Land South and East of Adastral Park, Ipswich

Internalisation Supplementary Summary Note

15th November 2017

Planning reference: DC/17/1435/OUT

173390/N04

Introduction

1. This note has been prepared by Vectos on behalf of Commercial Estates Group (CEG) and Carlyle Land Limited (CLL) to provide further details relating to internalisation of trips for a proposed mixed use development at land to the south and east of Adastral Park, Ipswich.

Internalisation

Overview

2. WSP in its *Adastral Park – Updated Transport Assessment Models and Supplementary Analysis* (October 2017) has provided detailed comments relating to the Paramics models and associated methodology for the development of models and forecast highway performance. Within this report it also provides further comments relating to the various assessment scenarios and internalisation of trips with specific reference to TN Scenario 8 'Do Something Sens 0% (Internalisation) + TP (Travel Plan)[1].

3. We do not agree with WSP and SCC's judgements on internalisation of trips.

4. This note focuses on, and explains, internalisation of trips between the development and the local area, including the development site itself, and the Adastral Park employment and retail areas.

5. These areas are linked directly, without the need to use the adjacent A12 corridor. These connections are shown in the Local Connections Strategy provided in **Appendix A**.

6. The Mobility Strategy, a copy of which is provided as **Appendix B**, set out the methodology for all modes trip generation. It applied People trips from TRICS to the National Travel Survey (NTS) journey purpose percentages. Mode share was applied by journey purpose.

7. This assessment concluded that 38% of peak period people trips would be internalised. Ie, contained within the local area.

8. This figure of 38% relates to people trips and therefore comprises a range of modes of transport. For the avoidance of doubt, 38% of movement by all modes is contained with the local area as internal trips, and 62% of movement are external trips by a range of modes of transport.

[1] Adastral Park, Ipswich – Technical Note: Traffic Sensitivity Test (22nd September 2017)

Education

9. A material proportion of internalised local movement is for the purpose of education.

10. The NTS provides a breakdown of trip purpose by time period with 'education' and 'escort education' making up 50% of trips between 08:00 and 09:00. In the PM peak, these journey purposes make up 4% of trips between 17:00 and 18:00.

11. Details of the likely school age population for the site have been taken from the Education Statement (March 2017) prepared by the Education Facilities Management Partnership Limited and submitted with the planning application.

12. This report sets out that the development of up to 2,000 residential units is likely to generate in the region of 200 pre-school pupils, 500 primary age pupils and 360 secondary age pupils. The report states that the eventual number of children in each age bracket is likely to reduce depending on the final number of units as well as the proportion of flats that form part of the development.

13. The development proposals include the provision of an 'all through' school which includes accommodation for both primary and secondary education to take place on the site. The appropriateness of such an educational facility is discussed further in the Education Statement, and this practice has been delivered successfully elsewhere[2].

14. The onsite primary and secondary education will therefore provide the opportunity for the vast majority of school age children to be educated on site. The assumptions set out within the Mobility Strategy are that 90% of the education trips generated by the residential development are contained within the site.

15. A limited amount of educational trips will be generated externally by for example private education or specialist schools which would not be provided as part of the development and this has been taken into account within the assessment. The Education Statement suggests that there is little in the way of residual capacity for schools in the local area, which would serve to support both the level of internalisation and the viability of the education provision on site.

Employment

16. The Mobility Strategy provides data from the 2011 Census on the number of people living and working within the Middle Super Output Area (MSOA) in which the site and Adastral Park are located. This MSOA covers the areas of Martlesham, Newbourne, Falcon and Hemley and is identified as 'Suffolk Coastal 010'.

17. In 2011 it was recorded that 16.6% of the economically active workers living in the MSOA also worked in the same MSOA. Whilst this is what has been assumed in terms of internalisation for travel to work from the site, given the breadth of facilities offered by the development, and the excellent links that it has with Adastral Park, it is reasonable to expect this percentage to be higher.

[2] Education Statement (March 2017) Education Facilities Management Partnership Limited

18. It is important to consider that Adastral Park is home to BT's research and innovation centre as well as approximately 70 technology companies, employing in the region of 4,000 people in roles including Science, IT and Engineering. The proposed development would diversify the employment offer further through extension to Brightwell Barns (office accommodation); provide new education facilities (teaching and support staff) and local retail and healthcare.

19. The range and diversity of employment opportunities would therefore increase further beyond the good level already provided.

Methodology

20. WSP has sought to relate internalisation directly to TRICS car borne trip rates, stating in its October 2017 response at paragraph 8.4.1:

> '*The 2027 0TP scenario is considered the most realistic assessment of highway network performance as it assumes 0% internalisation (as it is already included through the TRICS trip rates) and only a 10% reduction in trips from the travel plan'*.

21. The claim that the internalisation level of 0% is the most realistic along with it already being taken into account within the TRICS trip rates is disputed and contradicts guidance provided by TRICS.

22. The TRICS Consortium Limited *TRICS Good Practice Guide 2016* states that in relation to mixed use schemes (such as the proposed development) that:

> '*When compiling trip rates for individual components making up a mixed use site, users need to be aware that any cross-visitation activity between individual components will not be present within the trip rate results, and should be noted appropriately'*.

23. In this case the view that internalisation which is akin to cross visitation is included within the trip rates is not reflected within the TRICS Good Practice Guide. The guide goes on to state that:

> *'Stating that the trip rates of constituent developments represent the site as a whole could be misleading and unrepresentative'.*

24. The most significant, but not the only, elements of internalisation used in the CEG and CLL assessment relate to education and employment.

25. None of the TRICS sites used in the assessment requested by SCC include material education or employment provision. A summary of the TRICS sites is provided in **Appendix C**.

26. The range of development size is between 6 dwellings and 491 dwellings, where the median value is 54 dwellings.

27. This does not compare at all with the 1,500 private dwellings as part of the development, all through schools, healthcare, district centre, 4,000 employee business park, 4,445 sqm

Martlesham Health Retail Park and other surrounding retail, including Tesco Superstore, within the internal area.

28. It is simply wrong to suggest that the median 54 dwelling development site TRICS vehicle generation rates are a proxy for the development on the basis that internalisation of movement is 0%, as WSP does.

29. For education alone about 90% of all movement (staff and pupils) are internalised, equating to over 700 car borne movement across a 6 hour AM and PM period (07:00 – 10:00 & 16:00 – 17:00) using a traditional approach (clearly we would expect this movement to be contained by mainly active travel within the site, which is a further benefit). This is not reflected in the TRICS sites.

30. It is unrealistic to take a car borne rate from TRICS sites, that do not accord with the very different characteristics of this strategic site, and use them as a proxy for car trip demand external to the site on the basis that they accurately encompass both internalisation and mode share. There is obviously no such relationship.

31. Yet, this is what SCC has asked CEG and Carlyle Land to do.

32. The Mobility Strategy applies TRICS in a less simplistic and more realistic way, taking account of the specific local circumstances. We would have welcomed a discussion on the specific assumptions made. However, it is certain that it would be serious misrepresentation to assume 0% internalisation as WSP and SCC does.

33. To do so assumes that nobody goes to the local schools, nobody works at one of the biggest employment facilities in the region, and that nobody shops at the retail park or Tesco. To assume this is to assume that policy has and will inherently fail.

34. It is an untenable and unreasonable position in the planning context.

Appendix A

Local Connections Strategy

Original Drawing Size A1

NOTE A: New vehicular carriageway, footway and cycleway provision from the Site to Gloster Road

Construction Design and Management (CDM)
Key Residual Risks
Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

1) Overhead and underground services
2) Street Lighting Cables
3) Working adjacent to water courses and flood plain
4) Soft ground conditions
5) Working adjacent to live highways and railway line
6) Unchartered services
7) Existing buildings with potential asbestos hazards

NOTES:

1. Do not scale from this drawing.
2. This drawing has been based on survey data provided by a third party. Brookbanks Consulting Ltd cannot be held responsible for the accuracy of this information.

KEY:

- Development Boundary
- Existing Footway
- Existing Shared Cycle/Pedestrian Route
- Existing Bridleway
- Existing PROW.
- Access Point into Site for Pedestrians/ Cyclists
- Access Point into Site for Pedestrians/ Cyclists and Motorists
- Potential Footway
- New Shared Cycleway/ Footway/Bridleway
- Potential Bridleway
- A12 Dual Carriageway
- Onsite Local Centre
- All through School

A1214 MAIN ROAD
ANSON ROAD
GLOSTER ROAD
ANSON ROAD
EAGLE WAY
MARTLESHAM HEATH RETAIL PARK
BETTS AVENUE
See Note A
MARTLESHAM HEATH
A12 RING ROAD (NORTH)
BARRACK SQUARE
ADASTRAL PARK
SITE
EAGLE WAY
A12 RING ROAD (SOUTH)
IPSWICH ROAD

SANGS.3 4.2 Ha
DA.11 13.2 Ha 408 Units
DA.13 12.1 Ha 373 Units
FR.1 7.9 Ha
SCH.1 5.5 Ha
SANGS.UNK 7.2 Ha
DA.1 5.9 Ha 183 Units
SANGS.5 1.4 Ha
DA.2 4 Ha 124 Units
DA.9 .6 Ha 18 Units
DA.8 .8 Ha 23 Units
DA.10 4.6 Ha 142 Units
DA.3 4.3 Ha 133 Units
SANGS.4 1.8 Ha
DA.4 2.5 Ha 79 Units
DA.5 4.5 Ha 139 Units
DA.7 3.1 Ha 96 Units
COMM 6 Ha

N

- First Issue — AM LW LW 08.11.17

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Carlyle Land Ltd and Commercial Estates Group

Land South and East of Adastral Park, Ipswich

Local Connection Strategy

Status		Status Date
DRAFT		November 2017
Drawn	Checked	Date
AM	LW	08.11.2017
Scale	Number	Rev
NTS	10391-HL-200	-

0
METRES

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

NOTE A: New vehicular carriageway, footway and cycleway provision from the Site to Gloster Road

Key:

Internalisation Extents

ANSON ROAD

GLOSTER ROAD

ANSON ROAD

MARTLESHAM HEATH RETAIL PARK

BETTS AVENUE

See Note A

MARTLESHAM HEATH

A12 RING ROAD (NORTH)

BARRACK SQUARE

ADASTRAL PARK

SITE

EAGLE WAY

IPSWICH ROAD

A12 RING ROAD (SOUTH)

Site Location Plan – Internalisation Extents

SCALES:			
NTS			
DRAWN:	CHECKED:	DATE:	REVISION:
EW	EW	13/11/2017	•

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DRAWING REFERENCE:

Figure 1

Appendix B

Vectos Mobility Strategy

CEG

Land South and East of Adastral Park

Mobility Strategy

September 2017

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EXECUTIVE SUMMARY

This mobility strategy has been prepared to support a proposed mixed use development at land to the South and East of Adastral Park, Ipswich. The primary aim is to create a community that delivers housing and economic growth is a way that is inclusive, sustainable and provides excellent mobility.

Mobility is multi faceted and, and sustainable mobility prioritises virtual, active and shared travel. Travel by single occupancy private car is one facet, and whilst accommodating this with ultimate convenience is not the highest priority, the level of driver convenience is part of the mobility assessment. This report forecasts car driver demands.

The recent debate has enabled us to re-examine some of the assumptions about how people will travel. As previously, we rely upon the industry standard sources TRICS, NTS and Census data to forecast people movement. The refined assessment takes account now of the on site secondary school in addition to the primary school and other local facilities, and a more accurate figure for employment.

The development of the strategic site in a planned and managed way provides benefits over the alternative more ad hoc delivery of homes in smaller parcels in the area. Our revised assumptions include for internalisation of some movement, and look more carefully at trip purpose by mode in this context.

Our internalisation of movement within the local area is at about 38%, including travel to and from education, local retail and leisure movement, and some travel to and from work.

Therefore, this report sets out a more detailed approach to car trip generation, taking the opportunity to use the most up to date land use mix for the site, and taking account of recent changes in travel trends and patterns, internalisation of trips and how comprehensive travel planning and demand management can be incorporated into each of the proposed land uses. It does not take into account any driver behaviour changes as a result of congestion or delay on the network. Driver behaviour changes will occur if the relative attractiveness of driving, as opposed to getting mobility in other ways, alters.

The principles and commitments of the Travel Plan have been set out. This will act as an ongoing management tool for mobility as the site becomes operational. This includes details

of the Community Concierge providing for local living, active travel mobility advice and facilities for local schools, as well as the Micro Consolidation Centre.

1 INTRODUCTION

Mobility Background

1.1 The way that people get Mobility has changed, is changing, and will change in the future. Mobility is about accessing day to day facilities, such as schools, shops, friends, healthcare and the workplace.

1.2 Moblity is a function of placemaking, an increasing awareness of the need for healthy living, internet technology, providing Mobility as a Service (MaaS), electric vehicle technology and general cultural preferences.

1.3 Per capita travel in terms of distance has decreased significantly over the past decade, and is now 10% lower than in the mid 2000s. Each person makes significantly fewer trips now than they used to, and the car driving mileage per adult has dropped significantly. The historic correlation between income, costs and travel are weakening, with car driving per adult declining despite motoring costs remaining stagnant. The link between economic growth and travel has weakened[1].

1.4 Car use is falling most dramatically amongst younger people (younger than 35). Since 1996/98 the miles travelled by car by men aged 17-34 has reduced by 47%, and by women by 15%. There has also been a significant drop in the number of young adults (17-34 years old) with a driving licence. Younger people are increasingly relying on public transport for their travel when compared to previous generations, and are much less wedded to the car. The changing lifestyles are resulting in a car oriented existence becoming less common amongst younger people.[2]

1.5 On average, the distances travelled per person for the purpose of commuting, for business, for visiting friends and for shopping have all fallen. The distances travelled for the purposes of education and leisure have remained static.

1.6 In terms of attitudes[3]:

- Cars are increasingly viewed as 'appliances not aspirations'

[1] Independent Transport Commission (ITC); Overview and Policy Analysis December 2016
[2] ITC; Overview and Policy Analysis December 2016, para 5.4 and 5.7
[3] ITC December 2016, Section 7; Possible Causes of Changes in Travel Patterns

- There is a growing body of understanding of travel options
- Use of technology for communication and work whilst travelling is easier and safer by non car modes
- For business travel there is some travel substitution by home working and video conferencing
- There is a growing disconnection between car ownership and car use leading to a wider use of alternatives including vehicle and journey sharing

1.7 These changes in attitude and are set to accelerate, with the catalysts of the Central Government initiatives to promote healthier living, and the recently announced ban on all new diesel and petrol cars and vans by 2040.

Overview

1.8 This mobility strategy sets out an overview of local living, trip generation, internalisation, mode split and distribution for a new sustainable mixed use scheme at land to the South and East of Astral Park, Ipswich.

1.9 One of the main elements of the Core Strategy is to build sustainable development in locations supported by local facilities and services and accessible by a range of transport modes. It has the potential to be a sustainable and socially inclusive part of Ipswich, to be accessible by a range of transport modes, to contribute towards economic growth in the region and by development to reduce carbon emissions and ease congestion.

1.10 The transport paradigm is one of facilitating mobility. It's about masterplanning and creating communities and no longer about prioritising the convenience of car commuters. People live in and around cities because of the opportunities within short distances. The key element is accessibility. The aim is to maximise densities, public realm and accessible facilities by best use of the highest capacity transport networks.

1.11 There is an expectation bourne out of emerging evidence that travel habits will continue to evolve so that a greater proportion of people will be travelling less, and using more socially inclusive mobility methods, such as walking, cycling, car sharing and public transport. Maintaining a convenient car driver network relies on more people making other choices.

1.12 The development will focus on mobility, which is access to day to day and other facilities by a wide choice of easy methods for a wide sector of society, so that social inclusion is maximised. The approach to sustainable mobility is to adopt a general hierarchy for travel choice in this order:

1. Local Living
2. Virtual Mobility
3. Active Travel
4. Shared Travel
5. Single Occupancy Travel

1.13 Good design and masterplanning is the fundamental structure for this transport approach. The objective is to build the community at a pedestrian scale, with easy permeability by high capacity networks (walking and cycling), linking to day to day facilities.

1.14 Designing in this way encourages interaction at a human scale, with attractive walking and cycling networks carrying a substantial proportion of movement.

1.15 The approach being adopted for the site follows the modern transport principles of:

- Design (in terms of designing for local living at a pedestrian scale)
- Choice (in terms of providing alternatives for travel)
- Behaviour (influencing behaviour)
- Management (managing the transport networks, for instance holding queues in the most appropriate places)

1.16 The development will be designed with local living in mind with the provision of a plethora of community facilities including a primary school, secondary school, local shops, healthcare service, leisure and jobs. This has the ability to contain movement within the locality of the site and the adjacent Astral Park, helping to internalise movement and minimising demands on the wider transport networks. This has benefits for the surrounding communities which will also benefit from these facilities and initiatives.

1.17 In addition to the design of the site, and the day to day facilities provided as part of the scheme, the development will commit to:

- **Active travel corridors**
- A **Community Concierge (CC)**, situated in a shop front location at the heart of the development, that will provide personal mobility services to residents, businesses and schools within the local area, and not restricted to just the development itself. These services will include bespoke travel advice, bike repair, administration of car sharing schemes, organised walks and rides, specific travel planning organisation for schools, including walking buses, cycle trains and scoot to school, liaison with transport operators, bike or electric bike hire, a drop off point for internet deliveries, and more.
- A **Micro Consolidation Centre (MCC)** which in its simplest form is the MCC taking receipt of home deliveries, and arranging for their onward delivery by simple and sustainable means. This provides significant efficiency relating to the last mile of travel.
- Access to **high speed broadband** both at home and in communal work hubs. This will encourage more community based working and less demand and reliance on the wider transport network;
- A **Communal Work Hub** that provides work space, meeting areas and support facilities to enable home or community working, reducing commuter travel and fostering a local business community atmosphere;
- Public transport and active travel priority.
- Active management and monitoring of transport systems using the next generation computer vision and machine learning information and behaviour gathering devices[4]

1.18 An assessment of movement has been undertaken on the basis of 2,000 residential units and complementary land uses including:

- B1 Business (0.6 ha) split between B1 (a) office and B1 (c) light industrial providing 1,500 sqm of B1 (a) and 500 sqm of B1 (c) providing 2,000 sqm in total;

[4] For instance Vivacity

- A1 Shops / A2 Financial and Professional Services / A3 Restaurants and Cafés / A4 Drinking Establishments / A5 Hot food takeaways;
- D1 non-residential institutions – health centre, Primary school (330 pupils and 49 staff) and Secondary School (980 pupils and 106 staff);
- D2 Assembly and leisure – outdoor sports and recreations.

2 THE MOBILITY STRATEGY

2.1 The mobility strategy has been designed with a focus on multimodal accessibility within, to and from the site, with specific active travel corridor links to near areas of employment. The principles embrace a variety of wider trends in mobility and sustainability building upon both established and emerging practices.

2.2 Mobility is measured by ease of access to day to day facilities, including schools, shops, friends, leisure and work, and mobility can be provided in a number of different ways.

Virtual Mobility

2.3 Virtual mobility may not involve any travel at all, and will include for instance, social media, video conferencing, home shopping, internet based research and working from home.

2.4 As this develops, the balance of mobility shifts away from driving cars as the automatic choice for travel and instead moves towards mobility through technology as an alternative.

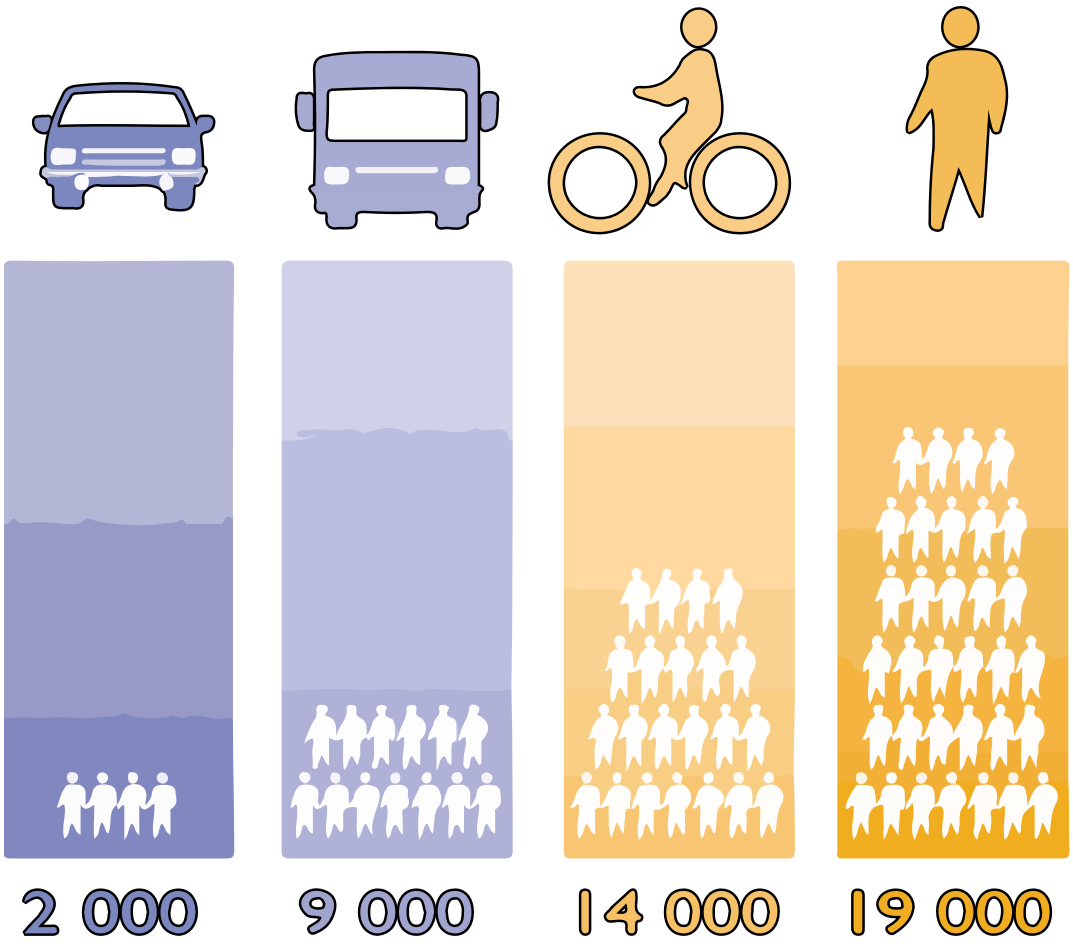
2.5 The use of information and communications technology as an alternative to physical mobility enables a number of activities that would have required physical travel to be replaced by on-line services.

2.6 By enabling working, shopping and social interaction to be provided on a local level and making use of modern technology can positively contribute to reducing peak period travel and the need to travel.

Active Travel

2.7 Active travel is walking and cycling. These are the highest capacity forms of transport, where capacity is defined as people per unit area.

Figure 2.1 – Sustainable Mobility



number of people crossing a 3.5 metre-wide space in an urban environment during a one hour period (*Ticket to the future. 3 Stops to Sustainable Mobility.* UITP International Association of Public Transport, Brussels. 2003 based on Botma and Pependrecht *Traffic operation of bicycle traffic*. TU Delft 1991)

2.8 Active travel transport is a particularly efficient and desirable way of getting around. It makes best use of available space, something that will become increasingly important given the range of constraints on providing further highway capacity.

2.9 It contributes to better health, something that is strongly encouraged by the NHS to combat obesity and non-communicative disease, and which minimises the public health burden.

2.10 It encourages community interaction and active environments at a pedestrian scale, which in turn contributes to inclusiveness across a wide sector of society.

Public Transport Opportunities

2.11 The site will be designed to accommodate high quality public transport services, building significantly upon the existing service provision in the area.

2.12 Bus stops will be transport nodes. They will be readily accessible by active travel means and provide comfortable, secure and weather protected waiting facilities.

Community Concierge

2.13 The community concierge will be tasked with understanding and promoting the initiatives that will support and encourage socially inclusive mobility, and influencing travel towards the more sustainable and efficient methods. The responsibilities will include:

- Providing general and bespoke travel planning to the community;
- Establishing a 'shop front' mobility advice service and presence within the heart of the development;
- Undertaking or advising on basic cycle maintenance;
- Administering residential car sharing schemes, and working with the employment centres on their car sharing schemes
- Working with SCC travel planning officers and other travel planning teams in the area;
- Receiving and holding deliveries for local people;
- Liaising with the local schools over travel planning. This will include advice and assistance with various school travel initiatives such as Scoot to School, Walking Buses, Cycle Trains;
- Organising local walks and cycle rides;
- Monitoring the quality of local active travel and other routes and services and liaising with the council officers and transport service providers;

Car Sharing

2.14 Car sharing (otherwise known as carpooling) is multiple occupancy car travel.

2.15 Technology, and in particular smart phones apps, make this a mainstream form of mobility. Car sharing is already a material travel option at Adastral Park specifically for travel to and from work given the density of employment located in this area.

2.16 Car sharing is a socially inclusive form of motorised mobility. It is effectively private public transport, with a far wider coverage than can be achieved economically or sustainably by buses and trains. It provides an extra layer of opportunity for people that choose not to use a car, or who, for instance, aspire to own only one car where otherwise they may have owned two. It reduces individual travel costs, and contributes to community integration. It minimises car trips and parking demands.

2.17 For longer distance trips, including to neighbouring towns and cities in the area, car sharing can be expected to take an increasing mode share. Evidence of the impact car sharing can achieve on car trips is plentiful. A snapshot of Liftshare's scheme at Eastleigh Borough Council showed a 26% reduction in single occupancy vehicle trips to work as a result of increased car sharing.[5]

[5] http://business.liftshare.com/business-case-studies

3 TRIP GENERATION

Overview

3.1 This section of the report provides the detailed methodology for trip generation to inform the assessment of the development.

3.2 The predominant trip generating land uses across the site are the residential units and B1 Business (A) office and B1 (C) Light Industry appropriate in a residential areas and teachers associated with the educational land uses. The remaining land uses are considered ancillary with the vast majority of trips being internal within the site. The corresponding TRICS outputs where referenced for each land use are provided in **Appendix A.**

Residential Methodology

3.3 The residential trip rates for the development have been derived from the industry standard TRICS database (Version 7.4). This provides an estimation of the trip generation potential of the proposed 2,000 residential units. The following criteria was used to select sites:

- **Sub-Land Use:** Mixed Private/Non-Private Housing as it is uncertain at this stage what the split of private and affordable housing will be;
- **Calculation Option:** Multi-modal trip rates;
- **Regions:** England but excluding Greater London;
- **Location Types:** Edge of Town and Neighbourhood Centre;
- **Day of Week:** Monday - Thursday
- **Date Range:** TRICS default for sites (i.e. 01/01/09 to 14/11/15);
- **Number of Dwellings:** 300 to 1,412; and
- **Local Population:** population within 1 mile more than 5,000 people.

3.4 The TRICS database provides a sample of 3 sites (excluding sites that have been resurveyed).

3.5 **Table 3.1** summarises the multi-modal residential TRICS sites that have been selected, based on the above criteria.

Table 3.1 – Multi-Modal Residential TRICS Sites

TRICS Site Reference	Town/ City	Area	Location	Number of Dwellings
HC-03-M-06	TITCHFIELD	NEAR FAREHAM	Edge of Town	328
SC-03-M-02	DEEPCUT	NEAR FRIMLEY	Neighbourhood Centre (PPS6 Local Centre)	342
SC-03-M-06	ST ANNE'S DRIVE	REDHILL	Edge of Town	500

3.6 The resultant 'Total Person' Trip rates are summarised in **Table 3.2** for the AM and PM peak periods.

Table 3.2: Residential Total Person TRICS Trip Rates per Dwelling

Period	Hour	Arrivals (people per dwelling)	Departures (people per dwelling)	Two-way (people per dwelling)
AM Peak Period	07:00-08:00	0.066	0.335	0.401
	08:00-09:00	0.161	0.726	0.887
	09:00-10:00	0.168	0.222	0.39
PM Peak Period	16:00-17:00	0.343	0.163	0.506
	17:00-18:00	0.392	0.143	0.535
	18:00-19:00	0.326	0.131	0.457

3.7 Using the above trip rates, **Table 3.3** below summarises the 'Total Person' residential trips in the AM and PM peak periods for the proposed 2,000 residential units at the site.

Table 3.3: Residential Total Person Trips (prior to internalisation)

Period	Hour	Arrivals	Departures	Two-way
AM Peak Period	07:00-08:00	132	670	802
	08:00-09:00	322	1452	1,774
	09:00-10:00	336	444	780
PM Peak Period	16:00-17:00	686	326	1,012
	17:00-18:00	784	286	1,070
	18:00-19:00	652	262	914

Justification of Total Person Trip Rates

3.8 Total person trip rates have been used as it is considered that there is likely to be less variation in person trips, even where access by sustainable modes may be different. Residential person trip rates per dwelling are more likely to relate to the scale of property from which they originate.

3.9 Furthermore, in undertaking a detailed assessment of journey purposes and the potential for internalisation associated with a mixed-use development such as that proposed, it is considered much better practice to utilise person trips. Modal split assumptions can then be applied that take account of both existing and potential future provision of sustainable travel options including links to nearby transport modes and other associated incentives to minimise car use.

Residential Journey Purpose

3.10 A detailed assessment of residential trips by journey purpose has been undertaken to provide the basis for a more accurate estimation of the level of internalisation and allow the modal splits of the resultant external trips to be calculated by journey purpose.

3.11 To provide a detailed assessment by hour, the 2011-15 National Travel Survey (NTS) was interrogated and data was obtained regarding the proportion of trips per hour by journey purpose (Table NTS0502).

3.12 The data is set out for each journey purpose for the AM and PM three hour peak periods as demonstrated in **Table 3.4**.

Table 3.4 - NTS Trips by Journey Purpose (percentage)

Journey Purpose	AM Peak Period			PM Peak Period		
	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Commuting	52.3%	22.1%	11.3%	21.8%	33.9%	22.0%
Business	5.6%	3.4%	5.3%	4.3%	3.6%	2.8%
Education	13.2%	28.9%	3.3%	6.4%	2.6%	1.2%
Escort education	4.0%	21.4%	8.2%	3.8%	1.7%	0.6%
Shopping	2.8%	3.9%	22.1%	15.8%	12.2%	14.9%
Other work, other escort and personal business	13.8%	14.1%	26.9%	21.7%	20.2%	18.4%
Visiting friends / entertainment / sport	3.9%	3.4%	13.9%	18.4%	19.4%	31.6%
Holiday / Day trip / Other	4.4%	3.0%	9.0%	7.9%	6.4%	8.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

3.13 The proportions shown in **Table 3.4** were then applied to the AM and PM three hour peak period 'People' trip generation to provide the number of trips by purpose (by hour) across the AM and PM peak periods as set out in **Table 3.5**.

Table 3.5: People Trips by Journey Purpose (NTS, peak periods)

Journey Purpose	AM Peak Period			PM Peak Period		
	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Commuting	420	391	88	221	363	201
Business	45	60	41	43	39	26
Education	106	512	26	64	28	11
Escort education	32	379	64	38	18	5
Shopping	22	69	172	160	131	136
Other work, other escort and personal business	111	250	209	219	216	168
Visiting friends / entertainment / sport	31	60	109	186	207	289
Holiday / Day trip / Other	35	53	70	80	68	77
Total	802	1774	780	1,012	1,070	914

3.14 **Table 3.5** above sets out the number of Person Trips by journey purpose across the AM and PM peak periods.

Commercial Methodology

3.15 The commercial trip rates for the development have been derived from the industry Standard TRICS database. The level of commercial space to be provided is 0.6ha. The assessment is based on 2,000 sqm with an assumption that 33% is built development including the B1 (a) over multiple floors. This is based on the commercial element providing an extension to the existing Brightwell Barns development which comprises mainly two storey barn type offices and light industry.

3.16 The remaining 67% accounts for internal junctions and drainage features and car parking (excluding undercroft and basement) etc. Trip generation is therefore based upon 2,000 sqm.

3.17 For the purpose of this assessment, trip generation for the employment is based on a combination of B1 (a) office and B1 (c) industrial which 1,500 sqm of B1 (a) and 500 sqm B1 (c).

3.18 A review of the industry standard TRICS database has been undertaken to provide trip rates for the two commercial land uses set out above.

Commercial Trip Rates

3.19 The TRICS database has been review based on the following criteria for the B1 (c) Light Industrial element:

- **Main Land Use:** 02: Employment;
- **Sub-Land Use:** C – Industrial Unit;
- **Calculation Option:** Multimodal;
- **Regions:** England but excluding Greater London;
- **Location Types:** Suburban Area, Edge of Town;
- **Day of Week:** Weekday (Monday to Friday);
- **Date Range:** 01/01/07 to 23/01/14;
- **GFA Range:** 11,000 sqm to 43,325 sqm

3.20 In addition the individual land use class was reviewed with any site containing less than 50% B1 (C) removed from the selection. This process resulted in the removal of the following four sites:

- **BR-02-C01** – Bristol – 100% B2;
- **CH-02-C01** – Northwich – 100% B2;
- **DC-02-C-07** – Weymouth – No class breakdown provided;
- **HE-02-C-02** – Hereford – 95% B2 and 5% B1.

3.21 The TRICS database provided a sample of four sites (excluding sites that have been resurveyed) and those removed due to insufficient B1 (C) provision as set out above.

3.22 **Table 3.6** summarises the multi-modal commercial TRICS sites that have been selected, based on the above criteria.

Table 3.6 – Multimodal Commercial TRICS Site (B1 C Light Industrial)

TRICS Site Reference	Town/ City	Area	Location	Floor Area (SQM)
CW-02-C-01	CAMBORNE	CORNWALL	Suburban Area (PPS6 Out of Centre)	10,200
CW-02-C-02	BODMIN	CORNWALL	Edge of Town	17,675
HF-02-C-01	WELWYN GARDEN CITY	HERTFORDSHIRE	Suburban Area (PPS6 Out of Centre)	1,800
WM-02-C-03	SMETHWICK	WEST MIDLANDS	Edge of Town	5,070

3.23 The TRICS database has been reviewed based on the following criteria for the B1 (a) office element as follows:

- **Main Land Use:** 02: Employment;
- **Sub-Land Use:** A – Office;
- **Calculation Option:** Multimodal;
- **Regions:** England but excluding Greater London;
- **Location Types:** Suburban Area, Edge of Town;
- **Day of Week:** Weekday (Tuesday to Thursday);
- **Date Range:** 01/01/09 to 26/09/16;
- **GFA Range:** 500 sqm to 5,000 sqm.

3.24 The TRICS database provided a sample of six sites (excluding sites that have been resurveyed) as set out in **Table 3.7**.

Table 3.7 – Multimodal Commercial TRICS Site (B1 (A) office)

TRICS Site Reference	Town/ City	Area	Location	Floor Area (sqm)
DH-02-A-02	NEAR DURHAM	TYNE & WEAR	Edge of Town	2,000
LC-02-A-09	BLACKBURN	LANCASHIRE	Suburban Area (PPS6 Out of Centre)	2,600
SC-02-A-15	GUILDFORD	SURREY	Suburban Area (PPS6 Out of Centre)	1,896
TW-02-A-04	GATESHEAD	TYNE & WEAR	Edge of Town	2,500
TW-02-A-05	GATESHEAD	TYNE & WEAR	Suburban Area (PPS6 Out of Centre)	1,500
WY-02-A-03	LEEDS	WEST YORKSHIRE	Suburban Area (PPS6 Out of Centre)	2,696

3.25 The resultant 'Total Person' Trip rates are summarised in **Table 3.8** for the B1 (c) light Industrial and within **Table 3.9** for the B1 (a) office. Total Person trip rates are provided for the AM and PM peak periods for the commercial accommodation.

Table 3.8 – Commercial Total Person TRICS Trip Rates per 100 sqm (B1C Light Industrial)

Period	Hour	Arrivals (people per 100 sqm)	Departures (people per 100 sqm)	Two-way (people per 100 sqm)
AM Peak Period	07:00-08:00	0.587	0.046	0.633
	08:00-09:00	0.314	0.092	0.406
	09:00-10:00	0.308	0.19	0.498
PM Peak Period	16:00-17:00	0.141	0.607	0.748
	17:00-18:00	0.072	0.308	0.38
	18:00-17:00	0.02	0.11	0.13

Table 3.9 Commercial Total Person TRICS Trip Rates per 100 sqm (B1 A office)

Period	Hour	Arrivals (people per 100 sqm)	Departures (people per 100 sqm)	Two-way (people per 100 sqm)
AM Peak Period	07:00-08:00	0.973	0.17	1.143
	08:00-09:00	3.398	0.44	3.838
	09:00-10:00	2.17	0.749	2.919
PM Peak Period	16:00-17:00	0.525	1.962	2.487
	17:00-18:00	0.394	3.522	3.916
	18:00-17:00	0.093	0.958	1.051

3.26 The resulting people movements based on 2,000 sqm is set out in **Table 3.10**.

Table 3.10: Commercial Total Person Trips (prior to internalisation)

Period	Hour	Arrivals	Departures	Two-way
AM Peak Period	07:00-08:00	14	2	15
	08:00-09:00	22	4	25
	09:00-10:00	15	7	22
PM Peak Period	16:00-17:00	5	19	24
	17:00-18:00	3	22	25
	18:00-19:00	1	6	7

Details: based on 1,500 sqm of B1 (A) and 500 sqm of B1 (C)

3.27 The Person movements set out in **Table 3.10** are discussed further within the internalisation, Mode Share and Assignment and Distribution sections.

3.28 The number of employees for both the B1 (a) and B1 (c) land uses has been calculated using the Homes and Communities Agency (HCA) Employment Density Guide (November 2015). This guide provide employment density by land use type with 1 employee per 12 sqm for professional services (office) and 1 employee per 47 sqm for light industry. Application of these to the respective floor areas results in 125 employees for the B1 (a) and 11 employees for the B1 (c).

Education (Staff)

3.29 The proposed Primary and Secondary Schools on the site will be designed to accommodate the number of pupils living in the proposed development. There are however anticipated to be trips associated with staff for both the Primary and Secondary schools.

3.30 The number of pupils at each school has been based on the average (mean) number of pupils for schools contained within the TRICS database, split by Primary and Secondary. A summary is provided in **Table 3.11**.

Table 3.11: School Staff and Pupil Numbers

School Type	Number of Pupils	Number of Staff
Primary School	330	49
Secondary School	980	106

3.31 The number of staff has been derived through the application of the average ratio of staff to pupils from the same TRICS samples applied to the number of pupils for each type of school. This is considered a reasonable assumption.

3.32 Furthermore the arrival and departure profile has been set out in **Table 3.12**. This has been based on assumptions that the majority of school staff are likely to arrive between 07:00 and 09:00, with a small amount after this period. For the PM period, the majority leave between 16:00 and 18:00 with a residual amount leaving after this time. This takes account of after school clubs and sport teams etc which take place after the standard school day.

Table 3.12 – Primary and Secondary School Staff Arrival and Departure Profile

Type	0700-0800	0800-0900	0900-1000	Total	1600-1700	1700-1800	1800-1900	Total
Primary School	50%	40%	10%	100%	40%	55%	5%	100%
Secondary School	50%	40%	10%	100%	40%	55%	5%	100%

3.33 The number of staff accessing the schools internally from within the site is discussed in **section 4**.

4 INTERNALISATION OF TRIPS

4.1 The mixed use nature of the scheme is anticipated to result in a proportion of trips remaining internal to the site. This section of the report details the level of internalisation proposed for each land use including the assumptions made and appropriate justification.

Residential

4.2 A summary of the levels of internalisation for residential trips by trip purpose is set out below in **Table 4.1**.

Table 4.1 – Residential Trip Internalisation Summary

Trip Purpose	Distribution	
	External (Off-site)	Internal (On-site)
Residential to Employment	75%	25%
Residential to Education (Primary)	10%	90%
Residential to Education (Secondary)	10%	90%
Residential to Food Retail	50%	50%
Residential to Non-Food Retail	90%	10%
Residential to Personal Business	80%	20%
Residential to Recreation/ Social	90%	10%

Details: Internal residential to employment excludes 10% working from home

4.3 The amount of internalisation set out in **Table 4.1** is detailed in the following section defined by trip purpose.

Residential to Employment

4.4 We have made the judgement that 25% of employed residents will work locally. We have also made the judgement that 10% of the working population will be working from home, or the communal work hub, at any one time. Given the proximity of the site to Adastral Park, which is home to range of companies such as British Telecom, the assumption relating to local employment is considered appropriate, particularly given the diverse range of employment opportunities within close proximity to the Development site.

4.5 Adastral Park has been the home of BT's Research and Innovation centre for a number of years having opened in 1975 as the Post Office Research Station. The park is now home to approximately 70 technology companies ranging in size from multinational companies to

start ups. The park has a technology incubator scheme which operates under the banner of 'Innovation Martlesham'. The Adastral Park employment area is approximately 100-acre in size with around 4,000 people employed in roles including Science, IT and Engineering. It is therefore considered that there will be strong links between Adastral Park and the proposed Development, enabling a proportion of staff to live and work locally in a wide range of job roles.

4.6 To help quantify the extent to which this is already occurring, the 2011 Census origin-destination data for the MSOA in which the majoirty of the Development and surrounding employment is located (Suffolk Coastal 010) has been reviewed. This provides a reference case for the level of local working that was recorded in the 2011 Census.

4.7 **Table 4.2** provides a summary of the 'Suffolk Coastal 010' MSOA with respect to employment.

Table 4.2 - People Living and Working in Middle Super Output Area

Area	MSOA	Workers that Live in MSOA	Workers that Live and Work in MSOA	Percentage that Live and Work in MSOA
Martlesham, Newbourne, Falcon Park, Hemley	Suffolk Coastal 010	6,695	1,109	16.6%

4.8 It can be seen in **Table 4.2** that the employment opportunities located within Suffolk Coastal 010 result in a proportion of residents both living and working in the same area. In 2011 this was recorded as 16.6% although the exact proportion is considered to vary as the number of jobs and households in Suffolk Coastal 010 and the surrounding MSOAs vary over time.

4.9 Given the close proximity of the proposed Development to Adastral Park, it is considered that the figure of 16.6% will increase.

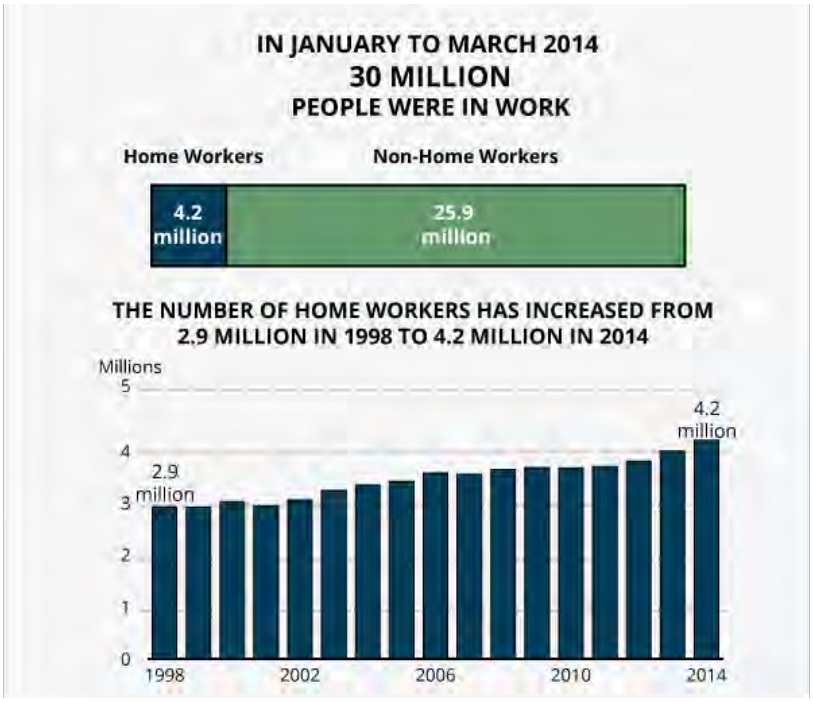
Labour Market and Working Practices

4.10 The travel patterns for future occupants of the site are likely to change and evolve in line with wider trends in the working practices across the UK such as flexible working, home working and automation of jobs.

4.11 Homeworking and video conferencing as activities have the potential to provide trip substitution but not necessarily the overall number of trips. This was concluded by the Independent Transport Commission (ITC). The number of people homeworking has been increasing steadily over the past decade which was supported by the UK Government extending the right of all employees to request flexible working in July 2014[6]. This provides opportunities for staff across a range of industries to not necessarily have consistent working practices throughout a typical week for example. A study showed that only 62% of UK workers commuted to an office every day in 2012 which is potentially the result of increased part time working or home working[7].

4.12 Research published by Trades Union Congress (TUC) shows that between 2005 and 2015, nearly a quarter of a million more people (241,000) regularly work from home. The increase is taken from the ONS Labour Force Survey with 1,280,000 (2005) increasing to 1,521 (2015).

Figure 4.1 – Numbers of homeworkers in the UK, 1998 to 2014 (ONS)



Details: Source: ONS Labour Force Survey

4.13 It can be seen in **Figure 4.1** that with the exception of 2001, the number of people homeworking has been increasing consistency year on year. Continuation of this trend into

[6] Flexible Working (2017)
[7] Dynamics of Energy, Mobility Demand 2017

the future would be a reasonable assumption given recent trends in communication and broadband improvements supported by the UK Governments 2014 flexible working policy.

4.14 The ONS data for working at home is those people that normally work at home. However, the trend now is that people may work at home on an occasional, or say part time, basis. Therefore, given the trends, the design and facility on site including broadband and communal work hub, we have assumed that at any one time 10% of working people are working from home or within the communal work hub.

Residential to Education (Primary)

4.15 The proposed Development is to provide primary education on site with sufficient capacity to accommodate the primary educational demand arising from the Development. It is anticipated that a limited amount of Primary educational trips will be generated externally by for example private education or specialist schools which wouldn't be provided as part of the development. Assumptions have therefore been made that 90% of primary education will take place on-site and a nominal 10% off site. These assumptions are reflected in **Table 4.1.**

Residential to Education (Secondary)

4.16 The proposals for 2,000 units also include the provision of secondary education on site. In line with that of Primary education, it is anticipated that a limited amount of Secondary educational trips will be generated externally. Again this is based on private education or specialist schools which wouldn't be provided on the site. An assumption has therefore been made that 90% of Secondary education will take place on site and 10% off site. These assumptions are reflected in **Table 4.1.**

Residential to Food Retail

4.17 For the food retail trip element an assumption of a 50:50 split between internal and external trips has been made. This is based on a supermarket and several convenience stores being located on the site which can accommodate a larger consumer shop as well as day-to-day and top-up shopping. This is also considered appropriate for peak period assessments, when specific food retail trips are less likely to be made and food shopping trends to be undertaken as part of a linked trip.

4.18 In addition, based on current trends the number of younger consumers are switching to online delivery of grocery shopping with approximately 1 in 5 (19%) of 25-34 year olds doing all of their grocery shopping online[8]. The number of food retail trips recorded in the National Travel Survey (2011 – 2015) is therefore likely to reduce over time as the continued trend of growth in both convenience store and online grocery shopping is expected to continue. The assumption of 50% of trips being internal is included with **Table 4.1**.

Residential to Non-Food Retail

4.19 It has been assumed that 25% of shopping trips from the National Travel Survey journey purpose data will be for non-food.

4.20 The assessment has assumed that only 10% of non-food retail trips will be internal and 90% will travel to external locations. These figures are based on data from the Office for National Statistics (ONS) as discussed below.

4.21 Data was obtained for weekly household expenditure (*Table 1: Average household expenditure by COICOP category and total household expenditure, 2016*) in order to determine an appropriate assignment for internal trips. Those expenditure categories which could warrant a physical trip were assigned on or off-site, dependent on the facilities to be provided as part of the development proposals.

4.22 A summary of the ONS data and subsequent assignment is presented in **Table 4.3.**

[8] Online Grocery Retailing - UK - March 2016 – Summary Statistics

Table 4.3 – Weekly Household Expenditure and Trip Assignment

Expenditure Category	% of Weekly Expenditure	Would form a physical trip	% Assignment External	% Assignment Internal
Food and non-alcoholic drinks*	11%			
Alcoholic drinks and tobacco	2%	x	0%	2%
Clothing and footwear	4%	x	4%	0%
Housing, fuel and power	14%			
Household goods and services	7%	x	7%	0%
Health	1%			
Transport	14%			
Communication	3%			
Recreation and Culture *(includes recreational, garden & pet equipment)*	13%	x	13%	0%
Education	1%			
Restaurants and Hotels**	9%			
Miscellaneous goods and services	8%			
Other expenditure items	14%			
Total	100%		**24%**	**2%**

***Would form a trip, but has been included within Food Retail distribution; **Would form a trip but has been included in Recreation distribution**

4.23 Subsequently, the percentage assignments of external (24%) and internal (2%) trips were extrapolated to 100%, therefore providing the figure of 8% internalisation. This has been increased to 10% to account for the recent trend towards increasing use of convenience stores which is expected to continue into the future.

Residential to Personal Business

4.24 An initial assumption of 20% internalisation has been made for the site with the remaining external being off site.

Residential to Recreation/ Social

4.25 The Development is proposed to have a district centre providing A3/A4/A5 Restaurants, cafes and bars and D2 Sports Facilities. Based on the provision of services at the Site, it is considered that up to 10% of trips are likely to be internal. This is considered to be appropriate as recreational/social trips will also comprise trips such as dog walking, jogging, leisure cycling and children playing, which are likely to either occur on site or start and finish at the site.

Residential Internal Trips Summary

4.26 The resulting internal trips by journey purpose and time period are set out in **Table 4.4**. The trips have been calculated using the People Trips by purpose as set out in **Table 3.5** combined with the Residential Trip Internalisation Summary provided in **Table 4.1**. In addition, the following assumptions have been made:

- Education is split 72% Primary and 28% secondary in line with the National Education Model;
- Retail is split 75% Food Retail and 25% non-food retail.

Table 4.4 – Residential Internal Trips by Journey Purpose and Time Period

Journey Purpose	AM Peak Period			PM Peak Period		
	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Commuting	147	137	31	77	127	70
Business	16	21	14	15	13	9
Education	95	461	23	58	25	10
Escort education	26	303	51	31	14	4
Shopping	9	28	69	64	52	54
Other work, other escort and personal business	22	50	42	44	43	34
Visiting friends / entertainment / sport	6	12	22	37	41	58
Holiday / Day trip / Other	0	0	0	0	0	0
Total	**321**	**1012**	**252**	**326**	**317**	**240**

4.27 The External Trips have been set out in **Table 4.5** below.

Table 4.5 – Residential External Trips by Journey Purpose and Time Period

Journey Purpose	AM Peak Period			PM Peak Period		
	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Commuting	273	254	58	144	236	131
Business	29	39	27	28	25	17
Education	11	51	3	6	3	1
Escort education	6	76	13	8	4	1
Shopping	13	42	103	96	78	82
Other work, other escort and personal business	89	200	168	175	173	134
Visiting friends / entertainment / sport	25	48	87	149	166	231
Holiday / Day trip / Other	35	53	70	80	68	77
Total	**481**	**762**	**528**	**686**	**753**	**674**

Commercial Trips

4.28 There is considered to be a level of internalisation between the residential units and the commercial land uses across the site. This is detailed in ***Table 4.1*** *'Residential Trip Internalisation Summary'* with the relevant justification provided on page 19. The level of internalisation between the residential and employment is 25% (excluding home working) which has been applied to the Total Person movements for the commercial development to provide the number of internal person movements.

4.29 The Commercial Person trip generation has been reduced to take account of internalisation between land uses with the external Person movements subsequently set out in **Table 4.6**.

Table 4.6 - Commercial External Person Trips

Period	Hour	Arrivals	Departures	Two-way
AM Peak Period	07:00-08:00	10	1	11
	08:00-09:00	16	3	19
	09:00-10:00	12	5	17
PM Peak Period	16:00-17:00	4	14	18
	17:00-18:00	2	17	19
	18:00-19:00	1	5	5

4.30 The external person movements will be applied to 2011 Census 'Journey to Work' data to provide a geographically specific mode share.

Education (Staff) Trips

4.31 For the basis of this assessment it has been assumed that 25% of staff for the Primary and Secondary school live within the site with the remaining 75% travelling in from external areas. The 25% is considered to mainly be made up of teaching support / admin staff who are more likely to live locally and may have pupils already attending the school.

4.32 As a result 37 primary school staff and 80 secondary school staff are anticipated to access the site from external areas.

5 BASELINE MODE SPLITS

5.1 This section of the report provides details of the baseline mode splits for the assessment.

5.2 The 2011 Census data has been used to calculate the mode splits for employment based trips. This data has been adjusted to reflect both the emerging transport infrastructure around the site as well as the site specific infrastructure to support the Development and Travel Plans.

5.3 The TRICS database has been used as a basis to form the mode splits for the other land uses. However, it should be noted that the mode split data obtained from TRICS has subsequently been adapted to more closely reflect the situation at the Site and thus provide more representative mode splits.

Baseline Mode Share

Residential to Employment

5.4 As a starting point for calculating the mode share of journeys to work, the location of usual residence and place of work by method of travel to work has been used based on the Middle Super Output Area (MSOA) for Suffolk Coastal 010 and Suffolk Coastal 011. The Development is mostly located within Suffolk Coastal 010, although a small proportion is located with Suffolk Coastal 011. An average of the two MSOAs has therefore been taken.

5.5 This provides the percentage of people travelling by different modes of travel as recorded in 2011. The baseline mode share from the 2011 Census is set out in **Table 5.1**.

5.6 Application of the People movements for commuter and Business journey purpose to these percentages then provides the anticipated number travelling by each mode.

Table 5.1 – 2011 Census Mode Share for Journey to Work (Suffolk Coastal)

Mode	Census Data Mode Share
Train	2.73%
Bus, minibus or coach	4.79%
Taxi	0.12%
Motorcycle, scooter or moped	1.05%
Driving a car or van	75.01%
Passenger in a car or van	4.63%
Bicycle	6.27%
On foot	5.26%
Total	**100%**

Details: 2011 Census 'Journey to Work' E02006296 : Suffolk Coastal 010 and E02006297: Suffolk Coastal 011 (2011 super output area - middle layer)

5.7 The percentage travelling by each mode of travel as set out in **Table 5.1** reflects the local highway network, public transport network, lifestyle patterns and levels of information technology that were present when the Census was undertaken in 2011.

5.8 The proposed Development site would be occupied in full by 2027, 16 years after the 2011 Census was undertaken. It is therefore reasonable for the 2011 Census mode share to be updated to reflect the following:

- Changes in travel behaviour between 2011 and 2027 irrespective of the development including emerging practices such as Mobility as a Service (MaaS);
- Implementation of sustainable transport policy including a presumption in favour of sustainable development as promoted and reflected in over a decade of national, regional and local transport policy;
- Emerging transport infrastructure in Suffolk Coastal and Ipswich that supports sustainable transport.

5.9 In addition to the above, the Development site is proposed to include a range of infrastructure that supports and provides active travel, provides strong connectivity to key local transport nodes and reduces the appeal of single occupancy private car travel.

5.10 **Table 5.2** below sets out the proposed mode share for journeys to work for the site.

5.11 Where the mode share varies from that of the 2011 Census, the percentage change has been specified.

Table 5.2 - Mode Share for Journey to Work Adjusted for Full Build Out (2027)

Mode	Census Data Mode Share	Proposed Change	Proposed Mode Share
Train	2.73%	0.00%	2.73%
Bus, minibus or coach	4.79%	2.00%	6.79%
Taxi	0.12%	0.00%	0.12%
Motorcycle, scooter or moped	1.05%	0.00%	1.05%
Driving a car or van	75.01%	-7.00%	68.01%
Passenger in a car or van	4.63%	5.00%	9.63%
Bicycle	6.27%	2.00%	8.27%
Walk	5.26%	-2.00%	3.26%
Total	**100%**		**100%**

5.12 Of those travelling by train we have assumed 50% travelling to the station by car driver, 25% by public transport and 25% by cycle. For the commercial trips we have assumed that the 'last mile' access to the site for rail will be 60% public transport, 30% car or taxi and 10% bicycle.

5.13 The Mode Share percentages set out in **Table 5.2** will be applied to the External People Movements set out in **Table 4.3** for Commuting and Business.

Residential to Primary Education

5.14 The internalisation of trips to primary education has been set at 90% as set out in **Table 4.1.**

5.15 For the remaining 10% (External trips), for the purpose of the assessment, we have assumed that all external trips associated with the primary education be assigned as a public transport user (pupil and parent / guardian) (20%) and vehicle occupant (80%).

Residential to Secondary Education

5.16 The TRICS database was interrogated to obtain an appropriate modal split for trips associated with secondary and college education trips. The following selection criteria was used to obtain representative sites:

- **Sub Land Use:** Secondary Education
- **Calculation Option:** Multi-Modal Trip Rates
- **Floor area :** Default Range
- **Regions:** England, but excluding Greater London
- **Date Range:** 01/01/00 – 19/05/14 (default) then a start date of 2000 has been selected;

5.17 It should be noted that a poor sample size after 2007 in the database means that the date range was extended to include the year 2000 onwards. Subsequently, the modal splits for 0800-0900, 0900-1000, 1600-1700 and 1700-1800 were obtained.

5.18 It should be noted that no data was available for the hours of 0700-0800 and 1800-1900, therefore the same mode splits have been applied from the 08000-0900 and 1800-1900 hours respectively. This provides a complete mode share for the AM and PM peak periods.

5.19 The mode share from TRICS has been adjusted to account for the external Secondary school trips being related mainly to Private School and Special Needs schools which are unlikely to be local. To account for this, walking and cycling trips have been removed with the remaining public transport and vehicle occupant factored up proportionally to 100%. The resulting mode split is set out below in **Table 5.3**.

Table 5.3 – Secondary Education Mode Split

Mode	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Public Transport User	20%	20%	20%	20%	20%	20%
Vehicle Occupant	80%	80%	80%	80%	80%	80%
Total	100%	100%	100%	100%	100%	100%

5.20 The Development site will be the new generation for school travel, with its design and management such that it is reasonable to expect a much lower car borne and walking proportion of travel to school. The proportions will change depending on eventual school locations.

Residential to Food/ Non-Food Retail & Personal Business

5.21 As the mode choice is likely to be similar for food/ non-food shopping and personal business, the same modal split has been applied to trips associated with each purpose.

5.22 The TRICS database was interrogated to obtain appropriate modal split for these trips. This is based on external trips with a proportion of internal trips to being made within the site to the district centre.

5.23 The TRICS database was interrogated to obtain an appropriate modal split for these trip purposes, based on food retail sites, as these will provide suitable modal splits. The following selection criteria was used to obtain representative sites:

- **Sub Land Use:** Food Superstore;
- **Calculation Option:** Multi-Modal Trip Rates;
- **Days of the Week:** Monday to Friday;
- **Location Type:** Suburban Area, Edge of Town and Neighbourhood Centre;
- **Size of Units:** 2,000 - 6,000sqm;
- **Regions:** England, but excluding Greater London;
- **Date Range:** 01/01/06 – 29/03/14.

5.24 The modal splits per hour for the AM peak period (07:00-10:00) and PM peak period (1600-1900) were then extracted from TRICS. Given that walking and cycling trips are considered to take place within the site, the mode share for these two modes has been removed with the remaining vehicle and public transport percentages factored up to 100%. This is set out within **Table 5.4.**

Table 5.4 – Food and Non Food Retail Mode Split

Mode	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Single Vehicle Occupants	44%	39%	35%	27%	28%	28%
Public Transport User	29%	27%	24%	20%	20%	20%
Multi - Vehicle Occupant	27%	34%	41%	53%	53%	52%
Total	100%	100%	100%	100%	100%	100%

Residential to Recreation/ Social

5.25 Given the diverse range of activities and destinations that could be included in recreational and leisure trips, providing an exact mode share is challenging. It is considered that the majority of internal trips will be undertaken by walking and cycling, while external trips are likely to via a mixture of private car and public transport. For the purpose of this assessment, modal splits have been obtained for a 'Fitness Club'. This is considered an appropriate proxy for external recreational and leisure based trips given the variety possible within this stated journey purpose.

5.26 A summary of the selections included in the TRICS database is set out as follows:

- **Land Use**: Leisure;
- **Sub Land Use:** Fitness Club (Private);
- **Calculation Option:** Multi-Modal Trip Rates;
- **Regions:** England, but excluding Greater London;
- **Date Range:** 01/01/09 – 21/05/14.

5.27 The modal splits per hour for the AM peak period (07:00-10:00) and PM peak period (16:00-19:00) were then extracted from TRICS. Again, given that walking and cycling trips are considered to take place primarily within the site, the mode share for walking and cycling has been removed with the remaining vehicle and public transport percentages factored up to 100%. This is set out in **Table 5.5**.

Table 5.5 – Residential to Recreation/ Social Mode Split

Mode	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Single Vehicle Occupants	44%	39%	35%	27%	28%	28%
Public Transport User	29%	27%	24%	20%	20%	20%
Multi - Vehicle Occupant	27%	34%	41%	53%	53%	52%
Total	100%	100%	100%	100%	100%	100%

Commercial Employment

5.28 The mode share for the employment land uses proposed across the site has been set out.

5.29 Given the type of employment and the various travel planning measures that can be provided, the predicted mode share varies from that of the residential to employment external mode share.

5.30 The Mode share is set out in **Table 5.6**, adjusted as follows from the 2011 Census as follows:

- Bus / mini bus / coach – increased by 2.2%;
- Driving a car or van – *reduced* by 7%;
- Passenger in a car or van – increased by 5%;
- Bicycle – increased 2%;
- Walking - *reduced* by 2%

Table 5.6 – Commercial Mode Share

Mode	Proposed Mode Share
Train	2.73%
Bus, minibus or coach	6.94%
Taxi	0.12%
Motorcycle, scooter or moped	1.05%
Driving a car or van	68.01%
Passenger in a car or van	9.63%
Bicycle	8.27%
Walk	3.26%
Total	100.00%

Details: 2011 Census Mode Share for Journey to Work Adjusted for Full Build Out (2027)

Education (Staff)

5.31 The mode share for staff of the Primary and Secondary school has been based on the following assumptions:

- Walk and Cycle 5%;
- Public Transport User 15%;
- Vehicle Driver / Occupant 80%.

5.32 Average vehicle occupancy of 1.25 has been assumed which equates to 1 in everyone 4 school staff car sharing. This level of car occupancy is similar to that contained within the National Travel Survey (England, 2016) for commuting.

6 PROPOSED TRIPS

6.1 This section provides a summary of the proposed number of trips by mode based on the methodology set out in Section 2, 3 and 4.

Residential

Residential to Employment

6.2 External residential trips are set out in **Table 6.1** by mode of travel for Commuting and Business.

Table 6.1 – Residential trips by mode of travel for Commuting and Business

Journey Purpose	Mode of Travel	Proposed Mode Share	AM Peak Period				PM Peak Period			
			0700-0800	0800-0900	0900-1000	Total	1600-1700	1700-1800	1800-1900	Total
Commuting & Business	Train	2.73%	8	8	2	19	5	7	4	16
	Bus, minibus or coach	6.94%	21	20	6	47	12	18	10	40
	Taxi	0.12%	0	0	0	1	0	0	0	1
	Motorcycle, scooter or moped	1.05%	3	3	1	7	2	3	2	6
	Driving a car or van	68.01%	205	199	57	462	117	177	100	395
	Passenger in a car or van	9.63%	29	28	8	65	17	25	14	56
	Bicycle	8.27%	25	24	7	56	14	22	12	48
	Walk	3.26%	10	10	3	22	6	9	5	19
	Total	100.00%								

Residential to Education (Primary and Secondary)

6.3 The residential trips for both Primary and Secondary education by mode of travel and time for the peak periods are set out in **Table 6.2.**

Table 6.2 – Residential trips by mode of travel for Primary & Secondary Education

Journey Purpose	Mode of Travel	AM Peak Period			PM Peak Period		
		0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Education	Public Transport User	3	25	3	3	1	0
	Vehicles	7	51	6	6	3	1
	Total	**10**	**76**	**9**	**8**	**4**	**1**

Residential to Food/ Non-Food Retail & Personal Business

6.4 The residential trips for Food and Non Food retail by mode of travel and time for the peak periods are set out in **Table 6.3.**

Table 6.3 - Residential to Food / Non Food Retail & Personal Business

Journey Purpose	Mode of Travel	AM Peak Period			PM Peak Period		
		0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Retail / Non Food Retail	Vehicles	37	88	103	108	101	86
	Public Transport User	29	66	65	55	50	43
	Total	**66**	**153**	**168**	**163**	**151**	**130**

Residential to Recreation/ Social

6.5 The residential trips for recreation and Social by mode of travel and time for the peak periods is set out below in **Table 6.4**.

Table 6.4 – Residential to Recreation / Social

Journey Purpose	Mode of Travel	AM Peak Period			PM Peak Period		
		0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Recreation & Leisure	Vehicles	19	34	56	89	87	114
	Public Transport User	36	33	45	52	61	81
	Total	55	67	101	140	147	195

Employment

6.6 The trips to the employment land uses from outside of the site (externally) are set out within **Table 6.5** by mode and peak period hour.

Table 6.5 – Commercial Trips by Mode and Time Period (peak hours)

Mode of Travel	Proposed Mode Share	AM Peak Period				PM Peak Period			
		0700-0800	0800-0900	0900-1000	Total	1600-1700	1700-1800	1800-1900	Total
Train	2.73%	0	1	0	1	0	1	0	1
Bus, minibus or coach	6.94%	1	1	1	3	1	1	0	3
Taxi	0.12%	0	0	0	0	0	0	0	0
Motorcycle, scooter or moped	1.05%	0	0	0	0	0	0	0	0
Driving a car or van	68.01%	8	13	11	32	12	13	4	29
Passenger in a car or van	9.63%	1	2	2	5	2	2	1	4
Bicycle	8.27%	1	2	1	4	1	2	0	3
Walk	3.26%	0	1	1	2	1	1	0	1
Total	100.00%								

6.7 The subsequent vehicle movements by time period and direction are set out in **Table 6.6**.

Table 6.6 – Commercial Vehicle Movements by Direction and Time Period

Period	Hour	Arrivals	Departures	Two-way
AM Peak Period	07:00-08:00	7	1	8
	08:00-09:00	11	2	13
	09:00-10:00	8	3	11
PM Peak Period	16:00-17:00	2	10	12
	17:00-18:00	2	11	13
	18:00-19:00	0	3	4

6.8 The peak period for arriving vehicles is between 08:00 and 09:00 where there are 47 arriving vehicles, while the peak period for departing vehicles is between 17:00 and 18:00 where there are 49 vehicles.

Education (Staff)

6.9 The external staff trips to the Primary education on the site are summarised in **Table 6.7** by mode and hour.

Table 6.7 – Primary School External Staff Trips

Mode	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Walk & Cycle	1	1	0	1	1	0
Public Transport User	3	2	1	2	3	0
Vehicle Driver / Occupant	12	9	2	9	13	1
Total	15	12	3	12	17	2

6.10 The external staff trips to the secondary education on the site are summarised in **Table 6.8.**

Table 6.8 – Secondary School External Staff Trips

Mode	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Walk & Cycle	2	2	0	2	2	0
Public Transport User	6	5	1	5	7	1
Vehicle Driver / Occupant	25	20	5	20	28	3
Total	**33**	**27**	**7**	**27**	**37**	**3**

6.11 The resulting vehicle movements from **Table 6.7** and **Table 6.8** are summarised in **Table 6.9**.

Table 6.9 – Education (staff) Vehicle Movements

Type	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Primary School	12	9	2	9	13	1
Secondary School	25	20	5	20	28	3
Total	37	30	7	30	41	4

Summary

6.12 The vehicle movements associated with residential, commercial and education land uses and the various journey purposes is set out for the Development site in **Table 6.10**.

Table 6.10 - Residential and Commercial Vehicle Movements (peak periods)

Land Use	Journey Purpose	0700-0800		0800-0900		0900-1000		1600-1700		1700-1800		1800-1900	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Residential	Commuting & Business	35	177	37	168	25	34	82	39	134	49	74	30
	Primary & Secondary Education	1	6	9	42	3	3	4	2	2	1	1	0
	Food / Non Food Retail & Personal Business	6	31	16	72	44	59	73	35	74	27	62	25
	Recreation / Social	3	16	6	28	24	32	60	29	64	23	81	33
	Delivery and Servicing	0	0	0	2	6	2	0	0	0	0	0	0
Commercial (Employment)	Journey to Work and from Work	7	1	11	2	8	3	2	10	2	11	0	3
	Education (Staff)	37	0	30	0	7	0	0	30	0	41	0	4
Total		**89**	**230**	**110**	**313**	**118**	**133**	**221**	**144**	**275**	**152**	**218**	**94**

7 DISTRIBUTION AND ASSIGNMENT

7.1 This section of the report describes the methodology used to distribute development trips across the local highway network. Residential trips have been distributed by journey purpose, to allow for a more detailed and therefore more representative assessment. Commercial trips have been distributed accounting for the infrastructure proposed to support sustainable mobility.

Vehicle Trips

7.2 Vehicle trips have been distributed based on 2011 Census Residential Journey to Work as set out in **Table 7.1**

Table 7.1 – Residential Journey to Work – Route Assignment

Route	No. Vehs to MSOA	Percentage
Newbourne	118	2.90%
Eagle Way	237	5.80%
Martlesham	237	5.80%
A12(N)	599	14.70%
A1214(W)	505	12.40%
Foxhall Road	416	10.20%
A14(W)	1608	39.60%
A14(SE)	345	8.60%
Total	**4,065**	**100.00%**

7.3 The vehicle movements set out in **Table 7.1** (Taxi and Driving a car or van) for residential journeys to work have been set out in **Table 7.2** for the peak periods.

Table 7.2 – Residential Journey to Work Vehicle Movements

Route	Percentage	AM Peak Period				PM Peak Period			
		0700-0800	0800-0900	0900-1000	Total	1600-1700	1700-1800	1800-1900	Total
Newbourne	2.90%	6	6	2	13	3	5	3	11
Eagle Way	5.80%	12	12	3	27	7	10	6	23
Martlesham	5.80%	12	12	3	27	7	10	6	23
A12(N)	14.70%	30	29	8	68	17	26	15	58
A1214(W)	12.40%	26	25	7	57	15	22	12	49
Foxhall Road	10.20%	21	20	6	47	12	18	10	40
A14(W)	39.60%	82	79	23	183	46	70	40	157
A14(SE)	8.60%	18	17	5	40	10	15	9	34
Total	**100.00%**	**206**	**200**	**58**	**463**	**117**	**178**	**101**	**395**

7.4 The vehicle movements associated with the commercial land uses proposed as part of the Development (2,000 sqm) are set out in **Table 7.3**.

Table 7.3 – Commercial Vehicle Movements

Route	Percentage	AM Peak Period				PM Peak Period			
		0700-0800	0800-0900	0900-1000	Total	1600-1700	1700-1800	1800-1900	Total
Newbourne	2.90%	0	0	0	1	0	0	0	1
Eagle Way	5.80%	0	1	1	2	1	1	0	2
Martlesham	5.80%	0	1	1	2	1	1	0	2
A12(N)	14.70%	1	2	2	5	2	2	1	4
A1214(W)	12.40%	1	2	1	4	1	2	0	4
Foxhall Road	10.20%	1	1	1	3	1	1	0	3
A14(W)	39.60%	3	5	4	13	5	5	1	11
A14(SE)	8.60%	1	1	1	3	1	1	0	2
Total	**100.00%**	8	13	11	32	12	13	4	29

Details: based on 2,000 sqm and 2011 Census 'Journey to Work' data

7.5 A summary of all vehicle movement associated with the development are provided in **Table 7.4**.

Table 7.4 – All Vehicle Movements Assignment Summary

Junction	%	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
Newbourne	2.90%	9	12	7	11	12	9
Eagle Way	5.80%	19	25	15	21	25	18
Martlesham	5.80%	19	25	15	21	25	18
A12(N)	14.70%	47	62	37	54	63	46
A1214(W)	12.40%	40	52	31	45	53	39
Foxhall Road	10.20%	33	43	26	37	44	32
A14(W)	39.60%	126	167	99	145	170	124
A14(SE)	8.60%	27	36	22	32	37	27
Total	**100.00%**	**319**	**423**	**251**	**367**	**429**	**313**

Details: Includes Residential (all purpose) and Commercial and Education (Staff) and delivery and servicing)

8 SUMMARY

8.1 This mobility strategy has been prepared for Land to the South and East of Adastral Park to set out the proposed trip generation and distribution.

8.2 The Development will be one of the new breed of development sites. It will be specifically designed and managed to be sustainable and socially inclusive. As a result, it will not rely upon any single form of transport, and it will not rely upon convenience for the car commuter.

8.3 Its commitment will include:

- A design that encourages local living at the pedestrian scale, by including public realm and active travel routes and corridors that are direct, attractive, safe and not dominated by motor vehicles;
- A variety of day to day facilities, including a schools, shops, healthcare and jobs;
- High speed broadband and a communal work hub;
- A Community Concierge in a shop front high profile location, providing for mobility and local living, and providing active mobility advice and facilities for local schools;
- A Micro Consolidation Centre, connected with the Community Concierge;

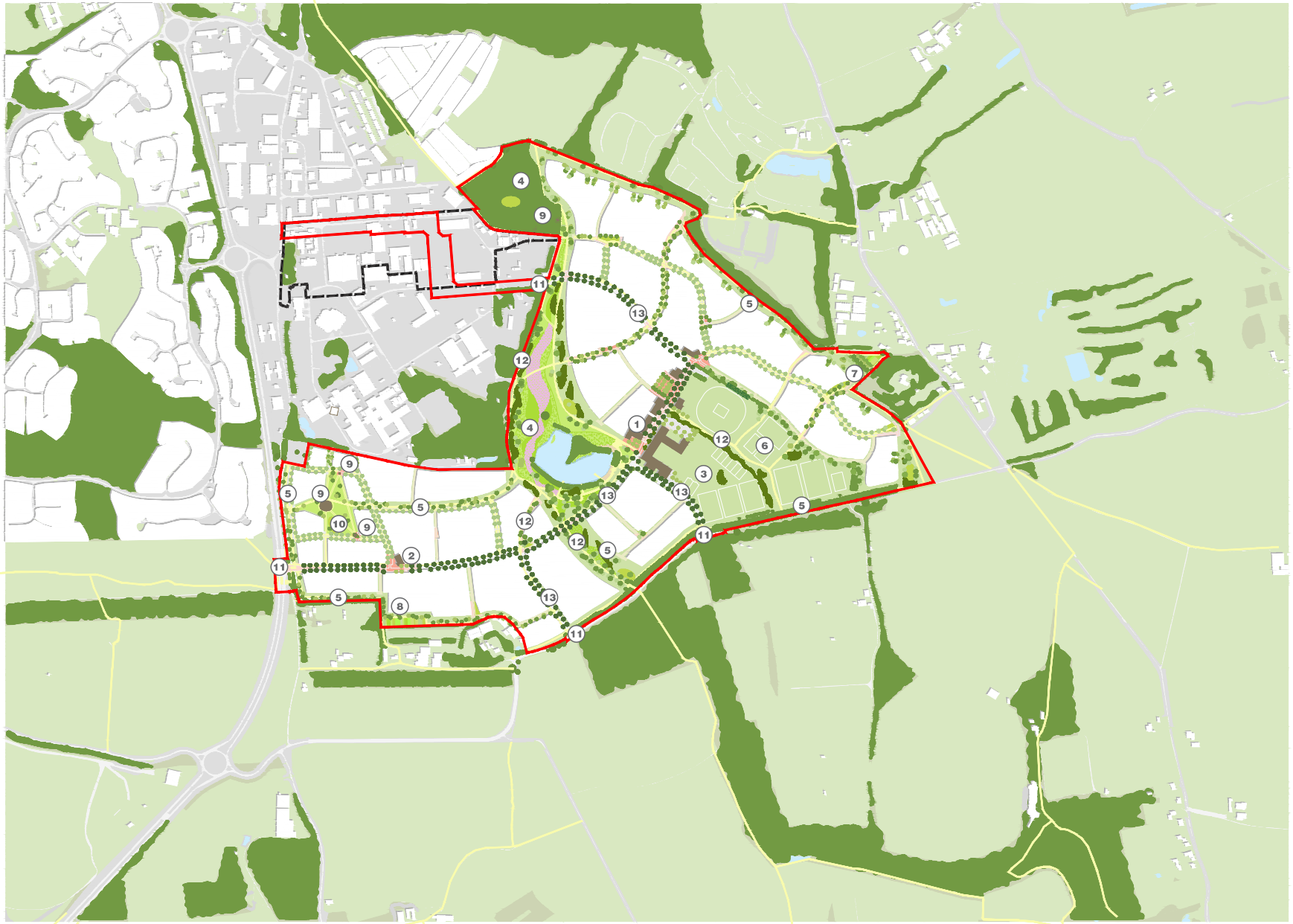
8.4 It will provide capacity on its sustainable and highest capacity active travel networks to more than accommodate demand for walking and cycling, providing priority for these networks over all others.

8.5 It will commit to providing capacity on the public transport network to more than cover demand, and it will provide priority for this network over the private vehicle networks.

8.6 It is not the purpose of planning policy to protect the convenience of the car commuter, and as the lowest capacity, and least efficient form of travel, private car travel will be provided for, but not be prioritised. As a result there may be times when active travel and public travel may be more attractive for some people than single occupancy private car travel.

8.7 All forms of mobility, walking, cycling, electric cycling, public transport, shared private car and single occupancy private car, will be possible within and to and from the Development, making this a highly inclusive place to live, work and spend time. These facilities will provide benefits for the surrounding communities, of which this site will form part.

Figures



Contractors are not to scale dimensions from this drawing

Key

- Site Boundary
- Northern Quadrant

1. Primary local centre
2. Secondary local centre
3. All-through school
4. Main Green Infrastructure Area (mix of informal and formal recreation)
5. Area contributing to open space strategy (green corridor for footpaths/bridleways and trim trails)
6. Area contributing to open space strategy (formal recreation)
7. Allotments / community orchard
8. Allotments
9. Heritage feature
10. Heritage park (mix of informal and formal recreation)
11. Vehicular access point
12. Proposed & existing footpath / bridleway
13. Primary road

Revision	Date	Description
-	[illegible]	-

BroadwayMalyan

Architecture Urbanism Design

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Client
CLL / CEG

Project
Land south and east of Adastral Park

Description
Illustrative Framework Masterplan

Status
Draft

Scale	Drawn By	Date
1:5,000@A1	BM	22.03.17

Job Number	Drawing Number	Revision
31677	08	G

Appendix A

VECTOS 97 TOTTENHAM COURT ROAD LONDON Licence No: 152301

Filtering Summary

Land Use	03/M	RESIDENTIAL/MIXED PRIVATE/AFFORDABLE HOU
Selected Trip Rate Calculation Parameter Range	300-1412 DWELLS	
Actual Trip Rate Calculation Parameter Range	328-500 DWELLS	
Date Range	Minimum: 01/01/09	Maximum: 04/11/15
Days of the week selected	Wednesday	3
Main Location Types selected	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	1
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	1
	20,001 to 25,000	1
Population <5 Mile ranges selected	125,001 to 250,000	3
Car Ownership <5 Mile ranges selected	1.1 to 1.5	1
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-152301-170620-0607

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	SC	SURREY	2 days

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

Secondary Filtering selection:

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

Parameter:	Number of dwellings
Actual Range:	328 to 500 (units:)
Range Selected by User:	300 to 1412 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 04/11/15

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:

Wednesday	3 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 undertaking using machines.

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	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	2
Village	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®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	2 days
No	1 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

Site(1):	HC-03-M-06	Site area:	11.00 hect
Development Name:	HOUSES & FLATS	Number of dwellings:	328
Location:	NEAR FAREHAM	Housing density:	42
Postcode:	PO14 4PB	Total Bedrooms:	773
Main Location Type:	Edge of Town	Survey Date:	04/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	578

Site(2):	SC-03-M-02	Site area:	11.00 hect
Development Name:	HOUSES & FLATS	Number of dwellings:	342
Location:	NEAR FRIMLEY	Housing density:	34
Postcode:	GU16 6GN	Total Bedrooms:	992
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	10/02/10
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	622

Site(3):	SC-03-M-06	Site area:	9.52 hect
Development Name:	HOUSES & FLATS	Number of dwellings:	500
Location:	REDHILL	Housing density:	67
Postcode:	RH1 1AU	Total Bedrooms:	1260
Main Location Type:	Edge of Town	Survey Date:	11/12/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	878

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.050	0.000	3	390	0.231	0.000	3	390	0.281	0.000
08:00 - 09:00	3	390	0.123	0.000	3	390	0.386	0.000	3	390	0.509	0.000
09:00 - 10:00	3	390	0.114	0.000	3	390	0.145	0.000	3	390	0.259	0.000
10:00 - 11:00	3	390	0.090	0.000	3	390	0.117	0.000	3	390	0.207	0.000
11:00 - 12:00	3	390	0.081	0.000	3	390	0.121	0.000	3	390	0.202	0.000
12:00 - 13:00	3	390	0.110	0.000	3	390	0.115	0.000	3	390	0.225	0.000
13:00 - 14:00	3	390	0.111	0.000	3	390	0.106	0.000	3	390	0.217	0.000
14:00 - 15:00	3	390	0.105	0.000	3	390	0.154	0.000	3	390	0.259	0.000
15:00 - 16:00	3	390	0.239	0.000	3	390	0.163	0.000	3	390	0.402	0.000
16:00 - 17:00	3	390	0.213	0.000	3	390	0.115	0.000	3	390	0.328	0.000
17:00 - 18:00	3	390	0.262	0.000	3	390	0.107	0.000	3	390	0.369	0.000
18:00 - 19:00	3	390	0.253	0.000	3	390	0.102	0.000	3	390	0.355	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.751	0.000			1.862	0.000			3.613	0.000

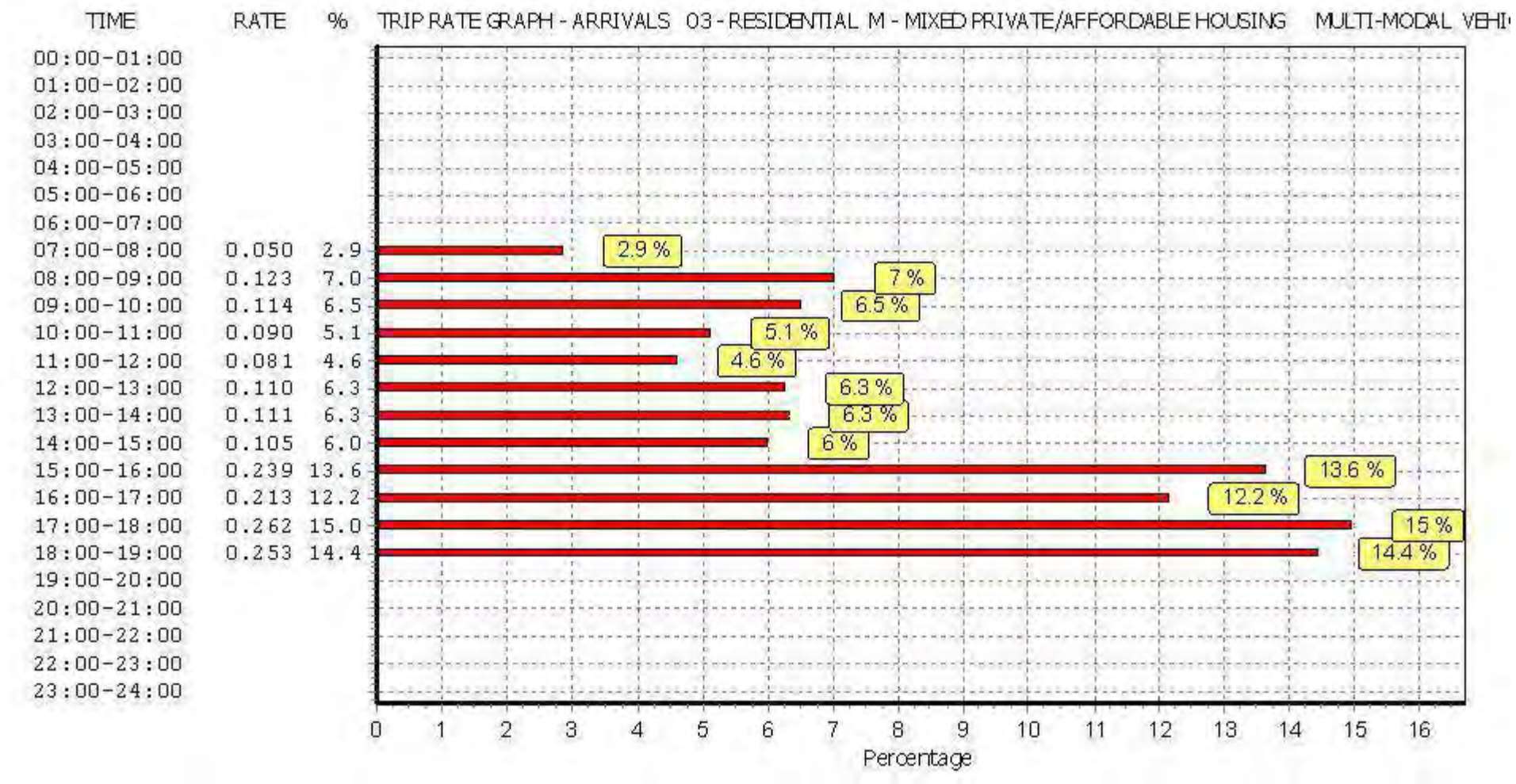
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

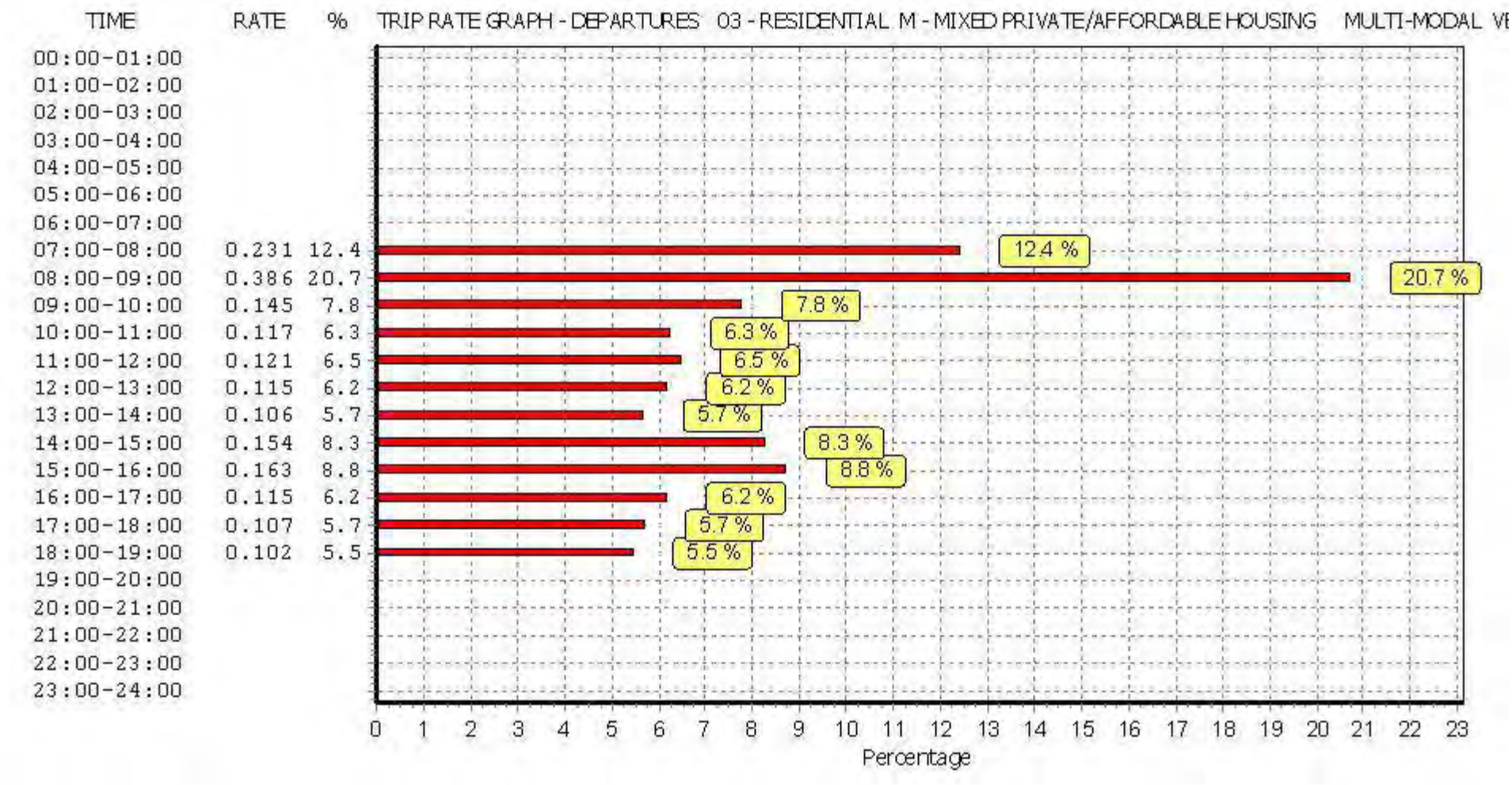
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	0

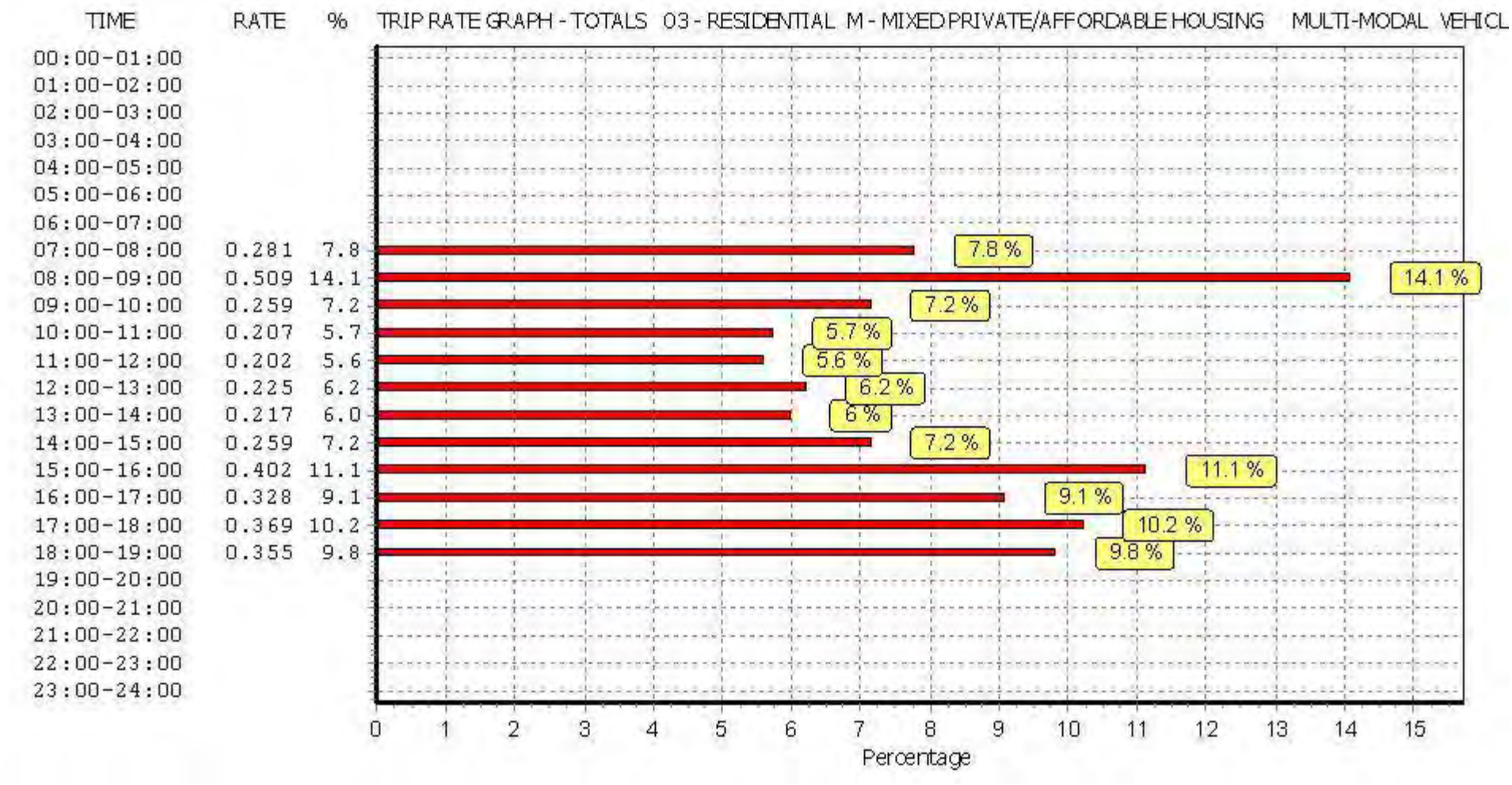
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.003	0.000	3	390	0.002	0.000	3	390	0.005	0.000
08:00 - 09:00	3	390	0.010	0.000	3	390	0.009	0.000	3	390	0.019	0.000
09:00 - 10:00	3	390	0.002	0.000	3	390	0.003	0.000	3	390	0.005	0.000
10:00 - 11:00	3	390	0.002	0.000	3	390	0.002	0.000	3	390	0.004	0.000
11:00 - 12:00	3	390	0.003	0.000	3	390	0.005	0.000	3	390	0.008	0.000
12:00 - 13:00	3	390	0.004	0.000	3	390	0.004	0.000	3	390	0.008	0.000
13:00 - 14:00	3	390	0.003	0.000	3	390	0.002	0.000	3	390	0.005	0.000
14:00 - 15:00	3	390	0.003	0.000	3	390	0.003	0.000	3	390	0.006	0.000
15:00 - 16:00	3	390	0.012	0.000	3	390	0.012	0.000	3	390	0.024	0.000
16:00 - 17:00	3	390	0.003	0.000	3	390	0.003	0.000	3	390	0.006	0.000
17:00 - 18:00	3	390	0.003	0.000	3	390	0.004	0.000	3	390	0.007	0.000
18:00 - 19:00	3	390	0.003	0.000	3	390	0.001	0.000	3	390	0.004	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.051	0.000			0.050	0.000			0.101	0.000

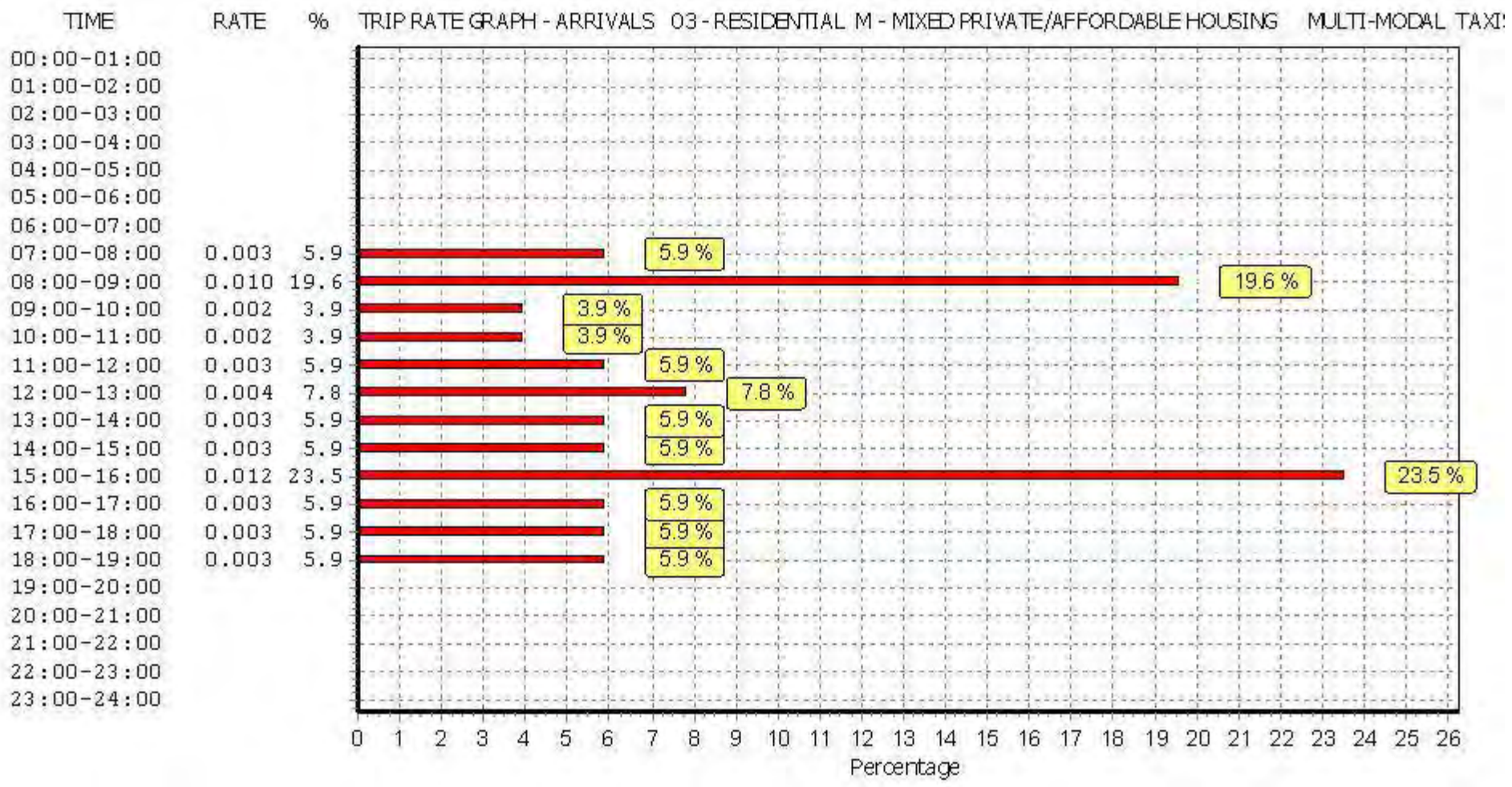
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

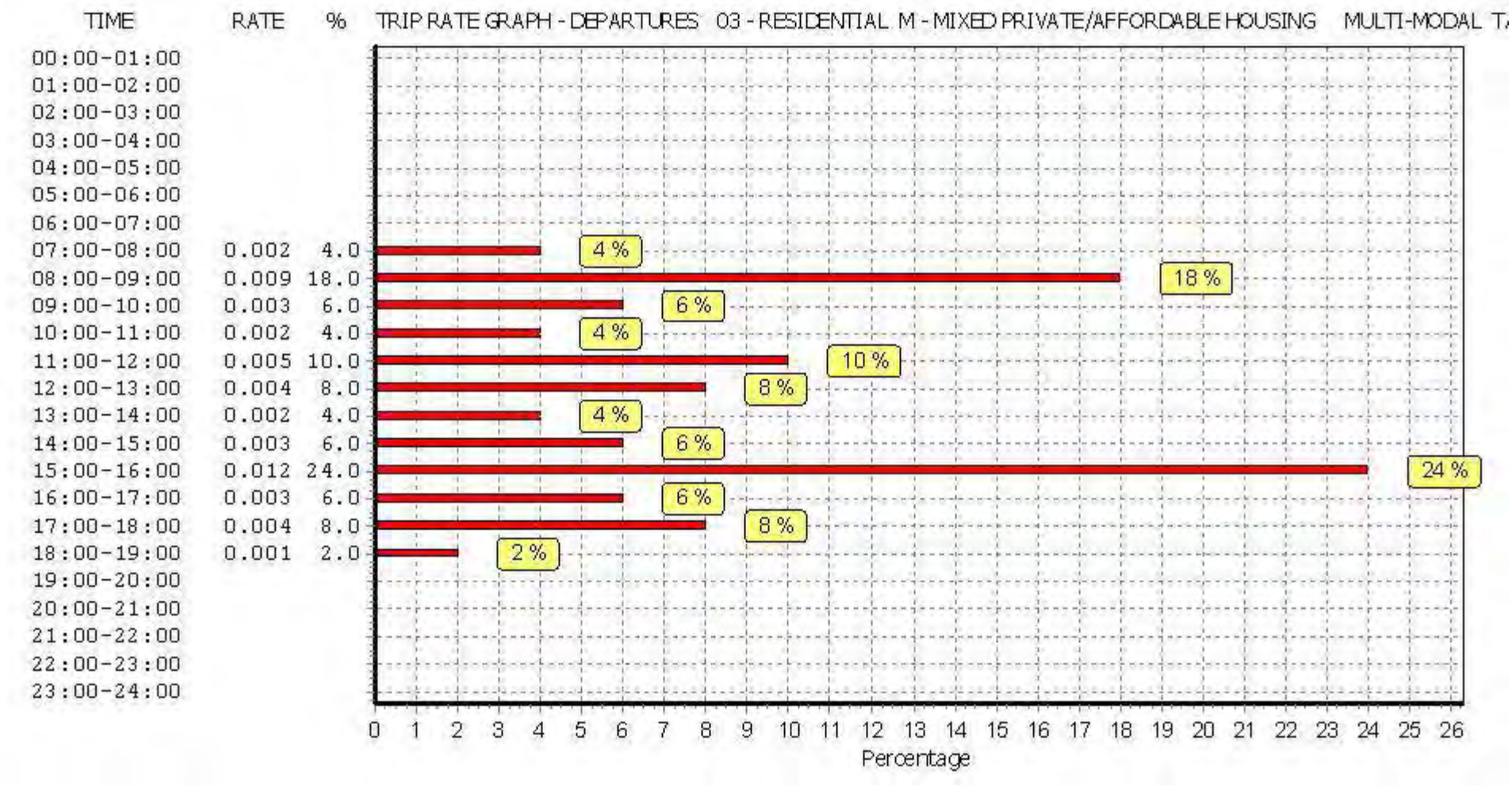
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	0

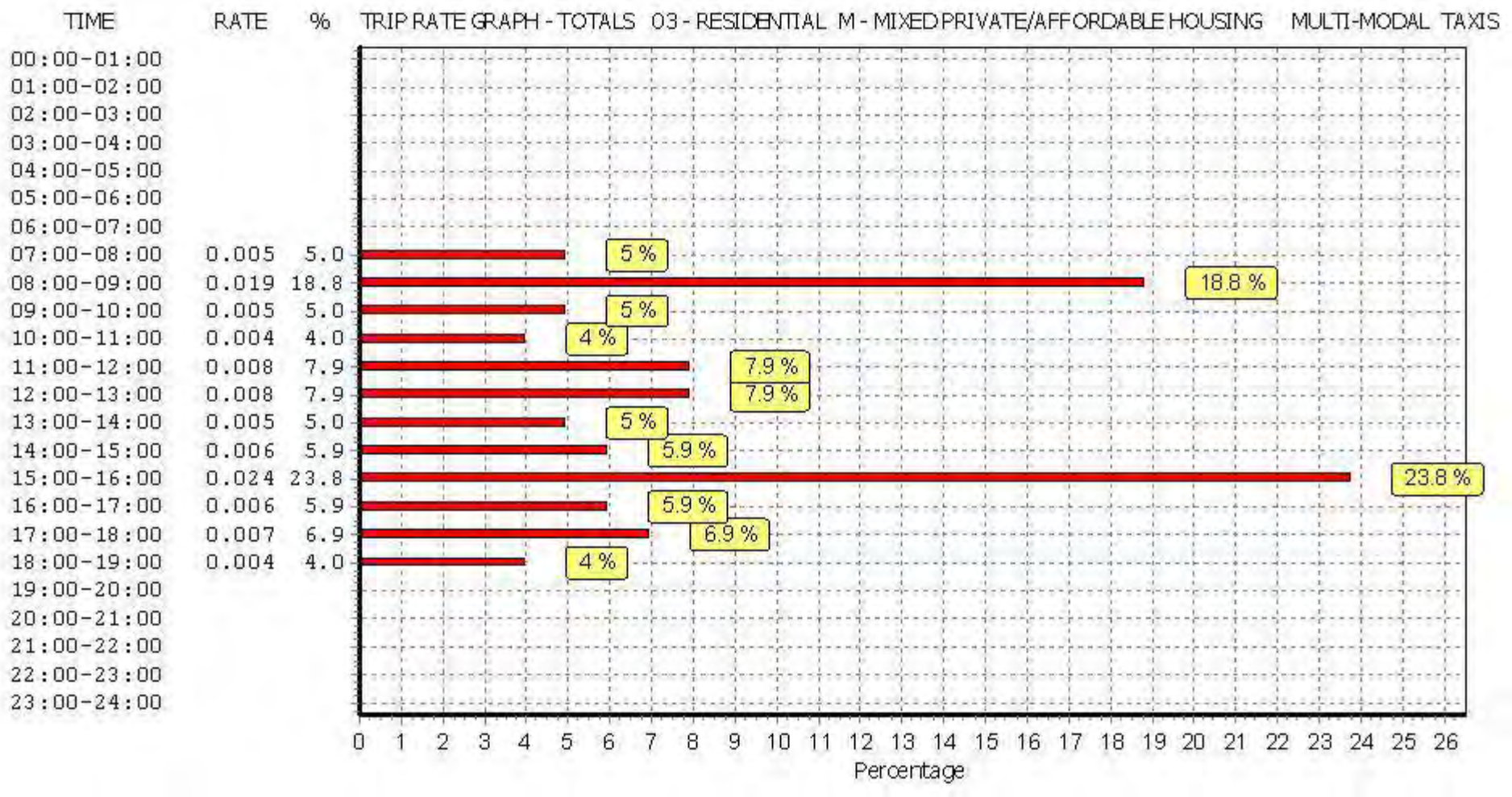
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
08:00 - 09:00	3	390	0.000	0.000	3	390	0.001	0.000	3	390	0.001	0.000
09:00 - 10:00	3	390	0.003	0.000	3	390	0.001	0.000	3	390	0.004	0.000
10:00 - 11:00	3	390	0.000	0.000	3	390	0.002	0.000	3	390	0.002	0.000
11:00 - 12:00	3	390	0.003	0.000	3	390	0.002	0.000	3	390	0.005	0.000
12:00 - 13:00	3	390	0.002	0.000	3	390	0.001	0.000	3	390	0.003	0.000
13:00 - 14:00	3	390	0.001	0.000	3	390	0.001	0.000	3	390	0.002	0.000
14:00 - 15:00	3	390	0.002	0.000	3	390	0.003	0.000	3	390	0.005	0.000
15:00 - 16:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
16:00 - 17:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
17:00 - 18:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
18:00 - 19:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.011	0.000			0.011	0.000			0.022	0.000

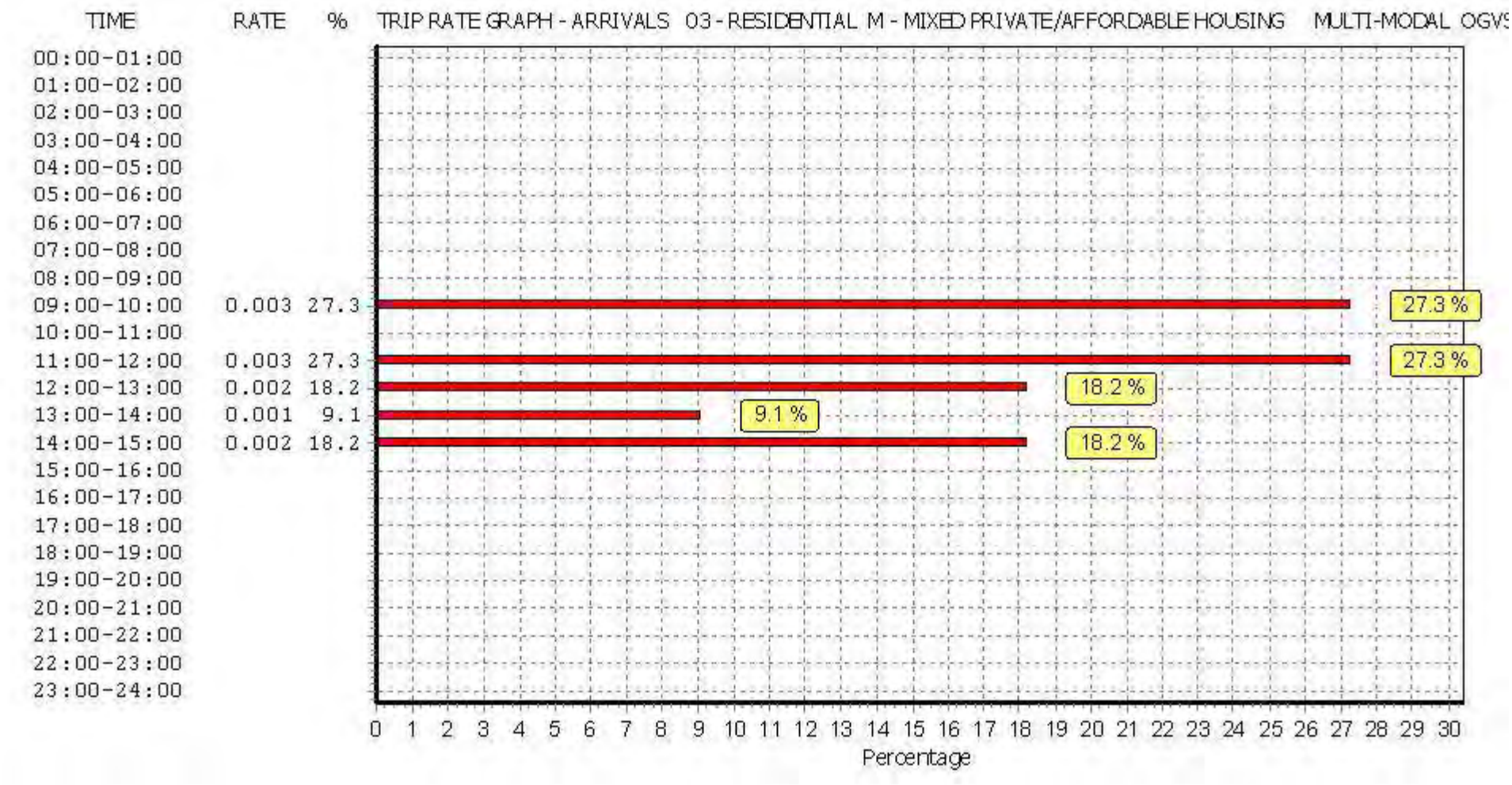
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

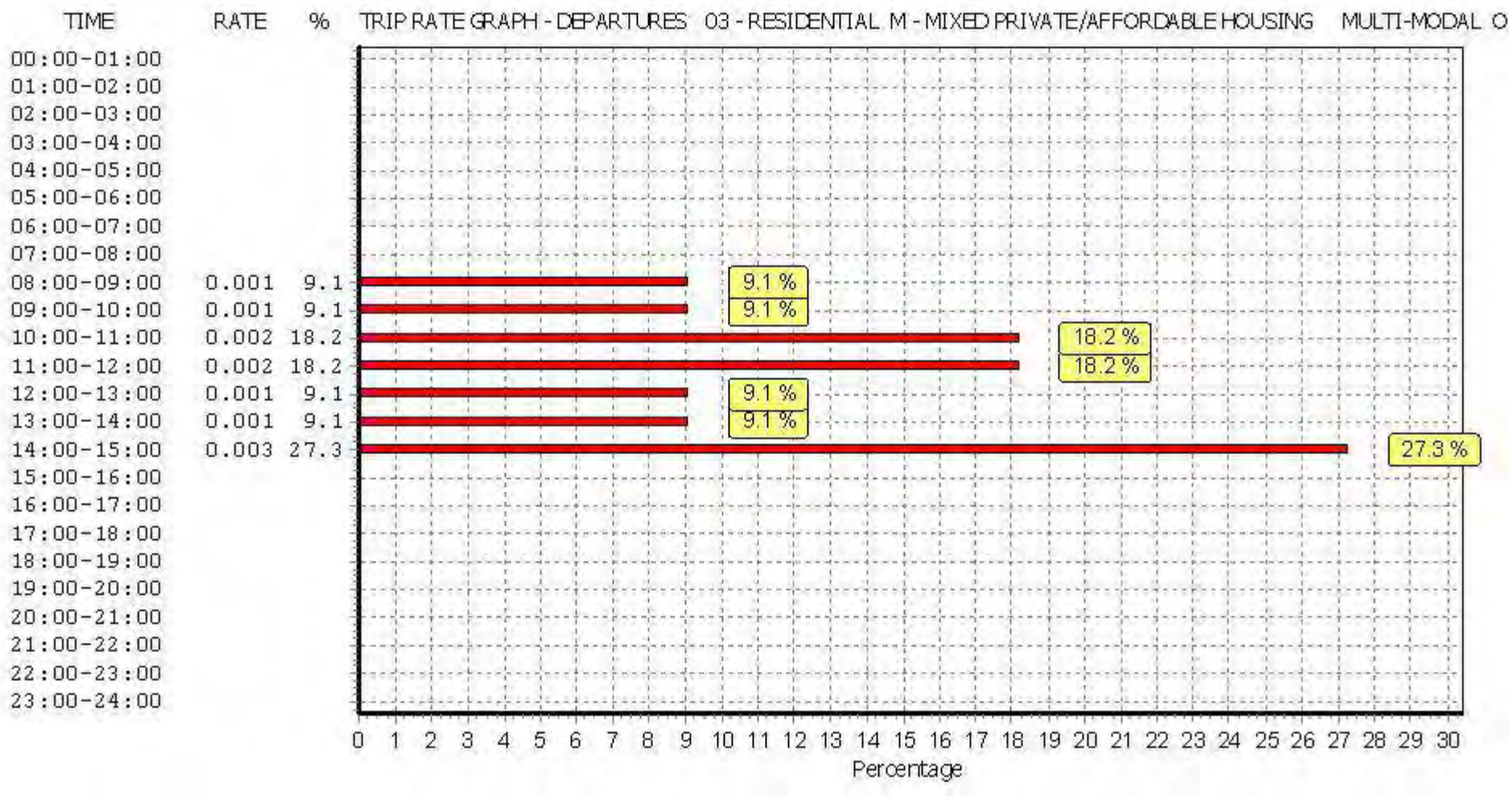
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	0

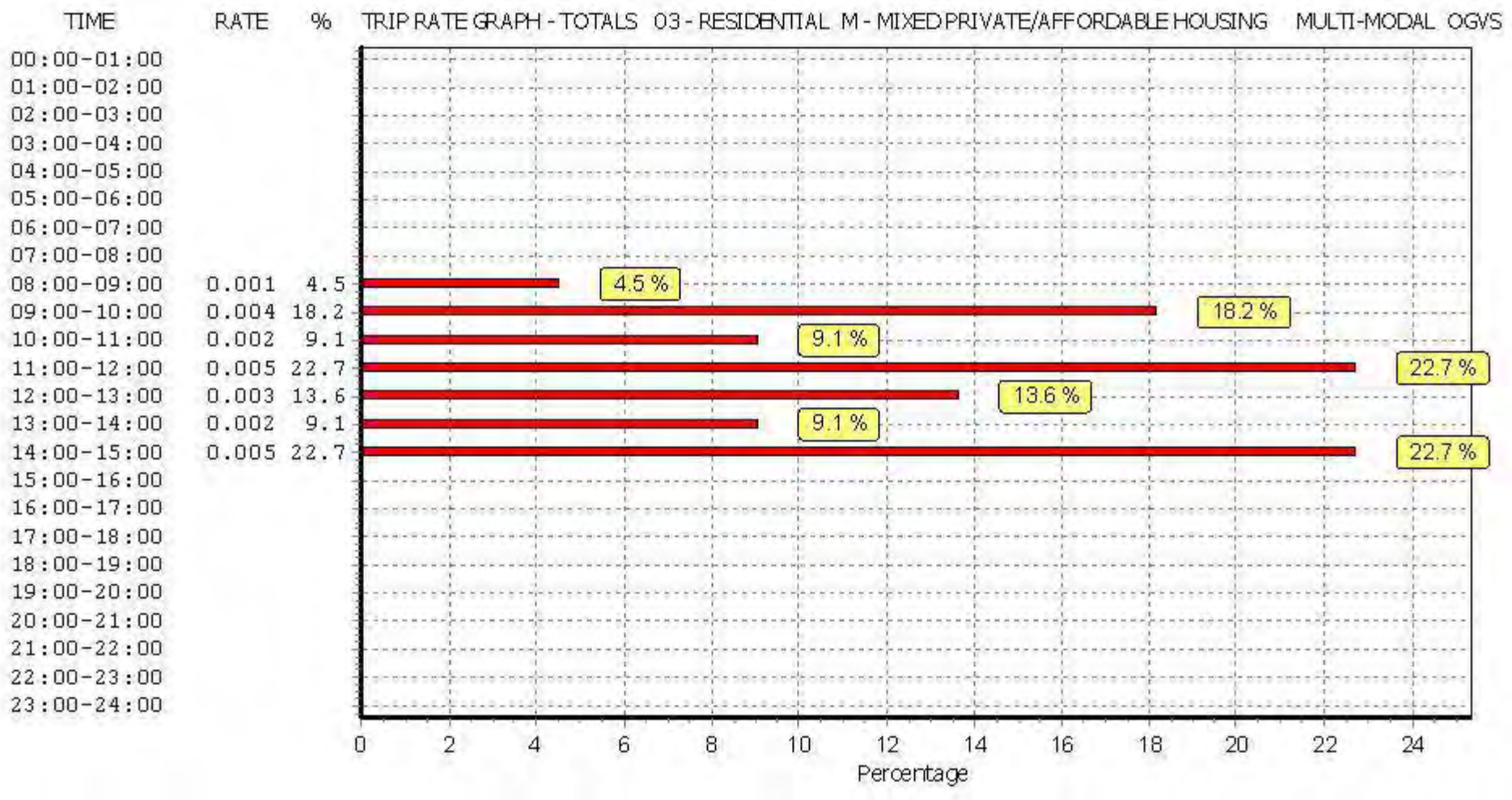
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
08:00 - 09:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
09:00 - 10:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
10:00 - 11:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
11:00 - 12:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
12:00 - 13:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
13:00 - 14:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
14:00 - 15:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
15:00 - 16:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
16:00 - 17:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
17:00 - 18:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
18:00 - 19:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	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.

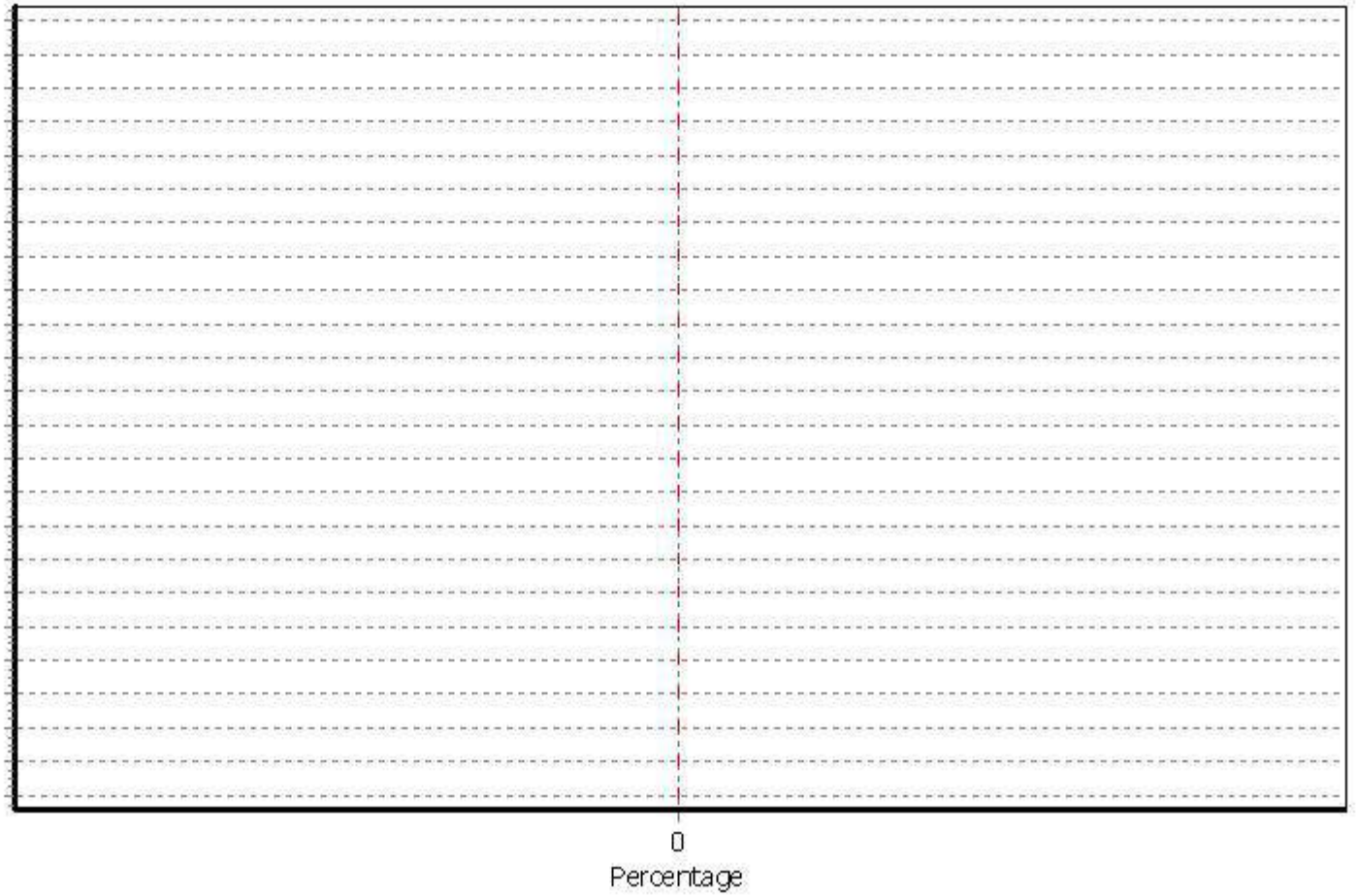
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	0

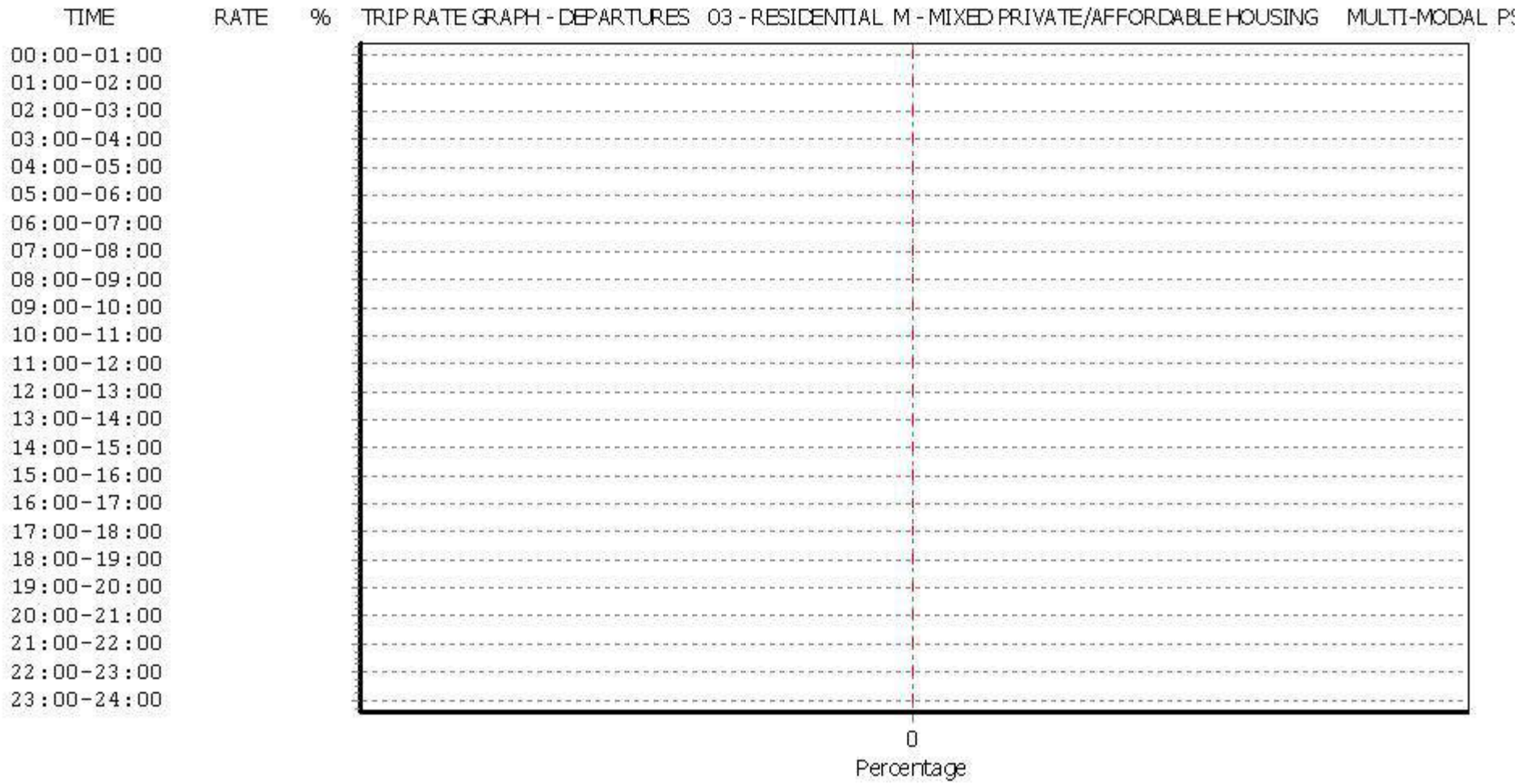
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

TRIP RATE GRAPH - ARRIVALS 03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING MULTI-MODAL PSVS

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



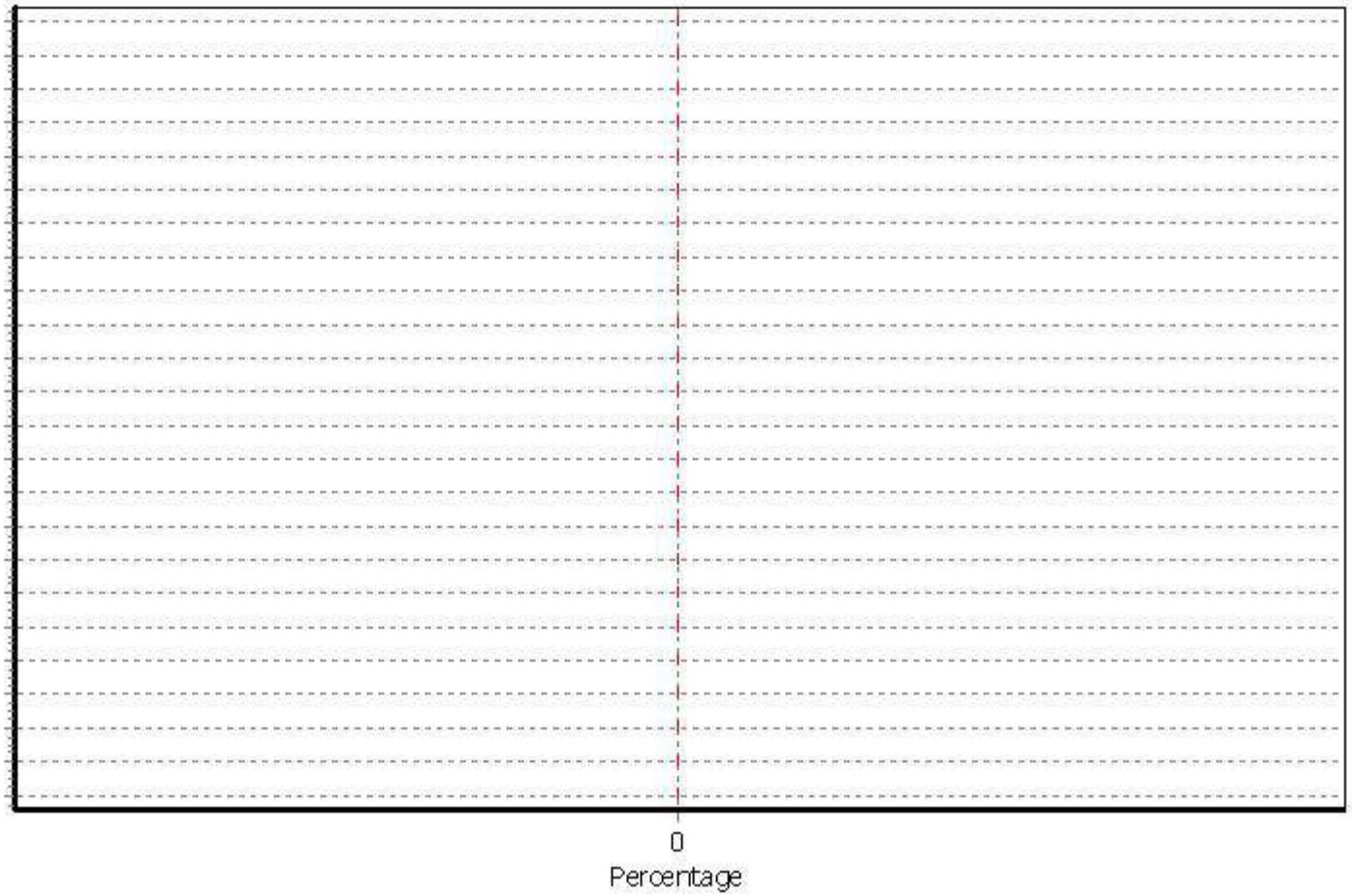
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING MULTI-MODAL PSVS

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.000	0.000	3	390	0.006	0.000	3	390	0.006	0.000
08:00 - 09:00	3	390	0.002	0.000	3	390	0.013	0.000	3	390	0.015	0.000
09:00 - 10:00	3	390	0.004	0.000	3	390	0.009	0.000	3	390	0.013	0.000
10:00 - 11:00	3	390	0.003	0.000	3	390	0.002	0.000	3	390	0.005	0.000
11:00 - 12:00	3	390	0.001	0.000	3	390	0.001	0.000	3	390	0.002	0.000
12:00 - 13:00	3	390	0.003	0.000	3	390	0.003	0.000	3	390	0.006	0.000
13:00 - 14:00	3	390	0.003	0.000	3	390	0.005	0.000	3	390	0.008	0.000
14:00 - 15:00	3	390	0.003	0.000	3	390	0.004	0.000	3	390	0.007	0.000
15:00 - 16:00	3	390	0.008	0.000	3	390	0.003	0.000	3	390	0.011	0.000
16:00 - 17:00	3	390	0.008	0.000	3	390	0.001	0.000	3	390	0.009	0.000
17:00 - 18:00	3	390	0.009	0.000	3	390	0.002	0.000	3	390	0.011	0.000
18:00 - 19:00	3	390	0.003	0.000	3	390	0.003	0.000	3	390	0.006	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.047	0.000			0.052	0.000			0.099	0.000

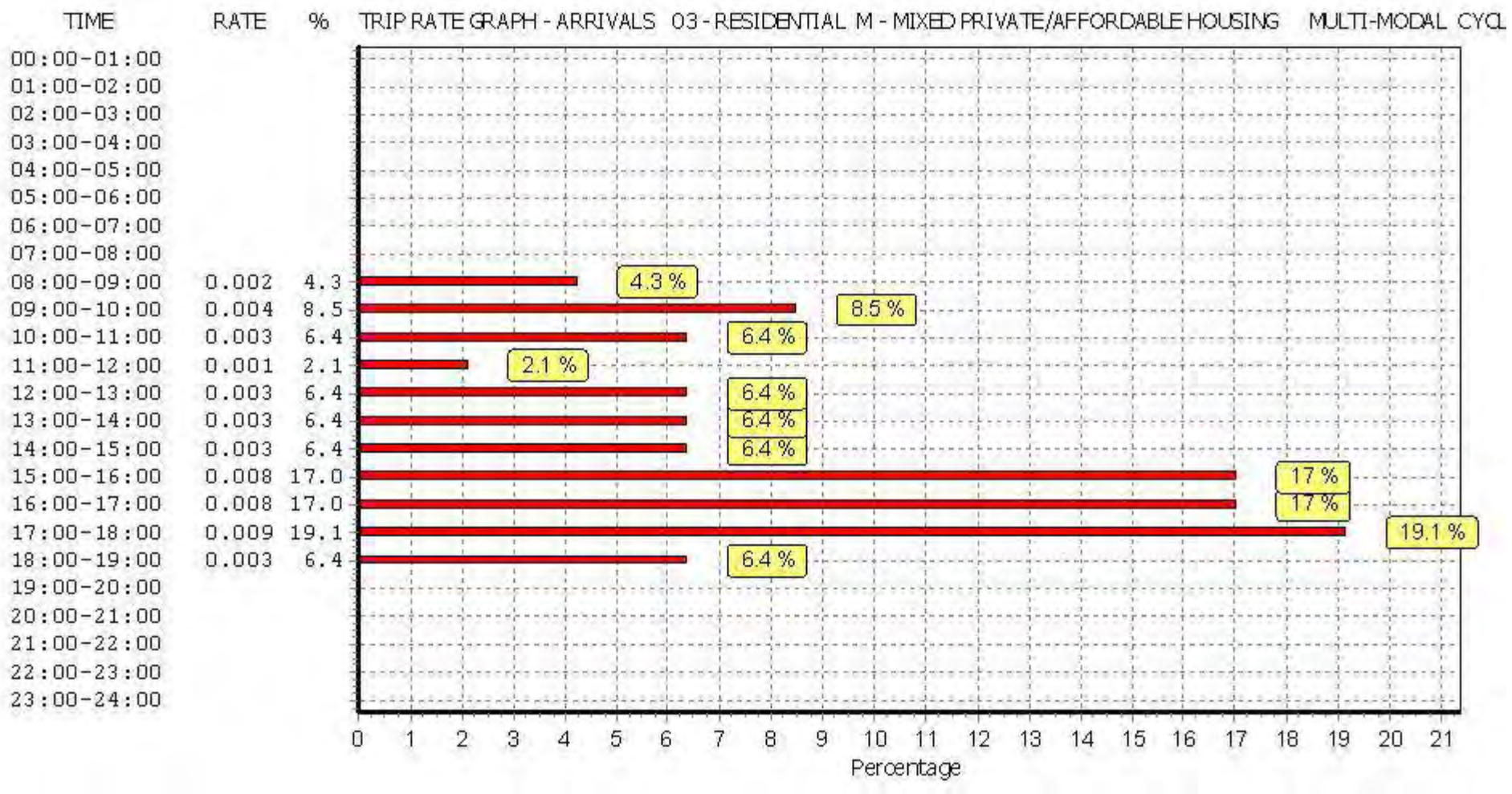
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

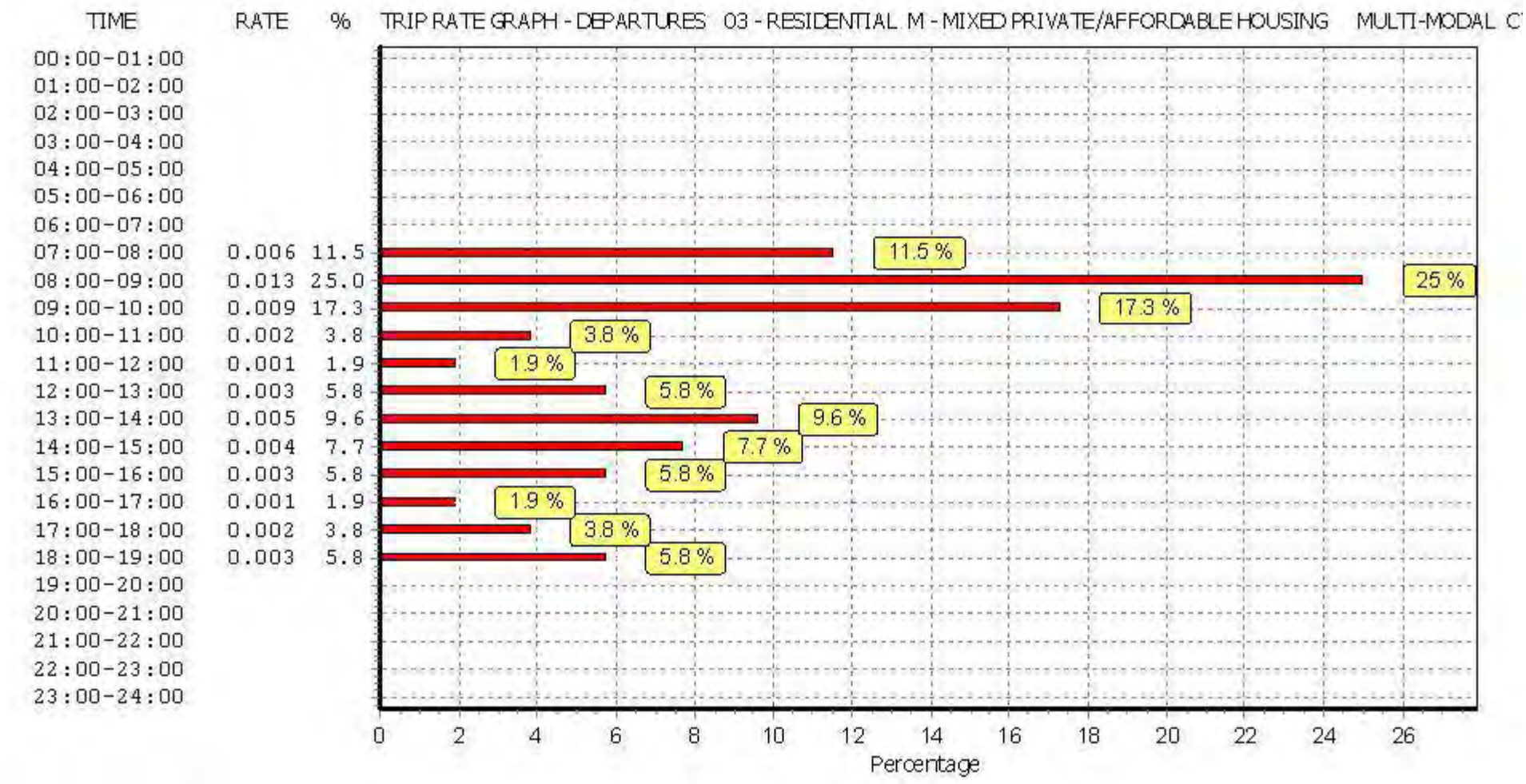
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	0

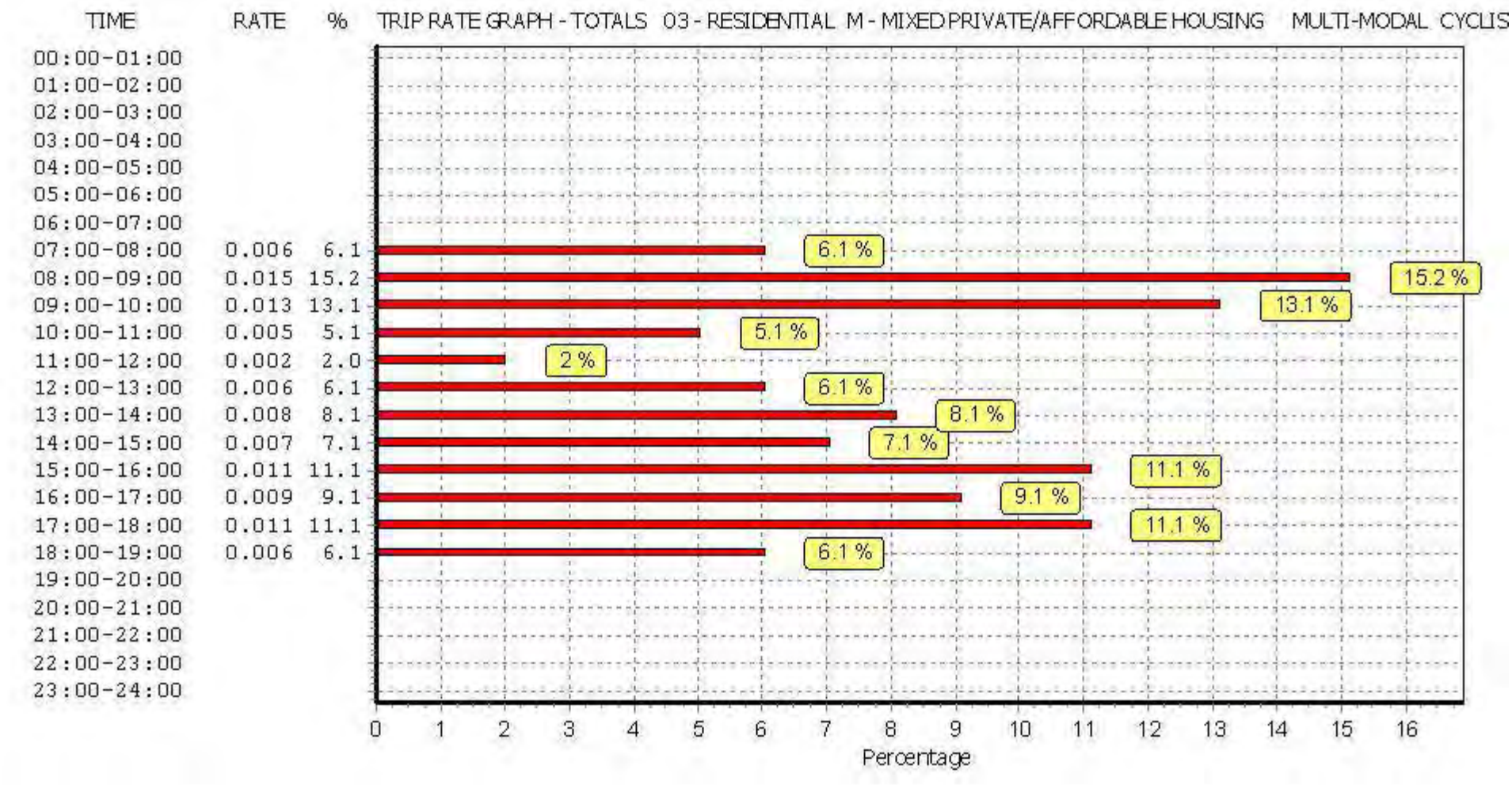
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.057	0.000	3	390	0.280	0.000	3	390	0.337	0.000
08:00 - 09:00	3	390	0.143	0.000	3	390	0.594	0.000	3	390	0.737	0.000
09:00 - 10:00	3	390	0.141	0.000	3	390	0.177	0.000	3	390	0.318	0.000
10:00 - 11:00	3	390	0.102	0.000	3	390	0.144	0.000	3	390	0.246	0.000
11:00 - 12:00	3	390	0.102	0.000	3	390	0.150	0.000	3	390	0.252	0.000
12:00 - 13:00	3	390	0.138	0.000	3	390	0.129	0.000	3	390	0.267	0.000
13:00 - 14:00	3	390	0.135	0.000	3	390	0.121	0.000	3	390	0.256	0.000
14:00 - 15:00	3	390	0.131	0.000	3	390	0.183	0.000	3	390	0.314	0.000
15:00 - 16:00	3	390	0.387	0.000	3	390	0.201	0.000	3	390	0.588	0.000
16:00 - 17:00	3	390	0.285	0.000	3	390	0.144	0.000	3	390	0.429	0.000
17:00 - 18:00	3	390	0.311	0.000	3	390	0.126	0.000	3	390	0.437	0.000
18:00 - 19:00	3	390	0.285	0.000	3	390	0.117	0.000	3	390	0.402	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.217	0.000			2.366	0.000			4.583	0.000

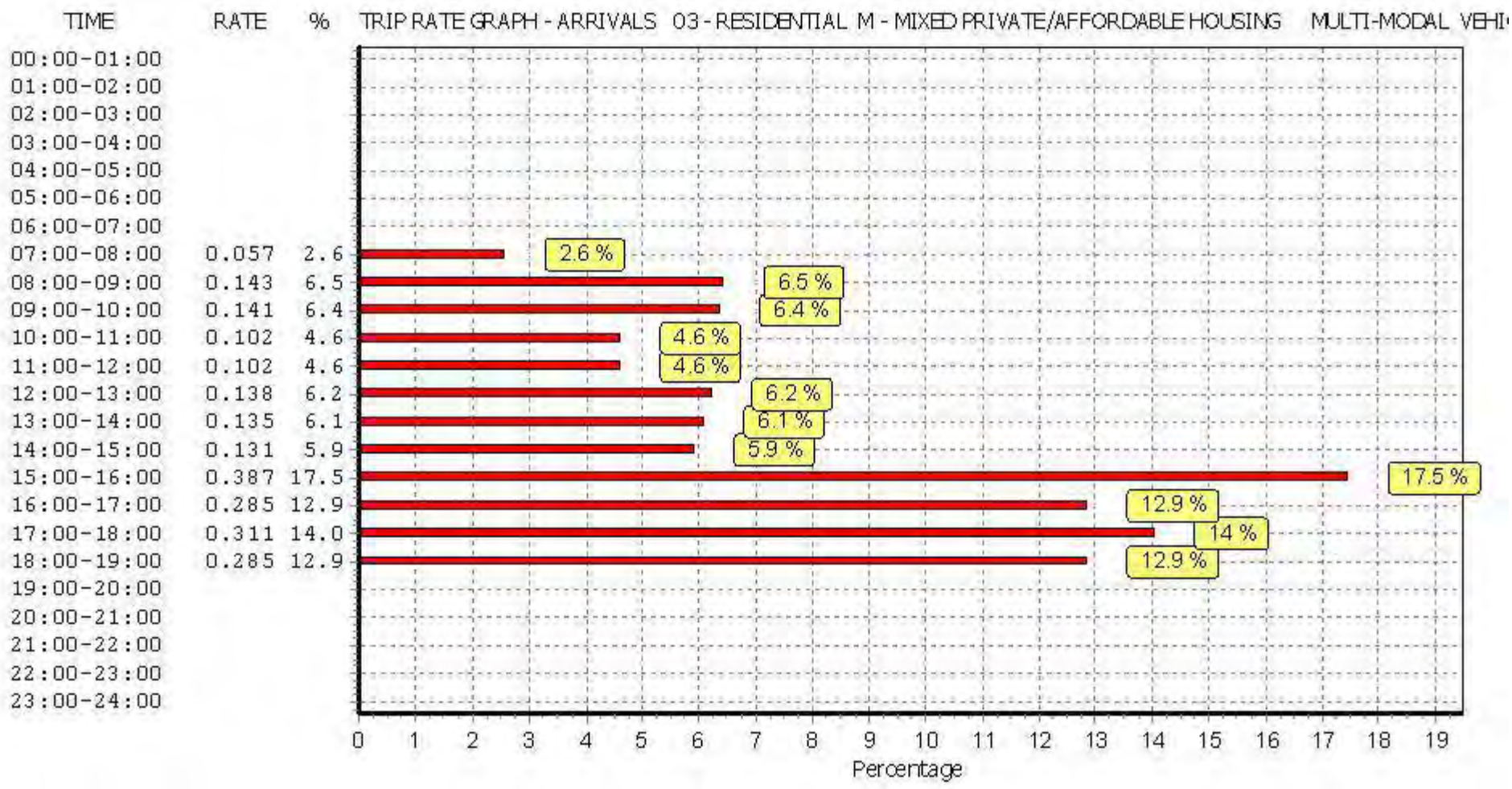
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

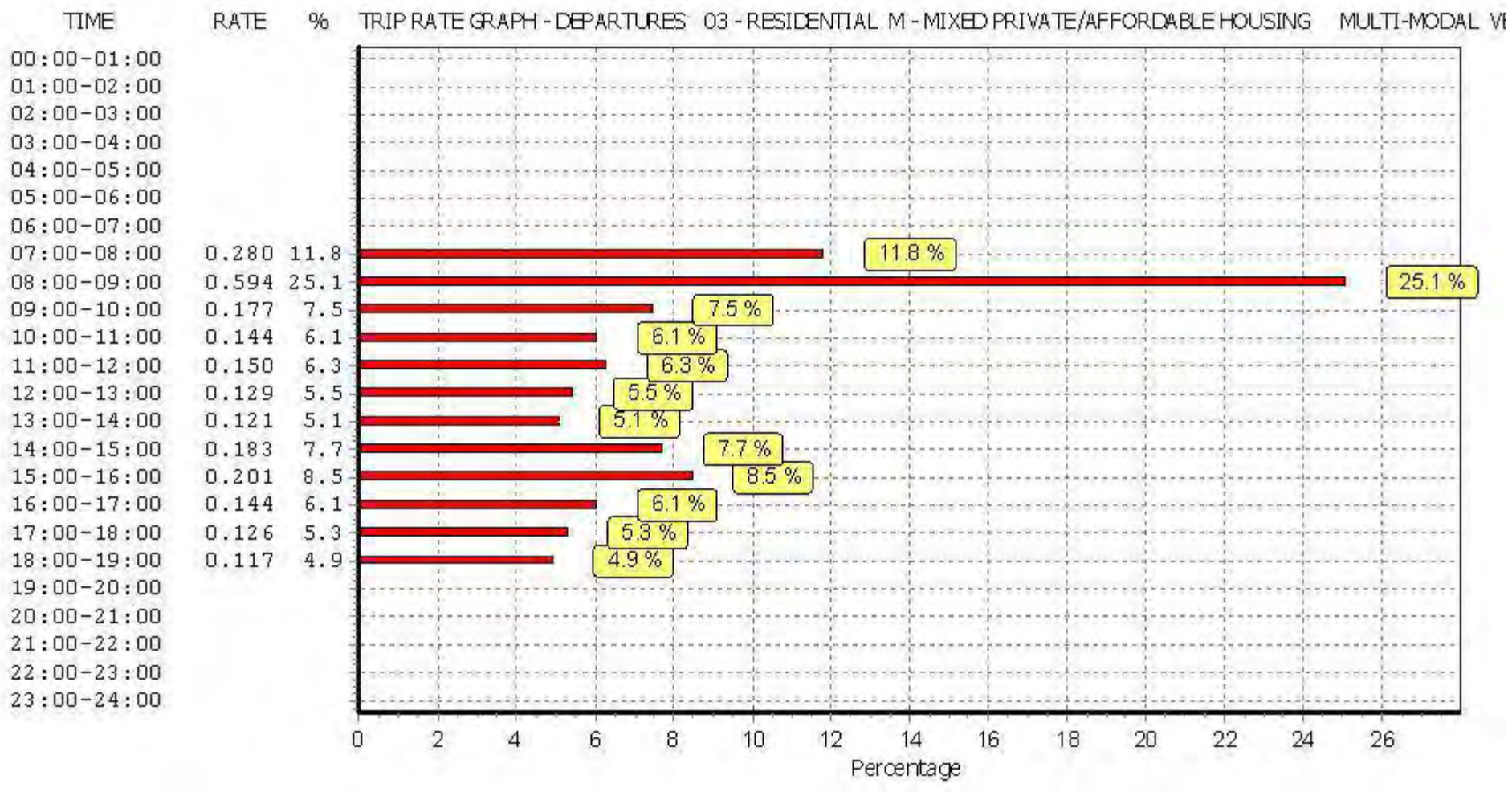
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	0

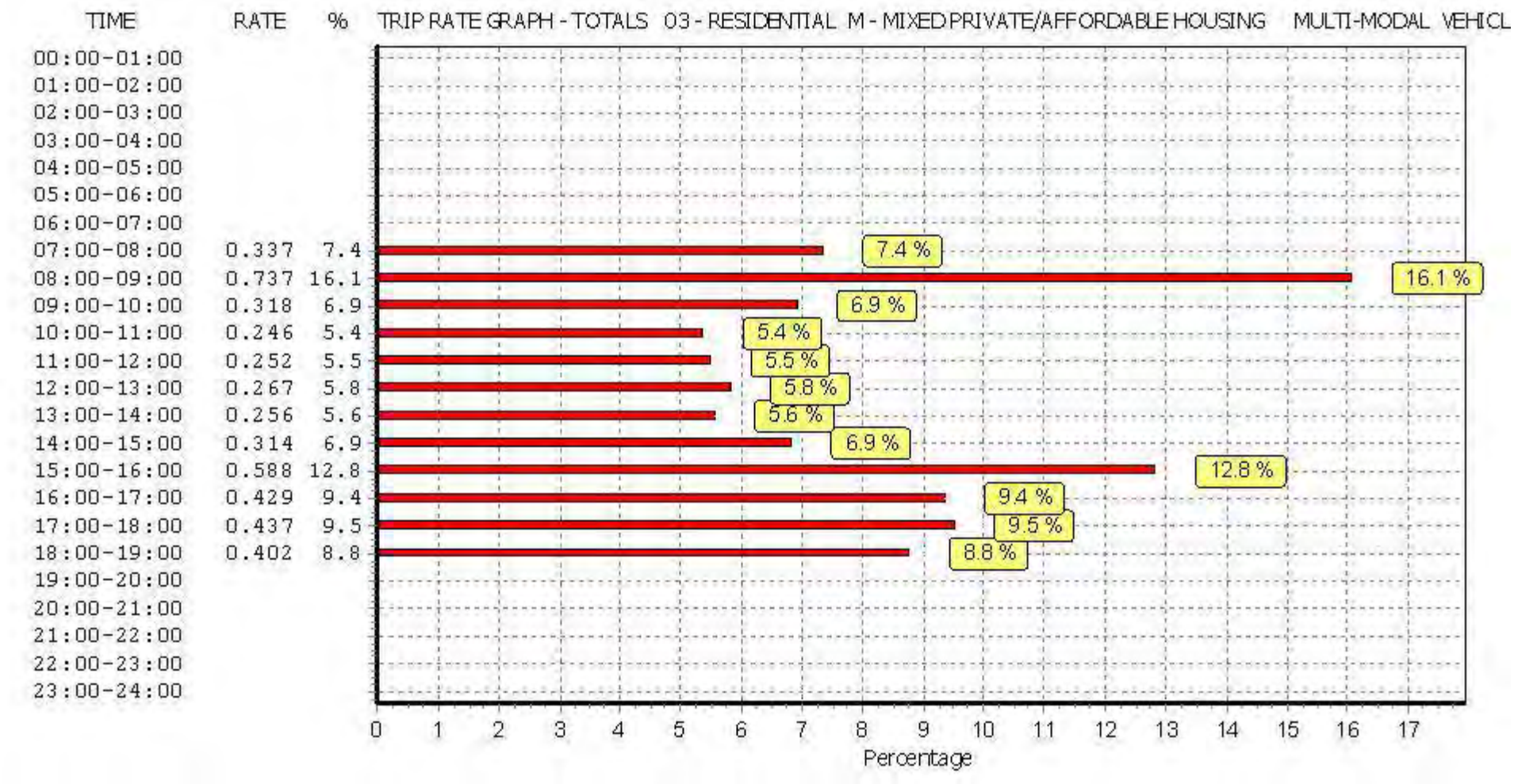
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.008	0.000	3	390	0.020	0.000	3	390	0.028	0.000
08:00 - 09:00	3	390	0.015	0.000	3	390	0.065	0.000	3	390	0.080	0.000
09:00 - 10:00	3	390	0.021	0.000	3	390	0.026	0.000	3	390	0.047	0.000
10:00 - 11:00	3	390	0.010	0.000	3	390	0.009	0.000	3	390	0.019	0.000
11:00 - 12:00	3	390	0.013	0.000	3	390	0.015	0.000	3	390	0.028	0.000
12:00 - 13:00	3	390	0.020	0.000	3	390	0.022	0.000	3	390	0.042	0.000
13:00 - 14:00	3	390	0.018	0.000	3	390	0.012	0.000	3	390	0.030	0.000
14:00 - 15:00	3	390	0.015	0.000	3	390	0.018	0.000	3	390	0.033	0.000
15:00 - 16:00	3	390	0.045	0.000	3	390	0.014	0.000	3	390	0.059	0.000
16:00 - 17:00	3	390	0.026	0.000	3	390	0.017	0.000	3	390	0.043	0.000
17:00 - 18:00	3	390	0.038	0.000	3	390	0.015	0.000	3	390	0.053	0.000
18:00 - 19:00	3	390	0.027	0.000	3	390	0.011	0.000	3	390	0.038	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.256	0.000			0.244	0.000			0.500	0.000

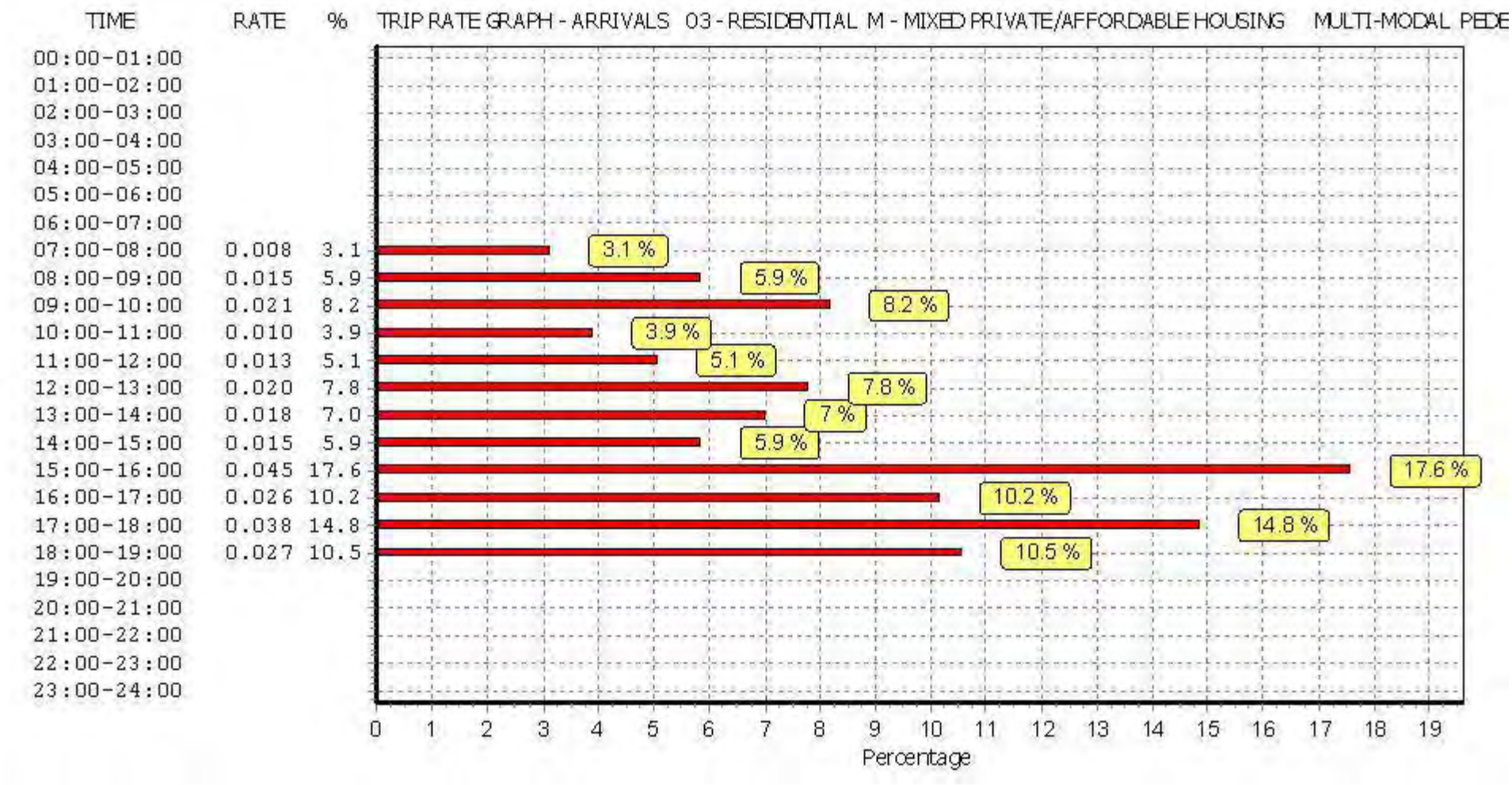
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

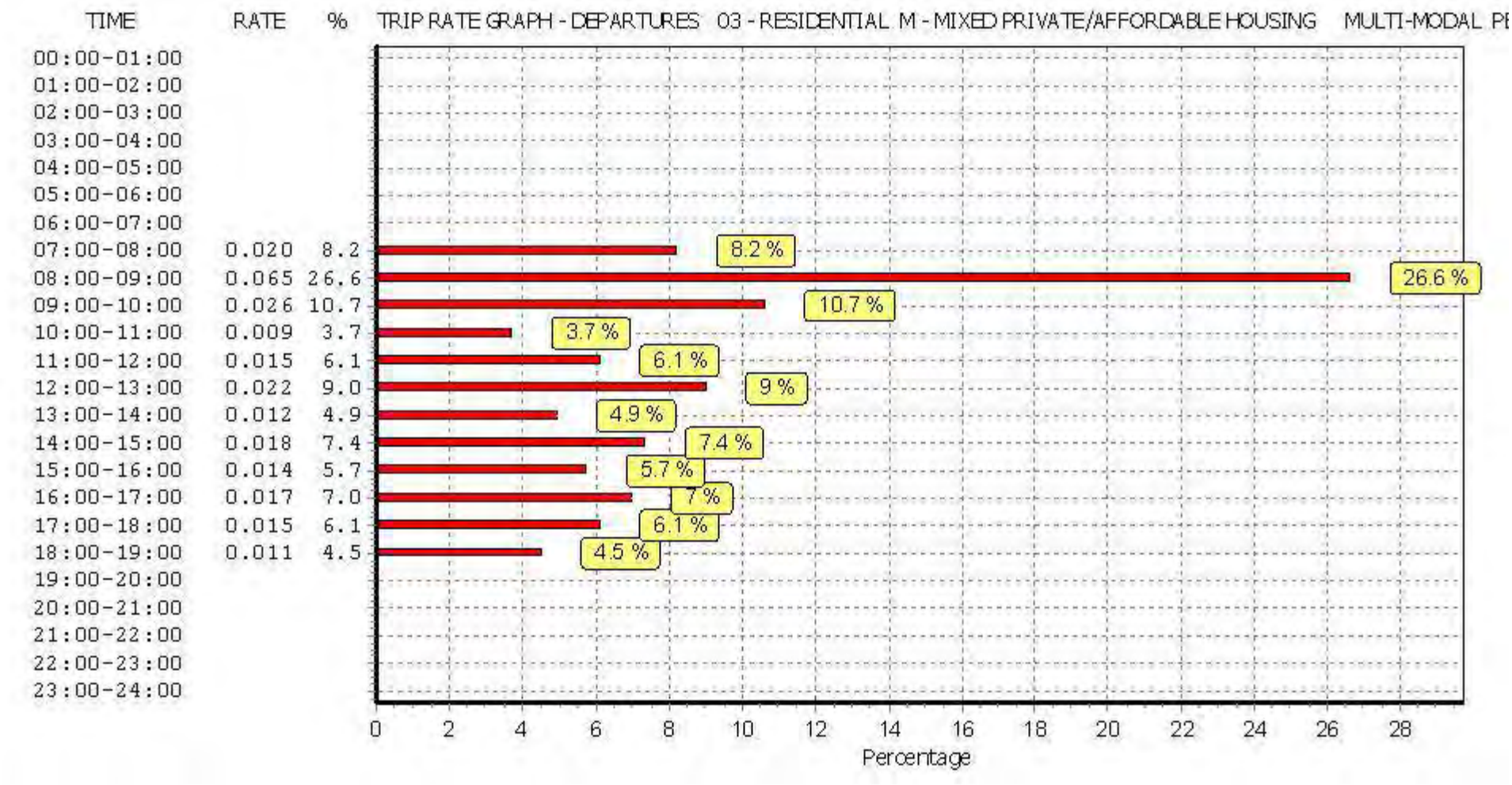
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	0

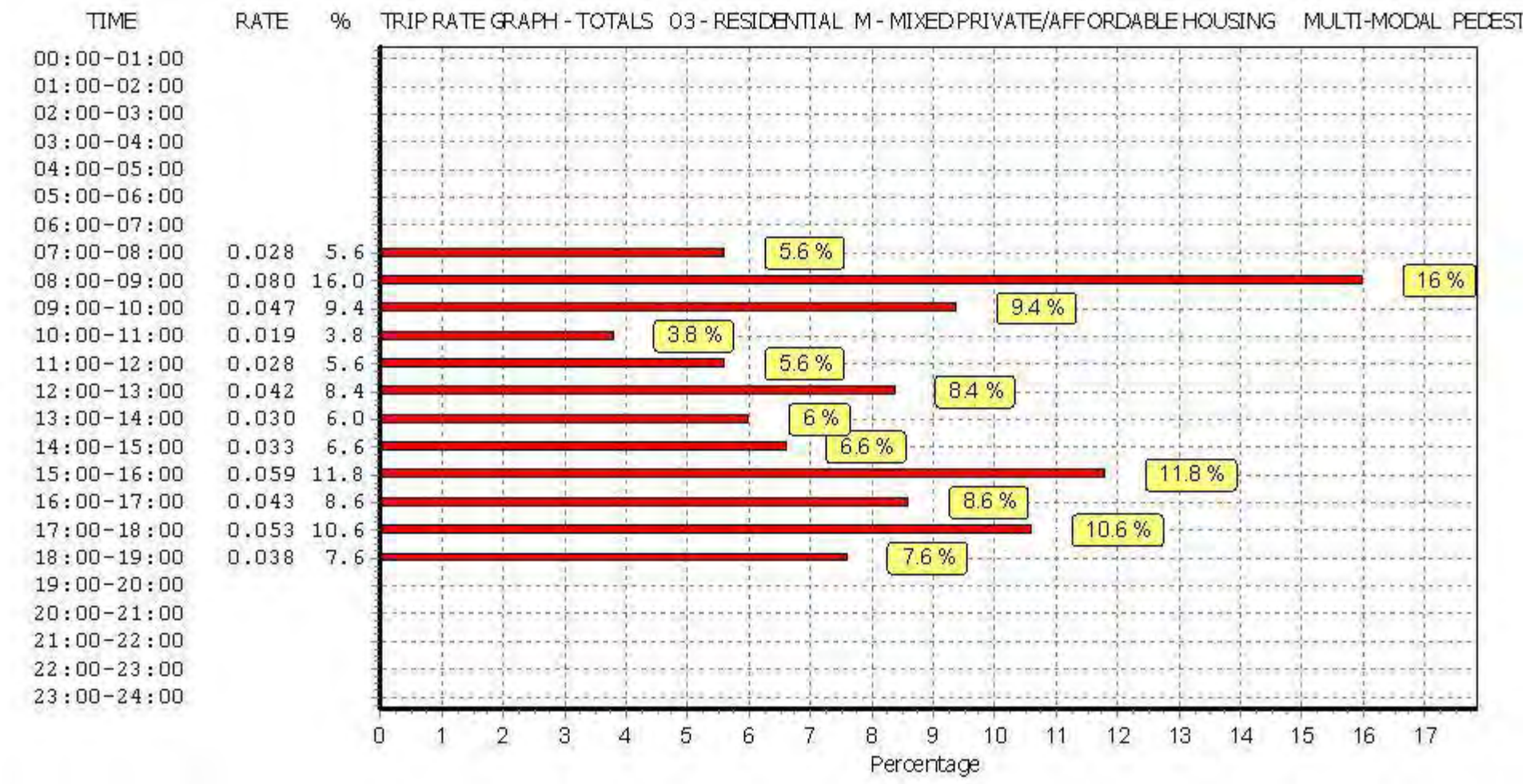
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.001	0.000	3	390	0.017	0.000	3	390	0.018	0.000
08:00 - 09:00	3	390	0.001	0.000	3	390	0.034	0.000	3	390	0.035	0.000
09:00 - 10:00	3	390	0.002	0.000	3	390	0.003	0.000	3	390	0.005	0.000
10:00 - 11:00	3	390	0.000	0.000	3	390	0.004	0.000	3	390	0.004	0.000
11:00 - 12:00	3	390	0.001	0.000	3	390	0.003	0.000	3	390	0.004	0.000
12:00 - 13:00	3	390	0.004	0.000	3	390	0.003	0.000	3	390	0.007	0.000
13:00 - 14:00	3	390	0.003	0.000	3	390	0.000	0.000	3	390	0.003	0.000
14:00 - 15:00	3	390	0.004	0.000	3	390	0.006	0.000	3	390	0.010	0.000
15:00 - 16:00	3	390	0.029	0.000	3	390	0.000	0.000	3	390	0.029	0.000
16:00 - 17:00	3	390	0.015	0.000	3	390	0.001	0.000	3	390	0.016	0.000
17:00 - 18:00	3	390	0.012	0.000	3	390	0.000	0.000	3	390	0.012	0.000
18:00 - 19:00	3	390	0.003	0.000	3	390	0.000	0.000	3	390	0.003	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.075	0.000			0.071	0.000			0.146	0.000

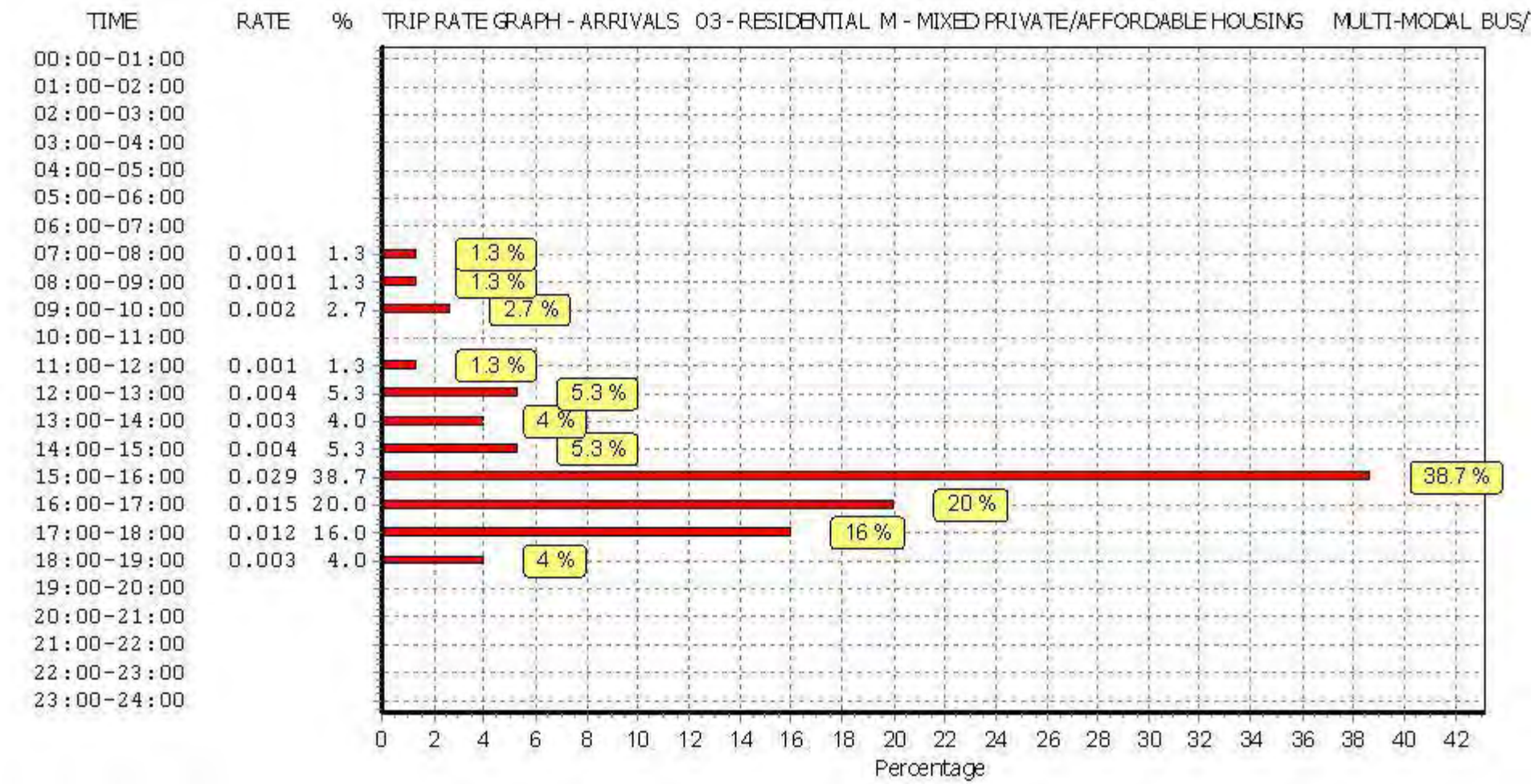
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

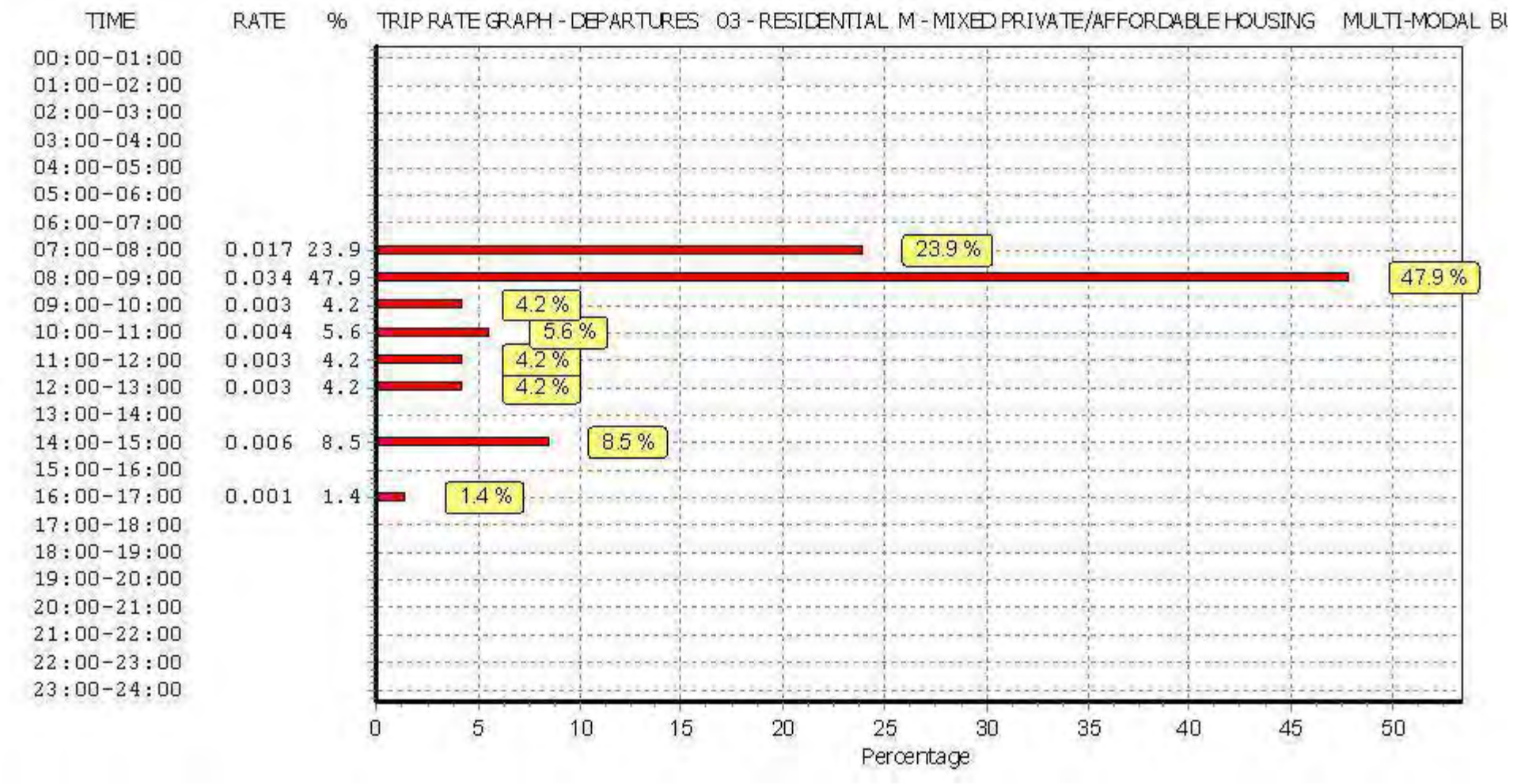
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	0

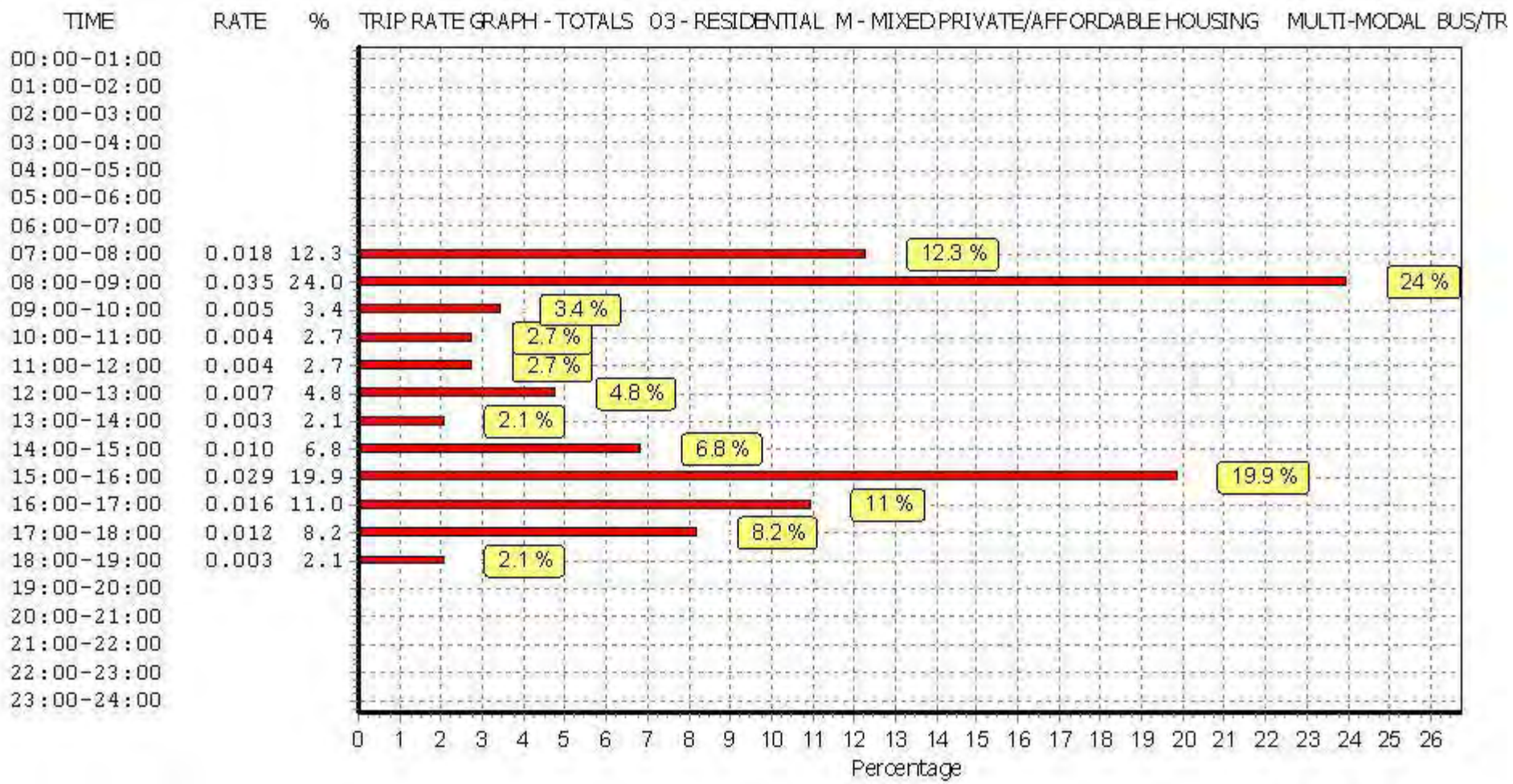
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.000	0.000	3	390	0.012	0.000	3	390	0.012	0.000
08:00 - 09:00	3	390	0.001	0.000	3	390	0.021	0.000	3	390	0.022	0.000
09:00 - 10:00	3	390	0.000	0.000	3	390	0.008	0.000	3	390	0.008	0.000
10:00 - 11:00	3	390	0.000	0.000	3	390	0.004	0.000	3	390	0.004	0.000
11:00 - 12:00	3	390	0.000	0.000	3	390	0.001	0.000	3	390	0.001	0.000
12:00 - 13:00	3	390	0.001	0.000	3	390	0.001	0.000	3	390	0.002	0.000
13:00 - 14:00	3	390	0.002	0.000	3	390	0.001	0.000	3	390	0.003	0.000
14:00 - 15:00	3	390	0.004	0.000	3	390	0.001	0.000	3	390	0.005	0.000
15:00 - 16:00	3	390	0.005	0.000	3	390	0.000	0.000	3	390	0.005	0.000
16:00 - 17:00	3	390	0.009	0.000	3	390	0.000	0.000	3	390	0.009	0.000
17:00 - 18:00	3	390	0.022	0.000	3	390	0.000	0.000	3	390	0.022	0.000
18:00 - 19:00	3	390	0.007	0.000	3	390	0.000	0.000	3	390	0.007	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.051	0.000			0.049	0.000			0.100	0.000

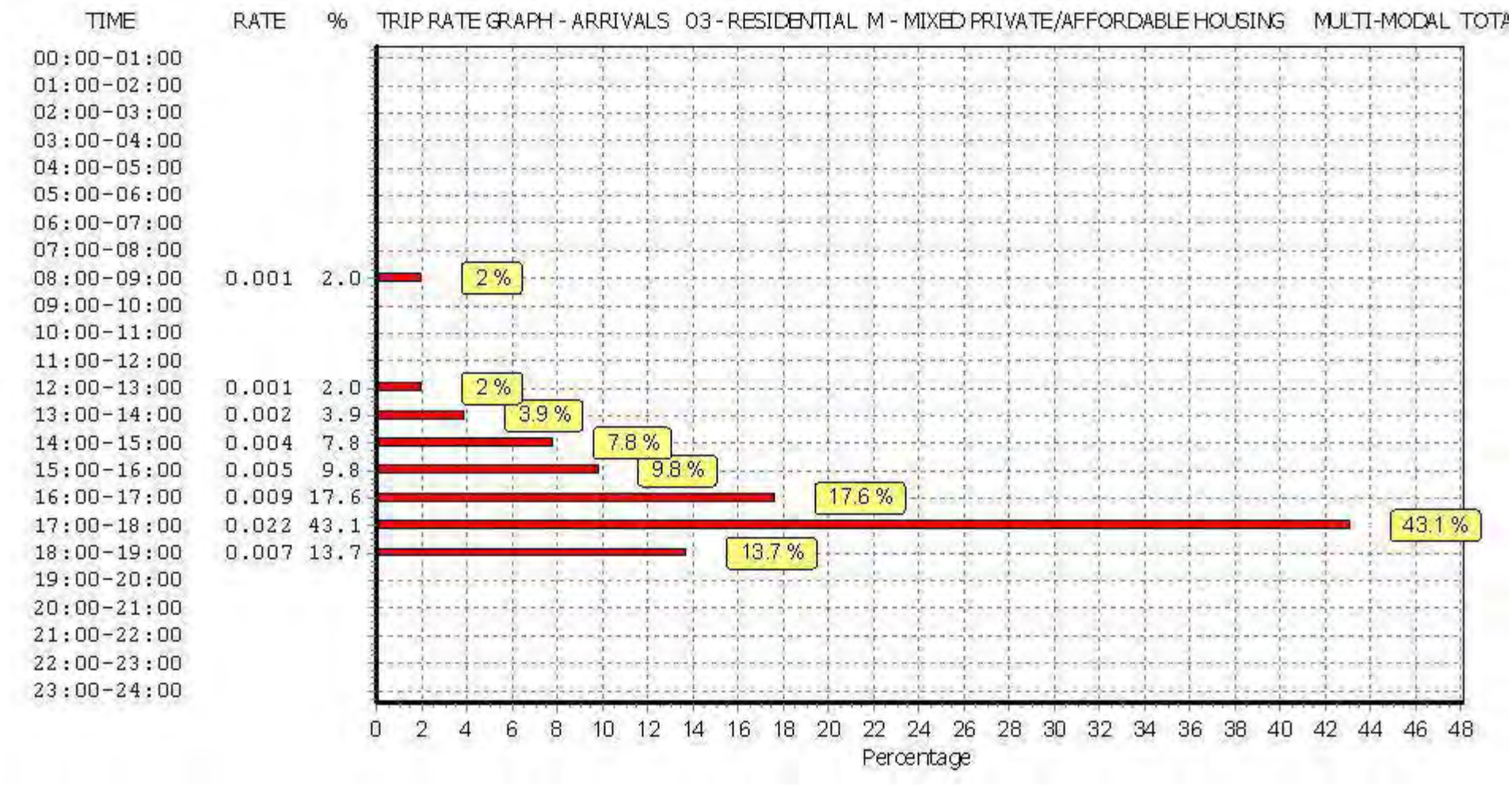
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

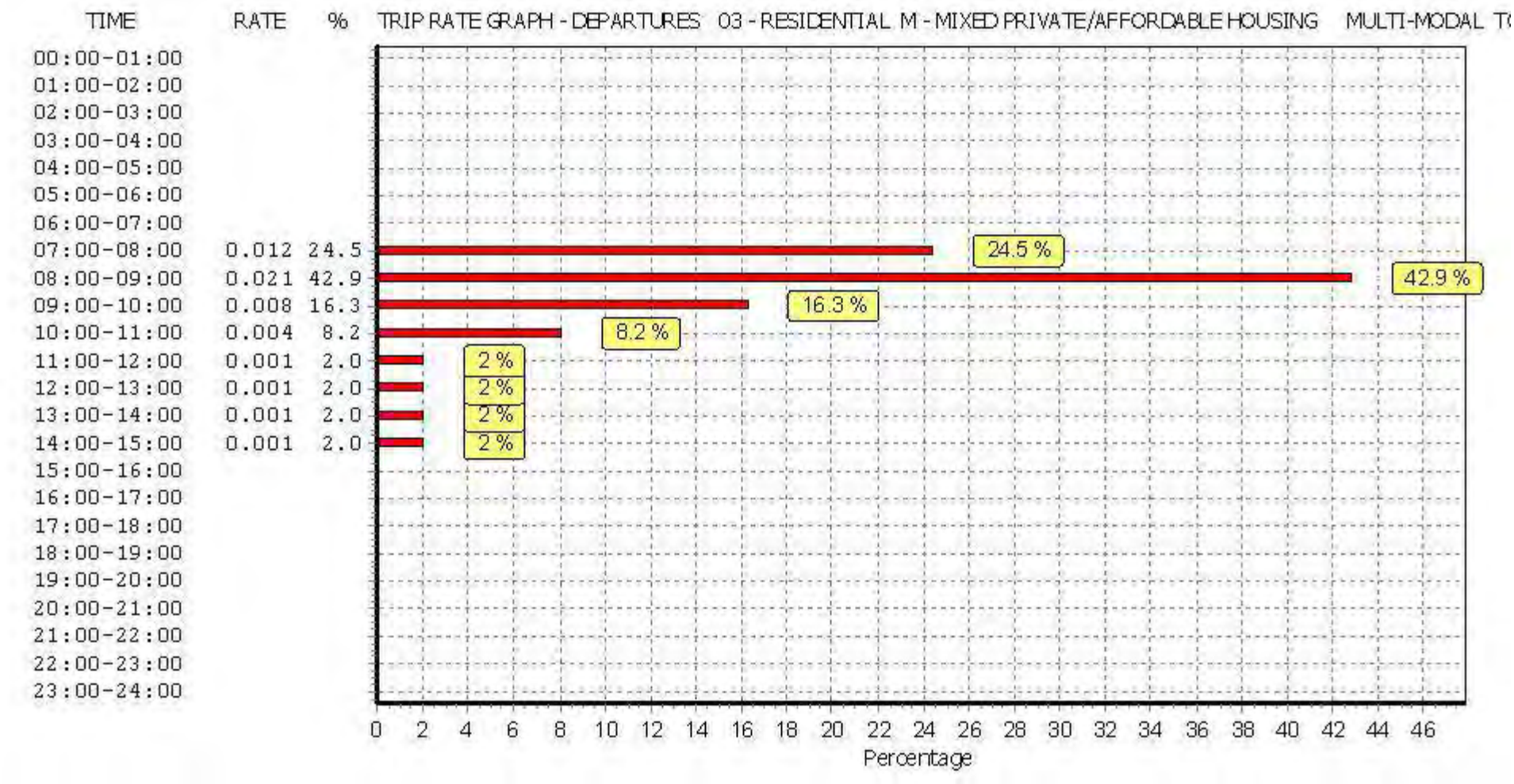
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	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.



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



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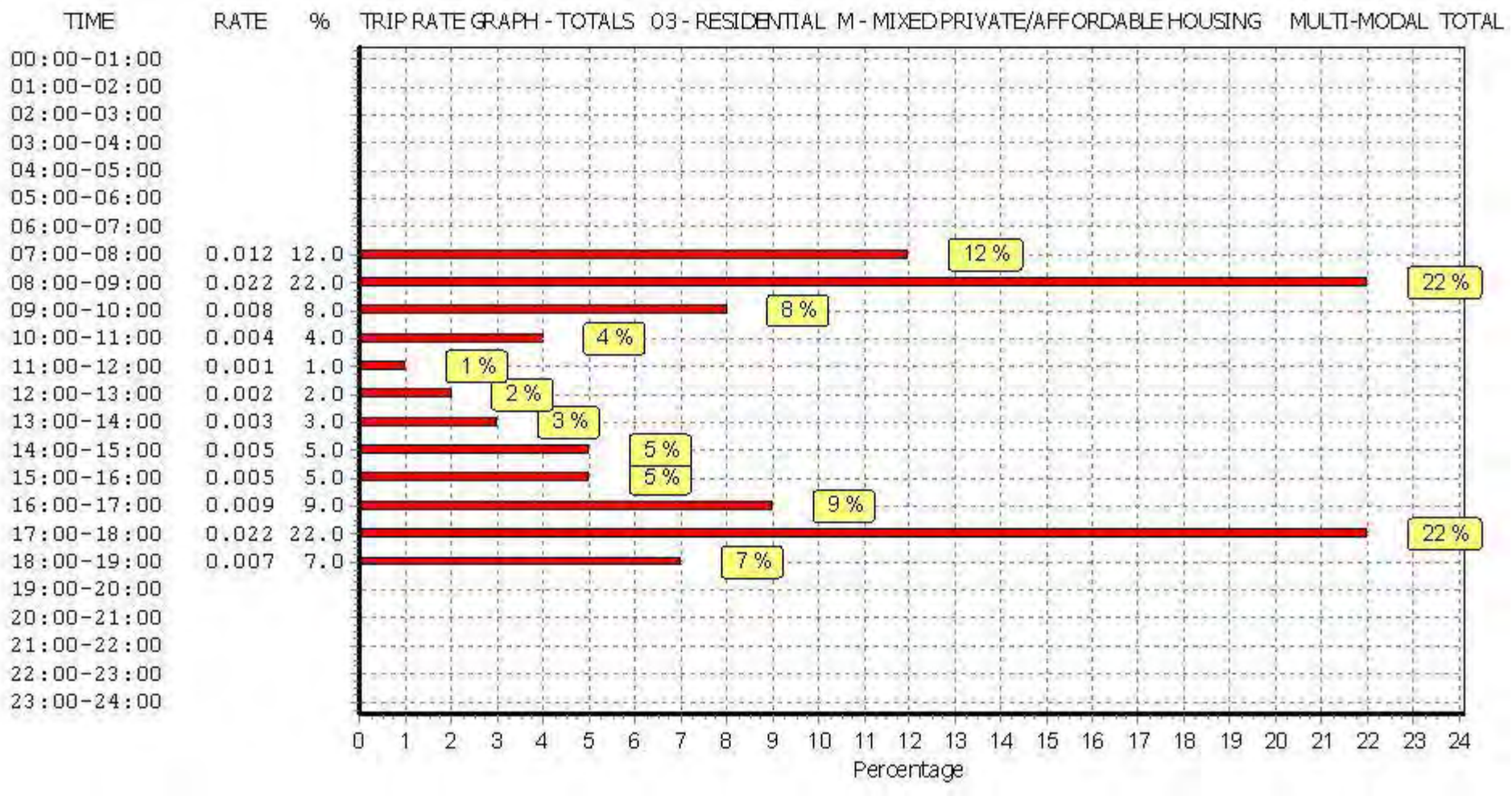

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
08:00 - 09:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
09:00 - 10:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
10:00 - 11:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
11:00 - 12:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
12:00 - 13:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
13:00 - 14:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
14:00 - 15:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
15:00 - 16:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
16:00 - 17:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
17:00 - 18:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
18:00 - 19:00	3	390	0.000	0.000	3	390	0.000	0.000	3	390	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

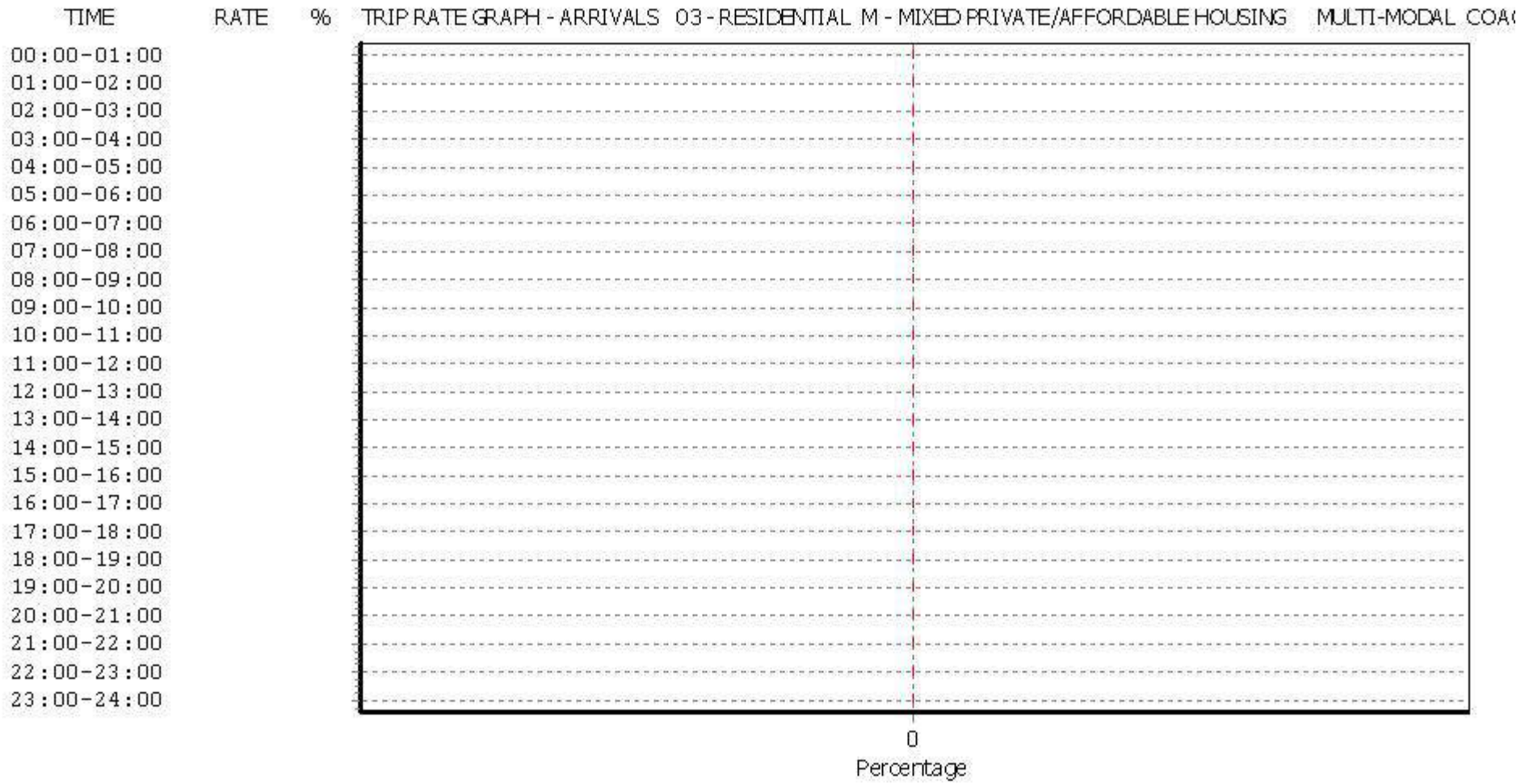
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

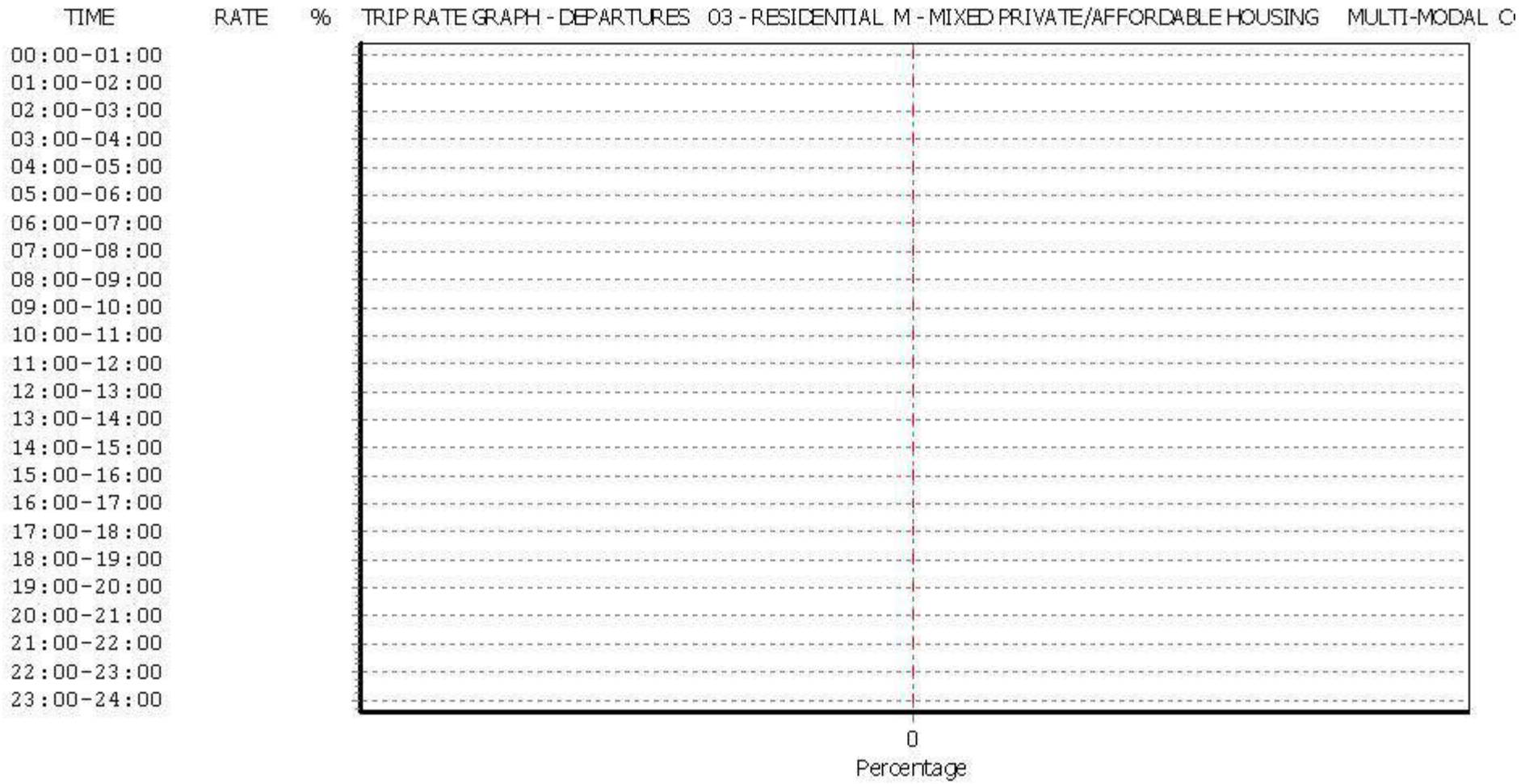
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	0

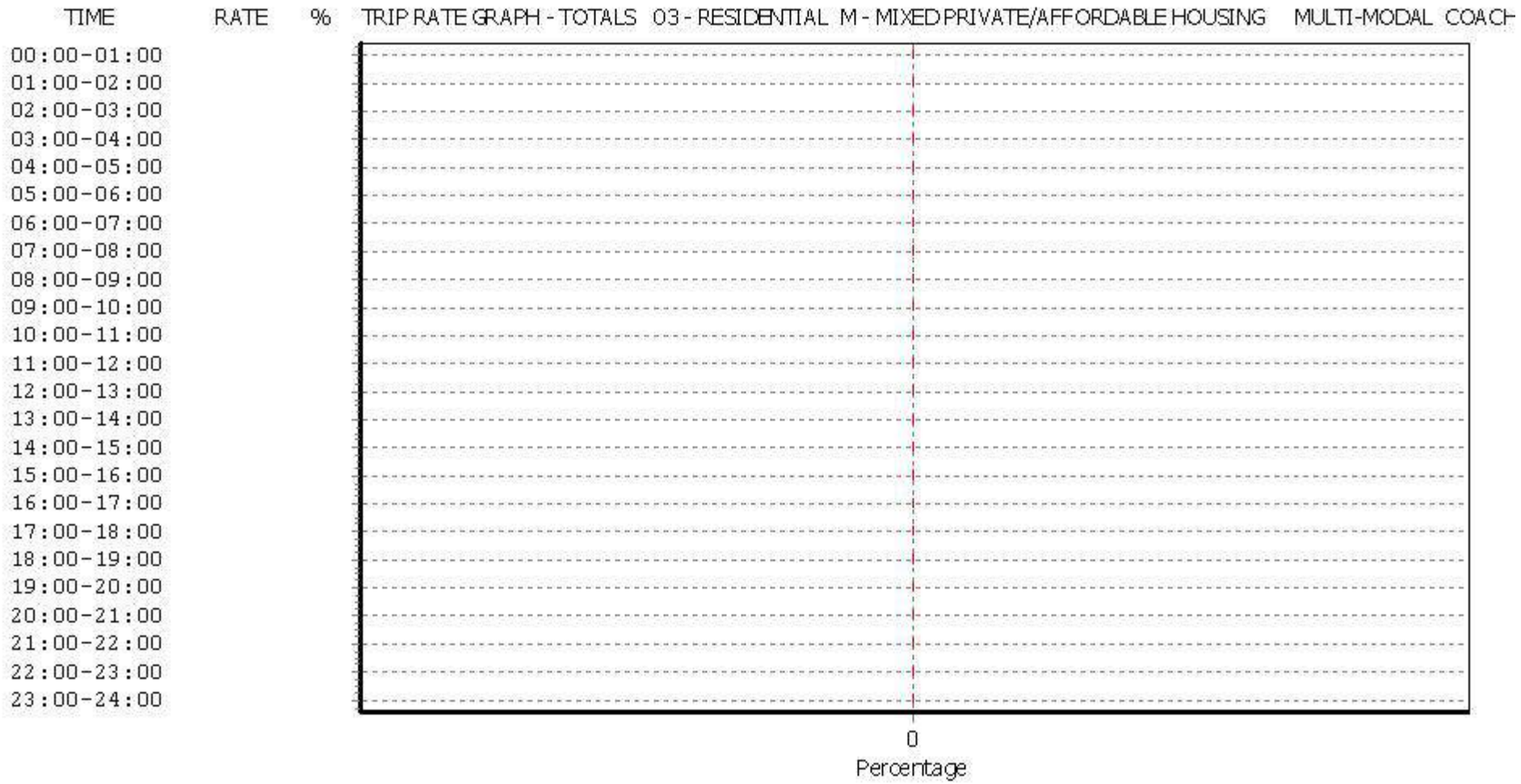
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.001	0.000	3	390	0.029	0.000	3	390	0.030	0.000
08:00 - 09:00	3	390	0.002	0.000	3	390	0.055	0.000	3	390	0.057	0.000
09:00 - 10:00	3	390	0.002	0.000	3	390	0.010	0.000	3	390	0.012	0.000
10:00 - 11:00	3	390	0.000	0.000	3	390	0.009	0.000	3	390	0.009	0.000
11:00 - 12:00	3	390	0.001	0.000	3	390	0.004	0.000	3	390	0.005	0.000
12:00 - 13:00	3	390	0.005	0.000	3	390	0.003	0.000	3	390	0.008	0.000
13:00 - 14:00	3	390	0.005	0.000	3	390	0.001	0.000	3	390	0.006	0.000
14:00 - 15:00	3	390	0.009	0.000	3	390	0.007	0.000	3	390	0.016	0.000
15:00 - 16:00	3	390	0.034	0.000	3	390	0.000	0.000	3	390	0.034	0.000
16:00 - 17:00	3	390	0.023	0.000	3	390	0.001	0.000	3	390	0.024	0.000
17:00 - 18:00	3	390	0.034	0.000	3	390	0.000	0.000	3	390	0.034	0.000
18:00 - 19:00	3	390	0.010	0.000	3	390	0.000	0.000	3	390	0.010	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.126	0.000			0.119	0.000			0.245	0.000

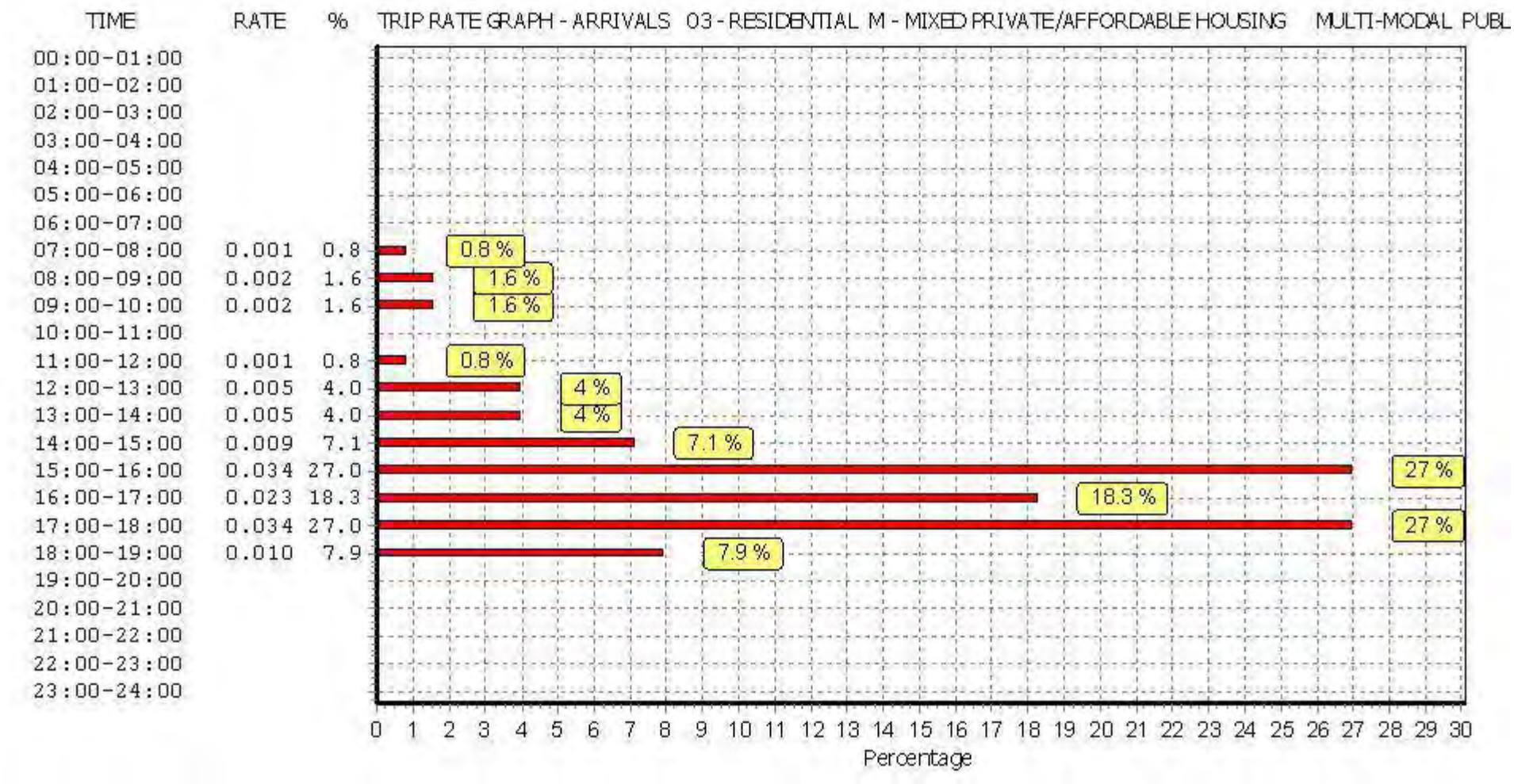
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

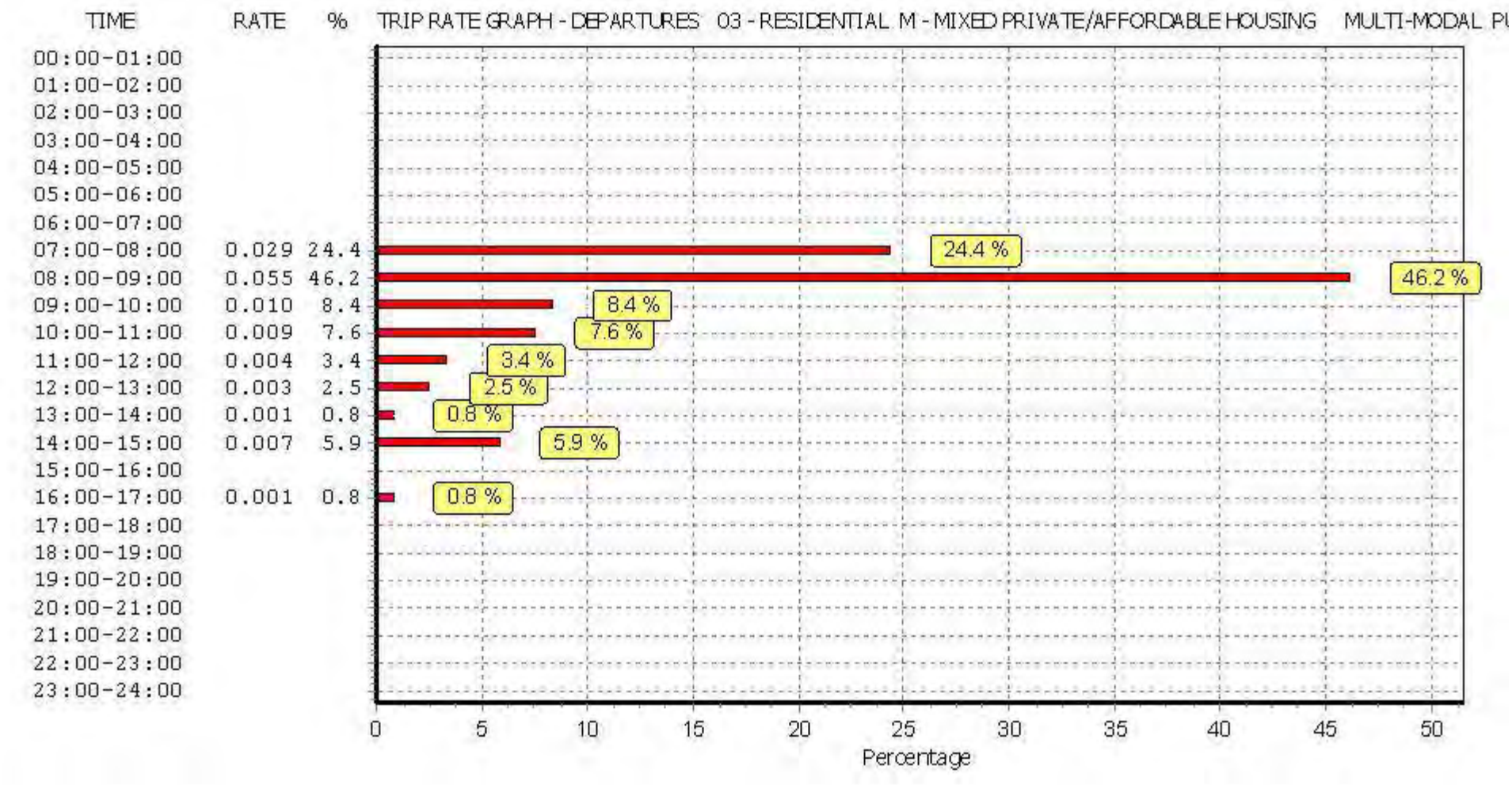
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	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.



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



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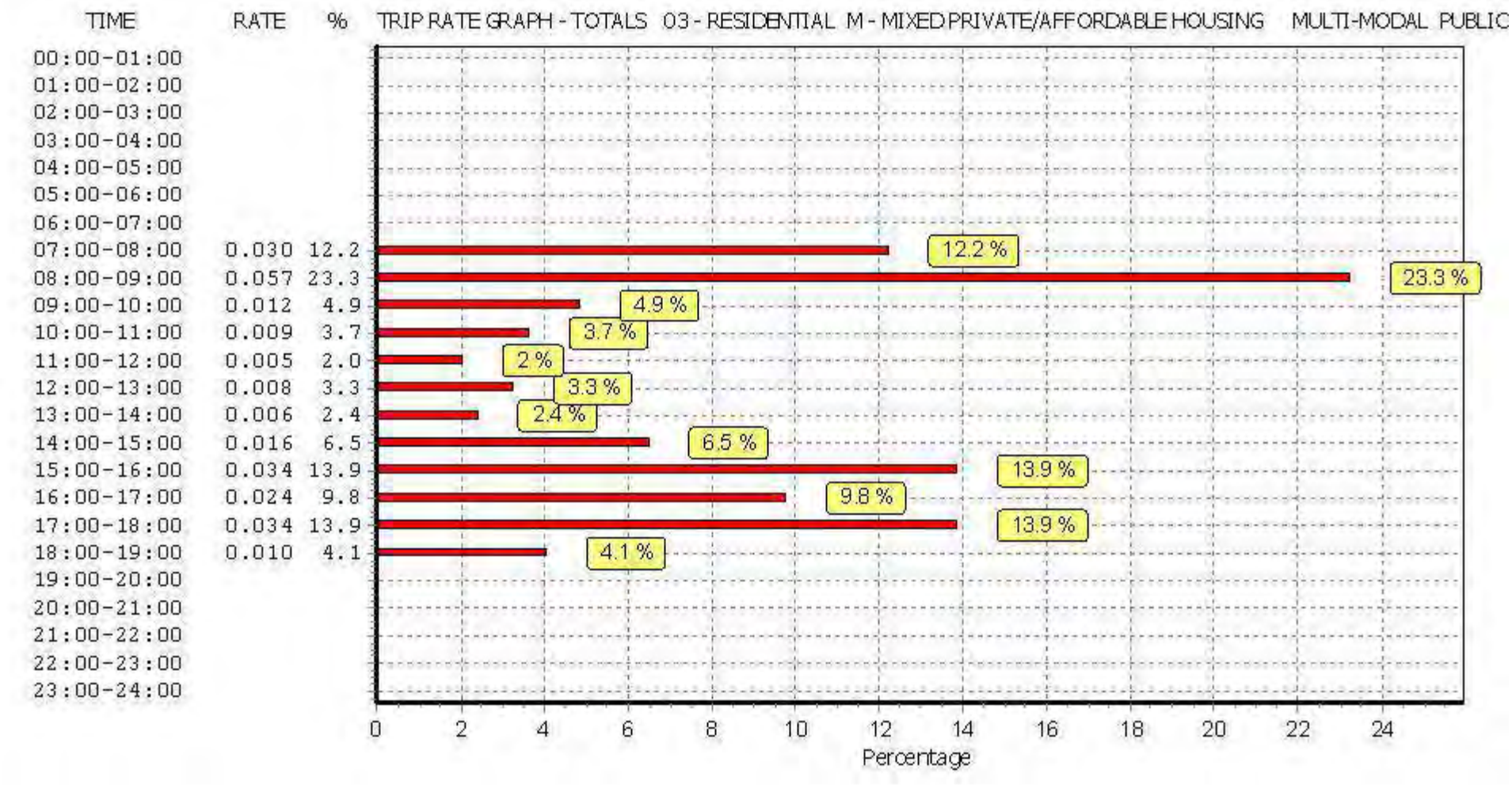

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	390	0.066	0.000	3	390	0.335	0.000	3	390	0.401	0.000
08:00 - 09:00	3	390	0.161	0.000	3	390	0.726	0.000	3	390	0.887	0.000
09:00 - 10:00	3	390	0.168	0.000	3	390	0.222	0.000	3	390	0.390	0.000
10:00 - 11:00	3	390	0.115	0.000	3	390	0.163	0.000	3	390	0.278	0.000
11:00 - 12:00	3	390	0.116	0.000	3	390	0.170	0.000	3	390	0.286	0.000
12:00 - 13:00	3	390	0.167	0.000	3	390	0.158	0.000	3	390	0.325	0.000
13:00 - 14:00	3	390	0.161	0.000	3	390	0.139	0.000	3	390	0.300	0.000
14:00 - 15:00	3	390	0.158	0.000	3	390	0.212	0.000	3	390	0.370	0.000
15:00 - 16:00	3	390	0.474	0.000	3	390	0.217	0.000	3	390	0.691	0.000
16:00 - 17:00	3	390	0.343	0.000	3	390	0.163	0.000	3	390	0.506	0.000
17:00 - 18:00	3	390	0.392	0.000	3	390	0.143	0.000	3	390	0.535	0.000
18:00 - 19:00	3	390	0.326	0.000	3	390	0.131	0.000	3	390	0.457	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.647	0.000			2.779	0.000			5.426	0.000

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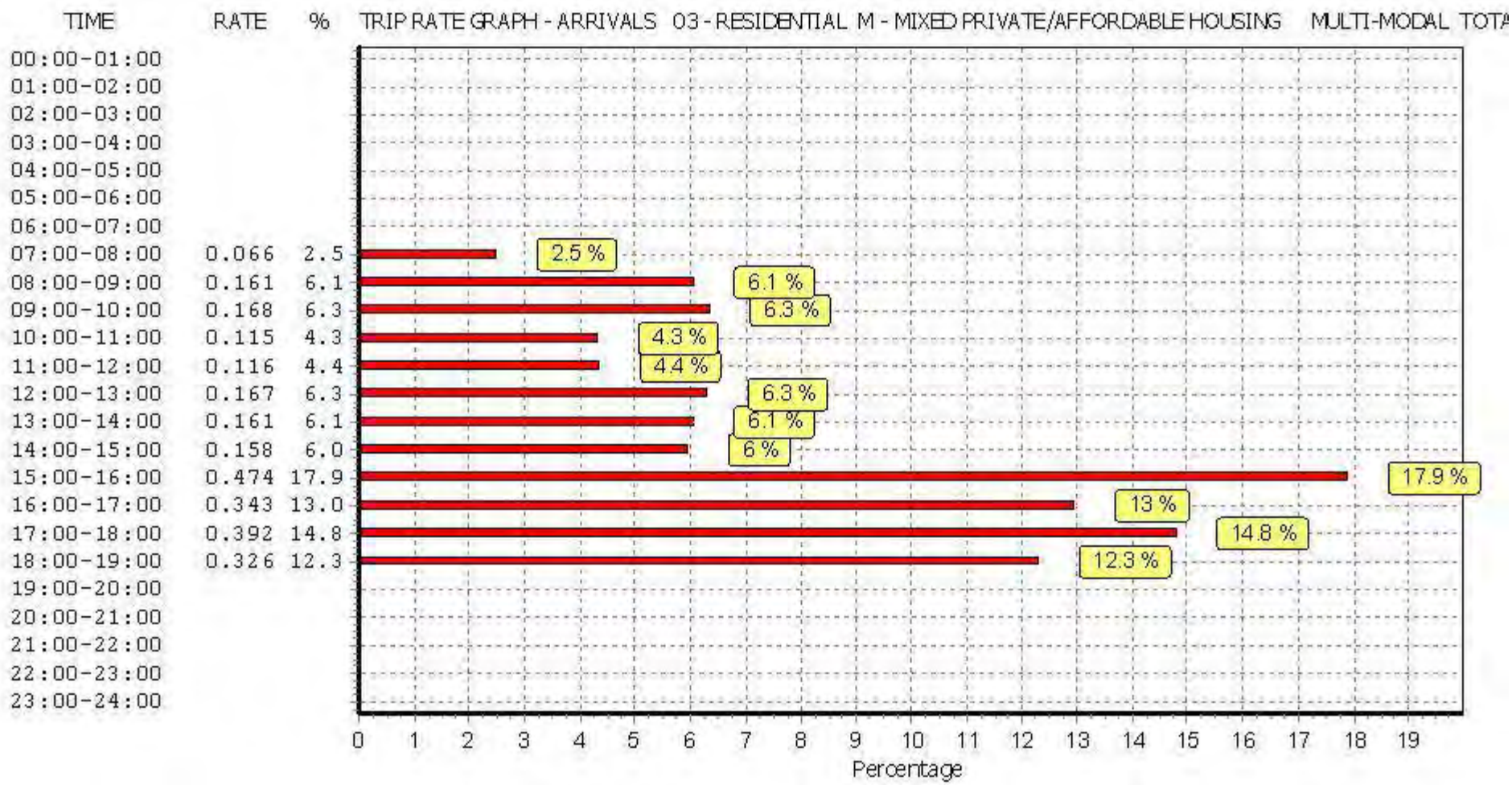
Parameter summary

Trip rate parameter range selected:	328 - 500 (units:)
Survey date date range:	01/01/09 - 04/11/15
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:	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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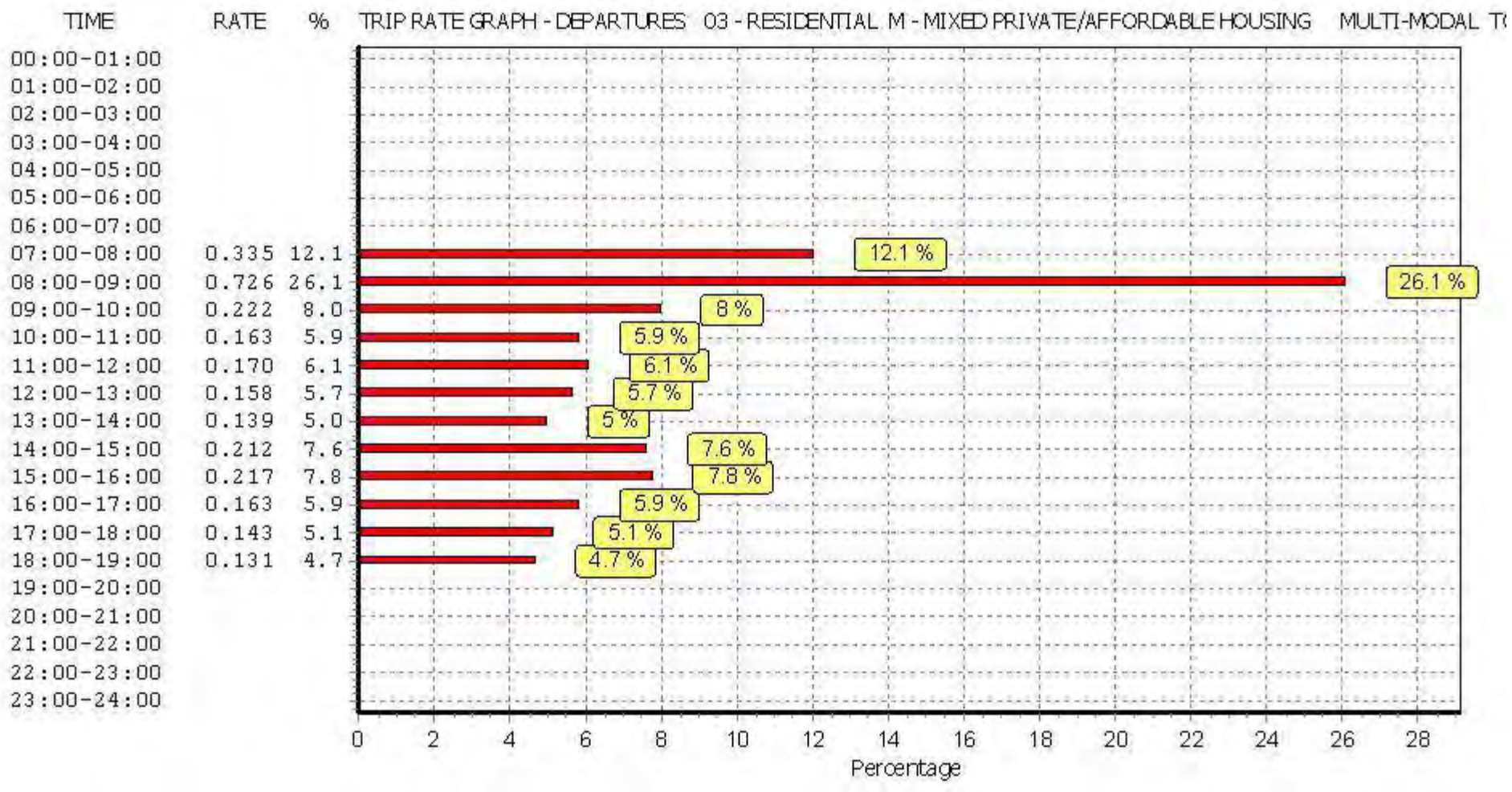

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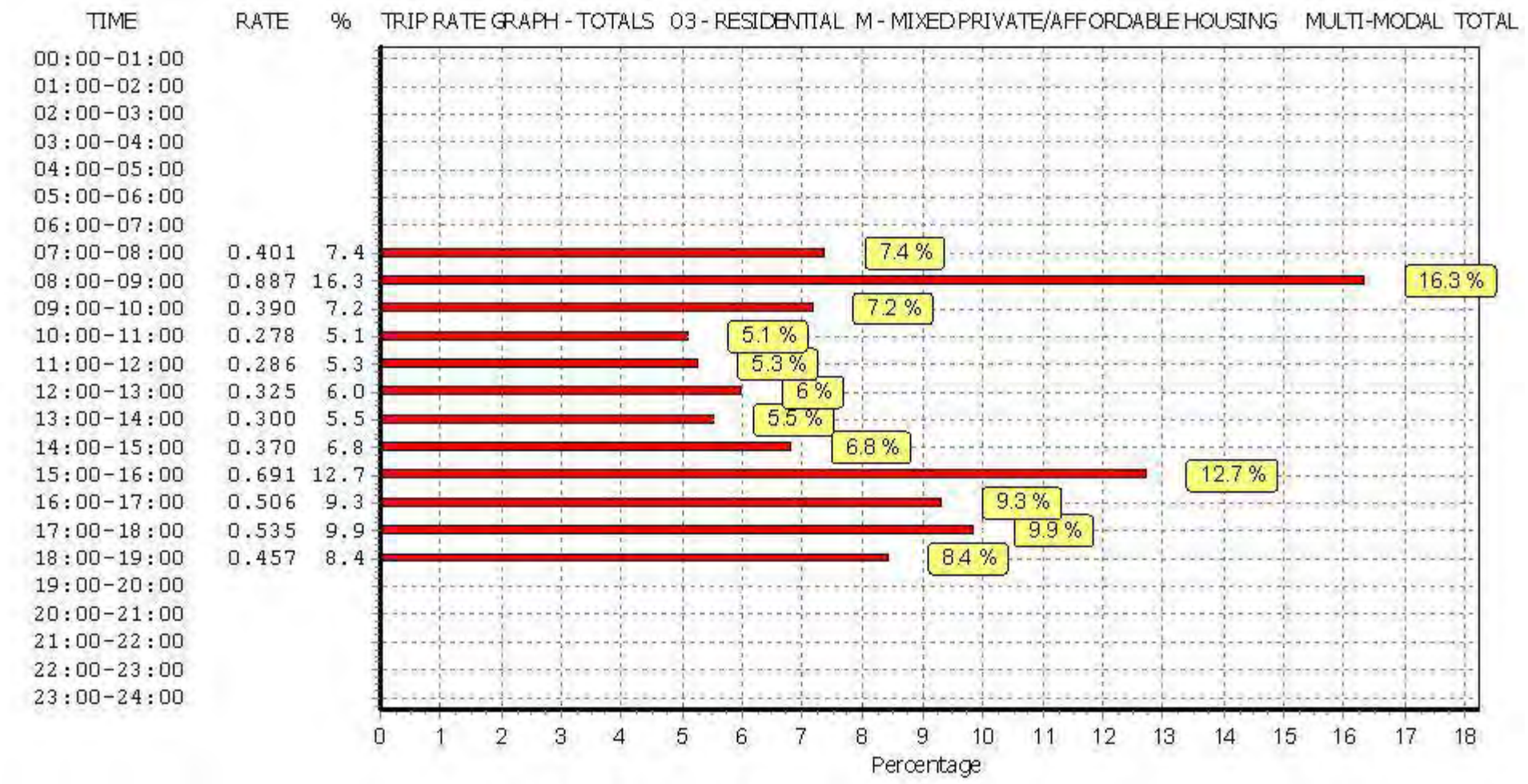

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Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	1100-43325 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1800-17675 sqm GFA	
Date Range	Minimum: 01/01/07	Maximum: 23/01/14
Days of the week selected	Tuesday	1
	Wednesday	1
	Thursday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	2
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	1
	10,001 to 15,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	50,001 to 75,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-152301-170901-0916

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	2 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1800 to 17675 (units: sqm)
Range Selected by User: 1100 to 43325 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 23/01/14

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	4

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

Secondary Filtering selection:

Use Class:

B1	4 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	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	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 **CW-02-C-01** **FOOD DISTRIBUTION** **CORNWALL**
WILSON WAY
POOL
CAMBORNE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 10200 sqm
Survey date: FRIDAY *08/06/07* *Survey Type: MANUAL*

2 **CW-02-C-02** **LIGHTING COMPANY** **CORNWALL**
NORMANDY WAY

BODMIN
Edge of Town
Industrial Zone
Total Gross floor area: 17675 sqm
Survey date: WEDNESDAY *06/06/07* *Survey Type: MANUAL*

3 **HF-02-C-01** **INDUSTRIAL UNIT** **HERTFORDSHIRE**
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1800 sqm
Survey date: THURSDAY *17/07/08* *Survey Type: MANUAL*

4 **WM-02-C-03** **INDUSTRIAL GLASS** **WEST MIDLANDS**
DOWNING STREET

SMETHWICK
Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY *06/11/12* *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
BR-02-C-01	mix of land use classes
CH-02-C-01	mix of land use classes
DC-02-C-07	mix of land use classes
HE-02-C-02	mix of land use classes

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.164	4	8686	0.035	4	8686	0.199
07:30 - 08:00	**4**	**8686**	**0.248**	4	8686	0.049	4	8686	0.297
08:00 - 08:30	4	8686	0.130	4	8686	0.049	4	8686	0.179
08:30 - 09:00	4	8686	0.115	4	8686	0.035	4	8686	0.150
09:00 - 09:30	4	8686	0.130	4	8686	0.066	4	8686	0.196
09:30 - 10:00	4	8686	0.075	4	8686	0.060	4	8686	0.135
10:00 - 10:30	4	8686	0.049	4	8686	0.052	4	8686	0.101
10:30 - 11:00	4	8686	0.052	4	8686	0.069	4	8686	0.121
11:00 - 11:30	4	8686	0.040	4	8686	0.035	4	8686	0.075
11:30 - 12:00	4	8686	0.066	4	8686	0.058	4	8686	0.124
12:00 - 12:30	4	8686	0.075	4	8686	0.106	4	8686	0.181
12:30 - 13:00	4	8686	0.072	4	8686	0.072	4	8686	0.144
13:00 - 13:30	4	8686	0.153	4	8686	0.095	4	8686	0.248
13:30 - 14:00	4	8686	0.210	4	8686	0.104	4	8686	0.314
14:00 - 14:30	4	8686	0.060	4	8686	0.291	4	8686	0.351
14:30 - 15:00	4	8686	0.035	4	8686	0.066	4	8686	0.101
15:00 - 15:30	4	8686	0.026	4	8686	0.081	4	8686	0.107
15:30 - 16:00	4	8686	0.063	4	8686	0.029	4	8686	0.092
16:00 - 16:30	4	8686	0.069	4	8686	0.101	4	8686	0.170
16:30 - 17:00	4	8686	0.046	**4**	**8686**	**0.337**	**4**	**8686**	**0.383**
17:00 - 17:30	4	8686	0.017	4	8686	0.150	4	8686	0.167
17:30 - 18:00	4	8686	0.037	4	8686	0.089	4	8686	0.126
18:00 - 18:30	4	8686	0.003	4	8686	0.043	4	8686	0.046
18:30 - 19:00	4	8686	0.017	4	8686	0.023	4	8686	0.040
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.952			2.095			4.047

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:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	**4**	**8686**	**0.012**	**4**	**8686**	**0.012**	**4**	**8686**	**0.024**
07:30 - 08:00	4	8686	0.006	4	8686	0.006	4	8686	0.012
08:00 - 08:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:30 - 09:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:00 - 09:30	4	8686	0.003	4	8686	0.003	4	8686	0.006
09:30 - 10:00	4	8686	0.006	4	8686	0.006	4	8686	0.012
10:00 - 10:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:30 - 11:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:00 - 11:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:30 - 12:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:00 - 12:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:30 - 13:00	4	8686	0.003	4	8686	0.003	4	8686	0.006
13:00 - 13:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:30 - 14:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:00 - 14:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:30 - 15:00	4	8686	0.003	4	8686	0.003	4	8686	0.006
15:00 - 15:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:30 - 16:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:00 - 16:30	4	8686	0.009	4	8686	0.009	4	8686	0.018
16:30 - 17:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:00 - 17:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:30 - 18:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:00 - 18:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:30 - 19:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.042			0.042			0.084

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:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.003	4	8686	0.006	4	8686	0.009
07:30 - 08:00	4	8686	0.000	4	8686	0.003	4	8686	0.003
08:00 - 08:30	4	8686	0.009	4	8686	0.009	4	8686	0.018
08:30 - 09:00	4	8686	0.017	4	8686	0.012	4	8686	0.029
09:00 - 09:30	4	8686	0.014	4	8686	0.014	4	8686	0.028
09:30 - 10:00	4	8686	0.014	4	8686	0.006	4	8686	0.020
10:00 - 10:30	4	8686	0.012	4	8686	0.014	4	8686	0.026
10:30 - 11:00	4	8686	0.012	4	8686	0.017	4	8686	0.029
11:00 - 11:30	4	8686	0.009	4	8686	0.012	4	8686	0.021
11:30 - 12:00	4	8686	0.017	4	8686	0.014	4	8686	0.031
12:00 - 12:30	**4**	**8686**	**0.020**	**4**	**8686**	**0.020**	**4**	**8686**	**0.040**
12:30 - 13:00	4	8686	0.012	4	8686	0.009	4	8686	0.021
13:00 - 13:30	4	8686	0.012	4	8686	0.014	4	8686	0.026
13:30 - 14:00	4	8686	0.006	4	8686	0.014	4	8686	0.020
14:00 - 14:30	4	8686	0.012	4	8686	0.012	4	8686	0.024
14:30 - 15:00	4	8686	0.012	4	8686	0.012	4	8686	0.024
15:00 - 15:30	4	8686	0.006	4	8686	0.006	4	8686	0.012
15:30 - 16:00	4	8686	0.006	4	8686	0.003	4	8686	0.009
16:00 - 16:30	4	8686	0.012	4	8686	0.012	4	8686	0.024
16:30 - 17:00	4	8686	0.012	4	8686	0.009	4	8686	0.021
17:00 - 17:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:30 - 18:00	4	8686	0.003	4	8686	0.006	4	8686	0.009
18:00 - 18:30	4	8686	0.003	4	8686	0.000	4	8686	0.003
18:30 - 19:00	4	8686	0.006	4	8686	0.003	4	8686	0.009
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.229			0.227			0.456

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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Parameter summary

Trip rate parameter range selected:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
07:30 - 08:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:00 - 08:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:30 - 09:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:00 - 09:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:30 - 10:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:00 - 10:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:30 - 11:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:00 - 11:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:30 - 12:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:00 - 12:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:30 - 13:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:00 - 13:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:30 - 14:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:00 - 14:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:30 - 15:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:00 - 15:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:30 - 16:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:00 - 16:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:30 - 17:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:00 - 17:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:30 - 18:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:00 - 18:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:30 - 19:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			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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Parameter summary

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Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
07:30 - 08:00	4	8686	0.009	4	8686	0.003	4	8686	0.012
08:00 - 08:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:30 - 09:00	4	8686	0.006	4	8686	0.000	4	8686	0.006
09:00 - 09:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:30 - 10:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:00 - 10:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:30 - 11:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:00 - 11:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:30 - 12:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:00 - 12:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:30 - 13:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:00 - 13:30	**4**	**8686**	**0.014**	4	8686	0.009	**4**	**8686**	**0.023**
13:30 - 14:00	4	8686	0.006	4	8686	0.006	4	8686	0.012
14:00 - 14:30	4	8686	0.000	4	8686	0.012	4	8686	0.012
14:30 - 15:00	4	8686	0.003	4	8686	0.009	4	8686	0.012
15:00 - 15:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:30 - 16:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:00 - 16:30	4	8686	0.000	4	8686	0.003	4	8686	0.003
16:30 - 17:00	4	8686	0.000	**4**	**8686**	**0.014**	4	8686	0.014
17:00 - 17:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:30 - 18:00	4	8686	0.000	4	8686	0.009	4	8686	0.009
18:00 - 18:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:30 - 19:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.038			0.065			0.103

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:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.242	4	8686	0.020	4	8686	0.262
07:30 - 08:00	4	8686	0.308	4	8686	0.020	4	8686	0.328
08:00 - 08:30	4	8686	0.141	4	8686	0.049	4	8686	0.190
08:30 - 09:00	4	8686	0.121	4	8686	0.037	4	8686	0.158
09:00 - 09:30	4	8686	0.150	4	8686	0.066	4	8686	0.216
09:30 - 10:00	4	8686	0.083	4	8686	0.063	4	8686	0.146
10:00 - 10:30	4	8686	0.055	4	8686	0.055	4	8686	0.110
10:30 - 11:00	4	8686	0.058	4	8686	0.078	4	8686	0.136
11:00 - 11:30	4	8686	0.043	4	8686	0.037	4	8686	0.080
11:30 - 12:00	4	8686	0.072	4	8686	0.069	4	8686	0.141
12:00 - 12:30	4	8686	0.078	4	8686	0.112	4	8686	0.190
12:30 - 13:00	4	8686	0.086	4	8686	0.078	4	8686	0.164
13:00 - 13:30	4	8686	0.184	4	8686	0.104	4	8686	0.288
13:30 - 14:00	**4**	**8686**	**0.337**	4	8686	0.106	4	8686	0.443
14:00 - 14:30	4	8686	0.063	**4**	**8686**	**0.443**	**4**	**8686**	**0.506**
14:30 - 15:00	4	8686	0.032	4	8686	0.078	4	8686	0.110
15:00 - 15:30	4	8686	0.026	4	8686	0.086	4	8686	0.112
15:30 - 16:00	4	8686	0.075	4	8686	0.032	4	8686	0.107
16:00 - 16:30	4	8686	0.060	4	8686	0.104	4	8686	0.164
16:30 - 17:00	4	8686	0.049	4	8686	0.443	4	8686	0.492
17:00 - 17:30	4	8686	0.020	4	8686	0.176	4	8686	0.196
17:30 - 18:00	4	8686	0.037	4	8686	0.104	4	8686	0.141
18:00 - 18:30	4	8686	0.003	4	8686	0.066	4	8686	0.069
18:30 - 19:00	4	8686	0.017	4	8686	0.029	4	8686	0.046
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.340			2.455			4.795

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:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.003	4	8686	0.000	4	8686	0.003
07:30 - 08:00	4	8686	0.026	4	8686	0.003	4	8686	0.029
08:00 - 08:30	4	8686	0.026	4	8686	0.003	4	8686	0.029
08:30 - 09:00	4	8686	0.020	4	8686	0.003	4	8686	0.023
09:00 - 09:30	4	8686	0.046	4	8686	0.032	4	8686	0.078
09:30 - 10:00	4	8686	0.029	4	8686	0.029	4	8686	0.058
10:00 - 10:30	4	8686	0.029	4	8686	0.014	4	8686	0.043
10:30 - 11:00	4	8686	0.014	4	8686	0.003	4	8686	0.017
11:00 - 11:30	4	8686	0.009	4	8686	0.012	4	8686	0.021
11:30 - 12:00	4	8686	0.012	4	8686	0.017	4	8686	0.029
12:00 - 12:30	4	8686	0.009	4	8686	0.029	4	8686	0.038
12:30 - 13:00	4	8686	0.020	4	8686	0.049	4	8686	0.069
13:00 - 13:30	4	8686	0.086	4	8686	0.029	4	8686	0.115
13:30 - 14:00	**4**	**8686**	**0.112**	4	8686	0.023	**4**	**8686**	**0.135**
14:00 - 14:30	4	8686	0.014	**4**	**8686**	**0.112**	4	8686	0.126
14:30 - 15:00	4	8686	0.003	4	8686	0.009	4	8686	0.012
15:00 - 15:30	4	8686	0.009	4	8686	0.012	4	8686	0.021
15:30 - 16:00	4	8686	0.012	4	8686	0.014	4	8686	0.026
16:00 - 16:30	4	8686	0.006	4	8686	0.014	4	8686	0.020
16:30 - 17:00	4	8686	0.026	4	8686	0.029	4	8686	0.055
17:00 - 17:30	4	8686	0.014	4	8686	0.009	4	8686	0.023
17:30 - 18:00	4	8686	0.000	4	8686	0.009	4	8686	0.009
18:00 - 18:30	4	8686	0.000	4	8686	0.014	4	8686	0.014
18:30 - 19:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.525			0.468			0.993

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:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
07:30 - 08:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:00 - 08:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:30 - 09:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:00 - 09:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:30 - 10:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:00 - 10:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:30 - 11:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:00 - 11:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:30 - 12:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:00 - 12:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:30 - 13:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:00 - 13:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:30 - 14:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:00 - 14:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:30 - 15:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:00 - 15:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:30 - 16:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:00 - 16:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:30 - 17:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:00 - 17:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:30 - 18:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:00 - 18:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:30 - 19:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			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.*

Parameter summary

Trip rate parameter range selected:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
07:30 - 08:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:00 - 08:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:30 - 09:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:00 - 09:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:30 - 10:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:00 - 10:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:30 - 11:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:00 - 11:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:30 - 12:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:00 - 12:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:30 - 13:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:00 - 13:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:30 - 14:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:00 - 14:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:30 - 15:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:00 - 15:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:30 - 16:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:00 - 16:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:30 - 17:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:00 - 17:30	4	8686	0.000	**4**	**8686**	**0.003**	**4**	**8686**	**0.003**
17:30 - 18:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:00 - 18:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:30 - 19:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.003			0.003

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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Parameter summary

Trip rate parameter range selected:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
07:30 - 08:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:00 - 08:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:30 - 09:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:00 - 09:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:30 - 10:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:00 - 10:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:30 - 11:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:00 - 11:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:30 - 12:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:00 - 12:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:30 - 13:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:00 - 13:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:30 - 14:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:00 - 14:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:30 - 15:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:00 - 15:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:30 - 16:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:00 - 16:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:30 - 17:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:00 - 17:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:30 - 18:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:00 - 18:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:30 - 19:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			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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Parameter summary

Trip rate parameter range selected:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
07:30 - 08:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:00 - 08:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
08:30 - 09:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:00 - 09:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
09:30 - 10:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:00 - 10:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
10:30 - 11:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:00 - 11:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
11:30 - 12:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:00 - 12:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
12:30 - 13:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:00 - 13:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
13:30 - 14:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:00 - 14:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
14:30 - 15:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:00 - 15:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
15:30 - 16:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:00 - 16:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
16:30 - 17:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
17:00 - 17:30	4	8686	0.000	**4**	**8686**	**0.003**	**4**	**8686**	**0.003**
17:30 - 18:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:00 - 18:30	4	8686	0.000	4	8686	0.000	4	8686	0.000
18:30 - 19:00	4	8686	0.000	4	8686	0.000	4	8686	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.003			0.003

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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Parameter summary

Trip rate parameter range selected:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	8686	0.245	4	8686	0.020	4	8686	0.265
07:30 - 08:00	4	8686	0.342	4	8686	0.026	4	8686	0.368
08:00 - 08:30	4	8686	0.167	4	8686	0.052	4	8686	0.219
08:30 - 09:00	4	8686	0.147	4	8686	0.040	4	8686	0.187
09:00 - 09:30	4	8686	0.196	4	8686	0.098	4	8686	0.294
09:30 - 10:00	4	8686	0.112	4	8686	0.092	4	8686	0.204
10:00 - 10:30	4	8686	0.083	4	8686	0.069	4	8686	0.152
10:30 - 11:00	4	8686	0.072	4	8686	0.081	4	8686	0.153
11:00 - 11:30	4	8686	0.052	4	8686	0.049	4	8686	0.101
11:30 - 12:00	4	8686	0.083	4	8686	0.086	4	8686	0.169
12:00 - 12:30	4	8686	0.086	4	8686	0.141	4	8686	0.227
12:30 - 13:00	4	8686	0.106	4	8686	0.127	4	8686	0.233
13:00 - 13:30	4	8686	0.285	4	8686	0.141	4	8686	0.426
13:30 - 14:00	**4**	**8686**	**0.455**	4	8686	0.135	4	8686	0.590
14:00 - 14:30	4	8686	0.078	**4**	**8686**	**0.567**	**4**	**8686**	**0.645**
14:30 - 15:00	4	8686	0.037	4	8686	0.095	4	8686	0.132
15:00 - 15:30	4	8686	0.035	4	8686	0.098	4	8686	0.133
15:30 - 16:00	4	8686	0.086	4	8686	0.046	4	8686	0.132
16:00 - 16:30	4	8686	0.066	4	8686	0.121	4	8686	0.187
16:30 - 17:00	4	8686	0.075	4	8686	0.486	4	8686	0.561
17:00 - 17:30	4	8686	0.035	4	8686	0.187	4	8686	0.222
17:30 - 18:00	4	8686	0.037	4	8686	0.121	4	8686	0.158
18:00 - 18:30	4	8686	0.003	4	8686	0.081	4	8686	0.084
18:30 - 19:00	4	8686	0.017	4	8686	0.029	4	8686	0.046
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.900			2.988			5.888

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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Parameter summary

Trip rate parameter range selected:	1800 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	500-5000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1500-2696 sqm GFA	
Date Range	Minimum: 01/01/09	Maximum: 26/09/16
Days of the week selected	Tuesday	5
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	4
	Edge of Town	2
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	2
	10,001 to 15,000	1
	15,001 to 20,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	100,001 to 125,000	1
	125,001 to 250,000	2
	250,001 to 500,000	2
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	6

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	SC	SURREY	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days
09	**NORTH**		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1500 to 2696 (units: sqm)
Range Selected by User: 500 to 5000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 26/09/16

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

Selected survey days:

Tuesday	5 days
Thursday	1 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Residential Zone	2
Built-Up Zone	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:

B1	6 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:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 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	6 days

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

LIST OF SITES relevant to selection parameters

Site(1):	DH-02-A-02	Gross floor area:	2000 sqm
Development Name:	CONSTRUCTION COMPANY		
Location:	NEAR DURHAM		
Postcode:	DH6 5PF	Number of Employees:	115
Main Location Type:	Edge of Town	Survey Date:	27/11/12
Sub-Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	125
Site(2):	LC-02-A-09	Gross floor area:	2600 sqm
Development Name:	OFFICES		
Location:	BLACKBURN		
Postcode:	BB1 3HQ	Number of Employees:	150
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	04/06/13
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	89
Site(3):	SC-02-A-15	Gross floor area:	1896 sqm
Development Name:	ACCOUNTANTS		
Location:	GUILDFORD		
Postcode:	GU1 1UW	Number of Employees:	140
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	05/10/10
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	63
Site(4):	TW-02-A-04	Gross floor area:	2500 sqm
Development Name:	HOUSING CO.		
Location:	GATESHEAD		
Postcode:	NE11 0XA	Number of Employees:	180
Main Location Type:	Edge of Town	Survey Date:	29/09/09
Sub-Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	116
Site(5):	TW-02-A-05	Gross floor area:	1500 sqm
Development Name:	TELEVISION CO.		
Location:	GATESHEAD		
Postcode:	NE11 9SZ	Number of Employees:	170
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	29/09/09
Sub-Location Type:	Commercial Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	120
Site(6):	WY-02-A-03	Gross floor area:	2696 sqm
Development Name:	OFFICE		
Location:	LEEDS		
Postcode:	LS6 1LG	Number of Employees:	243
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/06/10
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.765	0.000	6	2158	0.162	0.000	6	2158	0.927	0.000
08:00 - 09:00	**6**	**2158**	**2.441**	**0.000**	6	2158	0.371	0.000	6	2158	2.812	0.000
09:00 - 10:00	6	2158	1.746	0.000	6	2158	0.548	0.000	6	2158	2.294	0.000
10:00 - 11:00	6	2158	0.664	0.000	6	2158	0.533	0.000	6	2158	1.197	0.000
11:00 - 12:00	6	2158	0.433	0.000	6	2158	0.487	0.000	6	2158	0.920	0.000
12:00 - 13:00	6	2158	0.850	0.000	6	2158	0.826	0.000	6	2158	1.676	0.000
13:00 - 14:00	6	2158	0.950	0.000	6	2158	0.657	0.000	6	2158	1.607	0.000
14:00 - 15:00	6	2158	0.610	0.000	6	2158	0.572	0.000	6	2158	1.182	0.000
15:00 - 16:00	6	2158	0.355	0.000	6	2158	0.618	0.000	6	2158	0.973	0.000
16:00 - 17:00	6	2158	0.394	0.000	6	2158	1.475	0.000	6	2158	1.869	0.000
17:00 - 18:00	6	2158	0.255	0.000	**6**	**2158**	**2.626**	**0.000**	**6**	**2158**	**2.881**	**0.000**
18:00 - 19:00	6	2158	0.077	0.000	6	2158	0.741	0.000	6	2158	0.818	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			9.540	0.000			9.616	0.000			19.156	0.000

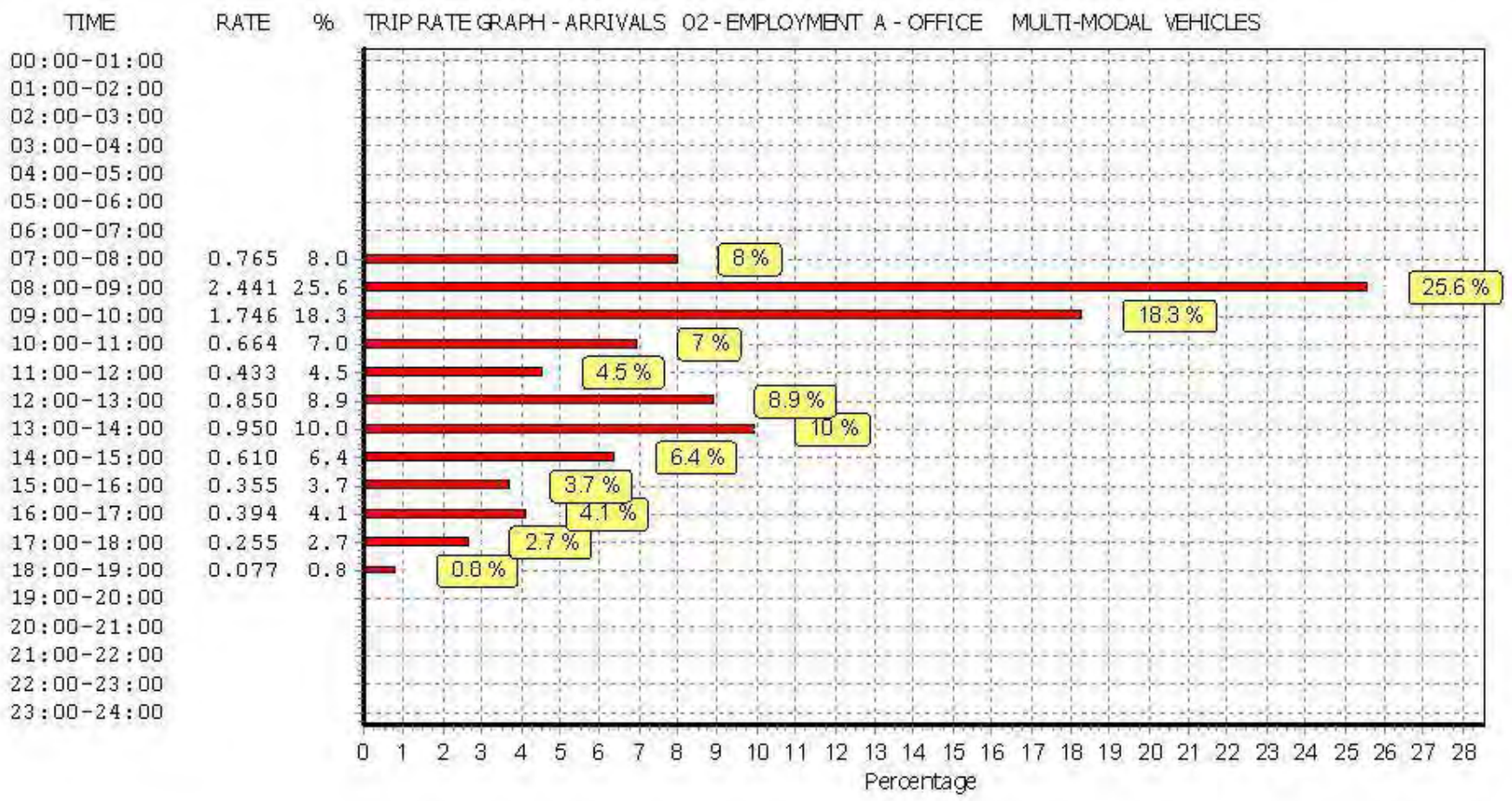
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

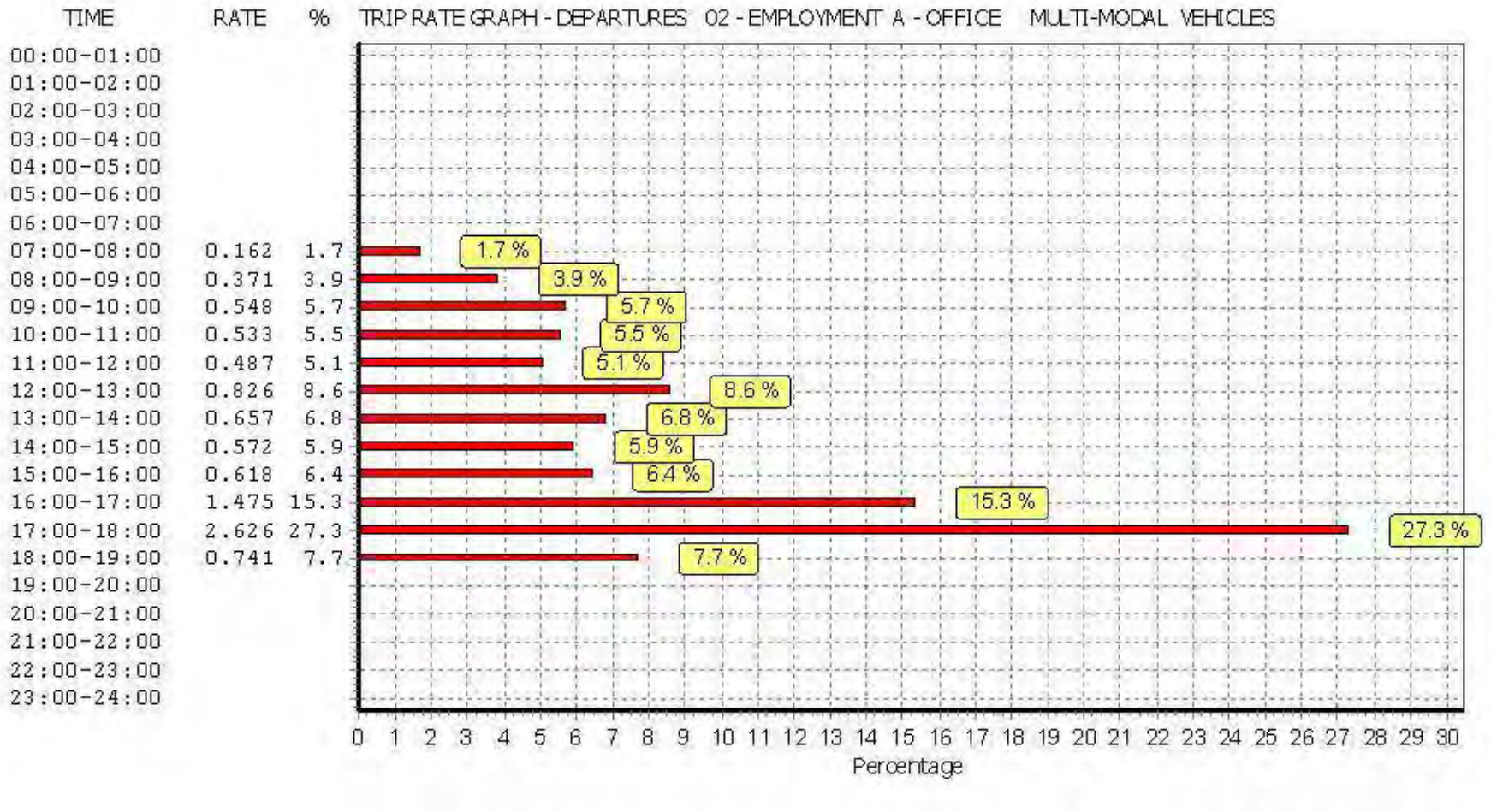
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

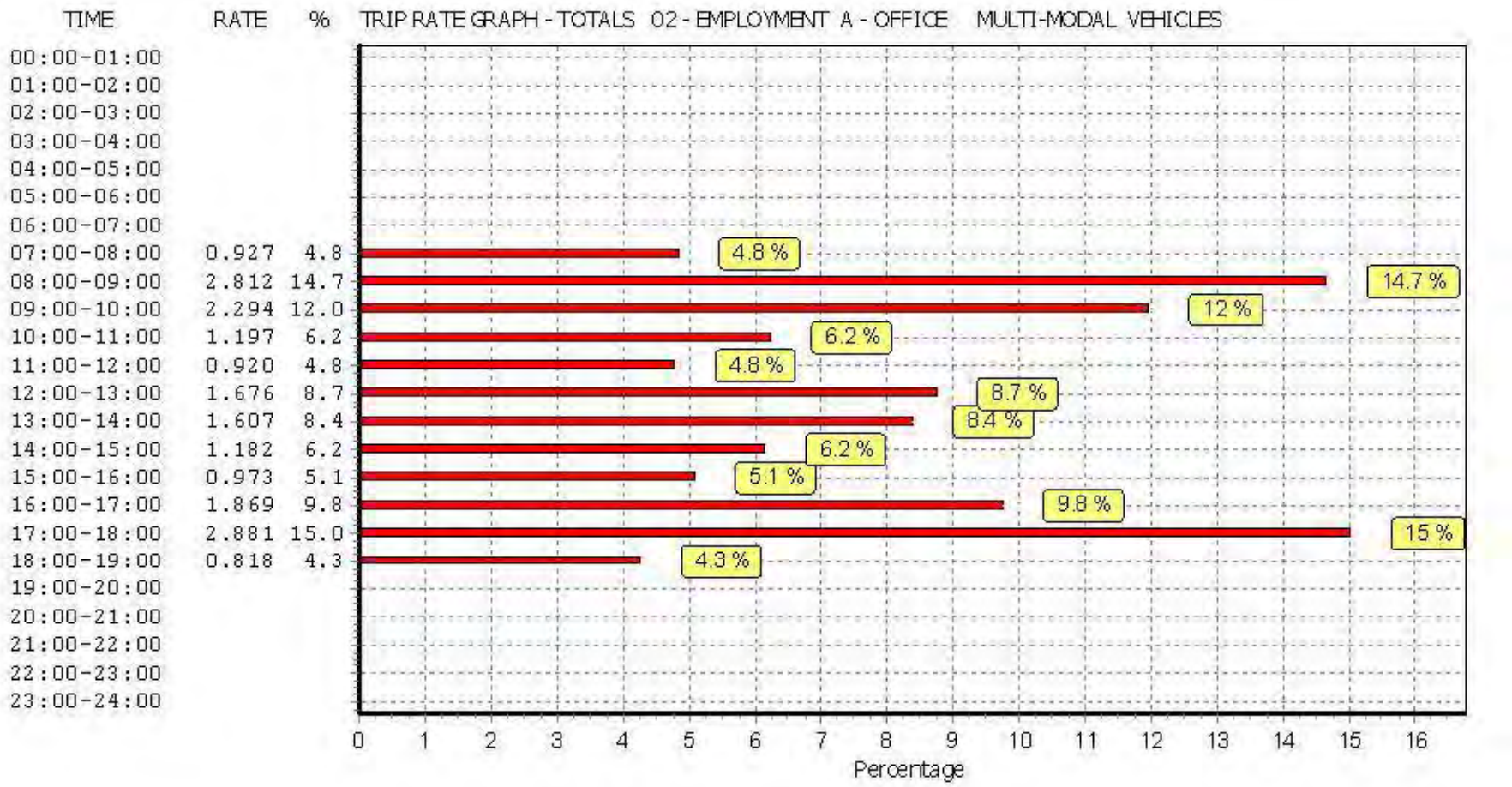
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
08:00 - 09:00	6	2158	0.023	0.000	6	2158	0.023	0.000	6	2158	0.046	0.000
09:00 - 10:00	**6**	**2158**	**0.062**	**0.000**	**6**	**2158**	**0.054**	**0.000**	**6**	**2158**	**0.116**	**0.000**
10:00 - 11:00	6	2158	0.000	0.000	6	2158	0.015	0.000	6	2158	0.015	0.000
11:00 - 12:00	6	2158	0.015	0.000	6	2158	0.015	0.000	6	2158	0.030	0.000
12:00 - 13:00	6	2158	0.008	0.000	6	2158	0.008	0.000	6	2158	0.016	0.000
13:00 - 14:00	6	2158	0.015	0.000	6	2158	0.015	0.000	6	2158	0.030	0.000
14:00 - 15:00	6	2158	0.015	0.000	6	2158	0.008	0.000	6	2158	0.023	0.000
15:00 - 16:00	6	2158	0.046	0.000	6	2158	0.039	0.000	6	2158	0.085	0.000
16:00 - 17:00	6	2158	0.008	0.000	6	2158	0.023	0.000	6	2158	0.031	0.000
17:00 - 18:00	6	2158	0.039	0.000	6	2158	0.039	0.000	6	2158	0.078	0.000
18:00 - 19:00	6	2158	0.008	0.000	6	2158	0.008	0.000	6	2158	0.016	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.239	0.000			0.247	0.000			0.486	0.000

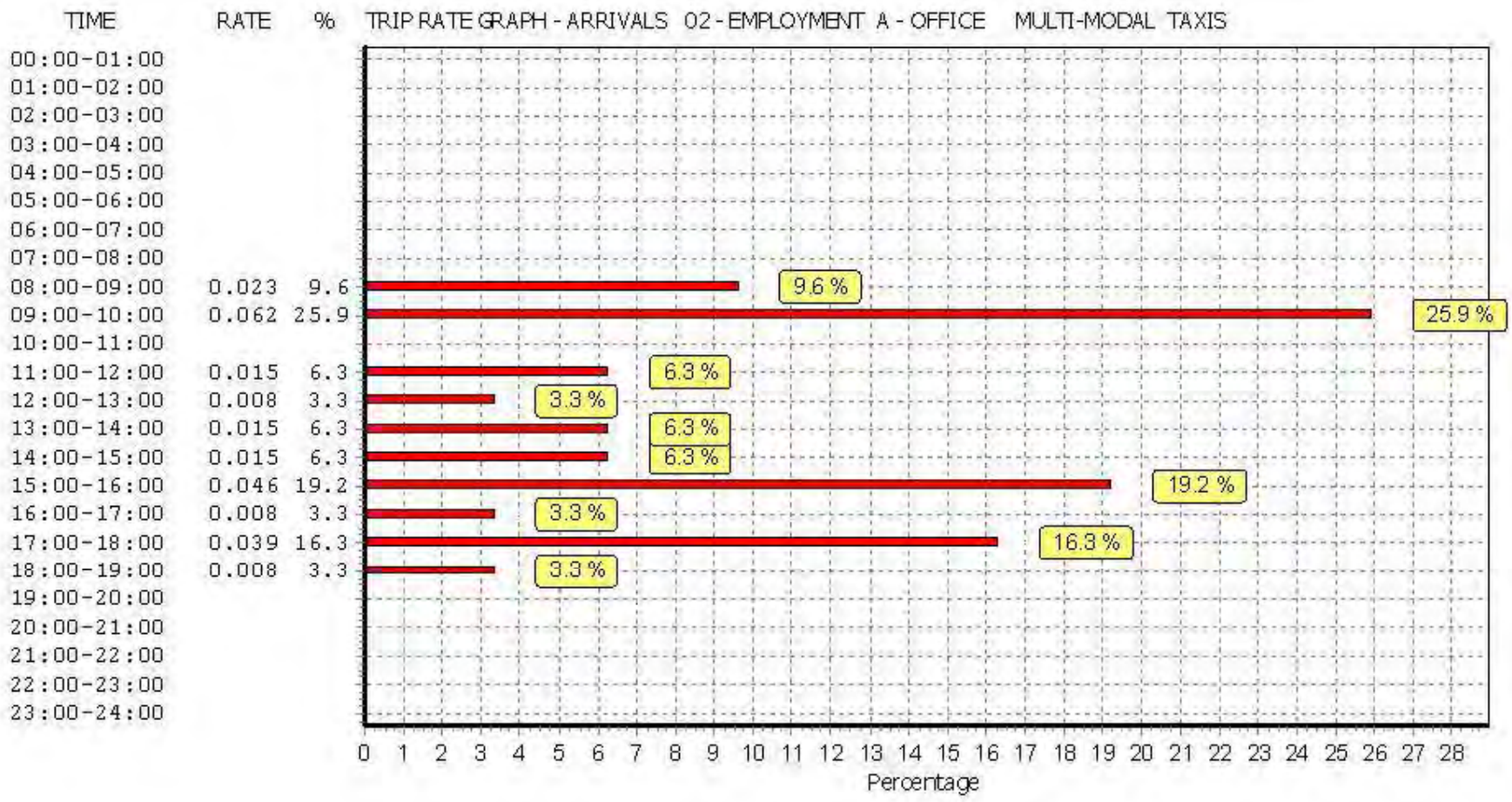
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

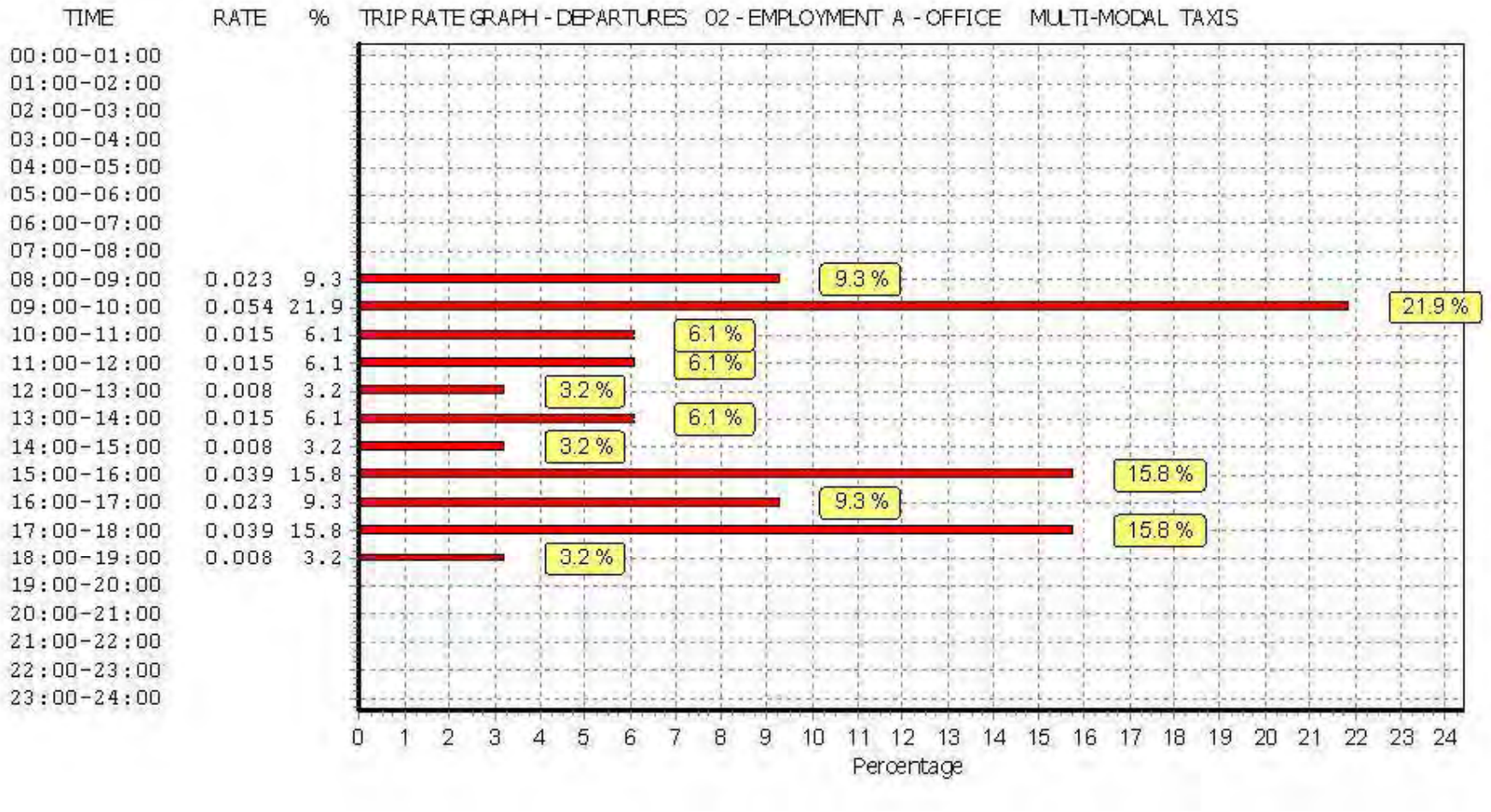
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

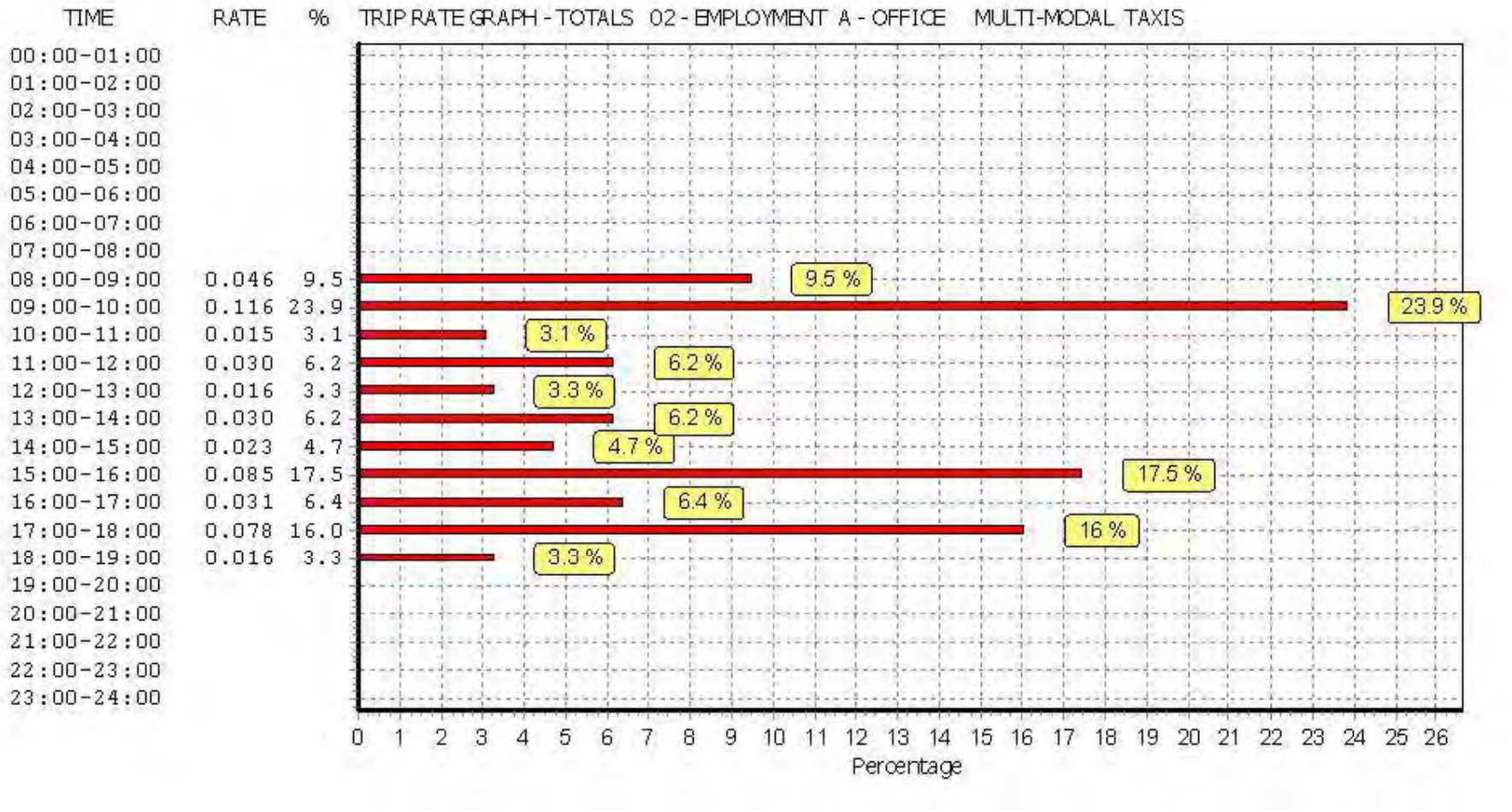
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.008	0.000	6	2158	0.000	0.000	6	2158	0.008	0.000
08:00 - 09:00	6	2158	0.008	0.000	6	2158	0.008	0.000	6	2158	0.016	0.000
09:00 - 10:00	6	2158	0.008	0.000	**6**	**2158**	**0.015**	**0.000**	6	2158	0.023	0.000
10:00 - 11:00	6	2158	0.015	0.000	6	2158	0.015	0.000	6	2158	0.030	0.000
11:00 - 12:00	**6**	**2158**	**0.023**	**0.000**	6	2158	0.015	0.000	**6**	**2158**	**0.038**	**0.000**
12:00 - 13:00	6	2158	0.000	0.000	6	2158	0.008	0.000	6	2158	0.008	0.000
13:00 - 14:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
14:00 - 15:00	6	2158	0.015	0.000	6	2158	0.008	0.000	6	2158	0.023	0.000
15:00 - 16:00	6	2158	0.000	0.000	6	2158	0.008	0.000	6	2158	0.008	0.000
16:00 - 17:00	6	2158	0.008	0.000	6	2158	0.008	0.000	6	2158	0.016	0.000
17:00 - 18:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
18:00 - 19:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.085	0.000			0.085	0.000			0.170	0.000

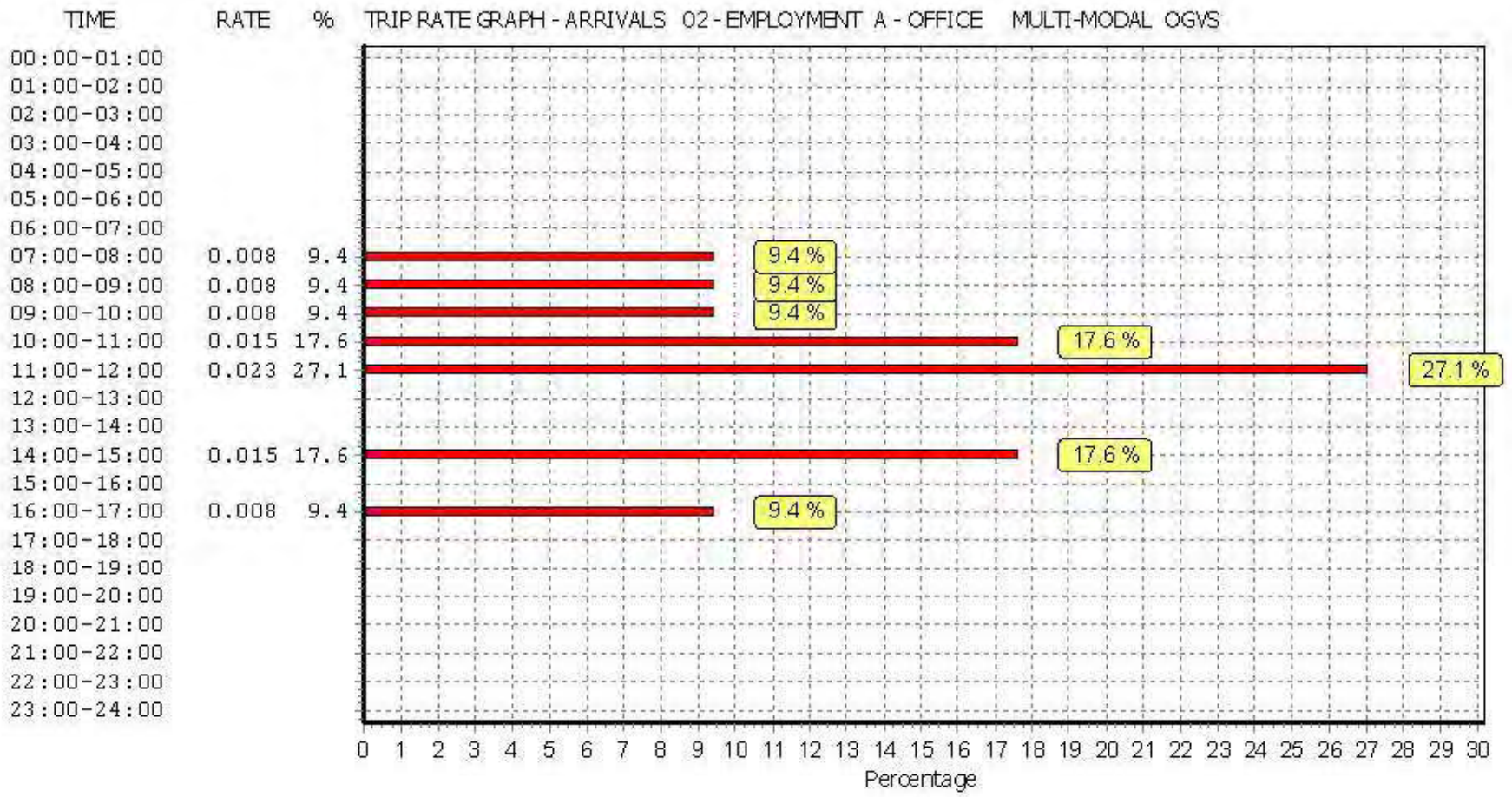
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

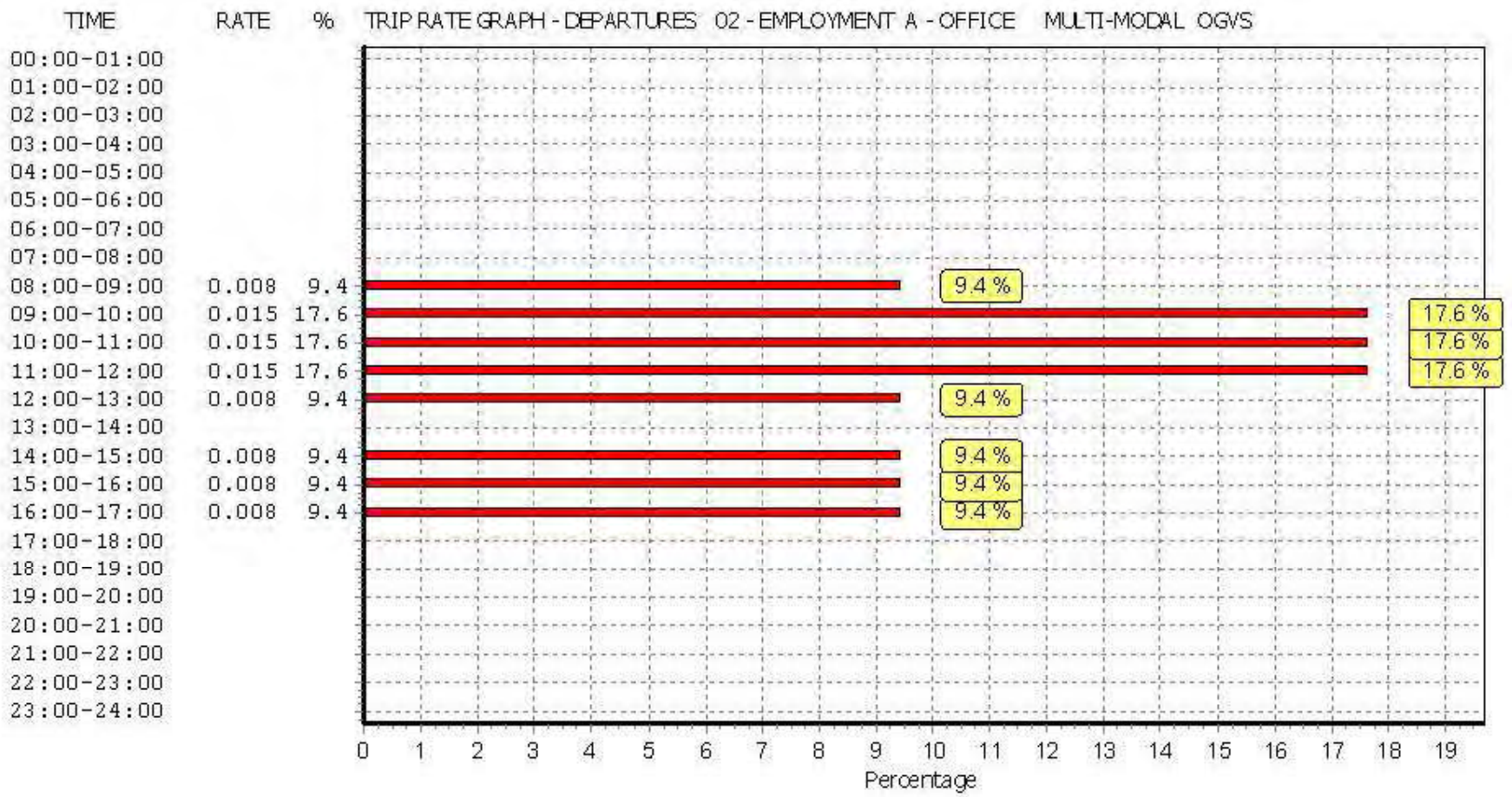
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

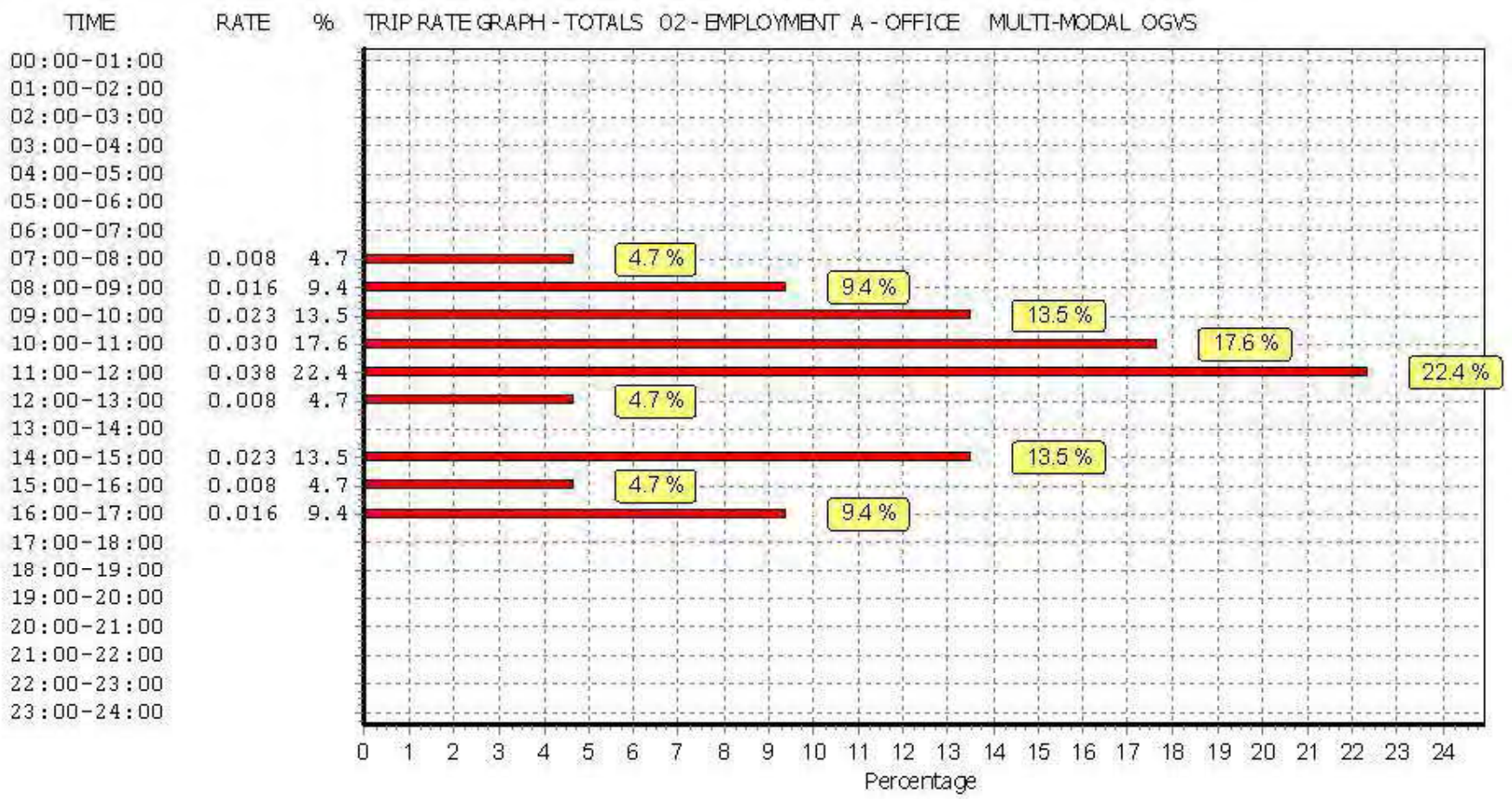
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
08:00 - 09:00	**6**	**2158**	**0.023**	**0.000**	6	2158	0.000	0.000	**6**	**2158**	**0.023**	**0.000**
09:00 - 10:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
10:00 - 11:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
11:00 - 12:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
12:00 - 13:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
13:00 - 14:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
14:00 - 15:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
15:00 - 16:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
16:00 - 17:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
17:00 - 18:00	6	2158	0.000	0.000	**6**	**2158**	**0.008**	**0.000**	6	2158	0.008	0.000
18:00 - 19:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.023	0.000			0.008	0.000			0.031	0.000

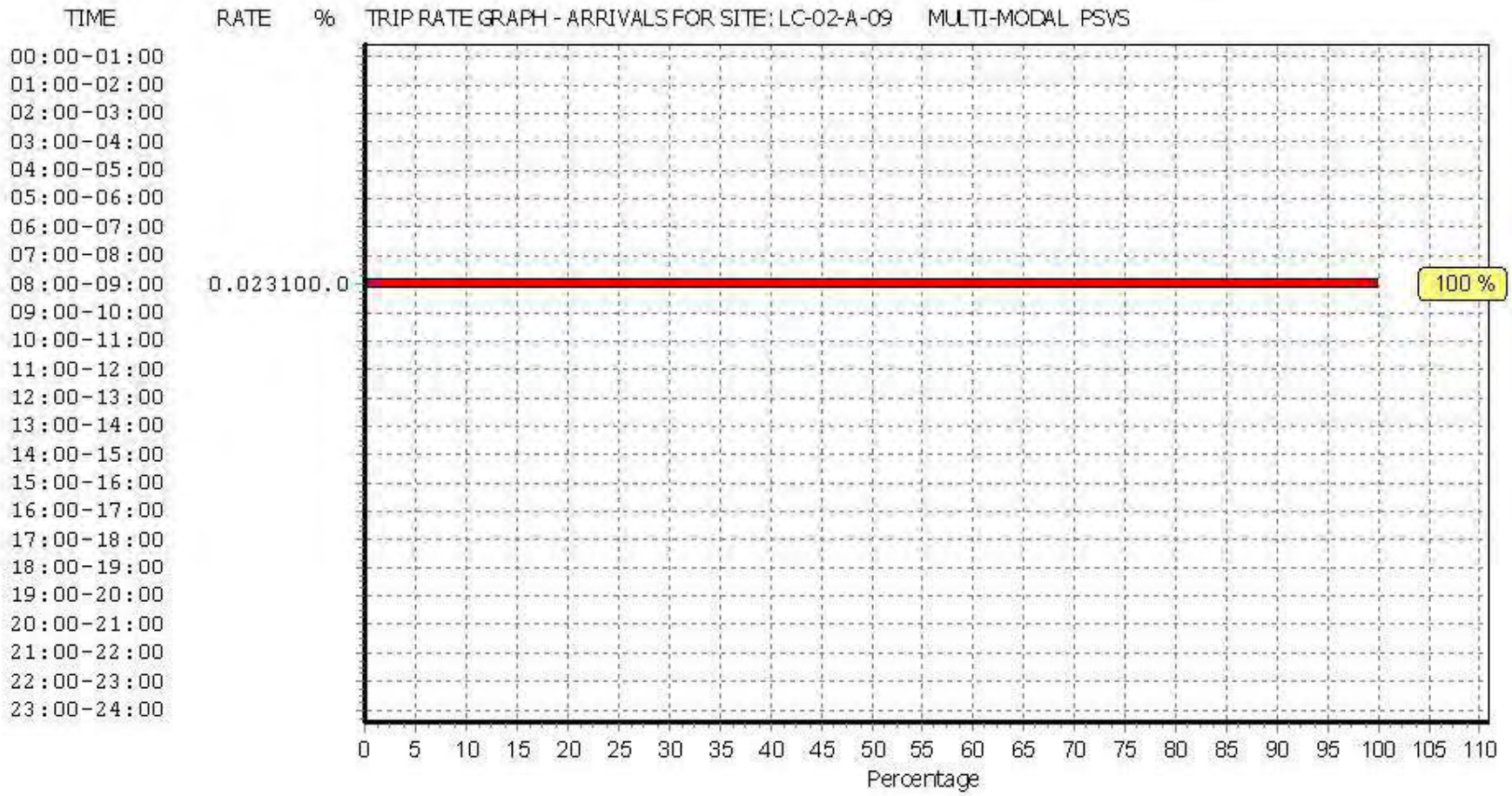
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

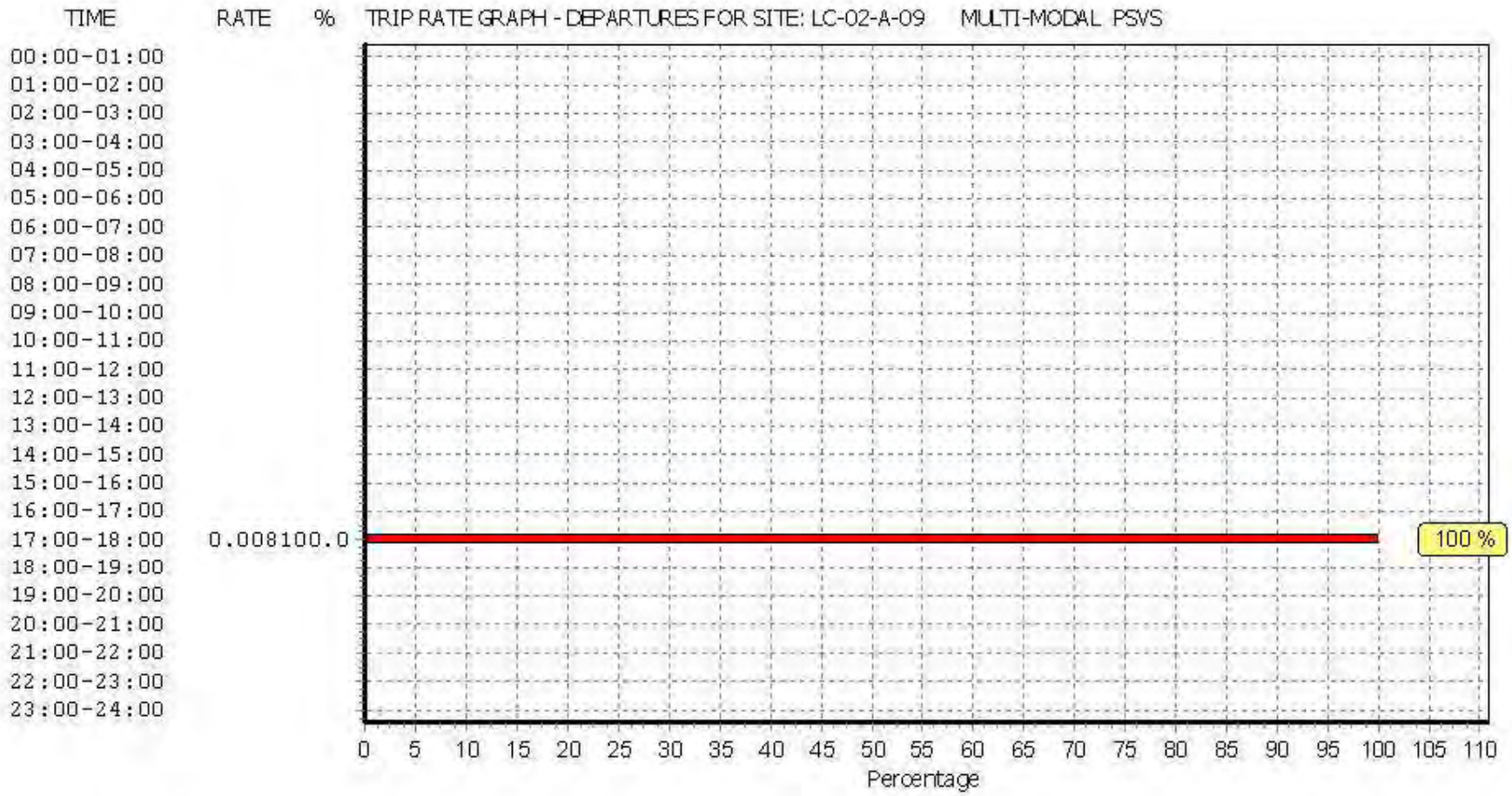
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

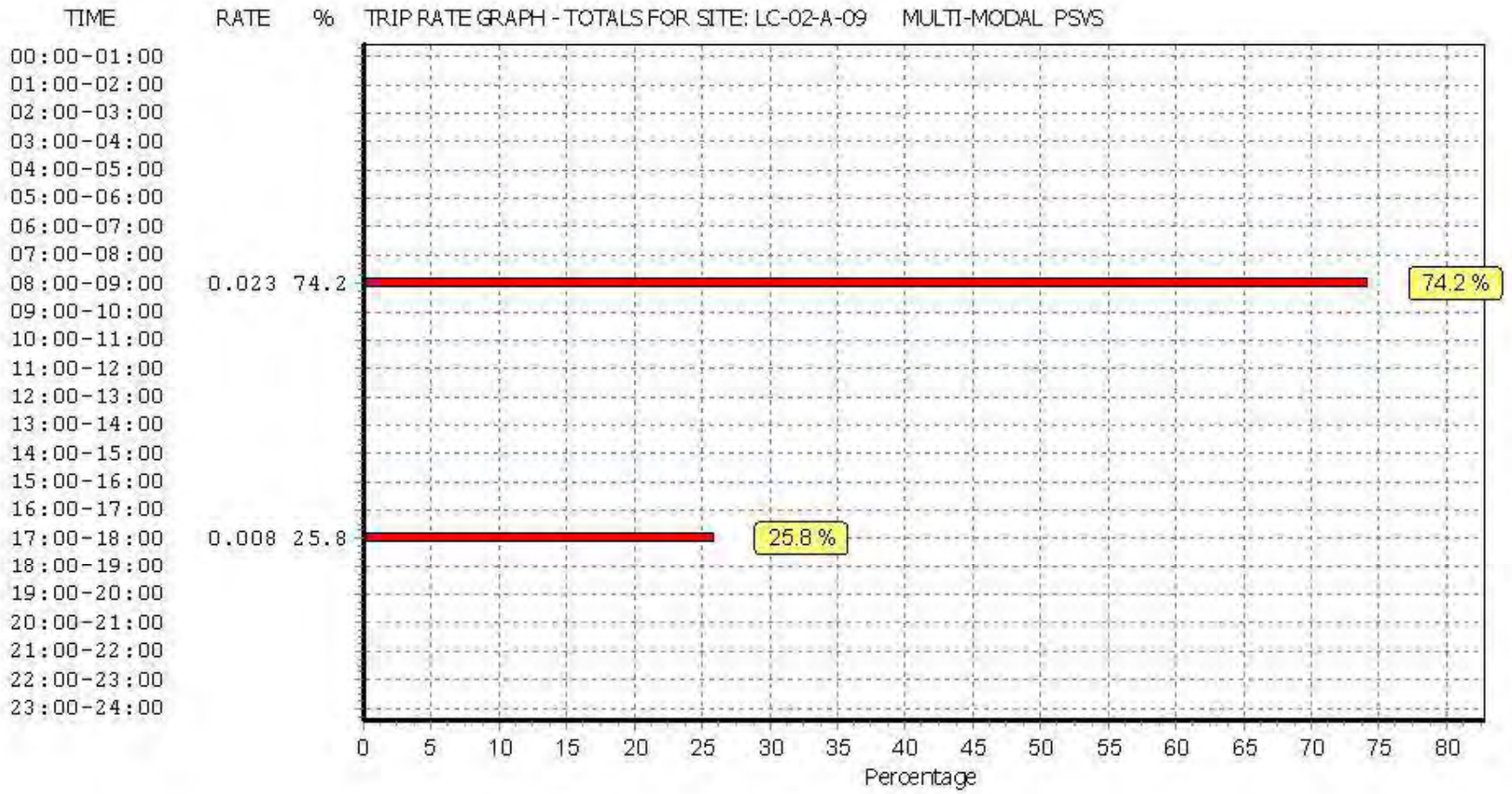
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.008	0.000	6	2158	0.000	0.000	6	2158	0.008	0.000
08:00 - 09:00	**6**	**2158**	**0.015**	**0.000**	6	2158	0.000	0.000	6	2158	0.015	0.000
09:00 - 10:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
10:00 - 11:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
11:00 - 12:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
12:00 - 13:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
13:00 - 14:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
14:00 - 15:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
15:00 - 16:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
16:00 - 17:00	6	2158	0.008	0.000	**6**	**2158**	**0.023**	**0.000**	**6**	**2158**	**0.031**	**0.000**
17:00 - 18:00	6	2158	0.000	0.000	6	2158	0.008	0.000	6	2158	0.008	0.000
18:00 - 19:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.031	0.000			0.031	0.000			0.062	0.000

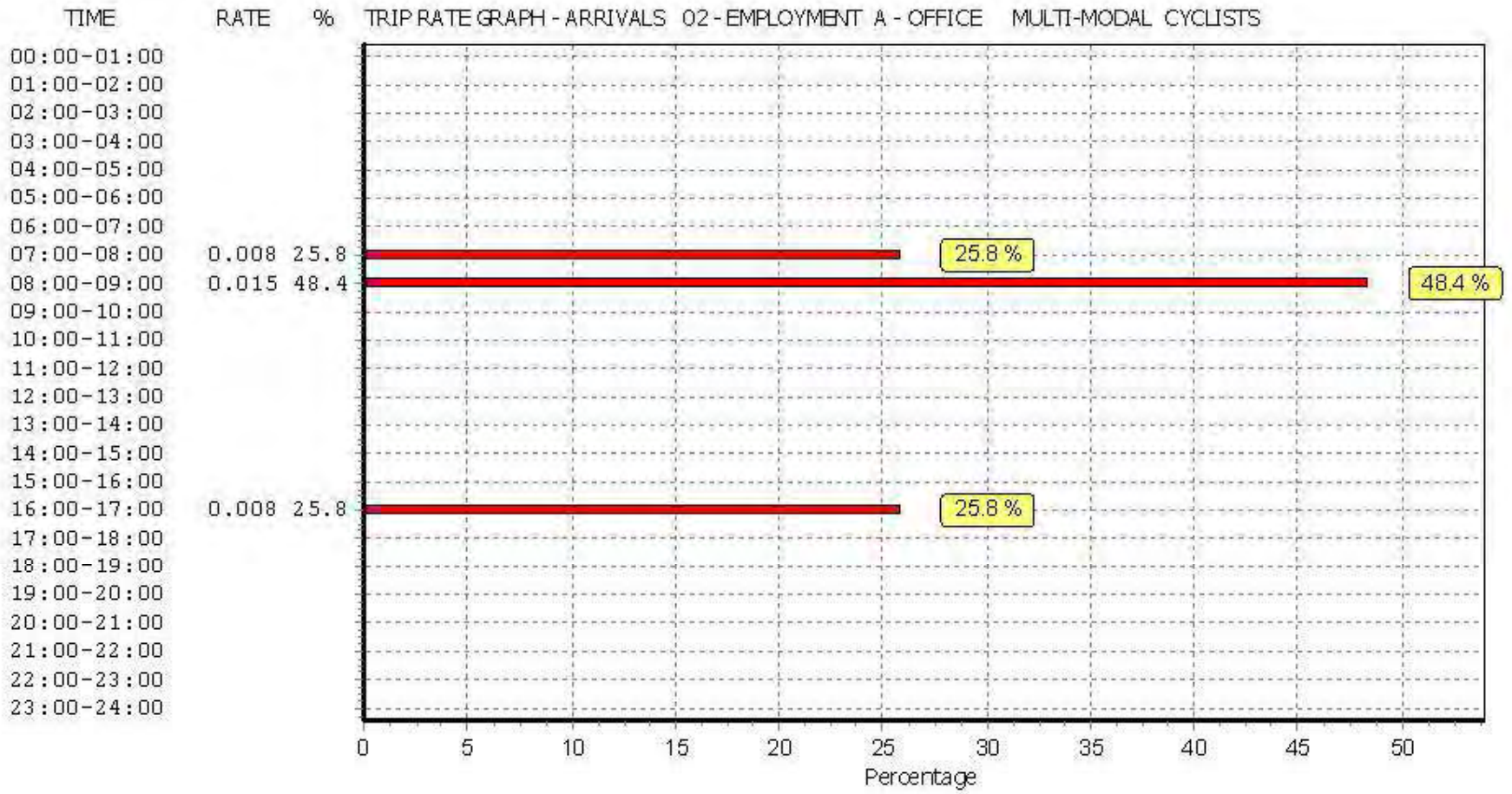
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

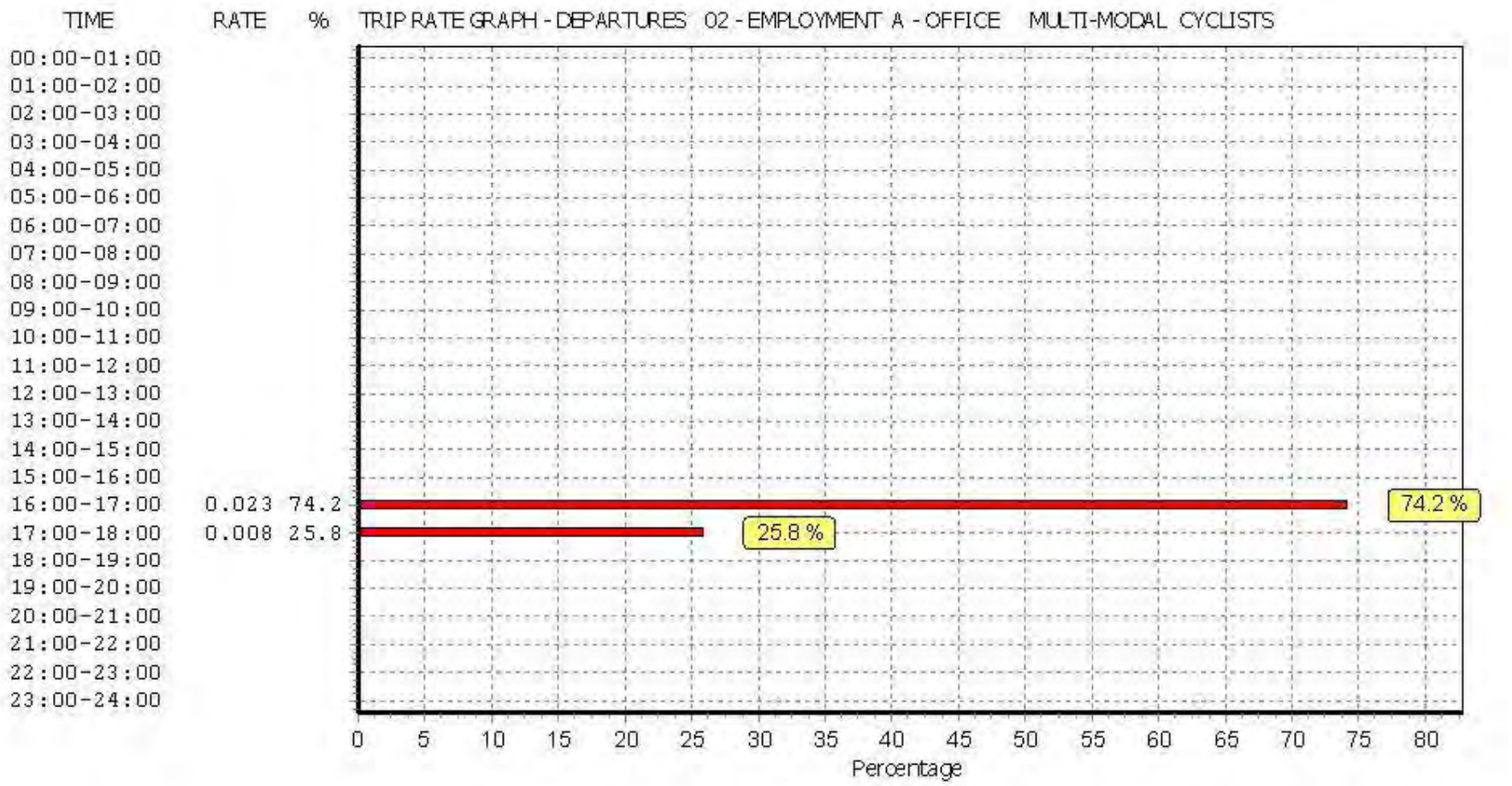
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

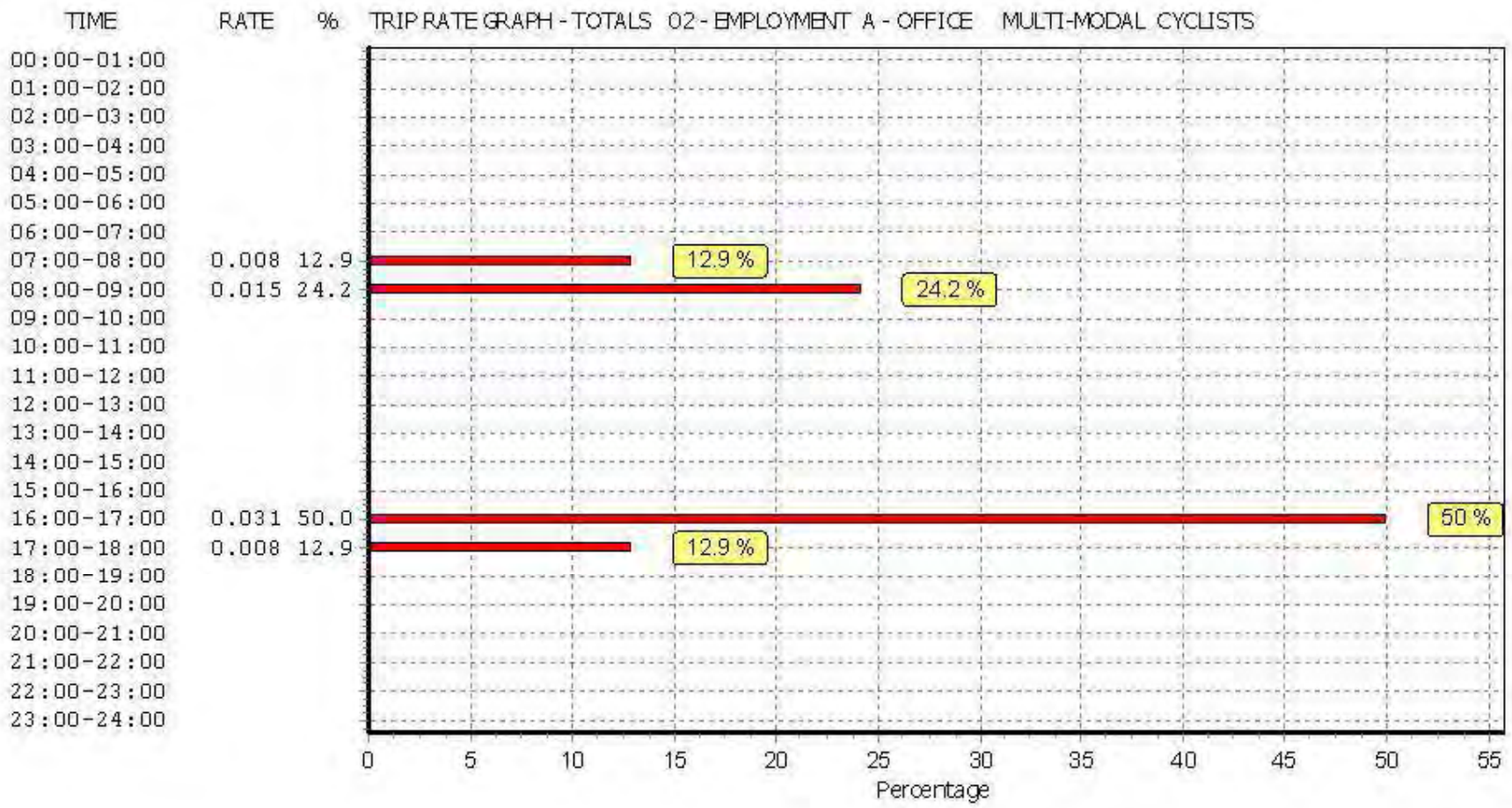
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.850	0.000	6	2158	0.170	0.000	6	2158	1.020	0.000
08:00 - 09:00	**6**	**2158**	**2.781**	**0.000**	6	2158	0.425	0.000	6	2158	3.206	0.000
09:00 - 10:00	6	2158	1.854	0.000	6	2158	0.687	0.000	6	2158	2.541	0.000
10:00 - 11:00	6	2158	0.711	0.000	6	2158	0.579	0.000	6	2158	1.290	0.000
11:00 - 12:00	6	2158	0.494	0.000	6	2158	0.564	0.000	6	2158	1.058	0.000
12:00 - 13:00	6	2158	0.996	0.000	6	2158	0.904	0.000	6	2158	1.900	0.000
13:00 - 14:00	6	2158	1.128	0.000	6	2158	0.749	0.000	6	2158	1.877	0.000
14:00 - 15:00	6	2158	0.772	0.000	6	2158	0.680	0.000	6	2158	1.452	0.000
15:00 - 16:00	6	2158	0.378	0.000	6	2158	0.749	0.000	6	2158	1.127	0.000
16:00 - 17:00	6	2158	0.471	0.000	6	2158	1.568	0.000	6	2158	2.039	0.000
17:00 - 18:00	6	2158	0.363	0.000	**6**	**2158**	**2.974**	**0.000**	**6**	**2158**	**3.337**	**0.000**
18:00 - 19:00	6	2158	0.093	0.000	6	2158	0.803	0.000	6	2158	0.896	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			10.891	0.000			10.852	0.000			21.743	0.000

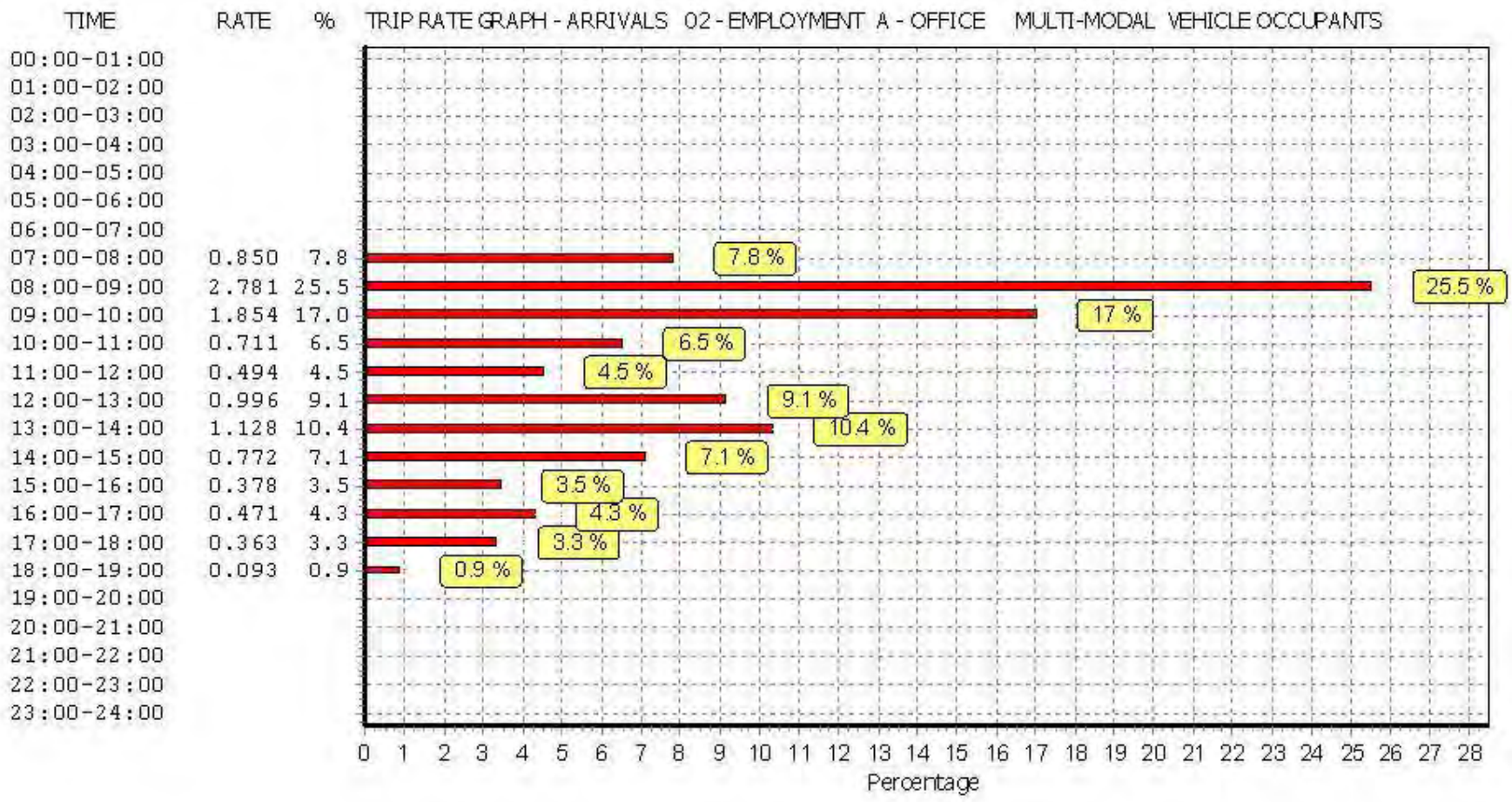
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

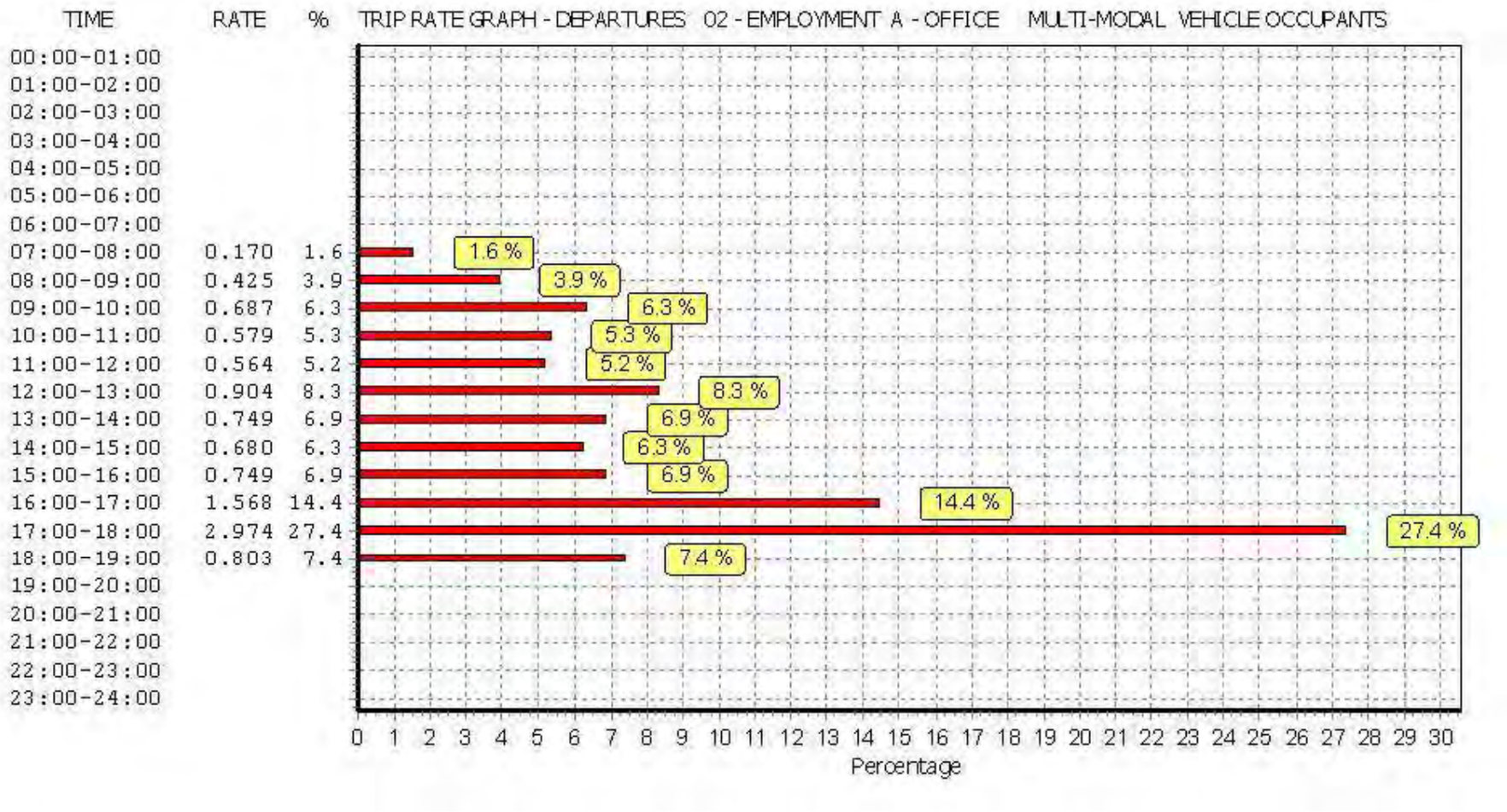
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

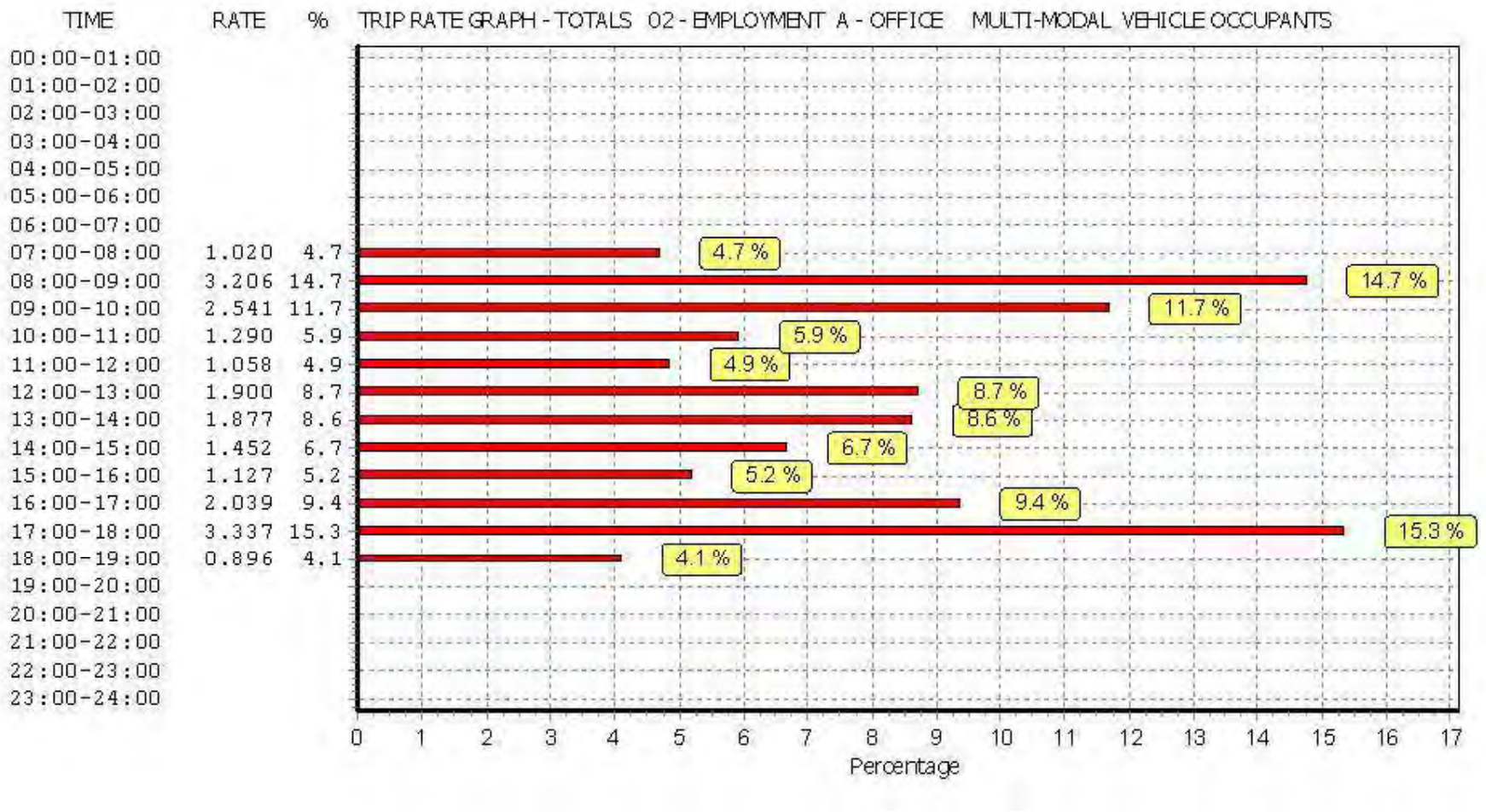
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.077	0.000	6	2158	0.000	0.000	6	2158	0.077	0.000
08:00 - 09:00	6	2158	0.348	0.000	6	2158	0.015	0.000	6	2158	0.363	0.000
09:00 - 10:00	6	2158	0.209	0.000	6	2158	0.062	0.000	6	2158	0.271	0.000
10:00 - 11:00	6	2158	0.070	0.000	6	2158	0.100	0.000	6	2158	0.170	0.000
11:00 - 12:00	6	2158	0.100	0.000	6	2158	0.147	0.000	6	2158	0.247	0.000
12:00 - 13:00	**6**	**2158**	**0.417**	**0.000**	**6**	**2158**	**0.433**	**0.000**	**6**	**2158**	**0.850**	**0.000**
13:00 - 14:00	6	2158	0.417	0.000	6	2158	0.247	0.000	6	2158	0.664	0.000
14:00 - 15:00	6	2158	0.185	0.000	6	2158	0.147	0.000	6	2158	0.332	0.000
15:00 - 16:00	6	2158	0.070	0.000	6	2158	0.093	0.000	6	2158	0.163	0.000
16:00 - 17:00	6	2158	0.039	0.000	6	2158	0.201	0.000	6	2158	0.240	0.000
17:00 - 18:00	6	2158	0.031	0.000	6	2158	0.324	0.000	6	2158	0.355	0.000
18:00 - 19:00	6	2158	0.000	0.000	6	2158	0.100	0.000	6	2158	0.100	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.963	0.000			1.869	0.000			3.832	0.000

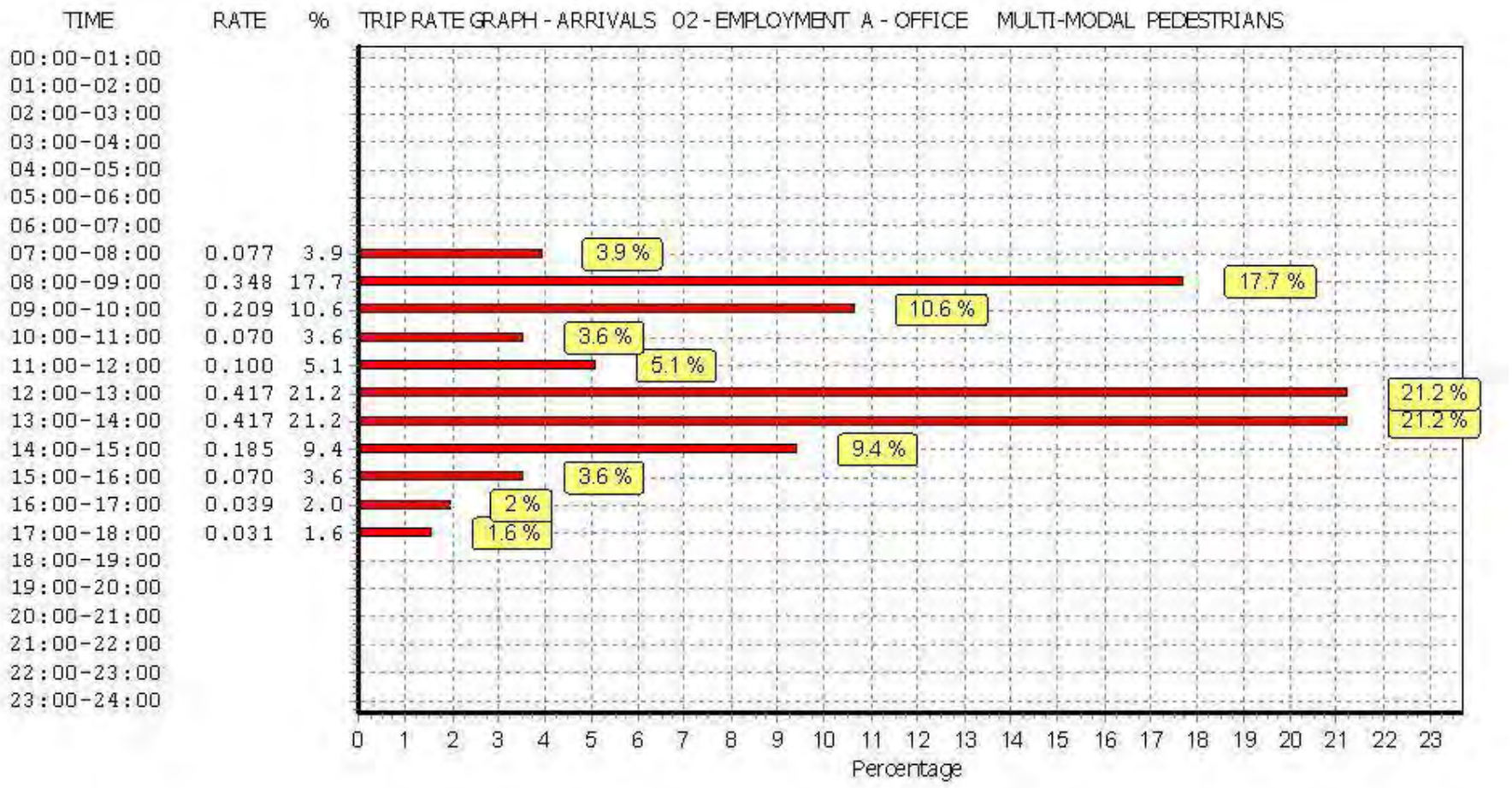
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

Parameter summary

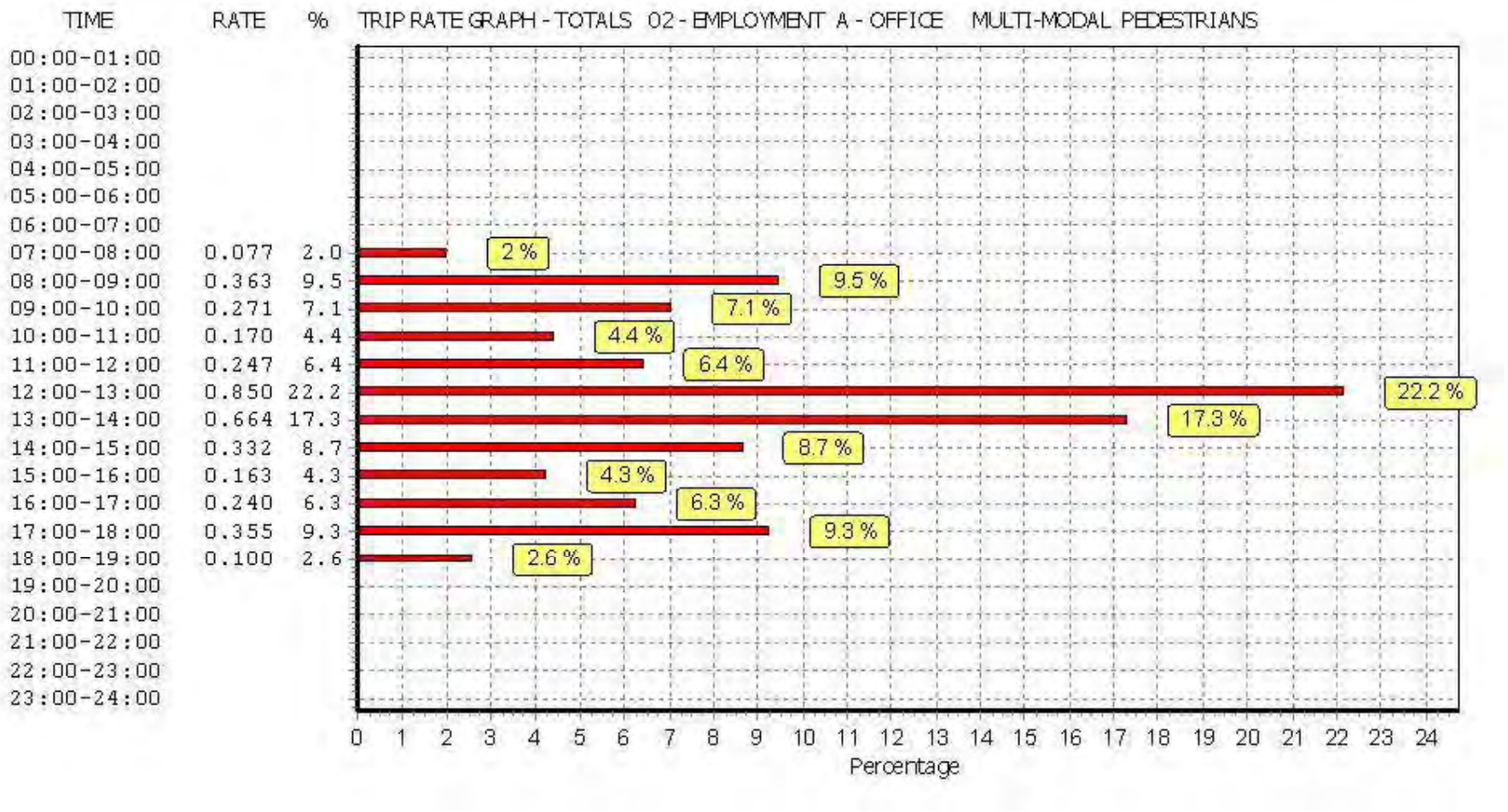
Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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

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



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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.039	0.000	6	2158	0.000	0.000	6	2158	0.039	0.000
08:00 - 09:00	**6**	**2158**	**0.247**	**0.000**	6	2158	0.000	0.000	**6**	**2158**	**0.247**	**0.000**
09:00 - 10:00	6	2158	0.108	0.000	6	2158	0.000	0.000	6	2158	0.108	0.000
10:00 - 11:00	6	2158	0.039	0.000	6	2158	0.000	0.000	6	2158	0.039	0.000
11:00 - 12:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
12:00 - 13:00	6	2158	0.031	0.000	6	2158	0.000	0.000	6	2158	0.031	0.000
13:00 - 14:00	6	2158	0.000	0.000	6	2158	0.031	0.000	6	2158	0.031	0.000
14:00 - 15:00	6	2158	0.008	0.000	6	2158	0.046	0.000	6	2158	0.054	0.000
15:00 - 16:00	6	2158	0.015	0.000	6	2158	0.023	0.000	6	2158	0.038	0.000
16:00 - 17:00	6	2158	0.008	0.000	6	2158	0.162	0.000	6	2158	0.170	0.000
17:00 - 18:00	6	2158	0.000	0.000	**6**	**2158**	**0.201**	**0.000**	6	2158	0.201	0.000
18:00 - 19:00	6	2158	0.000	0.000	6	2158	0.054	0.000	6	2158	0.054	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.495	0.000			0.517	0.000			1.012	0.000

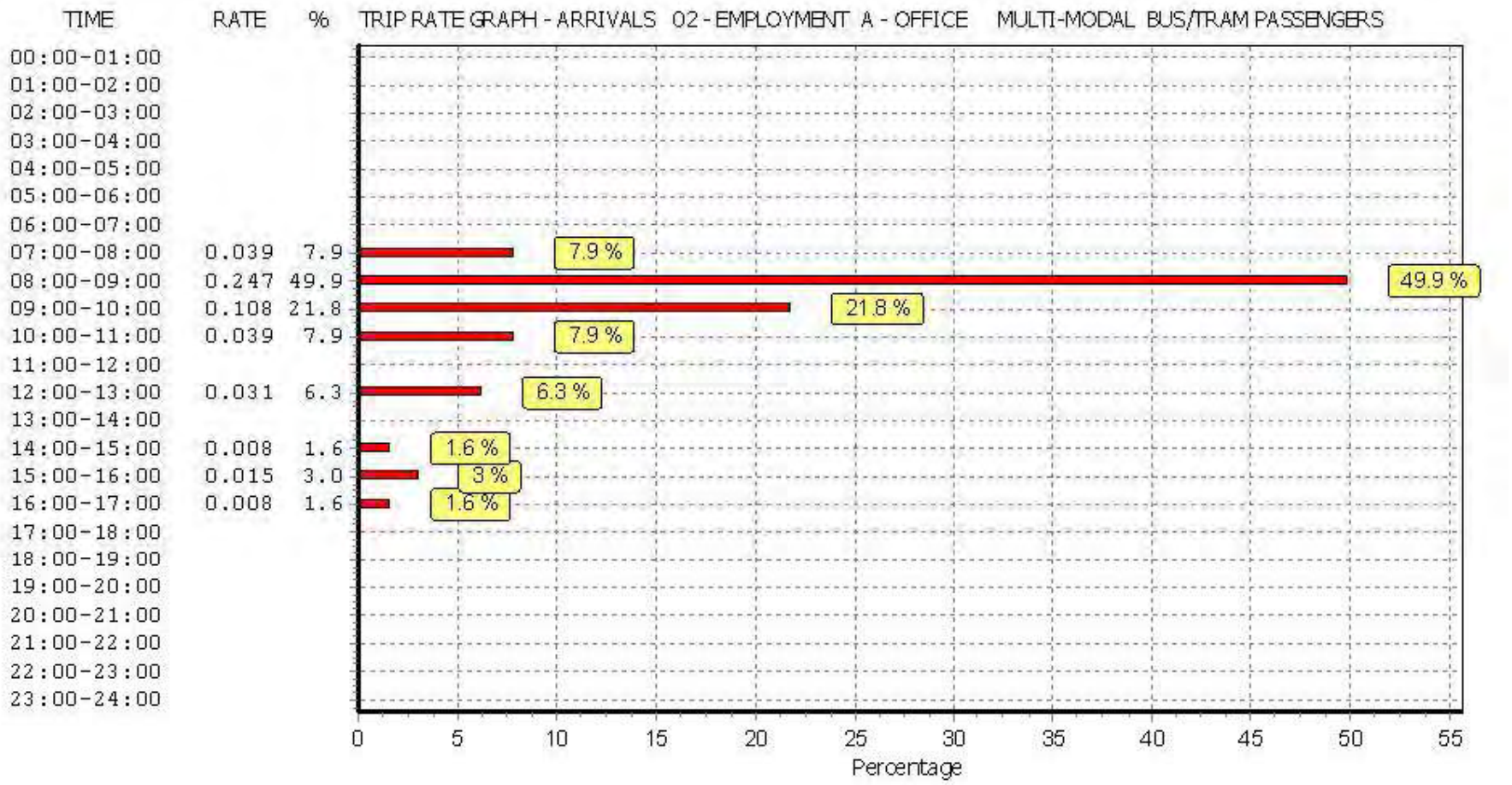
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

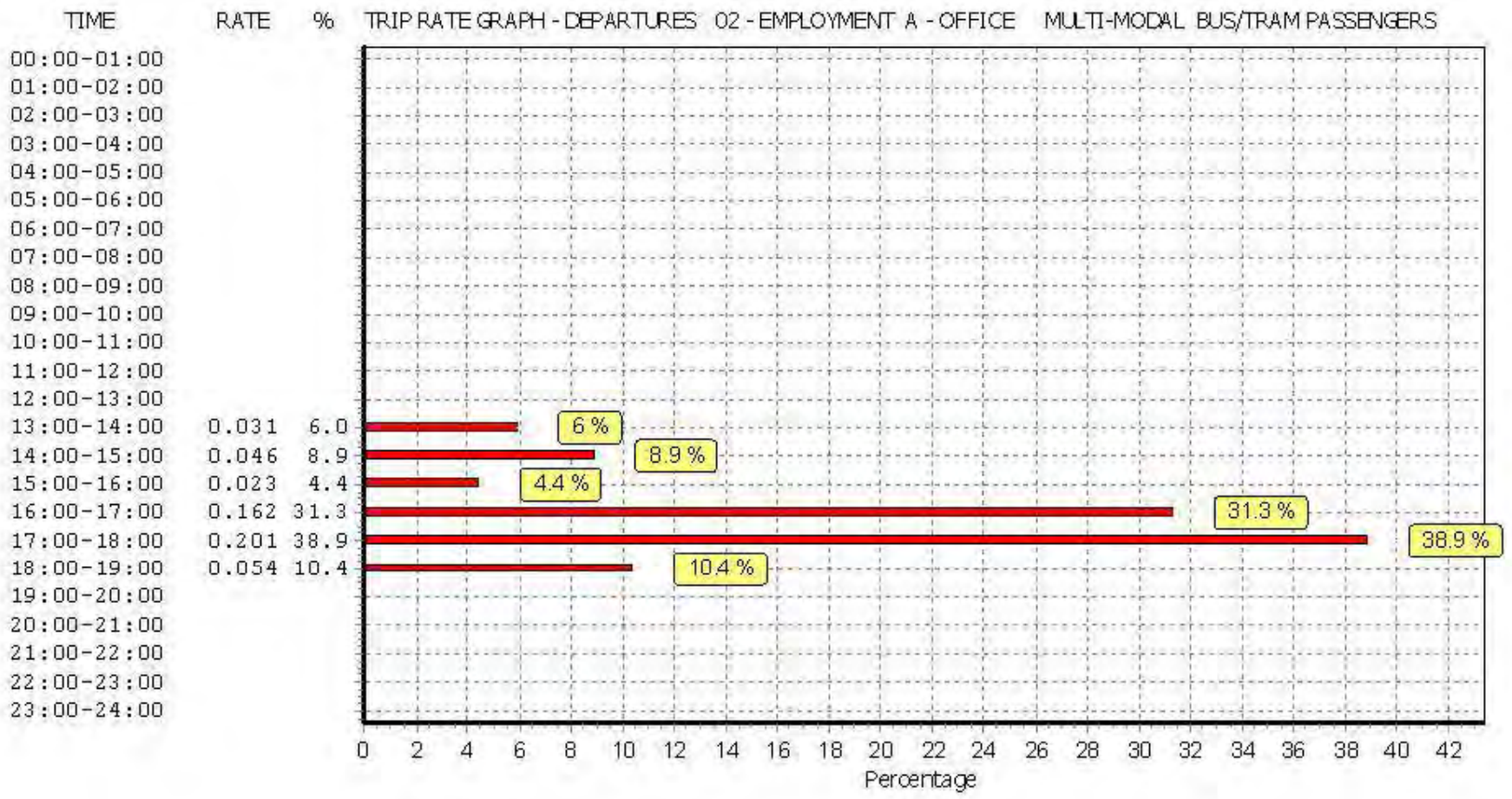
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

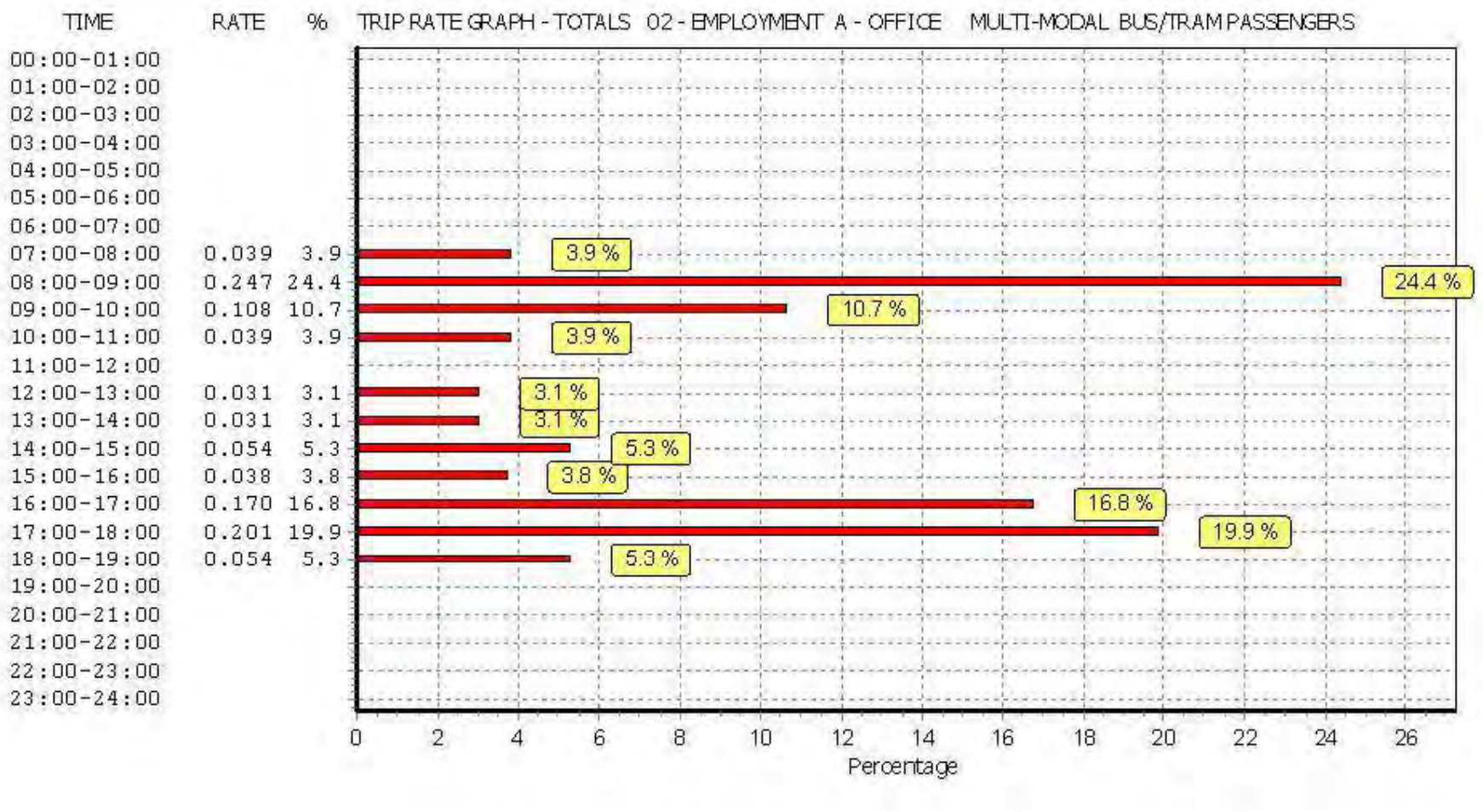
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
08:00 - 09:00	**6**	**2158**	**0.008**	**0.000**	6	2158	0.000	0.000	6	2158	0.008	0.000
09:00 - 10:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
10:00 - 11:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
11:00 - 12:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
12:00 - 13:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
13:00 - 14:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
14:00 - 15:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
15:00 - 16:00	6	2158	0.000	0.000	6	2158	0.008	0.000	6	2158	0.008	0.000
16:00 - 17:00	6	2158	0.000	0.000	6	2158	0.008	0.000	6	2158	0.008	0.000
17:00 - 18:00	6	2158	0.000	0.000	**6**	**2158**	**0.015**	**0.000**	**6**	**2158**	**0.015**	**0.000**
18:00 - 19:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.008	0.000			0.031	0.000			0.039	0.000

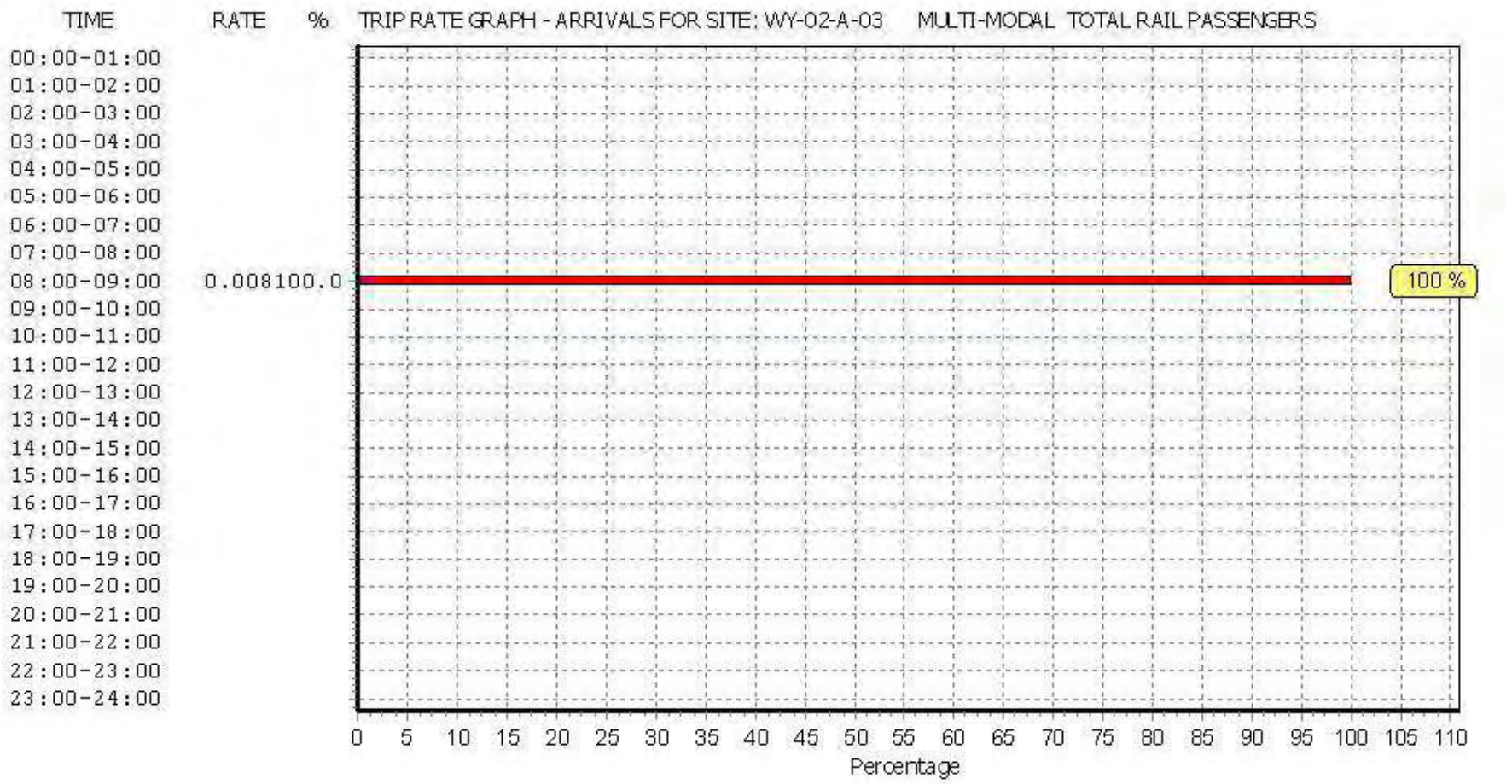
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

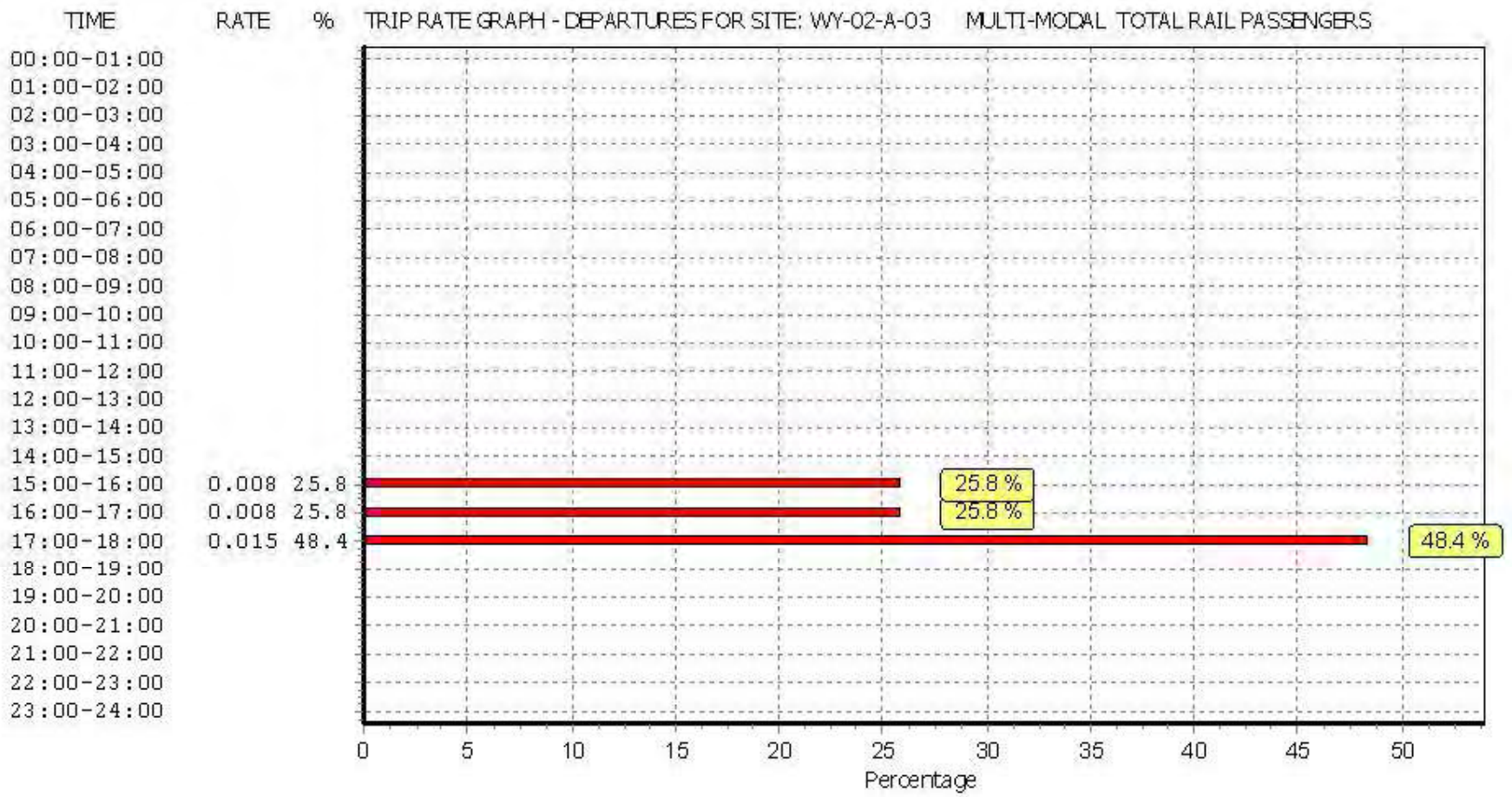
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

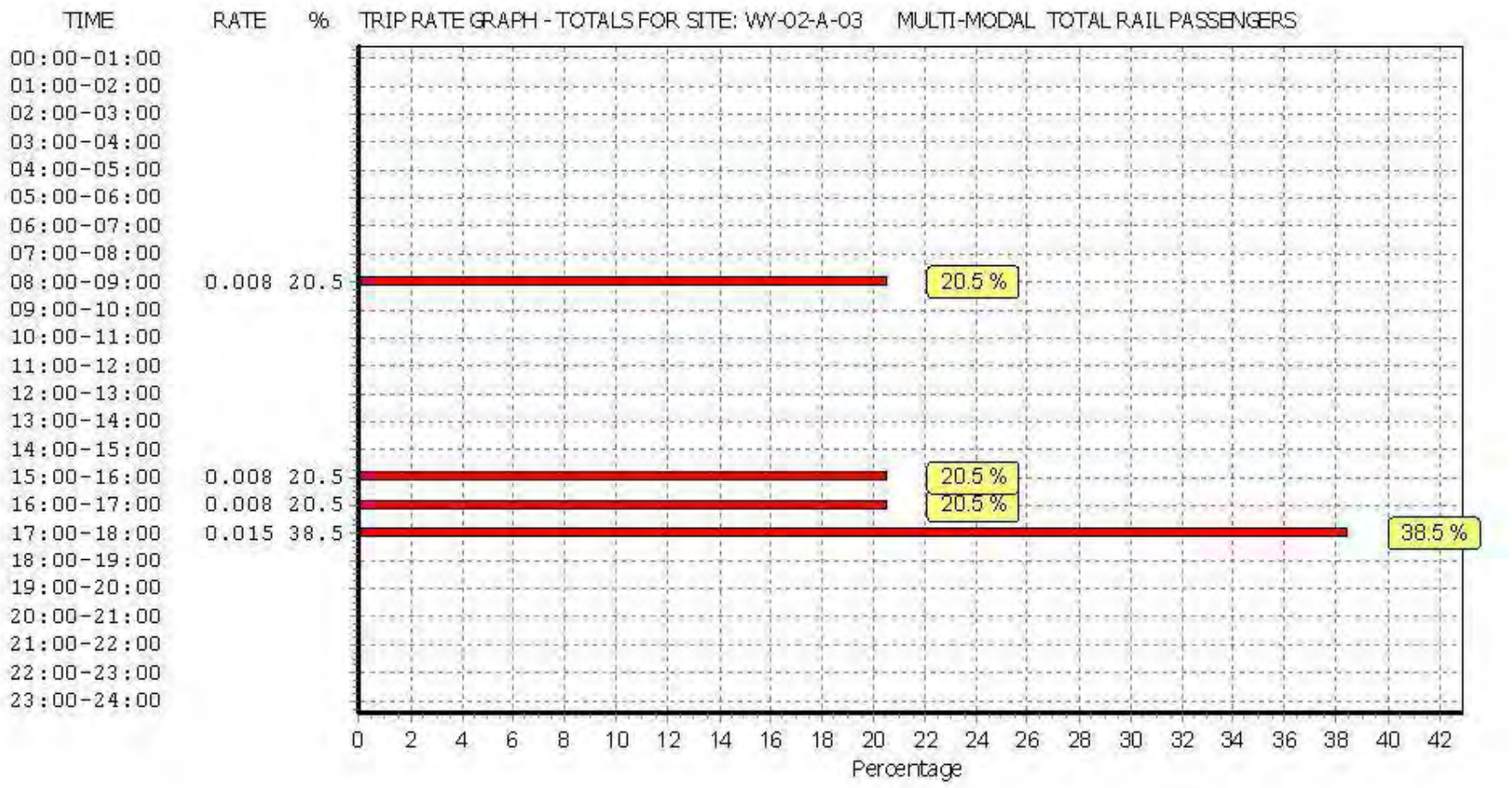
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
08:00 - 09:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
09:00 - 10:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
10:00 - 11:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
11:00 - 12:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
12:00 - 13:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
13:00 - 14:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
14:00 - 15:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
15:00 - 16:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
16:00 - 17:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
17:00 - 18:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
18:00 - 19:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

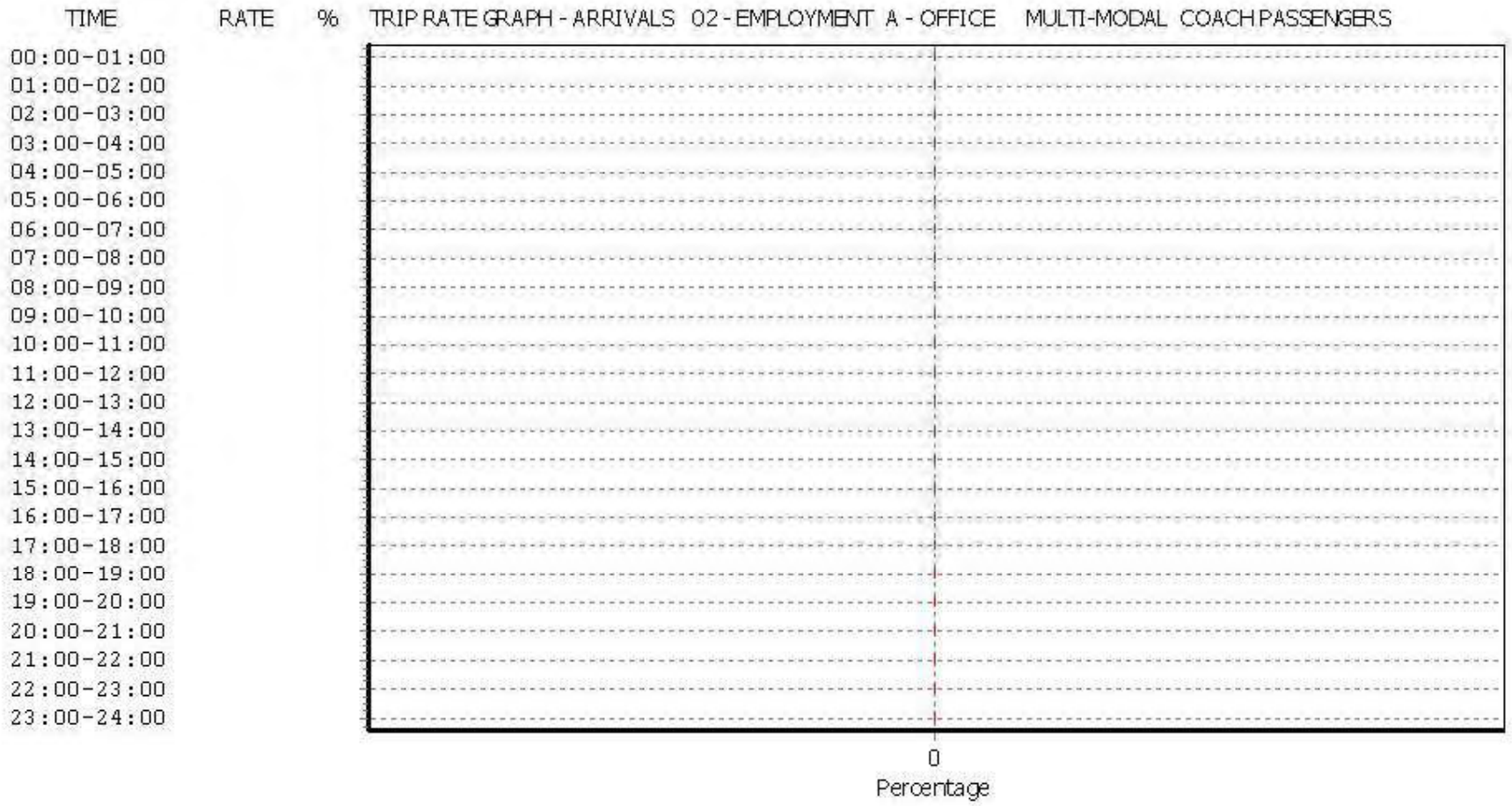
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

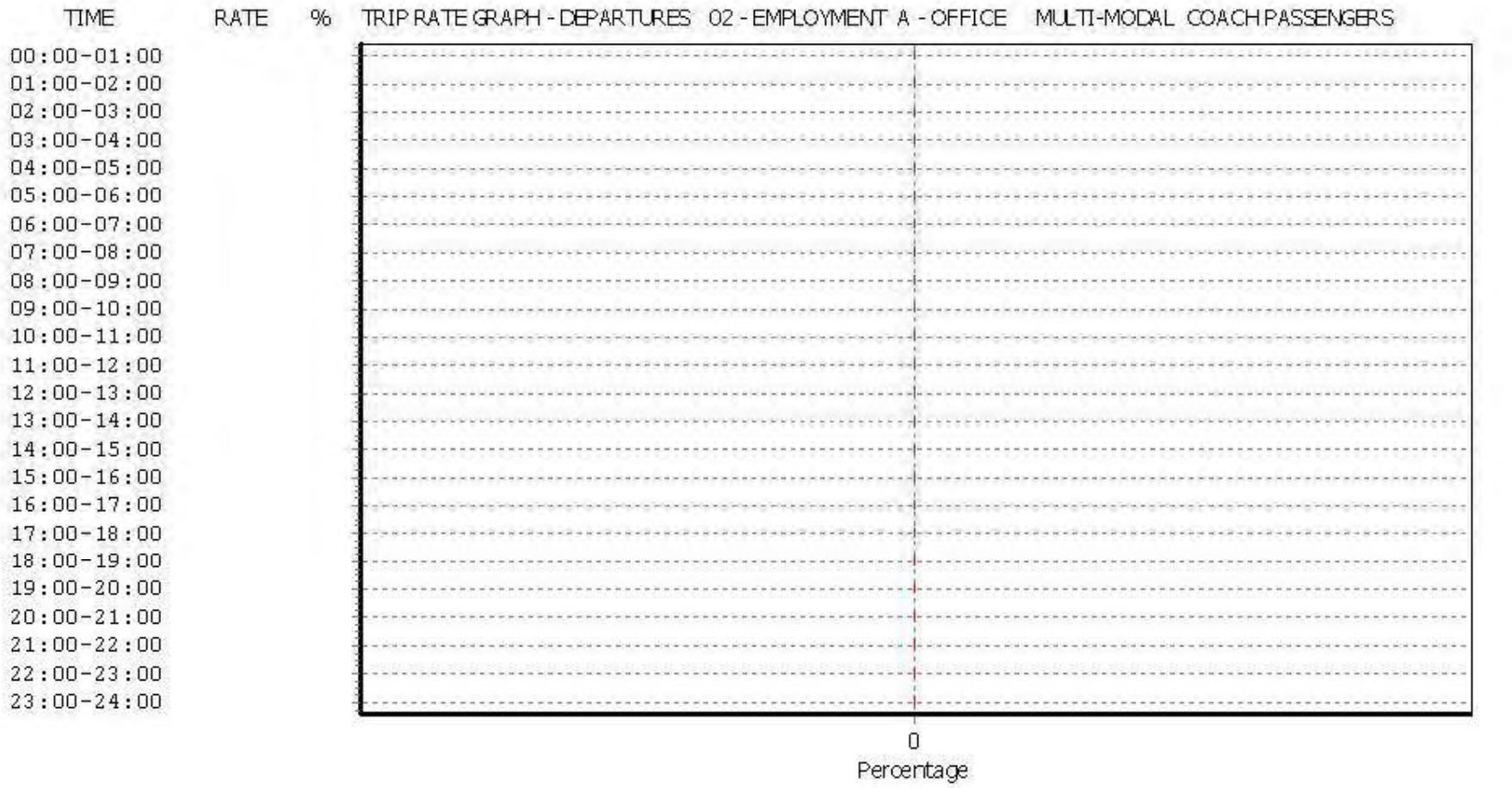
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

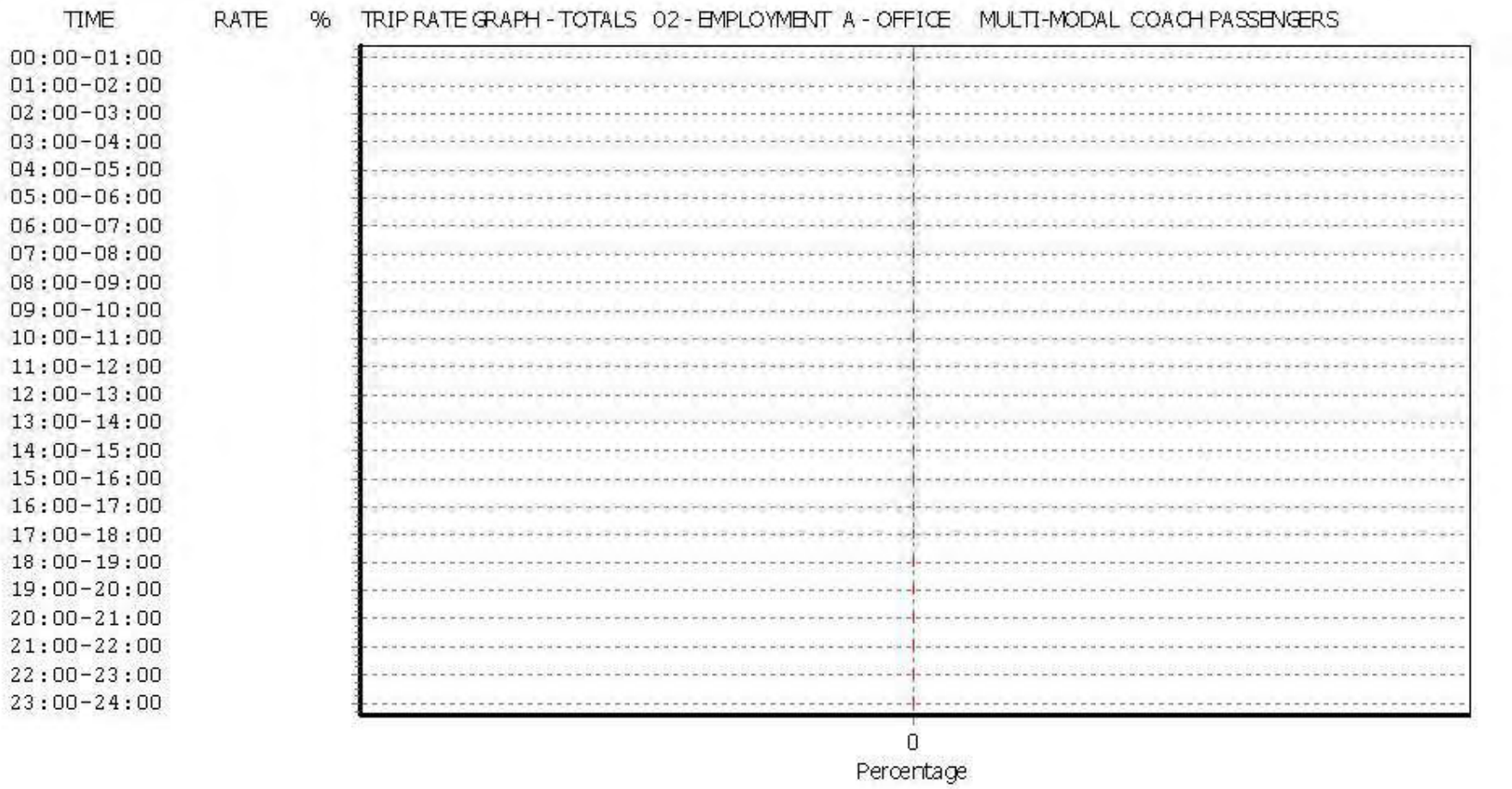
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.039	0.000	6	2158	0.000	0.000	6	2158	0.039	0.000
08:00 - 09:00	**6**	**2158**	**0.255**	**0.000**	6	2158	0.000	0.000	**6**	**2158**	**0.255**	**0.000**
09:00 - 10:00	6	2158	0.108	0.000	6	2158	0.000	0.000	6	2158	0.108	0.000
10:00 - 11:00	6	2158	0.039	0.000	6	2158	0.000	0.000	6	2158	0.039	0.000
11:00 - 12:00	6	2158	0.000	0.000	6	2158	0.000	0.000	6	2158	0.000	0.000
12:00 - 13:00	6	2158	0.031	0.000	6	2158	0.000	0.000	6	2158	0.031	0.000
13:00 - 14:00	6	2158	0.000	0.000	6	2158	0.031	0.000	6	2158	0.031	0.000
14:00 - 15:00	6	2158	0.008	0.000	6	2158	0.046	0.000	6	2158	0.054	0.000
15:00 - 16:00	6	2158	0.015	0.000	6	2158	0.031	0.000	6	2158	0.046	0.000
16:00 - 17:00	6	2158	0.008	0.000	6	2158	0.170	0.000	6	2158	0.178	0.000
17:00 - 18:00	6	2158	0.000	0.000	**6**	**2158**	**0.216**	**0.000**	6	2158	0.216	0.000
18:00 - 19:00	6	2158	0.000	0.000	6	2158	0.054	0.000	6	2158	0.054	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.503	0.000			0.548	0.000			1.051	0.000

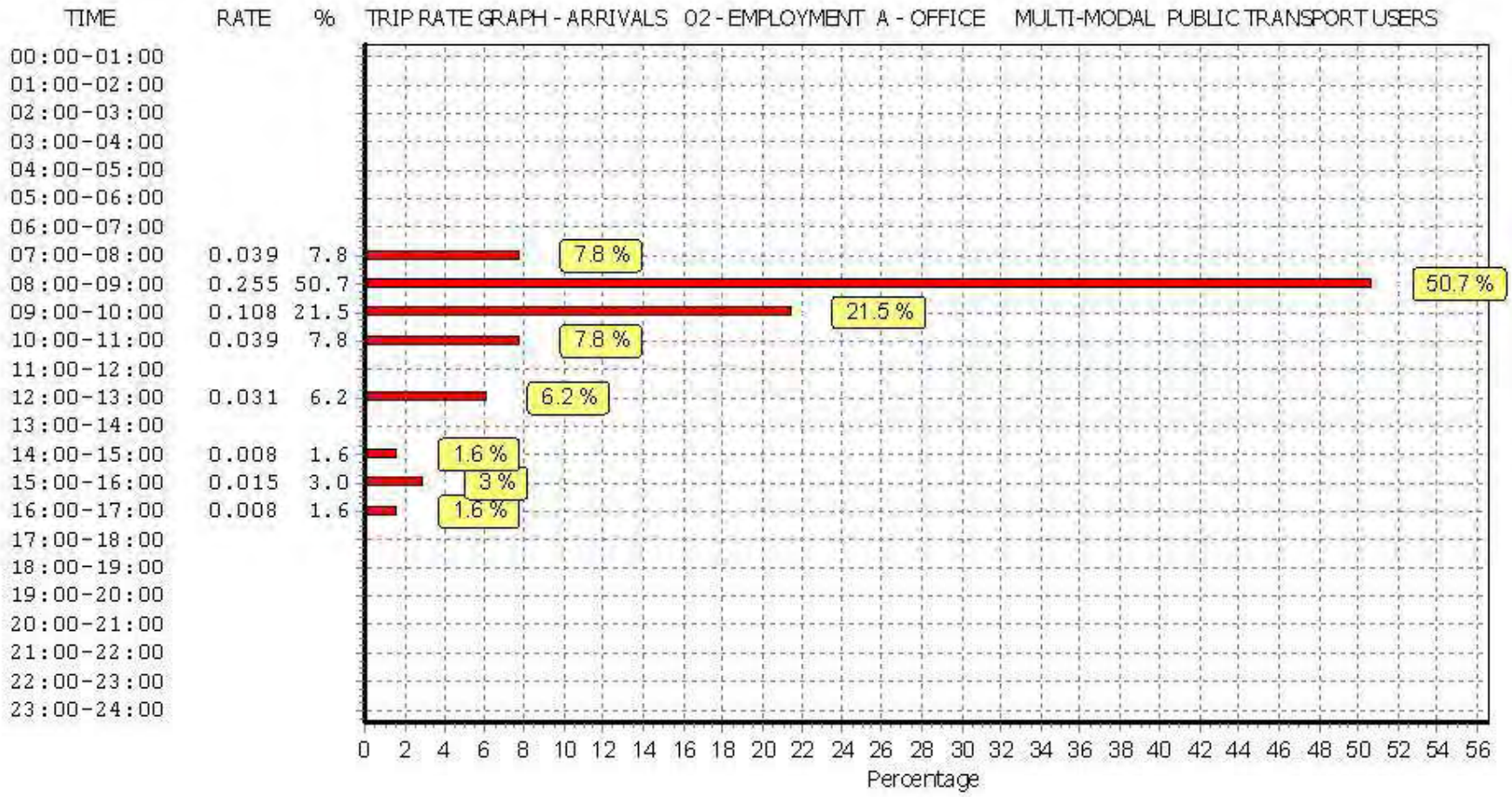
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

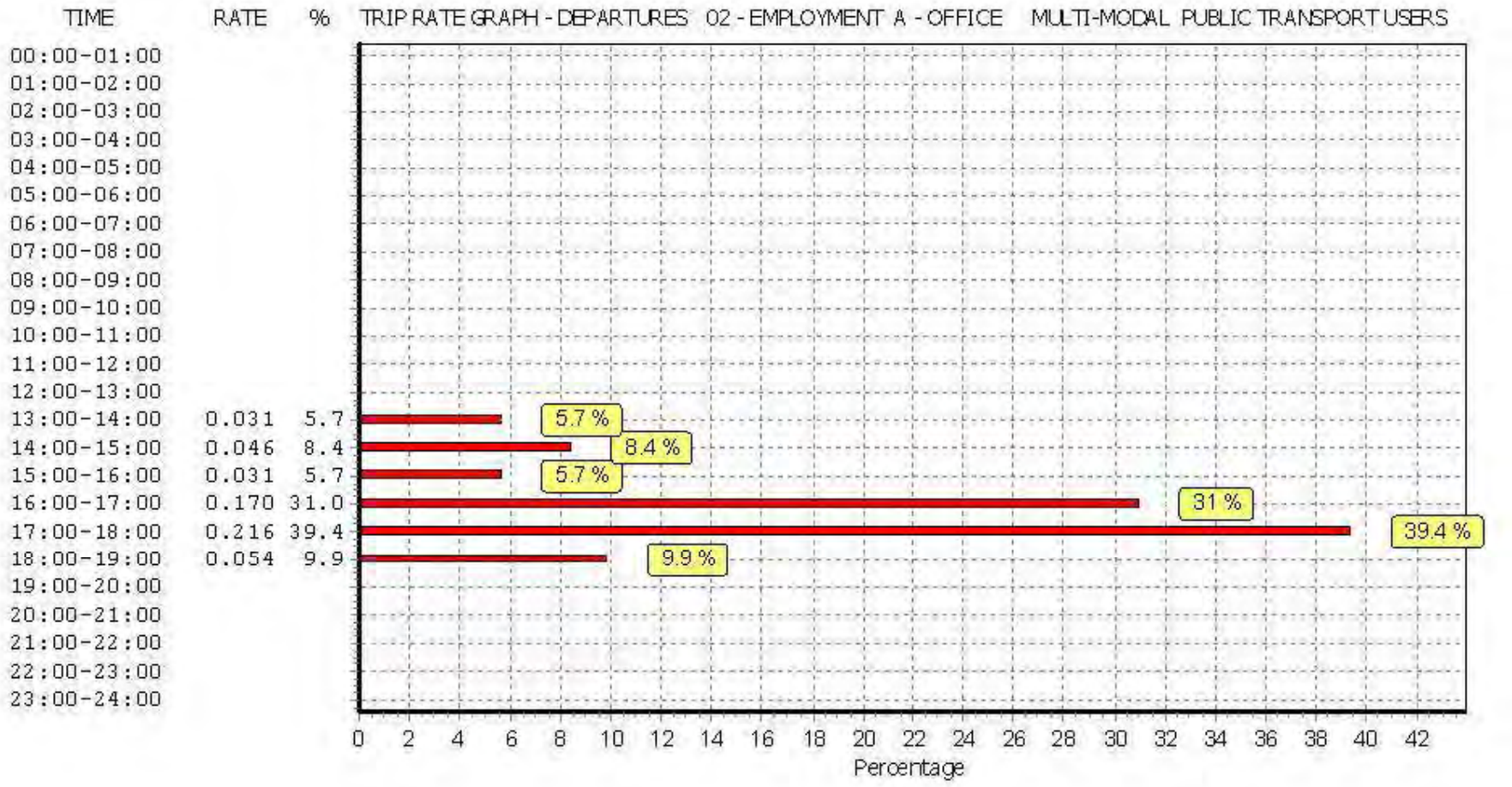
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

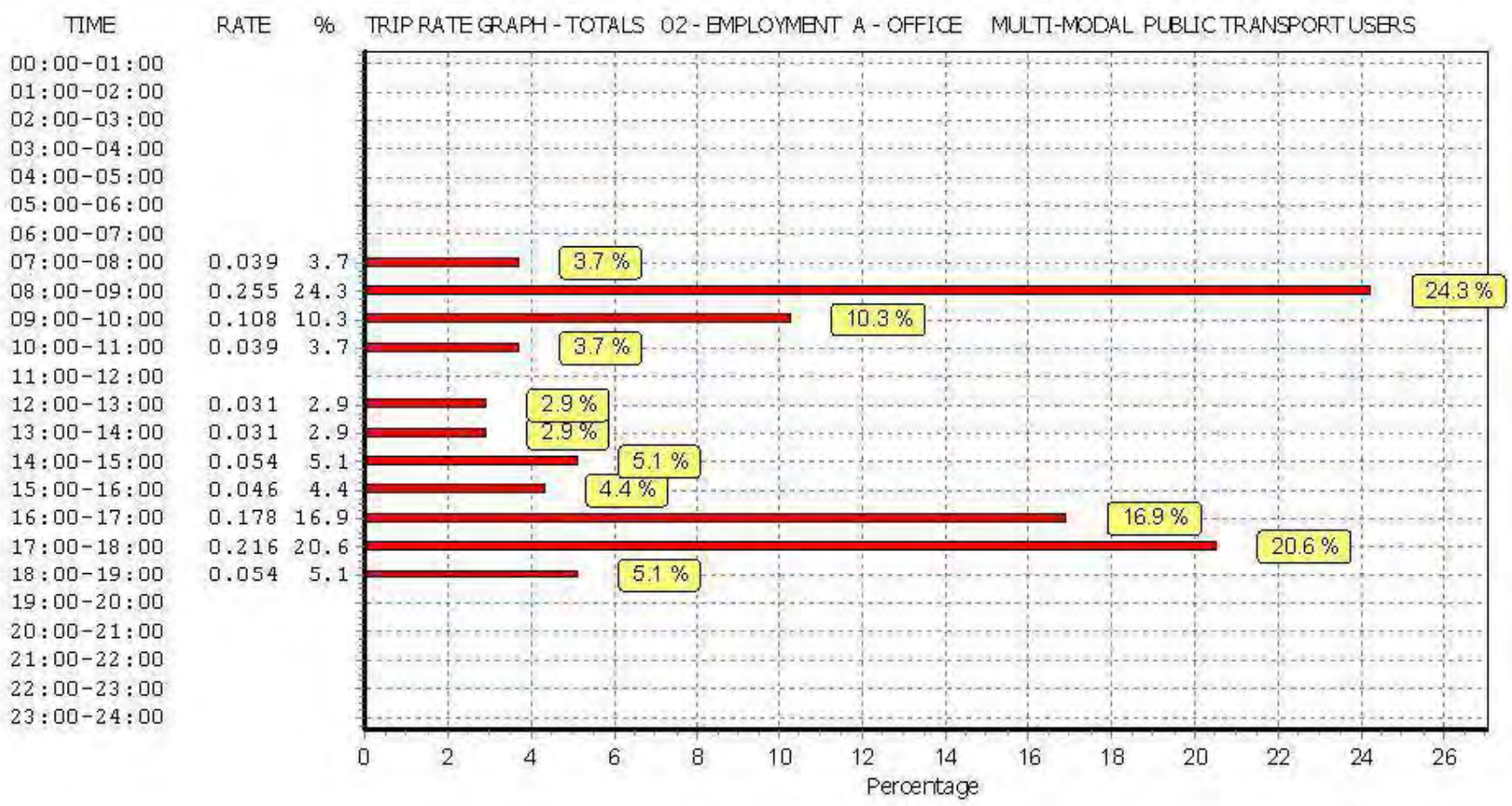
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	2158	0.973	0.000	6	2158	0.170	0.000	6	2158	1.143	0.000
08:00 - 09:00	**6**	**2158**	**3.398**	**0.000**	6	2158	0.440	0.000	6	2158	3.838	0.000
09:00 - 10:00	6	2158	2.170	0.000	6	2158	0.749	0.000	6	2158	2.919	0.000
10:00 - 11:00	6	2158	0.819	0.000	6	2158	0.680	0.000	6	2158	1.499	0.000
11:00 - 12:00	6	2158	0.595	0.000	6	2158	0.711	0.000	6	2158	1.306	0.000
12:00 - 13:00	6	2158	1.444	0.000	6	2158	1.336	0.000	6	2158	2.780	0.000
13:00 - 14:00	6	2158	1.545	0.000	6	2158	1.027	0.000	6	2158	2.572	0.000
14:00 - 15:00	6	2158	0.965	0.000	6	2158	0.873	0.000	6	2158	1.838	0.000
15:00 - 16:00	6	2158	0.463	0.000	6	2158	0.873	0.000	6	2158	1.336	0.000
16:00 - 17:00	6	2158	0.525	0.000	6	2158	1.962	0.000	6	2158	2.487	0.000
17:00 - 18:00	6	2158	0.394	0.000	**6**	**2158**	**3.522**	**0.000**	**6**	**2158**	**3.916**	**0.000**
18:00 - 19:00	6	2158	0.093	0.000	6	2158	0.958	0.000	6	2158	1.051	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			13.384	0.000			13.301	0.000			26.685	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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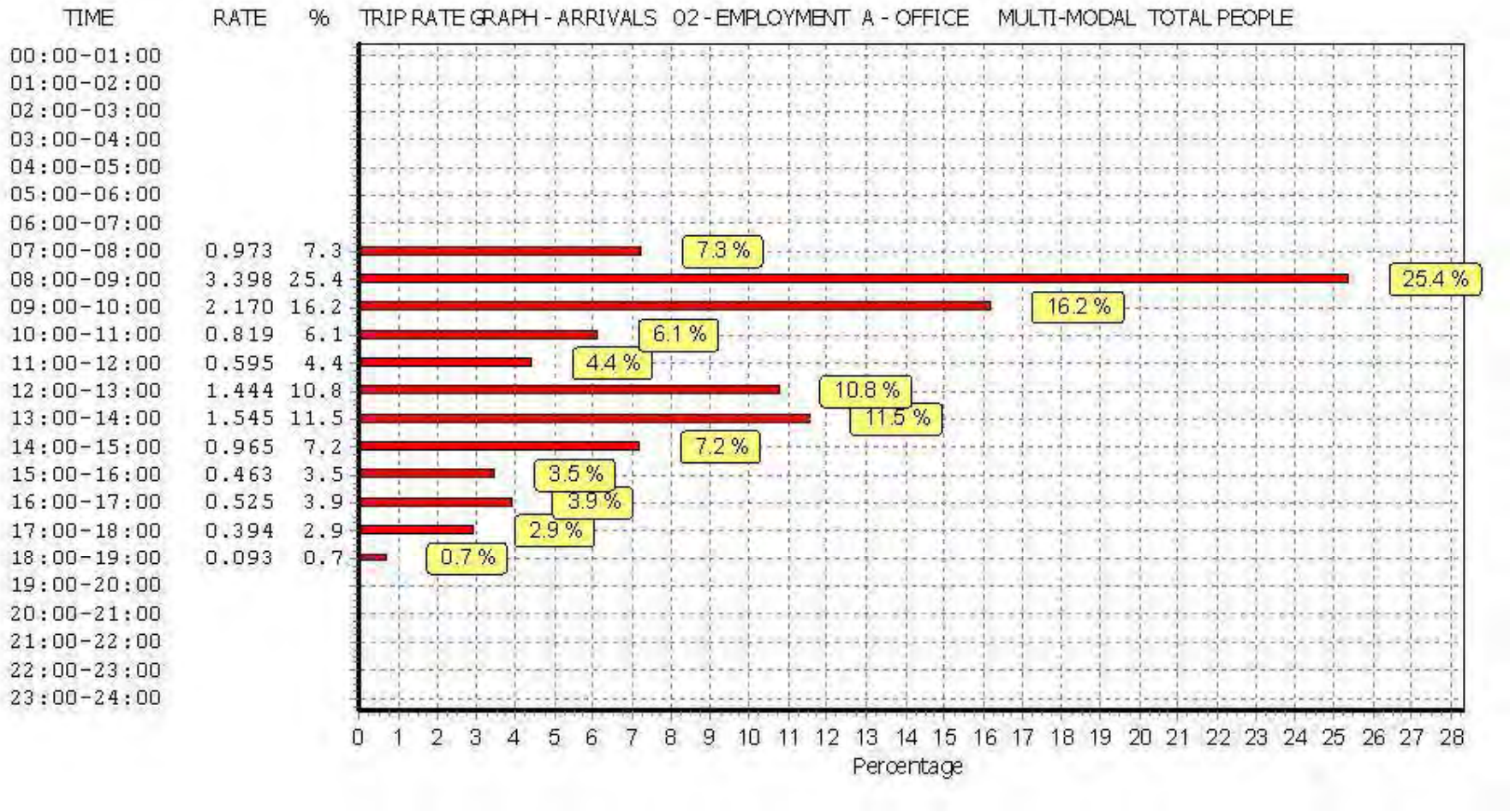
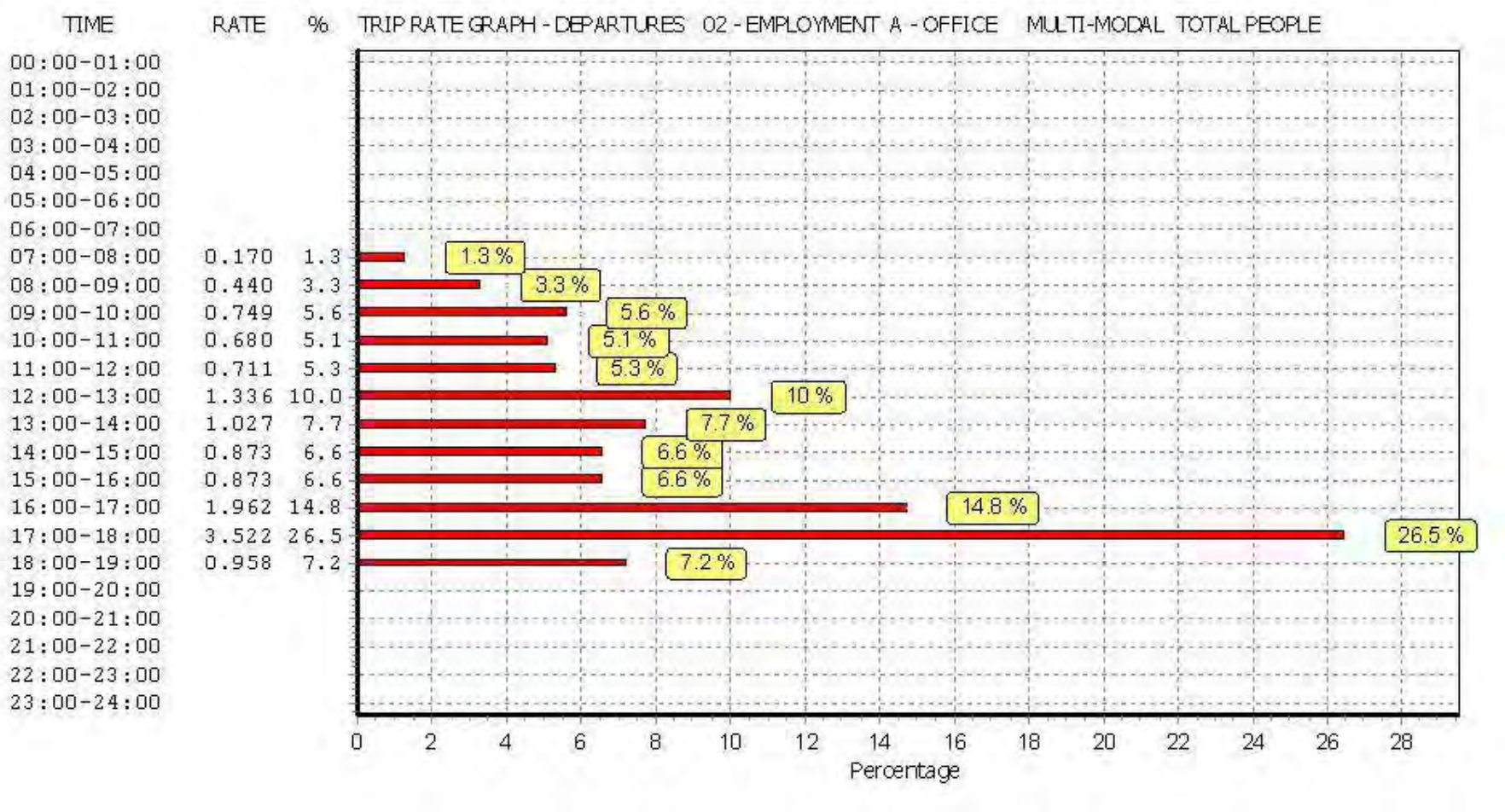
Parameter summary

Trip rate parameter range selected:	1500 - 2696 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

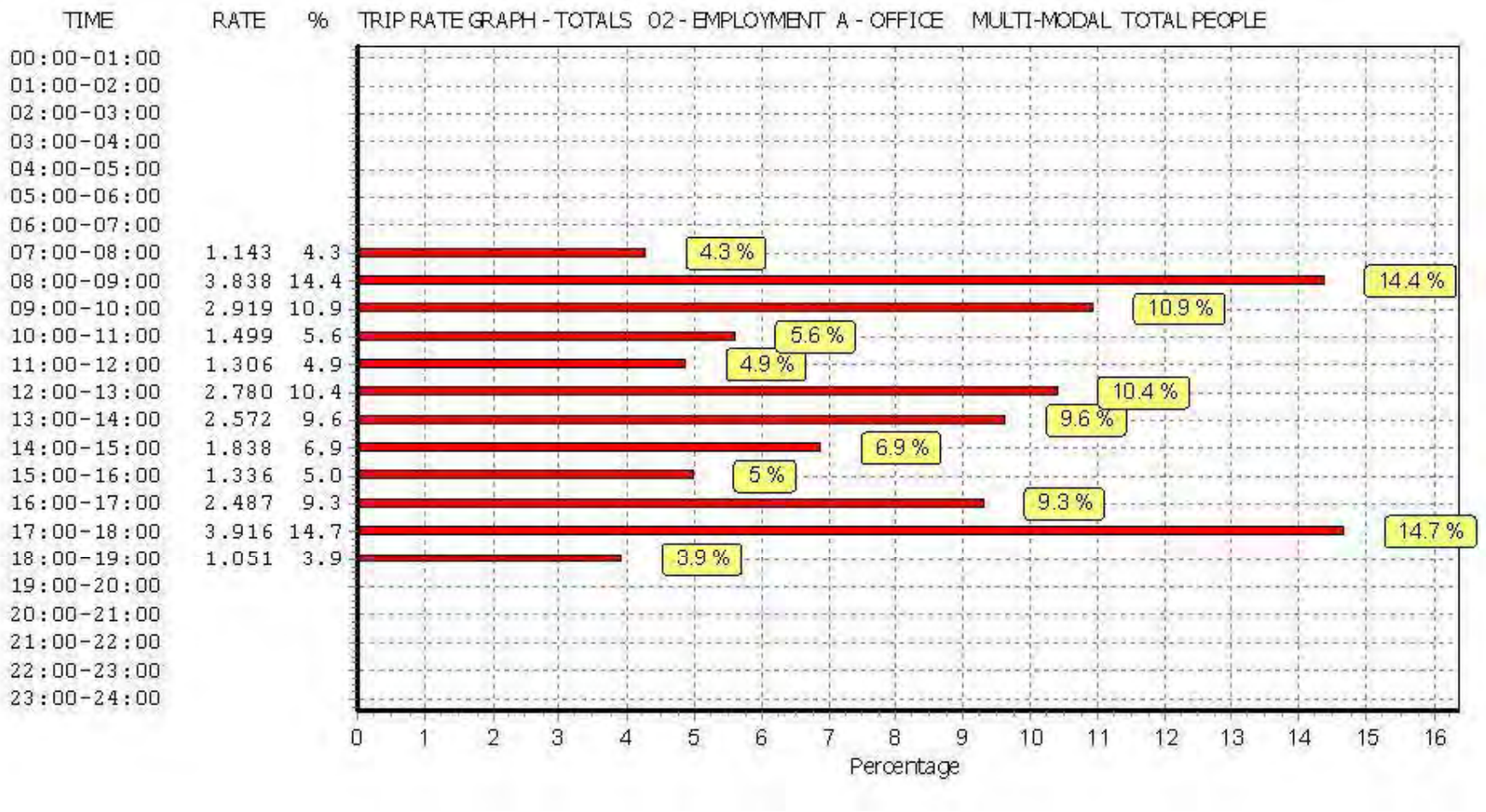
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

Appendix C

TRICS Site Summary

Residential Site Reference - Private Housing

No.	Site Reference	No. of dwellings
1	Peterborough	9
2	Workington	40
3	Workington	82
4	Crewe	174
5	Crewe	17
6	Crewe	129
7	Chester	11
8	Truro	73
9	Poole	51
10	Bournemouth	28
11	Lewes	491
12	Stanford-le-hope	237
13	Manchester	29
14	Liphook	36
15	Lincoln	150
16	Lincoln	186
17	Lincoln	22
18	near Cleethorpes	175
19	Scunthorpe	432
20	Norwich	98
21	Boroughbridge	115
22	Boroughbridge	23
23	York	21
24	Northallerton	52
25	Ripon	71
26	Boroughbridge	23
27	Byfleet	71
28	Ipswich	77
29	Ipswich	230
30	Lowestoft	7
31	Shrewsbury	108
32	Telford	54
33	Shrewsbury	16
34	Stoke-on-Trent	14
35	Doncaster	54
36	Gateshead	16
37	Leamington spa	6
38	Coventry	17
39	Coventry	84
40	Horsham	151
Mean		92
Min		6
Max		491
Median		54

Residential Site Reference – Affordable Housing

No.	Site Reference	No. of dwellings
1	Liverpool	16
2	Bedlington	97
3	Thirsk	280
4	Birmingham	97
5	Leeds	29
Mean		104
Min		16
Max		280
Median		97