200

5.3.2 The TRICS database highlighted six comparable sites, three of the sites were deselected due to providing car parking for the student tenants and therefore not comparable. A full TRICS report is enclosed in **Appendix B** and **Table 5-2** provides the total trip rates and generation for the AM (08:00-09:00) and PM peak hours (17:00-18:00), the OGV trip rates have been subtracted from this.

Table 5-2: Proposed Student Accommodation Total People (- OGVs) Trip Rates and Generation

	AM Peak (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Total People – OGV Trip Rates	0.044	0.254	0.298	0.221	0.105	0.326
Total People – OGV Trip Generation (182 Units)	8	46	54	40	19	59

5.3.3 The three TRICS sites were then used to calculate the baseline modal split which was applied to the trip rates. This modal split is provided within **Table 5-3**.

Table 5-3: Modal Split – Student Accommodation

Walking	*SOV	**MOV	Cycling	Rail	Bus and Tram
80%	6%	6%	1%	0%	7%

*SOV = Single occupancy vehicles, **MOV = Multiple occupancy vehicle

5.3.4 The corresponding multimodal trip generation for the proposed student accommodation is provided within **Table 5-4**.

Table 5-4: Proposed Multimodal Trip Generation (182 Student Accommodation Units)

Mode of Travel	AM (8:00- 9:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	6	37	43	32	15	47
Cyclist	0	1	1	1	0	1
Bus	1	3	4	3	1	4
Rail	0	0	0	0	0	0
Multi vehicle occupants	0	3	3	2	1	3
Single vehicle occupants	0	3	3	2	1	3
Other	0	0	0	0	0	0
Total	7	47	54	40	18	58

5.3.5 **Table 5-4** demonstrates that the traffic generation forecast for the proposed development is expected to be 3 two way trips in both the AM and PM peak hours.

5.4 Net Trip Impact

5.4.1 The above sections demonstrate that the proposed development is expected to generate higher multi-modal trips when compared to the consented residential use, however the number of vehicles has been reduced.

5.4.2 The net difference between the multimodal results is summarised in **Table 5-5**.

Table 5-5: Net Trip Generation (56 Residential Units and 182 Student Accommodation Units)

Mode of travel	AM (8:00- 9:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	5	30	35	24	12	36
Cyclist	0	-1	-1	-1	-1	-2
Bus	0	0	0	-1	0	-1
Rail	-1	-3	-3	-3	-1	-4
Multi vehicle occupants	0	2	2	2	1	2
Single vehicle occupants	-1	-5	-6	-6	-3	-9
Other	0	0	0	0	0	-1
Total	3	23	26	14	8	21

5.4.3 The largest increase by mode as part of the proposals is by pedestrians, with an increase of 35 two-way trips made in the AM peak hour and 36 in the PM peak hour. The largest decrease in trips by mode is by single vehicle occupants with a reduction of 6 and 9 in the AM and PM peak hours respectively.

6 Summary & Conclusion

6.1 Overview

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

- Confirming the likely impact of the proposed development at Alexander House on the surrounding highway network compared to the consented residential scheme;
- Outlining the suitability of the development proposals in terms of access, car parking, cycle 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 Kings Road, including a major bus corridor and cycle route which provides access to Reading Town Centre, Reading Railway Station and the University Campuses;
- b) Being well located in regards to local facilities and amenities in Cemetery Junction as well as the building providing a gym, games room, TV room, Cinema room, laundry facility and a 24 hour study room facility;
- c) Provide a development layout that would ensure safe access for all student residents, staff and visitors, including for refuse collection and delivery vehicles;
- d) Provide car and cycle parking provision that reflects RBC standards; and
- e) 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 TS and conclusions set out above, it is recommended that the development proposals be considered positively from a transport perspective with no material impact on the local highway network, when RBC considers the planning application in the round.

Appendix A Site Layout



Contractors and consultants are not to scale dimensions from this drawing

Key

- Block paving blend 150x200mm Stretcher bond
- Block paving 150x200mm Basket weave with stretcher bond course
- Flag paving
- Tactile paving to top and bottom of stepping steps
- Stepping steps Concrete with natural aggregate finish
- Seating steps Brick facing
- Retaining walls Brick coping
- Retaining walls Metal coping
- Handrail to stepping steps
- Existing brick boundary wall to be retained
- New metal gate and fencing
- New glass balustrade
- Bench seating
- Bins
- New tree planting
- New ornamental planting
- New hedge planting
- New lawn
- Paving strip lighting
- Steps strip lighting
- Bench strip lighting
- Tree and wall uplighting
- Wayfinding spot lighting
- Electric vehicle charging point
- Proposed slot drains

Revision	Date	Description
00	07.12.18	Issued for comment
01	11.01.19	Planning submission

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Client
P.J. Alexander Estates Ltd.

Project
Alexander House, King's Road, Reading

Description
Proposed Landscape General Arrangement

Status
PLANNING

Scale	Drawn By	Date
1:200@A1	AS	NOV 18
Job Number	Drawing Number	Revision
33443	L-90-100	01

Original size 100mm @ A1 Copyright Broadway Malyan Limited

Appendix B TRICS Output

Calculation Reference: AUDIT-706701-160720-0730

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	SR STIRLING	2 days

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

Filtering Stage 2 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: 20 to 154 (units:)
 Range Selected by User: 20 to 154 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/05/15

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	7

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	4
Built-Up Zone	5
No Sub Category	1

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.

Filtering Stage 3 selection:

Use Class:

C3

10 days

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

Population within 1 mile:

10,001 to 15,000

2 days

15,001 to 20,000

3 days

20,001 to 25,000

1 days

25,001 to 50,000

4 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

3 days

125,001 to 250,000

1 days

250,001 to 500,000

1 days

500,001 or More

2 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

8 days

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

Travel Plan:

No

10 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.

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET	BLOCK OF FLATS		CUMBRIA
	CARLISLE Town Centre Built-Up Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
2	DC-03-C-01 ABBOTSBURY ROAD	BLOCKS OF FLATS		DORSET
	WEYMOUTH Edge of Town Centre Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	08/07/08		Survey Type: MANUAL
3	EX-03-C-02 WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA	BLOCK OF FLATS		ESSEX
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
4	GM-03-C-02 WHITWORTH STREET W.	BLOCK OF FLATS		GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone			
	Total Number of dwellings:	154		
	Survey date: THURSDAY	13/10/11		Survey Type: MANUAL
5	GM-03-C-03 FAIRFIELD STREET	BLOCK OF FLATS		GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone			
	Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
6	NF-03-C-01 PAGE STAIR LANE	BLOCKS OF FLATS		NORFOLK
	KING'S LYNN Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL
7	SC-03-C-01 HEATHCOTE ROAD	FLATS		SURREY
	CAMBERLEY Edge of Town Centre Residential Zone			
	Total Number of dwellings:	140		
	Survey date: MONDAY	21/07/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SF-03-C-01 STATION HILL	BLOCKS OF FLATS		SUFFOLK
	BURY ST EDMUNDS Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
9	SR-03-C-01 FORTHESIDE WAY	FLATS		STIRLING
	STIRLING Edge of Town Centre No Sub Category			
	Total Number of dwellings:	80		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
10	SR-03-C-02 ROSEBERRY TERRACE	FLATS		STIRLING
	STIRLING Edge of Town Centre Residential Zone			
	Total Number of dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CH-03-C-01	too much parking
EX-03-C-01	too small
FS-03-C-01	too remote
HI-03-C-01	too much parking
SA-03-C-01	too much parking

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	10	74	0.034	10	74	0.111	10	74	0.145
08:00 - 09:00	10	74	0.051	10	74	0.142	10	74	0.193
09:00 - 10:00	10	74	0.055	10	74	0.083	10	74	0.138
10:00 - 11:00	10	74	0.068	10	74	0.080	10	74	0.148
11:00 - 12:00	10	74	0.064	10	74	0.070	10	74	0.134
12:00 - 13:00	10	74	0.097	10	74	0.072	10	74	0.169
13:00 - 14:00	10	74	0.076	10	74	0.100	10	74	0.176
14:00 - 15:00	10	74	0.074	10	74	0.084	10	74	0.158
15:00 - 16:00	10	74	0.076	10	74	0.050	10	74	0.126
16:00 - 17:00	10	74	0.099	10	74	0.069	10	74	0.168
17:00 - 18:00	10	74	0.152	10	74	0.085	10	74	0.237
18:00 - 19:00	10	74	0.115	10	74	0.073	10	74	0.188
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.961			1.019			1.980

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.

Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date range:	01/01/08 - 26/05/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	5

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	74	0.001	10	74	0.001	10	74	0.002
08:00 - 09:00	10	74	0.000	10	74	0.001	10	74	0.001
09:00 - 10:00	10	74	0.000	10	74	0.000	10	74	0.000
10:00 - 11:00	10	74	0.001	10	74	0.001	10	74	0.002
11:00 - 12:00	10	74	0.004	10	74	0.004	10	74	0.008
12:00 - 13:00	10	74	0.003	10	74	0.003	10	74	0.006
13:00 - 14:00	10	74	0.003	10	74	0.003	10	74	0.006
14:00 - 15:00	10	74	0.003	10	74	0.001	10	74	0.004
15:00 - 16:00	10	74	0.001	10	74	0.003	10	74	0.004
16:00 - 17:00	10	74	0.004	10	74	0.003	10	74	0.007
17:00 - 18:00	10	74	0.005	10	74	0.003	10	74	0.008
18:00 - 19:00	10	74	0.001	10	74	0.003	10	74	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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.

Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date range:	01/01/08 - 26/05/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	5

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

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

MULTI-MODAL 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	10	74	0.000	10	74	0.000	10	74	0.000
08:00 - 09:00	10	74	0.001	10	74	0.000	10	74	0.001
09:00 - 10:00	10	74	0.003	10	74	0.004	10	74	0.007
10:00 - 11:00	10	74	0.001	10	74	0.001	10	74	0.002
11:00 - 12:00	10	74	0.000	10	74	0.000	10	74	0.000
12:00 - 13:00	10	74	0.001	10	74	0.001	10	74	0.002
13:00 - 14:00	10	74	0.001	10	74	0.001	10	74	0.002
14:00 - 15:00	10	74	0.001	10	74	0.001	10	74	0.002
15:00 - 16:00	10	74	0.000	10	74	0.000	10	74	0.000
16:00 - 17:00	10	74	0.001	10	74	0.001	10	74	0.002
17:00 - 18:00	10	74	0.000	10	74	0.000	10	74	0.000
18:00 - 19:00	10	74	0.000	10	74	0.000	10	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/08 - 26/05/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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

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

MULTI-MODAL PSVS

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	10	74	0.000	10	74	0.000	10	74	0.000
08:00 - 09:00	10	74	0.000	10	74	0.000	10	74	0.000
09:00 - 10:00	10	74	0.000	10	74	0.000	10	74	0.000
10:00 - 11:00	10	74	0.000	10	74	0.000	10	74	0.000
11:00 - 12:00	10	74	0.001	10	74	0.001	10	74	0.002
12:00 - 13:00	10	74	0.000	10	74	0.000	10	74	0.000
13:00 - 14:00	10	74	0.000	10	74	0.000	10	74	0.000
14:00 - 15:00	10	74	0.000	10	74	0.000	10	74	0.000
15:00 - 16:00	10	74	0.000	10	74	0.000	10	74	0.000
16:00 - 17:00	10	74	0.000	10	74	0.000	10	74	0.000
17:00 - 18:00	10	74	0.000	10	74	0.000	10	74	0.000
18:00 - 19:00	10	74	0.000	10	74	0.000	10	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/08 - 26/05/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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

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

MULTI-MODAL 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	10	74	0.001	10	74	0.005	10	74	0.006
08:00 - 09:00	10	74	0.001	10	74	0.003	10	74	0.004
09:00 - 10:00	10	74	0.003	10	74	0.003	10	74	0.006
10:00 - 11:00	10	74	0.000	10	74	0.004	10	74	0.004
11:00 - 12:00	10	74	0.004	10	74	0.001	10	74	0.005
12:00 - 13:00	10	74	0.003	10	74	0.009	10	74	0.012
13:00 - 14:00	10	74	0.000	10	74	0.001	10	74	0.001
14:00 - 15:00	10	74	0.000	10	74	0.000	10	74	0.000
15:00 - 16:00	10	74	0.003	10	74	0.001	10	74	0.004
16:00 - 17:00	10	74	0.000	10	74	0.001	10	74	0.001
17:00 - 18:00	10	74	0.009	10	74	0.001	10	74	0.010
18:00 - 19:00	10	74	0.004	10	74	0.000	10	74	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.029			0.057

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.

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/08 - 26/05/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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

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

MULTI-MODAL 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	10	74	0.038	10	74	0.131	10	74	0.169
08:00 - 09:00	10	74	0.060	10	74	0.191	10	74	0.251
09:00 - 10:00	10	74	0.069	10	74	0.110	10	74	0.179
10:00 - 11:00	10	74	0.095	10	74	0.107	10	74	0.202
11:00 - 12:00	10	74	0.078	10	74	0.097	10	74	0.175
12:00 - 13:00	10	74	0.124	10	74	0.096	10	74	0.220
13:00 - 14:00	10	74	0.103	10	74	0.120	10	74	0.223
14:00 - 15:00	10	74	0.088	10	74	0.114	10	74	0.202
15:00 - 16:00	10	74	0.115	10	74	0.069	10	74	0.184
16:00 - 17:00	10	74	0.131	10	74	0.089	10	74	0.220
17:00 - 18:00	10	74	0.196	10	74	0.114	10	74	0.310
18:00 - 19:00	10	74	0.145	10	74	0.101	10	74	0.246
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.242			1.339			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.

Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date range:	01/01/08 - 26/05/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	5

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

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

MULTI-MODAL 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	10	74	0.012	10	74	0.060	10	74	0.072
08:00 - 09:00	10	74	0.020	10	74	0.142	10	74	0.162
09:00 - 10:00	10	74	0.028	10	74	0.106	10	74	0.134
10:00 - 11:00	10	74	0.054	10	74	0.061	10	74	0.115
11:00 - 12:00	10	74	0.061	10	74	0.087	10	74	0.148
12:00 - 13:00	10	74	0.087	10	74	0.099	10	74	0.186
13:00 - 14:00	10	74	0.097	10	74	0.070	10	74	0.167
14:00 - 15:00	10	74	0.084	10	74	0.060	10	74	0.144
15:00 - 16:00	10	74	0.104	10	74	0.076	10	74	0.180
16:00 - 17:00	10	74	0.130	10	74	0.116	10	74	0.246
17:00 - 18:00	10	74	0.179	10	74	0.087	10	74	0.266
18:00 - 19:00	10	74	0.116	10	74	0.041	10	74	0.157
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.972			1.005			1.977

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.

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/08 - 26/05/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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

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

MULTI-MODAL 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	10	74	0.000	10	74	0.020	10	74	0.020
08:00 - 09:00	10	74	0.001	10	74	0.037	10	74	0.038
09:00 - 10:00	10	74	0.003	10	74	0.016	10	74	0.019
10:00 - 11:00	10	74	0.003	10	74	0.008	10	74	0.011
11:00 - 12:00	10	74	0.004	10	74	0.004	10	74	0.008
12:00 - 13:00	10	74	0.004	10	74	0.009	10	74	0.013
13:00 - 14:00	10	74	0.004	10	74	0.005	10	74	0.009
14:00 - 15:00	10	74	0.007	10	74	0.001	10	74	0.008
15:00 - 16:00	10	74	0.022	10	74	0.005	10	74	0.027
16:00 - 17:00	10	74	0.026	10	74	0.005	10	74	0.031
17:00 - 18:00	10	74	0.026	10	74	0.001	10	74	0.027
18:00 - 19:00	10	74	0.008	10	74	0.001	10	74	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.112			0.220

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.

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/08 - 26/05/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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

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

MULTI-MODAL 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	10	74	0.001	10	74	0.047	10	74	0.048
08:00 - 09:00	10	74	0.003	10	74	0.047	10	74	0.050
09:00 - 10:00	10	74	0.000	10	74	0.014	10	74	0.014
10:00 - 11:00	10	74	0.003	10	74	0.004	10	74	0.007
11:00 - 12:00	10	74	0.001	10	74	0.008	10	74	0.009
12:00 - 13:00	10	74	0.003	10	74	0.009	10	74	0.012
13:00 - 14:00	10	74	0.001	10	74	0.009	10	74	0.010
14:00 - 15:00	10	74	0.004	10	74	0.001	10	74	0.005
15:00 - 16:00	10	74	0.012	10	74	0.000	10	74	0.012
16:00 - 17:00	10	74	0.014	10	74	0.007	10	74	0.021
17:00 - 18:00	10	74	0.062	10	74	0.003	10	74	0.065
18:00 - 19:00	10	74	0.022	10	74	0.000	10	74	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.149			0.275

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

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

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/08 - 26/05/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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

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

MULTI-MODAL COACH 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	10	74	0.000	10	74	0.000	10	74	0.000
08:00 - 09:00	10	74	0.000	10	74	0.000	10	74	0.000
09:00 - 10:00	10	74	0.000	10	74	0.000	10	74	0.000
10:00 - 11:00	10	74	0.000	10	74	0.000	10	74	0.000
11:00 - 12:00	10	74	0.014	10	74	0.001	10	74	0.015
12:00 - 13:00	10	74	0.000	10	74	0.000	10	74	0.000
13:00 - 14:00	10	74	0.000	10	74	0.000	10	74	0.000
14:00 - 15:00	10	74	0.000	10	74	0.000	10	74	0.000
15:00 - 16:00	10	74	0.000	10	74	0.000	10	74	0.000
16:00 - 17:00	10	74	0.000	10	74	0.000	10	74	0.000
17:00 - 18:00	10	74	0.000	10	74	0.000	10	74	0.000
18:00 - 19:00	10	74	0.000	10	74	0.000	10	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.001			0.015

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.

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/08 - 26/05/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	10	74	0.001	10	74	0.068	10	74	0.069
08:00 - 09:00	10	74	0.004	10	74	0.084	10	74	0.088
09:00 - 10:00	10	74	0.003	10	74	0.030	10	74	0.033
10:00 - 11:00	10	74	0.005	10	74	0.012	10	74	0.017
11:00 - 12:00	10	74	0.019	10	74	0.014	10	74	0.033
12:00 - 13:00	10	74	0.007	10	74	0.019	10	74	0.026
13:00 - 14:00	10	74	0.005	10	74	0.015	10	74	0.020
14:00 - 15:00	10	74	0.009	10	74	0.003	10	74	0.012
15:00 - 16:00	10	74	0.034	10	74	0.005	10	74	0.039
16:00 - 17:00	10	74	0.039	10	74	0.012	10	74	0.051
17:00 - 18:00	10	74	0.088	10	74	0.004	10	74	0.092
18:00 - 19:00	10	74	0.030	10	74	0.001	10	74	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.244			0.267			0.511

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.

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/08 - 26/05/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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

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

MULTI-MODAL 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	10	74	0.053	10	74	0.264	10	74	0.317
08:00 - 09:00	10	74	0.085	10	74	0.419	10	74	0.504
09:00 - 10:00	10	74	0.103	10	74	0.248	10	74	0.351
10:00 - 11:00	10	74	0.154	10	74	0.184	10	74	0.338
11:00 - 12:00	10	74	0.162	10	74	0.199	10	74	0.361
12:00 - 13:00	10	74	0.221	10	74	0.223	10	74	0.444
13:00 - 14:00	10	74	0.206	10	74	0.207	10	74	0.413
14:00 - 15:00	10	74	0.181	10	74	0.176	10	74	0.357
15:00 - 16:00	10	74	0.256	10	74	0.152	10	74	0.408
16:00 - 17:00	10	74	0.300	10	74	0.219	10	74	0.519
17:00 - 18:00	10	74	0.472	10	74	0.206	10	74	0.678
18:00 - 19:00	10	74	0.295	10	74	0.143	10	74	0.438
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.488			2.640			5.128	

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.

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/08 - 26/05/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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.

Calculation Reference: AUDIT-706701-181112-1118

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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 residents
Actual Range: 110 to 241 (units:)
Range Selected by User: 15 to 700 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 14/11/17

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:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	3 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- 1 DV-03-G-02 STUDENT FLATS DEVON
COWLEY BRIDGE ROAD
EXETER
- Edge of Town
No Sub Category
Total Number of residents: 110
Survey date: WEDNESDAY 05/10/11 Survey Type: MANUAL
- 2 DV-03-G-04 STUDENT ACCOMMODATION DEVON
BONHAY ROAD
EXETER
- Edge of Town Centre
Residential Zone
Total Number of residents: 241
Survey date: THURSDAY 28/11/13 Survey Type: MANUAL
- 3 WK-03-G-02 STUDENT FLATS WARWICKSHIRE
RAGLAN STREET
COVENTRY
- Edge of Town Centre
Built-Up Zone
Total Number of residents: 197
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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CN-03-G-01	Was not in previous assessment
IS-03-G-01	Was not in previous assessment
TH-03-G-01	Was not in previous assessment

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.002	3	183	0.000	3	183	0.002
08:00 - 09:00	3	183	0.007	3	183	0.005	3	183	0.012
09:00 - 10:00	3	183	0.004	3	183	0.004	3	183	0.008
10:00 - 11:00	3	183	0.016	3	183	0.011	3	183	0.027
11:00 - 12:00	3	183	0.016	3	183	0.018	3	183	0.034
12:00 - 13:00	3	183	0.007	3	183	0.011	3	183	0.018
13:00 - 14:00	3	183	0.013	3	183	0.009	3	183	0.022
14:00 - 15:00	3	183	0.015	3	183	0.018	3	183	0.033
15:00 - 16:00	3	183	0.016	3	183	0.015	3	183	0.031
16:00 - 17:00	3	183	0.016	3	183	0.015	3	183	0.031
17:00 - 18:00	3	183	0.002	3	183	0.013	3	183	0.015
18:00 - 19:00	3	183	0.007	3	183	0.009	3	183	0.016
19:00 - 20:00	2	219	0.007	2	219	0.007	2	219	0.014
20:00 - 21:00	2	219	0.009	2	219	0.009	2	219	0.018
21:00 - 22:00	2	219	0.007	2	219	0.011	2	219	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.144			0.155				0.299

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:	110 - 241 (units:)
Survey date date range:	01/01/07 - 14/11/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.000	3	183	0.000	3	183	0.000
08:00 - 09:00	3	183	0.004	3	183	0.004	3	183	0.008
09:00 - 10:00	3	183	0.000	3	183	0.000	3	183	0.000
10:00 - 11:00	3	183	0.000	3	183	0.000	3	183	0.000
11:00 - 12:00	3	183	0.005	3	183	0.005	3	183	0.010
12:00 - 13:00	3	183	0.004	3	183	0.004	3	183	0.008
13:00 - 14:00	3	183	0.004	3	183	0.004	3	183	0.008
14:00 - 15:00	3	183	0.009	3	183	0.009	3	183	0.018
15:00 - 16:00	3	183	0.004	3	183	0.002	3	183	0.006
16:00 - 17:00	3	183	0.009	3	183	0.009	3	183	0.018
17:00 - 18:00	3	183	0.002	3	183	0.002	3	183	0.004
18:00 - 19:00	3	183	0.005	3	183	0.005	3	183	0.010
19:00 - 20:00	2	219	0.002	2	219	0.000	2	219	0.002
20:00 - 21:00	2	219	0.002	2	219	0.002	2	219	0.004
21:00 - 22:00	2	219	0.007	2	219	0.002	2	219	0.009
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.048			0.105

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.000	3	183	0.000	3	183	0.000
08:00 - 09:00	3	183	0.002	3	183	0.004	3	183	0.006
09:00 - 10:00	3	183	0.000	3	183	0.000	3	183	0.000
10:00 - 11:00	3	183	0.000	3	183	0.000	3	183	0.000
11:00 - 12:00	3	183	0.004	3	183	0.004	3	183	0.008
12:00 - 13:00	3	183	0.000	3	183	0.000	3	183	0.000
13:00 - 14:00	3	183	0.000	3	183	0.002	3	183	0.002
14:00 - 15:00	3	183	0.002	3	183	0.000	3	183	0.002
15:00 - 16:00	3	183	0.002	3	183	0.000	3	183	0.002
16:00 - 17:00	3	183	0.000	3	183	0.000	3	183	0.000
17:00 - 18:00	3	183	0.000	3	183	0.002	3	183	0.002
18:00 - 19:00	3	183	0.000	3	183	0.000	3	183	0.000
19:00 - 20:00	2	219	0.000	2	219	0.000	2	219	0.000
20:00 - 21:00	2	219	0.000	2	219	0.000	2	219	0.000
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.010			0.012			0.022	

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.002	3	183	0.000	3	183	0.002
08:00 - 09:00	3	183	0.005	3	183	0.009	3	183	0.014
09:00 - 10:00	3	183	0.005	3	183	0.002	3	183	0.007
10:00 - 11:00	3	183	0.022	3	183	0.016	3	183	0.038
11:00 - 12:00	3	183	0.015	3	183	0.024	3	183	0.039
12:00 - 13:00	3	183	0.005	3	183	0.011	3	183	0.016
13:00 - 14:00	3	183	0.022	3	183	0.009	3	183	0.031
14:00 - 15:00	3	183	0.011	3	183	0.024	3	183	0.035
15:00 - 16:00	3	183	0.024	3	183	0.016	3	183	0.040
16:00 - 17:00	3	183	0.018	3	183	0.009	3	183	0.027
17:00 - 18:00	3	183	0.000	3	183	0.018	3	183	0.018
18:00 - 19:00	3	183	0.002	3	183	0.009	3	183	0.011
19:00 - 20:00	2	219	0.011	2	219	0.007	2	219	0.018
20:00 - 21:00	2	219	0.016	2	219	0.011	2	219	0.027
21:00 - 22:00	2	219	0.009	2	219	0.007	2	219	0.016
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.172			0.339

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.002	3	183	0.005	3	183	0.007
08:00 - 09:00	3	183	0.005	3	183	0.181	3	183	0.186
09:00 - 10:00	3	183	0.005	3	183	0.044	3	183	0.049
10:00 - 11:00	3	183	0.046	3	183	0.097	3	183	0.143
11:00 - 12:00	3	183	0.047	3	183	0.077	3	183	0.124
12:00 - 13:00	3	183	0.062	3	183	0.058	3	183	0.120
13:00 - 14:00	3	183	0.088	3	183	0.071	3	183	0.159
14:00 - 15:00	3	183	0.091	3	183	0.080	3	183	0.171
15:00 - 16:00	3	183	0.108	3	183	0.078	3	183	0.186
16:00 - 17:00	3	183	0.161	3	183	0.066	3	183	0.227
17:00 - 18:00	3	183	0.175	3	183	0.080	3	183	0.255
18:00 - 19:00	3	183	0.177	3	183	0.097	3	183	0.274
19:00 - 20:00	2	219	0.041	2	219	0.050	2	219	0.091
20:00 - 21:00	2	219	0.082	2	219	0.068	2	219	0.150
21:00 - 22:00	2	219	0.039	2	219	0.030	2	219	0.069
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.129			1.082				2.211

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.000	3	183	0.002	3	183	0.002
08:00 - 09:00	3	183	0.000	3	183	0.009	3	183	0.009
09:00 - 10:00	3	183	0.000	3	183	0.007	3	183	0.007
10:00 - 11:00	3	183	0.004	3	183	0.015	3	183	0.019
11:00 - 12:00	3	183	0.004	3	183	0.007	3	183	0.011
12:00 - 13:00	3	183	0.004	3	183	0.011	3	183	0.015
13:00 - 14:00	3	183	0.005	3	183	0.007	3	183	0.012
14:00 - 15:00	3	183	0.009	3	183	0.005	3	183	0.014
15:00 - 16:00	3	183	0.009	3	183	0.009	3	183	0.018
16:00 - 17:00	3	183	0.015	3	183	0.004	3	183	0.019
17:00 - 18:00	3	183	0.009	3	183	0.000	3	183	0.009
18:00 - 19:00	3	183	0.022	3	183	0.013	3	183	0.035
19:00 - 20:00	2	219	0.000	2	219	0.000	2	219	0.000
20:00 - 21:00	2	219	0.000	2	219	0.000	2	219	0.000
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.089			0.170

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.000	3	183	0.000	3	183	0.000
08:00 - 09:00	3	183	0.002	3	183	0.002	3	183	0.004
09:00 - 10:00	3	183	0.000	3	183	0.000	3	183	0.000
10:00 - 11:00	3	183	0.004	3	183	0.002	3	183	0.006
11:00 - 12:00	3	183	0.000	3	183	0.000	3	183	0.000
12:00 - 13:00	3	183	0.000	3	183	0.000	3	183	0.000
13:00 - 14:00	3	183	0.000	3	183	0.000	3	183	0.000
14:00 - 15:00	3	183	0.002	3	183	0.002	3	183	0.004
15:00 - 16:00	3	183	0.000	3	183	0.000	3	183	0.000
16:00 - 17:00	3	183	0.000	3	183	0.000	3	183	0.000
17:00 - 18:00	3	183	0.000	3	183	0.000	3	183	0.000
18:00 - 19:00	3	183	0.000	3	183	0.000	3	183	0.000
19:00 - 20:00	2	219	0.000	2	219	0.002	2	219	0.002
20:00 - 21:00	2	219	0.000	2	219	0.000	2	219	0.000
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.000	3	183	0.002	3	183	0.002
08:00 - 09:00	3	183	0.002	3	183	0.011	3	183	0.013
09:00 - 10:00	3	183	0.000	3	183	0.007	3	183	0.007
10:00 - 11:00	3	183	0.007	3	183	0.016	3	183	0.023
11:00 - 12:00	3	183	0.004	3	183	0.007	3	183	0.011
12:00 - 13:00	3	183	0.004	3	183	0.011	3	183	0.015
13:00 - 14:00	3	183	0.005	3	183	0.007	3	183	0.012
14:00 - 15:00	3	183	0.011	3	183	0.007	3	183	0.018
15:00 - 16:00	3	183	0.009	3	183	0.009	3	183	0.018
16:00 - 17:00	3	183	0.015	3	183	0.004	3	183	0.019
17:00 - 18:00	3	183	0.009	3	183	0.000	3	183	0.009
18:00 - 19:00	3	183	0.022	3	183	0.013	3	183	0.035
19:00 - 20:00	2	219	0.000	2	219	0.002	2	219	0.002
20:00 - 21:00	2	219	0.000	2	219	0.000	2	219	0.000
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.096			0.184

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.004	3	183	0.007	3	183	0.011
08:00 - 09:00	3	183	0.015	3	183	0.204	3	183	0.219
09:00 - 10:00	3	183	0.011	3	183	0.053	3	183	0.064
10:00 - 11:00	3	183	0.075	3	183	0.130	3	183	0.205
11:00 - 12:00	3	183	0.069	3	183	0.111	3	183	0.180
12:00 - 13:00	3	183	0.071	3	183	0.080	3	183	0.151
13:00 - 14:00	3	183	0.115	3	183	0.089	3	183	0.204
14:00 - 15:00	3	183	0.115	3	183	0.111	3	183	0.226
15:00 - 16:00	3	183	0.142	3	183	0.104	3	183	0.246
16:00 - 17:00	3	183	0.193	3	183	0.078	3	183	0.271
17:00 - 18:00	3	183	0.184	3	183	0.100	3	183	0.284
18:00 - 19:00	3	183	0.201	3	183	0.119	3	183	0.320
19:00 - 20:00	2	219	0.053	2	219	0.059	2	219	0.112
20:00 - 21:00	2	219	0.098	2	219	0.080	2	219	0.178
21:00 - 22:00	2	219	0.048	2	219	0.037	2	219	0.085
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.394			1.362				2.756

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.