



The National Pub Portfolio Limited

**138-144 Friar Street,
Reading**

Delivery and Servicing Plan

August 2026



The National Pub Portfolio Limited

138-144 Friar Street,
Reading

Delivery and Servicing Plan

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APPENDICES

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APPENDIX A Site Layout Plan

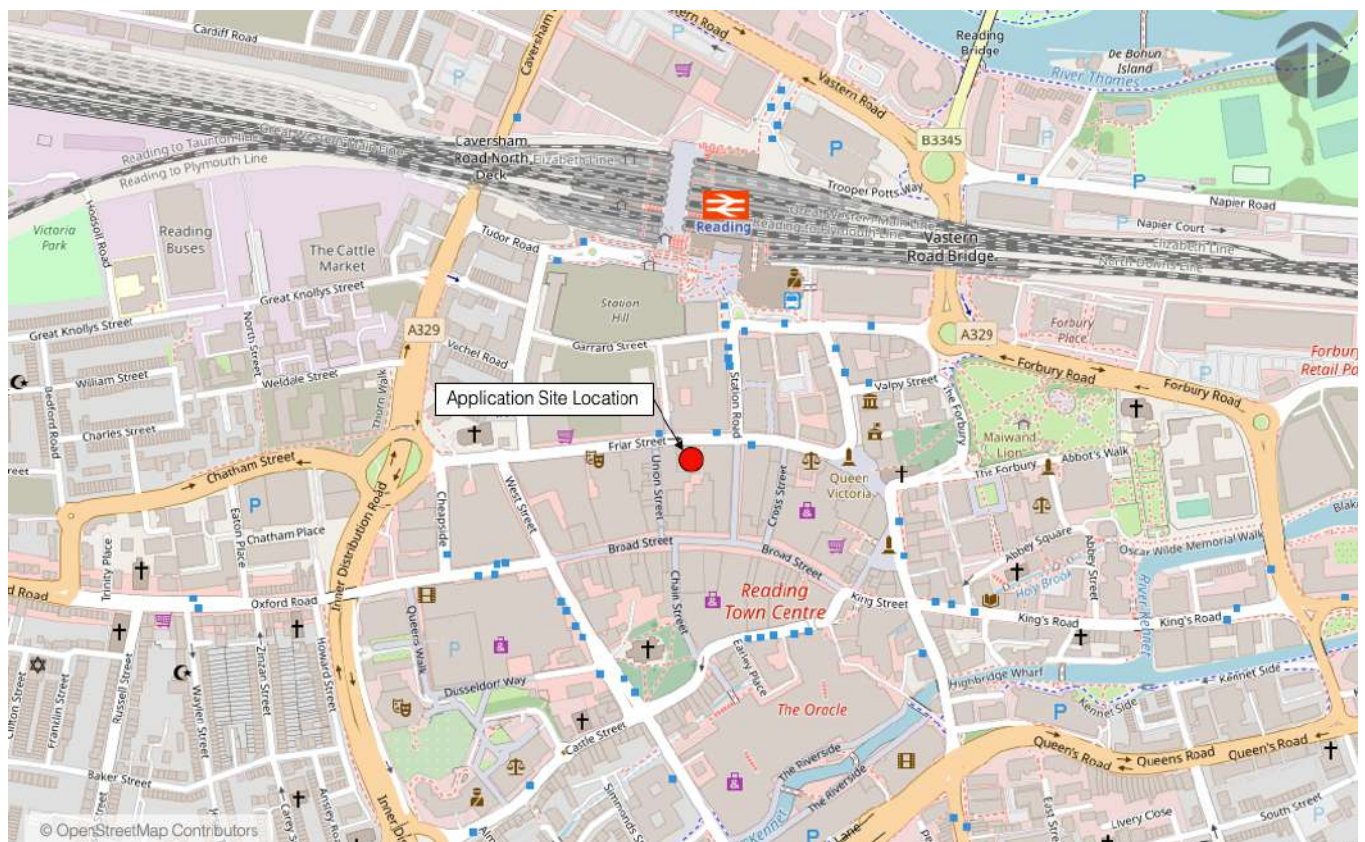
APPENDIX B Full TRICS Report

1. Introduction

1.1 Overview

- 1.1.1 This Delivery and Servicing Plan (DSP) has been prepared by mode transport planning (mode) on behalf of The National Pub Portfolio Limited in relation to a Full planning application for a residential co-living development, comprising 145 units and partial retention of the former Bugle Public House as a standalone Class E commercial unit at 138-144 Friar Street, Reading.
- 1.1.2 The site is located within the Reading Unitary Authority where Reading Borough Council (RBC) acts as both the Local Planning Authority (LPA) and Local Highways Authority (LHA).
- 1.1.3 This DSP has been produced alongside a Transport Statement (TS) and a Framework Travel Plan (FTP) and as such these documents should be read in conjunction.
- 1.1.4 The location of the site is demonstrated on **Figure 1.1**, with the proposed site layout provided in **Appendix A**.

Figure 1.1 Site Location Plan



1.2 Pre-Application Discussions

1.2.1 A pre-application consultation with RBC was undertaken on 27th February 2026 (Ref: PL/25/1846), with RBC's formal response received on 9th March 2026. With regard to the proposal's delivery and servicing arrangements, RBC stated:

- *"Details of the how the units and retail proposed E class units are to be serviced will be required in the form of a delivery/service plan. This should include the frequency of deliveries currently undertaken at the site and where these take place for the existing buildings, together with a breakdown of proposed servicing for the residential units and retail unit".*
- *"Details as to what type of existing and proposed types of vehicles service the site and the differences between the two will also be required. Transport couldn't agree to a significant increase in on-street servicing from Friar Street and if there were to be any increase of intensification, then there should be on site serving/turning arrangements, and these would need to be detailed as part of the application".*
- *"Friar Street is used by buses and has access restrictions in place during certain times of the day. There is a 24 hours restriction in place for Friar Street West Bound (except for buses and taxis) and time restricted access Friar Street Eastbound between 7am – 11am and 4pm – 7pm and restricted access to Market Place. A new section of a 'no stopping' red route has recently been introduced east along Friar Street. The new restriction means vehicles will not be allowed to stop anyway unless they are within a dedicated loading bay".*
- *"The commentary within the Design and Access Statement states that bins will be wheeled from the storage area at the rear of the site to the loading bay on Friar Street. It is not clear how the bins will be brought to the loading bay for collection without navigating at least 4 sets of internal doors. The applicant should also note that Highways Authority would not accept bins being stored on any part of the Public Highway and therefore refuse collection will need to be from the storage area, this would need to be agreed with the Council's waste team / private refuse collection team".*

1.3 Purpose of Document

1.3.1 As outlined above, through pre-app discussions with the RBC, a DSP has been requested, to ensure that the delivery, servicing, and parking arrangements associated with the development proposals can take place in a safe, efficient, and sustainable manner. It has been developed in accordance with best practice guidance and National and Local policies.

1.3.2 This DSP identifies the following aspects in relation to the future site operation:

- Types of vehicles servicing the site.
- Servicing arrangements.
- Frequency and timing of servicing activity.
- Proposed vehicle routing.
- On-site management mechanisms to ensure efficient and safe servicing activity occurs at the site.

1.3.3 The DSP has been developed in accordance with the policies set out within:

- The National Planning Policy Framework (NPPF) (2025)
- Good Practice Guidance (2014)

1.4 Structure of Document

1.4.1 The remainder of this report is structured as follows:

- **Chapter 2:** Local Context.
- **Chapter 3:** Site Specific Arrangements.
- **Chapter 4:** Policy and Good Practice Guidance.
- **Chapter 5:** Measures and Initiatives.
- **Chapter 6:** Monitoring and Review.
- **Chapter 7:** Summary and Conclusion.

2. Local Context

2.1 Overview

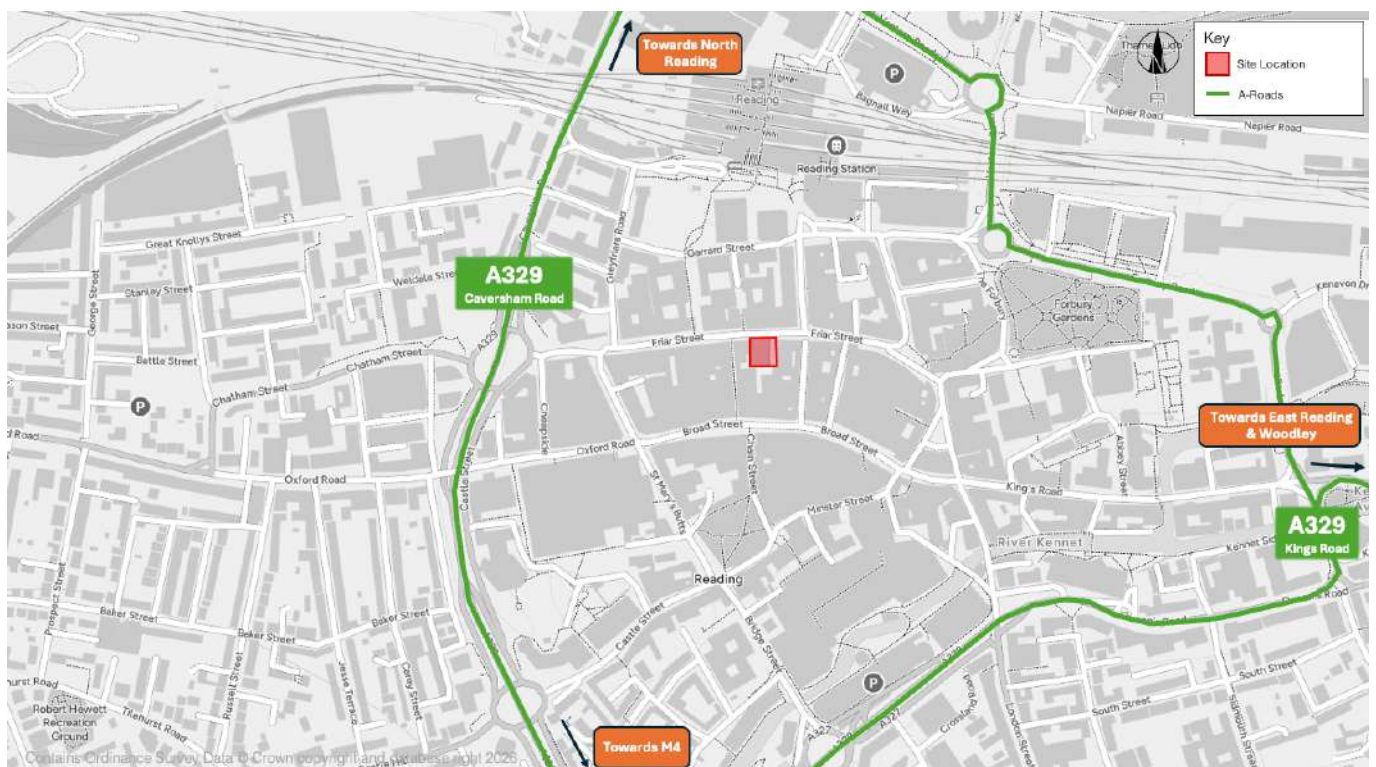
2.1.1 This Chapter seeks to provide details on the local area and specifically on the existing highways in relation to the site, highlighting important restrictions and road limitations.

2.2 Site Location

2.2.1 The application site is located in Reading town centre fronting Friar Street which is centrally located to the town's main shopping area and public transport hubs, with Greyfriars Road to the west and Station Road to the east.

2.2.2 The site in relation to the local highway network is demonstrated on **Figure 2.1**.

Figure 2.1 Local Highway Network



Friar Street

2.2.3 Friar Street is one of the main high streets within Reading, and as such is highly regulated and pedestrian prioritised. The road is a single carriageway but is highly restricted as to vehicle access. All vehicles except buses and wheelchair accessible taxis are prohibited travelling westbound at all times. Regarding eastbound movements, all vehicles except buses, wheelchair accessible taxis and permit holders are restricted between 7am-11am and 4pm-7pm. This is to reduce congestion and improve pedestrian safety during peak hours.

- 2.2.4 Friar Street is subject to a 20-mph speed limit with loading bays, taxi ranks and bus stops travelling eastbound all provided with segregated lanes to pull into or wait in to keep Friar Street flowing.
- 2.2.5 Restrictions are provided on Friar Street loading bays, the 2 closest bays to the site have the following restrictions:
- No stopping permitted except 9pm-5am.
 - Loading permitted for a maximum 40 minutes.
- 2.2.6 Friar Street is a red route which restricts stopping at any time except for in designated loading bays or where signage permits. The red route continues along Friar Street, east of Queen Victoria Street, and along Station Road and Blagrove Street, all of which are subject to a one-way circulatory route.

A329 – Caversham Road

- 2.2.7 Caversham Road is located approximately 300m to the west of the site, accessed via a roundabout from Friar Street and is a dual carriageway with two to three lanes travelling in each direction at various points. The A329 eventually joins with the A33 to the south of the site via a junction.

A33

- 2.2.8 The A33 is key to Reading as it connects the town to the M4 at Junction 11. It is a dual carriageway on a north south axis and also continues beyond the M4 to provide access to Basingstoke and the M3.

A329 – Kings Road

- 2.2.9 Kings Road is a continuation of the A329 off to the east of the site as the A329 wraps round forming a half ring road around central Reading. Kings Road continues out to East Reading and providing easy access to other areas such as Woodley and Earley.

3. Site Specific Arrangements

3.1 Development Proposals

3.1.1 The development proposals will entail phased redevelopment of the site involving the demolition of Nos. 138-141 and 142-143 Friar Street, partial demolition of No. 144 Friar Street, and erection of a basement and 6-story building to provide co-living residential accommodation (purpose-built shared living accommodation – Sui Generis use class), together with the partial retention of the former Bugle Public House as a standalone Class E commercial unit.

3.2 Servicing Arrangements

3.2.1 Given the site is located along a high street, the site will benefit from existing loading bays in the area which are used by delivery vehicles, similar to how the existing businesses are serviced. The loading bays will continue to be shared with other buildings and businesses along Friar Street and will be used to serve the co-living apartments and the standalone commercial unit, when deliveries are required.

3.2.2 The location of the on-street loading bays in relation to the site is shown on **Figure 3.1**.

Figure 3.1 Loading Bays and Red Route Restrictions



3.2.3 The sizes of loading bays along Friar Street vary, with the smallest bay being approximately 10 metres, and the largest approximately 20 metres. The number of loading bays allow a significant number of vehicles to be unloading throughout Friar Street at the same time.

3.2.4 Due to the restrictions along Friar Street, servicing vehicles will have to avoid the times of 7-11am and 4-7pm as there will be no access to Friar Street. This is also in line with good practice of avoiding deliveries and servicing during peak hours.

3.3 Servicing Strategy

Frequency

3.3.1 In order to understand the frequency of delivery vehicles which may be associated with the site, a review of similar sites in the TRICS database has been undertaken. The industry standard TRICS database has been interrogated for sites within the land use category “03 – Residential – C – Flats Privately Owned”, for sites located within England, but outside Greater London. The search query returned 6 relevant surveys with the average number of total bedrooms per development being 143.

3.3.2 The resultant OGV and LGV trip rates and trips for the AM and PM peak hours are summarised in **Table 3.1**. The full TRICS report is provided in **Appendix B**.

Table 3.1 Servicing Trips – 145 Co-living Units

	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
OGV/LGV Trip Rates	0.006	0.008	0.014	0.007	0.001	0.008
Total OGV/LGV Trips	1	1	2	1	0	1

3.3.3 As demonstrated in **Table 3.1**, the site could generate in the order of 2 and 1 two-way delivery trips in the AM and PM peak hours respectively, which could represent a single delivery arriving and departing over an hourly period. This should be considered negligible and can continue to be accommodated within the on-street loading bay during the required times.

Vehicle Types

3.3.4 The bays along Friar Street range from approximately 10 to 20 metres in length. This means that the existing loading bays on Friar Street can accommodate all vehicles which would be expected to be required to service the site and, as such, would be suitable for the proposals (as per the existing arrangement along Friar Street).

3.4 Refuse Collection Strategy

- 3.4.1 It is proposed that refuse arrangements remain as per the existing arrangements and therefore it is expected that refuse collection will take place from the loading bay on Friar Street to the east of the site.
- 3.4.2 Pre-application engagement outlined queries on the site layout, noting the layout meant having to navigate through 4 internal doors to take the waste bins out. This has now been rectified with a new site layout as shown in **Appendix A**, now allowing for just 1 door to separate waste bin storage to the collection zone, with storage taking place within the site.

3.5 Vehicle Routing

- 3.5.1 Deliveries to the site will travel via the A329 onto Friar Street from the wider highway network. Due to its one-way restrictions for all vehicles except buses and wheelchair accessible taxis, Friar Street is only accessible from the west and vehicles must continue in an easterly direction to exit the road.
- 3.5.2 Vehicle routing plans showing the recommended inbound and outbound routes for delivery vehicles are shown on **Figures 3.2** and **3.3**.

Figure 3.2 Vehicle Routing Plan (Access)

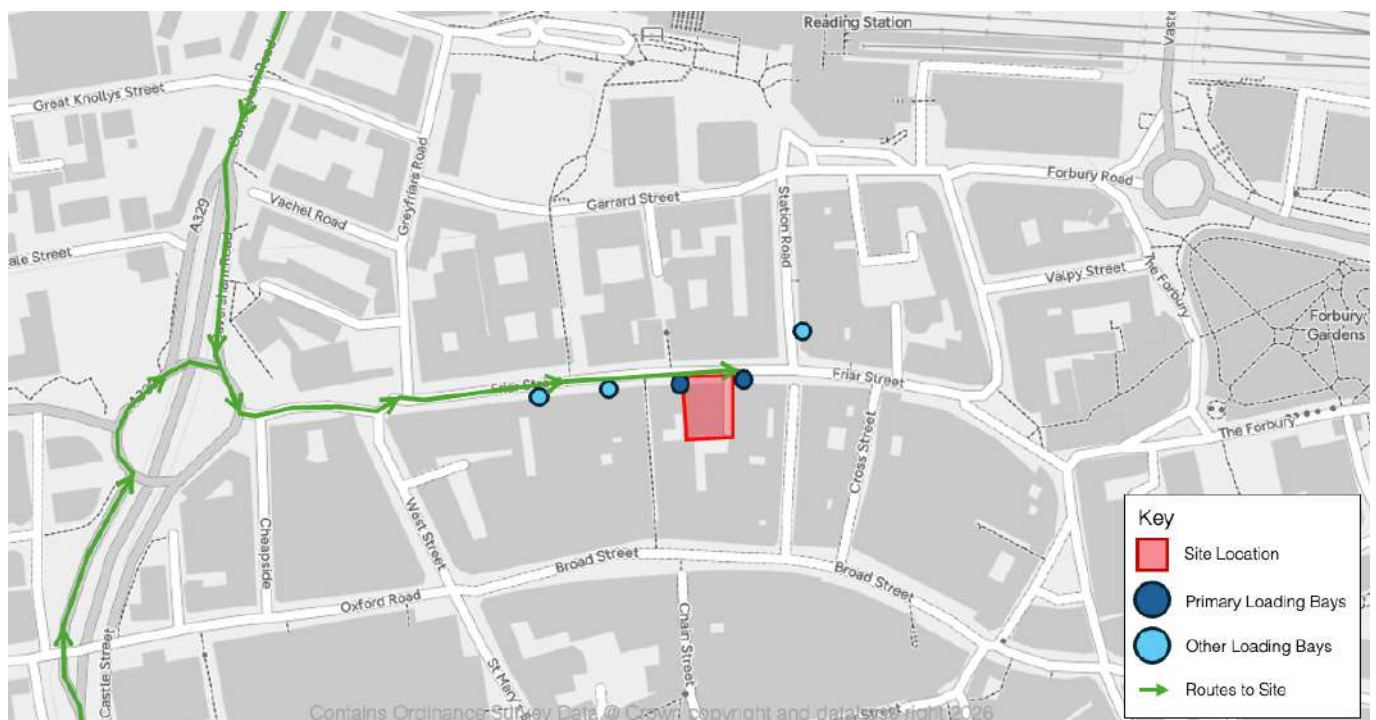
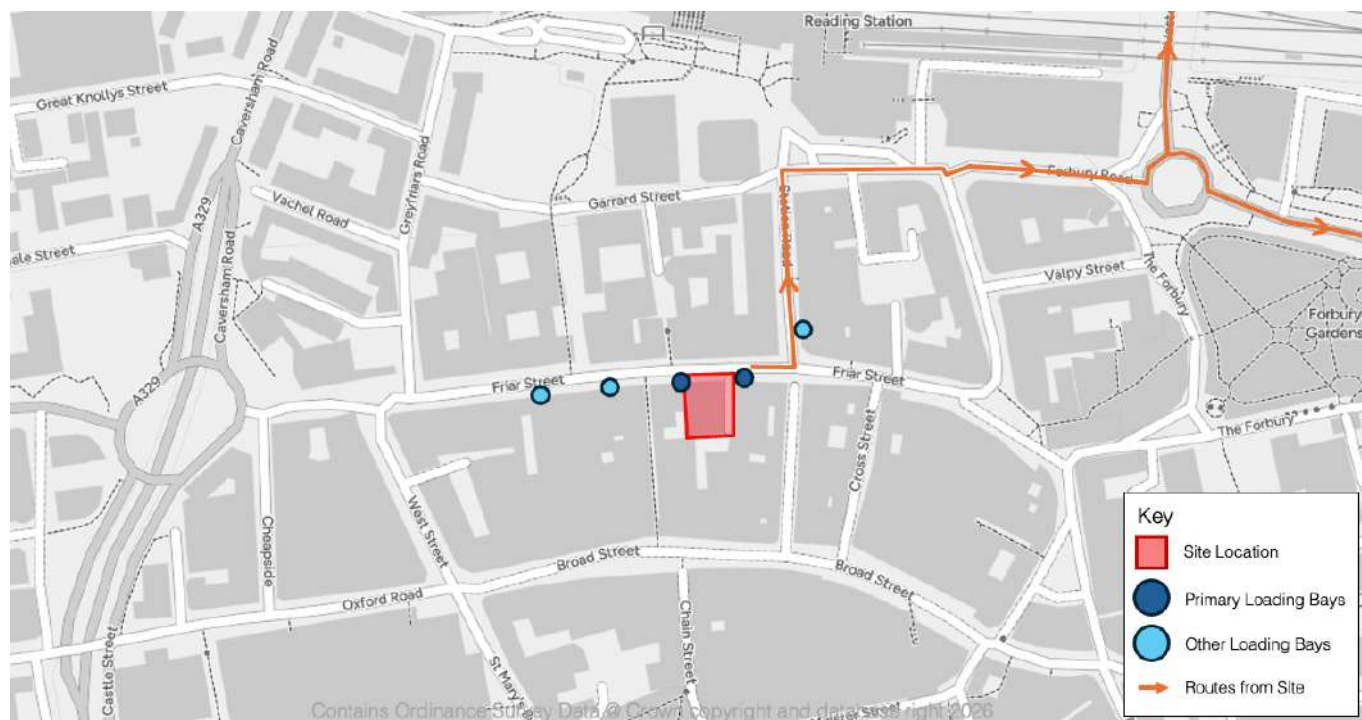


Figure 3.3 Vehicle Routeing Plan (Egress)



4. Policy and Good Practice Guidance

4.1 National Policy

National Planning Policy Framework 2025 (NPPF)

- 4.1.1 The National Planning Policy Framework (NPPF) details the Government's established planning policies and how they are expected to be applied.
- 4.1.2 The NPPF outlines the purpose of the planning system – to contribute to the achievement of sustainable development. To this end, the NPPF centres around sustainable development and is an essential reference in the preparation and implementation of plan-making and decisions. It is comprised of seventeen sections, twelve of which constitute core land-use principles to underscore and inform plan-making and decision-taking. Paragraph 117, point d) states that applications for developments should *"allow for the efficient delivery of goods, and access by service and emergency vehicles"*.

4.2 Good Practice Guidance

- 4.2.1 The Quiet Deliveries Good Practice Guide published by DfT in April 2014, covers the key problems for retailers, freight operators, local authorities and community stakeholders, reducing congestion and delays that affect freight and retail business, as well as local communities, particularly residents. This guidance is based on lessons learnt from Quiet Deliveries trials held by DfT, Freight Transport Association (FTA) and Noise Abatement Society (NAS) in 2010-11 and from the experience during the London 2012 Games.
- 4.2.2 The core principles of the DfT document on quiet deliveries is:
 - *"about enabling businesses and organisations to make and receive deliveries outside the main working day. The flexibility will generate multiple benefits for all affected parties, such as reduced congestion, lower emissions and business efficiency."*
- 4.2.3 Through schemes and case studies it was found that:
 - *"If delivery times are extended into the evenings/night-time periods in a well-managed manner, that schemes can work effectively with minimal or negligible disturbance to residents and surrounding communities."*

4.3 Fleet Operator Recognition Scheme (FORS)

- 4.3.1 FORS is an industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. FORS aims to assist business improve operator safety, fuel efficiency, economical operations and vehicle emissions.

4.4 Summary

- 4.4.1 This DSP accords with the relevant policies and has adopted the recommended good practice guidelines to further its effectiveness. This DSP will ensure that all deliveries are managed to minimise their impact on the road network.

5. Measures and Initiatives

5.1 Overview

5.1.1 This section of the DSP outlines the specific course of action in regard to implementing management measures at the site, with the aim of regulating the impact of all delivery and servicing operations.

5.2 Management of the Plan

5.2.1 The servicing strategy has been set out so that deliveries and servicing are to take place on-street within the nearby loading bay and as such, minimal active site management is required. Staff will be available to oversee the delivery of goods into the site.

5.2.2 A member of the future occupier's staff will be appointed to oversee the management, development and monitoring of the DSP. The DSP principles and measures will be promoted to delivery drivers.

5.2.3 The key principles of the DfT Quiet Deliveries Good Practice Guidance would be adopted which would include:

General servicing best practice:

- Identify timings for deliveries in advance so both driver and building maintenance staff are prepared for the arrival.
- Seek to ensure that delivery vehicles spend as little as time as possible attempting to access the loading bay.
- Ensure all staff are briefed and trained and follow the company code of practice.

Operation of the servicing area:

- During out-of-hours servicing switch off any bells/alarms/speakers.
- Switch off reversing alarm for out-of-hours deliveries.
- Turn-off delivery/service vehicle engines when not manoeuvring to prevent idling.

5.3 Site-specific Measures

5.3.1 A number of site-specific measures will be implemented at the site to manage servicing and deliveries, including how delivery and servicing trips will be reduced over time and how their impacts will be mitigated. The occupier will consider the following measures:

- Reduce the time spent at the development by suppliers:

- The less time a supplier spends using the delivery bays, the less likely it is that there will be congestion and subsequent impacts on following deliveries.
 - A booking system could reduce a supplier's time at the development by giving defined unloading times.
 - Pre-position waste bins for collection or have an unloading team ready for large deliveries.
- Reduce delivery, servicing and collection frequencies.
- Promote the use of low or no-emission vehicles/modes such as e-cargo bikes:
 - While vans and lorries are vehicles most commonly associated with freight movement, bicycles and motorcycles are more suitable for smaller, bespoke items.
 - The range and performance of electric and hybrid vehicles is continuing to increase over time. Encouraging suppliers to switch their vehicles to greener vehicles will reduce the carbon footprint of the development's supply chain.
 - Where possible, delivery companies who can demonstrate their commitment to following best practices – for example, the Freight Operator Recognition Scheme (FORS) will be selected.
- Drivers will be advised that the vehicle engines must be switched off whilst goods are being loaded/unloaded (i.e. when their vehicle is stationary).

6. Monitoring and Review

6.1 Monitoring

- 6.1.1 The appointed member of staff from the occupier will be responsible for the ongoing monitoring of the DSP.
- 6.1.2 The monitoring process will generate information by which the success of the DSP can be evaluated. The monitoring process will enable the DSP to be modified as appropriate to respond to any issues as they arise.
- 6.1.3 A record will be kept of any incidents, comments or feedback from staff or delivery drivers.

6.2 Review

- 6.2.1 The building owners will undertake an annual review of the DSP and will make any necessary changes or alterations as a result of this review. Stakeholders will be consulted where appropriate.

7. Summary and Conclusion

7.1 Summary

- 7.1.1 This DSP has been prepared specifically for the proposed development, which involves the phased redevelopment of the existing building to provide 145 co-living units and partial retention of the former Bugle Public House as a standalone Class E commercial unit.
- 7.1.2 The site will be serviced from the existing delivery bays on Friar Street which already accommodates the past usage of the site and other businesses and buildings on the High Street.
- 7.1.3 This DSP has been drafted in accordance with National and Local policy in relation to the movement of goods whilst addressing pre-application comments from RBC. It will remain a live document and will be updated if the use of the site were to change.

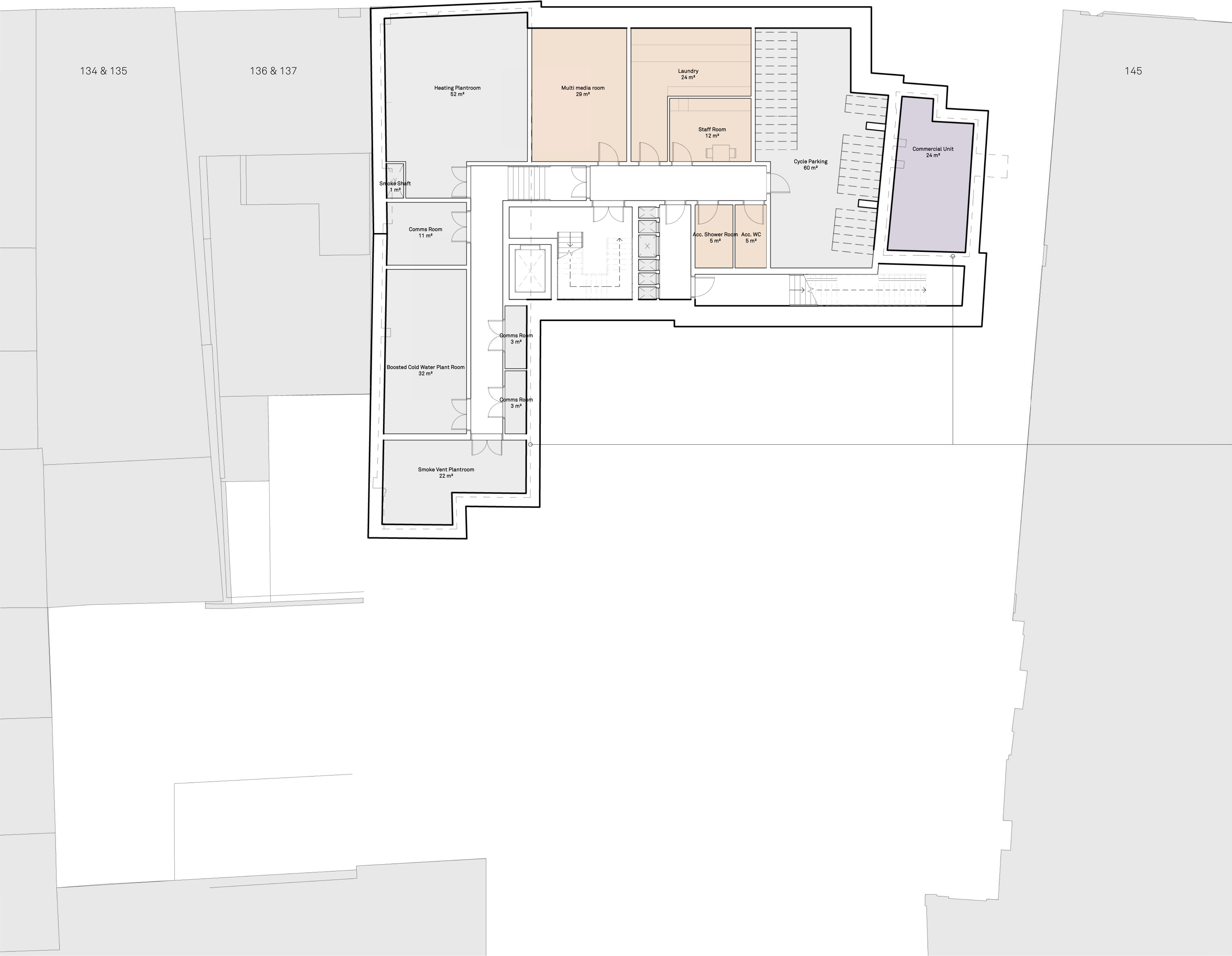
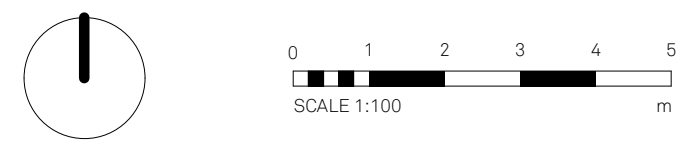
7.2 Conclusion

- 7.2.1 The measures set out within this DSP will ensure the successful and efficient operation of servicing and delivery activity on a day to-day basis, minimising the impact of servicing movements on the road network.

APPENDICES

APPENDIX A

Site Layout Plan



- Use Type Key
- Residential Amenity
 - Standard Studio
 - Accessible Studio
 - Plant & Servicing
 - Commercial Unit
 - Wall Mounted Plant

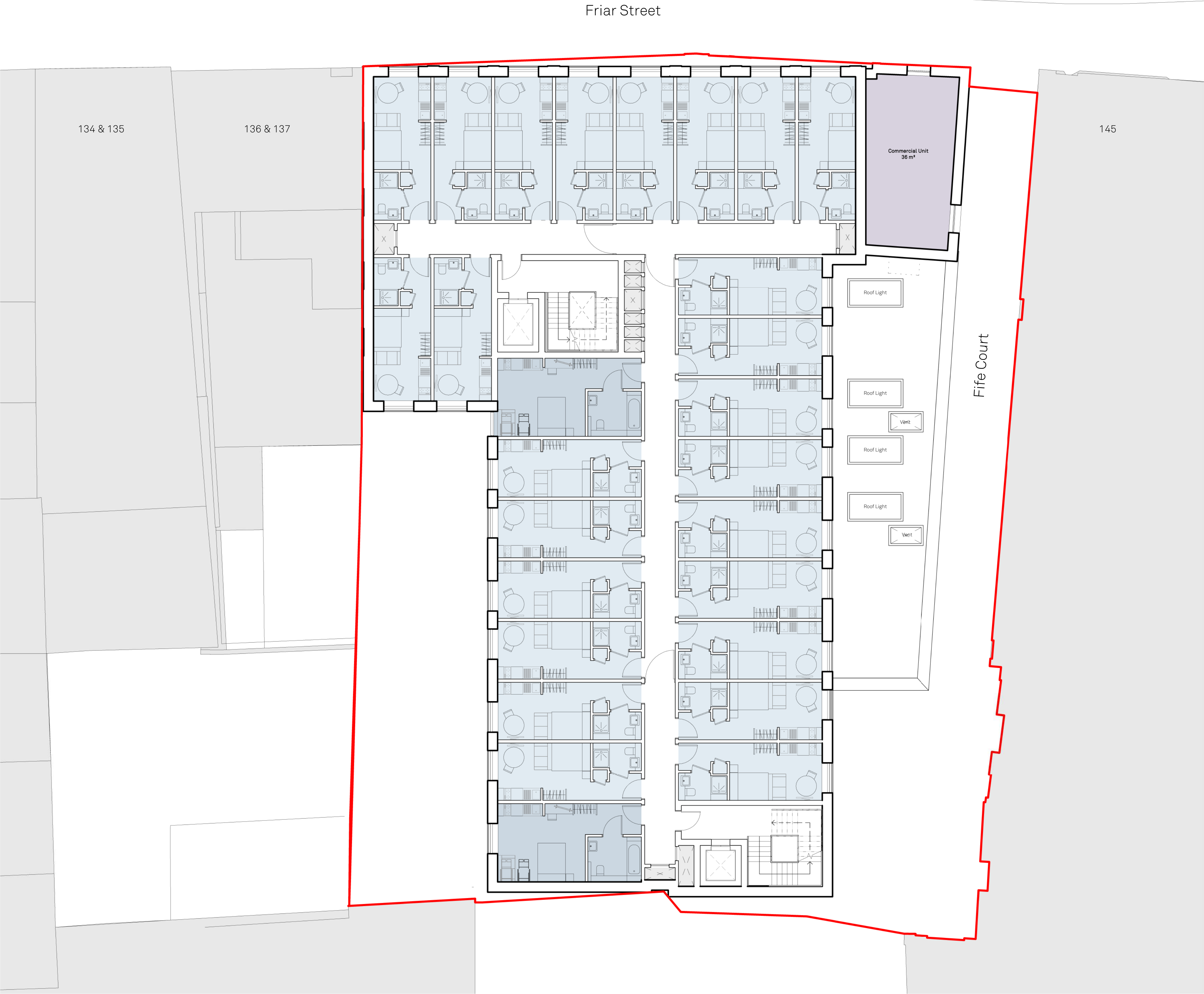
Outline of existing basement

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P15	04.08.26	JD	JH	For Planning
P14	31.07.26	JD	JH	Draft Planning Issue
P13	24.07.26	JD	MH	Draft Planning Issue
P12	22.07.26	JH	MH	Draft Planning Issue
P11	16.07.26	JH	MH	Draft Planning Issue
P10	10.07.26	JD	MH	Draft Planning Issue
P09	09.07.26	JD	MH	Draft Planning Issue
P08	06.07.26	JD	MH	Updated
P07	02.07.26	JD	MH	Updated
P06	01.07.26	JD	MH	Updated
P05	24.06.26	JH	MH	Updated
P04	18.06.26	JH	MH	Structural Implementation
P03	15.06.26	JD	MH	Minor Amendments
P02	08/05/26	AW	MH	Annotations Amended
P01	05/05/26	AW	MH	Draft Issue
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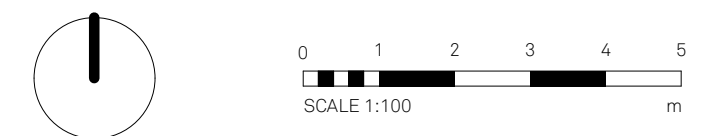
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P07	02.07.26	JD	MH	Updated
P06	01.07.26	JD	MH	Updated
P05	24.06.26	JH	MH	Updated
P04	18.06.26	JH	MH	Structural Implementation
P03	15.06.26	JD	MH	Minor Amendments
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P05	24.06.26	JH	MH	Updated
P04	18.06.26	JH	MH	Structural Implementation
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P04	18.06.26	JH	MH	Structural Implementation
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P09	09.07.26	JD	MH	Draft Planning Issue
P08	06.07.26	JD	MH	Updated
P07	02.07.26	JD	MH	Updated
P06	01.07.26	JD	MH	Updated
P05	24.06.26	JH	MH	Updated
P04	18.06.26	JH	MH	Structural Implementation
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P05	24.06.26	JH	MH	Updated
P04	18.06.26	JH	MH	Structural Implementation
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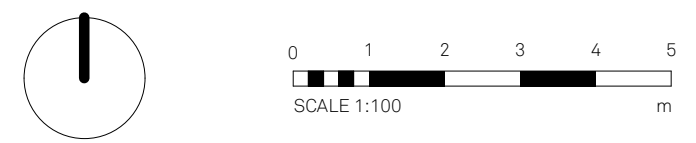
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P12	22.07.26	JH	MH	Draft Planning Issue
P11	16.07.26	JH	MH	Draft Planning Issue
P10	10.07.26	JD	MH	Draft Planning Issue
P09	09.07.26	JD	MH	Draft Planning Issue
P08	06.07.26	JD	MH	Updated
P07	02.07.26	JD	MH	Updated
P06	01.07.26	JD	MH	Updated
P05	24.06.26	JH	MH	Updated
P04	18.06.26	JH	MH	Structural Implementation
P03	15.06.26	JD	MH	Minor Amendments
P02	08/05/26	AW	MH	Annotations Amended
P01	05/05/26	AW	MH	Draft Issue
Rev	Date	By	Chk	Description



- Use Type Key
- Residential Amenity
 - Standard Studio
 - Accessible Studio
 - Plant & Servicing
 - Commercial Unit
 - Wall Mounted Plant

P16	13.08.26	JH	MH	For Planning
P15	04.08.26	JD	JH	For Planning
P14	31.07.26	JD	JH	Draft Planning Issue
P13	24.07.26	JD	MH	Draft Planning Issue
P12	22.07.26	JH	MH	Draft Planning Issue
P11	16.07.26	JH	MH	Draft Planning Issue
P10	10.07.26	JD	MH	Draft Planning Issue
P09	09.07.26	JD	MH	Draft Planning Issue
P08	06.07.26	JD	MH	Updated
P07	02.07.26	JD	MH	Updated
P06	01.07.26	JD	MH	Updated
P05	24.06.26	JH	MH	Updated
P04	18.06.26	JH	MH	Structural Implementation
P03	15.06.26	JD	MH	Minor Amendments
P02	08/05/26	AW	MH	Annotations Amended
P01	05/05/26	AW	MH	Draft Issue
Rev	Date	By	Chk	Description



- Use Type Key
- Residential Amenity
 - Standard Studio
 - Accessible Studio
 - Plant & Servicing
 - Commercial Unit
 - Wall Mounted Plant



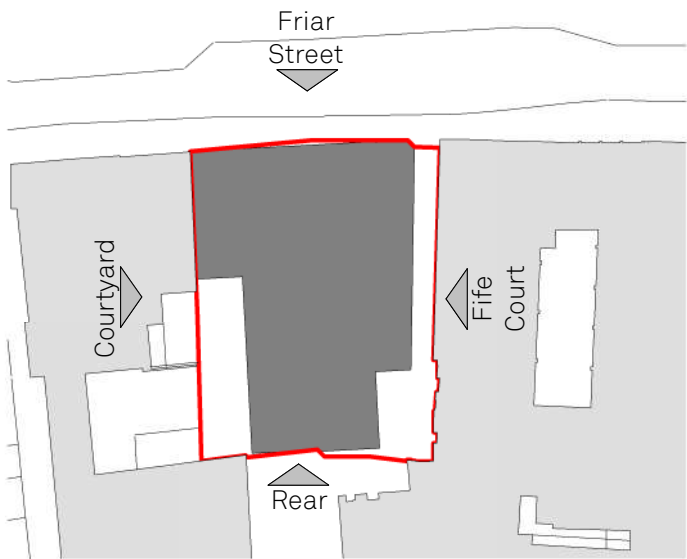
P06	13.08.26	JH	MH	For Planning
P05	04.08.26	JD	JH	For Planning
P04	04.08.26	JH	MH	Draft Planning Issue
P03	31.07.26	JD	JH	Draft Planning Issue
P02	24.07.26	JD	MH	Draft Planning Issue
P01	22.07.26	JH	MH	Draft Planning Issue
Rev	Date	By	Chk	Description

Notes

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This drawing contains the following model files:

P21109-FCH-SI-XX-M3-A-1000 [P0.1] [S0]



Material Key

- 01 Red / brown multi brick in stretcher bond
- 02 Red / brown multi brick in soldier course
- 03 Light buff brick in stretcher bond
- 04 Standing seam zinc cladding in VM Zinc ANTHRA- ZINC
- 05 Off white stone effect banding
- 06 Aluminium window with integrated vent and Juliet balcony inset to window reveal(RAL 7021)
- 07 Curtain wall with integrated vents (PPG Aluminium in RAL 7021 to match windows)
- 08 Aluminium signage plate in dark grey (RAL 7021)
- 09 Rainscreen render with high quality finish in off white
- 10 Projected banding within render
- 11 Recessed brickwork
- 12 Existing Bugle Elevation
- 13 Aluminium Door with louvre above in dark grey (RAL 7021)
- 14 Roof Plant enclosure with louvres
- 15 Smokeshaft overrun
- 16 Aluminium Railing & Gate (RAL 7021)
- 17 Aluminium window with integrated vent (RAL 7021)



P13	13.08.26	JH	MH	For Planning
P12	04.08.26	JD	JH	For Planning
P11	31.07.26	JD	JH	Draft Planning Issue
P10	24.07.26	JD	MH	Draft Planning Issue
P09	22.07.26	JH	MH	Draft Planning Issue
P08	16.07.26	JH	MH	Draft Planning Issue
P07	10.07.26	JD	MH	Draft Planning Issue
P06	09.07.26	JD	MH	Draft Planning Issue
P05	08.07.26	JD	MH	Updated
P04	15.06.26	JD	MH	Minor Amendments
P03	29/05/26	AW	MH	Design Update
P02	08/05/26	AW	MH	Annotations Amended
P01	05/05/26	AW	MH	Draft Issue
Rev	Date	By	Chk	Description

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Project Title
Friar Street - Reading

Client
Thackery Estates

Drawing Title
Proposed General Arrangement - Friar Street

Drawing No.
P21109-FCH-XX-XX-DR-A-1400

Revision

Status
S2

Revision
P13

Issue suitable for:
Planning

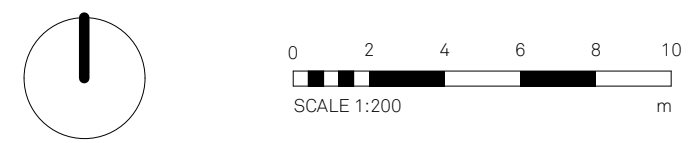
Date
05.05.26

Drawn By
JD

Job No.
P21-109

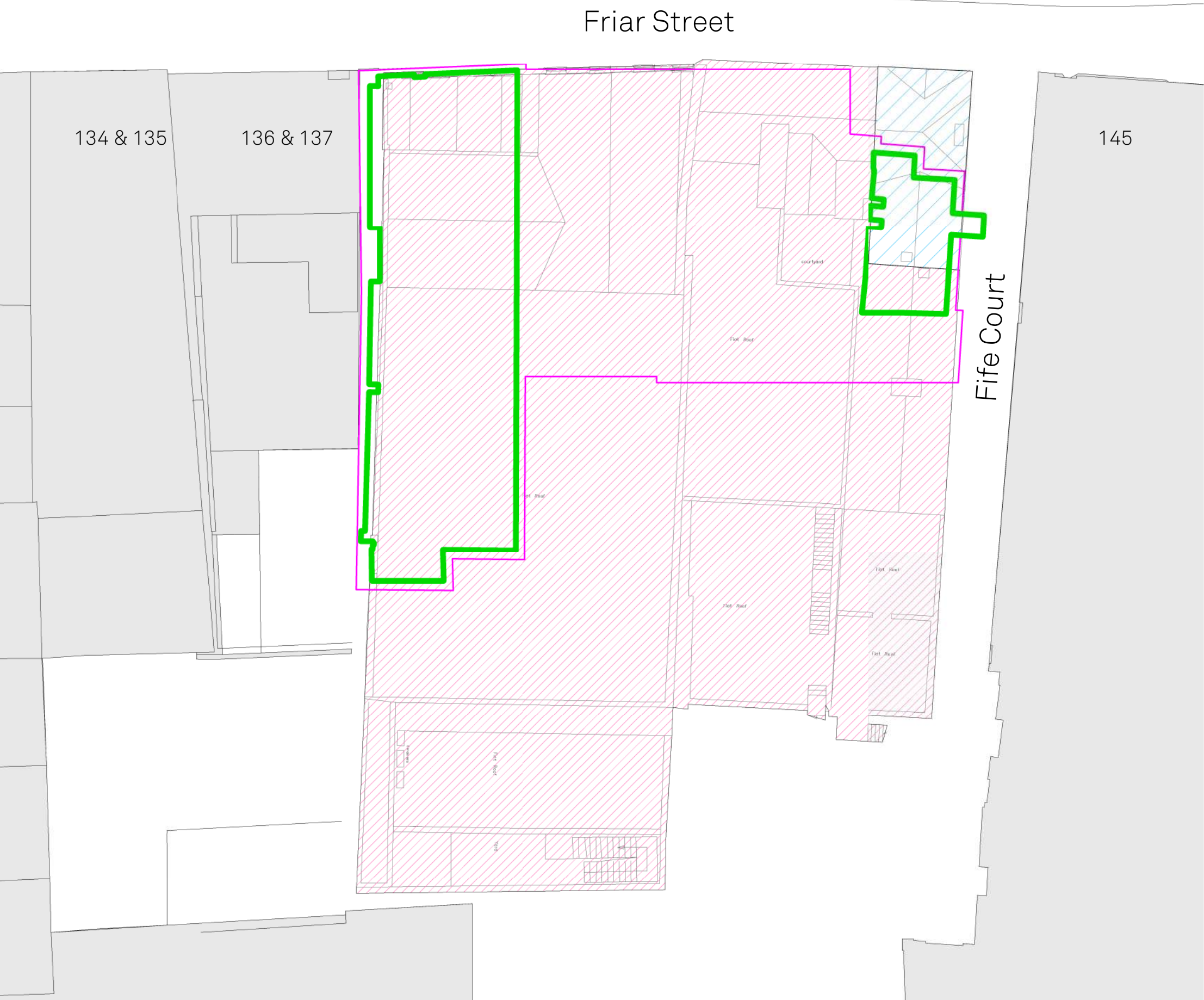
Scale
As indicated

Checked By
JH



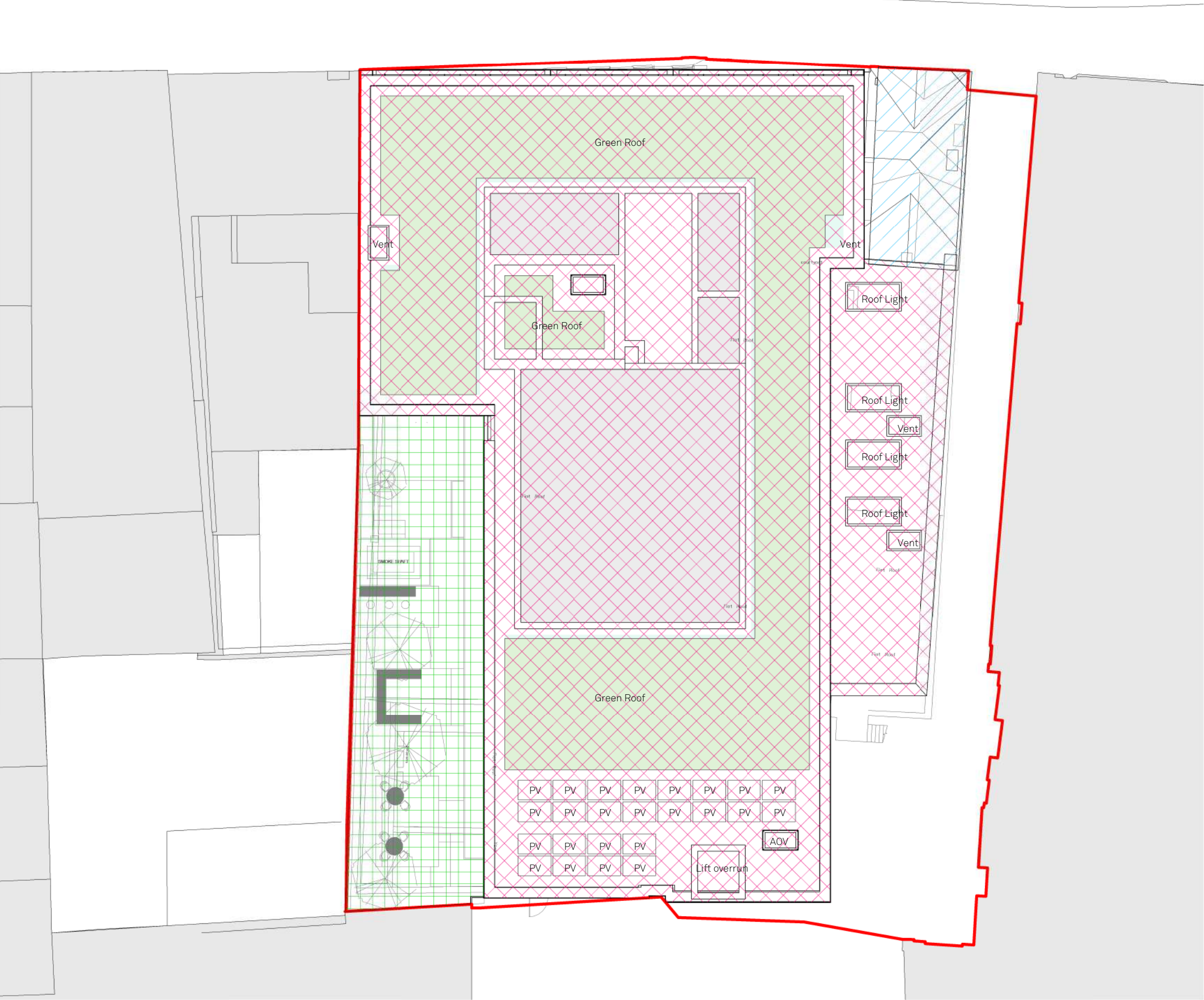
Phase 1

- Demolition of 138-142 Friar Street
- Retention and enabling works to 143 Friar St
- Enabling and temporary works
- Extend basement
- New foundations, columns and lid on extended basement (to grade level)



Phase 2

- Construction of above ground works
- Formation of external hardstanding and landscaping



- Use Type Key
- To be demolished
 - To be retained
 - Existing basement to be retained
 - Extended new basement
 - Construction of above ground works
 - External hardstanding & landscaping
 - To be renovated and refurbished

P04	13.08.26	JH	MH	For Planning
P03	04.08.26	JD	JH	For Planning
P02	31.07.26	JD	JH	Draft Planning Issue
P01	24.07.26	JD	MH	Draft Planning Issue
Rev	Date	By	Chk	Description

APPENDIX B

Full TRICS Report

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Filtering Summary:

Land Use: 03/C RESIDENTIAL/FLATS PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 70 - 300 Total Bedrooms

Actual Trip Rate Calculation Parameter Range: 12 - 556 Total Bedrooms

Date Range: Minimum: 01/01/2016 Maximum: 24/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 846 4500

Days of the week selected:

Monday	1
Thursday	1
Tuesday	3
Wednesday	1

Main Location Types selected:

Edge of Town Centre	5
Town Centre	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	5

Population <1 Mile ranges selected:

25,001 to 50,000	5
50,001 to 100,000	1

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Population <5 Mile ranges selected:

125,001 to 250,000	2
250,001 to 500,000	3
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	2
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	6
-----------------	---

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	2 days
	HF	HERTFORDSHIRE	1 day
	PO	PORTSMOUTH	1 day
04	EAST ANGLIA		
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 day

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Primary Filtering Selection:

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

Parameter:	Total Bedrooms
Actual Range:	12 to 556 (units:Total Bedrooms)
Range Selected by User:	70 to 300 (units:Total Bedrooms)
Parking Spaces Range:	4 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 24/06/25

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
Thursday	1 days
Tuesday	3 days
Wednesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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	5 days
Town Centre	1 days

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:

Built-Up Zone	3 days
Development Zone	1 days
No Sub Category	1 days
Residential Zone	1 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	5 days
Servicing vehicles Unknown	1 days

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Secondary Filtering Selection:

Use Class:

C3	6 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

846 - 14642

Population within 1 mile:

25,001 to 50,000	5 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	3 surveys
50,001 to 75,000	1 surveys

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	3 surveys
1.1 to 1.5	2 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys
Yes	1 surveys

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	6 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

LIST OF SITES relevant to selection parameters:

Site 1:	CT-03-C-02	Site area:	0.6800000071525574 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	62 DWELLS
Location:	LEIGHTON BUZZARD	Housing density:	311.56
Postcode:	LU7 4QX	Total Bedrooms:	124.00
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/2018
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 2:	CT-03-C-03	Site area:	3.2200000286102295 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	146 DWELLS
Location:	DUNSTABLE	Housing density:	297.96
Postcode:	LU5 4GU	Total Bedrooms:	233.00
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/2018
Sub Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a		
Site 3:	HF-03-C-03	Site area:	0.5 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	91 DWELLS
Location:	BOREHAMWOOD	Housing density:	182.00
Postcode:	WD6 1TD	Total Bedrooms:	91.00
Main Location Type:	Edge of Town Centre	Survey Date:	14/11/2019
Sub Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 4:	NG-03-C-03	Site area:	0.18400000035762787 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	46 DWELLS
Location:	NOTTINGHAM	Housing density:	255.56
Postcode:	NG1 7HD	Total Bedrooms:	70.00
Main Location Type:	Town Centre	Survey Date:	
Sub Location Type:	Built-Up Zone	Survey Day:	
PTAL:	n/a		
Site 5:	PO-03-C-01	Site area:	0.5400000214576721 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	90 DWELLS
Location:	PORTSMOUTH	Housing density:	321.43
Postcode:	PO1 3GG	Total Bedrooms:	189.00
Main Location Type:	Edge of Town Centre	Survey Date:	05/06/2018
Sub Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 6:	SF-03-C-05	Site area:	0.41999998688697815 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	69 DWELLS
Location:	IPSWICH	Housing density:	164.29
Postcode:	IP4 1QH	Total Bedrooms:	151.00
Main Location Type:	Edge of Town Centre	Survey Date:	23/06/2021
Sub Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BE-03-C-01	19-09-2018	Sites in England, outside London used only
BM-03-C-01	12-11-2018	Sites in England, outside London used only
CO-03-C-01	26-03-2018	Sites in England, outside London used only
EG-03-C-03	03-03-2025	Sites in England, outside London used only
IS-03-C-07	06-06-2019	Sites in England, outside London used only
TH-03-C-05	24-06-2025	Sites in England, outside London used only
WF-03-C-01	05-11-2019	Sites in England, outside London used only
WF-03-C-04	25-05-2021	Sites in England, outside London used only

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Total Vehicles

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.017	0.079	0.096
08:00-09:00	6	143	0.029	0.106	0.135
09:00-10:00	6	143	0.030	0.042	0.072
10:00-11:00	6	143	0.028	0.038	0.066
11:00-12:00	6	143	0.030	0.038	0.068
12:00-13:00	6	143	0.051	0.057	0.108
13:00-14:00	6	143	0.038	0.034	0.072
14:00-15:00	6	143	0.030	0.035	0.065
15:00-16:00	6	143	0.056	0.031	0.087
16:00-17:00	6	143	0.069	0.030	0.099
17:00-18:00	6	143	0.091	0.043	0.134
18:00-19:00	6	143	0.106	0.065	0.171
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.575	0.598	1.173

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Total People

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.037	0.209	0.246
08:00-09:00	6	143	0.063	0.301	0.364
09:00-10:00	6	143	0.063	0.106	0.169
10:00-11:00	6	143	0.078	0.082	0.160
11:00-12:00	6	143	0.065	0.071	0.136
12:00-13:00	6	143	0.120	0.121	0.241
13:00-14:00	6	143	0.104	0.090	0.194
14:00-15:00	6	143	0.077	0.089	0.166
15:00-16:00	6	143	0.163	0.076	0.239
16:00-17:00	6	143	0.170	0.085	0.255
17:00-18:00	6	143	0.237	0.115	0.352
18:00-19:00	6	143	0.247	0.152	0.399
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.424	1.497	2.921

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Cyclists

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.001	0.005	0.006
08:00-09:00	6	143	0.000	0.008	0.008
09:00-10:00	6	143	0.000	0.001	0.001
10:00-11:00	6	143	0.001	0.000	0.001
11:00-12:00	6	143	0.003	0.002	0.005
12:00-13:00	6	143	0.000	0.000	0.000
13:00-14:00	6	143	0.002	0.002	0.004
14:00-15:00	6	143	0.002	0.001	0.003
15:00-16:00	6	143	0.002	0.000	0.002
16:00-17:00	6	143	0.001	0.000	0.001
17:00-18:00	6	143	0.006	0.002	0.008
18:00-19:00	6	143	0.003	0.001	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.021	0.022	0.043

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

PSVs

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.000	0.000	0.000
08:00-09:00	6	143	0.000	0.000	0.000
09:00-10:00	6	143	0.000	0.000	0.000
10:00-11:00	6	143	0.000	0.000	0.000
11:00-12:00	6	143	0.000	0.000	0.000
12:00-13:00	6	143	0.000	0.000	0.000
13:00-14:00	6	143	0.000	0.000	0.000
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.000	0.000	0.000
16:00-17:00	6	143	0.000	0.000	0.000
17:00-18:00	6	143	0.000	0.000	0.000
18:00-19:00	6	143	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

OGVs

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.003	0.003	0.006
08:00-09:00	6	143	0.000	0.000	0.000
09:00-10:00	6	143	0.001	0.001	0.002
10:00-11:00	6	143	0.001	0.001	0.002
11:00-12:00	6	143	0.002	0.001	0.003
12:00-13:00	6	143	0.000	0.001	0.001
13:00-14:00	6	143	0.000	0.000	0.000
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.000	0.000	0.000
16:00-17:00	6	143	0.000	0.000	0.000
17:00-18:00	6	143	0.000	0.000	0.000
18:00-19:00	6	143	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.007	0.014

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Taxis

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.000	0.000	0.000
08:00-09:00	6	143	0.003	0.002	0.005
09:00-10:00	6	143	0.001	0.002	0.003
10:00-11:00	6	143	0.002	0.002	0.004
11:00-12:00	6	143	0.002	0.002	0.004
12:00-13:00	6	143	0.005	0.005	0.010
13:00-14:00	6	143	0.001	0.001	0.002
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.001	0.001	0.002
16:00-17:00	6	143	0.002	0.002	0.004
17:00-18:00	6	143	0.002	0.002	0.004
18:00-19:00	6	143	0.003	0.003	0.006
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.022	0.022	0.044

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Cars

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.009	0.071	0.080
08:00-09:00	6	143	0.020	0.096	0.116
09:00-10:00	6	143	0.026	0.037	0.063
10:00-11:00	6	143	0.019	0.027	0.046
11:00-12:00	6	143	0.019	0.028	0.047
12:00-13:00	6	143	0.037	0.040	0.077
13:00-14:00	6	143	0.031	0.023	0.054
14:00-15:00	6	143	0.026	0.031	0.057
15:00-16:00	6	143	0.043	0.023	0.066
16:00-17:00	6	143	0.059	0.021	0.080
17:00-18:00	6	143	0.079	0.038	0.117
18:00-19:00	6	143	0.098	0.058	0.156
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.466	0.493	0.959

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.

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

LGVs

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.003	0.005	0.008
08:00-09:00	6	143	0.006	0.008	0.014
09:00-10:00	6	143	0.002	0.001	0.003
10:00-11:00	6	143	0.005	0.007	0.012
11:00-12:00	6	143	0.007	0.007	0.014
12:00-13:00	6	143	0.009	0.012	0.021
13:00-14:00	6	143	0.005	0.008	0.013
14:00-15:00	6	143	0.005	0.003	0.008
15:00-16:00	6	143	0.012	0.007	0.019
16:00-17:00	6	143	0.007	0.007	0.014
17:00-18:00	6	143	0.007	0.001	0.008
18:00-19:00	6	143	0.003	0.002	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.071	0.068	0.139

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Motorcycles

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.001	0.000	0.001
08:00-09:00	6	143	0.000	0.000	0.000
09:00-10:00	6	143	0.000	0.000	0.000
10:00-11:00	6	143	0.001	0.001	0.002
11:00-12:00	6	143	0.000	0.000	0.000
12:00-13:00	6	143	0.000	0.000	0.000
13:00-14:00	6	143	0.001	0.001	0.002
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.000	0.000	0.000
16:00-17:00	6	143	0.000	0.000	0.000
17:00-18:00	6	143	0.002	0.001	0.003
18:00-19:00	6	143	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.006	0.004	0.010

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 23/06/2021
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Vehicle Occupants

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.023	0.113	0.136
08:00-09:00	6	143	0.035	0.174	0.209
09:00-10:00	6	143	0.034	0.052	0.086
10:00-11:00	6	143	0.038	0.049	0.087
11:00-12:00	6	143	0.036	0.040	0.076
12:00-13:00	6	143	0.070	0.084	0.154
13:00-14:00	6	143	0.055	0.036	0.091
14:00-15:00	6	143	0.034	0.044	0.078
15:00-16:00	6	143	0.079	0.038	0.117
16:00-17:00	6	143	0.106	0.036	0.142
17:00-18:00	6	143	0.134	0.052	0.186
18:00-19:00	6	143	0.166	0.085	0.251
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.810	0.803	1.613

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Pedestrians

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.012	0.051	0.063
08:00-09:00	6	143	0.019	0.051	0.070
09:00-10:00	6	143	0.028	0.033	0.061
10:00-11:00	6	143	0.033	0.029	0.062
11:00-12:00	6	143	0.019	0.026	0.045
12:00-13:00	6	143	0.036	0.027	0.063
13:00-14:00	6	143	0.035	0.030	0.065
14:00-15:00	6	143	0.024	0.035	0.059
15:00-16:00	6	143	0.038	0.024	0.062
16:00-17:00	6	143	0.038	0.042	0.080
17:00-18:00	6	143	0.057	0.054	0.111
18:00-19:00	6	143	0.047	0.055	0.102
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.386	0.457	0.843

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.

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Public Transport Users

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.001	0.040	0.041
08:00-09:00	6	143	0.009	0.068	0.077
09:00-10:00	6	143	0.001	0.020	0.021
10:00-11:00	6	143	0.006	0.003	0.009
11:00-12:00	6	143	0.007	0.003	0.010
12:00-13:00	6	143	0.014	0.010	0.024
13:00-14:00	6	143	0.012	0.021	0.033
14:00-15:00	6	143	0.016	0.008	0.024
15:00-16:00	6	143	0.043	0.013	0.056
16:00-17:00	6	143	0.024	0.007	0.031
17:00-18:00	6	143	0.040	0.007	0.047
18:00-19:00	6	143	0.031	0.010	0.041
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.204	0.210	0.414

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Bus/Tram Passengers

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.001	0.024	0.025
08:00-09:00	6	143	0.009	0.065	0.074
09:00-10:00	6	143	0.001	0.017	0.018
10:00-11:00	6	143	0.006	0.003	0.009
11:00-12:00	6	143	0.007	0.003	0.010
12:00-13:00	6	143	0.014	0.009	0.023
13:00-14:00	6	143	0.010	0.021	0.031
14:00-15:00	6	143	0.016	0.008	0.024
15:00-16:00	6	143	0.038	0.013	0.051
16:00-17:00	6	143	0.019	0.007	0.026
17:00-18:00	6	143	0.030	0.007	0.037
18:00-19:00	6	143	0.024	0.008	0.032
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.175	0.185	0.360

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

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

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865dead7

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

Coach Passengers

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.000	0.000	0.000
08:00-09:00	6	143	0.000	0.000	0.000
09:00-10:00	6	143	0.000	0.000	0.000
10:00-11:00	6	143	0.000	0.000	0.000
11:00-12:00	6	143	0.000	0.000	0.000
12:00-13:00	6	143	0.000	0.000	0.000
13:00-14:00	6	143	0.000	0.000	0.000
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.000	0.000	0.000
16:00-17:00	6	143	0.000	0.000	0.000
17:00-18:00	6	143	0.000	0.000	0.000
18:00-19:00	6	143	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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

Total Rail Passengers

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	6	143	0.000	0.015	0.015
08:00-09:00	6	143	0.000	0.002	0.002
09:00-10:00	6	143	0.000	0.002	0.002
10:00-11:00	6	143	0.001	0.000	0.001
11:00-12:00	6	143	0.002	0.000	0.002
12:00-13:00	6	143	0.000	0.001	0.001
13:00-14:00	6	143	0.000	0.000	0.000
14:00-15:00	6	143	0.001	0.000	0.001
15:00-16:00	6	143	0.003	0.000	0.003
16:00-17:00	6	143	0.006	0.000	0.006
17:00-18:00	6	143	0.009	0.000	0.009
18:00-19:00	6	143	0.005	0.002	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.027	0.022	0.049

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.

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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



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