

# Technical Note

|                  |                                             |               |                |
|------------------|---------------------------------------------|---------------|----------------|
| <b>Project:</b>  | Bedfont Cross, Stanwell Road, Feltham       |               |                |
| <b>To:</b>       | CBRE Ltd                                    | <b>From:</b>  | Bernard Mbugua |
| <b>File Ref:</b> | BMbm119581-110618-<br>Transport Note.docx   | <b>Pages:</b> | 4              |
|                  |                                             | <b>Date:</b>  | 11/06/2018     |
| <b>Subject</b>   | Bedfont Cross traffic generation assessment |               |                |

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The purpose of this technical note is to outline and compare trip generation of the existing Bedfont Cross office development and the proposed replacement residential use to support an application for prior approval for the change in use.

## The Site and the proposal

The site is located in Feltham, London Borough of Hillingdon (LBH) adjacent to the A30/Stanwell Road junction approximately 0.7 km south of Heathrow Airport. The current office development is on the southeast end of a small business park comprised of several industrial units while the A30 and Stanwell Road border the site to the east and south respectively. The main vehicle access is through Bedfont Cross, which lies off Stanwell Road, while pedestrians can access the site directly off Stanwell Road.

The site is served by a well-connected road network and is within close proximity of the Strategic Road Network. The M25 lies 5.4km to the west of the site while the M4 is located 6km to the north. The nearest bus stop lies adjacent to the site on Stanwell Road and the nearest railway station (Heathrow Airport Terminal 4 underground & railway station) is located 1.5 km north of the site.

The site is currently occupied by an office building comprising 1,840m<sup>2</sup> of B1 floor space. Currently 79 parking spaces are associated with the office space. It is proposed to convert the site to forty-four flats with associated car and cycle parking. In accordance with the emerging LBH parking standards presented in Hillingdon Local Plan Part 2, the development will maintain a provision of 75 car parking spaces (66 spaces provided for 44 residential units and 9 spaces provided for visitors) and will provide at least 44 secured residential cycle storage.

## Traffic Generation

The TRICS database (version 7.5.1) has been interrogated to establish the likely trip rates. It is the national standard system of trip generation and analysis in the UK and Ireland. In choosing the sites for the office trip rate assessment the following selections were used to select relevant sites:

- Land Use 02 – Employment, A – Office;
- Multi-modal surveys;
- Sites located in UK;
- Sites with a GFA between 1,000m<sup>2</sup> than 2,000m<sup>2</sup>;
- Town Centre, Edge of town, Suburban Area or Edge of Town Centre sites;
- Sites surveyed during a weekday;
- Sites surveyed after 2010;
- Latest site surveys only in the case of re-surveyed sites; and

- Sites providing on-site parking.

Table 1 shows the summary of the trip rates and predicted number of vehicular trips that are likely to have been generated by the office use based on 1,840m<sup>2</sup> GFA. The full TRICS output can be found at Appendix A.

**Table 1. – Office use trip generation**

|                             | Trip Rate (per 100m <sup>2</sup> ) |            |        | Trips    |            |       |
|-----------------------------|------------------------------------|------------|--------|----------|------------|-------|
|                             | Arrivals                           | Departures | Total  | Arrivals | Departures | Total |
| AM Peak<br>08:00-09:00      | 2.322                              | 0.300      | 2.622  | 43       | 6          | 49    |
| PM Peak<br>17:00-18:00      | 0.267                              | 2.040      | 2.307  | 5        | 38         | 43    |
| 12 hr period<br>07:00-19:00 | 9.155                              | 9.140      | 18.295 | 170      | 170        | 340   |

The TRICS database was also used to predict the trip generation of the proposed residential development.

The following selections were made to select the relevant sites:

- Land Use 03 – Residential, C – Flats Privately Owned;
- Multi-modal surveys;
- Sites located in UK;
- Sites with less than 50 units;
- Town Centre or Edge of Town Centre sites;
- Sites surveyed after 2010;
- Latest site surveys only in the case of re-surveyed sites; and
- Sites providing on-site parking.

Table 2 shows a summary of the trip rates and predicted number of vehicular trips generated by a forty-four unit residential development. The full TRICS output can be found at Appendix B.

**Table 2. – Proposed site trip generation**

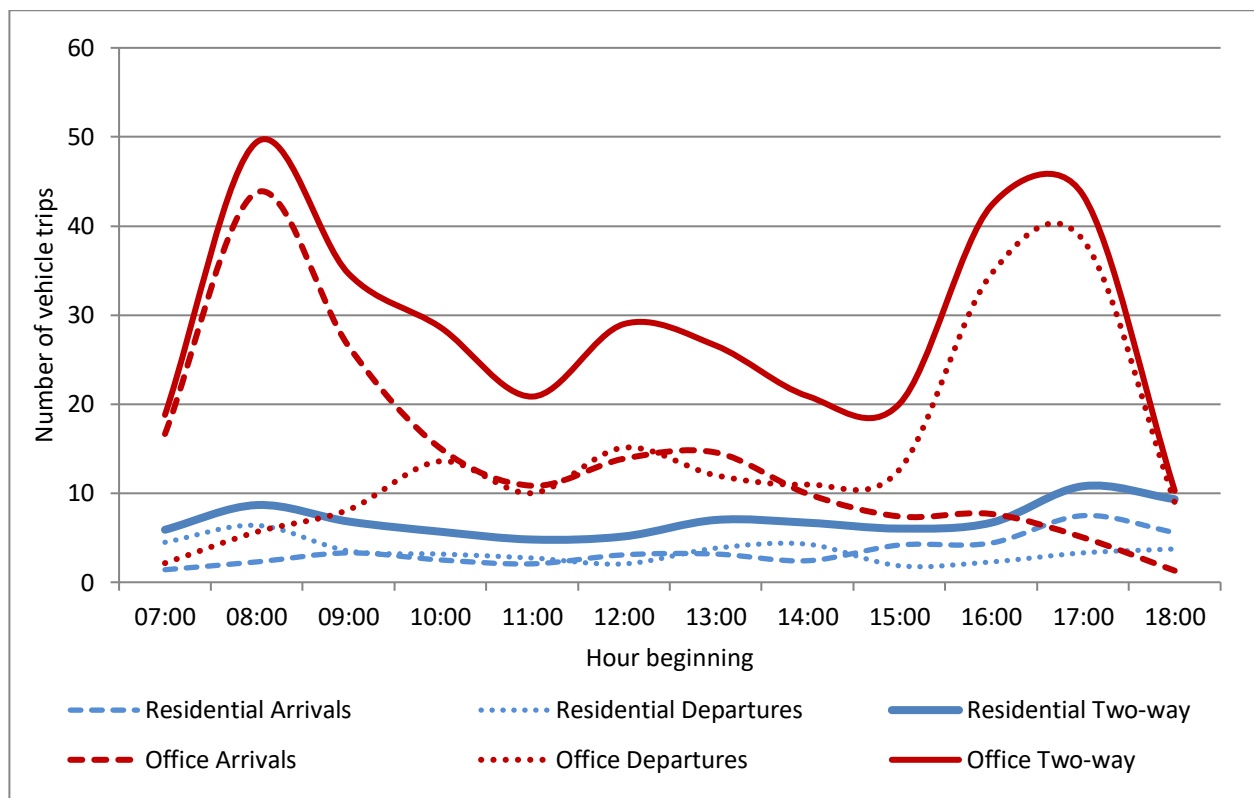
|                                  | Trip Rate (per unit) |            |       | Trips    |            |       |
|----------------------------------|----------------------|------------|-------|----------|------------|-------|
|                                  | Arrivals             | Departures | Total | Arrivals | Departures | Total |
| AM Peak<br>08:00-09:00           | 0.052                | 0.145      | 0.197 | 3        | 7          | 10    |
| PM Peak<br>17:00-18:00           | 0.170                | 0.075      | 0.245 | 8        | 4          | 11    |
| 12 hour<br>period<br>07:00-19:00 | 1.115                | 1.110      | 2.225 | 49       | 48         | 98    |

Table 3 shows the net change in traffic volumes accessing the site. The tables show that the proposed residential development generates less than a quarter of the traffic compared to that of the office development over the course of the 12 hour period from 07:00 to 19:00.

**Table 3. – Net change in trip generation**

|                            | Trips    |            |       |
|----------------------------|----------|------------|-------|
|                            | Arrivals | Departures | Total |
| AM Peak<br>08:00-09:00     | -40      | +1         | -39   |
| PM Peak<br>17:00-18:00     | +3       | -34        | -32   |
| 12 hour day<br>07:00-19:00 | -121     | -122       | -242  |

**Graph 1. – Profile of trip generation**



The residential development is predicted to generate thirty-nine fewer two-way trips in the AM peak hour and thirty-two fewer two-way trips in the PM peak hour. There is a marginal increase in the number of departures in the AM peak hour due to the reversal in the dominant directional traffic movements; however the overall reduction in vehicular movements is significant.

## **Conclusions**

The trip generation analysis shows that the proposed change of use assessed would result in a reduction of 242 vehicle movements accessing the site over the course of a twelve-hour period from 07:00 to 19:00. Therefore it is concluded that there are no reasons relating to traffic impact, which would preclude the change of use at Stanwell Road, Feltham from its existing office use to the proposed residential use based on the quantum of development assessed.

## **Appendix A – Office Use TRICS Database Outputs**

Calculation Reference: AUDIT-426201-180412-0428

# TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 01 | GREATER LONDON                 |        |
|    | CI CITY OF LONDON              | 1 days |
| 02 | SOUTH EAST                     |        |
|    | BD BEDFORDSHIRE                | 1 days |
|    | ES EAST SUSSEX                 | 1 days |
|    | KC KENT                        | 2 days |
|    | SC SURREY                      | 1 days |
|    | SO SLOUGH                      | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 2 days |
| 08 | NORTH WEST                     |        |
|    | LC LANCASHIRE                  | 1 days |
| 09 | NORTH                          |        |
|    | DH DURHAM                      | 1 days |
|    | TW TYNE & WEAR                 | 1 days |
| 10 | WALES                          |        |
|    | SW SWANSEA                     | 1 days |
| 11 | SCOTLAND                       |        |
|    | DU DUNDEE CITY                 | 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: 1113 to 2855 (units: sqm)  
Range Selected by User: 1000 to 2000 (units: sqm)

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/05/17

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

## Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 3 days |
| Tuesday   | 4 days |
| Wednesday | 1 days |
| Thursday  | 5 days |
| Friday    | 1 days |

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

## Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 14 days |
| Directional ATC Count | 0 days  |

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

## Selected Locations:

|                                    |   |
|------------------------------------|---|
| Town Centre                        | 3 |
| Edge of Town Centre                | 5 |
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town                       | 3 |

*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  | 1 |
| Commercial Zone  | 2 |
| Development Zone | 2 |
| Residential Zone | 2 |
| Built-Up Zone    | 4 |
| High Street      | 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 14 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    | 2 days |
| 5,001 to 10,000   | 2 days |
| 10,001 to 15,000  | 2 days |
| 25,001 to 50,000  | 7 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 8 days |
| 500,001 or More    | 3 days |

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

Car ownership within 5 miles:

|             |        |
|-------------|--------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0  | 6 days |
| 1.1 to 1.5  | 7 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 3 days  |
| No  | 11 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 | 13 days |
| 4 Good          | 1 days  |

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                                         |                |                     |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------|
| 1 | BD-02-A-03 OFFICES<br>BROMHAM ROAD<br><br>BEDFORD<br>Edge of Town Centre<br>No Sub Category<br>Total Gross floor area: 1469 sqm<br>Survey date: MONDAY 14/10/13                         | BEDFORDSHIRE   | Survey Type: MANUAL |
| 2 | CI-02-A-03 OFFICES<br>MONUMENT STREET<br>MONUMENT<br>CITY OF LONDON<br>Town Centre<br>Commercial Zone<br>Total Gross floor area: 1951 sqm<br>Survey date: FRIDAY 29/11/13               | CITY OF LONDON | Survey Type: MANUAL |
| 3 | DH-02-A-02 CONSTRUCTION COMPANY<br>DURHAM ROAD<br>BOWBURN<br>NEAR DURHAM<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 2000 sqm<br>Survey date: TUESDAY 27/11/12        | DURHAM         | Survey Type: MANUAL |
| 4 | DU-02-A-01 OFFICES<br>GREENMARKET<br><br>DUNDEE<br>Edge of Town Centre<br>Development Zone<br>Total Gross floor area: 3200 sqm<br>Survey date: THURSDAY 27/04/17                        | DUNDEE CITY    | Survey Type: MANUAL |
| 5 | ES-02-A-07 DISTRICT COUNCIL<br>VICARAGE LANE<br><br>HAILSHAM<br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 2855 sqm<br>Survey date: THURSDAY 31/03/11              | EAST SUSSEX    | Survey Type: MANUAL |
| 6 | KC-02-A-07 KCC HIGHWAYS REG.<br>KAVELIN WAY<br>HENWOOD IND. ESTATE<br>ASHFORD<br>Edge of Town<br>Commercial Zone<br>Total Gross floor area: 2525 sqm<br>Survey date: MONDAY 05/12/11    | KENT           | Survey Type: MANUAL |
| 7 | KC-02-A-09 COUNCIL OFFICES<br>SANDLING ROAD<br><br>MAIDSTONE<br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 1500 sqm<br>Survey date: WEDNESDAY 19/10/11             | KENT           | Survey Type: MANUAL |
| 8 | LC-02-A-09 OFFICES<br>FURTHERGATE<br><br>BLACKBURN<br>Suburban Area (PPS6 Out of Centre)<br>Built-Up Zone<br>Total Gross floor area: 2600 sqm<br>Survey date: TUESDAY 04/06/13          | LANCASHIRE     | Survey Type: MANUAL |
| 9 | SC-02-A-15 ACCOUNTANTS<br>BOXGROVE ROAD<br><br>GUILDFORD<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 1896 sqm<br>Survey date: TUESDAY 05/10/10 | SURREY         | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                        |                 |  |                     |
|----|--------------------------------------------------------|-----------------|--|---------------------|
| 10 | SO-02-A-01<br>HIGH STREET                              | COUNCIL OFFICES |  | SLOUGH              |
|    | SLOUGH<br>Town Centre<br>High Street                   |                 |  |                     |
|    | Total Gross floor area:                                | 1800 sqm        |  |                     |
|    | Survey date: THURSDAY                                  | 27/02/14        |  | Survey Type: MANUAL |
| 11 | SW-02-A-02<br>KINGS ROAD                               | OFFICE          |  | SWANSEA             |
|    | SWANSEA<br>Edge of Town Centre<br>Development Zone     |                 |  |                     |
|    | Total Gross floor area:                                | 2225 sqm        |  |                     |
|    | Survey date: THURSDAY                                  | 24/10/13        |  | Survey Type: MANUAL |
| 12 | TW-02-A-07<br>MULGRAVE TERRACE                         | OFFICES         |  | TYNE & WEAR         |
|    | GATESHEAD<br>Town Centre<br>Built-Up Zone              |                 |  |                     |
|    | Total Gross floor area:                                | 2090 sqm        |  |                     |
|    | Survey date: MONDAY                                    | 13/06/16        |  | Survey Type: MANUAL |
| 13 | WY-02-A-03<br>VICTORIA ROAD<br>HEADINGLEY<br>LEEDS     | OFFICE          |  | WEST YORKSHIRE      |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                 |  |                     |
|    | Total Gross floor area:                                | 2696 sqm        |  |                     |
|    | Survey date: THURSDAY                                  | 17/06/10        |  | Survey Type: MANUAL |
| 14 | WY-02-A-05<br>PIONEER WAY<br>WHITWOOD<br>CASTLEFORD    | OFFICES         |  | WEST YORKSHIRE      |
|    | Edge of Town<br>No Sub Category                        |                 |  |                     |
|    | Total Gross floor area:                                | 1230 sqm        |  |                     |
|    | Survey date: TUESDAY                                   | 23/05/17        |  | 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 |
|------------|------------------------|
| GM-02-A-09 | No Parking             |
| KC-02-A-10 | No Parking             |
| WH-02-A-02 | No Parking             |

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 14       | 1950     | 0.883     | 16.399              | 14         | 1950     | 0.114     | 2.109               | 14       | 1950     | 0.997     | 18.508              |
| 08:00 - 09:00 | 14       | 1950     | 2.322     | 43.141              | 14         | 1950     | 0.300     | 5.580               | 14       | 1950     | 2.622     | 48.721              |
| 09:00 - 10:00 | 14       | 1950     | 1.406     | 26.130              | 14         | 1950     | 0.432     | 8.029               | 14       | 1950     | 1.838     | 34.159              |
| 10:00 - 11:00 | 14       | 1950     | 0.798     | 14.834              | 14         | 1950     | 0.721     | 13.405              | 14       | 1950     | 1.519     | 28.239              |
| 11:00 - 12:00 | 14       | 1950     | 0.575     | 10.683              | 14         | 1950     | 0.531     | 9.867               | 14       | 1950     | 1.106     | 20.550              |
| 12:00 - 13:00 | 14       | 1950     | 0.736     | 13.677              | 14         | 1950     | 0.802     | 14.902              | 14       | 1950     | 1.538     | 28.579              |
| 13:00 - 14:00 | 14       | 1950     | 0.773     | 14.358              | 14         | 1950     | 0.637     | 11.840              | 14       | 1950     | 1.410     | 26.198              |
| 14:00 - 15:00 | 14       | 1950     | 0.527     | 9.799               | 14         | 1950     | 0.582     | 10.819              | 14       | 1950     | 1.109     | 20.618              |
| 15:00 - 16:00 | 14       | 1950     | 0.392     | 7.281               | 14         | 1950     | 0.670     | 12.452              | 14       | 1950     | 1.062     | 19.733              |
| 16:00 - 17:00 | 14       | 1950     | 0.407     | 7.553               | 14         | 1950     | 1.835     | 34.091              | 14       | 1950     | 2.242     | 41.644              |
| 17:00 - 18:00 | 14       | 1950     | 0.267     | 4.967               | 14         | 1950     | 2.040     | 37.902              | 14       | 1950     | 2.307     | 42.869              |
| 18:00 - 19:00 | 13       | 2006     | 0.069     | 1.283               | 13         | 2006     | 0.476     | 8.836               | 13       | 2006     | 0.545     | 10.119              |
| 19:00 - 20:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 20:00 - 21:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 9.155     | 170.105             |            |          | 9.140     | 169.832             |          |          | 18.295    | 339.937             |

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

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

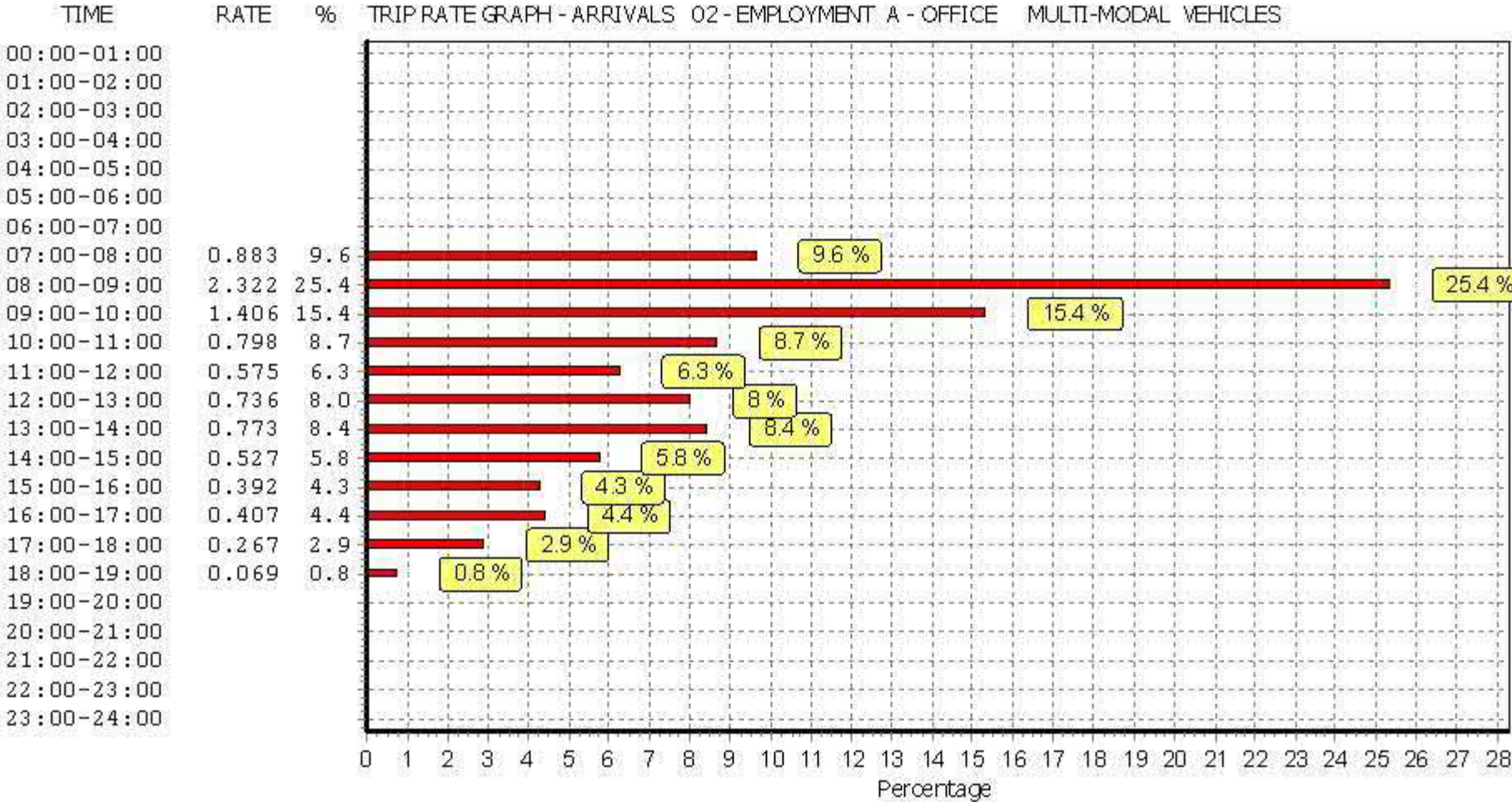
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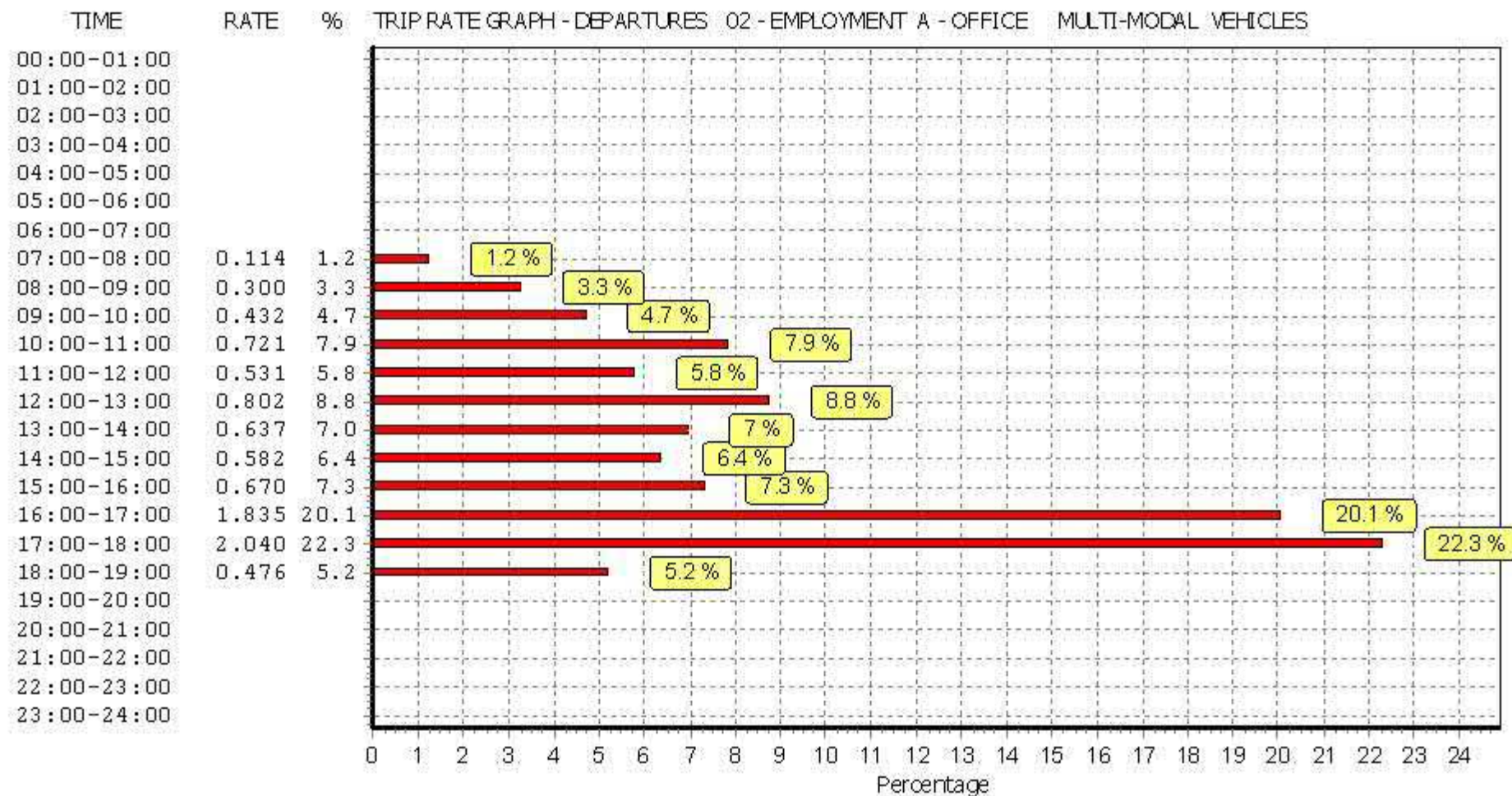
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date range:                            | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

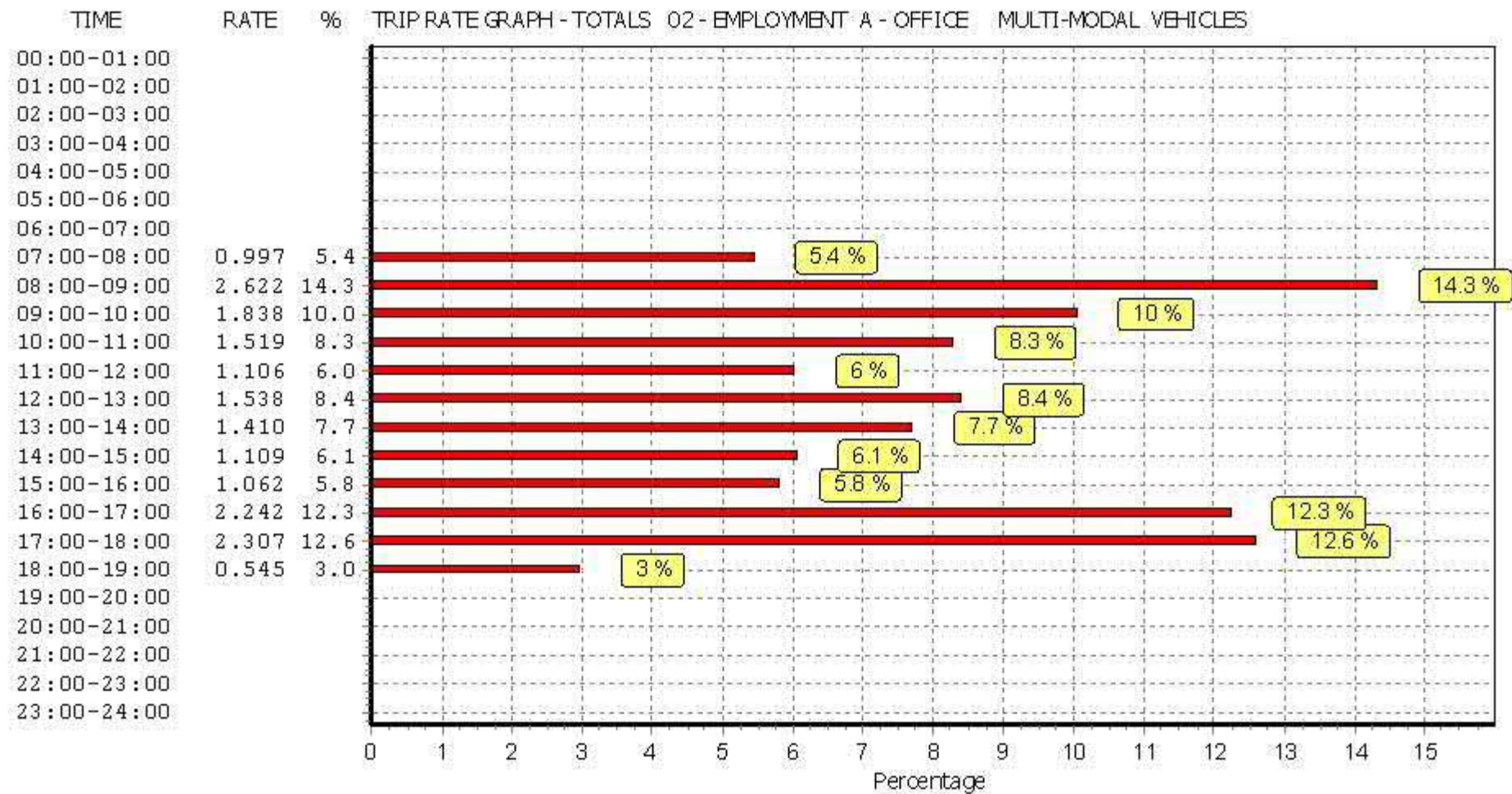
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

# MULTI-MODAL TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 08:00 - 09:00 | 14       | 1950     | 0.022     | 0.408               | 14         | 1950     | 0.022     | 0.408               | 14       | 1950     | 0.044     | 0.816               |
| 09:00 - 10:00 | 14       | 1950     | 0.026     | 0.476               | 14         | 1950     | 0.029     | 0.544               | 14       | 1950     | 0.055     | 1.020               |
| 10:00 - 11:00 | 14       | 1950     | 0.033     | 0.612               | 14         | 1950     | 0.033     | 0.612               | 14       | 1950     | 0.066     | 1.224               |
| 11:00 - 12:00 | 14       | 1950     | 0.011     | 0.204               | 14         | 1950     | 0.011     | 0.204               | 14       | 1950     | 0.022     | 0.408               |
| 12:00 - 13:00 | 14       | 1950     | 0.018     | 0.340               | 14         | 1950     | 0.018     | 0.340               | 14       | 1950     | 0.036     | 0.680               |
| 13:00 - 14:00 | 14       | 1950     | 0.004     | 0.068               | 14         | 1950     | 0.004     | 0.068               | 14       | 1950     | 0.008     | 0.136               |
| 14:00 - 15:00 | 14       | 1950     | 0.029     | 0.544               | 14         | 1950     | 0.029     | 0.544               | 14       | 1950     | 0.058     | 1.088               |
| 15:00 - 16:00 | 14       | 1950     | 0.022     | 0.408               | 14         | 1950     | 0.022     | 0.408               | 14       | 1950     | 0.044     | 0.816               |
| 16:00 - 17:00 | 14       | 1950     | 0.011     | 0.204               | 14         | 1950     | 0.007     | 0.136               | 14       | 1950     | 0.018     | 0.340               |
| 17:00 - 18:00 | 14       | 1950     | 0.026     | 0.476               | 14         | 1950     | 0.029     | 0.544               | 14       | 1950     | 0.055     | 1.020               |
| 18:00 - 19:00 | 13       | 2006     | 0.000     | 0.000               | 13         | 2006     | 0.000     | 0.000               | 13       | 2006     | 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:  |          |          | 0.202     | 3.740               |            |          | 0.204     | 3.808               |          |          | 0.406     | 7.548               |

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

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

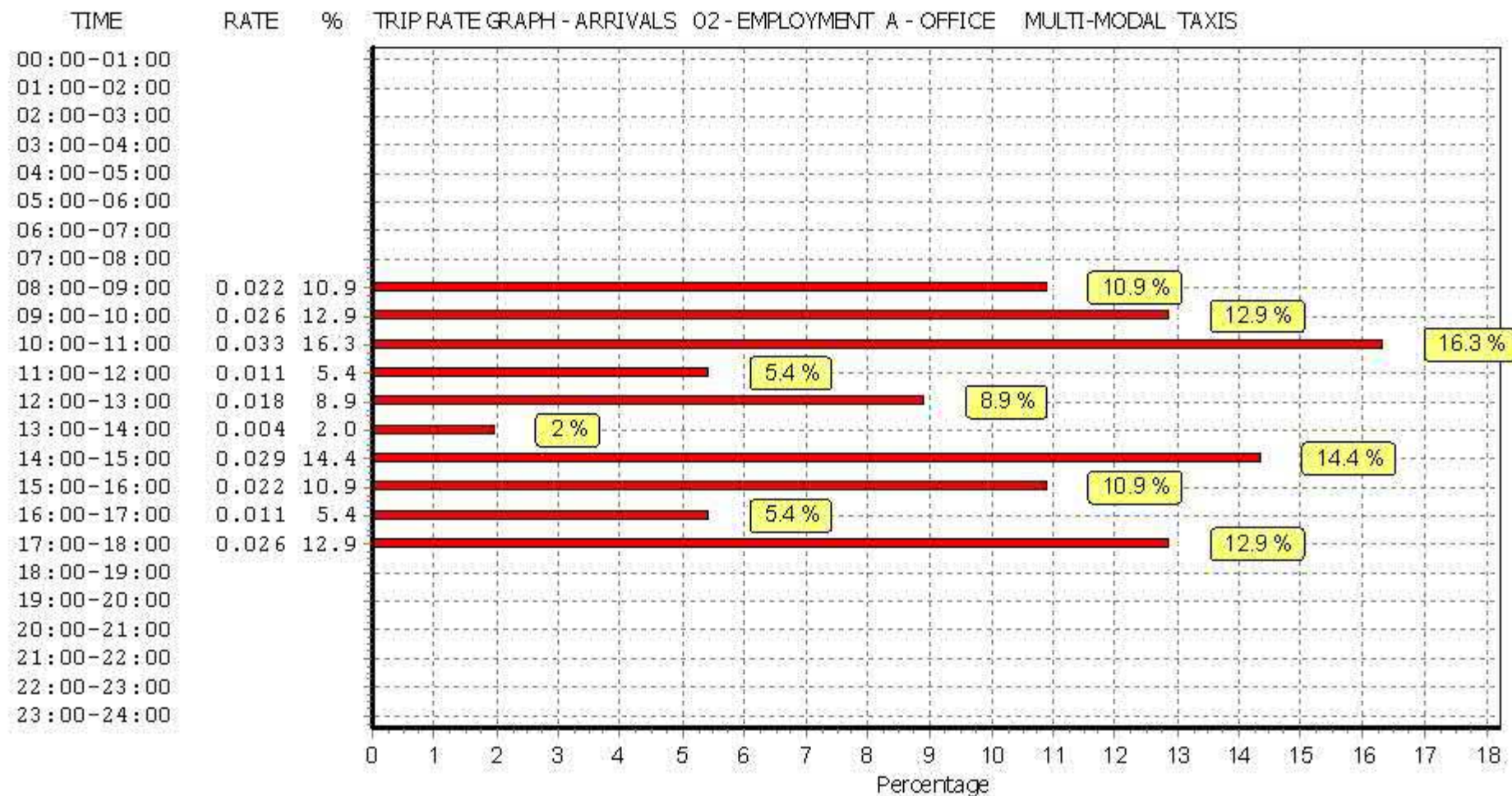
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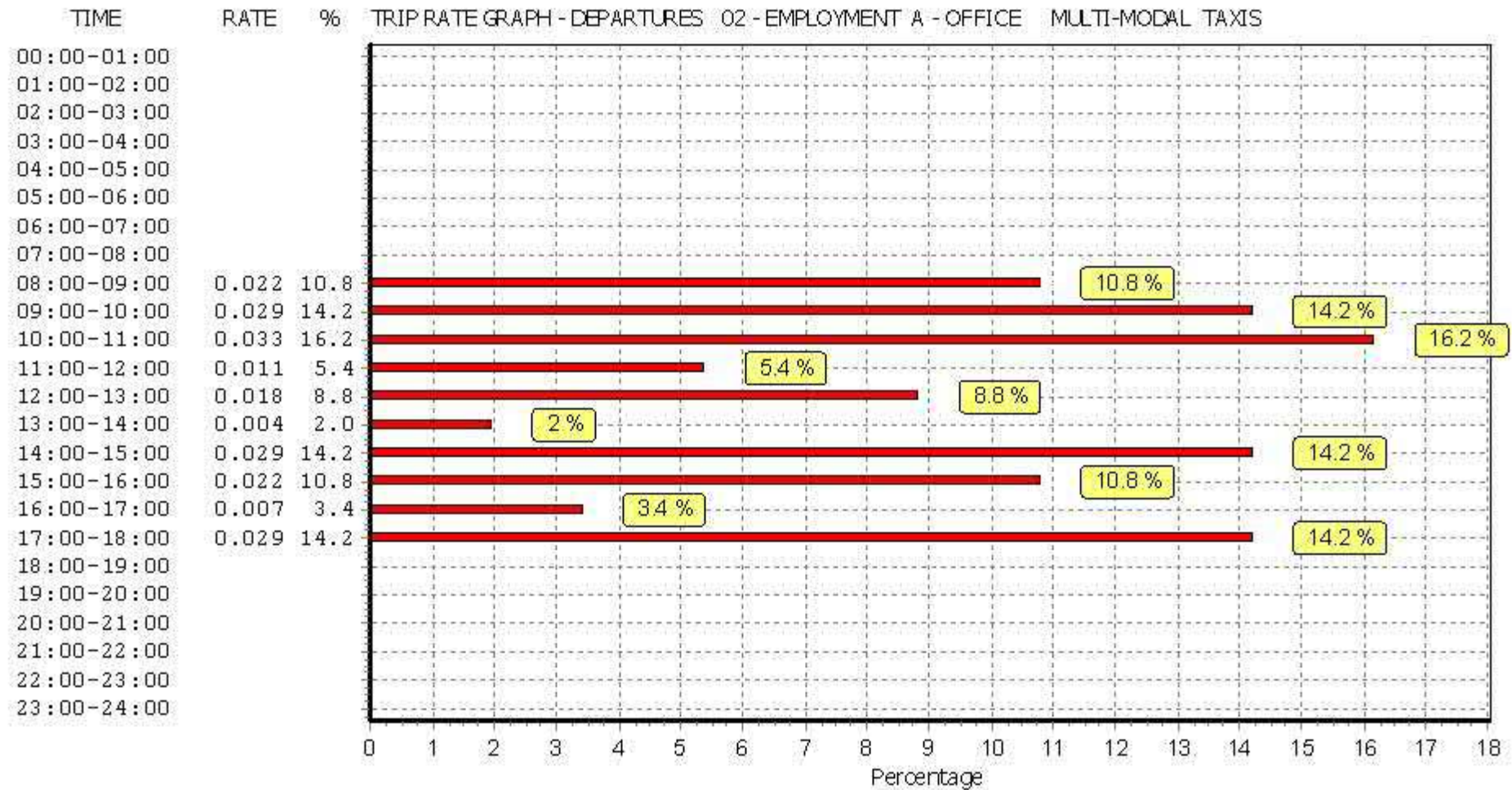
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

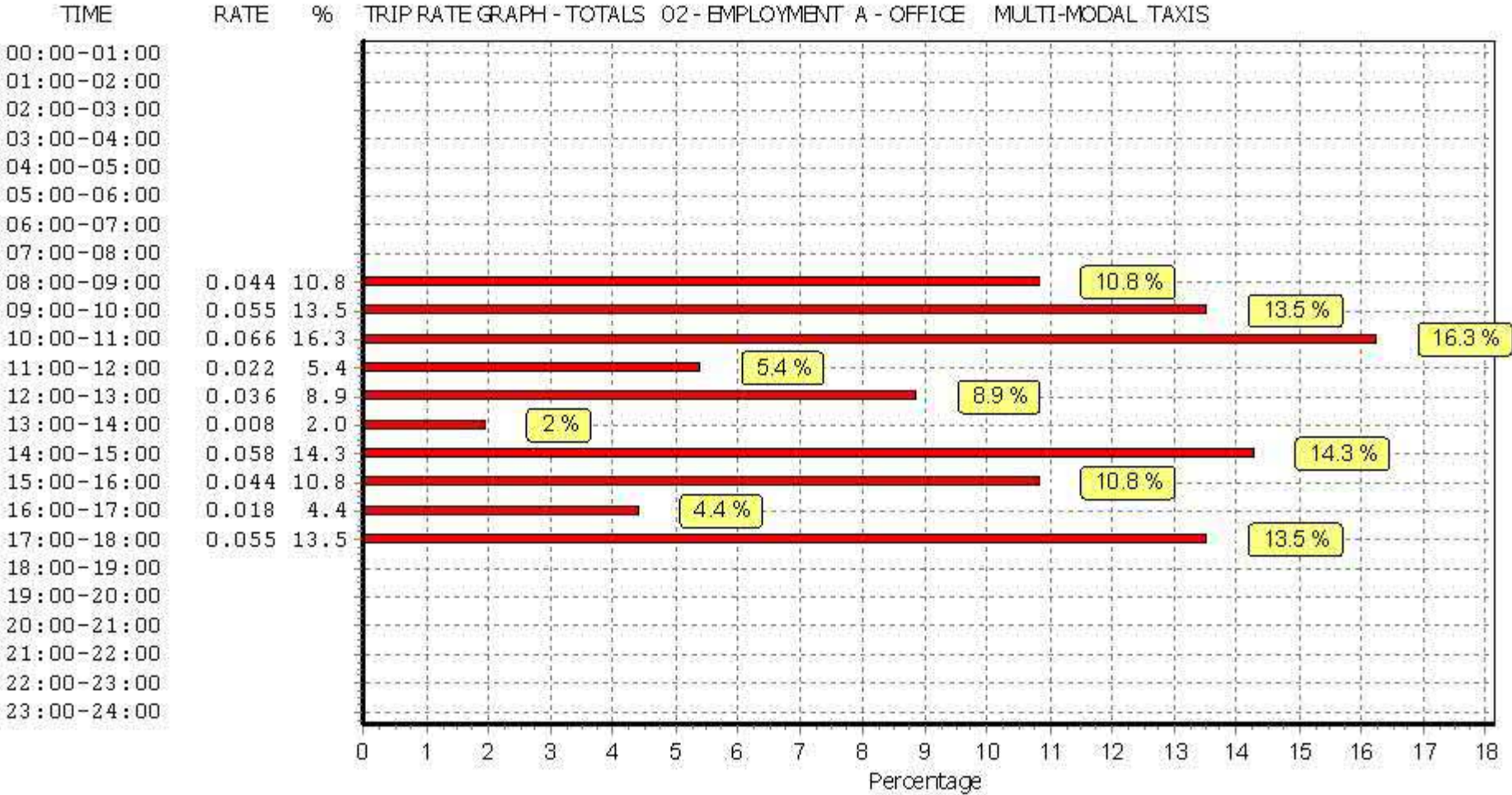
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 14       | 1950     | 0.007     | 0.136               | 14         | 1950     | 0.004     | 0.068               | 14       | 1950     | 0.011     | 0.204               |
| 08:00 - 09:00 | 14       | 1950     | 0.011     | 0.204               | 14         | 1950     | 0.011     | 0.204               | 14       | 1950     | 0.022     | 0.408               |
| 09:00 - 10:00 | 14       | 1950     | 0.007     | 0.136               | 14         | 1950     | 0.011     | 0.204               | 14       | 1950     | 0.018     | 0.340               |
| 10:00 - 11:00 | 14       | 1950     | 0.015     | 0.272               | 14         | 1950     | 0.011     | 0.204               | 14       | 1950     | 0.026     | 0.476               |
| 11:00 - 12:00 | 14       | 1950     | 0.011     | 0.204               | 14         | 1950     | 0.015     | 0.272               | 14       | 1950     | 0.026     | 0.476               |
| 12:00 - 13:00 | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 13:00 - 14:00 | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 14:00 - 15:00 | 14       | 1950     | 0.004     | 0.068               | 14         | 1950     | 0.004     | 0.068               | 14       | 1950     | 0.008     | 0.136               |
| 15:00 - 16:00 | 14       | 1950     | 0.015     | 0.272               | 14         | 1950     | 0.011     | 0.204               | 14       | 1950     | 0.026     | 0.476               |
| 16:00 - 17:00 | 14       | 1950     | 0.015     | 0.272               | 14         | 1950     | 0.015     | 0.272               | 14       | 1950     | 0.030     | 0.544               |
| 17:00 - 18:00 | 14       | 1950     | 0.007     | 0.136               | 14         | 1950     | 0.011     | 0.204               | 14       | 1950     | 0.018     | 0.340               |
| 18:00 - 19:00 | 13       | 2006     | 0.000     | 0.000               | 13         | 2006     | 0.000     | 0.000               | 13       | 2006     | 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:  |          |          | 0.092     | 1.700               |            |          | 0.093     | 1.700               |          |          | 0.185     | 3.400               |

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

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

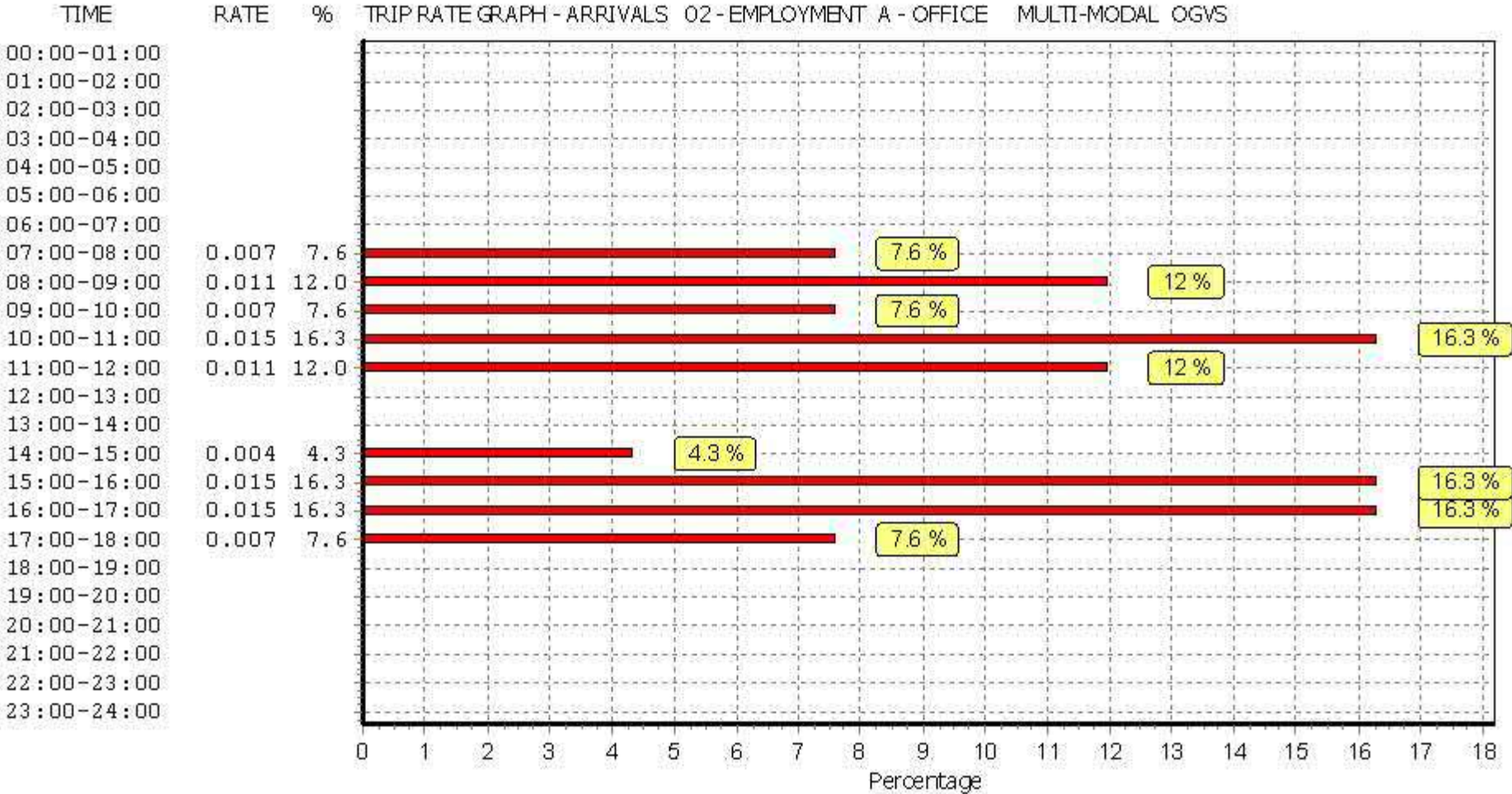
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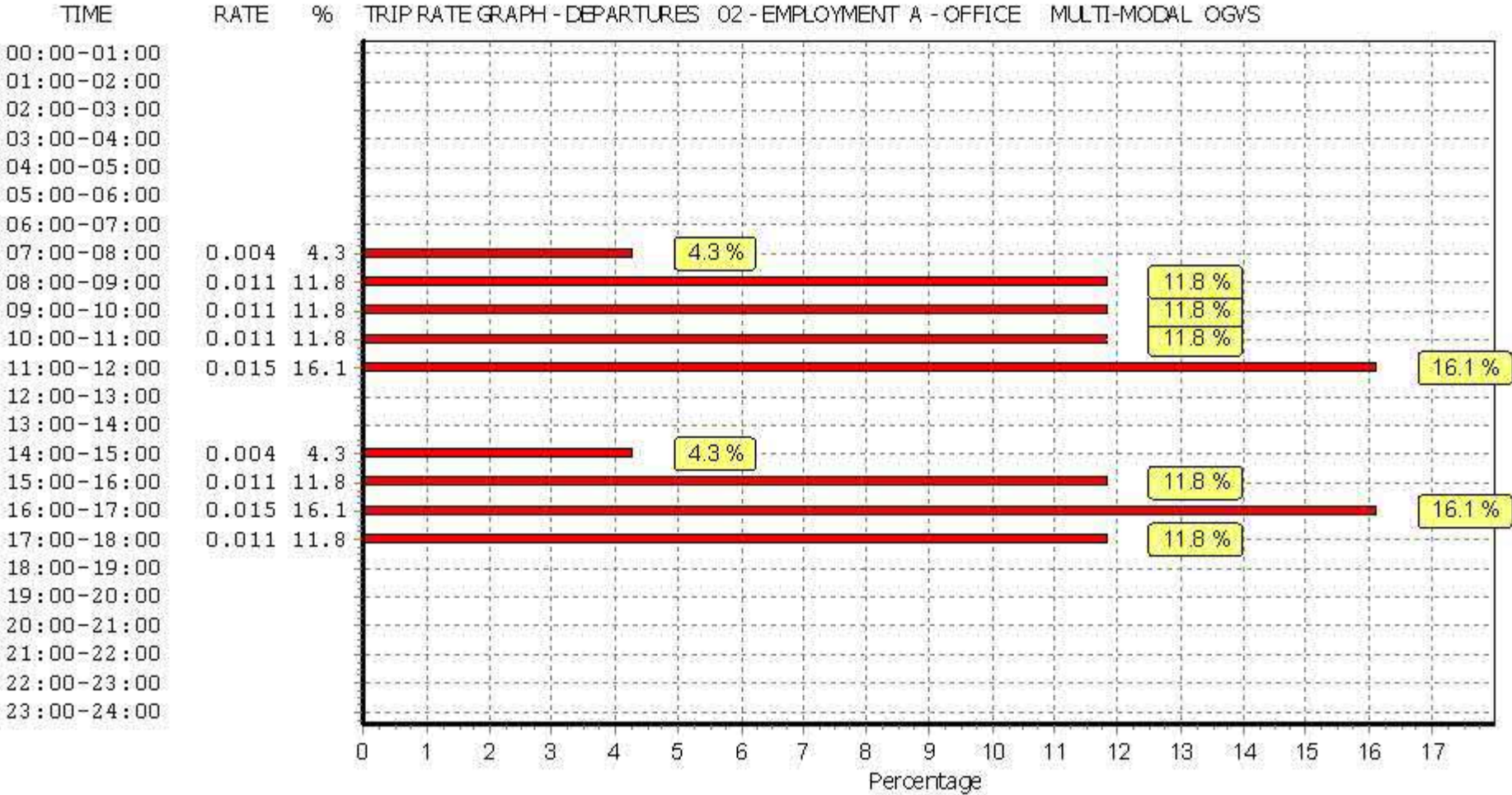
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date range:                            | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

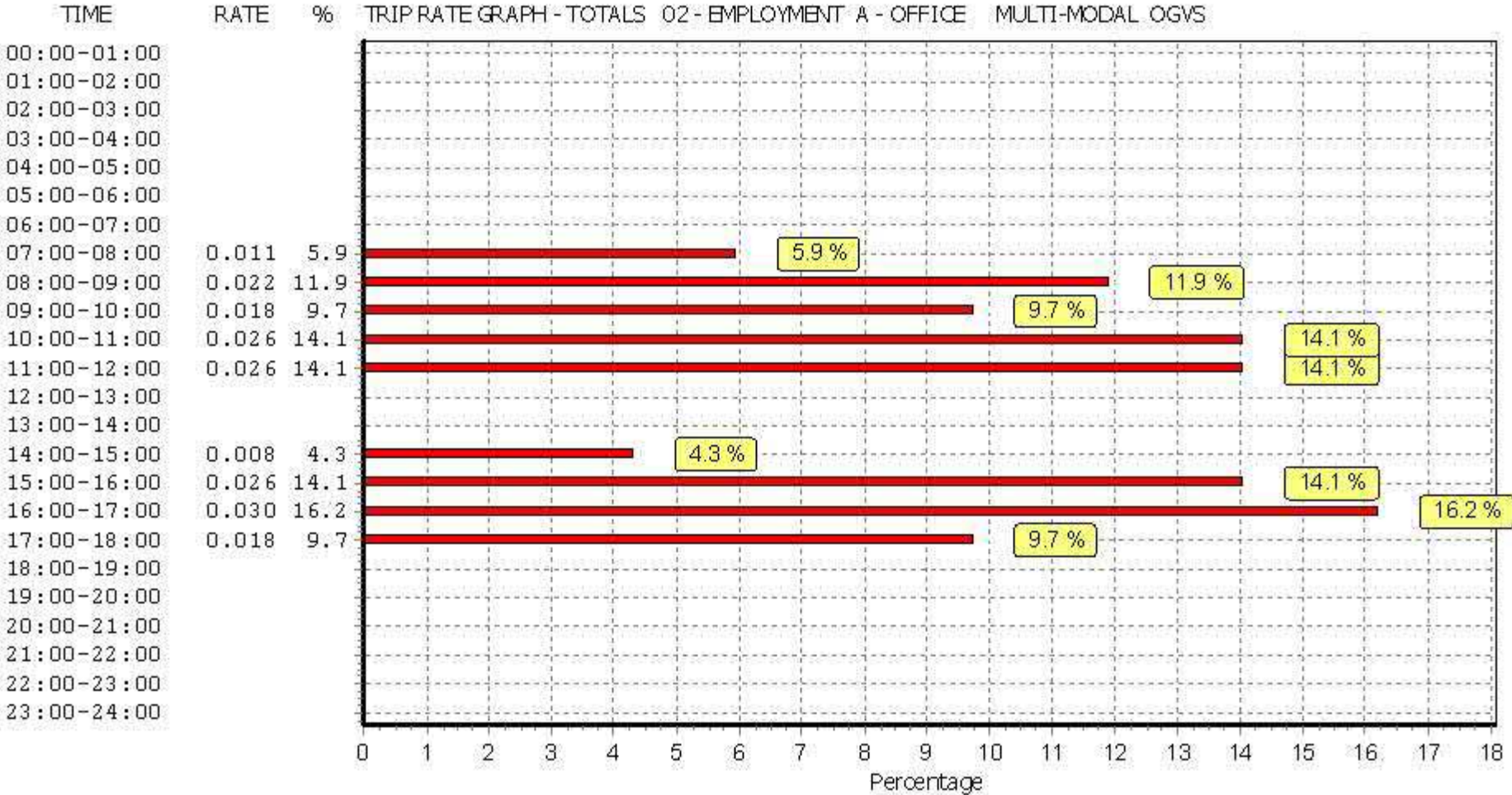
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 13       | 1881     | 0.000     | 0.000               | 13         | 1881     | 0.000     | 0.000               | 13       | 1881     | 0.000     | 0.000               |
| 08:00 - 09:00 | 13       | 1881     | 0.012     | 0.228               | 13         | 1881     | 0.000     | 0.000               | 13       | 1881     | 0.012     | 0.228               |
| 09:00 - 10:00 | 13       | 1881     | 0.000     | 0.000               | 13         | 1881     | 0.000     | 0.000               | 13       | 1881     | 0.000     | 0.000               |
| 10:00 - 11:00 | 13       | 1881     | 0.000     | 0.000               | 13         | 1881     | 0.000     | 0.000               | 13       | 1881     | 0.000     | 0.000               |
| 11:00 - 12:00 | 13       | 1881     | 0.004     | 0.076               | 13         | 1881     | 0.004     | 0.076               | 13       | 1881     | 0.008     | 0.152               |
| 12:00 - 13:00 | 13       | 1881     | 0.000     | 0.000               | 13         | 1881     | 0.000     | 0.000               | 13       | 1881     | 0.000     | 0.000               |
| 13:00 - 14:00 | 13       | 1881     | 0.000     | 0.000               | 13         | 1881     | 0.000     | 0.000               | 13       | 1881     | 0.000     | 0.000               |
| 14:00 - 15:00 | 13       | 1881     | 0.000     | 0.000               | 13         | 1881     | 0.000     | 0.000               | 13       | 1881     | 0.000     | 0.000               |
| 15:00 - 16:00 | 13       | 1881     | 0.000     | 0.000               | 13         | 1881     | 0.000     | 0.000               | 13       | 1881     | 0.000     | 0.000               |
| 16:00 - 17:00 | 13       | 1881     | 0.000     | 0.000               | 13         | 1881     | 0.000     | 0.000               | 13       | 1881     | 0.000     | 0.000               |
| 17:00 - 18:00 | 13       | 1881     | 0.000     | 0.000               | 13         | 1881     | 0.004     | 0.076               | 13       | 1881     | 0.004     | 0.076               |
| 18:00 - 19:00 | 12       | 1935     | 0.000     | 0.000               | 12         | 1935     | 0.000     | 0.000               | 12       | 1935     | 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:  |          |          | 0.016     | 0.304               |            |          | 0.008     | 0.152               |          |          | 0.024     | 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.

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

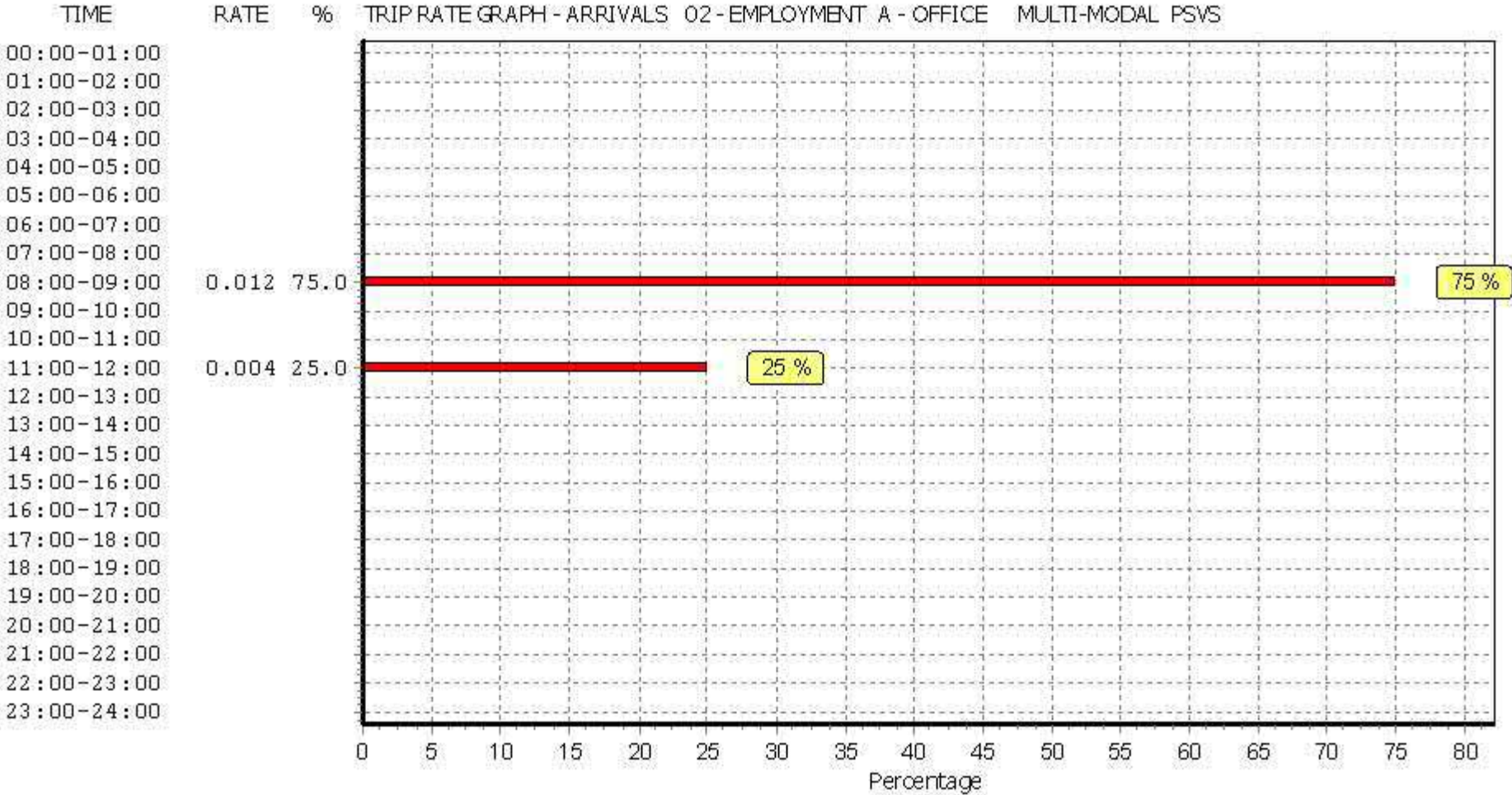
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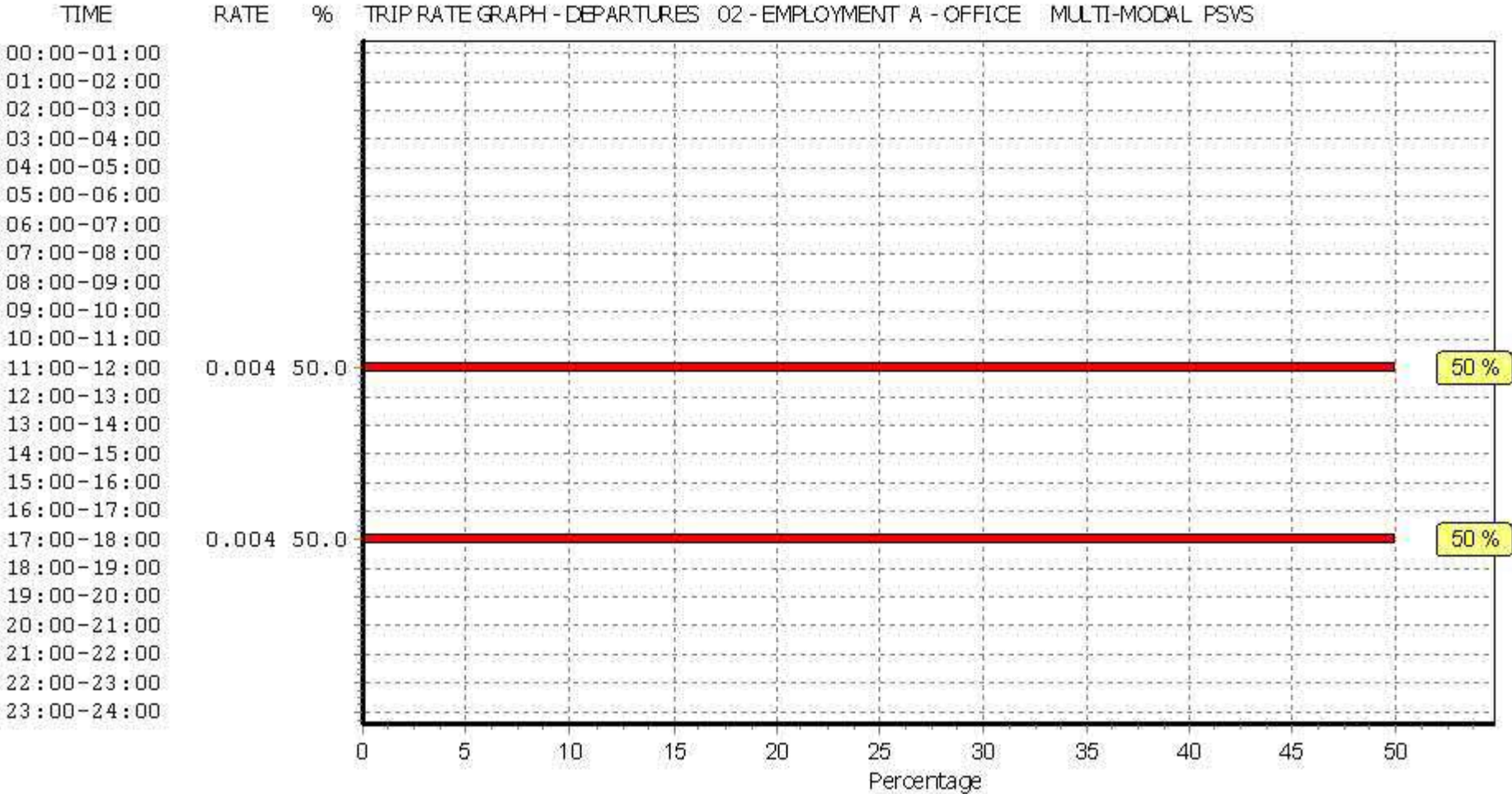
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

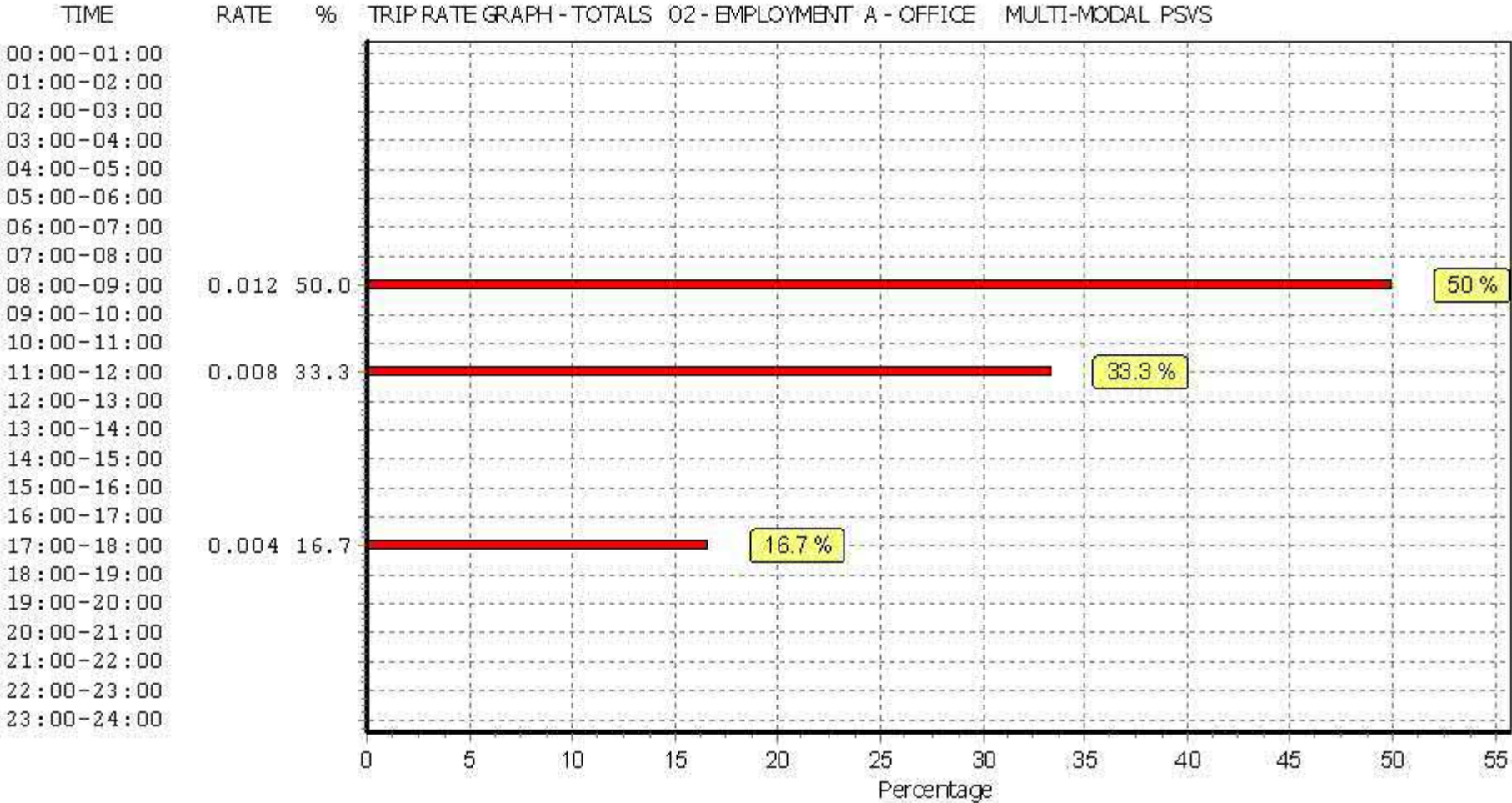
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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, 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 02 - EMPLOYMENT/A - OFFICE

### MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|                     | 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       | 14       | 1950     | 0.022     | 0.408               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.022     | 0.408               |
| 08:00 - 09:00       | 14       | 1950     | 0.048     | 0.885               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.048     | 0.885               |
| 09:00 - 10:00       | 14       | 1950     | 0.004     | 0.068               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.004     | 0.068               |
| 10:00 - 11:00       | 14       | 1950     | 0.018     | 0.340               | 14         | 1950     | 0.015     | 0.272               | 14       | 1950     | 0.033     | 0.612               |
| 11:00 - 12:00       | 14       | 1950     | 0.004     | 0.068               | 14         | 1950     | 0.004     | 0.068               | 14       | 1950     | 0.008     | 0.136               |
| 12:00 - 13:00       | 14       | 1950     | 0.007     | 0.136               | 14         | 1950     | 0.011     | 0.204               | 14       | 1950     | 0.018     | 0.340               |
| 13:00 - 14:00       | 14       | 1950     | 0.015     | 0.272               | 14         | 1950     | 0.004     | 0.068               | 14       | 1950     | 0.019     | 0.340               |
| 14:00 - 15:00       | 14       | 1950     | 0.007     | 0.136               | 14         | 1950     | 0.011     | 0.204               | 14       | 1950     | 0.018     | 0.340               |
| 15:00 - 16:00       | 14       | 1950     | 0.018     | 0.340               | 14         | 1950     | 0.026     | 0.476               | 14       | 1950     | 0.044     | 0.816               |
| 16:00 - 17:00       | 14       | 1950     | 0.011     | 0.204               | 14         | 1950     | 0.029     | 0.544               | 14       | 1950     | 0.040     | 0.748               |
| 17:00 - 18:00       | 14       | 1950     | 0.004     | 0.068               | 14         | 1950     | 0.037     | 0.680               | 14       | 1950     | 0.041     | 0.748               |
| 18:00 - 19:00       | 13       | 2006     | 0.000     | 0.000               | 13         | 2006     | 0.023     | 0.428               | 13       | 2006     | 0.023     | 0.428               |
| 19:00 - 20:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 20:00 - 21:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 21:00 - 22:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| <b>Total Rates:</b> |          |          | 0.158     | 2.925               |            |          | 0.160     | 2.944               |          |          | 0.318     | 5.869               |

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

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

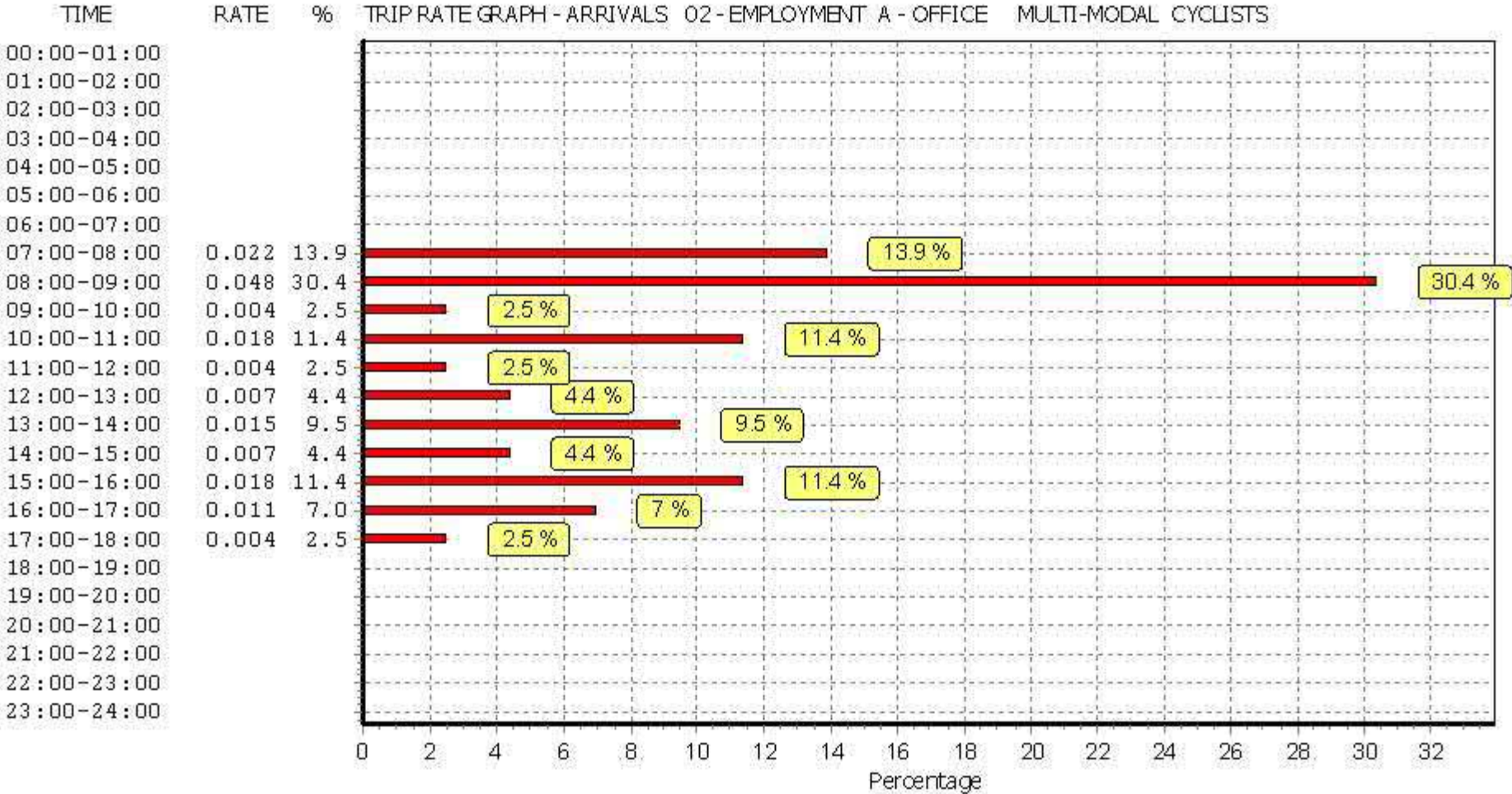
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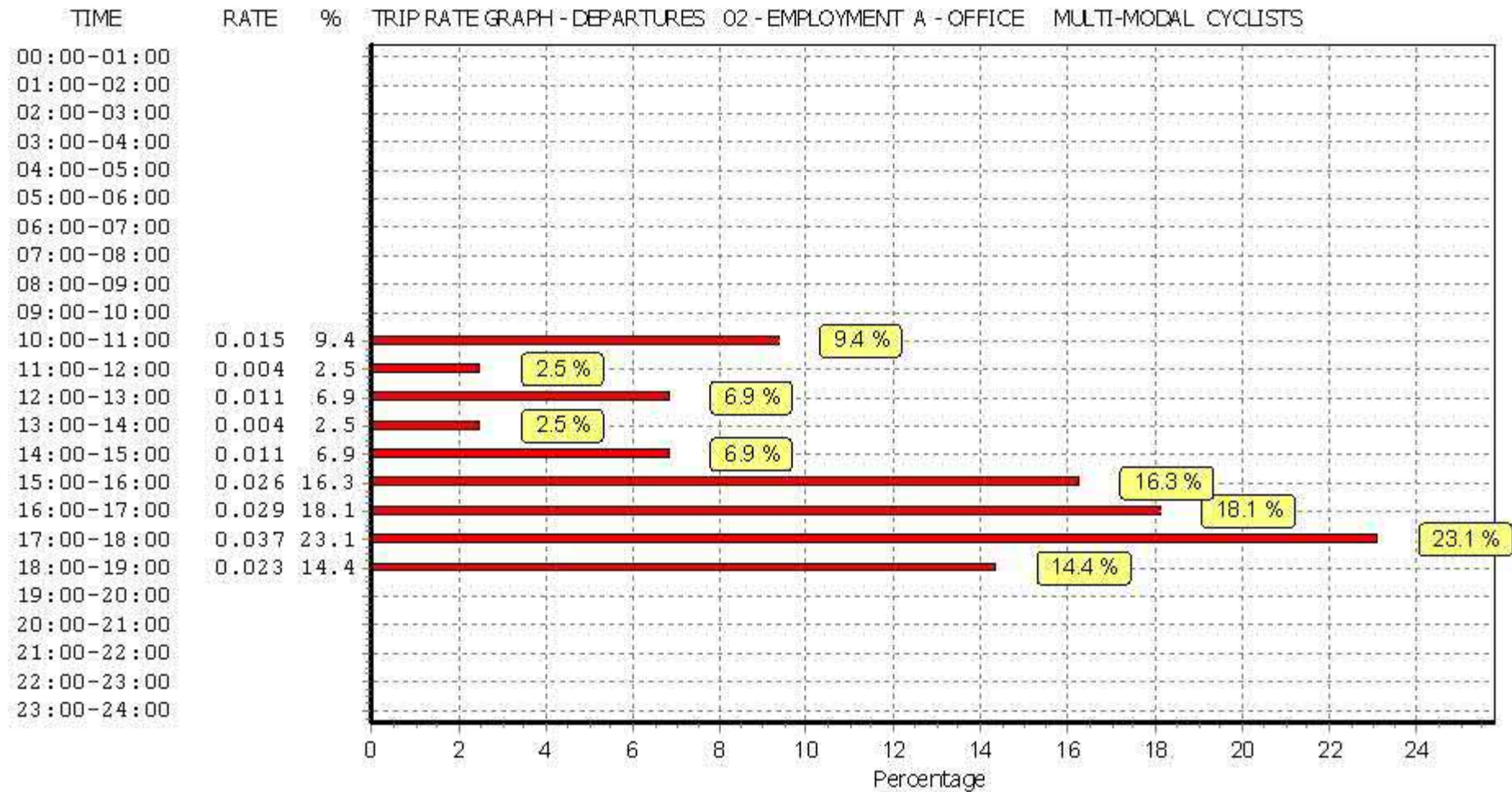
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

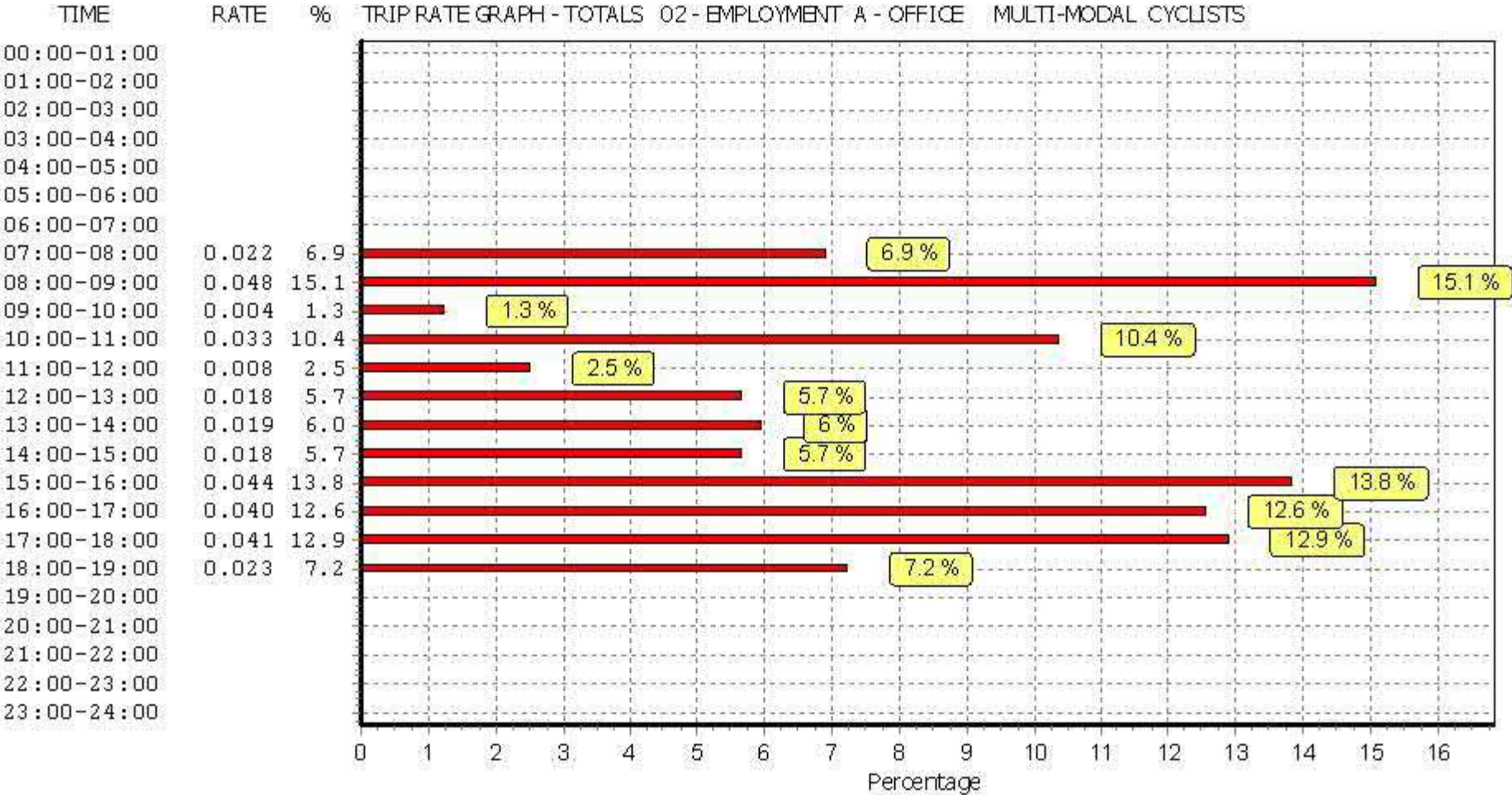
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 14       | 1950     | 0.963     | 17.896              | 14         | 1950     | 0.121     | 2.246               | 14       | 1950     | 1.084     | 20.142              |
| 08:00 - 09:00 | 14       | 1950     | 2.578     | 47.904              | 14         | 1950     | 0.223     | 4.151               | 14       | 1950     | 2.801     | 52.055              |
| 09:00 - 10:00 | 14       | 1950     | 1.524     | 28.307              | 14         | 1950     | 0.418     | 7.757               | 14       | 1950     | 1.942     | 36.064              |
| 10:00 - 11:00 | 14       | 1950     | 0.857     | 15.923              | 14         | 1950     | 0.700     | 12.997              | 14       | 1950     | 1.557     | 28.920              |
| 11:00 - 12:00 | 14       | 1950     | 0.678     | 12.589              | 14         | 1950     | 0.564     | 10.479              | 14       | 1950     | 1.242     | 23.068              |
| 12:00 - 13:00 | 14       | 1950     | 0.861     | 15.991              | 14         | 1950     | 0.930     | 17.284              | 14       | 1950     | 1.791     | 33.275              |
| 13:00 - 14:00 | 14       | 1950     | 0.919     | 17.080              | 14         | 1950     | 0.721     | 13.405              | 14       | 1950     | 1.640     | 30.485              |
| 14:00 - 15:00 | 14       | 1950     | 0.586     | 10.887              | 14         | 1950     | 0.645     | 11.976              | 14       | 1950     | 1.231     | 22.863              |
| 15:00 - 16:00 | 14       | 1950     | 0.443     | 8.234               | 14         | 1950     | 0.754     | 14.018              | 14       | 1950     | 1.197     | 22.252              |
| 16:00 - 17:00 | 14       | 1950     | 0.407     | 7.553               | 14         | 1950     | 1.970     | 36.609              | 14       | 1950     | 2.377     | 44.162              |
| 17:00 - 18:00 | 14       | 1950     | 0.260     | 4.831               | 14         | 1950     | 2.381     | 44.230              | 14       | 1950     | 2.641     | 49.061              |
| 18:00 - 19:00 | 13       | 2006     | 0.058     | 1.069               | 13         | 2006     | 0.522     | 9.691               | 13       | 2006     | 0.580     | 10.760              |
| 19:00 - 20:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 20:00 - 21:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 10.134    | 188.264             |            |          | 9.949     | 184.843             |          |          | 20.083    | 373.107             |

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

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

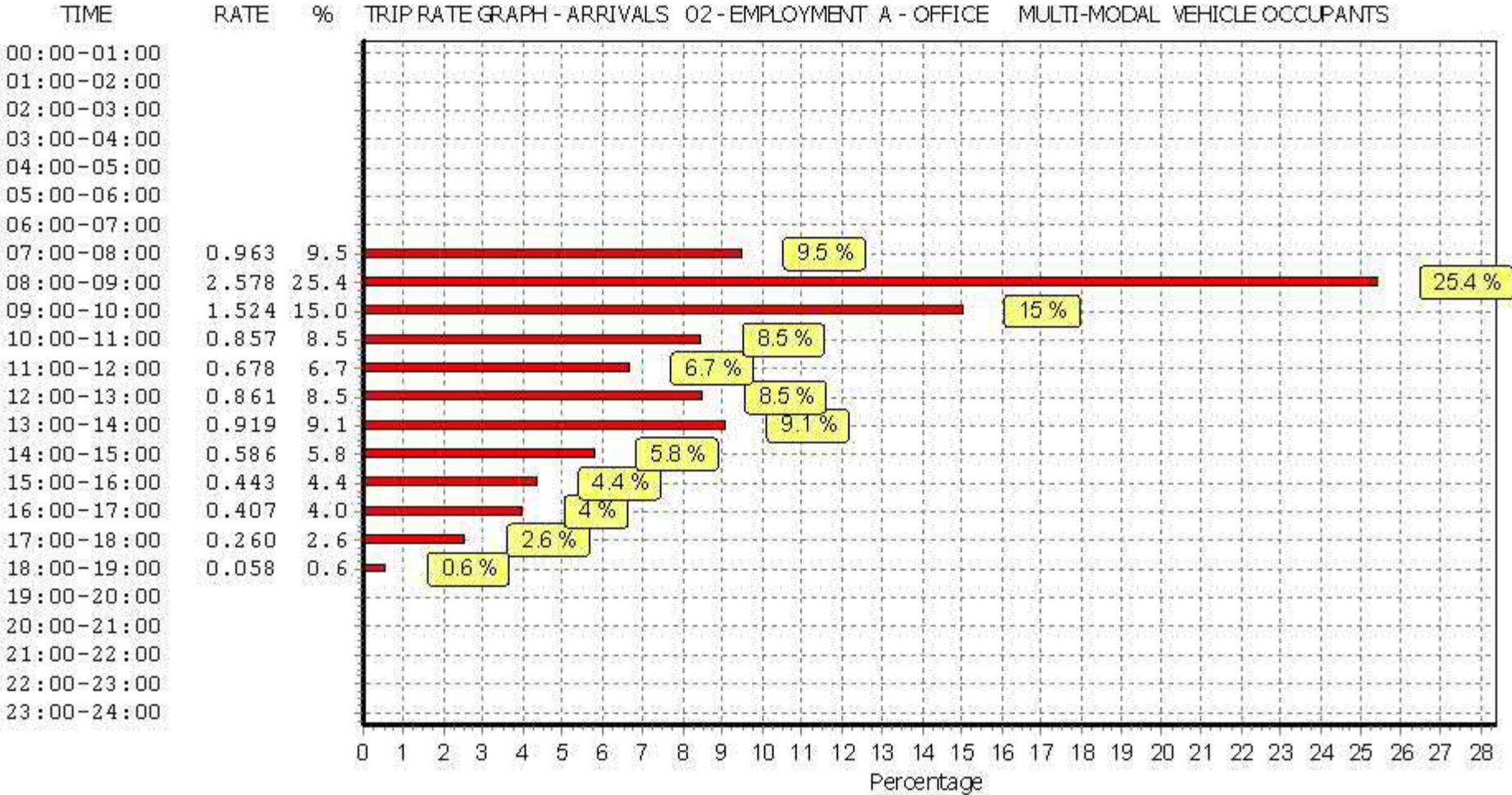
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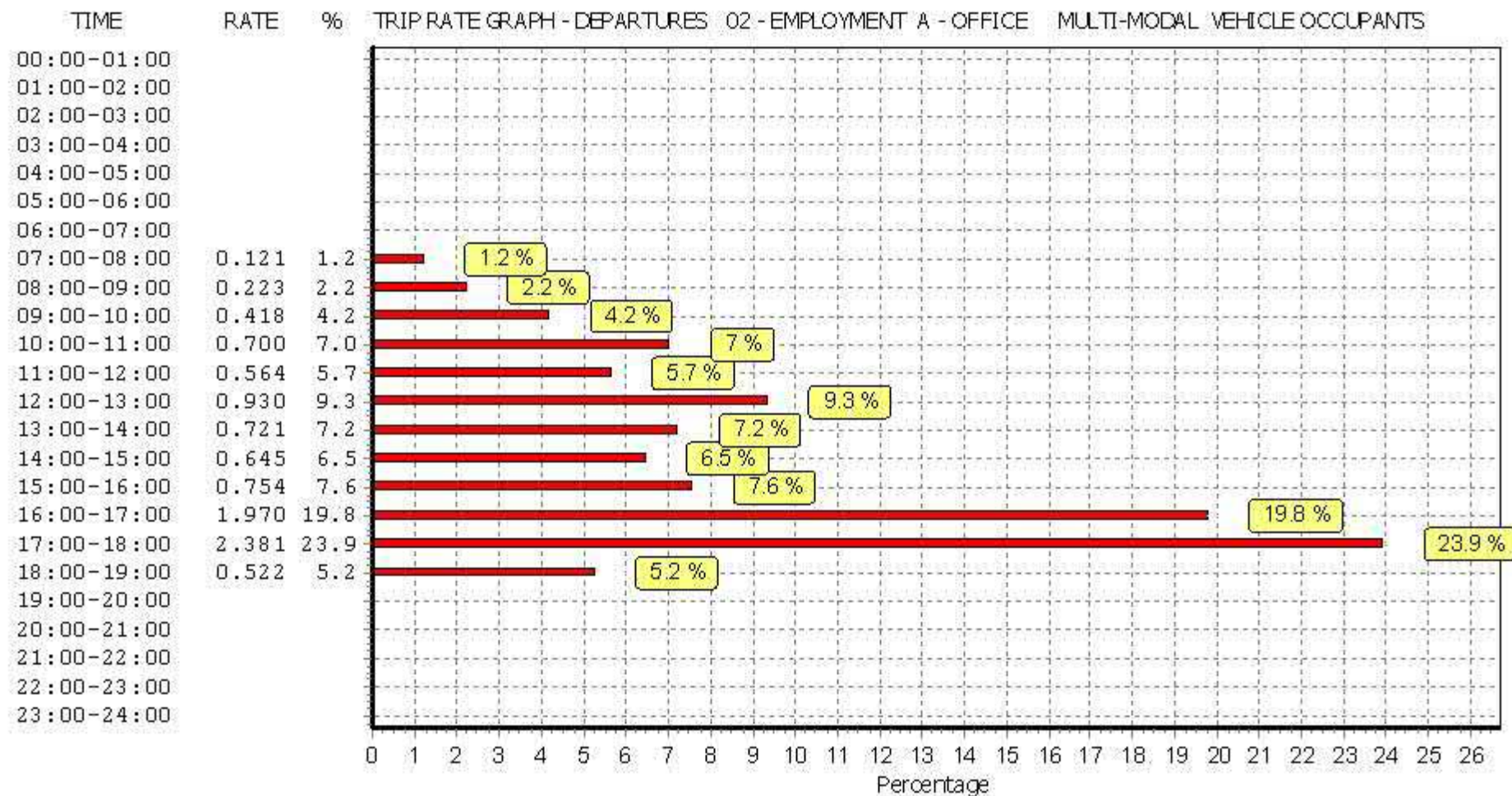
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

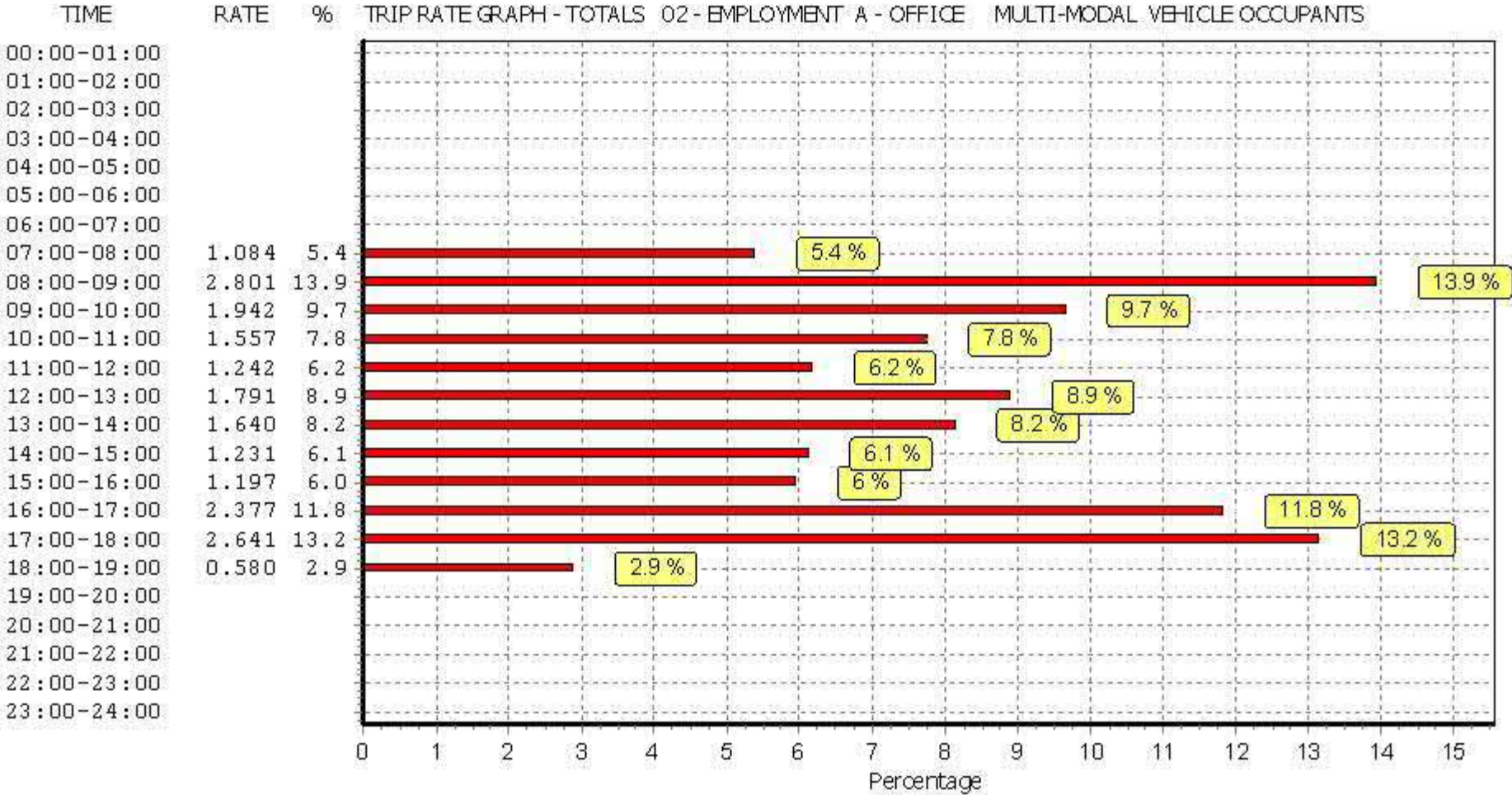
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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 02 - EMPLOYMENT/A - OFFICE

### MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 14       | 1950     | 0.088     | 1.633               | 14         | 1950     | 0.022     | 0.408               | 14       | 1950     | 0.110     | 2.041               |
| 08:00 - 09:00 | 14       | 1950     | 0.355     | 6.600               | 14         | 1950     | 0.048     | 0.885               | 14       | 1950     | 0.403     | 7.485               |
| 09:00 - 10:00 | 14       | 1950     | 0.546     | 10.139              | 14         | 1950     | 0.125     | 2.314               | 14       | 1950     | 0.671     | 12.453              |
| 10:00 - 11:00 | 14       | 1950     | 0.516     | 9.595               | 14         | 1950     | 0.396     | 7.349               | 14       | 1950     | 0.912     | 16.944              |
| 11:00 - 12:00 | 14       | 1950     | 0.392     | 7.281               | 14         | 1950     | 0.619     | 11.500              | 14       | 1950     | 1.011     | 18.781              |
| 12:00 - 13:00 | 14       | 1950     | 1.220     | 22.659              | 14         | 1950     | 1.813     | 33.683              | 14       | 1950     | 3.033     | 56.342              |
| 13:00 - 14:00 | 14       | 1950     | 1.520     | 28.239              | 14         | 1950     | 0.956     | 17.760              | 14       | 1950     | 2.476     | 45.999              |
| 14:00 - 15:00 | 14       | 1950     | 0.619     | 11.500              | 14         | 1950     | 0.516     | 9.595               | 14       | 1950     | 1.135     | 21.095              |
| 15:00 - 16:00 | 14       | 1950     | 0.392     | 7.281               | 14         | 1950     | 0.403     | 7.485               | 14       | 1950     | 0.795     | 14.766              |
| 16:00 - 17:00 | 14       | 1950     | 0.198     | 3.674               | 14         | 1950     | 0.531     | 9.867               | 14       | 1950     | 0.729     | 13.541              |
| 17:00 - 18:00 | 14       | 1950     | 0.132     | 2.450               | 14         | 1950     | 0.516     | 9.595               | 14       | 1950     | 0.648     | 12.045              |
| 18:00 - 19:00 | 13       | 2006     | 0.015     | 0.285               | 13         | 2006     | 0.127     | 2.351               | 13       | 2006     | 0.142     | 2.636               |
| 19:00 - 20:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 20:00 - 21:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 5.993     | 111.336             |            |          | 6.072     | 112.792             |          |          | 12.065    | 224.128             |

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

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

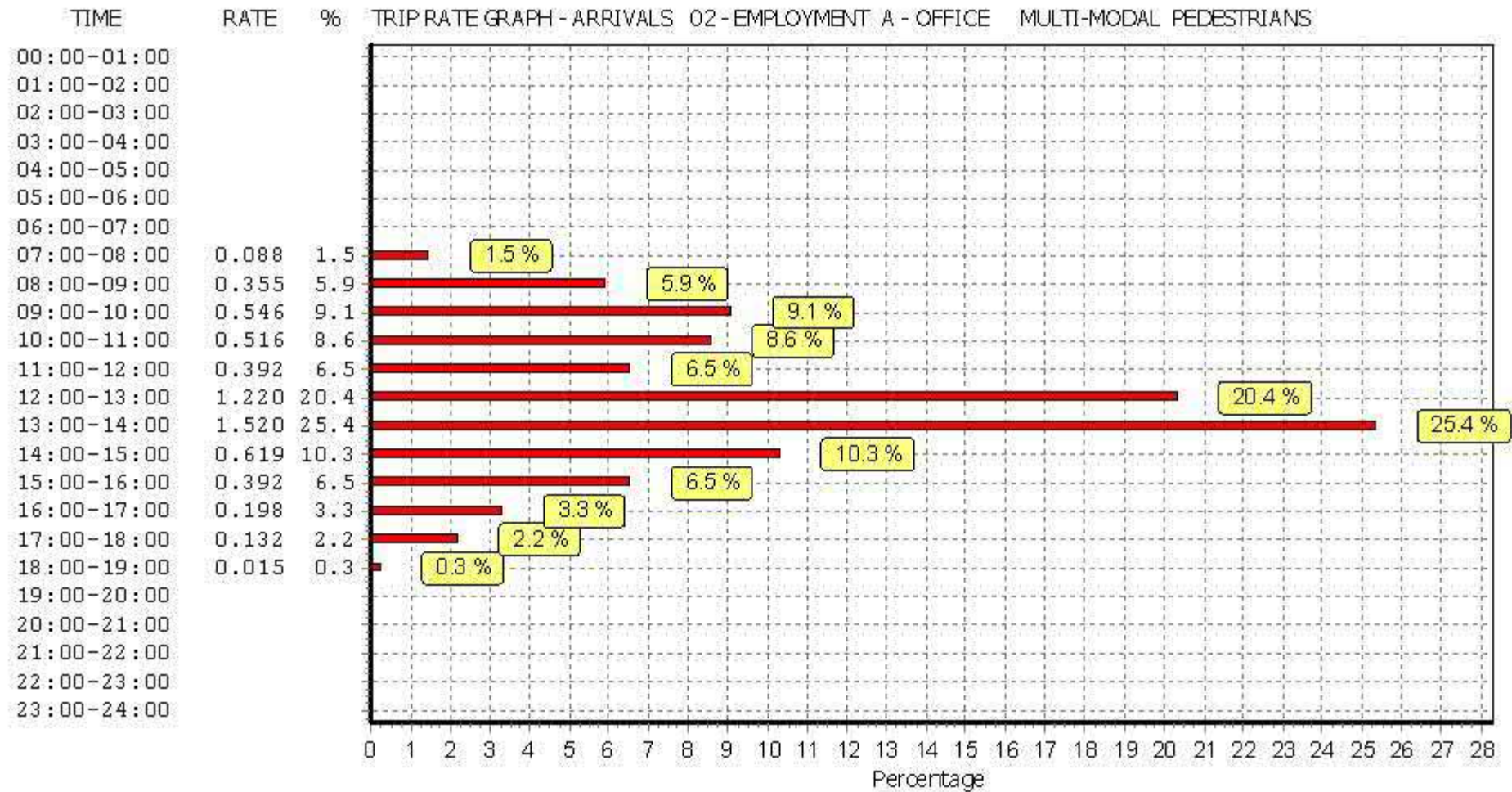
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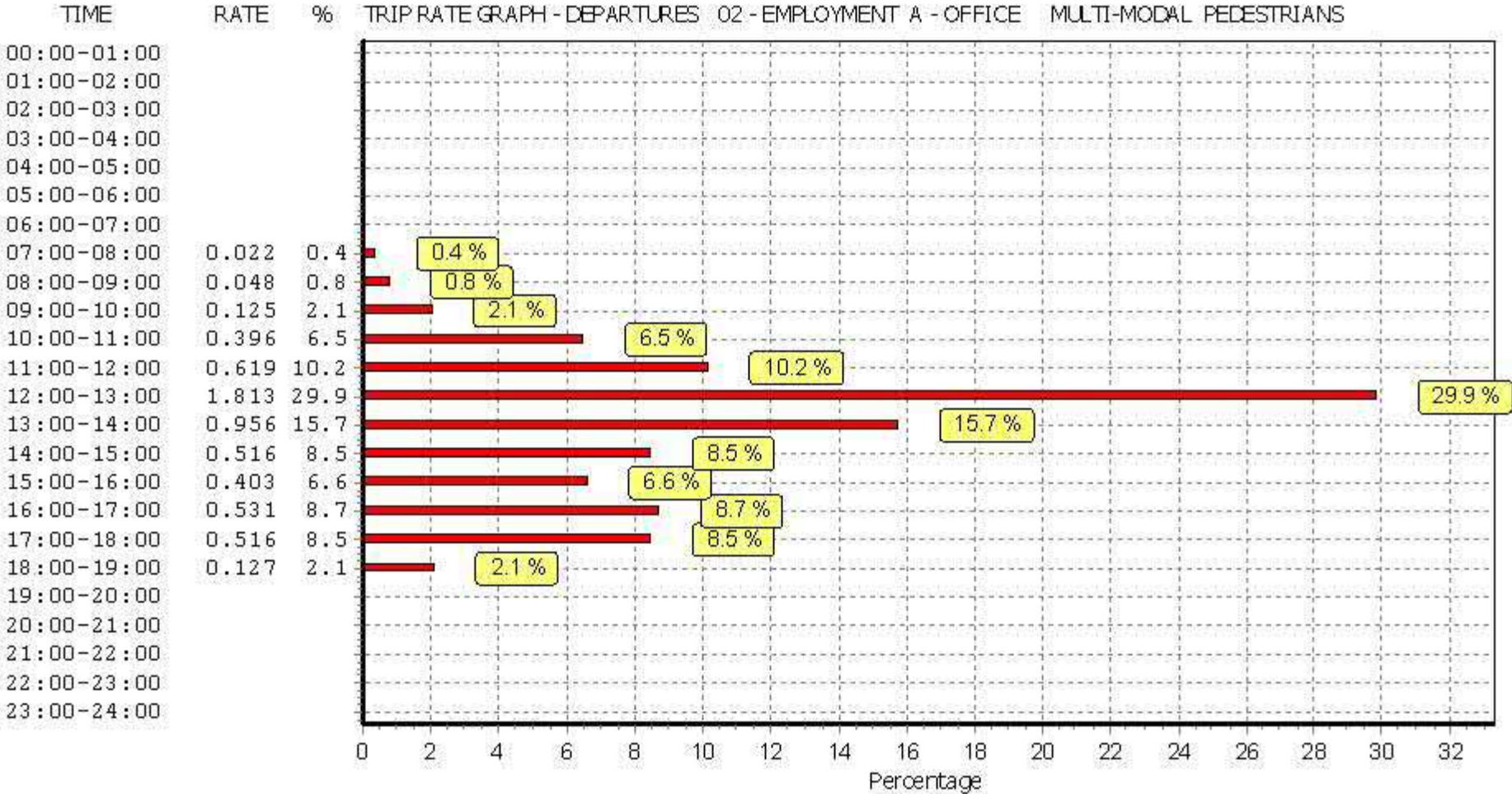
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

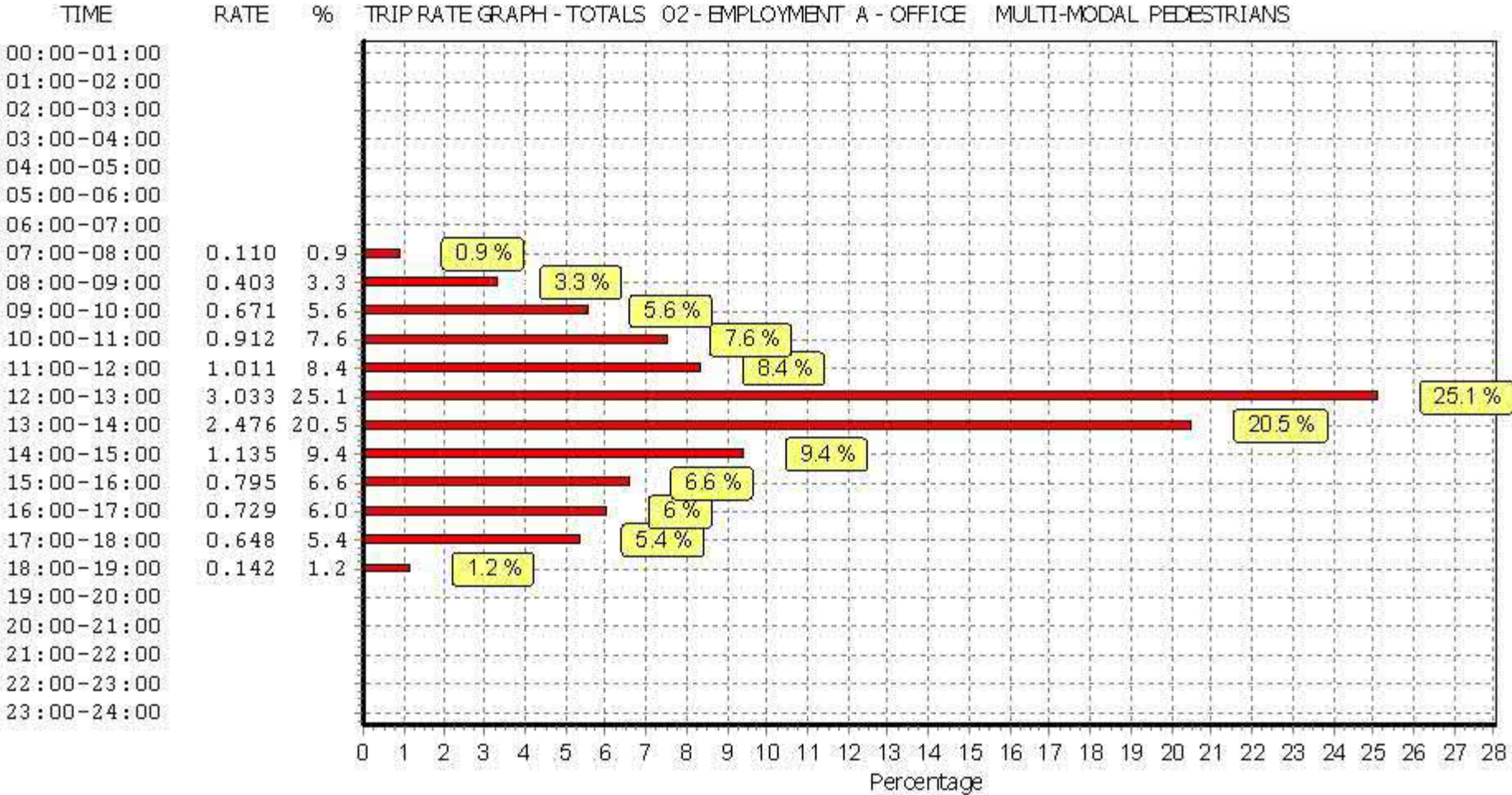
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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 14       | 1950     | 0.055     | 1.021               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.055     | 1.021               |
| 08:00 - 09:00 | 14       | 1950     | 0.223     | 4.151               | 14         | 1950     | 0.004     | 0.068               | 14       | 1950     | 0.227     | 4.219               |
| 09:00 - 10:00 | 14       | 1950     | 0.187     | 3.470               | 14         | 1950     | 0.029     | 0.544               | 14       | 1950     | 0.216     | 4.014               |
| 10:00 - 11:00 | 14       | 1950     | 0.136     | 2.518               | 14         | 1950     | 0.073     | 1.361               | 14       | 1950     | 0.209     | 3.879               |
| 11:00 - 12:00 | 14       | 1950     | 0.128     | 2.382               | 14         | 1950     | 0.165     | 3.062               | 14       | 1950     | 0.293     | 5.444               |
| 12:00 - 13:00 | 14       | 1950     | 0.121     | 2.246               | 14         | 1950     | 0.110     | 2.041               | 14       | 1950     | 0.231     | 4.287               |
| 13:00 - 14:00 | 14       | 1950     | 0.073     | 1.361               | 14         | 1950     | 0.121     | 2.246               | 14       | 1950     | 0.194     | 3.607               |
| 14:00 - 15:00 | 14       | 1950     | 0.110     | 2.041               | 14         | 1950     | 0.117     | 2.177               | 14       | 1950     | 0.227     | 4.218               |
| 15:00 - 16:00 | 14       | 1950     | 0.059     | 1.089               | 14         | 1950     | 0.106     | 1.973               | 14       | 1950     | 0.165     | 3.062               |
| 16:00 - 17:00 | 14       | 1950     | 0.029     | 0.544               | 14         | 1950     | 0.190     | 3.538               | 14       | 1950     | 0.219     | 4.082               |
| 17:00 - 18:00 | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.165     | 3.062               | 14       | 1950     | 0.165     | 3.062               |
| 18:00 - 19:00 | 13       | 2006     | 0.004     | 0.071               | 13         | 2006     | 0.035     | 0.641               | 13       | 2006     | 0.039     | 0.712               |
| 19:00 - 20:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 20:00 - 21:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 1.125     | 20.894              |            |          | 1.115     | 20.713              |          |          | 2.240     | 41.607              |

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

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

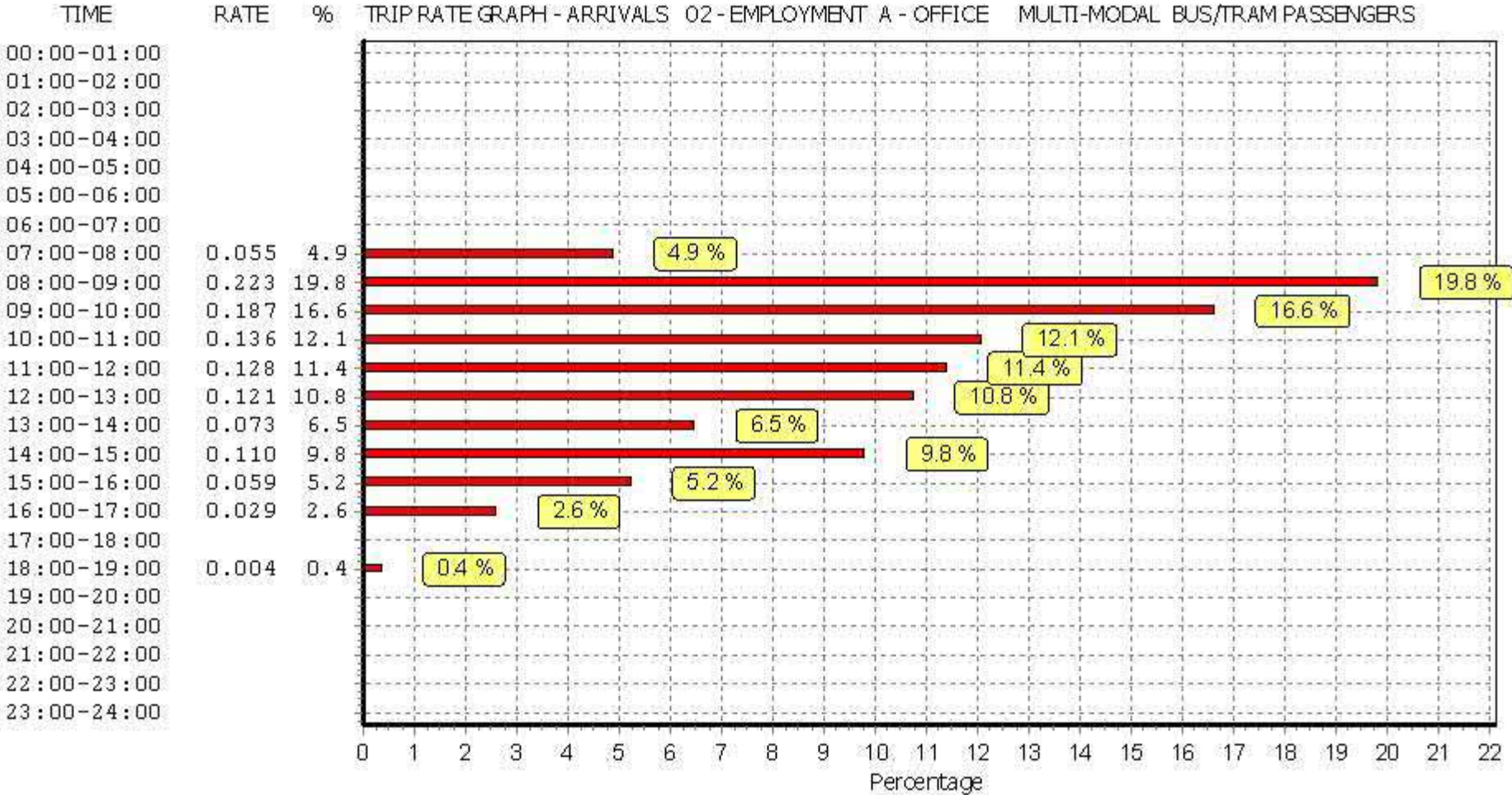
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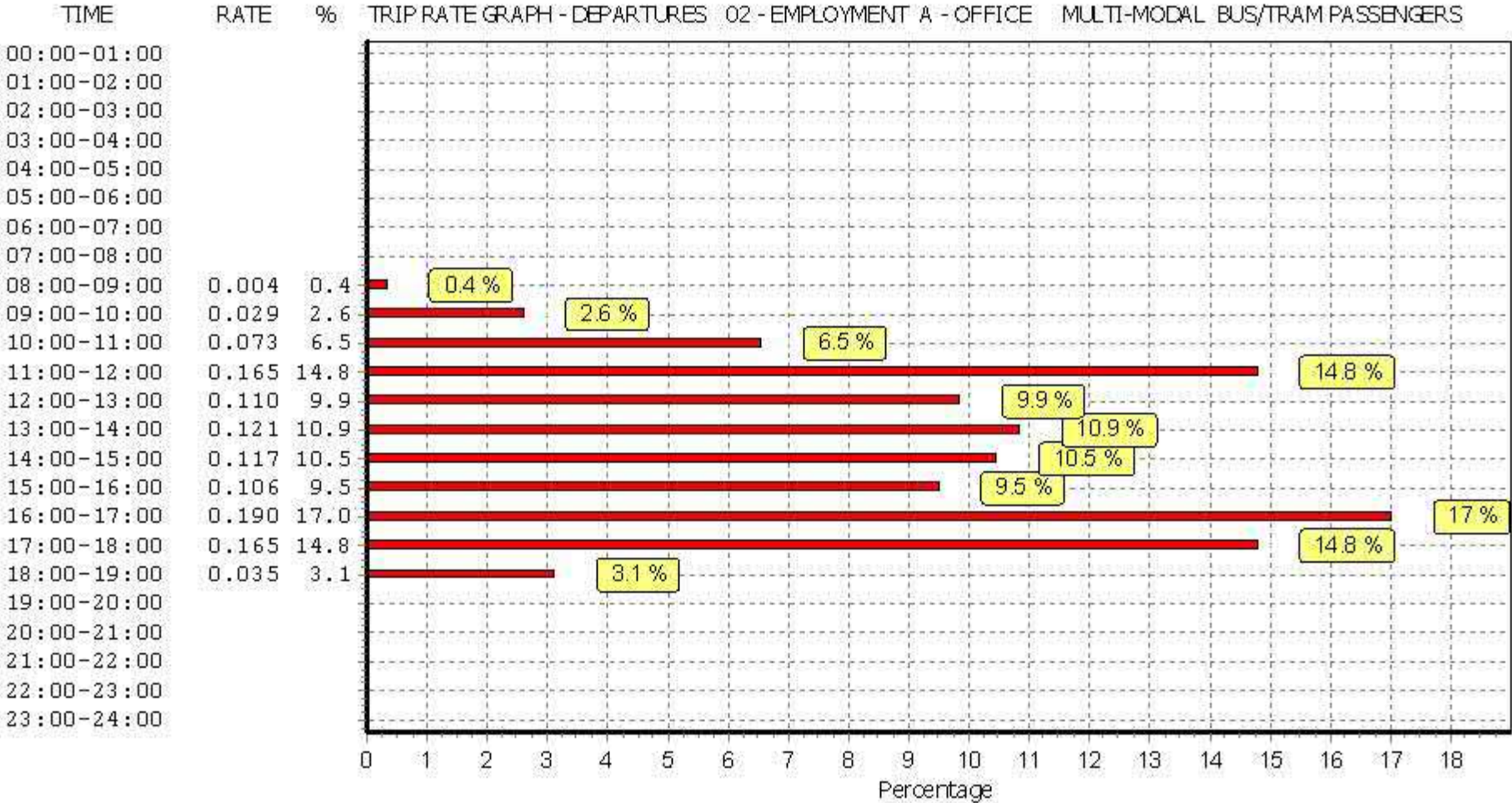
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date range:                            | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

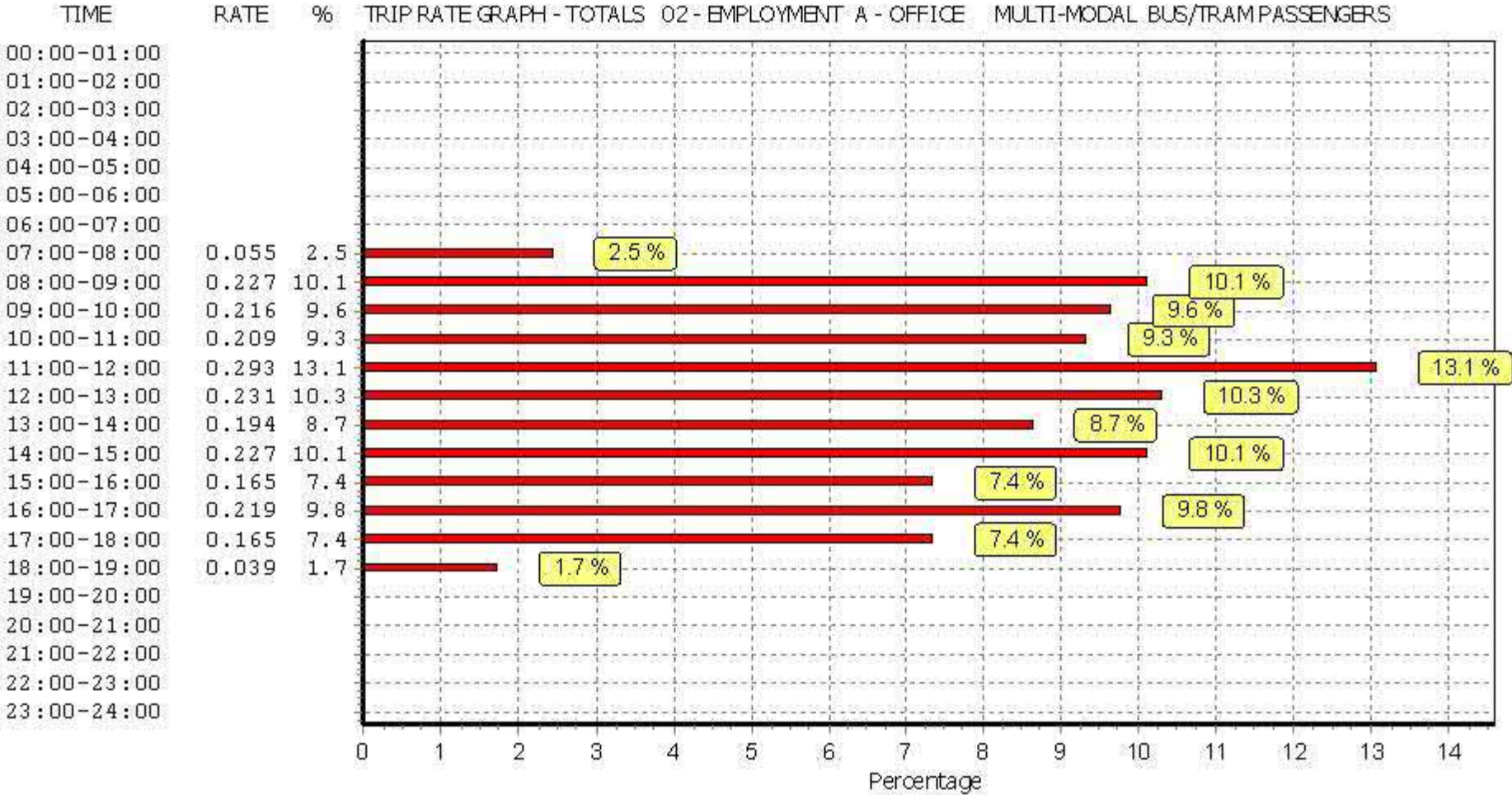
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 14       | 1950     | 0.048     | 0.885               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.048     | 0.885               |
| 08:00 - 09:00 | 14       | 1950     | 0.216     | 4.015               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.216     | 4.015               |
| 09:00 - 10:00 | 14       | 1950     | 0.128     | 2.382               | 14         | 1950     | 0.004     | 0.068               | 14       | 1950     | 0.132     | 2.450               |
| 10:00 - 11:00 | 14       | 1950     | 0.048     | 0.885               | 14         | 1950     | 0.022     | 0.408               | 14       | 1950     | 0.070     | 1.293               |
| 11:00 - 12:00 | 14       | 1950     | 0.037     | 0.680               | 14         | 1950     | 0.004     | 0.068               | 14       | 1950     | 0.041     | 0.748               |
| 12:00 - 13:00 | 14       | 1950     | 0.007     | 0.136               | 14         | 1950     | 0.015     | 0.272               | 14       | 1950     | 0.022     | 0.408               |
| 13:00 - 14:00 | 14       | 1950     | 0.004     | 0.068               | 14         | 1950     | 0.026     | 0.476               | 14       | 1950     | 0.030     | 0.544               |
| 14:00 - 15:00 | 14       | 1950     | 0.048     | 0.885               | 14         | 1950     | 0.026     | 0.476               | 14       | 1950     | 0.074     | 1.361               |
| 15:00 - 16:00 | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.081     | 1.497               | 14       | 1950     | 0.081     | 1.497               |
| 16:00 - 17:00 | 14       | 1950     | 0.007     | 0.136               | 14         | 1950     | 0.183     | 3.402               | 14       | 1950     | 0.190     | 3.538               |
| 17:00 - 18:00 | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.136     | 2.518               | 14       | 1950     | 0.136     | 2.518               |
| 18:00 - 19:00 | 13       | 2006     | 0.000     | 0.000               | 13         | 2006     | 0.035     | 0.641               | 13       | 2006     | 0.035     | 0.641               |
| 19:00 - 20:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 20:00 - 21:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 0.543     | 10.072              |            |          | 0.532     | 9.826               |          |          | 1.075     | 19.898              |

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

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

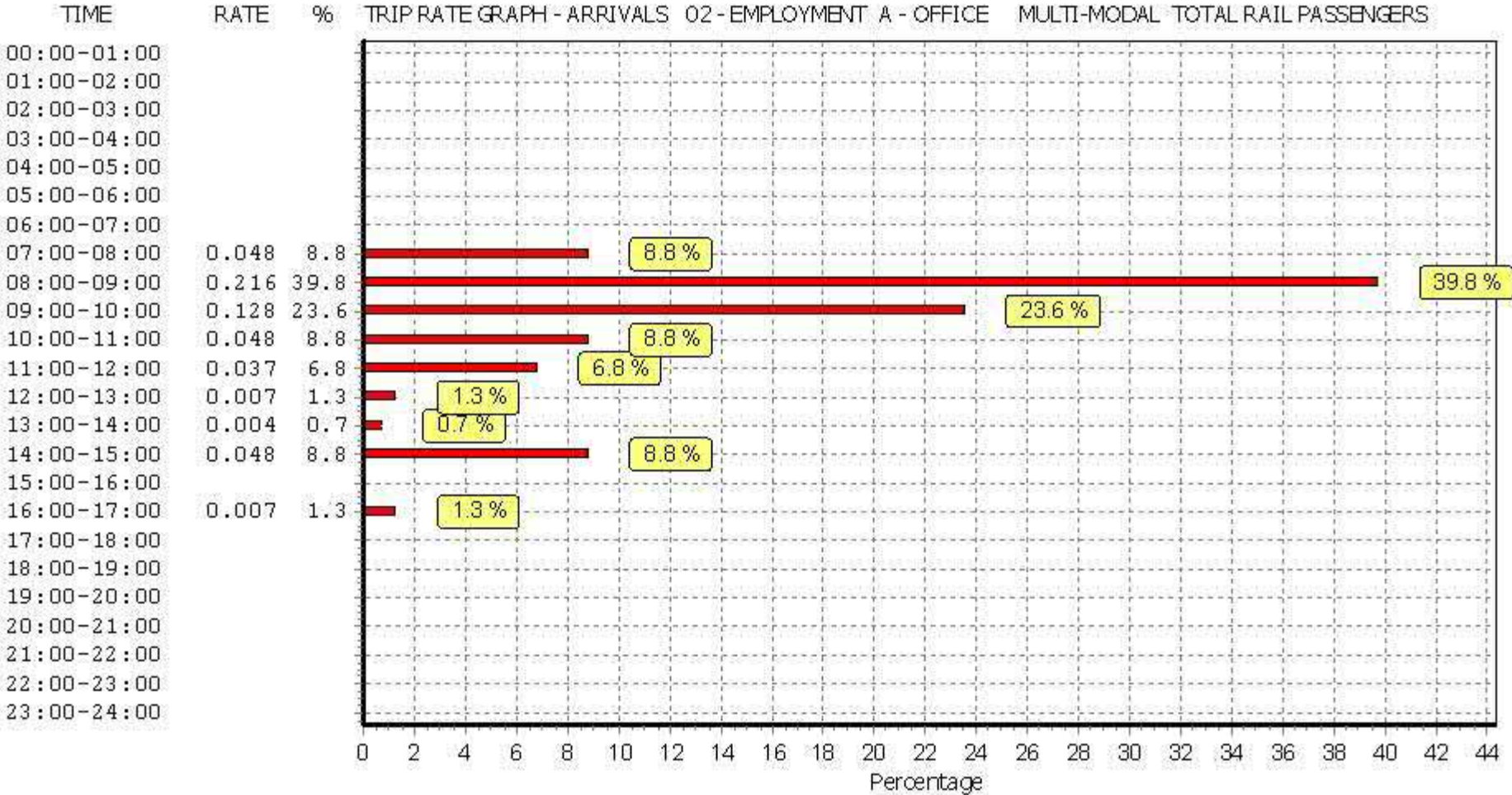
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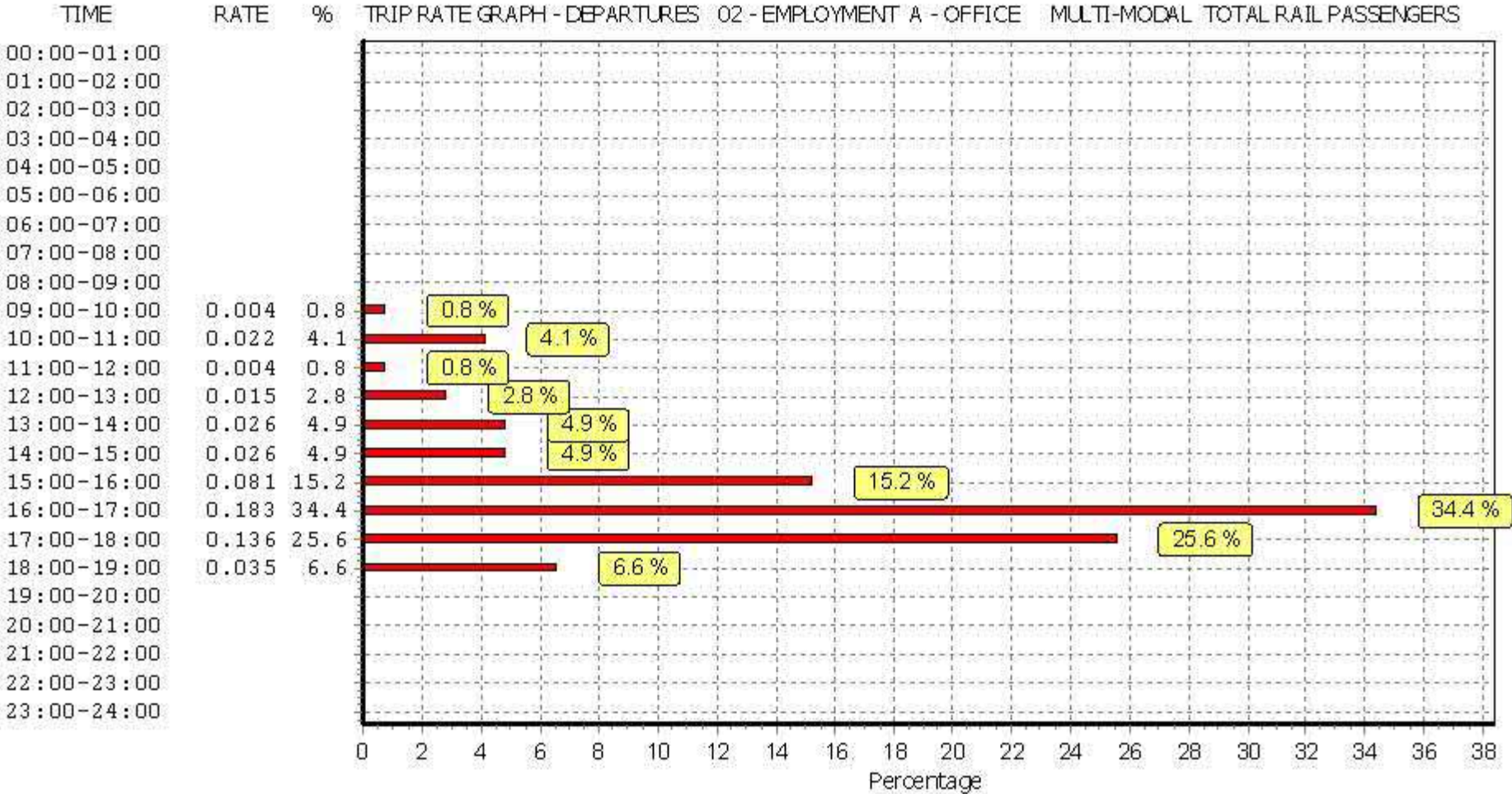
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

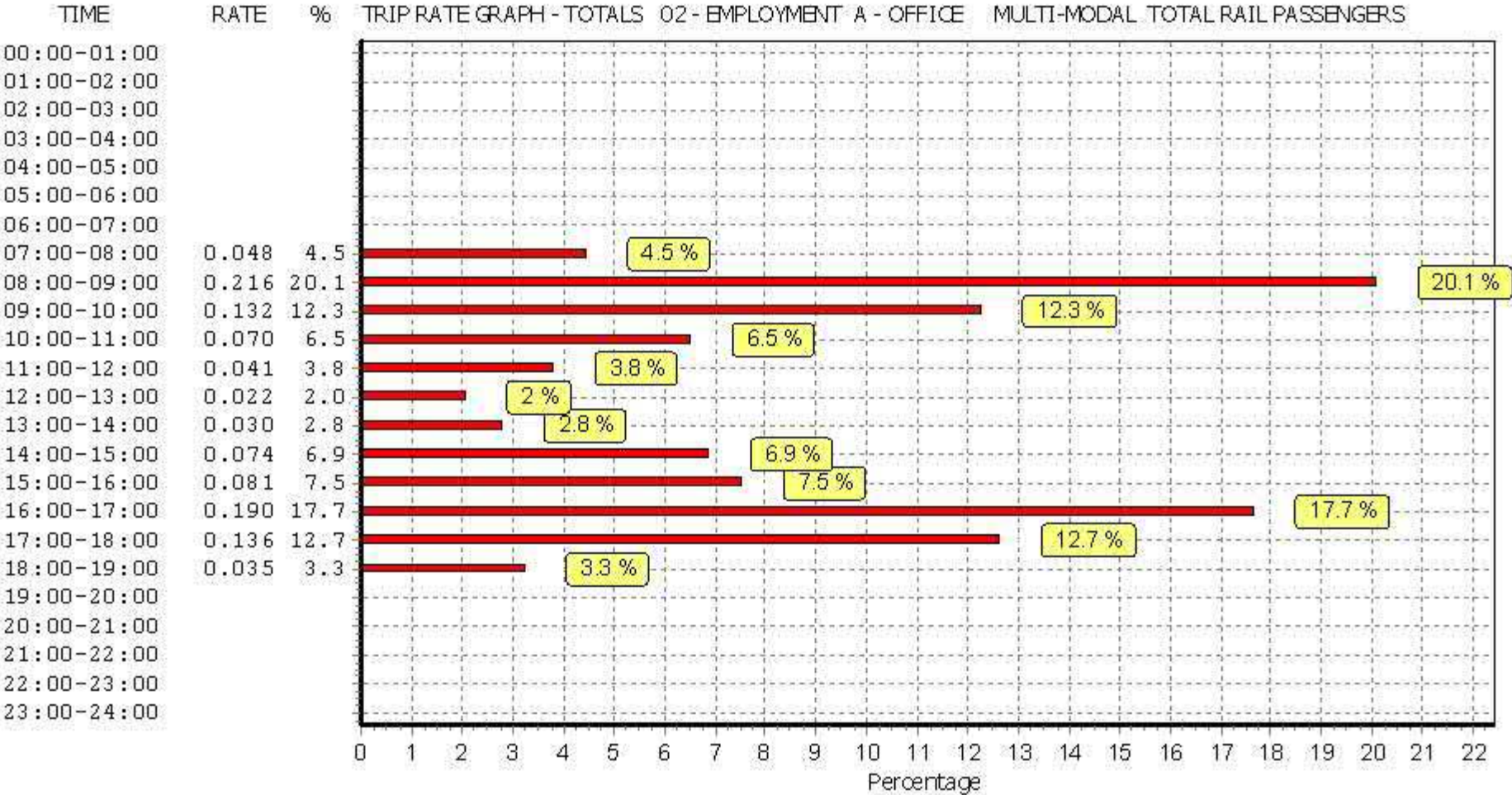
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, 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 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL COACH PASSENGERS**

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

**BOLD** print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|                     | 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       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 08:00 - 09:00       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 09:00 - 10:00       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 10:00 - 11:00       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 11:00 - 12:00       | 14       | 1950     | 0.004     | 0.068               | 14         | 1950     | 0.048     | 0.885               | 14       | 1950     | 0.052     | 0.953               |
| 12:00 - 13:00       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 13:00 - 14:00       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 14:00 - 15:00       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 15:00 - 16:00       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 16:00 - 17:00       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 17:00 - 18:00       | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.000     | 0.000               |
| 18:00 - 19:00       | 13       | 2006     | 0.000     | 0.000               | 13         | 2006     | 0.000     | 0.000               | 13       | 2006     | 0.000     | 0.000               |
| 19:00 - 20:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 20:00 - 21:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 21:00 - 22:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| <b>Total Rates:</b> |          |          | 0.004     | 0.068               |            |          | 0.048     | 0.885               |          |          | 0.052     | 0.953               |

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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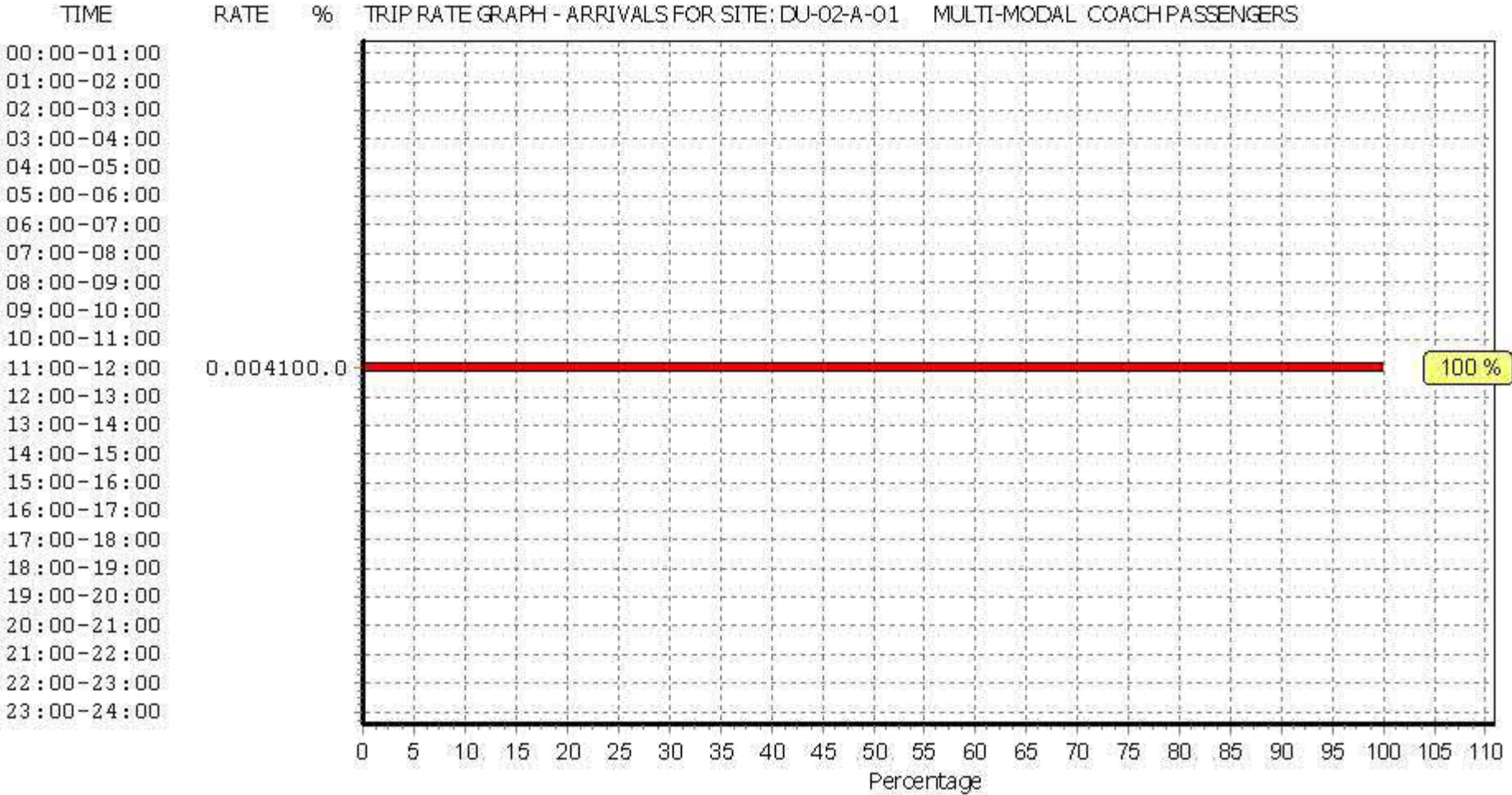
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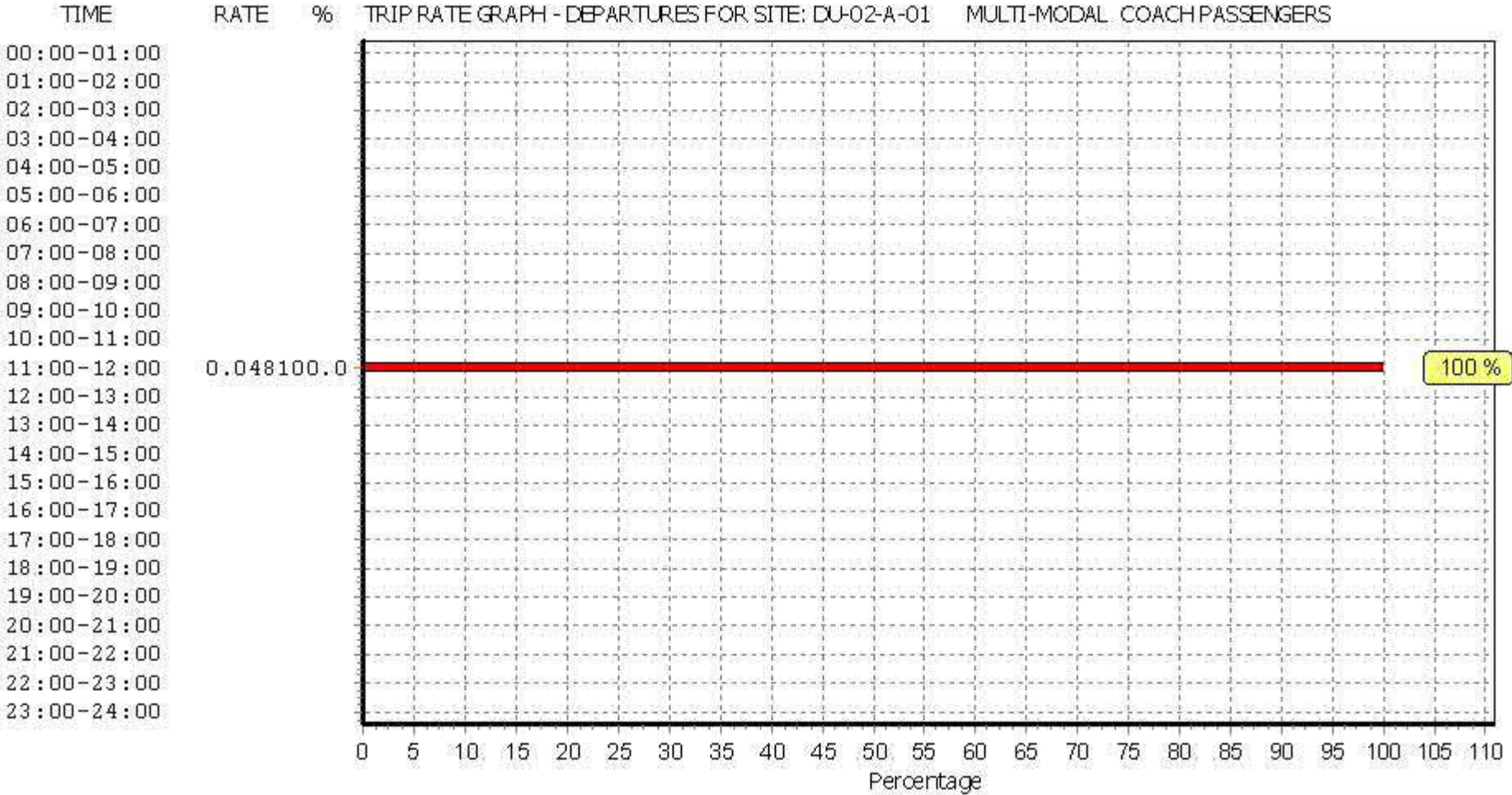
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

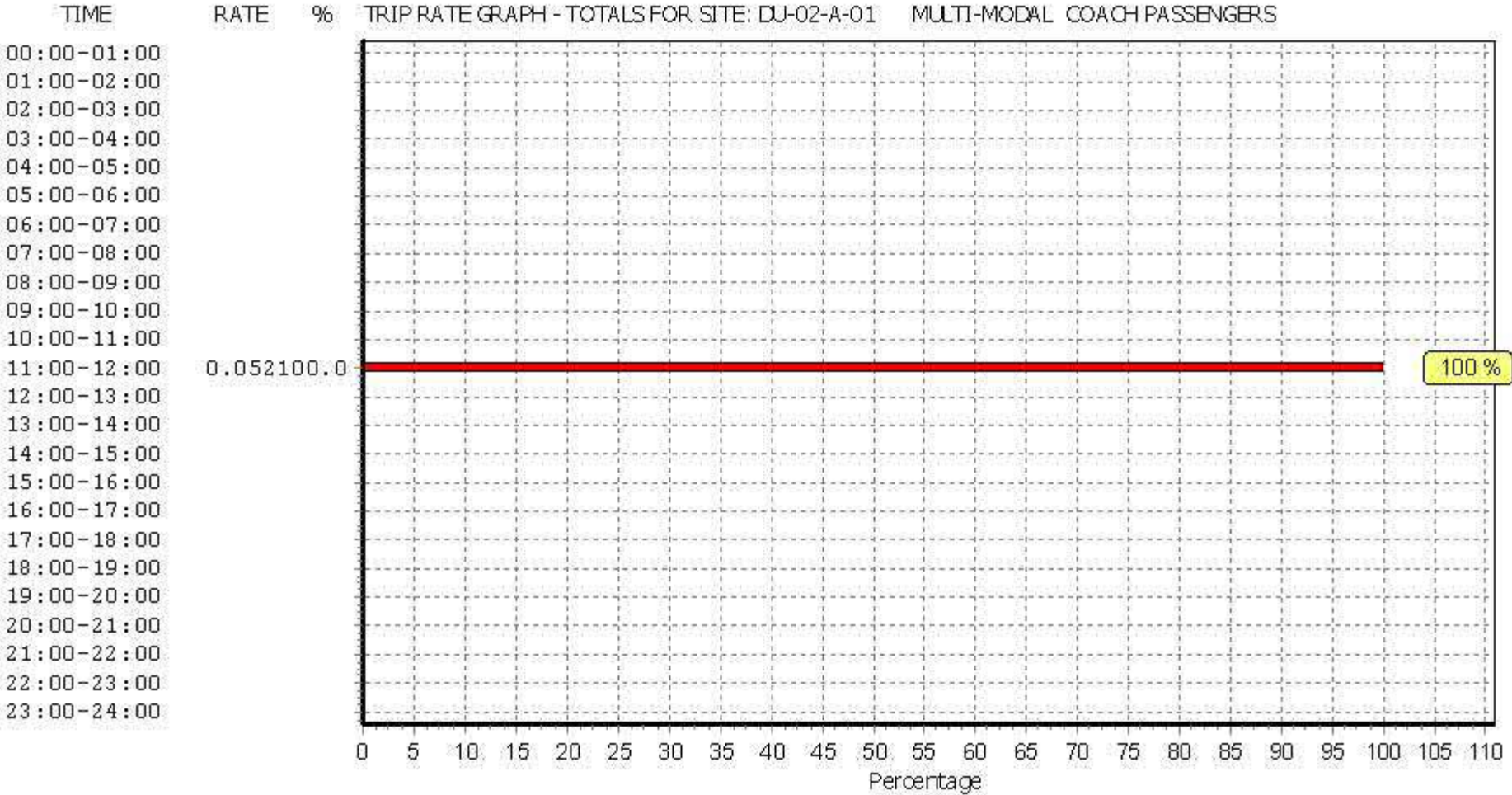
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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, 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 02 - EMPLOYMENT/A - OFFICE  
**MULTI-MODAL PUBLIC TRANSPORT USERS**

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 14       | 1950     | 0.103     | 1.905               | 14         | 1950     | 0.000     | 0.000               | 14       | 1950     | 0.103     | 1.905               |
| 08:00 - 09:00 | 14       | 1950     | 0.439     | 8.166               | 14         | 1950     | 0.004     | 0.068               | 14       | 1950     | 0.443     | 8.234               |
| 09:00 - 10:00 | 14       | 1950     | 0.315     | 5.852               | 14         | 1950     | 0.033     | 0.612               | 14       | 1950     | 0.348     | 6.464               |
| 10:00 - 11:00 | 14       | 1950     | 0.183     | 3.402               | 14         | 1950     | 0.095     | 1.769               | 14       | 1950     | 0.278     | 5.171               |
| 11:00 - 12:00 | 14       | 1950     | 0.168     | 3.130               | 14         | 1950     | 0.216     | 4.015               | 14       | 1950     | 0.384     | 7.145               |
| 12:00 - 13:00 | 14       | 1950     | 0.128     | 2.382               | 14         | 1950     | 0.125     | 2.314               | 14       | 1950     | 0.253     | 4.696               |
| 13:00 - 14:00 | 14       | 1950     | 0.077     | 1.429               | 14         | 1950     | 0.146     | 2.722               | 14       | 1950     | 0.223     | 4.151               |
| 14:00 - 15:00 | 14       | 1950     | 0.157     | 2.926               | 14         | 1950     | 0.143     | 2.654               | 14       | 1950     | 0.300     | 5.580               |
| 15:00 - 16:00 | 14       | 1950     | 0.059     | 1.089               | 14         | 1950     | 0.187     | 3.470               | 14       | 1950     | 0.246     | 4.559               |
| 16:00 - 17:00 | 14       | 1950     | 0.037     | 0.680               | 14         | 1950     | 0.374     | 6.941               | 14       | 1950     | 0.411     | 7.621               |
| 17:00 - 18:00 | 14       | 1950     | 0.000     | 0.000               | 14         | 1950     | 0.300     | 5.580               | 14       | 1950     | 0.300     | 5.580               |
| 18:00 - 19:00 | 13       | 2006     | 0.004     | 0.071               | 13         | 2006     | 0.069     | 1.283               | 13       | 2006     | 0.073     | 1.354               |
| 19:00 - 20:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 20:00 - 21:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 1.670     | 31.032              |            |          | 1.692     | 31.428              |          |          | 3.362     | 62.460              |

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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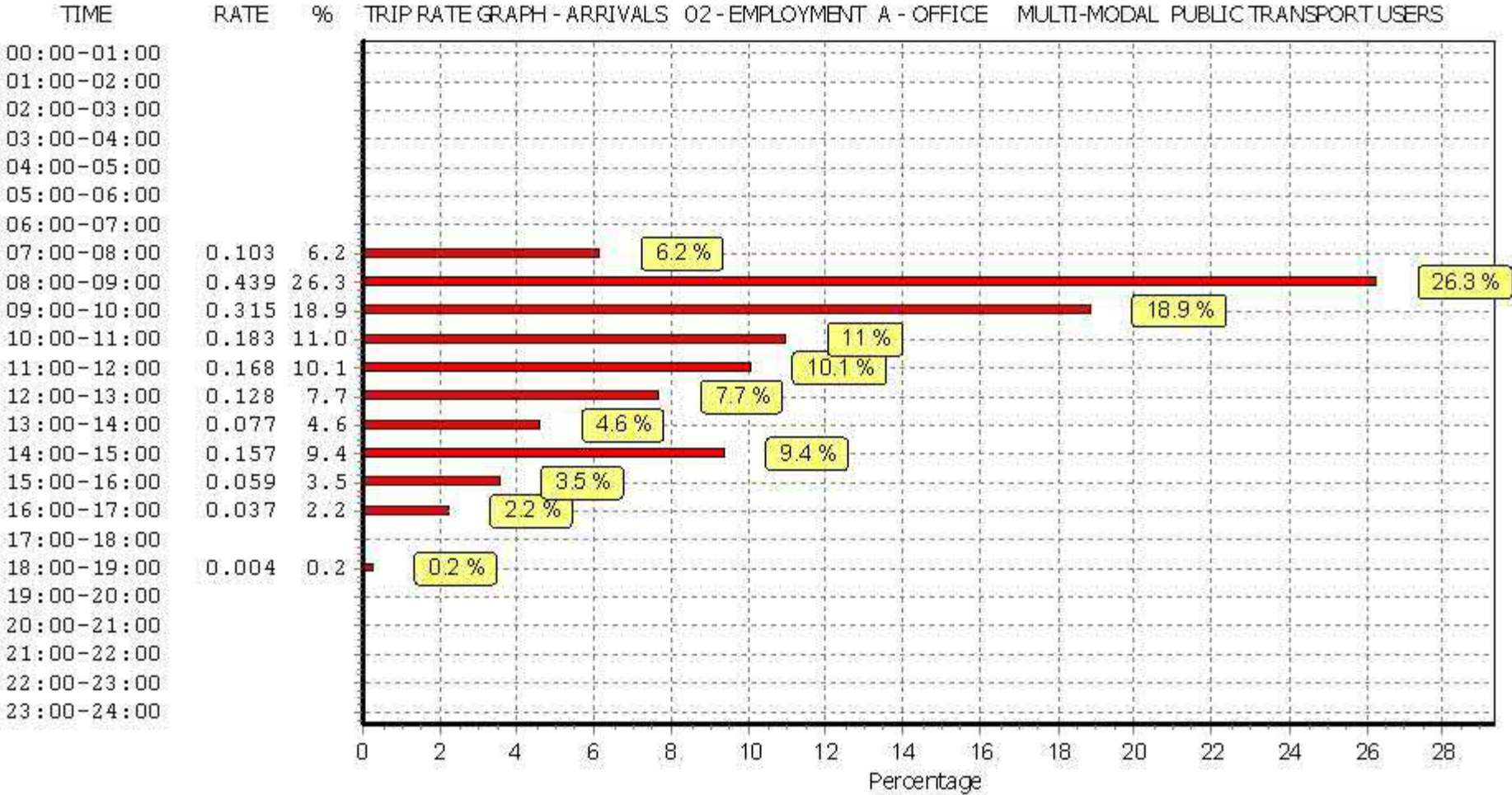
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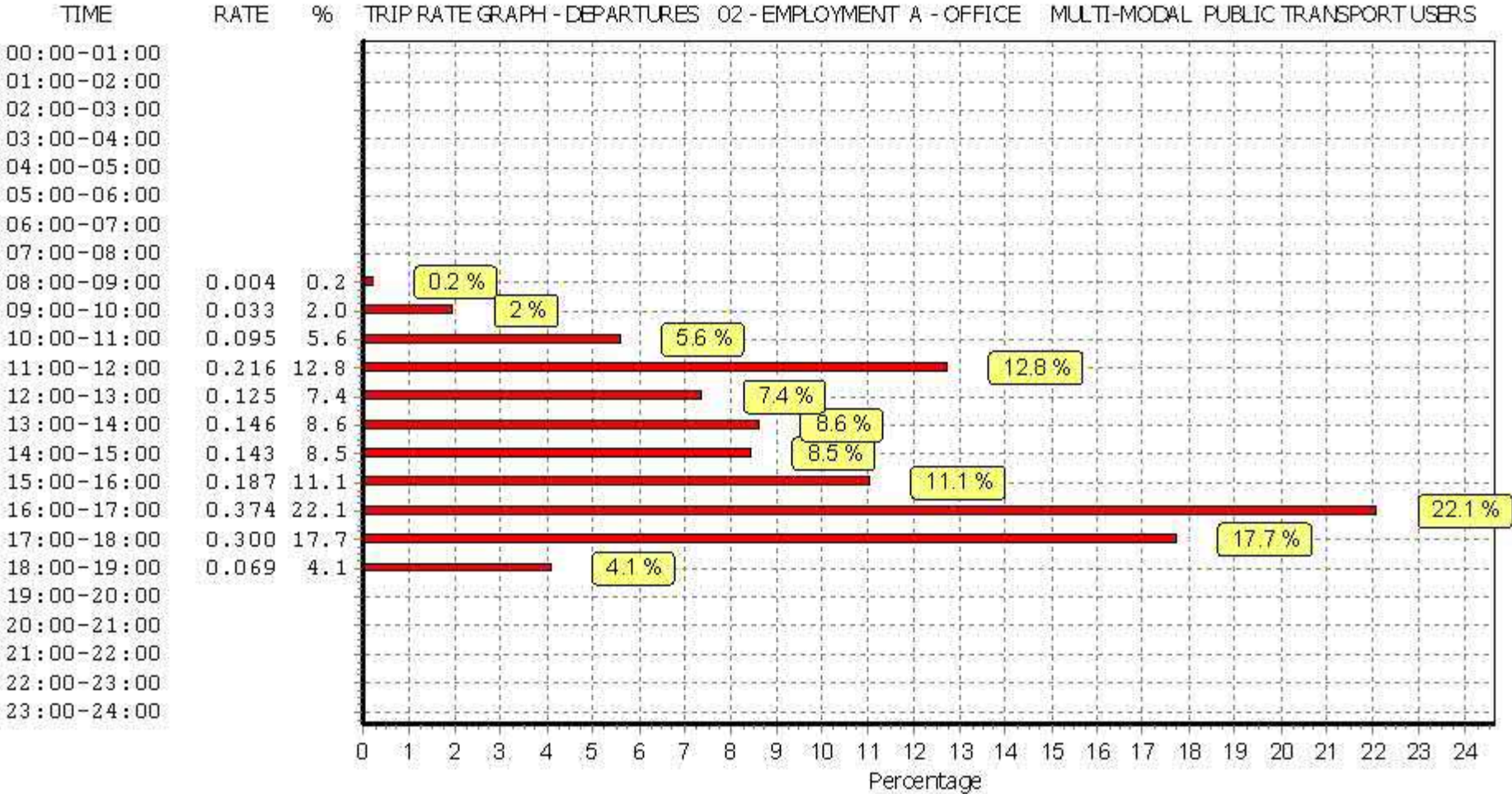
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

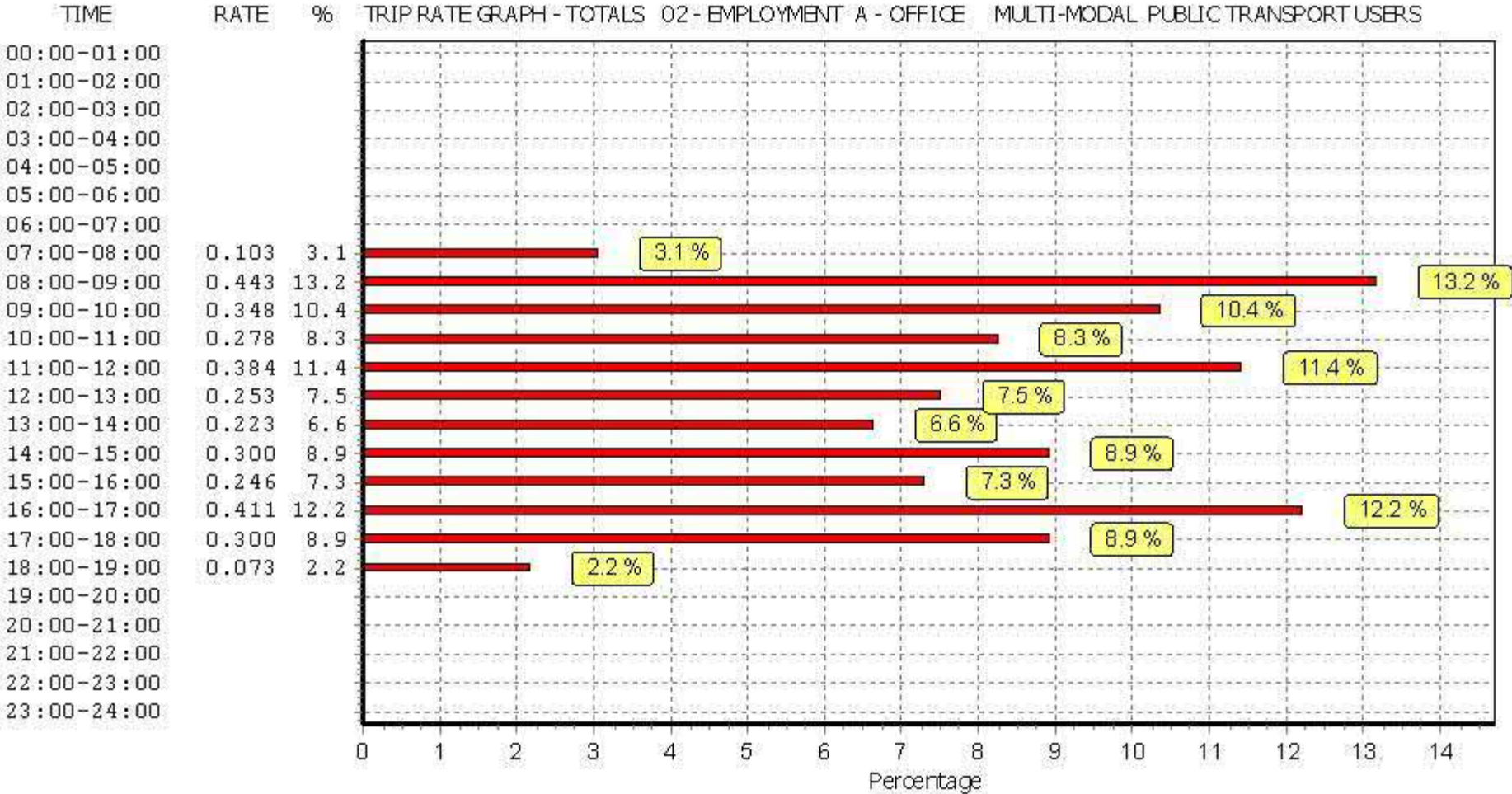
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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 02 - EMPLOYMENT/A - OFFICE

### MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 1858 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | 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 | 14       | 1950     | 1.176     | 21.843              | 14         | 1950     | 0.143     | 2.654               | 14       | 1950     | 1.319     | 24.497              |
| 08:00 - 09:00 | 14       | 1950     | 3.421     | 63.555              | 14         | 1950     | 0.275     | 5.103               | 14       | 1950     | 3.696     | 68.658              |
| 09:00 - 10:00 | 14       | 1950     | 2.388     | 44.366              | 14         | 1950     | 0.575     | 10.683              | 14       | 1950     | 2.963     | 55.049              |
| 10:00 - 11:00 | 14       | 1950     | 1.575     | 29.260              | 14         | 1950     | 1.205     | 22.387              | 14       | 1950     | 2.780     | 51.647              |
| 11:00 - 12:00 | 14       | 1950     | 1.242     | 23.068              | 14         | 1950     | 1.403     | 26.062              | 14       | 1950     | 2.645     | 49.130              |
| 12:00 - 13:00 | 14       | 1950     | 2.216     | 41.168              | 14         | 1950     | 2.879     | 53.484              | 14       | 1950     | 5.095     | 94.652              |
| 13:00 - 14:00 | 14       | 1950     | 2.531     | 47.020              | 14         | 1950     | 1.828     | 33.955              | 14       | 1950     | 4.359     | 80.975              |
| 14:00 - 15:00 | 14       | 1950     | 1.370     | 25.449              | 14         | 1950     | 1.315     | 24.429              | 14       | 1950     | 2.685     | 49.878              |
| 15:00 - 16:00 | 14       | 1950     | 0.912     | 16.943              | 14         | 1950     | 1.370     | 25.449              | 14       | 1950     | 2.282     | 42.392              |
| 16:00 - 17:00 | 14       | 1950     | 0.652     | 12.112              | 14         | 1950     | 2.904     | 53.961              | 14       | 1950     | 3.556     | 66.073              |
| 17:00 - 18:00 | 14       | 1950     | 0.396     | 7.349               | 14         | 1950     | 3.234     | 60.085              | 14       | 1950     | 3.630     | 67.434              |
| 18:00 - 19:00 | 13       | 2006     | 0.077     | 1.425               | 13         | 2006     | 0.740     | 13.752              | 13       | 2006     | 0.817     | 15.177              |
| 19:00 - 20:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 20:00 - 21:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 17.956    | 333.558             |            |          | 17.871    | 332.004             |          |          | 35.827    | 665.562             |

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

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

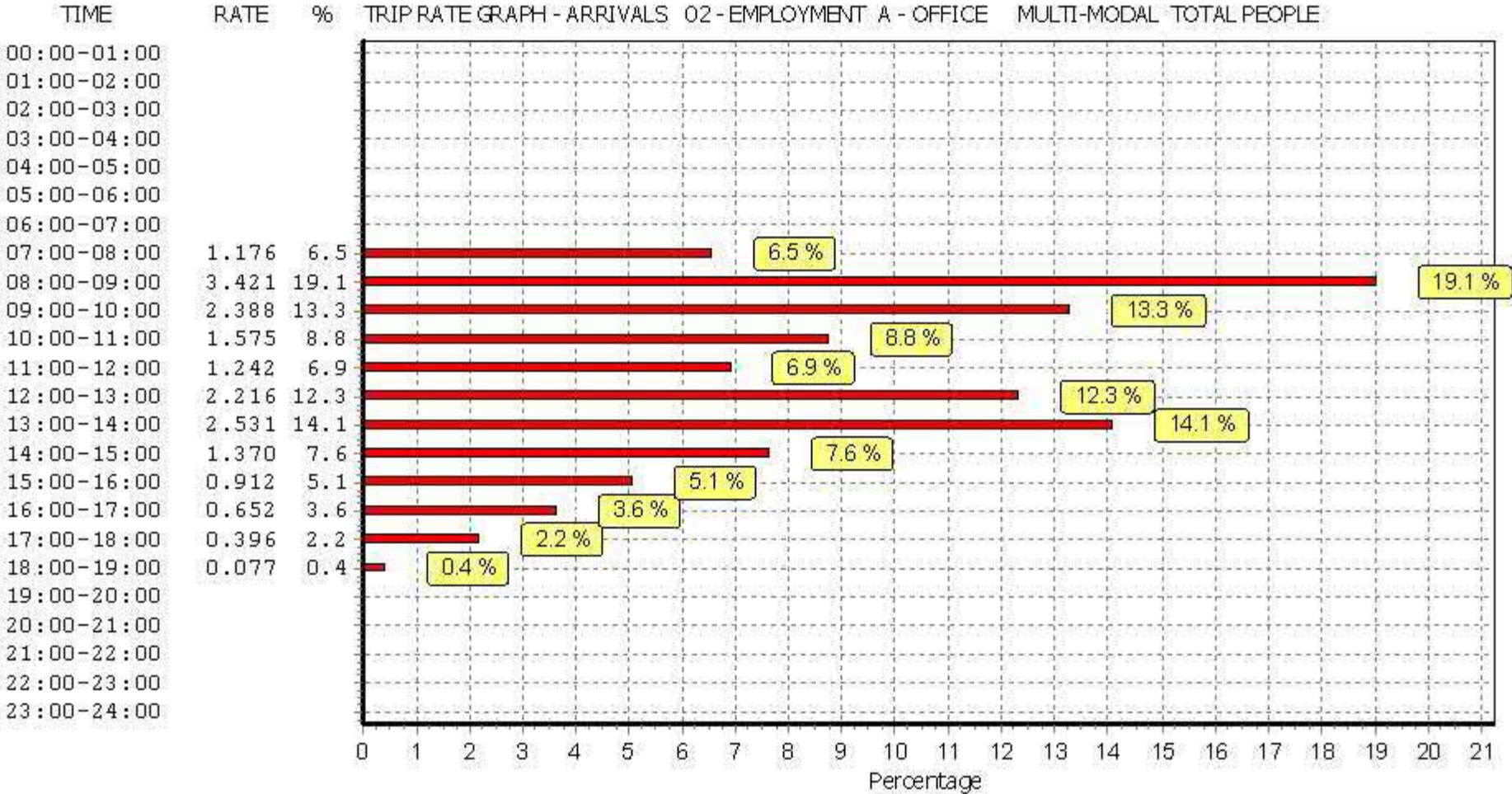
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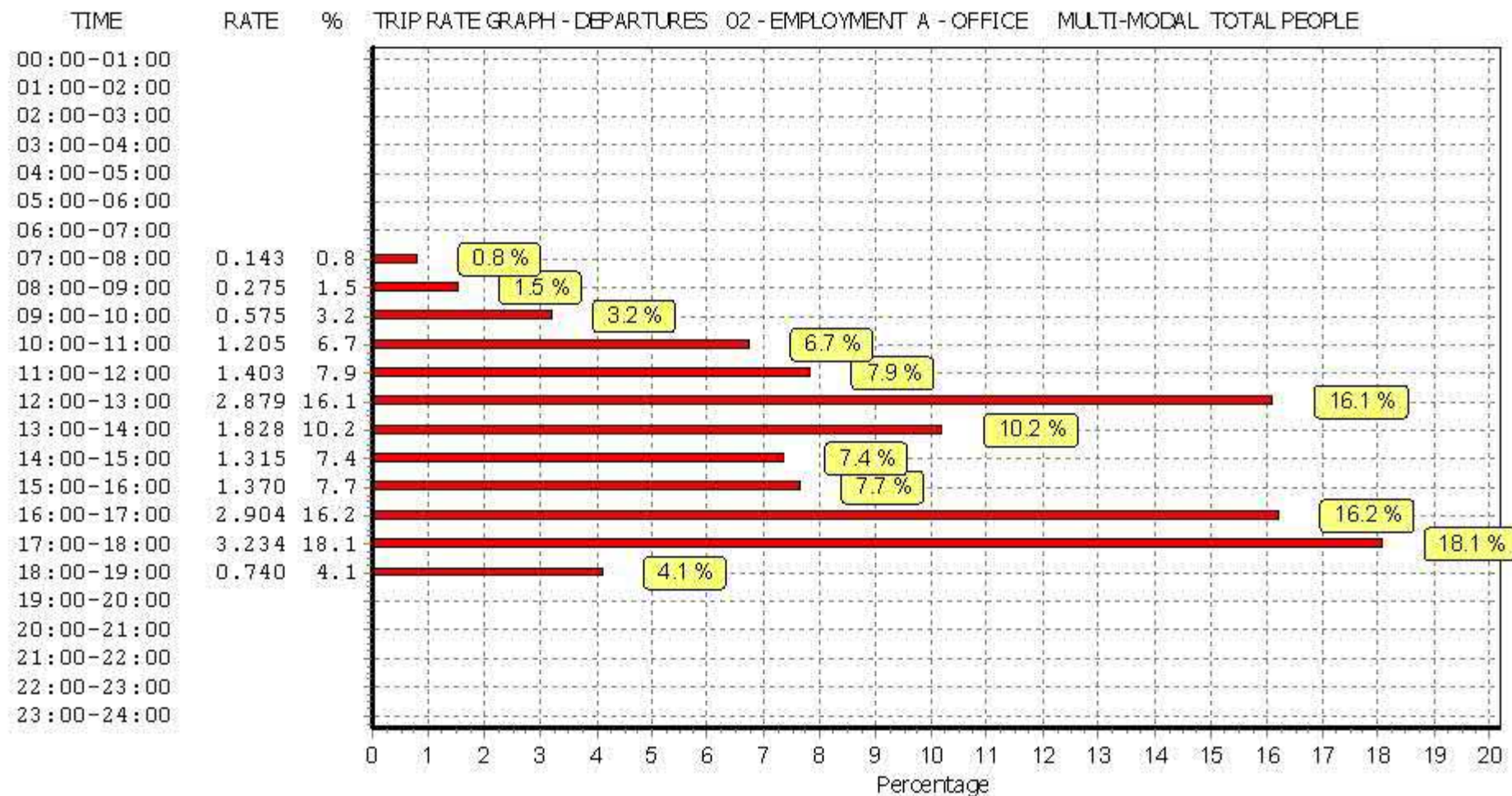
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1113 - 2855 (units: sqm) |
| Survey date range:                            | 01/01/10 - 23/05/17      |
| Number of weekdays (Monday-Friday):           | 14                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 3                        |

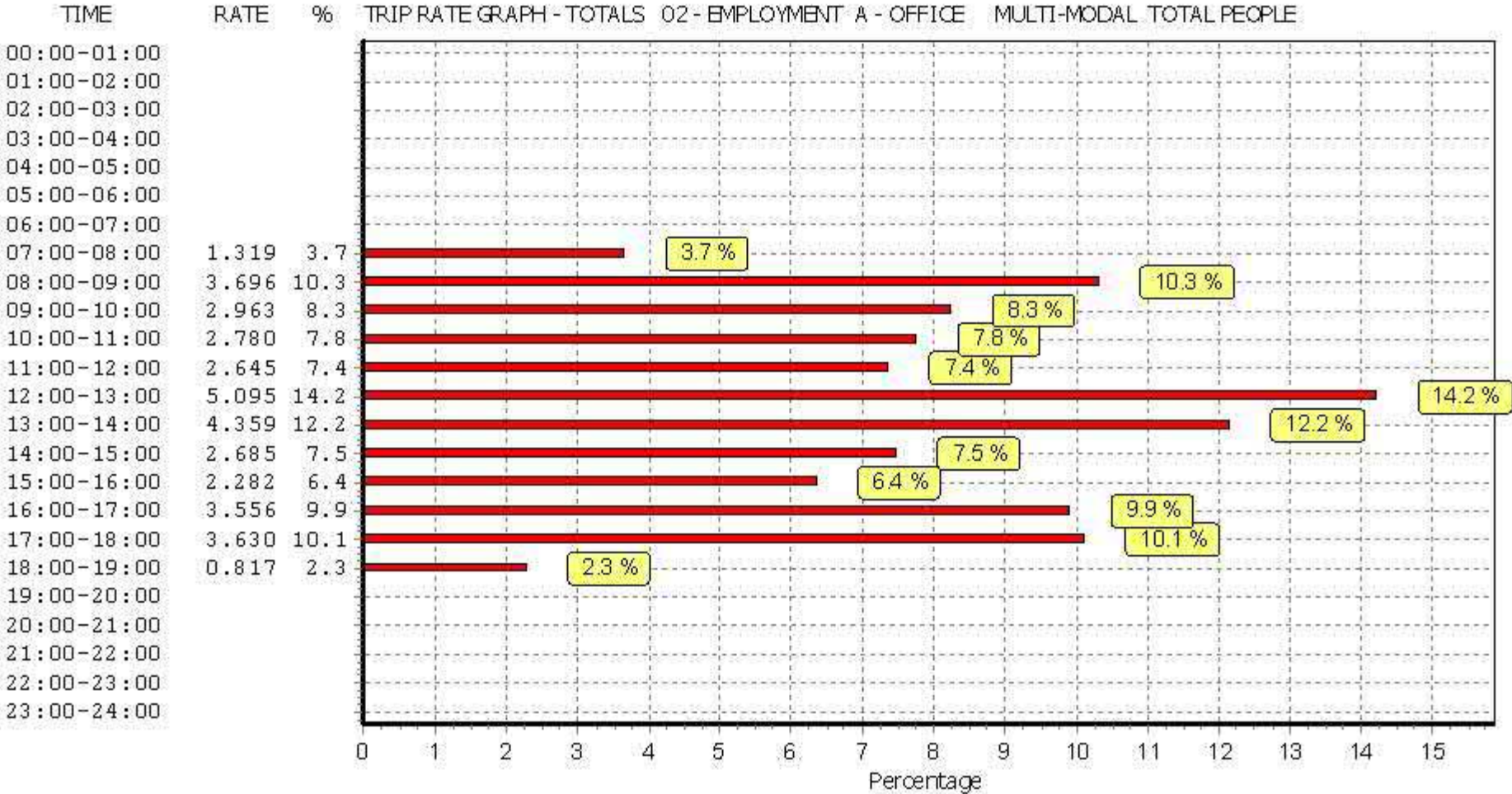
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, 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 B – Residential Use TRICS Database Outputs**

Calculation Reference: AUDIT-426201-180412-0421

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

#### Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 01 | GREATER LONDON                 |        |
|    | HG HARINGEY                    | 1 days |
|    | HM HAMMERSMITH AND FULHAM      | 1 days |
|    | KI KINGSTON                    | 1 days |
|    | SK SOUTHWARK                   | 1 days |
|    | WH WANDSWORTH                  | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
|    | SF SUFFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | DS DERBYSHIRE                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | RI EAST RIDING OF YORKSHIRE    | 1 days |
| 08 | NORTH WEST                     |        |
|    | GM GREATER MANCHESTER          | 1 days |
| 09 | NORTH                          |        |
|    | CB CUMBRIA                     | 3 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: 20 to 44 (units: )  
 Range Selected by User: 20 to 50 (units: )

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/07/16

*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:

|           |        |
|-----------|--------|
| Monday    | 2 days |
| Tuesday   | 2 days |
| Wednesday | 5 days |
| Thursday  | 2 days |
| Friday    | 1 days |
| Saturday  | 1 days |

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

#### Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 13 days |
| Directional ATC Count | 0 days  |

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

#### Selected Locations:

|                                    |   |
|------------------------------------|---|
| Town Centre                        | 3 |
| Edge of Town Centre                | 3 |
| Suburban Area (PPS6 Out of Centre) | 5 |
| 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:

|                  |   |
|------------------|---|
| Residential Zone | 7 |
| Built-Up Zone    | 3 |
| High Street      | 1 |
| No Sub Category  | 2 |

*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,*

Secondary Filtering selection:

Use Class:

C3 12 days

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

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 10,001 to 15,000  | 4 days |
| 20,001 to 25,000  | 2 days |
| 25,001 to 50,000  | 4 days |
| 50,001 to 100,000 | 1 days |
| 100,001 or More   | 2 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 |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 2 days |
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 2 days |
| 500,001 or More    | 5 days |

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

Car ownership within 5 miles:

|             |        |
|-------------|--------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0  | 5 days |
| 1.1 to 1.5  | 7 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 1 days  |
| No  | 12 days |

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

PTAL Rating:

|                     |        |
|---------------------|--------|
| No PTAL Present     | 8 days |
| 2 Poor              | 1 days |
| 4 Good              | 1 days |
| 5 Very Good         | 1 days |
| 6b (High) Excellent | 2 days |

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

LIST OF SITES relevant to selection parameters

|   |                                    |                   |                     |                        |
|---|------------------------------------|-------------------|---------------------|------------------------|
| 1 | CA-03-C-02                         | BLOCK OF FLATS    |                     | CAMBRIDGESHIRE         |
|   | WESTFIELD ROAD                     |                   |                     |                        |
|   | NETHERTON                          |                   |                     |                        |
|   | PETERBOROUGH                       |                   |                     |                        |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |                        |
|   | No Sub Category                    |                   |                     |                        |
|   | Total Number of dwellings:         | 44                |                     |                        |
|   | Survey date: TUESDAY               | 18/10/11          | Survey Type: MANUAL |                        |
| 2 | CB-03-C-01                         | BLOCK OF FLATS    |                     | CUMBRIA                |
|   | KING STREET                        |                   |                     |                        |
|   | CARLISLE                           |                   |                     |                        |
|   | Town Centre                        |                   |                     |                        |
|   | Built-Up Zone                      |                   |                     |                        |
|   | Total Number of dwellings:         | 40                |                     |                        |
|   | Survey date: THURSDAY              | 12/06/14          | Survey Type: MANUAL |                        |
| 3 | CB-03-C-02                         | BLOCK OF FLATS    |                     | CUMBRIA                |
|   | BRIDGE LANE                        |                   |                     |                        |
|   | PENRITH                            |                   |                     |                        |
|   | Edge of Town                       |                   |                     |                        |
|   | No Sub Category                    |                   |                     |                        |
|   | Total Number of dwellings:         | 35                |                     |                        |
|   | Survey date: WEDNESDAY             | 11/06/14          | Survey Type: MANUAL |                        |
| 4 | CB-03-C-03                         | FLATS & BUNGALOWS |                     | CUMBRIA                |
|   | LOUND STREET                       |                   |                     |                        |
|   | KENDAL                             |                   |                     |                        |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |                        |
|   | Residential Zone                   |                   |                     |                        |
|   | Total Number of dwellings:         | 33                |                     |                        |
|   | Survey date: MONDAY                | 09/06/14          | Survey Type: MANUAL |                        |
| 5 | DS-03-C-02                         | FLATS             |                     | DERBYSHIRE             |
|   | BURTON ROAD                        |                   |                     |                        |
|   | NEW NORMANTON                      |                   |                     |                        |
|   | DERBY                              |                   |                     |                        |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |                        |
|   | Residential Zone                   |                   |                     |                        |
|   | Total Number of dwellings:         | 28                |                     |                        |
|   | Survey date: SATURDAY              | 09/07/11          | Survey Type: MANUAL |                        |
| 6 | GM-03-C-03                         | BLOCK OF FLATS    |                     | GREATER MANCHESTER     |
|   | FAIRFIELD STREET                   |                   |                     |                        |
|   | MANCHESTER                         |                   |                     |                        |
|   | Town Centre                        |                   |                     |                        |
|   | Built-Up Zone                      |                   |                     |                        |
|   | Total Number of dwellings:         | 20                |                     |                        |
|   | Survey date: FRIDAY                | 14/10/11          | Survey Type: MANUAL |                        |
| 7 | HG-03-C-02                         | BLOCK OF FLATS    |                     | HARINGEY               |
|   | HIGH ROAD                          |                   |                     |                        |
|   | WOODSIDE PARK                      |                   |                     |                        |
|   | WOOD GREEN                         |                   |                     |                        |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |                        |
|   | Residential Zone                   |                   |                     |                        |
|   | Total Number of dwellings:         | 30                |                     |                        |
|   | Survey date: WEDNESDAY             | 01/10/14          | Survey Type: MANUAL |                        |
| 8 | HM-03-C-01                         | BLOCK OF FLATS    |                     | HAMMERSMITH AND FULHAM |
|   | VANSTON PLACE                      |                   |                     |                        |
|   | FULHAM                             |                   |                     |                        |
|   | Town Centre                        |                   |                     |                        |
|   | High Street                        |                   |                     |                        |
|   | Total Number of dwellings:         | 42                |                     |                        |
|   | Survey date: WEDNESDAY             | 16/07/14          | Survey Type: MANUAL |                        |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                 |  |                          |
|----|------------------------------------|-----------------|--|--------------------------|
| 9  | KI-03-C-03                         | BLOCK OF FLATS  |  | KINGSTON                 |
|    | PORTSMOUTH ROAD                    |                 |  |                          |
|    | SURBITON                           |                 |  |                          |
|    | Edge of Town Centre                |                 |  |                          |
|    | Residential Zone                   |                 |  |                          |
|    | Total Number of dwellings:         | 20              |  |                          |
|    | Survey date: MONDAY                | 11/07/16        |  | Survey Type: MANUAL      |
| 10 | RI-03-C-01                         | FLATS           |  | EAST RIDING OF YORKSHIRE |
|    | 465 PRIORY ROAD                    |                 |  |                          |
|    | HULL                               |                 |  |                          |
|    | Edge of Town                       |                 |  |                          |
|    | Residential Zone                   |                 |  |                          |
|    | Total Number of dwellings:         | 20              |  |                          |
|    | Survey date: TUESDAY               | 13/05/14        |  | Survey Type: MANUAL      |
| 11 | SF-03-C-03                         | BLOCKS OF FLATS |  | SUFFOLK                  |
|    | TOLLGATE LANE                      |                 |  |                          |
|    | BURY ST EDMUNDS                    |                 |  |                          |
|    | Suburban Area (PPS6 Out of Centre) |                 |  |                          |
|    | Residential Zone                   |                 |  |                          |
|    | Total Number of dwellings:         | 30              |  |                          |
|    | Survey date: WEDNESDAY             | 03/12/14        |  | Survey Type: MANUAL      |
| 12 | SK-03-C-02                         | BLOCK OF FLATS  |  | SOUTHWARK                |
|    | LAMB WALK                          |                 |  |                          |
|    | BERMONDSEY                         |                 |  |                          |
|    | Edge of Town Centre                |                 |  |                          |
|    | Built-Up Zone                      |                 |  |                          |
|    | Total Number of dwellings:         | 29              |  |                          |
|    | Survey date: THURSDAY              | 23/04/15        |  | Survey Type: MANUAL      |
| 13 | WH-03-C-01                         | BLOCKS OF FLATS |  | WANDSWORTH               |
|    | AMIES STREET                       |                 |  |                          |
|    | CLAPHAM JUNCTION                   |                 |  |                          |
|    | Edge of Town Centre                |                 |  |                          |
|    | Residential Zone                   |                 |  |                          |
|    | Total Number of dwellings:         | 30              |  |                          |
|    | Survey date: WEDNESDAY             | 09/05/12        |  | 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.*

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | 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 | 13       | 31          | 0.032     | 1.426               | 13         | 31          | 0.102     | 4.499               | 13       | 31          | 0.134     | 5.925               |
| 08:00 - 09:00 | 13       | 31          | 0.052     | 2.304               | 13         | 31          | 0.145     | 6.364               | 13       | 31          | 0.197     | 8.668               |
| 09:00 - 10:00 | 13       | 31          | 0.075     | 3.292               | 13         | 31          | 0.080     | 3.511               | 13       | 31          | 0.155     | 6.803               |
| 10:00 - 11:00 | 13       | 31          | 0.057     | 2.524               | 13         | 31          | 0.072     | 3.182               | 13       | 31          | 0.129     | 5.706               |
| 11:00 - 12:00 | 13       | 31          | 0.047     | 2.085               | 13         | 31          | 0.062     | 2.743               | 13       | 31          | 0.109     | 4.828               |
| 12:00 - 13:00 | 13       | 31          | 0.070     | 3.072               | 13         | 31          | 0.047     | 2.085               | 13       | 31          | 0.117     | 5.157               |
| 13:00 - 14:00 | 13       | 31          | 0.072     | 3.182               | 13         | 31          | 0.087     | 3.840               | 13       | 31          | 0.159     | 7.022               |
| 14:00 - 15:00 | 13       | 31          | 0.055     | 2.414               | 13         | 31          | 0.097     | 4.279               | 13       | 31          | 0.152     | 6.693               |
| 15:00 - 16:00 | 13       | 31          | 0.095     | 4.170               | 13         | 31          | 0.042     | 1.865               | 13       | 31          | 0.137     | 6.035               |
| 16:00 - 17:00 | 13       | 31          | 0.100     | 4.389               | 13         | 31          | 0.052     | 2.304               | 13       | 31          | 0.152     | 6.693               |
| 17:00 - 18:00 | 13       | 31          | 0.170     | 7.461               | 13         | 31          | 0.075     | 3.292               | 13       | 31          | 0.245     | 10.753              |
| 18:00 - 19:00 | 13       | 31          | 0.127     | 5.596               | 13         | 31          | 0.085     | 3.731               | 13       | 31          | 0.212     | 9.327               |
| 19:00 - 20:00 | 2        | 25          | 0.102     | 4.490               | 2          | 25          | 0.082     | 3.592               | 2        | 25          | 0.184     | 8.082               |
| 20:00 - 21:00 | 2        | 25          | 0.061     | 2.694               | 2          | 25          | 0.082     | 3.592               | 2        | 25          | 0.143     | 6.286               |
| 21:00 - 22:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 1.115     | 49.099              |            |             | 1.110     | 48.879              |          |             | 2.225     | 97.978              |

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

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

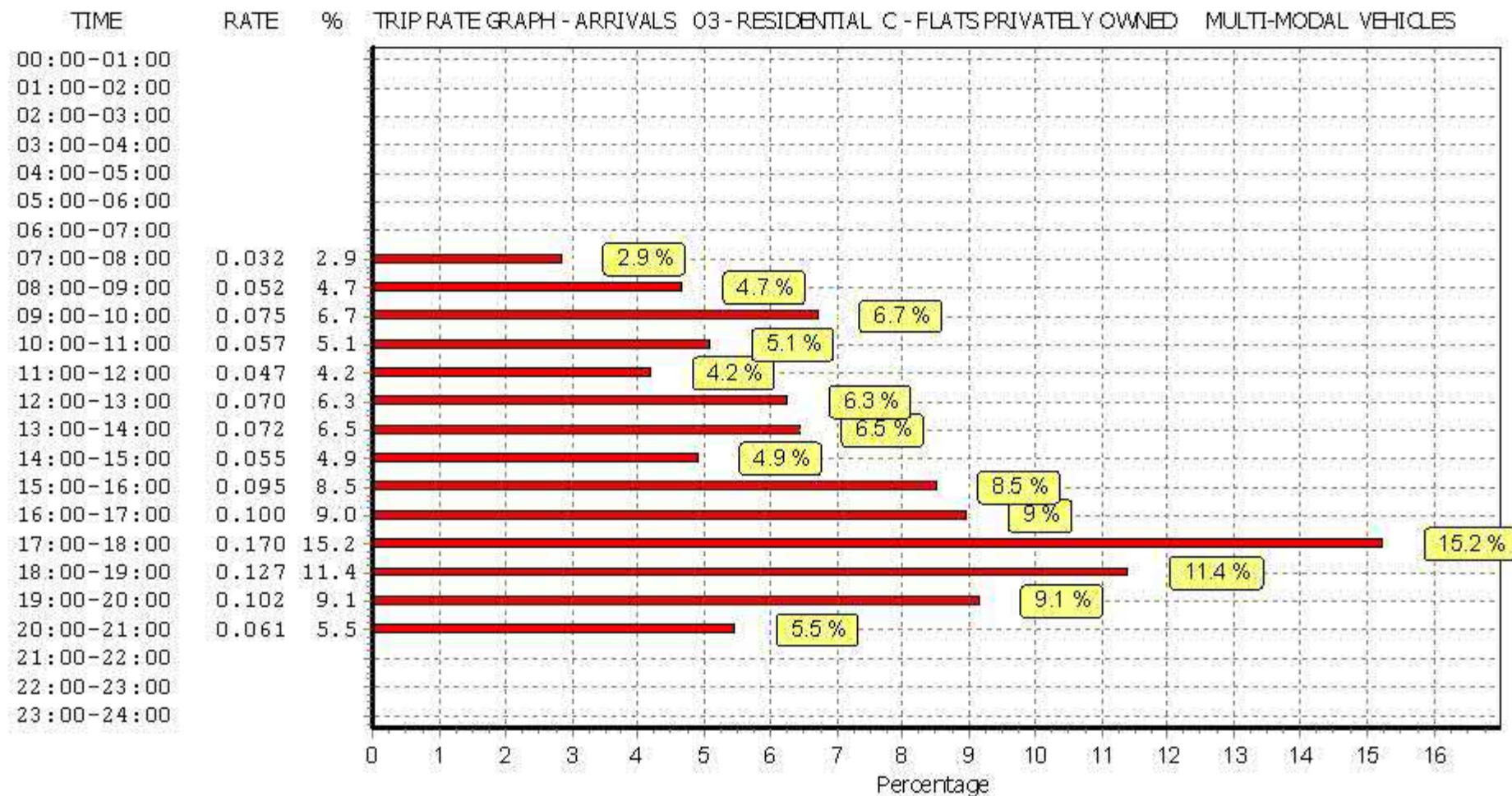
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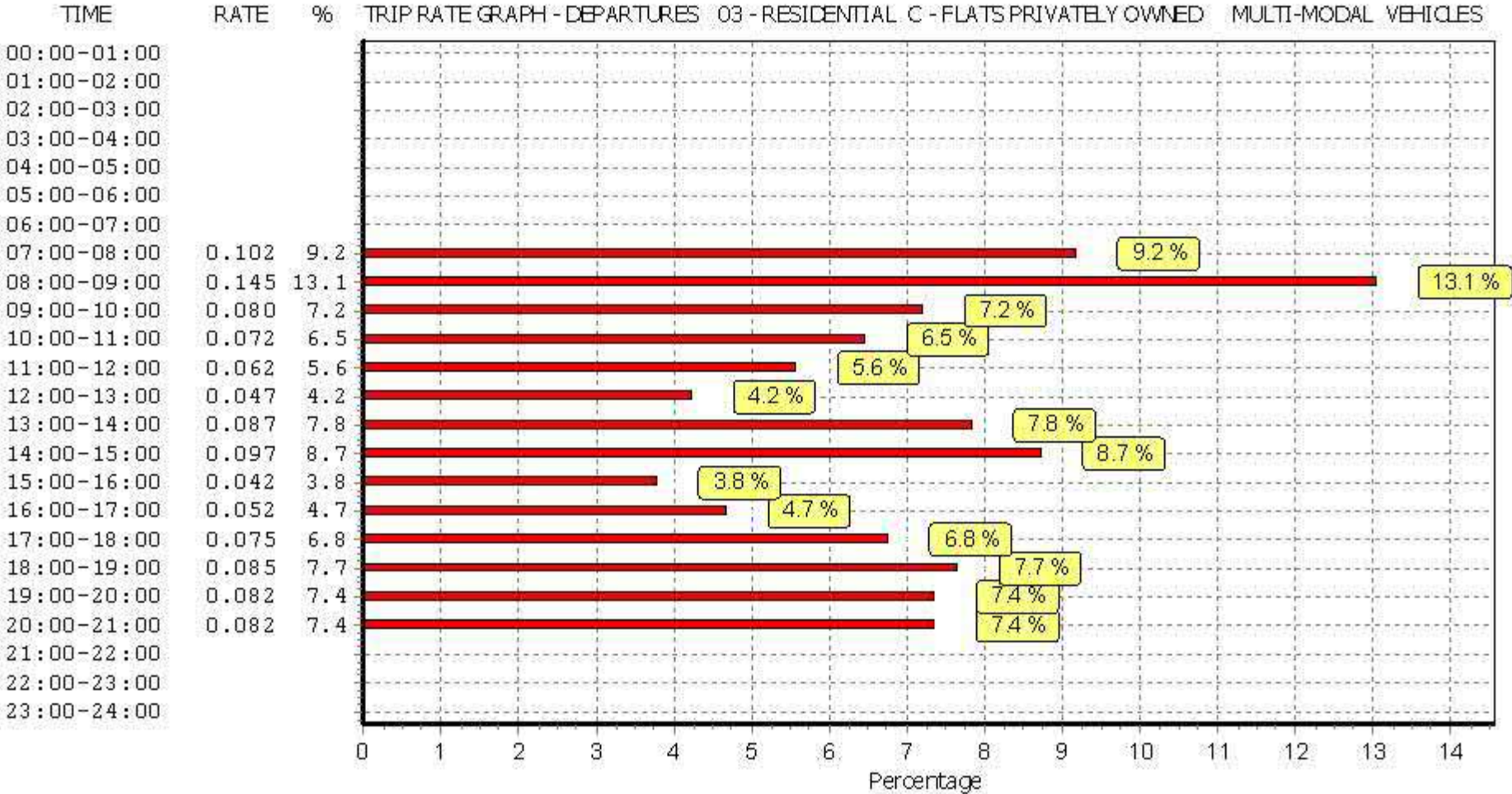
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

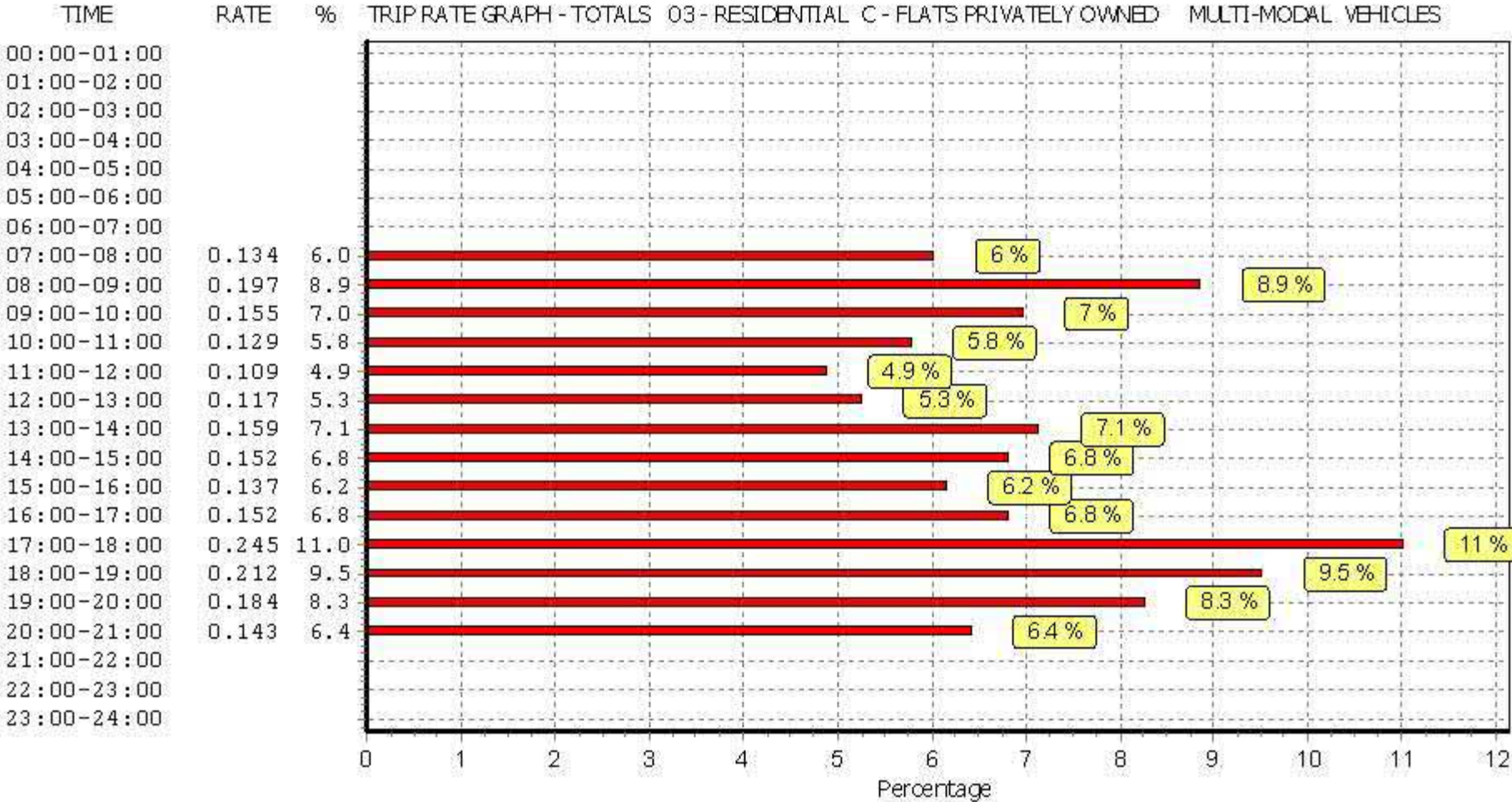
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

### MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|                     | 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       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.004     | 0.220               |
| 08:00 - 09:00       | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.002     | 0.110               |
| 09:00 - 10:00       | 13       | 31          | 0.005     | 0.219               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.010     | 0.438               |
| 10:00 - 11:00       | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 11:00 - 12:00       | 13       | 31          | 0.005     | 0.219               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.010     | 0.438               |
| 12:00 - 13:00       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.004     | 0.220               |
| 13:00 - 14:00       | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 14:00 - 15:00       | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 15:00 - 16:00       | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 16:00 - 17:00       | 13       | 31          | 0.005     | 0.219               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.007     | 0.329               |
| 17:00 - 18:00       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.002     | 0.110               |
| 18:00 - 19:00       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.007     | 0.329               |
| 19:00 - 20:00       | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 20:00 - 21:00       | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 21:00 - 22:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| <b>Total Rates:</b> |          |             | 0.023     | 1.097               |            |             | 0.023     | 1.097               |          |             | 0.046     | 2.194               |

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

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

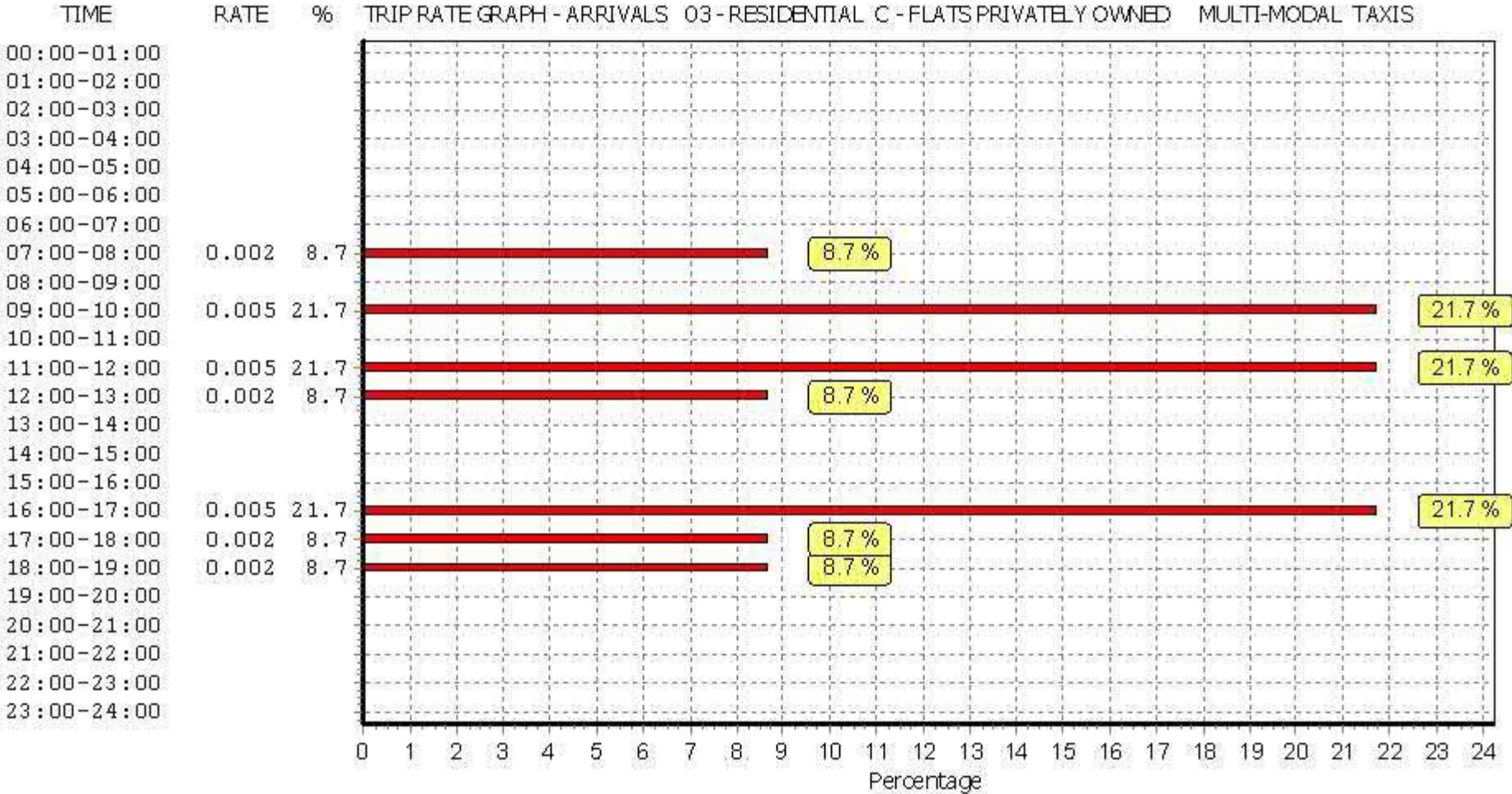
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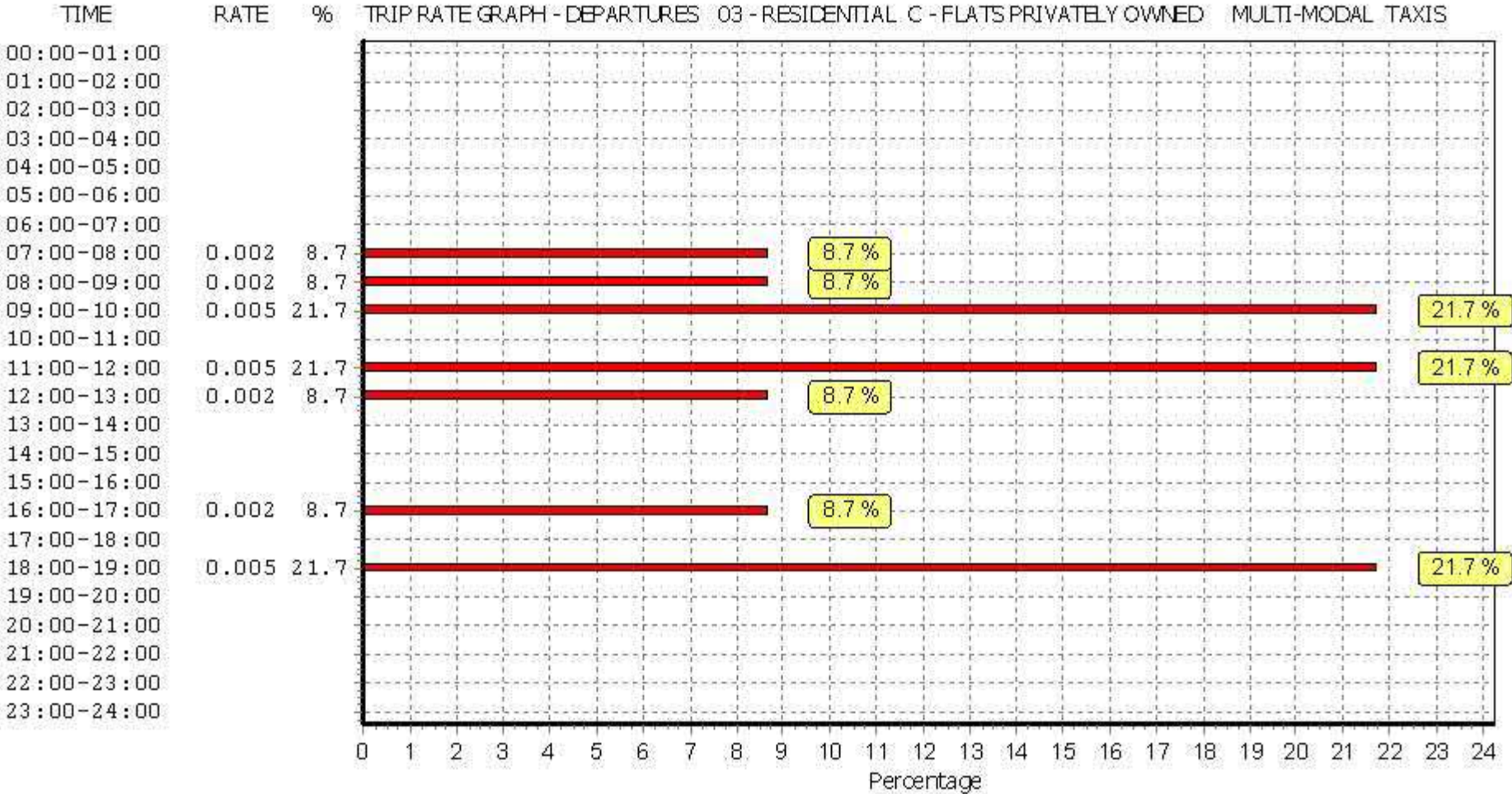
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

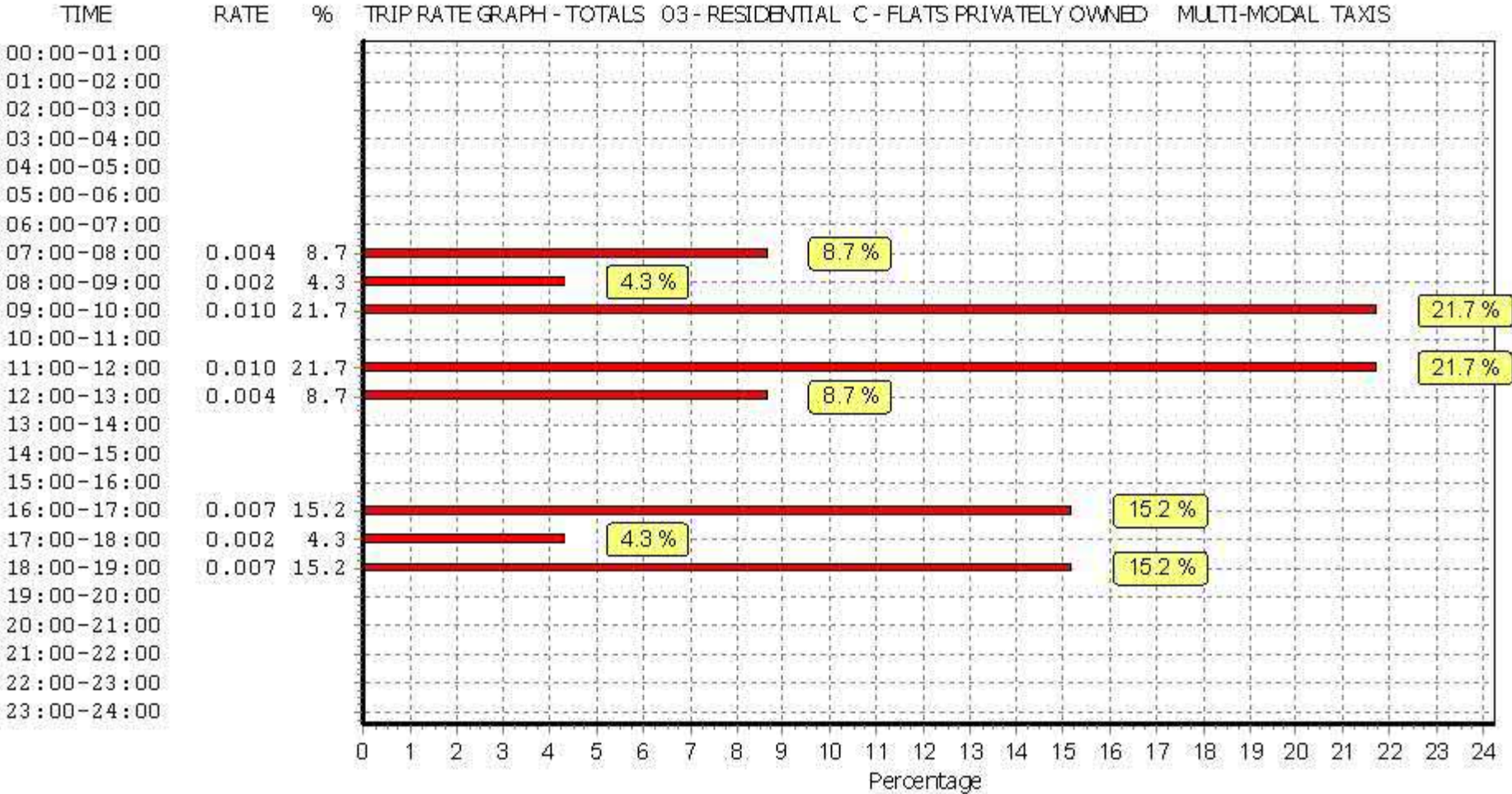
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | 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 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.007     | 0.329               |
| 08:00 - 09:00 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.004     | 0.220               |
| 09:00 - 10:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 10:00 - 11:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 11:00 - 12:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 12:00 - 13:00 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.004     | 0.220               |
| 13:00 - 14:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 14:00 - 15:00 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.004     | 0.220               |
| 15:00 - 16:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 16:00 - 17:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 17:00 - 18:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 18:00 - 19:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 19:00 - 20:00 | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 20:00 - 21:00 | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 21:00 - 22:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.008     | 0.440               |            |             | 0.011     | 0.549               |          |             | 0.019     | 0.989               |

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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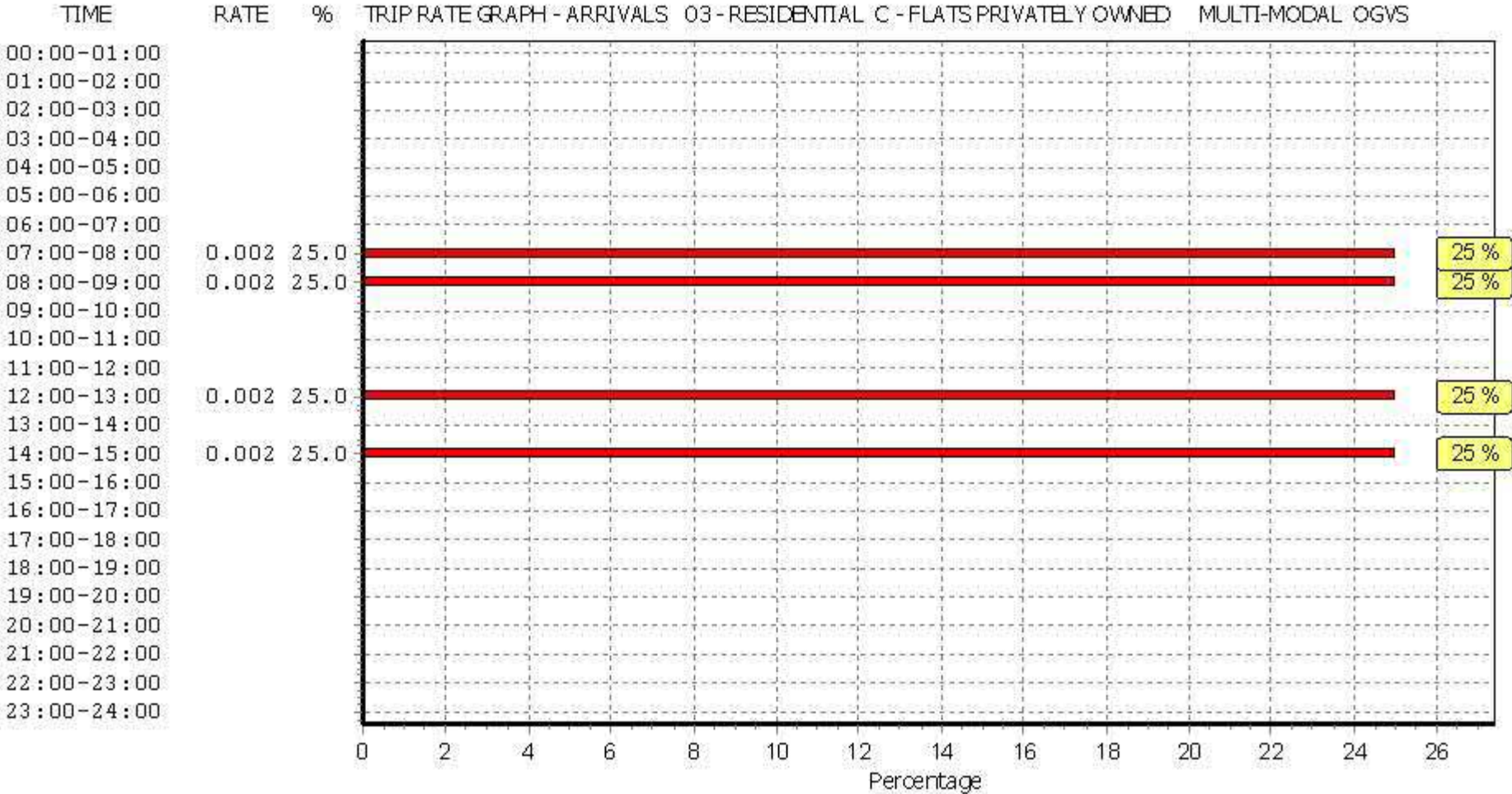
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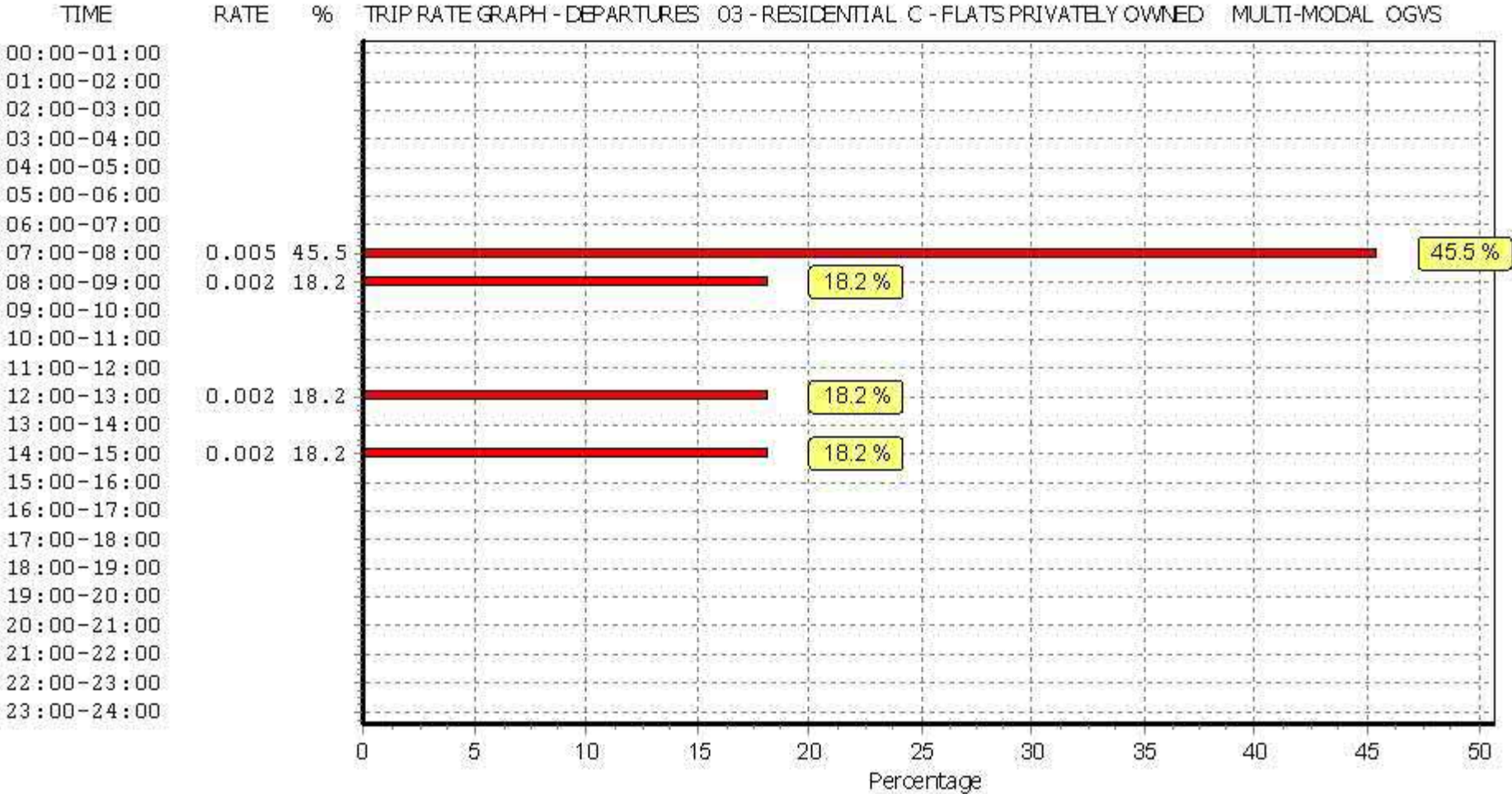
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

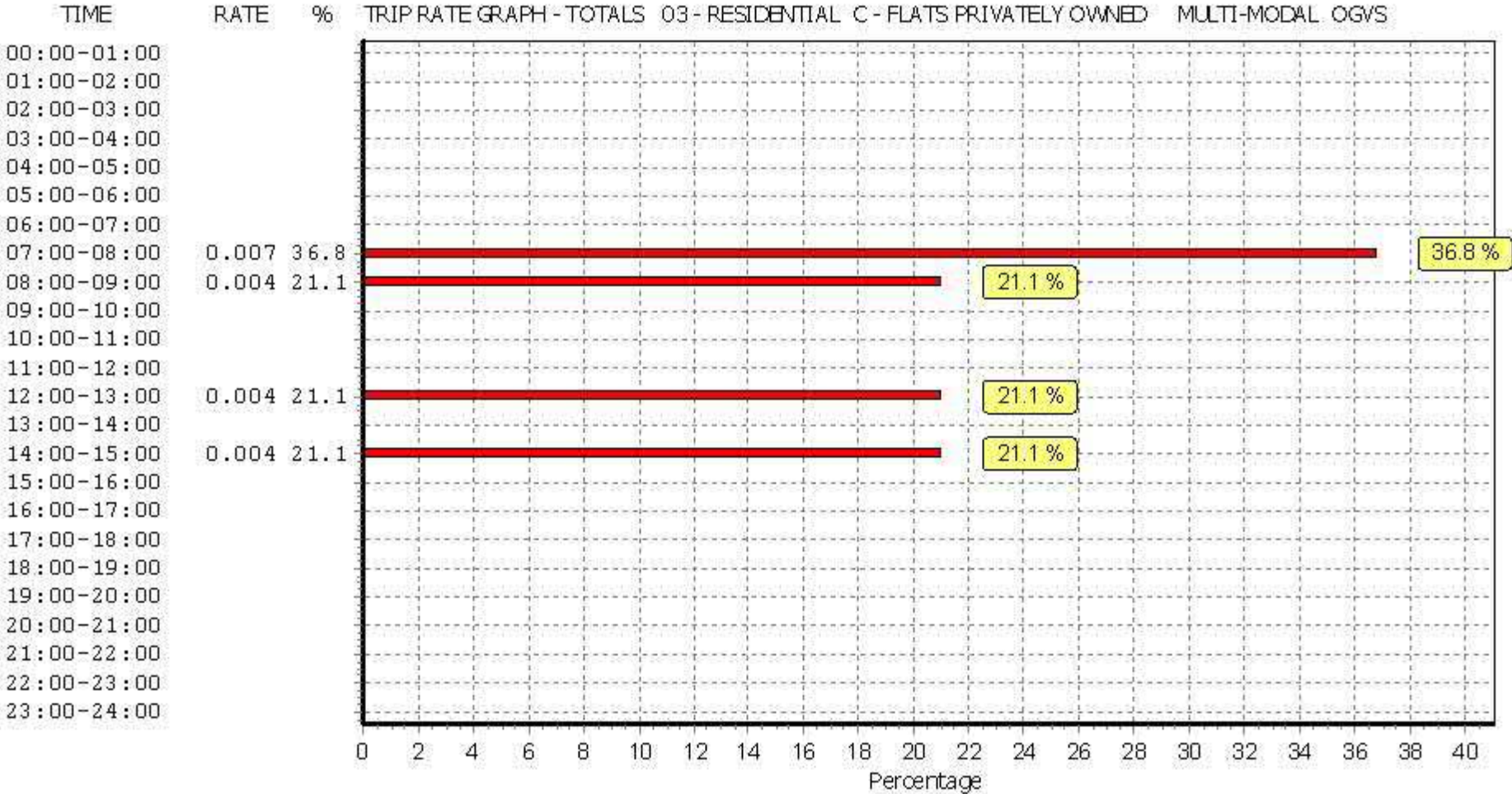
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | 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 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 08:00 - 09:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 09:00 - 10:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 10:00 - 11:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 11:00 - 12:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 12:00 - 13:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 13:00 - 14:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 14:00 - 15:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 15:00 - 16:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 16:00 - 17:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 17:00 - 18:00 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.004     | 0.220               |
| 18:00 - 19:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 19:00 - 20:00 | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 20:00 - 21:00 | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 21:00 - 22:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.002     | 0.110               |            |             | 0.002     | 0.110               |          |             | 0.004     | 0.220               |

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

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

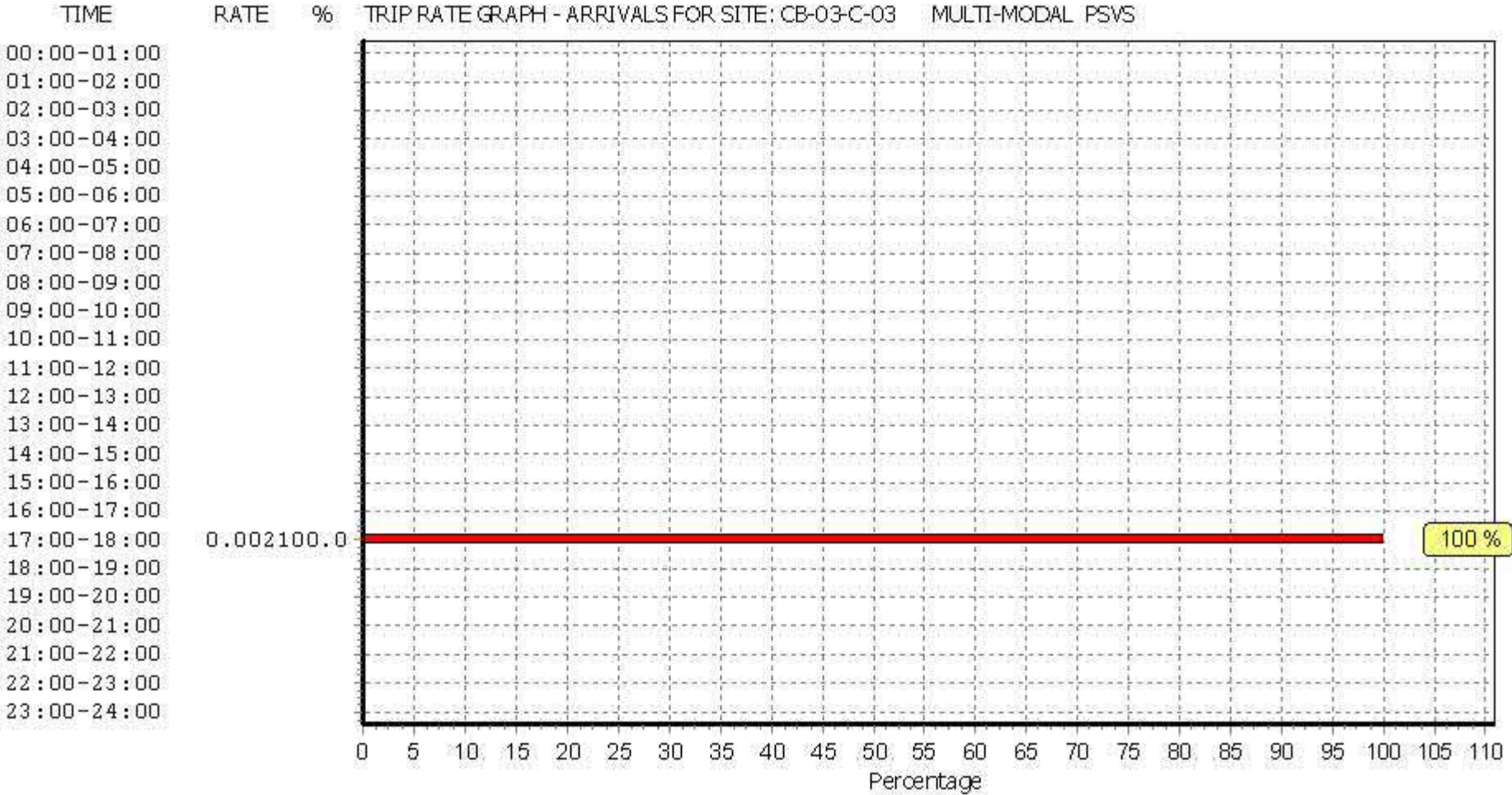
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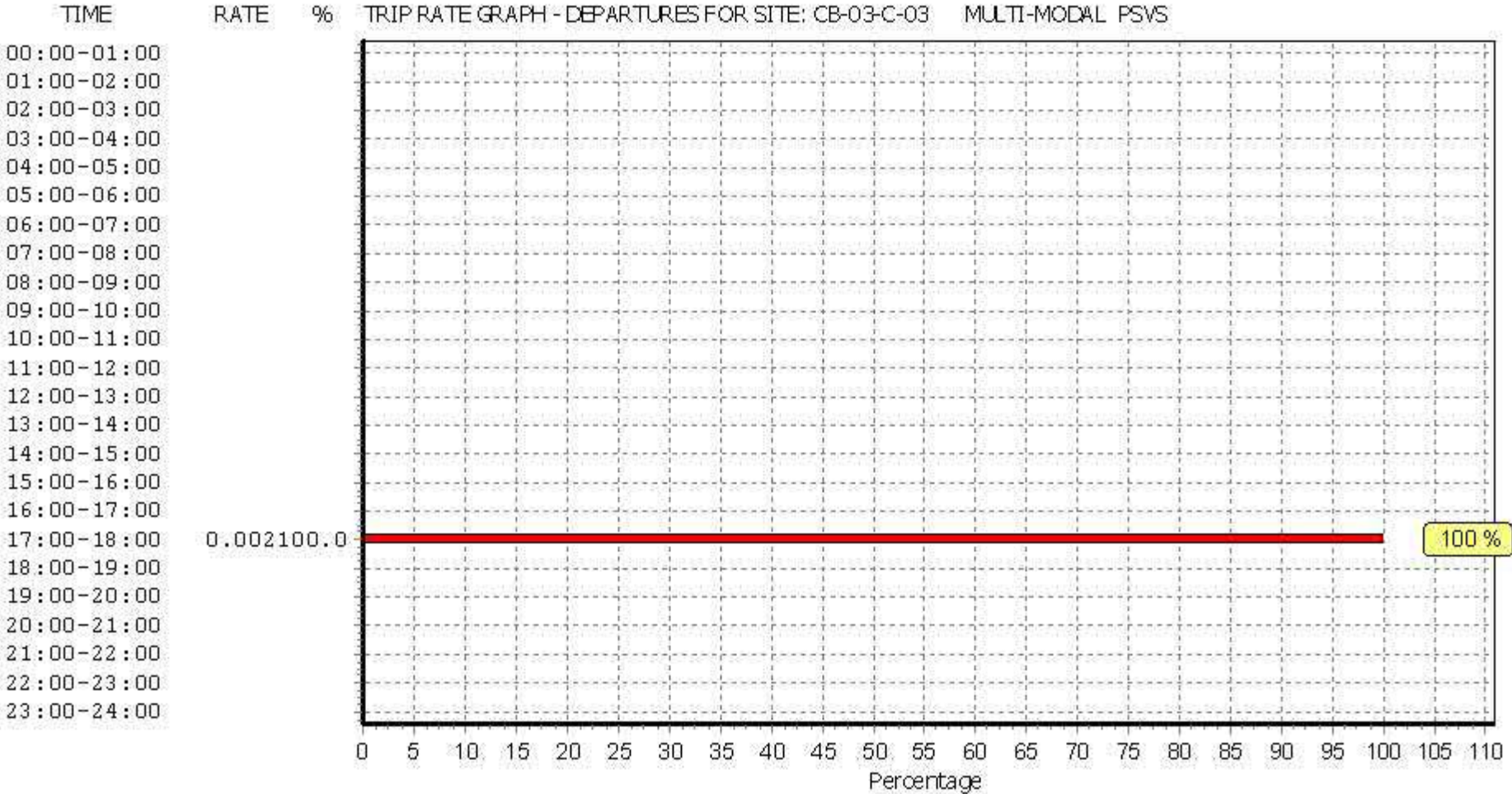
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

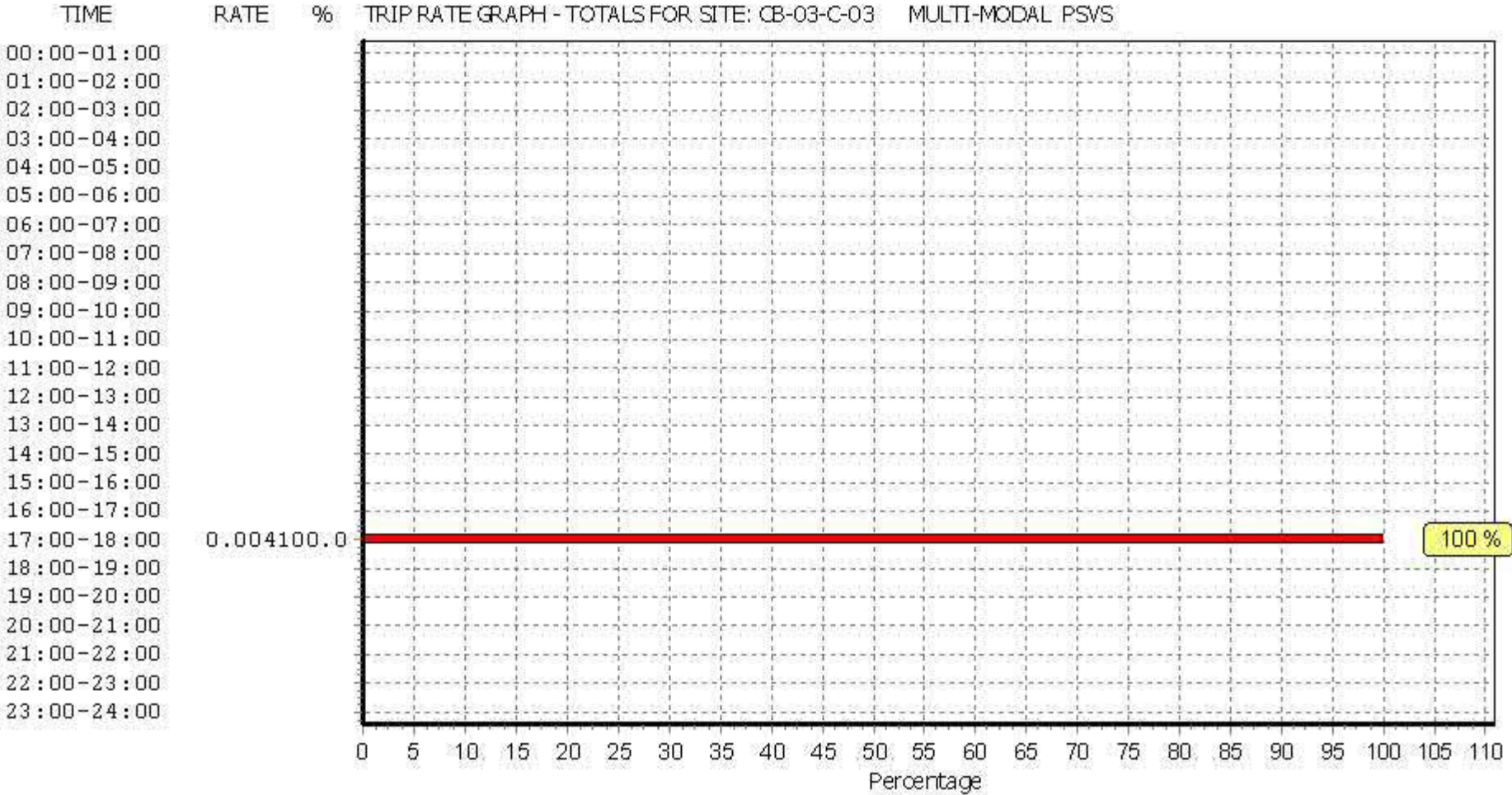
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | 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 | 13       | 31          | 0.005     | 0.219               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.010     | 0.438               |
| 08:00 - 09:00 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.015     | 0.658               | 13       | 31          | 0.017     | 0.768               |
| 09:00 - 10:00 | 13       | 31          | 0.010     | 0.439               | 13         | 31          | 0.017     | 0.768               | 13       | 31          | 0.027     | 1.207               |
| 10:00 - 11:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.002     | 0.110               |
| 11:00 - 12:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.002     | 0.110               |
| 12:00 - 13:00 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.007     | 0.329               |
| 13:00 - 14:00 | 13       | 31          | 0.007     | 0.329               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.012     | 0.548               |
| 14:00 - 15:00 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.007     | 0.329               |
| 15:00 - 16:00 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.002     | 0.110               |
| 16:00 - 17:00 | 13       | 31          | 0.015     | 0.658               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.017     | 0.768               |
| 17:00 - 18:00 | 13       | 31          | 0.012     | 0.549               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.012     | 0.549               |
| 18:00 - 19:00 | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.004     | 0.220               |
| 19:00 - 20:00 | 2        | 25          | 0.041     | 1.796               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.041     | 1.796               |
| 20:00 - 21:00 | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 21:00 - 22:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.100     | 4.540               |            |             | 0.060     | 2.742               |          |             | 0.160     | 7.282               |

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

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

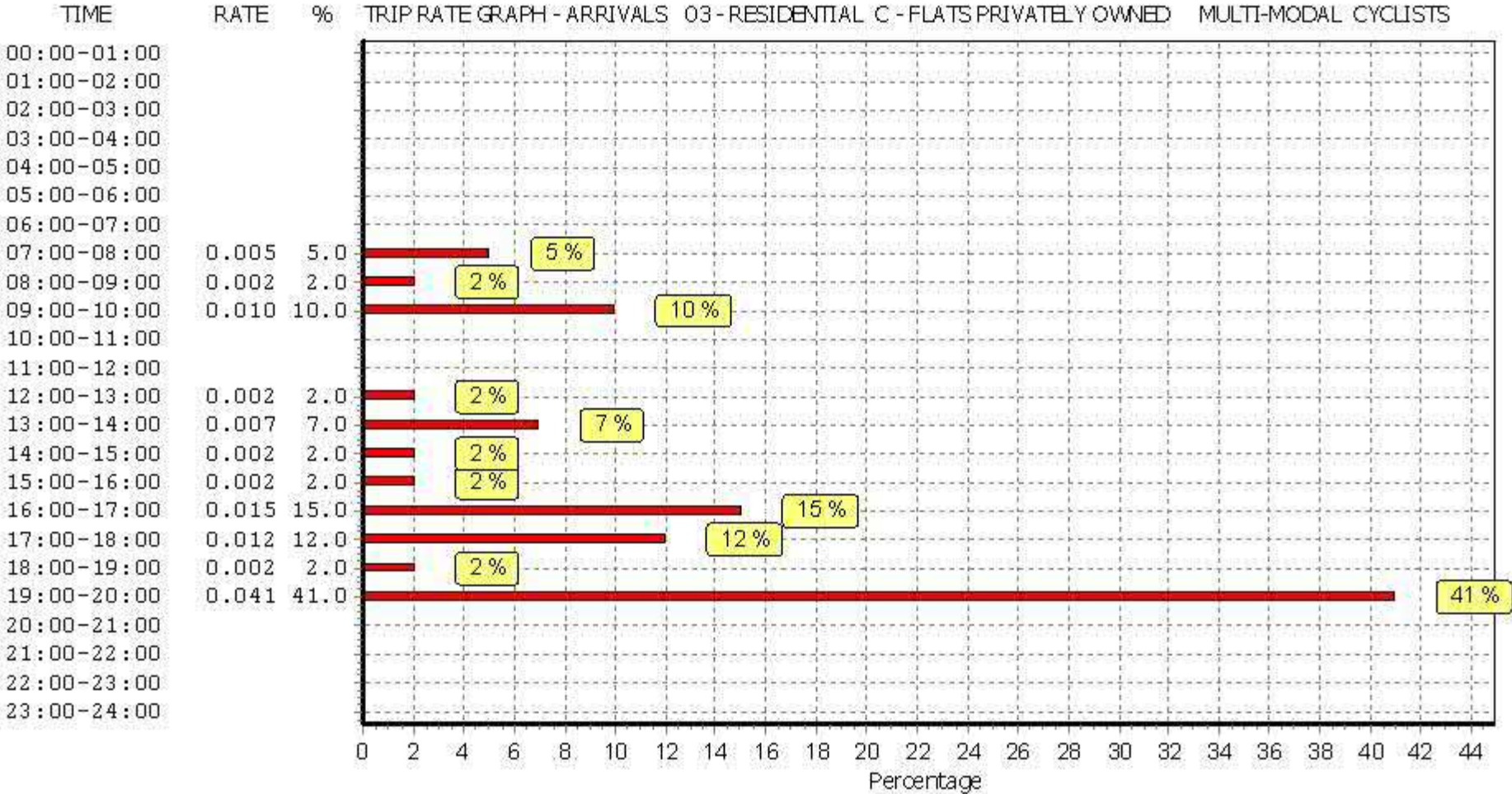
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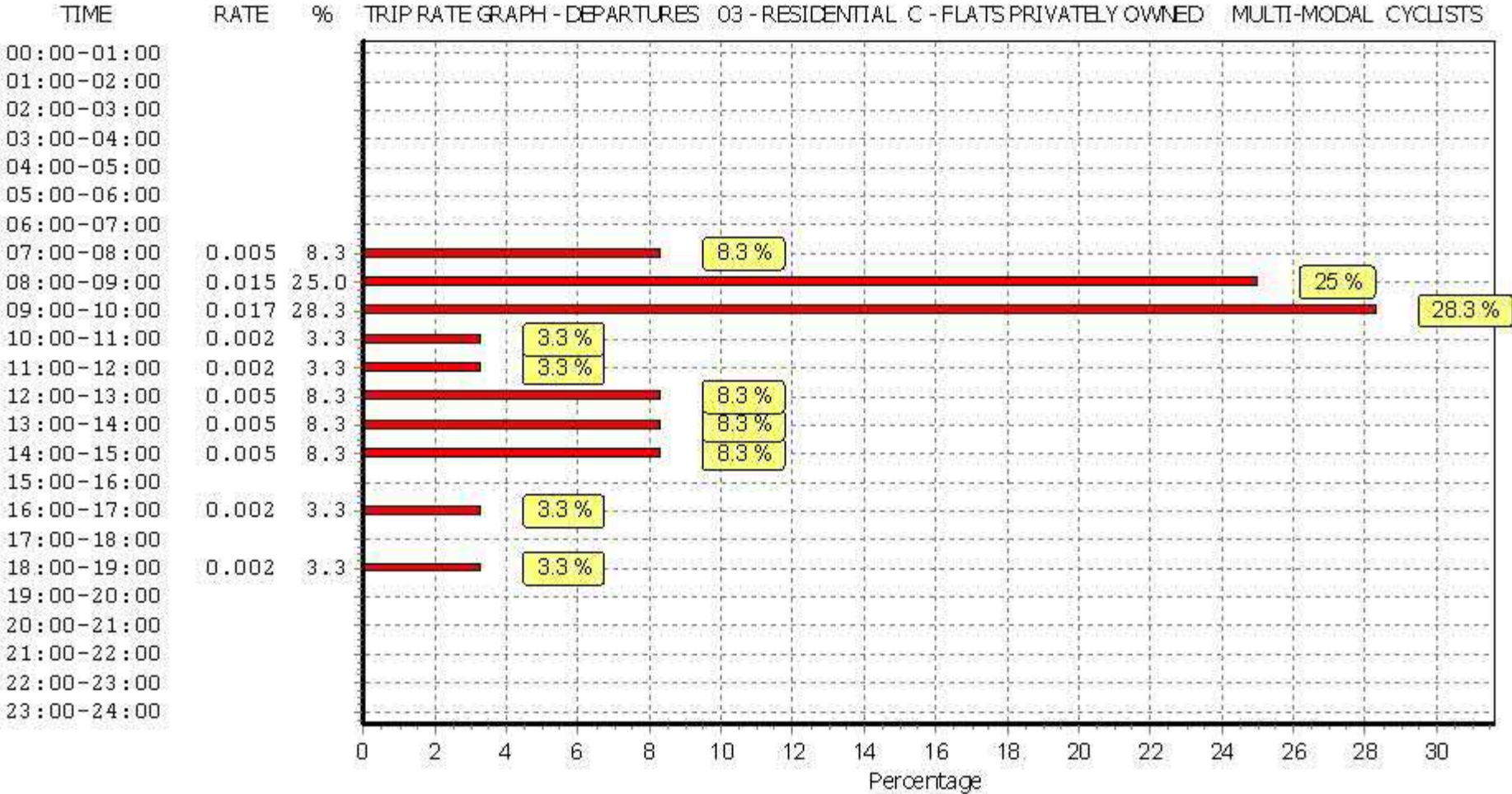
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date range:                            | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

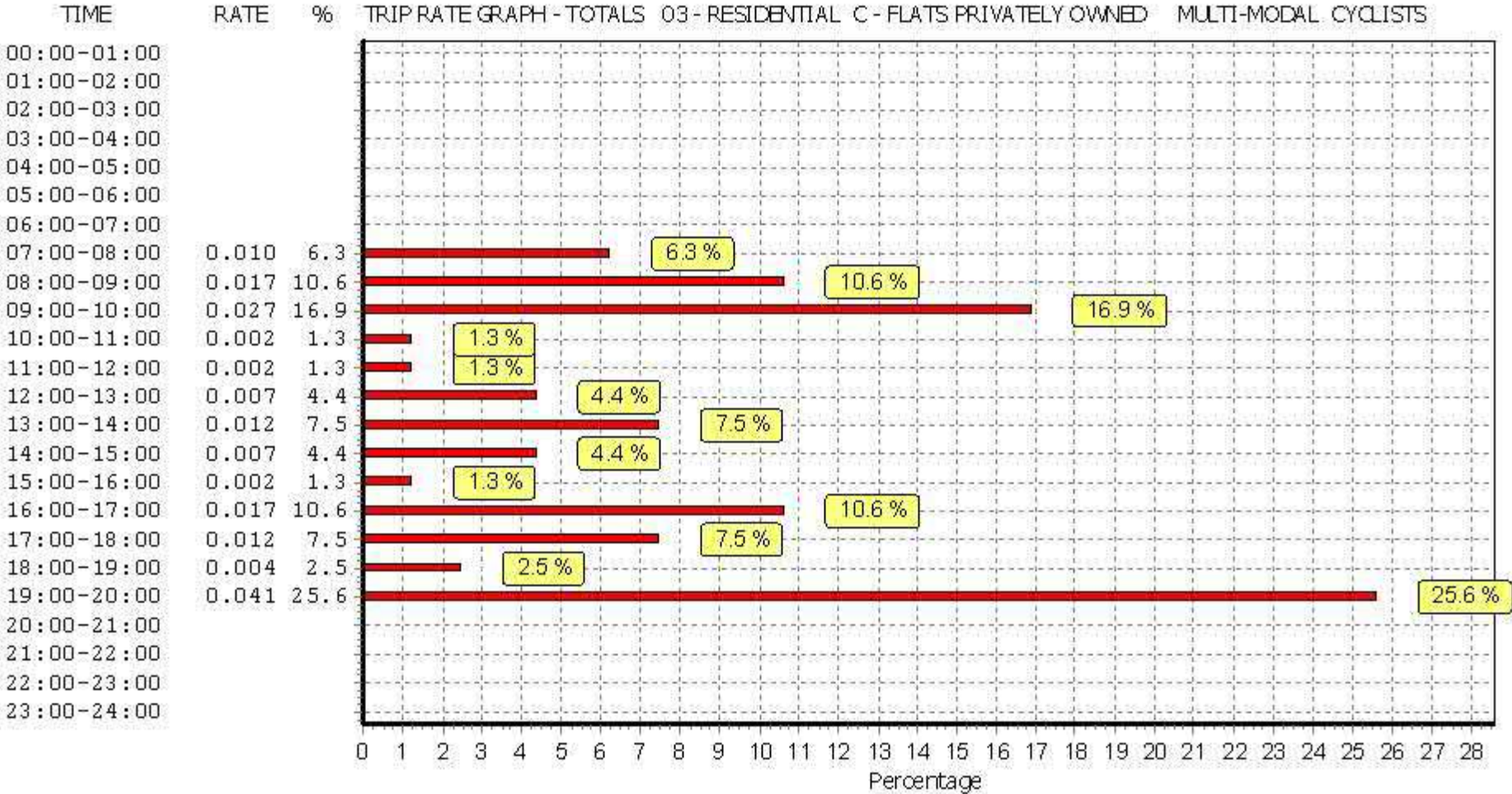
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

### MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|                     | 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       | 13       | 31          | 0.035     | 1.536               | 13         | 31          | 0.130     | 5.706               | 13       | 31          | 0.165     | 7.242               |
| 08:00 - 09:00       | 13       | 31          | 0.065     | 2.853               | 13         | 31          | 0.195     | 8.559               | 13       | 31          | 0.260     | 11.412              |
| 09:00 - 10:00       | 13       | 31          | 0.127     | 5.596               | 13         | 31          | 0.110     | 4.828               | 13       | 31          | 0.237     | 10.424              |
| 10:00 - 11:00       | 13       | 31          | 0.072     | 3.182               | 13         | 31          | 0.095     | 4.170               | 13       | 31          | 0.167     | 7.352               |
| 11:00 - 12:00       | 13       | 31          | 0.060     | 2.633               | 13         | 31          | 0.077     | 3.401               | 13       | 31          | 0.137     | 6.034               |
| 12:00 - 13:00       | 13       | 31          | 0.067     | 2.963               | 13         | 31          | 0.062     | 2.743               | 13       | 31          | 0.129     | 5.706               |
| 13:00 - 14:00       | 13       | 31          | 0.097     | 4.279               | 13         | 31          | 0.112     | 4.938               | 13       | 31          | 0.209     | 9.217               |
| 14:00 - 15:00       | 13       | 31          | 0.067     | 2.963               | 13         | 31          | 0.135     | 5.925               | 13       | 31          | 0.202     | 8.888               |
| 15:00 - 16:00       | 13       | 31          | 0.155     | 6.803               | 13         | 31          | 0.057     | 2.524               | 13       | 31          | 0.212     | 9.327               |
| 16:00 - 17:00       | 13       | 31          | 0.117     | 5.157               | 13         | 31          | 0.055     | 2.414               | 13       | 31          | 0.172     | 7.571               |
| 17:00 - 18:00       | 13       | 31          | 0.207     | 9.107               | 13         | 31          | 0.105     | 4.608               | 13       | 31          | 0.312     | 13.715              |
| 18:00 - 19:00       | 13       | 31          | 0.167     | 7.352               | 13         | 31          | 0.115     | 5.047               | 13       | 31          | 0.282     | 12.399              |
| 19:00 - 20:00       | 2        | 25          | 0.102     | 4.490               | 2          | 25          | 0.082     | 3.592               | 2        | 25          | 0.184     | 8.082               |
| 20:00 - 21:00       | 2        | 25          | 0.061     | 2.694               | 2          | 25          | 0.102     | 4.490               | 2        | 25          | 0.163     | 7.184               |
| 21:00 - 22:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| <b>Total Rates:</b> |          |             | 1.399     | 61.608              |            |             | 1.432     | 62.945              |          |             | 2.831     | 124.553             |

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

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

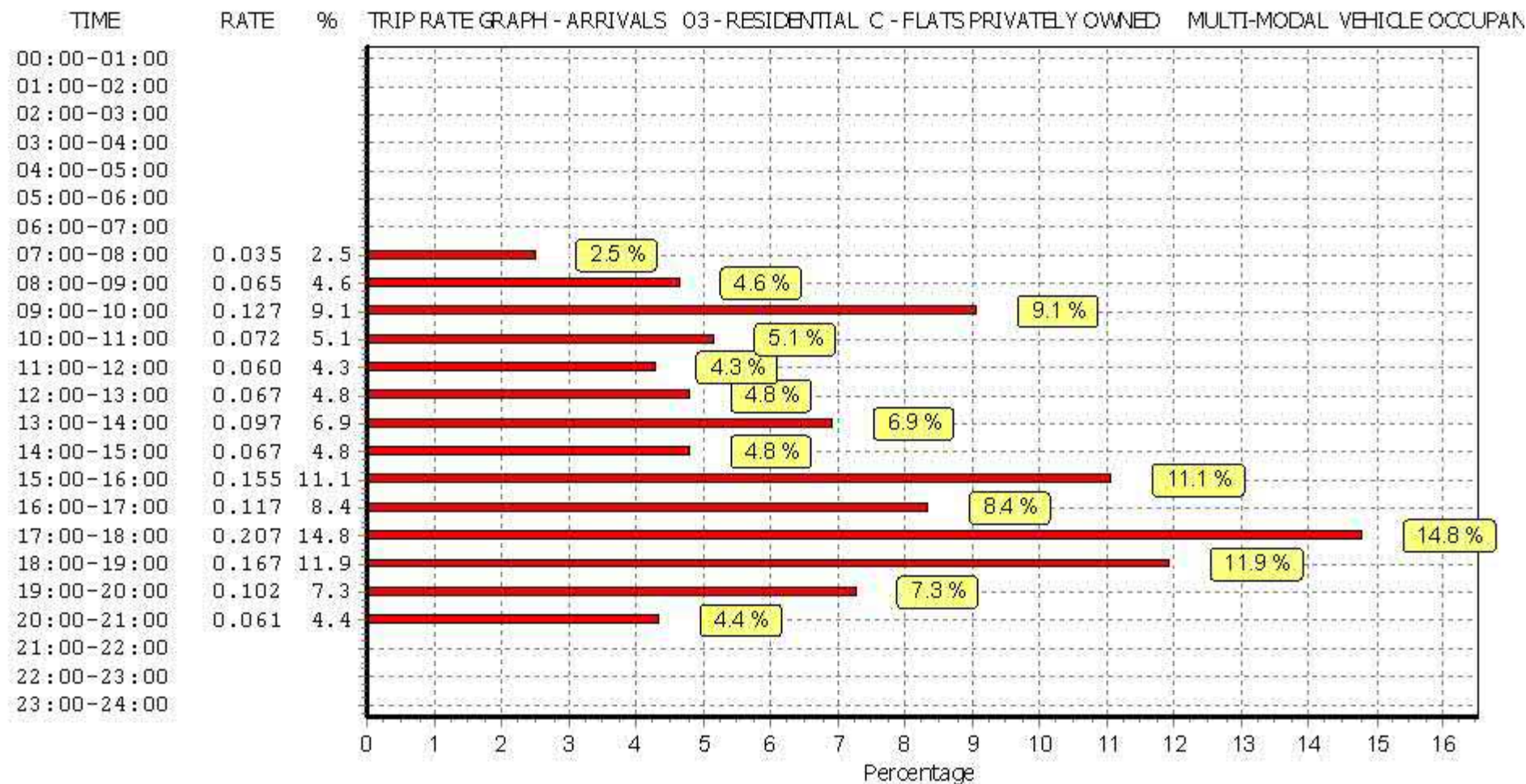
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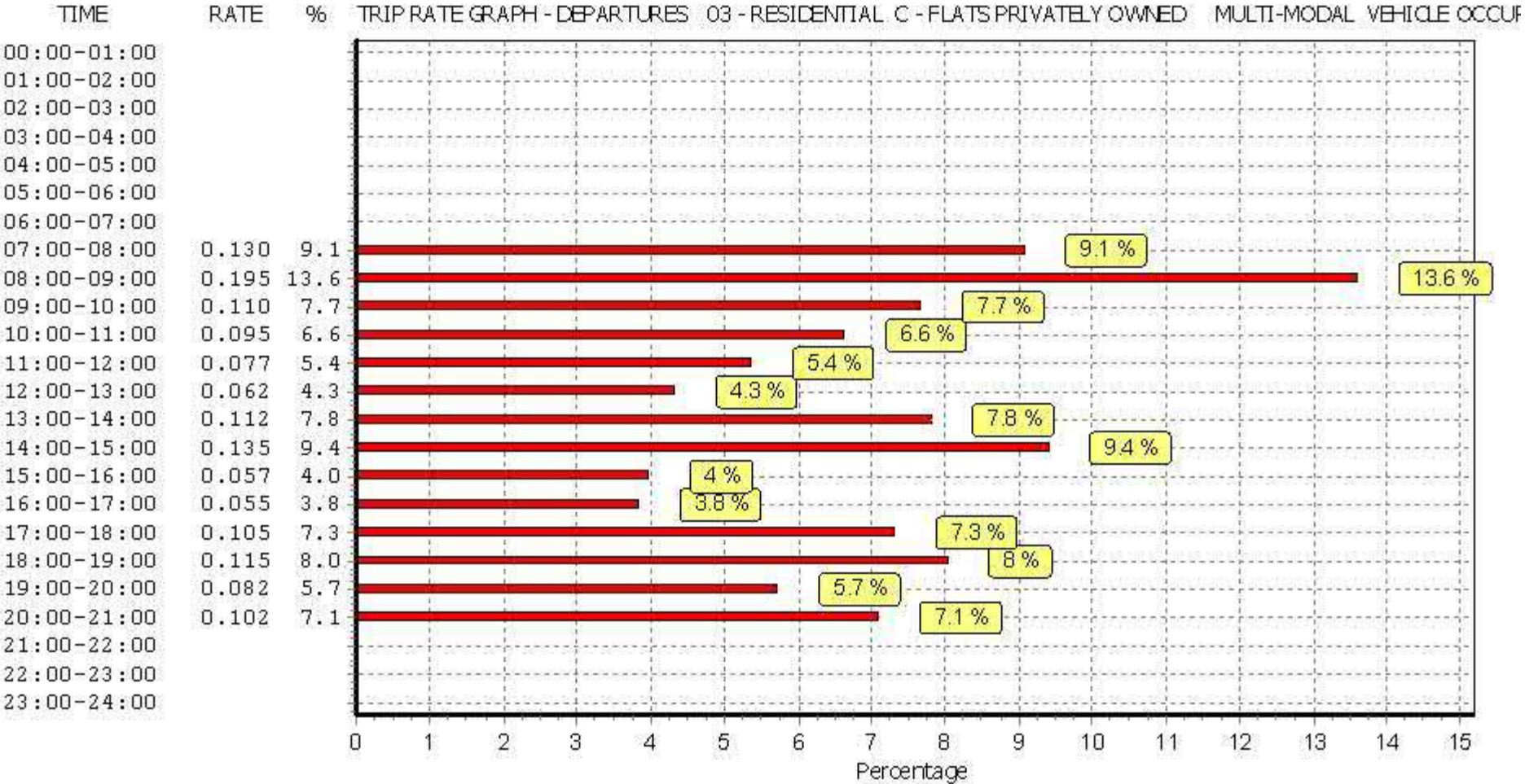
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

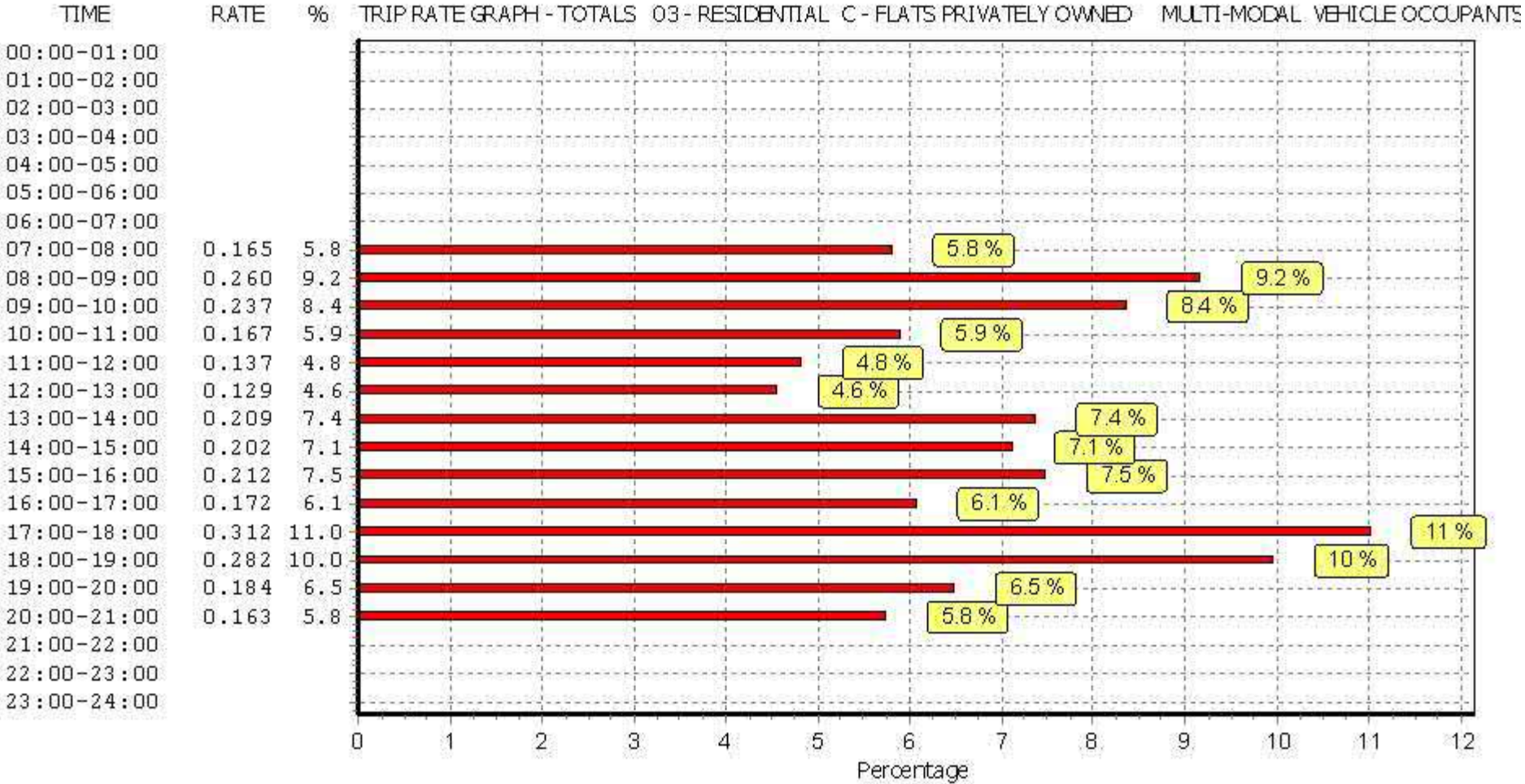
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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

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

### MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | 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 | 13       | 31          | 0.032     | 1.426               | 13         | 31          | 0.065     | 2.853               | 13       | 31          | 0.097     | 4.279               |
| 08:00 - 09:00 | 13       | 31          | 0.025     | 1.097               | 13         | 31          | 0.115     | 5.047               | 13       | 31          | 0.140     | 6.144               |
| 09:00 - 10:00 | 13       | 31          | 0.012     | 0.549               | 13         | 31          | 0.065     | 2.853               | 13       | 31          | 0.077     | 3.402               |
| 10:00 - 11:00 | 13       | 31          | 0.037     | 1.646               | 13         | 31          | 0.067     | 2.963               | 13       | 31          | 0.104     | 4.609               |
| 11:00 - 12:00 | 13       | 31          | 0.060     | 2.633               | 13         | 31          | 0.060     | 2.633               | 13       | 31          | 0.120     | 5.266               |
| 12:00 - 13:00 | 13       | 31          | 0.052     | 2.304               | 13         | 31          | 0.030     | 1.317               | 13       | 31          | 0.082     | 3.621               |
| 13:00 - 14:00 | 13       | 31          | 0.045     | 1.975               | 13         | 31          | 0.060     | 2.633               | 13       | 31          | 0.105     | 4.608               |
| 14:00 - 15:00 | 13       | 31          | 0.055     | 2.414               | 13         | 31          | 0.060     | 2.633               | 13       | 31          | 0.115     | 5.047               |
| 15:00 - 16:00 | 13       | 31          | 0.070     | 3.072               | 13         | 31          | 0.045     | 1.975               | 13       | 31          | 0.115     | 5.047               |
| 16:00 - 17:00 | 13       | 31          | 0.095     | 4.170               | 13         | 31          | 0.065     | 2.853               | 13       | 31          | 0.160     | 7.023               |
| 17:00 - 18:00 | 13       | 31          | 0.130     | 5.706               | 13         | 31          | 0.085     | 3.731               | 13       | 31          | 0.215     | 9.437               |
| 18:00 - 19:00 | 13       | 31          | 0.070     | 3.072               | 13         | 31          | 0.035     | 1.536               | 13       | 31          | 0.105     | 4.608               |
| 19:00 - 20:00 | 2        | 25          | 0.082     | 3.592               | 2          | 25          | 0.061     | 2.694               | 2        | 25          | 0.143     | 6.286               |
| 20:00 - 21:00 | 2        | 25          | 0.143     | 6.286               | 2          | 25          | 0.082     | 3.592               | 2        | 25          | 0.225     | 9.878               |
| 21:00 - 22:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.908     | 39.942              |            |             | 0.895     | 39.313              |          |             | 1.803     | 79.255              |

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

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

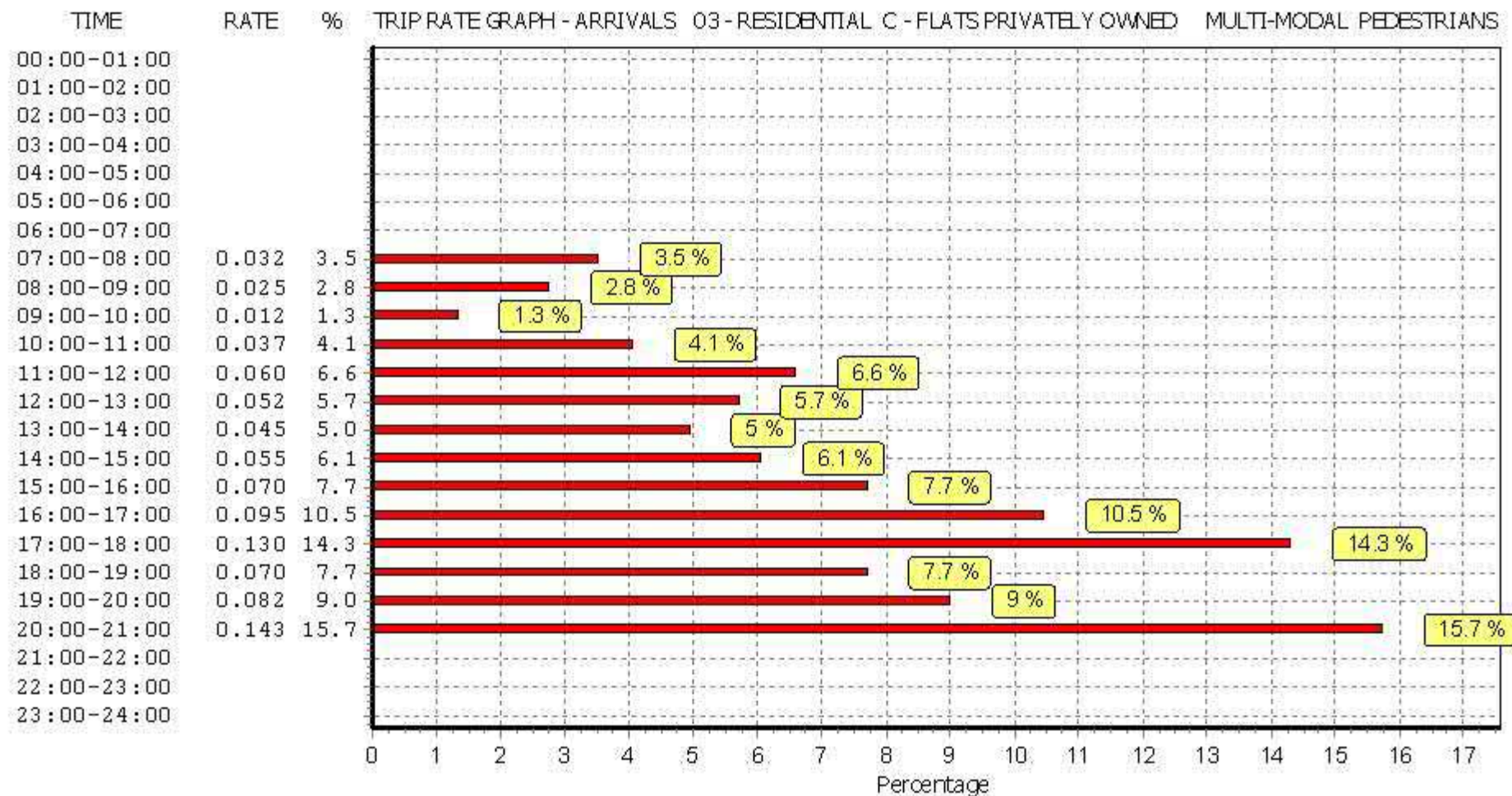
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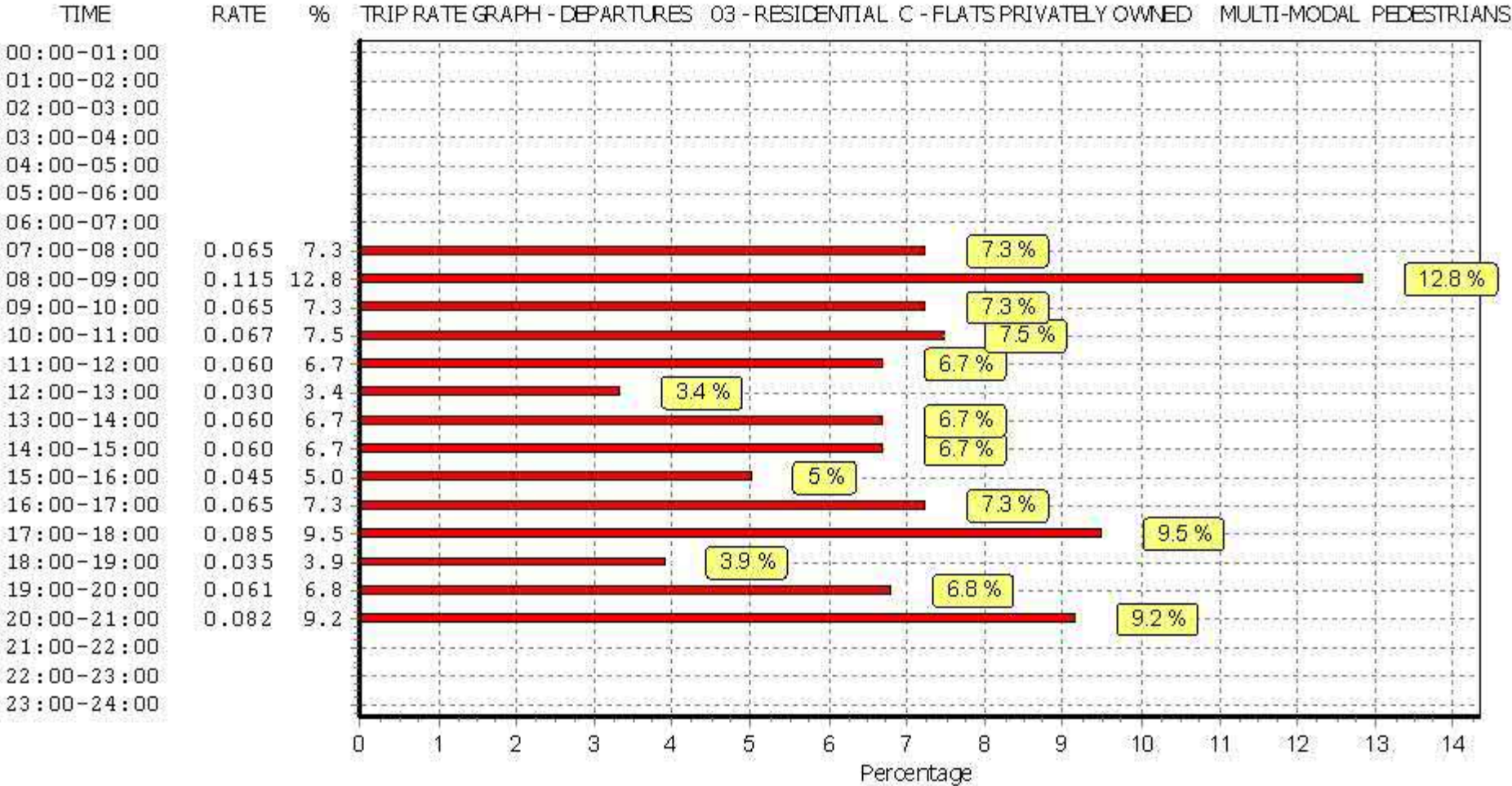
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

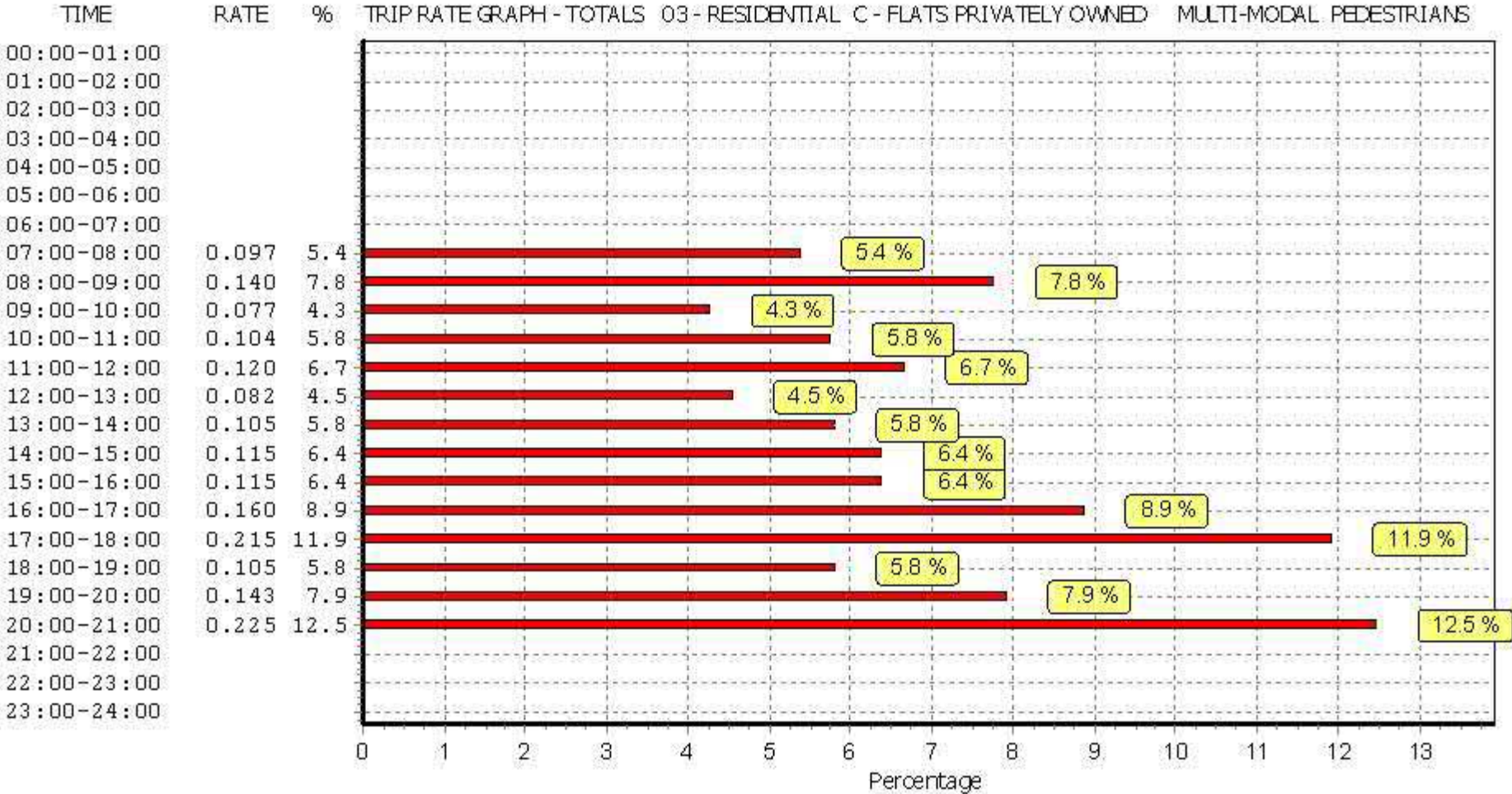
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**MULTI-MODAL BUS/TRAM PASSENGERS**

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|                     | 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       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.032     | 1.426               | 13       | 31          | 0.034     | 1.536               |
| 08:00 - 09:00       | 13       | 31          | 0.005     | 0.219               | 13         | 31          | 0.055     | 2.414               | 13       | 31          | 0.060     | 2.633               |
| 09:00 - 10:00       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.022     | 0.988               | 13       | 31          | 0.024     | 1.098               |
| 10:00 - 11:00       | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.015     | 0.658               | 13       | 31          | 0.015     | 0.658               |
| 11:00 - 12:00       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.007     | 0.329               | 13       | 31          | 0.009     | 0.439               |
| 12:00 - 13:00       | 13       | 31          | 0.010     | 0.439               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.015     | 0.658               |
| 13:00 - 14:00       | 13       | 31          | 0.007     | 0.329               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.009     | 0.439               |
| 14:00 - 15:00       | 13       | 31          | 0.012     | 0.549               | 13         | 31          | 0.010     | 0.439               | 13       | 31          | 0.022     | 0.988               |
| 15:00 - 16:00       | 13       | 31          | 0.015     | 0.658               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.017     | 0.768               |
| 16:00 - 17:00       | 13       | 31          | 0.015     | 0.658               | 13         | 31          | 0.010     | 0.439               | 13       | 31          | 0.025     | 1.097               |
| 17:00 - 18:00       | 13       | 31          | 0.025     | 1.097               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.030     | 1.316               |
| 18:00 - 19:00       | 13       | 31          | 0.022     | 0.988               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.024     | 1.098               |
| 19:00 - 20:00       | 2        | 25          | 0.061     | 2.694               | 2          | 25          | 0.041     | 1.796               | 2        | 25          | 0.102     | 4.490               |
| 20:00 - 21:00       | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 21:00 - 22:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| <b>Total Rates:</b> |          |             | 0.178     | 7.961               |            |             | 0.208     | 9.257               |          |             | 0.386     | 17.218              |

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

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

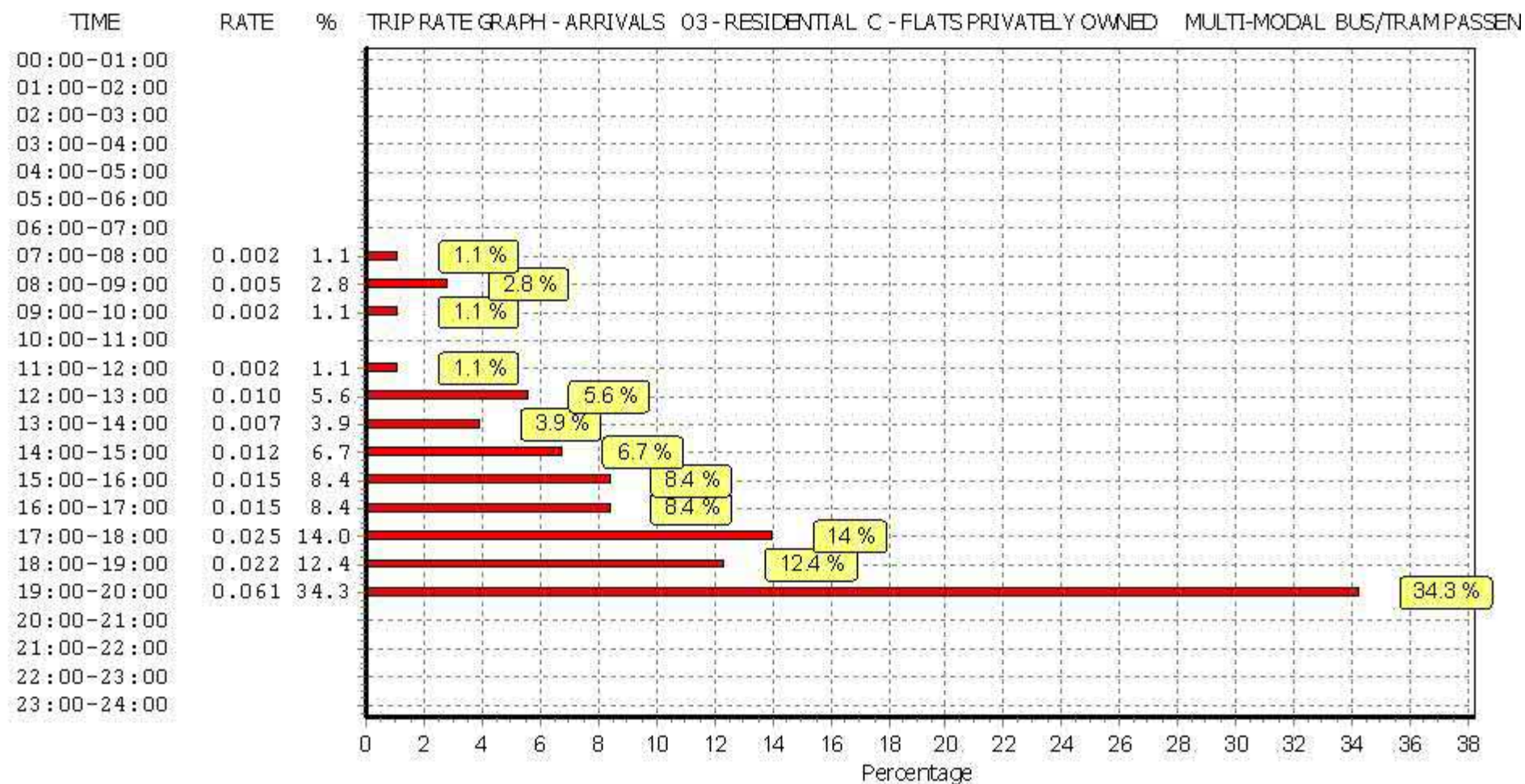
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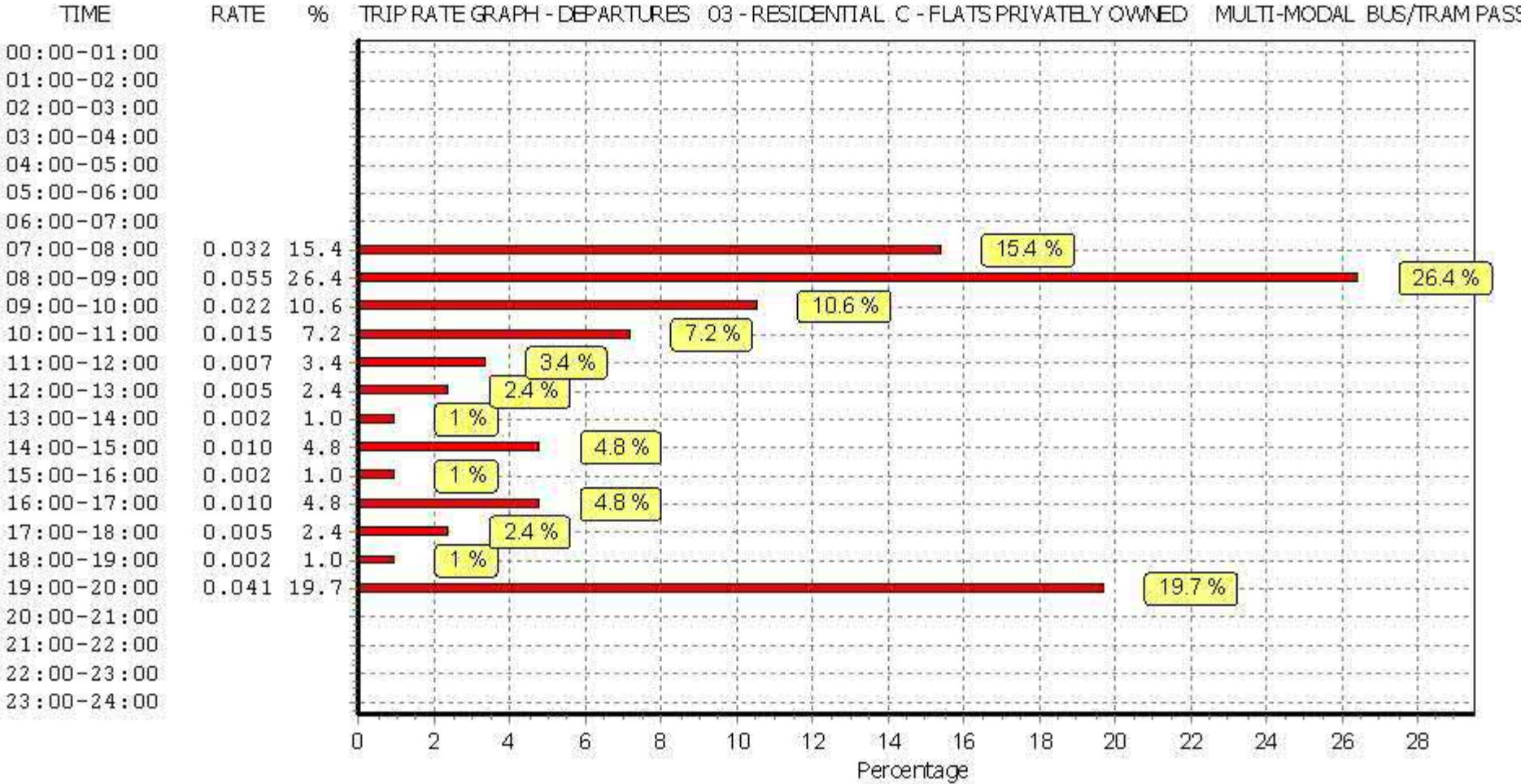
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date range:                            | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

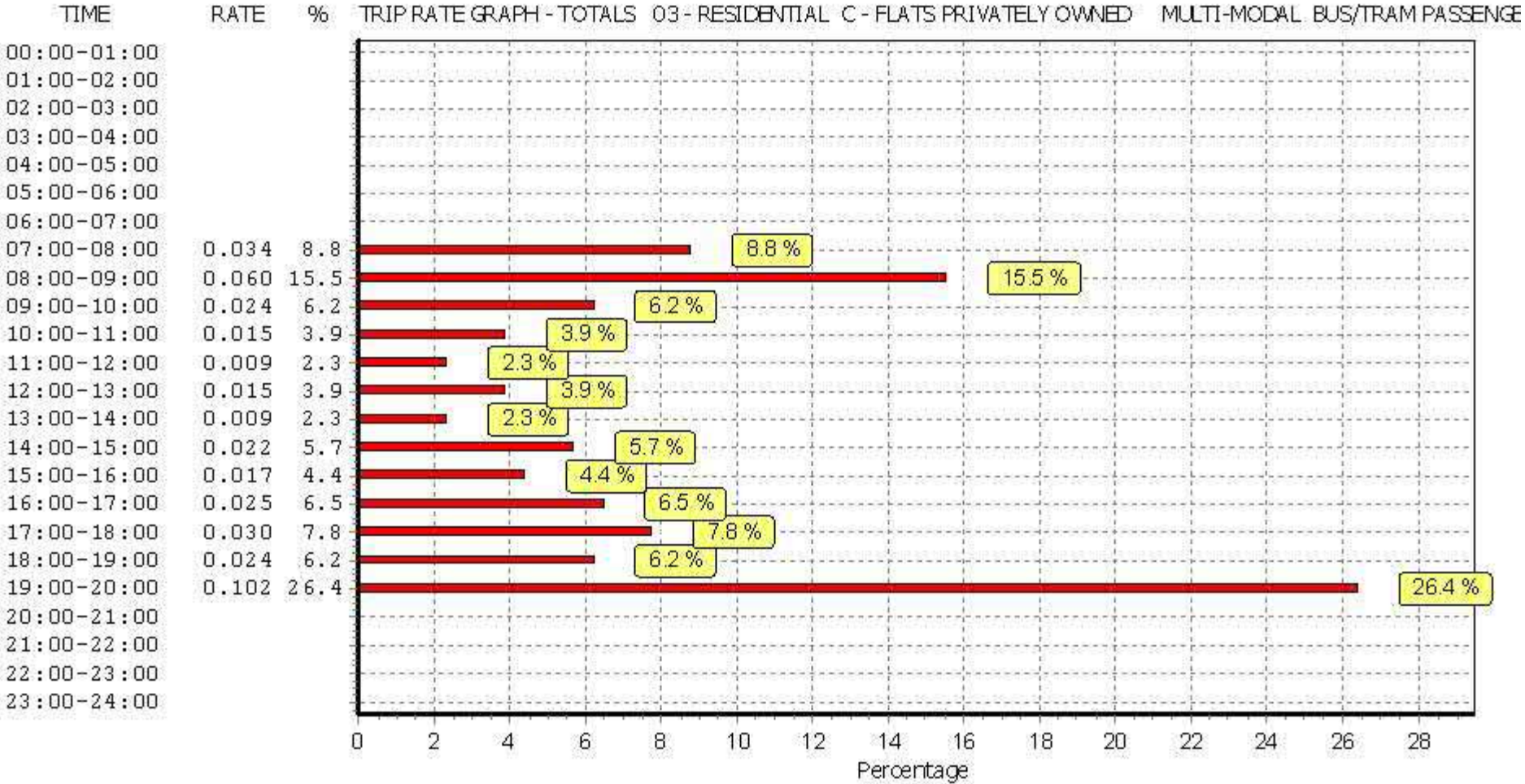
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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

### MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|                     | 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       | 13       | 31          | 0.005     | 0.219               | 13         | 31          | 0.042     | 1.865               | 13       | 31          | 0.047     | 2.084               |
| 08:00 - 09:00       | 13       | 31          | 0.007     | 0.329               | 13         | 31          | 0.030     | 1.317               | 13       | 31          | 0.037     | 1.646               |
| 09:00 - 10:00       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.025     | 1.097               | 13       | 31          | 0.027     | 1.207               |
| 10:00 - 11:00       | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.005     | 0.219               |
| 11:00 - 12:00       | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.010     | 0.439               | 13       | 31          | 0.010     | 0.439               |
| 12:00 - 13:00       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.007     | 0.329               |
| 13:00 - 14:00       | 13       | 31          | 0.007     | 0.329               | 13         | 31          | 0.015     | 0.658               | 13       | 31          | 0.022     | 0.987               |
| 14:00 - 15:00       | 13       | 31          | 0.010     | 0.439               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.015     | 0.658               |
| 15:00 - 16:00       | 13       | 31          | 0.005     | 0.219               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.005     | 0.219               |
| 16:00 - 17:00       | 13       | 31          | 0.007     | 0.329               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.007     | 0.329               |
| 17:00 - 18:00       | 13       | 31          | 0.025     | 1.097               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.027     | 1.207               |
| 18:00 - 19:00       | 13       | 31          | 0.027     | 1.207               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.029     | 1.317               |
| 19:00 - 20:00       | 2        | 25          | 0.102     | 4.490               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.102     | 4.490               |
| 20:00 - 21:00       | 2        | 25          | 0.041     | 1.796               | 2          | 25          | 0.020     | 0.898               | 2        | 25          | 0.061     | 2.694               |
| 21:00 - 22:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| <b>Total Rates:</b> |          |             | 0.240     | 10.674              |            |             | 0.161     | 7.151               |          |             | 0.401     | 17.825              |

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

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

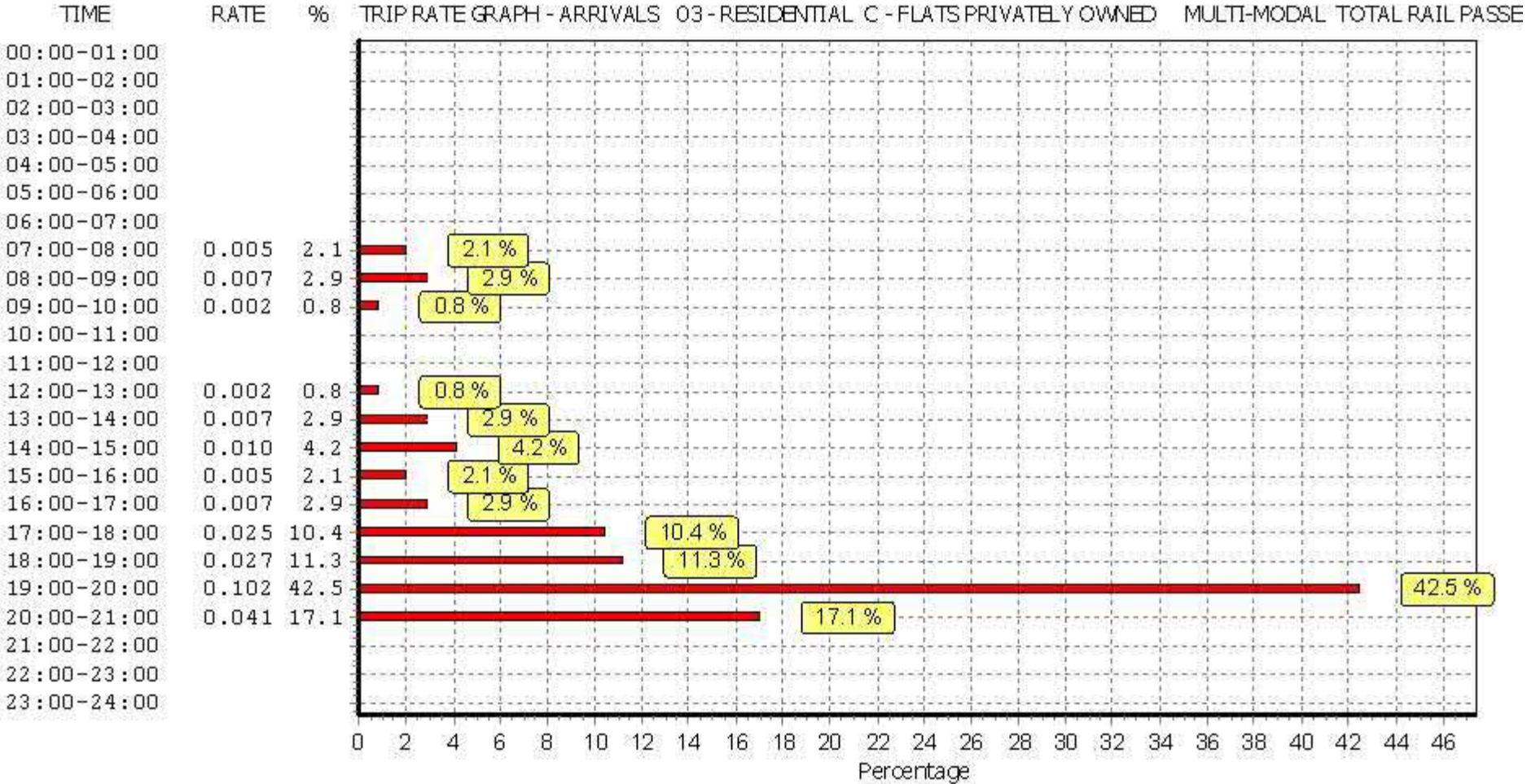
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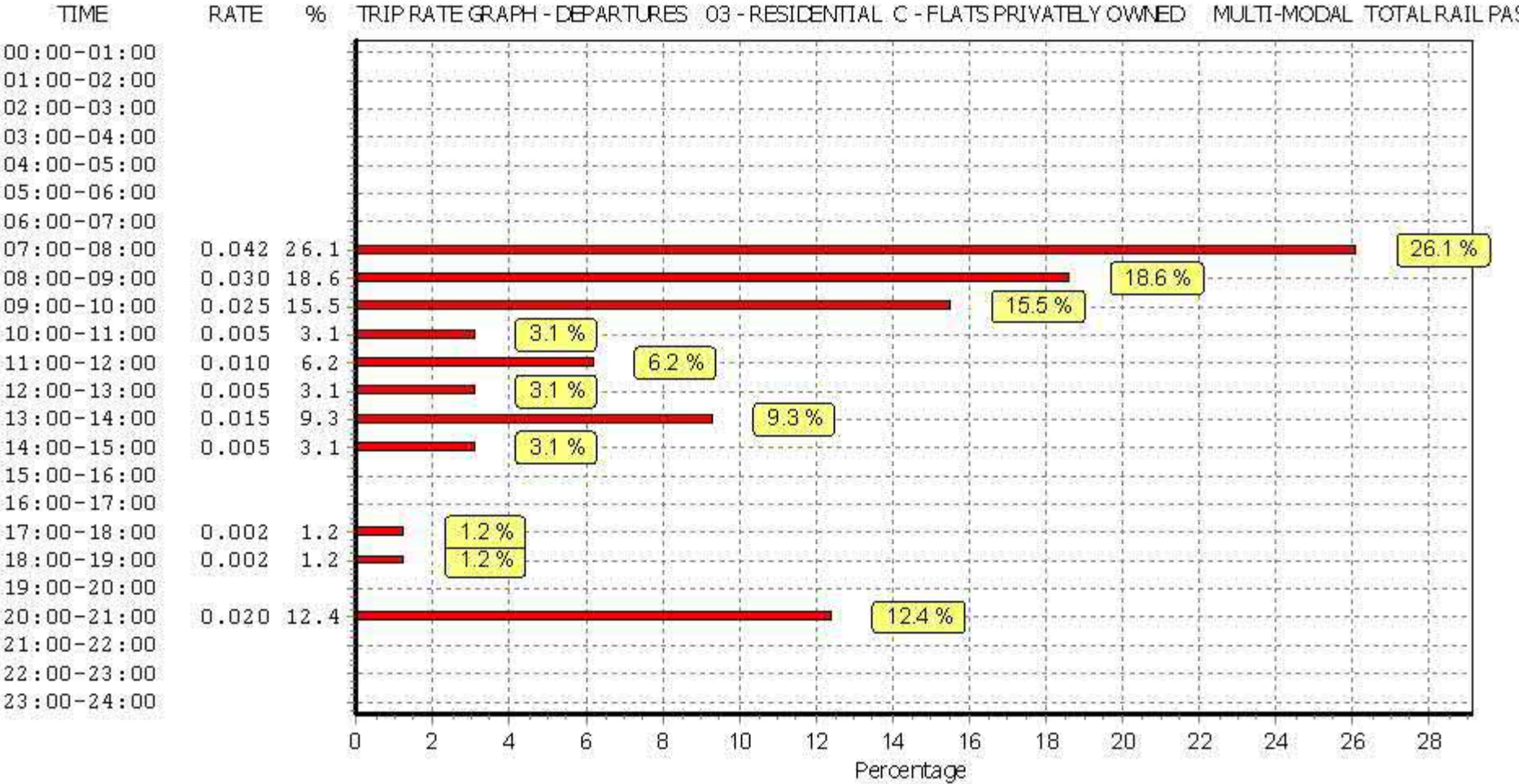
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

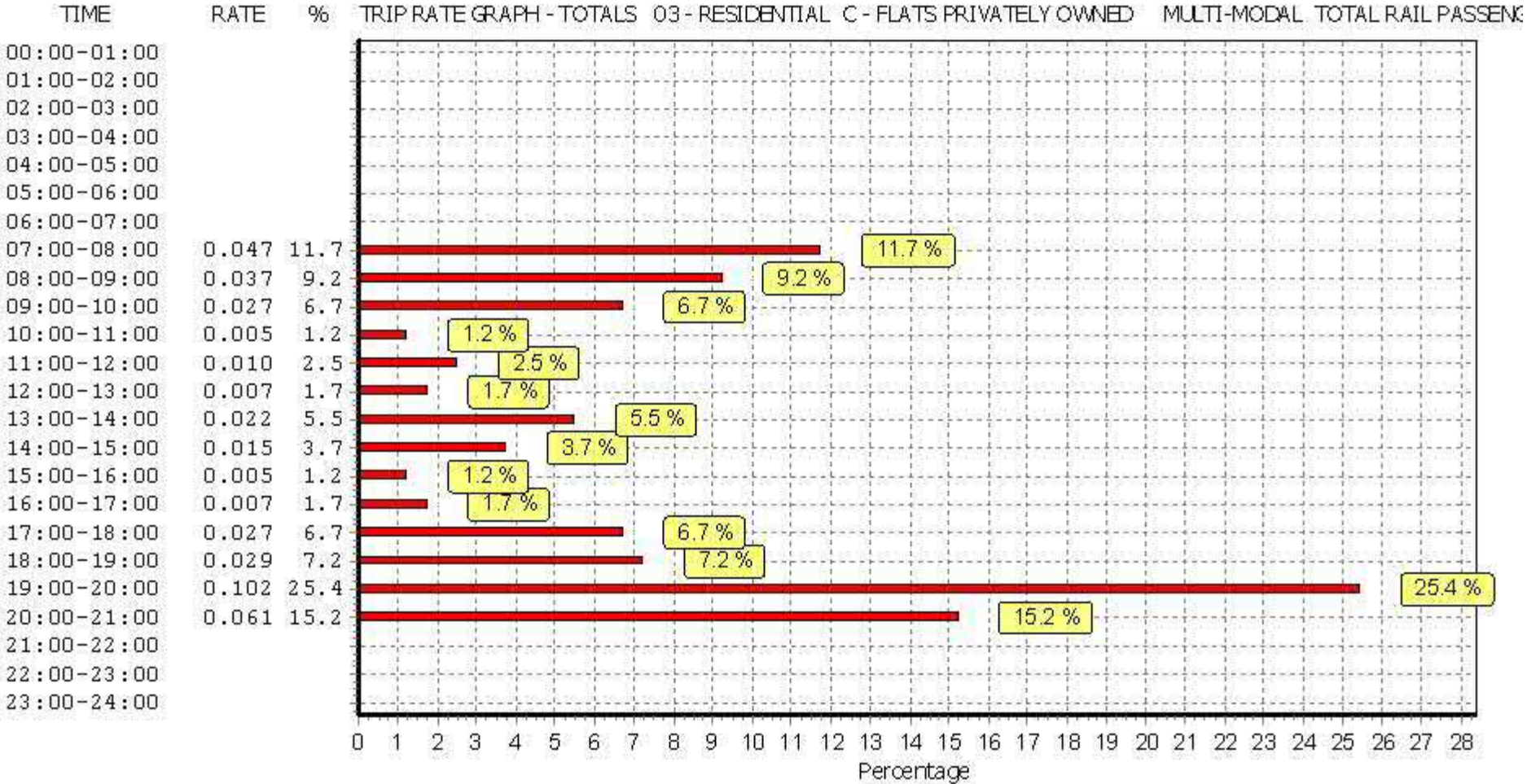
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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

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

**MULTI-MODAL COACH PASSENGERS**

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | 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 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 08:00 - 09:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 09:00 - 10:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 10:00 - 11:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 11:00 - 12:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 12:00 - 13:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 13:00 - 14:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 14:00 - 15:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 15:00 - 16:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 16:00 - 17:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 17:00 - 18:00 | 13       | 31          | 0.007     | 0.329               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.009     | 0.439               |
| 18:00 - 19:00 | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.000     | 0.000               | 13       | 31          | 0.000     | 0.000               |
| 19:00 - 20:00 | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 20:00 - 21:00 | 2        | 25          | 0.000     | 0.000               | 2          | 25          | 0.000     | 0.000               | 2        | 25          | 0.000     | 0.000               |
| 21:00 - 22:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.007     | 0.329               |            |             | 0.002     | 0.110               |          |             | 0.009     | 0.439               |

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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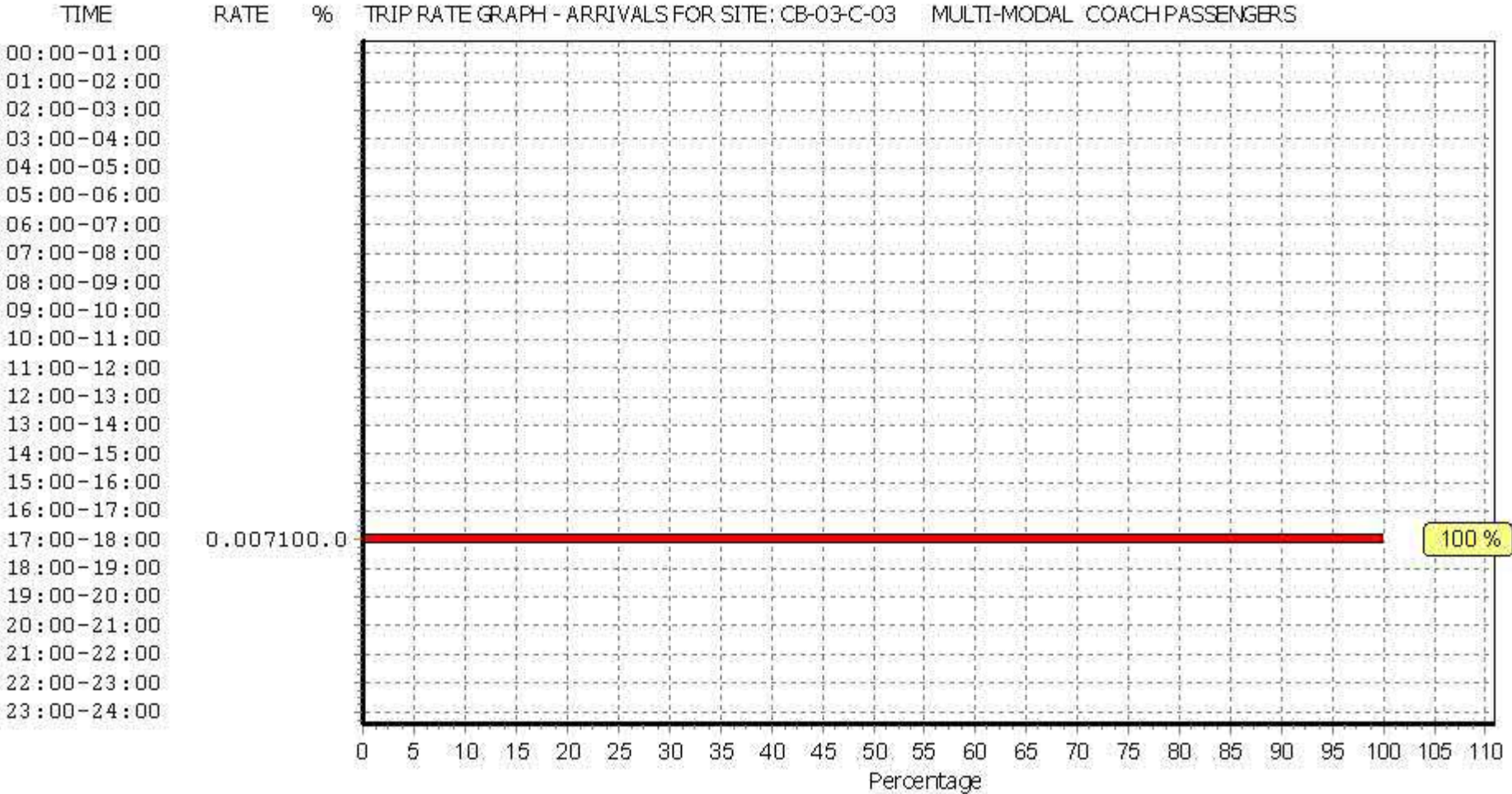
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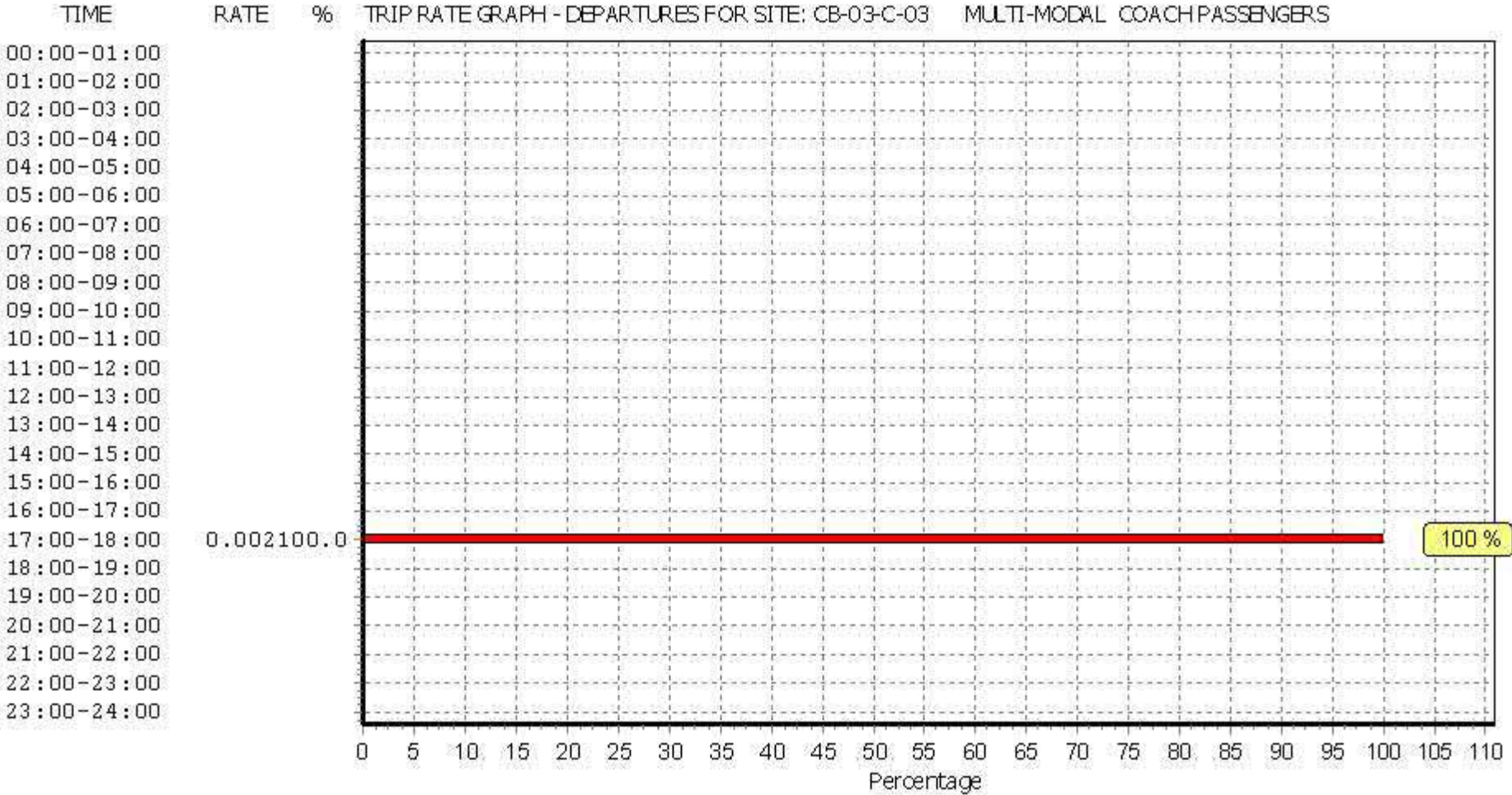
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

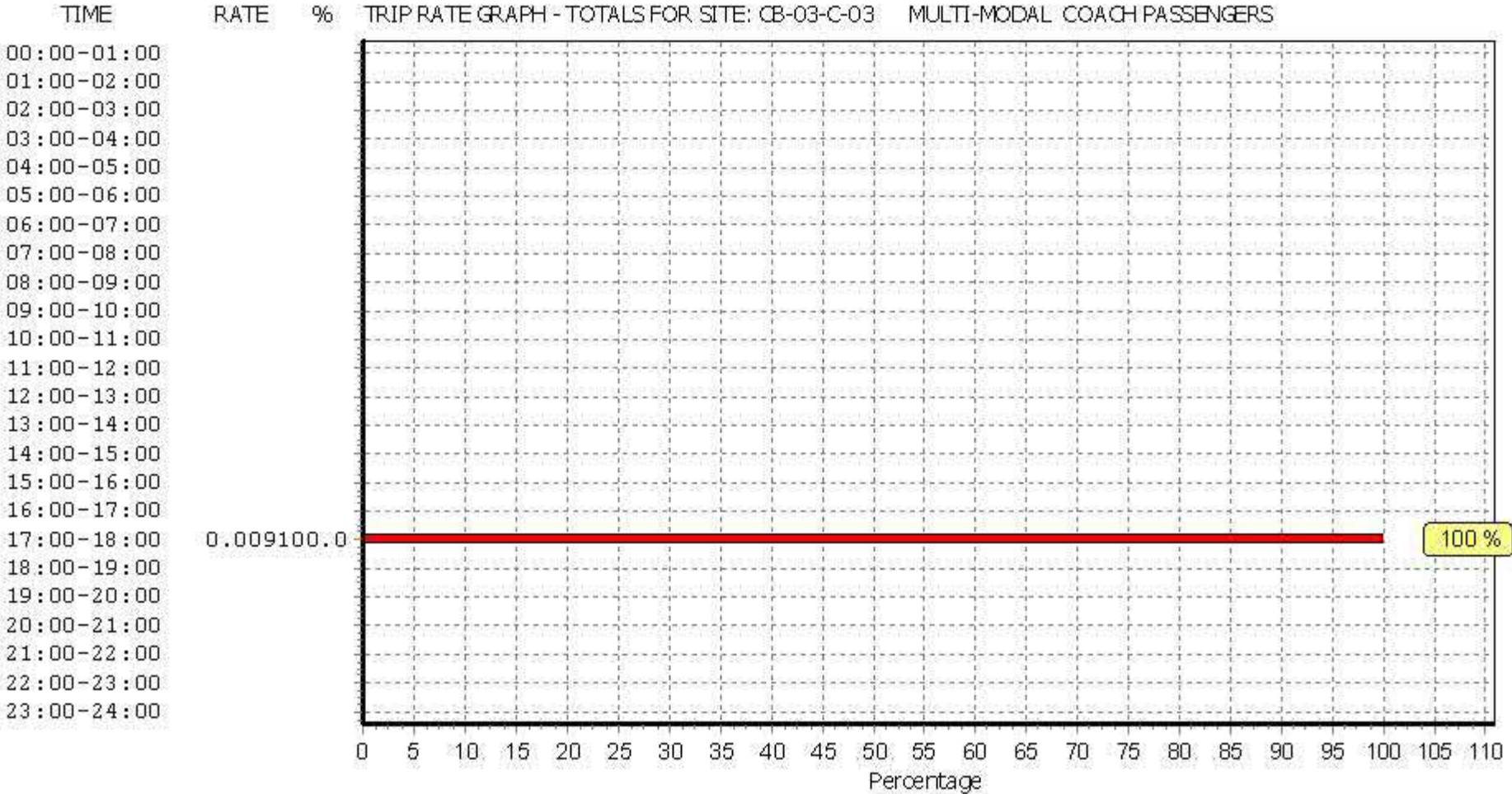
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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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

**MULTI-MODAL PUBLIC TRANSPORT USERS**

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period**

| Time Range          | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|                     | 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       | 13       | 31          | 0.007     | 0.329               | 13         | 31          | 0.075     | 3.292               | 13       | 31          | 0.082     | 3.621               |
| 08:00 - 09:00       | 13       | 31          | 0.012     | 0.549               | 13         | 31          | 0.085     | 3.731               | 13       | 31          | 0.097     | 4.280               |
| 09:00 - 10:00       | 13       | 31          | 0.005     | 0.219               | 13         | 31          | 0.047     | 2.085               | 13       | 31          | 0.052     | 2.304               |
| 10:00 - 11:00       | 13       | 31          | 0.000     | 0.000               | 13         | 31          | 0.020     | 0.878               | 13       | 31          | 0.020     | 0.878               |
| 11:00 - 12:00       | 13       | 31          | 0.002     | 0.110               | 13         | 31          | 0.017     | 0.768               | 13       | 31          | 0.019     | 0.878               |
| 12:00 - 13:00       | 13       | 31          | 0.012     | 0.549               | 13         | 31          | 0.010     | 0.439               | 13       | 31          | 0.022     | 0.988               |
| 13:00 - 14:00       | 13       | 31          | 0.015     | 0.658               | 13         | 31          | 0.017     | 0.768               | 13       | 31          | 0.032     | 1.426               |
| 14:00 - 15:00       | 13       | 31          | 0.020     | 0.878               | 13         | 31          | 0.015     | 0.658               | 13       | 31          | 0.035     | 1.536               |
| 15:00 - 16:00       | 13       | 31          | 0.020     | 0.878               | 13         | 31          | 0.002     | 0.110               | 13       | 31          | 0.022     | 0.988               |
| 16:00 - 17:00       | 13       | 31          | 0.022     | 0.988               | 13         | 31          | 0.010     | 0.439               | 13       | 31          | 0.032     | 1.427               |
| 17:00 - 18:00       | 13       | 31          | 0.057     | 2.524               | 13         | 31          | 0.010     | 0.439               | 13       | 31          | 0.067     | 2.963               |
| 18:00 - 19:00       | 13       | 31          | 0.050     | 2.195               | 13         | 31          | 0.005     | 0.219               | 13       | 31          | 0.055     | 2.414               |
| 19:00 - 20:00       | 2        | 25          | 0.163     | 7.184               | 2          | 25          | 0.041     | 1.796               | 2        | 25          | 0.204     | 8.980               |
| 20:00 - 21:00       | 2        | 25          | 0.041     | 1.796               | 2          | 25          | 0.020     | 0.898               | 2        | 25          | 0.061     | 2.694               |
| 21:00 - 22:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| <b>Total Rates:</b> |          |             | 0.426     | 18.857              |            |             | 0.374     | 16.520              |          |             | 0.800     | 35.377              |

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

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

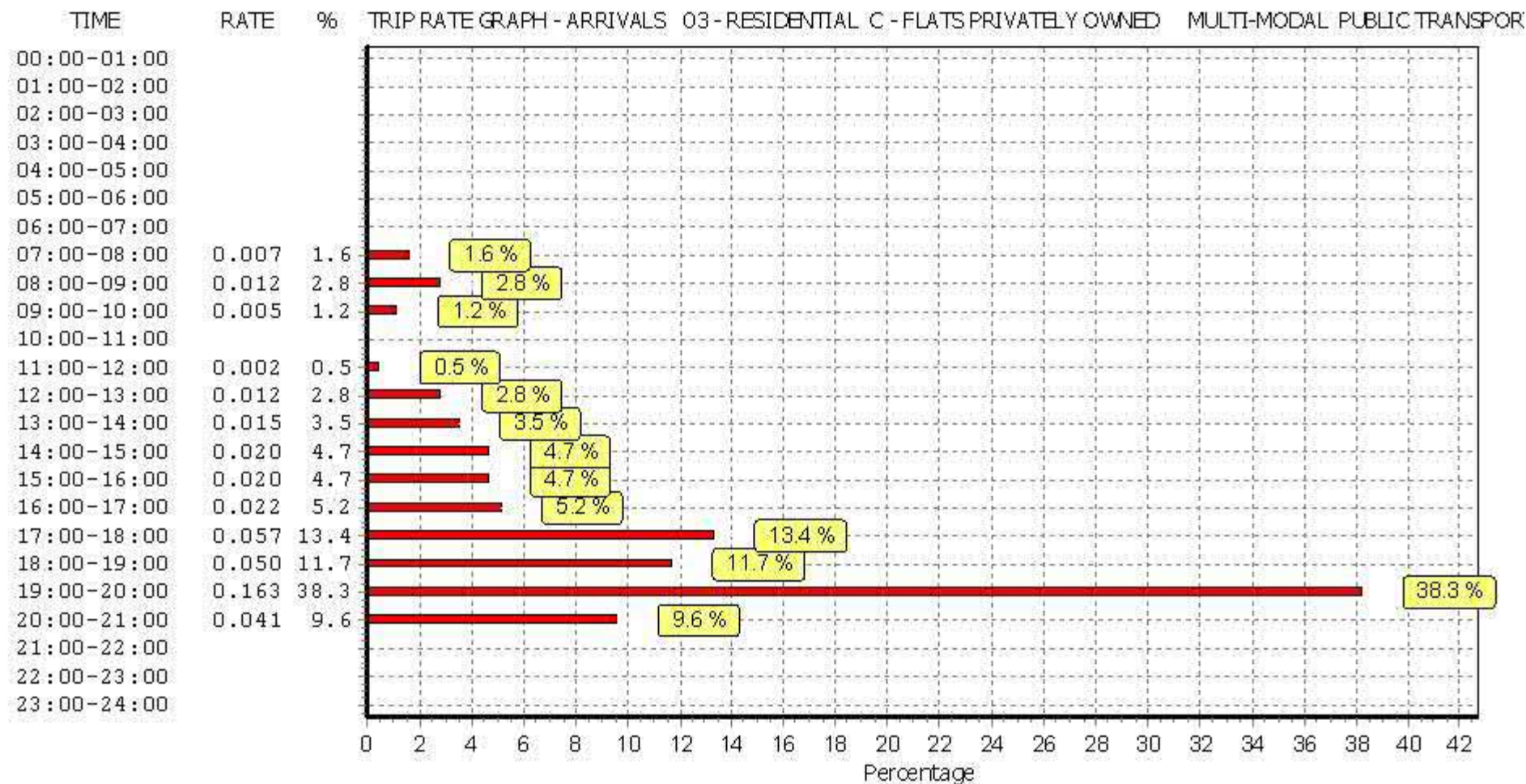
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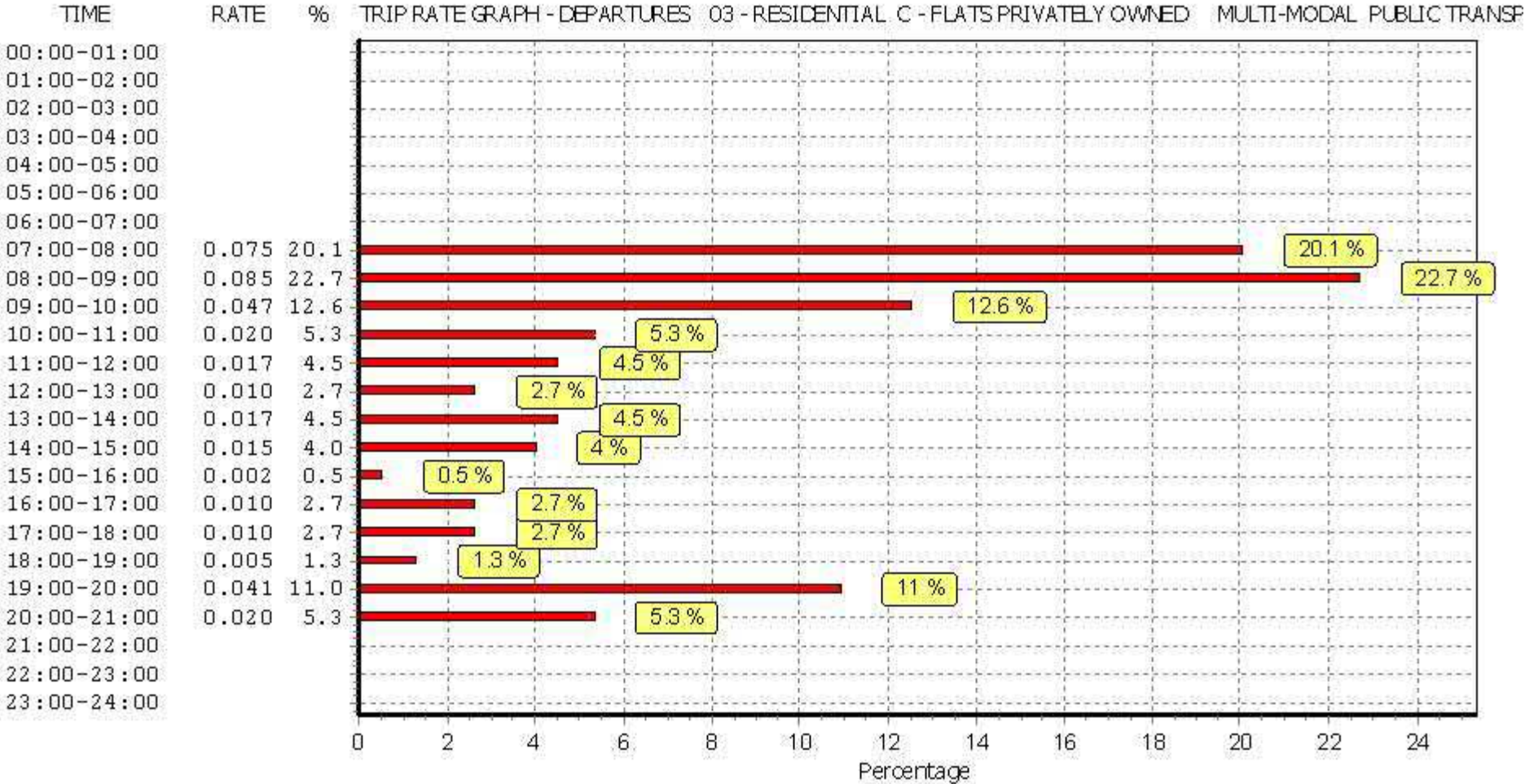
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

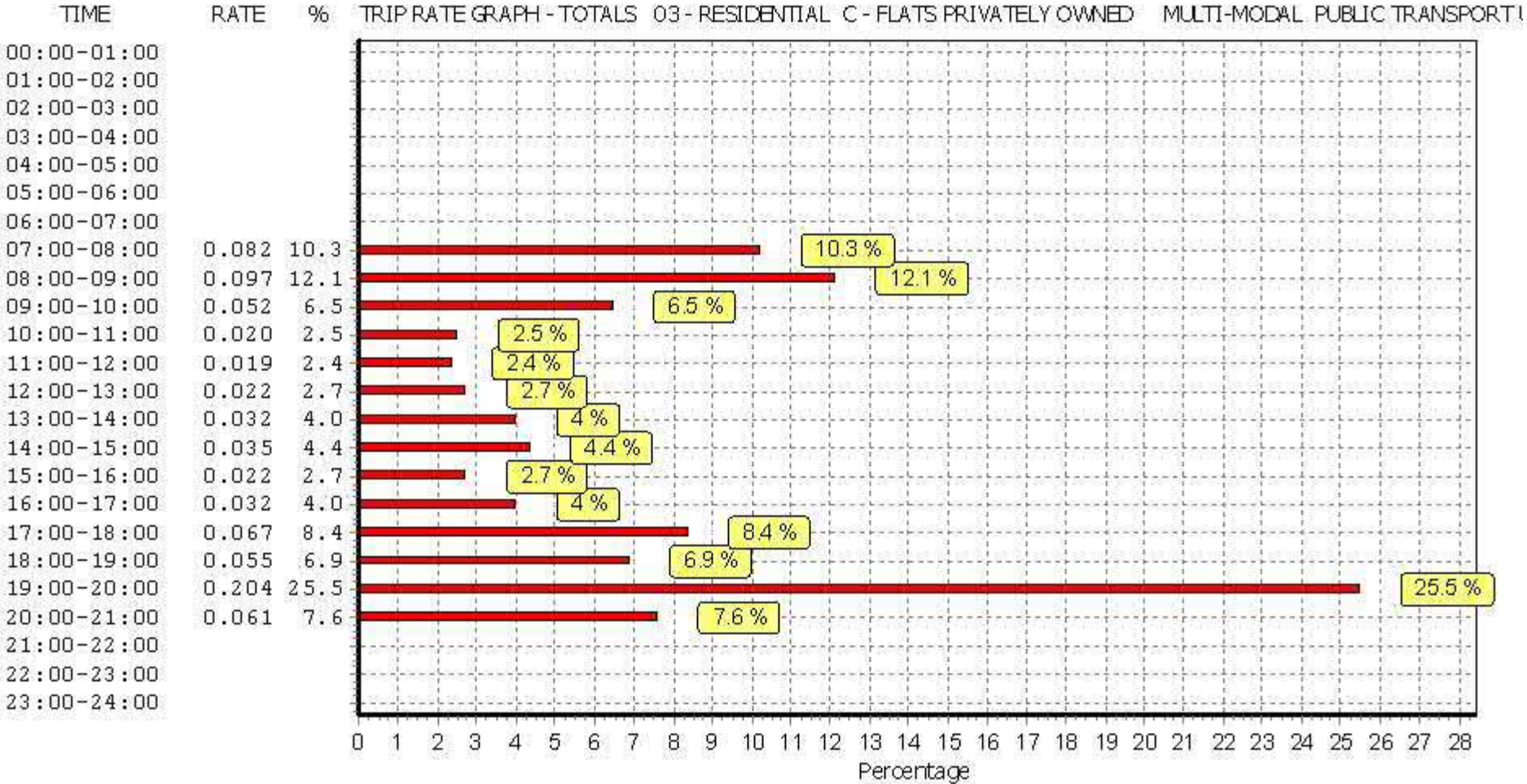
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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

### MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 44 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|                     | 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       | 13       | 31          | 0.080     | 3.511               | 13         | 31          | 0.274     | 12.070              | 13       | 31          | 0.354     | 15.581              |
| 08:00 - 09:00       | 13       | 31          | 0.105     | 4.608               | 13         | 31          | 0.409     | 17.995              | 13       | 31          | 0.514     | 22.603              |
| 09:00 - 10:00       | 13       | 31          | 0.155     | 6.803               | 13         | 31          | 0.239     | 10.534              | 13       | 31          | 0.394     | 17.337              |
| 10:00 - 11:00       | 13       | 31          | 0.110     | 4.828               | 13         | 31          | 0.185     | 8.120               | 13       | 31          | 0.295     | 12.948              |
| 11:00 - 12:00       | 13       | 31          | 0.122     | 5.377               | 13         | 31          | 0.157     | 6.913               | 13       | 31          | 0.279     | 12.290              |
| 12:00 - 13:00       | 13       | 31          | 0.135     | 5.925               | 13         | 31          | 0.107     | 4.718               | 13       | 31          | 0.242     | 10.643              |
| 13:00 - 14:00       | 13       | 31          | 0.165     | 7.242               | 13         | 31          | 0.195     | 8.559               | 13       | 31          | 0.360     | 15.801              |
| 14:00 - 15:00       | 13       | 31          | 0.145     | 6.364               | 13         | 31          | 0.214     | 9.436               | 13       | 31          | 0.359     | 15.800              |
| 15:00 - 16:00       | 13       | 31          | 0.247     | 10.863              | 13         | 31          | 0.105     | 4.608               | 13       | 31          | 0.352     | 15.471              |
| 16:00 - 17:00       | 13       | 31          | 0.249     | 10.973              | 13         | 31          | 0.132     | 5.815               | 13       | 31          | 0.381     | 16.788              |
| 17:00 - 18:00       | 13       | 31          | 0.406     | 17.885              | 13         | 31          | 0.200     | 8.778               | 13       | 31          | 0.606     | 26.663              |
| 18:00 - 19:00       | 13       | 31          | 0.289     | 12.728              | 13         | 31          | 0.157     | 6.913               | 13       | 31          | 0.446     | 19.641              |
| 19:00 - 20:00       | 2        | 25          | 0.388     | 17.061              | 2          | 25          | 0.184     | 8.082               | 2        | 25          | 0.572     | 25.143              |
| 20:00 - 21:00       | 2        | 25          | 0.245     | 10.776              | 2          | 25          | 0.204     | 8.980               | 2        | 25          | 0.449     | 19.756              |
| 21:00 - 22:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00       |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| <b>Total Rates:</b> |          |             | 2.841     | 124.944             |            |             | 2.762     | 121.521             |          |             | 5.603     | 246.465             |

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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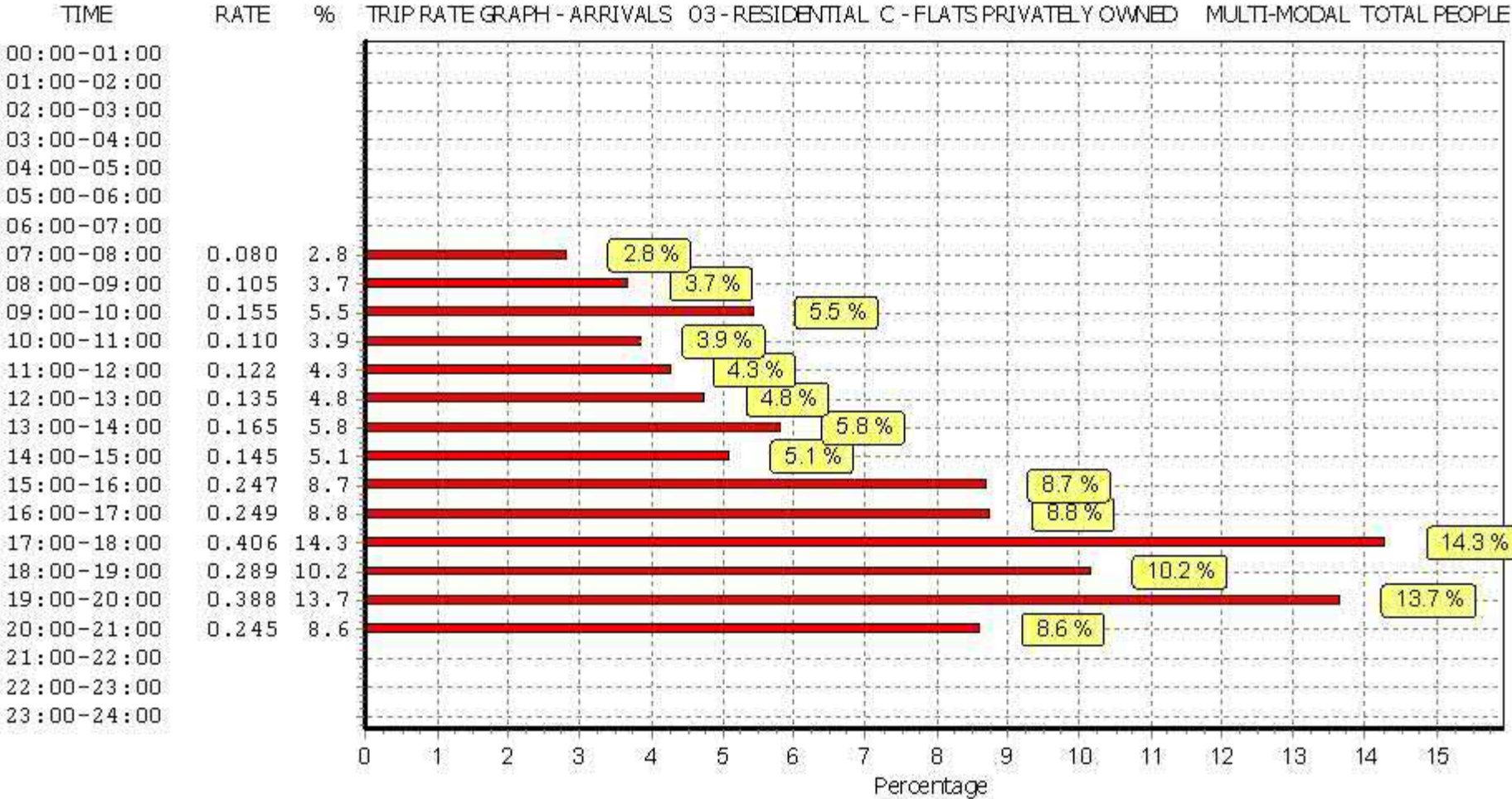
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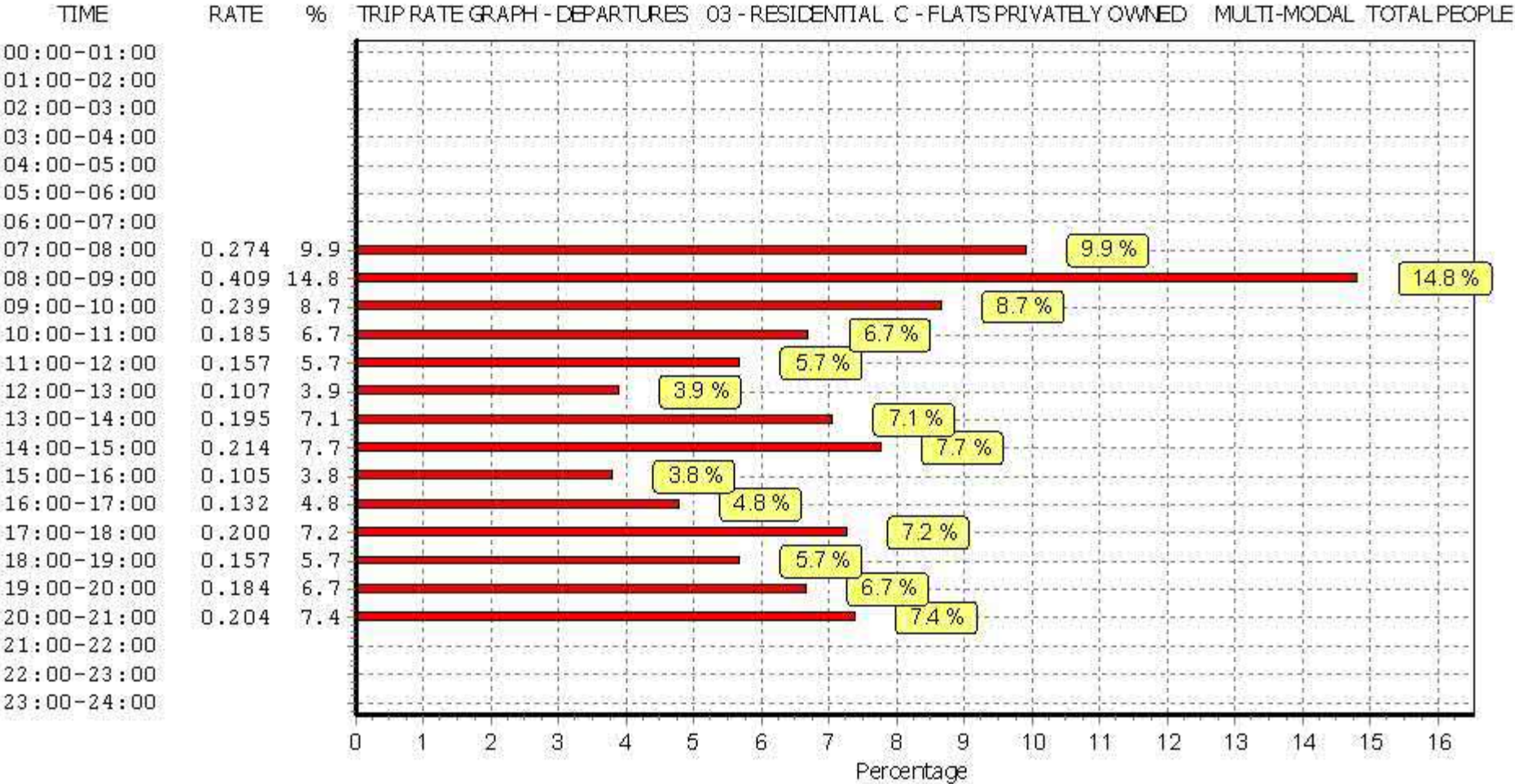
#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 44 (units: )   |
| Survey date date range:                       | 01/01/10 - 11/07/16 |
| Number of weekdays (Monday-Friday):           | 12                  |
| Number of Saturdays:                          | 1                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

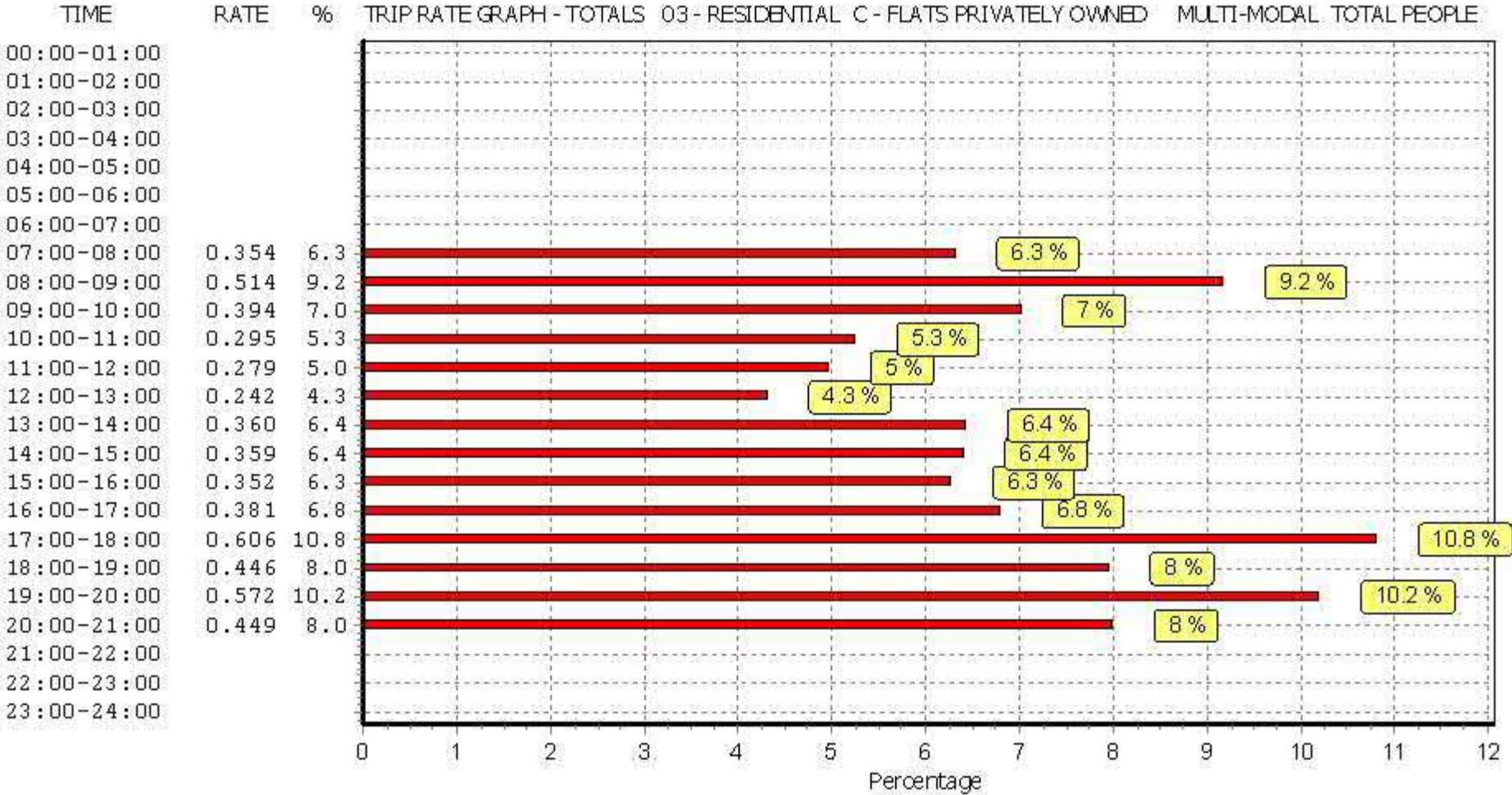
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