KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

TRANSPORT STATEMENT (INCLUDING TRAVEL PLAN) INDEPENDENCE HOUSE RICHMOND

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SPECIALIST DEVELOPMENT TRANSPORT PLANNING

TRANSPORT STATEMENT (INCLUDING TRAVEL PLAN) INDEPENDENCE HOUSE RICHMOND

INDEPENDENCE HOUSE, LOWER MORTLAKE ROAD, RICHMOND, TW9 2HS
TRANSPORT STATEMENT (INCLUDING RESIDENTIAL TRAVEL PLAN STATEMENT)
NOVEMBER 2023

PREPARED FOR WILLIAM GRANT AND SONS DISTILLERS LIMITED
PREPARED BY KRONEN LIMITED

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Kronen Limited registered in England & Wales registered number 8826297

CONTENTS

FIGURES

APPENDICES

1 INTRODUCTION

1.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement to accompany proposals at Independence House, Lower Mortlake Road, Richmond, TW9 2HS (in The London Borough of Richmond Upon Thames).

1.2 EXISTING SITE

The existing site comprises Independence House, a late 1980s office building.

Up until recently William Grant & Sons had occupied the building for over 20 years as a regional headquarters before recently relocating to new premises at The Old Court in Richmond. Consequently, Independence House is currently unoccupied.

1.3 RECENT PLANNING HISTORY

The site was recently the subject of planning application "20/3359/FUL" for the "Extension of existing 4 storey Class E Office building to provide new entrance, enlarged office space and external terraces".

The proposal was to "retrofit and extend the existing building to CAT A fit-out level" with key objectives including: bringing the building up to date with current Part M access requirements, rationalising core, circulation and utility areas and improving parking access and cycling facilities.

The application was approved in early 2021.

1.4 PROPOSED REDEVELOPMENT

It is understood that the approved scheme has not been implemented due to post Coronavirus pandemic challenges in finding commercial tenants for offices.

The new proposals for Independence House are to convert the building to residential apartments.

The proposed building will provide 21 × apartments including 12 × 1-bedroom apartments, 6 × 2-bedroom apartments and 3 × 3-bedroom apartments.

The proposal builds on approved improvements to the site and includes:

- A new entrance lobby with disabled access platform lift.
- A new refuse and recycling store enclosure.
- Revised access position free from headroom clearance restrictions at ground floor level.
- Improved headroom clearance around ground floor parking spaces from 1.7m to 2.0m.
- Revised parking layout providing improved manoeuvring space and provision for 5 × Electric Vehicle spaces inclusive of 2 × blude badge permit holder spaces.
- 2 × powered two wheeler spaces at street level.
- A new long stay cycle store providing a total of 34 × cycle spaces plus additional space for larger / adaptive cycles and 2 × short stay spaces at street level.

1.5 TRANSPORT STATEMENT STRUCTURE AND CONTENTS

Sections 2 to 4 of this Transport Statement report detail the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 10 of this report assesses the proposal's parking, trip impact, layout and mitigation measures.

2 EXISTING CONDITIONS - EXISTING SITE INFORMATION

2.1 LOCATION

The proposal site is Independence House, Lower Mortlake Road, Richmond, TW9 2HS.

Refer to Wimshurst Pelleriti's statements and drawings for the site location plan and existing site plans.

2.2 EXISTING SITE INFORMATION

The existing site comprises Independence House, a late 1980s office building.

Up until recently William Grant & Sons had occupied the building for over 20 years as a regional headquarters before recently relocating. Since December 2019 Independence House has been vacant.

The building has a gross floor space of 1425sqm.

2.3 EXISTING ACCESS ARRANGEMENTS, SERVICING AND PARKING

Independence House directly adjoins Lower Mortlake Road the A316 to the north, Crofton Terrace to the east and West Sheen Vale to the west.

The building has a stepped pedestrian access from Lower Mortlake Road.

Vehicle access is from Crofton Terrace.

The site is serviced from Crofton Terrace.

There is a goods platform lift used to transfer goods in and out of the building to mitigate the level change between the parking level and the buildings ground floor level.

The building does not have a suitable refuse and recycling enclosure.

The vehicle access serves ground floor and basement levels car parking. There are 15 × ground floor level and 17 × basement level parking spaces. The provision includes no blude badge permit holder / disabled bays. (A significant proportion of spaces at ground floor are compromised by limited turning space and building and external staircase structural support columns.)

Undercroft sections of the ground floor parking level have restricted 1.7m headroom clearance.

There are no formal cycle parking arrangements.

2.4 RECENT PLANNING HISTORY

As discussed, the site was recently the subject of planning application "20/3359/FUL" for the "Extension of existing 4 storey Class E Office building to provide new entrance, enlarged office space and external terraces".

The application was approved early 2021.

The approved proposals were to "retrofit and extend the existing building to CAT A fit-out level" with the key objectives including: bringing the building up to date with current Part M access requirements, rationalising core, circulation and utility areas and improving parking access and cycling facilities.

As above Independence House has an existing gross floor space of 1425sqm. The extensions would increase the floor space to approximately 1750sqm (plus 325sqm floor space).

As discussed the existing site has several constraints:

- The building only has a stepped pedestrian access from Lower Mortlake Road.
- The building does not have a suitable refuse and recycling enclosure.
- A significant proportion of parking spaces at ground floor are compromised by limited turning space and building and external staircase structural support columns.
- Undercroft sections of the ground floor parking level have restricted 1.7m headroom clearance.

The approved scheme included:

- A new entrance lobby with disabled access platform lift.
- A new refuse and recycling store enclosure.
- Revised access position free from headroom clearance restrictions at ground floor level.
- Improved headroom clearance around ground floor parking spaces from 1.7m to 2.0m.
- Revised parking layout providing improved manoeuvring space and provision for 8 × spaces at ground floor and 18 × spaces at basement floor level (a total of 26 × spaces inclusive of 2 × blude badge permit holder spaces including active and passive Electric Vehicle parking).
- A new cycle store and changing room providing a total of 28 × cycle spaces (24 × long stay spaces and 4 × short stay spaces with 3 × showers).

3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK

3.1 CONTEXT

The site is just outside the Richmond town centre boundary, approximately 300m east of the boundary extents.

Richmond town centre is described as a "Major" centre in Annex 1 Town Centre Network of the "London Plan" (Greater London Authority, 2021).

3.2 BUS

The site has access to 11 × bus services as follows: 65, 33, 110, 190, 337, 371, 419, 490, 493, H37 and R70.

"Sheendale Road" bus stops "SK" and "ST" are outside the site on Lower Mortlake Road and are served by the 110, 190, 371, 419, H37 and R70 bus services.

3.3 RAIL

The site also has access to rail and light rail services from Richmond Station. The station is approximately a 650m walk distance from the site.

South West Trains' Hounslow / Kingston Loop, Waterloo Windsor and Waterloo Reading Lines are accessible from Richmond Station.

London Overground's Richmond to Stratford service and London Underground District Line services are also accessible from Richmond Station.

3.4 PTAL

Public transport accessibility in London is often quantified and measured using TfL's Public Transport Accessibility Level (PTAL) model.

"Assessing transport connectivity in London" explains PTAL scores as follows (p.6, TfL, 2015):

> "PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."
>
> "PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."
>
> "A location will have a higher PTAL if:
> • It is at a short walking distance to the nearest stations or stops
> • Waiting times at the nearest stations or stops are short
> • More services pass at the nearest stations or stops

- There are major rail stations nearby
- Any combination of all the above."

TfL provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score. TfL's online GIS-based PTAL tool was used to research the site's PTAL score.

The PTAL tool calculated the site to have a PTAL score of 6 / Excellent; the PTAL output is provided in Appendix A.

3.5 SUMMARY

Based on the assessment the proposal site is considered to be in a central, accessible and sustainable location.

4 EXISTING CONDITIONS - ROAD NETWORK

4.1 ROAD NETWORK

As discussed, Independence House directly adjoins Lower Mortlake Road the A316 to the north, Crofton Terrace to the east and West Sheen Vale to the west.

The building has a stepped pedestrian access from Lower Mortlake Road.

Vehicle access is from Crofton Terrace.

Lower Mortlake Road the A316 is a single carriageway 4 lane classified A-road and is part of the Transport for London Road Network (TLRN "Red Route").

Crofton Terrace and West Sheen Vale are unclassified residential streets / local access roads.

Crofton Terrace has no footway and has Double Yellow Line waiting / parking restrictions. With regards to servicing, Crofton Terrace's Double Yellow Lines have no traverse "blip" markings prohibiting loading activities.

4.2 PARKING

Roads surrounding the site are in LB Richmond's Controlled Parking Zone N which restricts parking Mondays to Saturdays 10am to 4.30pm.

5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION

5.1 PROPOSAL INFORMATION

It is understood that the approved scheme has not been implemented due to post Coronavirus pandemic challenges in finding commercial tenants for offices.

The new proposals for Independence House are to convert the building to residential apartments.

The proposed building will provide 21 × apartments including 12 × 1-bedroom apartments, 6 × 2-bedroom apartments and 3 × 3-bedroom apartments.

5.2 TRANSPORT PARAMETERS

As discussed in Section 2 the existing site has several constraints:

- The building only has a stepped pedestrian access from Lower Mortlake Road.
- The building does not have a suitable refuse and recycling enclosure.
- A significant proportion of parking spaces at ground floor are compromised by limited turning space and building and external staircase structural support columns.
- Undercroft sections of the ground floor parking level have restricted 1.7m headroom clearance.

The proposal builds on approved improvements to the site and includes:

- A new entrance lobby with disabled access platform lift.
- A new refuse and recycling store enclosure.
- Revised access position free from headroom clearance restrictions at ground floor level.
- Improved headroom clearance around ground floor parking spaces from 1.7m to 2.0m.
- Revised parking layout providing improved manoeuvring space and provision for 5 × Electric Vehicle spaces inclusive of 2 × blude badge permit holder spaces.
- 2 × powered two wheeler spaces at street level.
- A new long stay cycle store providing a total of 34 × cycle spaces plus additional space for larger / adaptive cycles and 2 × short stay spaces at street level.

6 PROPOSED DEVELOPMENT - PARKING

6.1 PROPOSAL INFORMATION

The proposed building will provide 21 × apartments including 12 × 1-bedroom apartments, 6 × 2-bedroom apartments and 3 × 3-bedroom apartments.

6.2 FRAMEWORK

To assess whether the proposed parking provision is appropriate Development Plan policies have been assessed.

Local Development Plan parking policy guidance is set out in Policy LP 45 Parking Standards and Servicing of "Local Plan" (LB Richmond, 2018).

Regional Development Plan parking policy guidance is set out in Policy T6 Car parking and T6.1 Residential Parking of "London Plan" (GLA, 2021).

6.3 VEHICLE PARKING

Local Plan Policy LP 45 refers to standards in Appendix 3.

Appendix 3 states:

> "PTALs 4-6: as per London Plan although local circumstances, CPZ times and onstreet parking conditions will need to be assessed."

"London Plan" (GLA, 2021) car parking policies are Policy T6 Car parking and T6.1 Residential Parking.

Overarching Policy T6 encourages car free and restricted parking developments.

Policy T6.1 of London Plan refers to Table 10.3.

Table 10.3 states sites in areas of PTAL 5 to 6 should be car free.

The proposal provides a restrained parking provision with 5 × active Electric Vehicle spaces inclusive of 2 × blude badge permit holder spaces.

The scheme recognises that parking can be convenient, particularly for those with young children, larger families or for people who are less able.

Of the 21 × apartments there are 2 × 2-bedroom M4(3) apartments and 3 × 3-bedroom family apartments.

The 2 × blude badge permit holder spaces will be allocated to the 2 × 2-bedroom M4(3) apartments.

The other 3 × spaces will be allocated to the 3 × 3-bedroom family apartments.

The electric and disabled parking complies with clauses C, G and H of T6.1 Residential Parking.

To mitigate potential on-street parking demand / impact the applicant accepts future occupants would be ineligible to apply for resident on-street CPZ parking permits by condition / agreement.

The applicant would also accept a standard condition / agreement securing first occupants' membership to the Enterprise car club that has a car club car on Selwyn Avenue approximately 500m walk distance from the site.

6.4 CYCLE PARKING

As discussed Development Plan parking policy guidance is set out in: Policy LP 45 Parking Standards and Servicing of Local Plan and London Plan Policy 6.13 Parking.

Policy LP 45 refers to standards in Appendix 3.

Appendix 3 cycle standards states:

> As per London Plan.

London Plan (GLA, 2021) cycle parking policy is Policy T5 Cycling.

Policy T5 refers to Table 10.2.

Table 10.2 standards for residential uses prescribes the following:

> Long-stay cycle parking spaces (e.g. for residents or employees)
> • 1 space per studio or 1 person 1 bedroom dwelling
> • 1.5 spaces per 2 person 1 bedroom dwelling
> • 2 spaces per all other dwellings
>
> Short-stay cycle parking spaces (e.g. for visitors or customers) • 5 to 40 dwellings: 2 spaces
> • Thereafter: 1 space per 40 dwellings

The provisions meet minimum standards and are therefore considered acceptable.

7 PROPOSED DEVELOPMENT - DATABASE TRIP PROJECTIONS

TRICS Bureau Service has been used to provide independent trip rates with strict adherence to TRICS best practice guidance.

For the existing and approved office uses TRICS Bureau Service site selection was based on similar employment office "02A" site surveys with parameters of: 1000sqm to 3000sqm floor spaces and Edge of Town Centre and Edge of Town locations.

For the proposed apartment use TRICS Bureau Service site selection was based on residential "03C" site surveys with parameters of: 10 to 30 dwellings and Edge of Town Centre and Edge of Town locations.

The full output is provided as Appendix B.

For the office 02A use the TRICS data shows:

Total vehicles trip rate – 10.33 trips per 100sqm floor area per day
Cars - 9.42 trips per 100sqm
Public transport - 3.24 trips per 100sqm
Total people - 20.60 trips per 100sqm

For the 03C flats privately owned use the TRICS data shows:

Total vehicles trip rate – 2.62 trips per dwelling per day
Cars – 2.07 trips per dwelling
Public transport – 1.86 trips per dwelling
Total people – 7.50 trips per dwelling

Based on the data the proposed 21 × apartments are projected to generate significantly fewer trips than the existing and approved offices.

The proposed apartments scheme is projected to generate 55 × daily vehicle trips (21 apartments × 2.62 trip rate) and 158 × daily total person trips (21 apartments × 7.50 trip rate).

By comparison the approved 1750sqm office scheme is projected to generate 181 × daily vehicle trips (17.50 100sqm × 10.33 trip rate) and 361 × daily total person trips (17.50 100sqm × 20.60 trip rate).

The net change in projected trips is 126 × fewer daily vehicle trips and 203 × fewer daily total person trips for the proposed apartments.

Given the site context, location near to Richmond town centre with excellent public transport accessibility, it is considered the TRICS work over projects vehicle use and under projects sustainable travel use.

The proposed scheme's projected 55 × daily vehicle trips is considered unlikely due to on-street parking controls and proposed restrained parking provision of 5 × parking spaces.

8 PROPOSED DEVELOPMENT – TRAVEL PLAN STATEMENT

As discussed in Section 3, based on the proximity to a designated Major centre, access to 11 × bus services, access to various rail and light rail line services from Richmond Station the site is considered to be in a very accessible setting.

Accordingly the application site is considered to be sustainably located with various sustainable travel mode options and supports / is supported by the National Planning Policy Framework (DHLUC, 2023) core planning principles and promoting sustainable transport policies.

To encourage sustainable travel and to limit / mitigate the impact of the proposal the developer will implement a Residential Travel Plan Statement.

The proposal, comprising 21 × dwellings, falls comfortably below TfL's 50 × unit Travel Plan Statement and 80 × unit Travel Plan thresholds.

In accordance with the guidance set out in "TfL Travel Planning Guidance November 2013" (TfL, 2013) it is considered a Travel Plan Statement would be appropriate (rather than a Full Travel Plan required for developments of over eighty dwellings).

A Travel Plan Statement is (TfL, 2013):

> "Travel Plan Statement
>
> Smaller developments that fall below the strategic-level Full Travel Plan threshold but which typically employ 20 or more staff, or comprise over 50 residential units, should submit a Travel Plan Statement. It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation. The level of information required should be agreed with the local authority planning officer at the earliest opportunity."

The Travel Plan Statement should include the following contents:

- Introduction
- Context
- Site Assessment
- Travel Surveys
- Objectives
- Measures
- Management
- Monitoring
- Schedule
- Action Plan

As a Travel Plan Statement target setting is not considered necessary in accordance with TfL Travel Planning Guidance.

The first items on the Travel Plan Statement Action Plan for the developer / building management company or their chosen consultant will be: to appoint a co-ordinator, to prepare travel information for distribution and prepare for baseline simple "main mode" iTrace travel surveys.

It is suggested that the Residential Travel Plan Statement measures include:

- Promotion of health and environmental benefits of sustainable / active travel to residents
- Marketing of public transport travel options set out in Section 3 of this report and useful journey planners (for example TfL Plan a Journey [Online] <https://tfl.gov.uk/plan-a-journey/>) by leaflet and information boards for residents
- Marketing of Enterprise car club scheme and membership
- Marketing of national sustainable travel / public health initiatives, for example "Bike Week" as part of a Travel Plan diary for residents

In accordance with TfL Travel Planning Guidance it is suggested that baseline simple "main mode" iTrace travel surveys are undertaken within six months of occupation and then repeated after 3 years and 5 years to monitor travel changes and maintain Travel Plan momentum / awareness.

The Residential Travel Plan Statement will be implemented by the developer / building management or their chosen consultant prior to occupation.

9 PROPOSED DEVELOPMENT - LAYOUT

As discussed, Independence House directly adjoins Lower Mortlake Road the A316 to the north, Crofton Terrace to the east and West Sheen Vale to the west.

The building has a stepped pedestrian access from Lower Mortlake Road.

Vehicle access is from Crofton Terrace.

The site is serviced from Crofton Terrace.

There is a goods platform lift used to transfer goods in and out of the building to mitigate the level change between the parking level and the buildings ground floor level.

Existing servicing arrangements will be retained.

The proposal includes a number of improvements as follows:

- A new entrance lobby with disabled access platform lift.
- A new refuse and recycling store enclosure within 10m to 15m of Crofton Terrace.
- Revised access position free from headroom clearance restrictions at ground floor level.
- Improved headroom clearance around ground floor parking spaces from 1.7m to 2.0m.
- Revised parking layout providing improved manoeuvring space and provision for 5 × Electric Vehicle spaces at inclusive of 2 × blude badge permit holder spaces.
- 2 × powered two wheeler spaces at street level.
- A new long stay cycle store providing a total of 34 × cycle spaces plus additional space for larger / adaptive cycles and 2 × short stay spaces at street level.

Internal ramps have a gradient less than 1 in 20 with the exception of a short section that has a gradient of 1 in 12.

Parking spaces have been assessed using AutoCAD Vehicle Tracking using a large estate car.

Site ingress and egress from / to Crofton Terrace and the basement have also been assessed.

Refer to Figures 1 to 6.

Based on the proposed improvements the layout is considered acceptable.

10 PROPOSED DEVELOPMENT - CONSTRUCTION

It is anticipated that a Construction Logistics Plan (CLP) will likely be required as a planning condition.

This report has been prepared by a qualified / accredited CLOS / TfL / CILT / SECBE "Construction Logistics Planning Practitioner" ([https://constructionlogistics.org.uk/]) (Alexander Osborn BSc Hons, PG Dip, CMILT, FCIHT, FIHE).

In response to any planning condition a contractor's Detailed CLP should be prepared in accordance with "Construction Logistics Planning Guidance" (TfL) prior to works starting.

The Detailed CLP will be structured as follows:

1. Introduction
2. Context, considerations and challenges
3. Construction programme and methodology
4. Vehicle routing and site access
5. Strategies to reduce impacts
6. Estimated vehicle movements
7. Implementing, monitoring and updating

11 SUMMARY

KRONEN has been instructed to prepare this Transport Statement to accompany proposals at Independence House, Lower Mortlake Road, Richmond, TW9 2HS.

11.1 EXISTING SITE

The existing site comprises Independence House, a late 1980s office building.

William Grant & Sons has occupied the building for over 20 years as a regional headquarters before recently relocating to new premises at The Old Court in Richmond. Consequently, Independence House is currently unoccupied.

11.2 PROPOSED REDEVELOPMENT

The current proposal follows recently approved planning application "20/3359/FUL" for the "Extension of existing 4 storey Class E Office building to provide new entrance, enlarged office space and external terraces".

It is understood that the approved scheme has not been implemented due to post Coronavirus pandemic challenges in finding commercial tenants for offices.

The new proposals for Independence House are to convert the building to residential apartments.

The proposed building will provide 21 × apartments including 12 × 1-bedroom apartments, 6 × 2-bedroom apartments and 3 × 3-bedroom apartments.

The proposal builds on approved improvements to the site and includes:

- A new entrance lobby with disabled access platform lift.
- A new refuse and recycling store enclosure.
- Revised access position free from headroom clearance restrictions at ground floor level.
- Improved headroom clearance around ground floor parking spaces from 1.7m to 2.0m.
- Revised parking layout providing improved manoeuvring space and provision for 5 × Electric Vehicle spaces inclusive of 2 × blude badge permit holder spaces.
- 2 × powered two wheeler spaces at street level.
- A new long stay cycle store providing a total of 34 × cycle spaces plus additional space for larger / adaptive cycles and 2 × short stay spaces at street level.

11.3 REPORT FINDINGS

Sections 2 to 4 of this Transport Statement assessed the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 10 of this report assessed the proposals trip impact, parking, and layout.

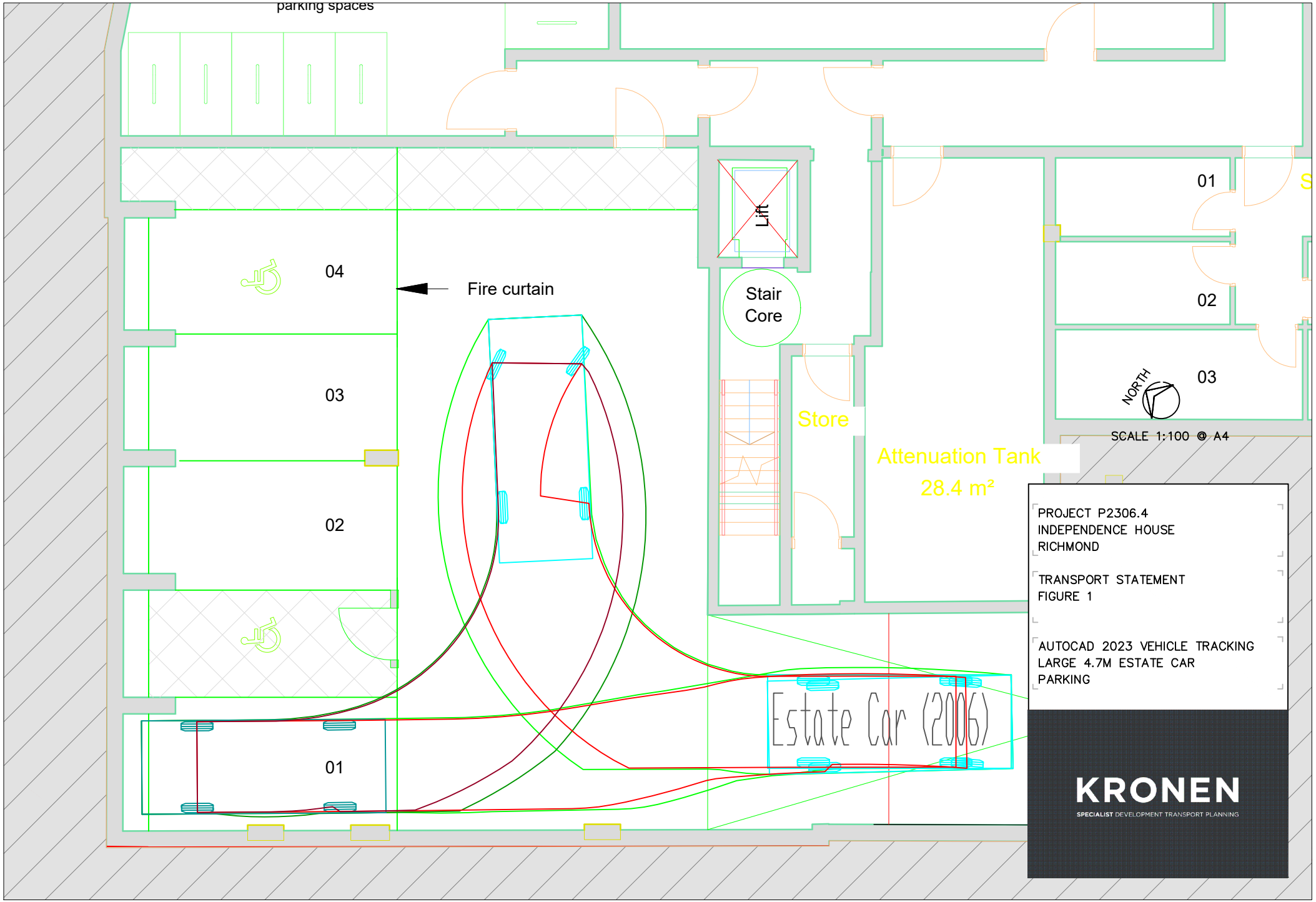
From a transport perspective it is considered that the development supports / is supported by policies in:

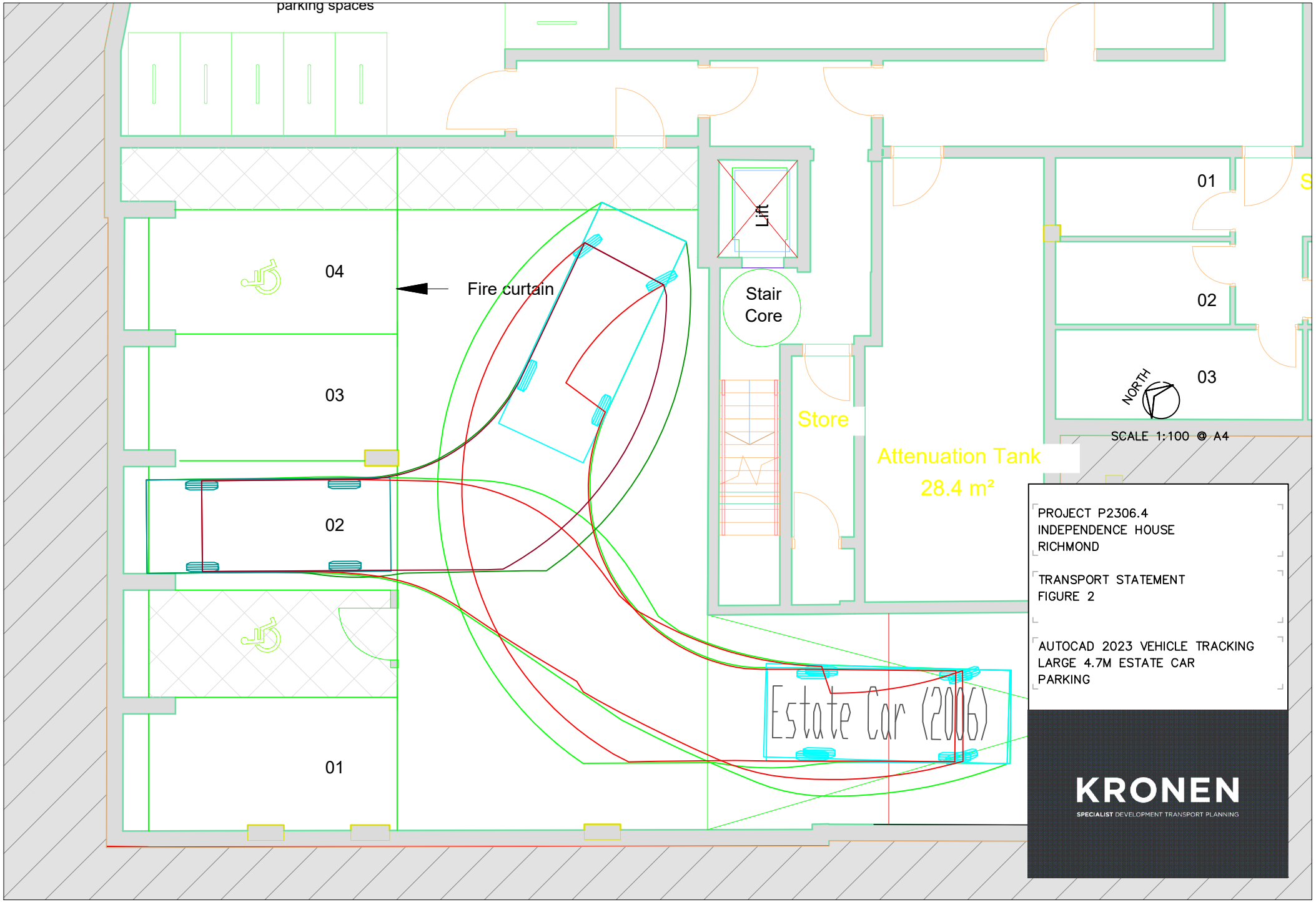
- Local Plan

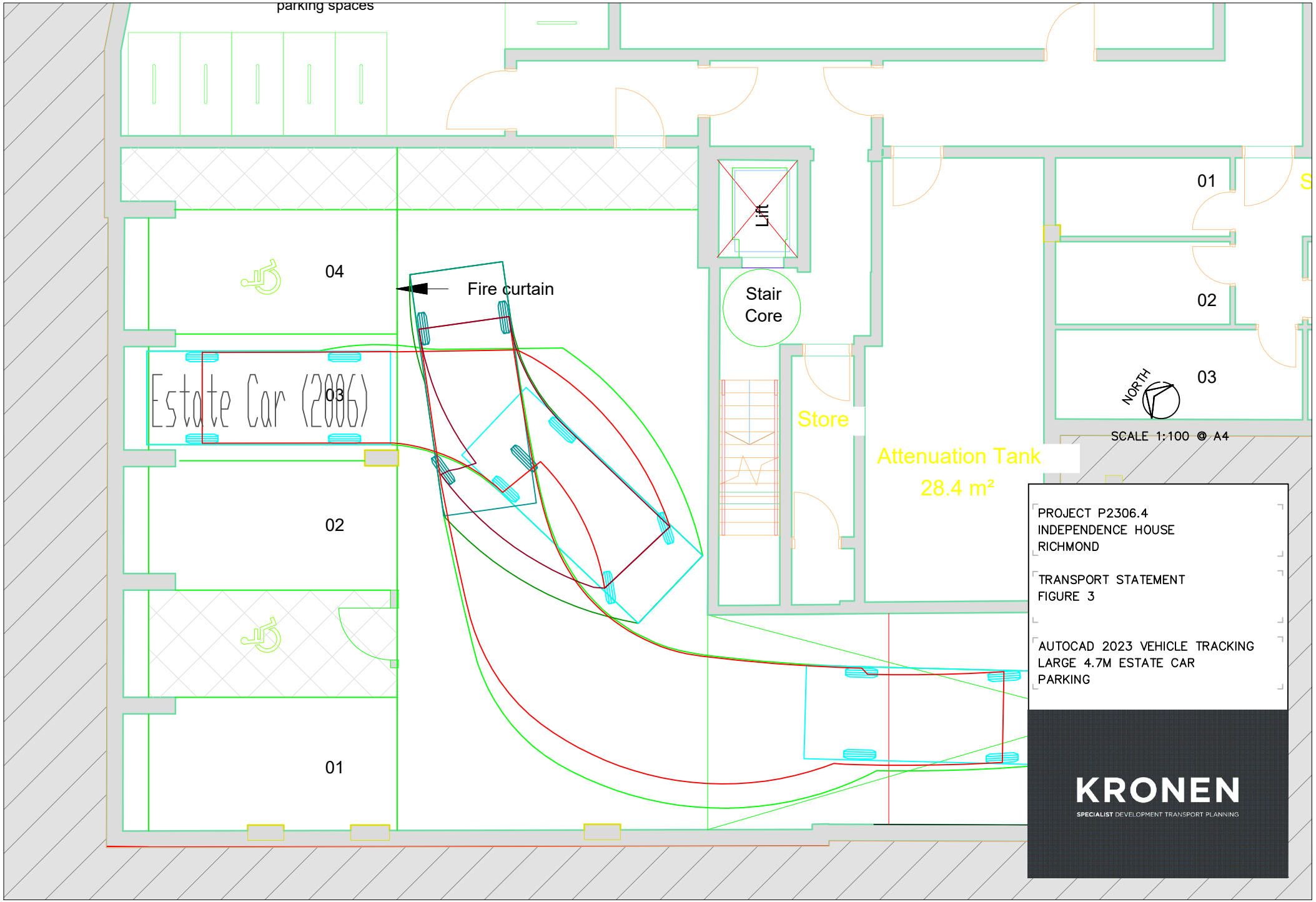
- London Plan
- National Planning Policy Framework

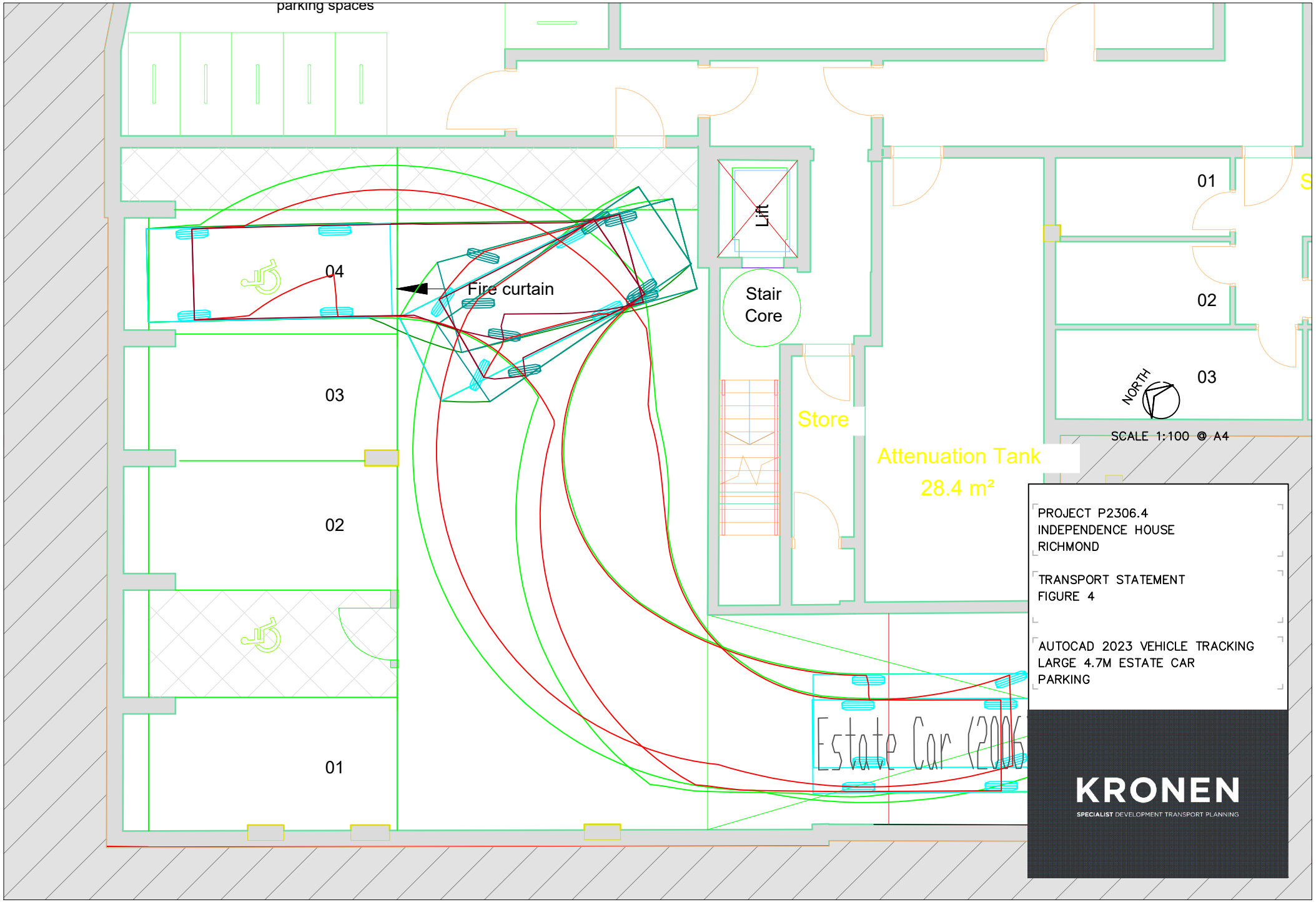
The proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of Paragraph 111 of "The National Planning Policy Framework" (DHLUC, 2023) of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

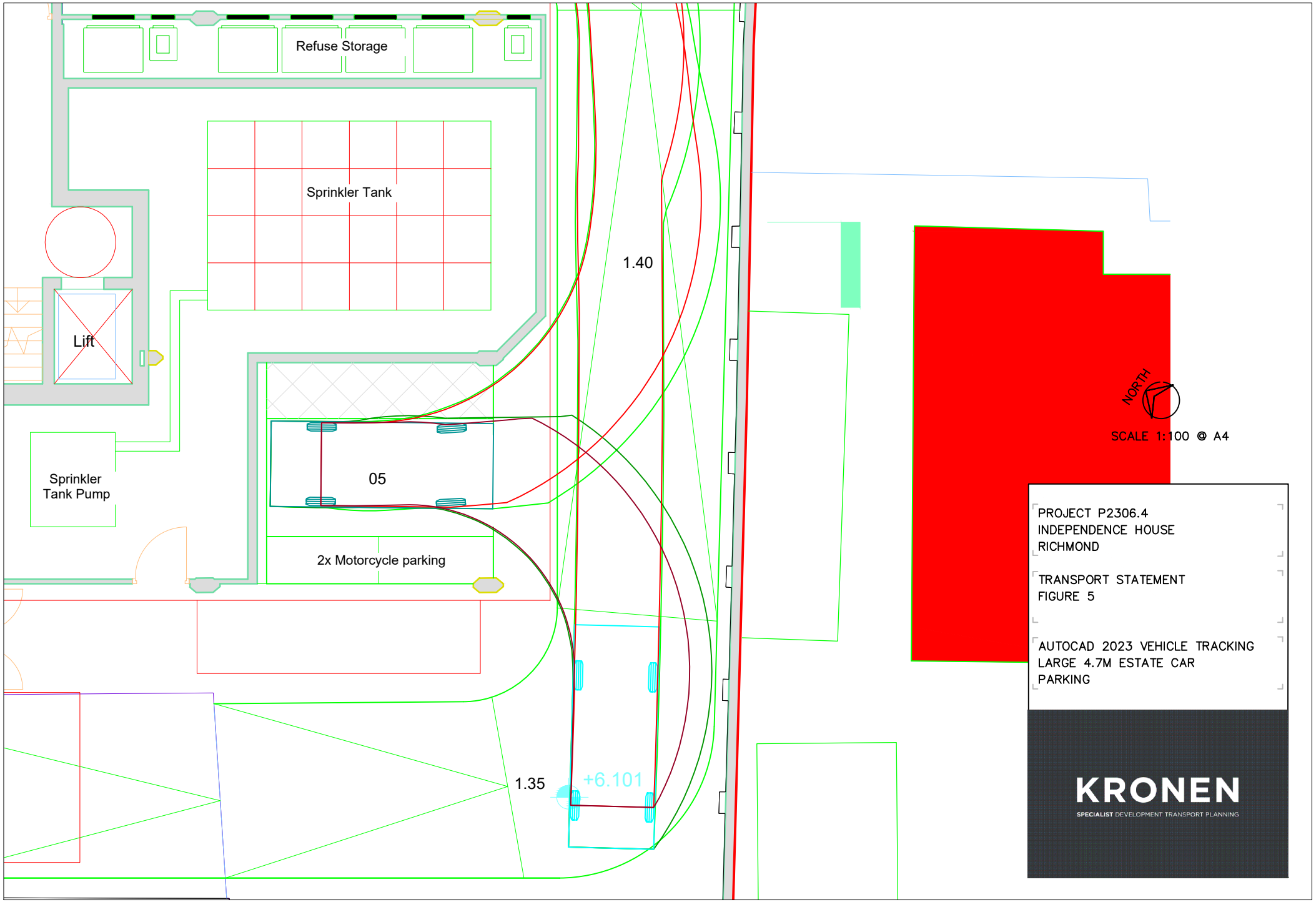
FIGURES

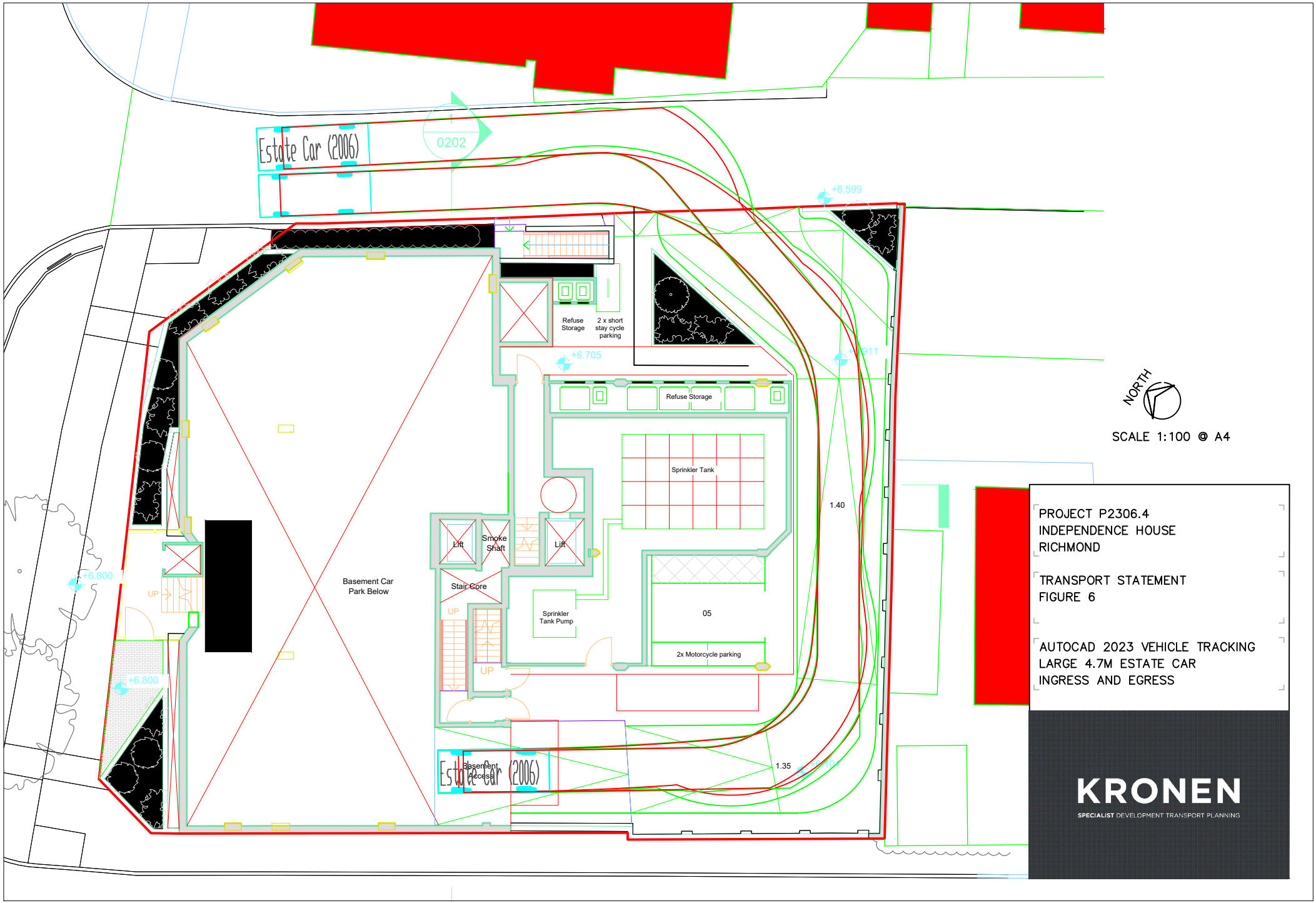

parking spaces
04
03
02
01
Fire curtain
Lift
Stair Core
Store
Attenuation Tank
28.4 m²
01
02
03
NORTH
SCALE 1:100 @ A4
Estate Car (2006)
PROJECT P2306.4
INDEPENDENCE HOUSE
RICHMOND
TRANSPORT STATEMENT
FIGURE 1
AUTOCAD 2023 VEHICLE TRACKING
LARGE 4.7M ESTATE CAR
PARKING
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING


parking spaces
04
03
02
01
Fire curtain
Lift
Stair
Core
Store
Attenuation Tank
28.4 m²
01
02
03
NORTH
SCALE 1:100 @ A4
Estate Car (2006)
PROJECT P2306.4
INDEPENDENCE HOUSE
RICHMOND
TRANSPORT STATEMENT
FIGURE 2
AUTOCAD 2023 VEHICLE TRACKING
LARGE 4.7M ESTATE CAR
PARKING
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING


parking spaces
04
03
02
01
Estate Car (2006)
Fire curtain
Lift
Stair
Core
Store
Attenuation Tank
28.4 m²
01
02
03
NORTH
SCALE 1:100 @ A4
PROJECT P2306.4
INDEPENDENCE HOUSE
RICHMOND
TRANSPORT STATEMENT
FIGURE 3
AUTOCAD 2023 VEHICLE TRACKING
LARGE 4.7M ESTATE CAR
PARKING
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING

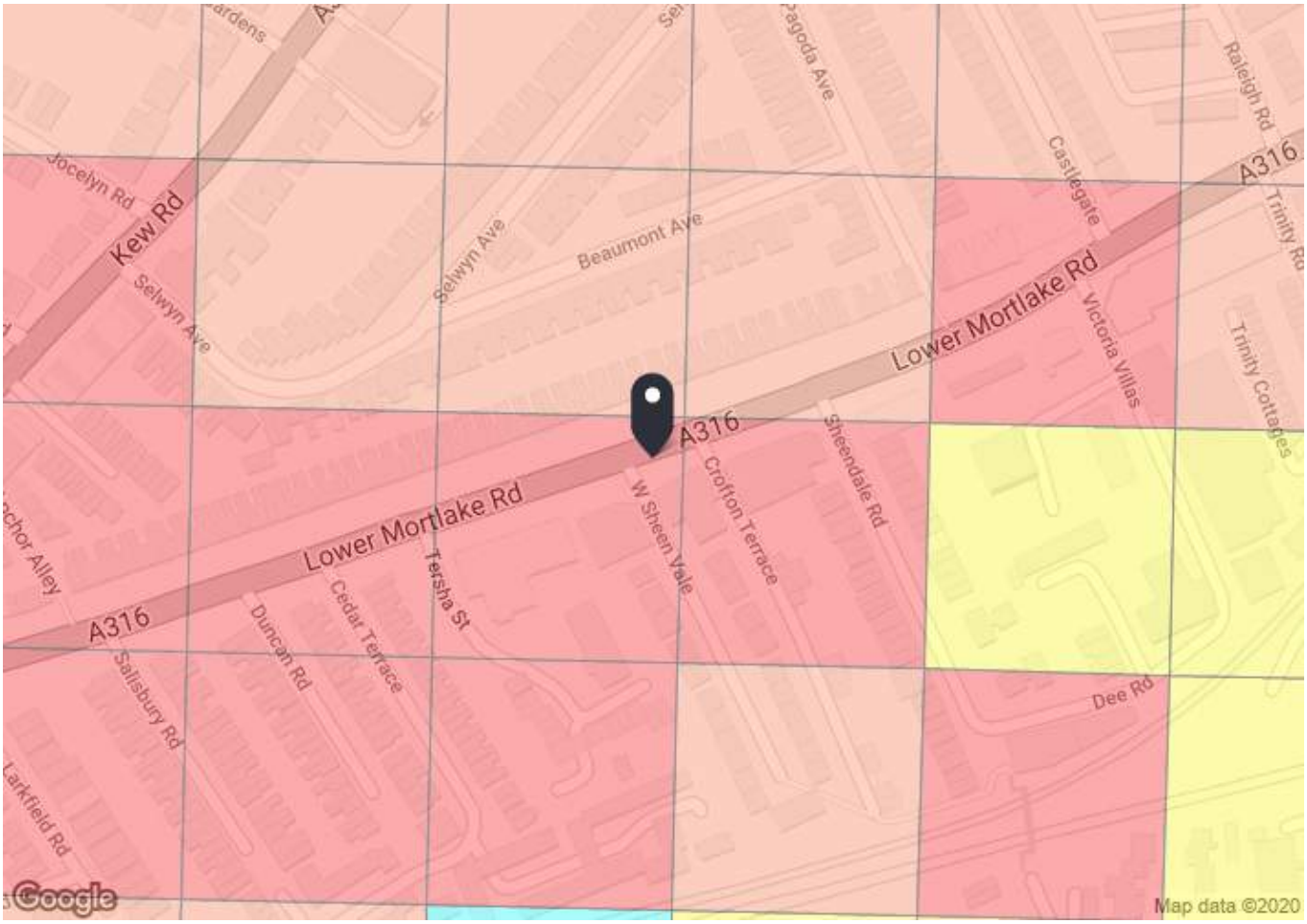

parking spaces
04
03
02
01
Fire curtain
Lift
Stair
Core
Store
Attenuation Tank
28.4 m²
01
02
03
NORTH
SCALE 1:100 @ A4
PROJECT P2306.4
INDEPENDENCE HOUSE
RICHMOND
TRANSPORT STATEMENT
FIGURE 4
AUTOCAD 2023 VEHICLE TRACKING
LARGE 4.7M ESTATE CAR
PARKING
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING


Refuse Storage
Sprinkler Tank
Lift
Sprinkler Tank Pump
05
2x Motorcycle parking
1.40
1.35
+6.101
NORTH
SCALE 1:100 @ A4
PROJECT P2306.4
INDEPENDENCE HOUSE
RICHMOND
TRANSPORT STATEMENT
FIGURE 5
AUTOCAD 2023 VEHICLE TRACKING
LARGE 4.7M ESTATE CAR
PARKING
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING


Estate Car (2006)
0202
+6.599
Refuse Storage
2 x short stay cycle parking
+6.705
Refuse Storage
Sprinkler Tank
1.40
Lift
Smoke Shaft
Lift
Stair Core
UP
Basement Car Park Below
Sprinkler Tank Pump
05
2x Motorcycle parking
+6.800
UP
+6.800
UP
Basement Access
Estate Car (2006)
1.35
NORTH
SCALE 1:100 @ A4
PROJECT P2306.4
INDEPENDENCE HOUSE
RICHMOND
TRANSPORT STATEMENT
FIGURE 6
AUTOCAD 2023 VEHICLE TRACKING
LARGE 4.7M ESTATE CAR
INGRESS AND EGRESS
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING

APPENDIX A

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

Independence House, 84 Lower Mortlake Rd, Richmond TW9 2HS, UK
Easting: 518585, Northing: 175477

Grid Cell: 55568

Report generated: 05/11/2020

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	KEW ROAD RICHMOND CIRCUS	65	477.54	9	5.97	5.33	11.3	2.65	0.5	1.33
Bus	SHEENDALE ROAD	371	134.07	7	1.68	6.29	7.96	3.77	0.5	1.88
Bus	SHEENDALE ROAD	493	134.07	5	1.68	8	9.68	3.1	0.5	1.55
Bus	SHEENDALE ROAD	190	134.07	4	1.68	9.5	11.18	2.68	0.5	1.34
Bus	SHEENDALE ROAD	419	134.07	4	1.68	9.5	11.18	2.68	0.5	1.34
Bus	SHEENDALE ROAD	H37	134.07	10	1.68	5	6.68	4.49	1	4.49
Bus	SHEENDALE ROAD	R68	134.07	4	1.68	9.5	11.18	2.68	0.5	1.34
Bus	SHEENDALE ROAD	R70	134.07	6	1.68	7	8.68	3.46	0.5	1.73
Bus	SHEENDALE ROAD	391	134.07	6	1.68	7	8.68	3.46	0.5	1.73
Bus	SHEENDALE ROAD	H22	134.07	5	1.68	8	9.68	3.1	0.5	1.55
Bus	RICHMOND STATION	490	554.39	5	6.93	8	14.93	2.01	0.5	1
Rail	Richmond	'RICHMND-GUILDFD 2N13'	603.87	0.33	7.55	91.66	99.21	0.3	0.5	0.15
Rail	Richmond	'ALDRSHT-WATRLMN 1N90'	603.87	1	7.55	30.75	38.3	0.78	0.5	0.39
Rail	Richmond	'RDNG4AB-WATRLMN 2C10'	603.87	0.67	7.55	45.53	53.07	0.57	0.5	0.28
Rail	Richmond	'WATRLMN-RDNG4AB 2C13'	603.87	0.67	7.55	45.53	53.07	0.57	0.5	0.28
Rail	Richmond	'RDNG4AB-WATRLMN 2C14'	603.87	0.33	7.55	91.66	99.21	0.3	0.5	0.15
Rail	Richmond	'RDNG4AB-WATRLMN 2C16'	603.87	0.33	7.55	91.66	99.21	0.3	0.5	0.15
Rail	Richmond	'WATRLMN-RDNG4AB 2C17'	603.87	1.33	7.55	23.31	30.85	0.97	0.5	0.49
Rail	Richmond	'RDNG4AB-WATRLMN 2C18'	603.87	0.67	7.55	45.53	53.07	0.57	0.5	0.28
Rail	Richmond	'WATRLMN-RDNG4AB 2C85'	603.87	0.33	7.55	91.66	99.21	0.3	0.5	0.15
Rail	Richmond	'WATRLMN-RDNG4AB 2C87'	603.87	0.33	7.55	91.66	99.21	0.3	0.5	0.15
Rail	Richmond	'RDNG4AB-WATRLMN 2C90'	603.87	0.33	7.55	91.66	99.21	0.3	0.5	0.15
Rail	Richmond	'SHEPRTN-WATRLMN 2H92'	603.87	1	7.55	30.75	38.3	0.78	0.5	0.39
Rail	Richmond	'WDON-WATRLMN 2K03'	603.87	0.33	7.55	91.66	99.21	0.3	0.5	0.15
Rail	Richmond	'WATRLMN-WATRLMN 2K09'	603.87	2	7.55	15.75	23.3	1.29	1	1.29
Rail	Richmond	'WATRLMN-WATRLMN 2O09'	603.87	2	7.55	15.75	23.3	1.29	0.5	0.64
Rail	Richmond	'WATRLMN-WATRLMN 2R09'	603.87	2	7.55	15.75	23.3	1.29	0.5	0.64
Rail	Richmond	'WSORAER-WATRLMN 2U10'	603.87	2	7.55	15.75	23.3	1.29	0.5	0.64
Rail	Richmond	'WATRLMN-WSORAER 2U13'	603.87	2	7.55	15.75	23.3	1.29	0.5	0.64
Rail	Richmond	'HOUNSLW-WATRLMN 2V05'	603.87	0.33	7.55	91.66	99.21	0.3	0.5	0.15
LUL	Richmond	'Upminster-Richmond'	603.87	6	7.55	5.75	13.3	2.26	1	2.26
LUL	Richmond	'Richmond-Dag East'	603.87	0.67	7.55	45.53	53.07	0.57	0.5	0.28
									Total Grid Cell AI:	**28.99**

APPENDIX B

Calculation Reference: AUDIT-708750-231017-1034

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1230 to 2780 (units: sqm)
Range Selected by User:	1000 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 11/11/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
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:

Development Zone	1
Residential Zone	1
Built-Up Zone	2
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	8 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	7 days

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

PTAL Rating:

No PTAL Present	7 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY *23/05/17* *Survey Type: MANUAL*

2 AN-02-A-06 SPORTS ADMINISTRATION ANTRIM
UPPER MALONE ROAD
BELFAST

Edge of Town
Residential Zone
Total Gross floor area: 2217 sqm
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

3 BC-02-A-08 OFFICES BOURNEMOUTH CHRISTCHURCH & POOLE
HOLDENHURST ROAD
BOURNEMOUTH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

4 BN-02-A-01 OFFICES BARNET
MOON LANE
HIGH BARNET

Edge of Town Centre
No Sub Category
Total Gross floor area: 1366 sqm
Survey date: THURSDAY *11/11/21* *Survey Type: MANUAL*

5 DU-02-A-01 OFFICES DUNDEE CITY
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
Survey date: THURSDAY *27/04/17* *Survey Type: MANUAL*

6 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

7 NY-02-A-03 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1590 sqm
Survey date: FRIDAY *06/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-02-A-07 BUSINESS TECHNOLOGY WEST SUSSEX
HAM ROAD
SHOREHAM-BY-SEA

Edge of Town Centre
No Sub Category
Total Gross floor area: 2780 sqm
Survey date: FRIDAY *11/11/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.99

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.218	8	2061	0.012	8	2061	0.230
07:30 - 08:00	8	2061	0.364	8	2061	0.024	8	2061	0.388
08:00 - 08:30	8	2061	0.710	8	2061	0.079	8	2061	0.789
08:30 - 09:00	8	2061	0.922	8	2061	0.103	8	2061	1.025
09:00 - 09:30	8	2061	0.558	8	2061	0.085	8	2061	0.643
09:30 - 10:00	8	2061	0.273	8	2061	0.073	8	2061	0.346
10:00 - 10:30	8	2061	0.243	8	2061	0.115	8	2061	0.358
10:30 - 11:00	8	2061	0.200	8	2061	0.133	8	2061	0.333
11:00 - 11:30	8	2061	0.085	8	2061	0.061	8	2061	0.146
11:30 - 12:00	8	2061	0.091	8	2061	0.109	8	2061	0.200
12:00 - 12:30	8	2061	0.115	8	2061	0.267	8	2061	0.382
12:30 - 13:00	8	2061	0.164	8	2061	0.224	8	2061	0.388
13:00 - 13:30	8	2061	0.206	8	2061	0.146	8	2061	0.352
13:30 - 14:00	8	2061	0.297	8	2061	0.206	8	2061	0.503
14:00 - 14:30	8	2061	0.146	8	2061	0.109	8	2061	0.255
14:30 - 15:00	8	2061	0.109	8	2061	0.194	8	2061	0.303
15:00 - 15:30	8	2061	0.097	8	2061	0.176	8	2061	0.273
15:30 - 16:00	8	2061	0.103	8	2061	0.291	8	2061	0.394
16:00 - 16:30	8	2061	0.103	8	2061	0.352	8	2061	0.455
16:30 - 17:00	8	2061	0.121	8	2061	0.588	8	2061	0.709
17:00 - 17:30	8	2061	0.024	8	2061	0.528	8	2061	0.552
17:30 - 18:00	8	2061	0.055	8	2061	0.788	8	2061	0.843
18:00 - 18:30	7	2180	0.007	7	2180	0.328	7	2180	0.335
18:30 - 19:00	7	2180	0.000	7	2180	0.125	7	2180	0.125
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.211			5.116			10.327

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

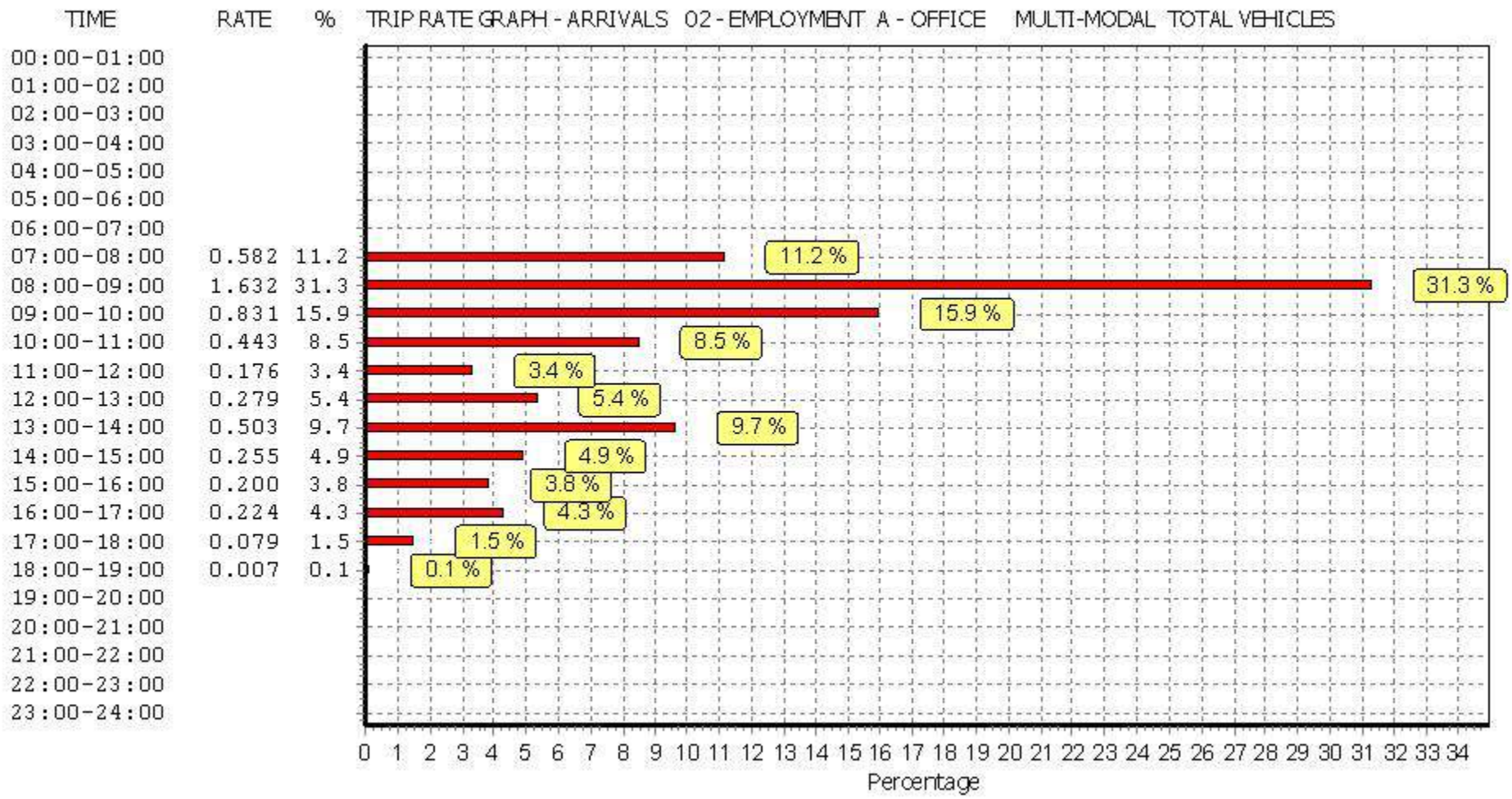
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

Trip rate parameter range selected:	1230 - 2780 (units: sqm)
Survey date date range:	01/01/15 - 11/11/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

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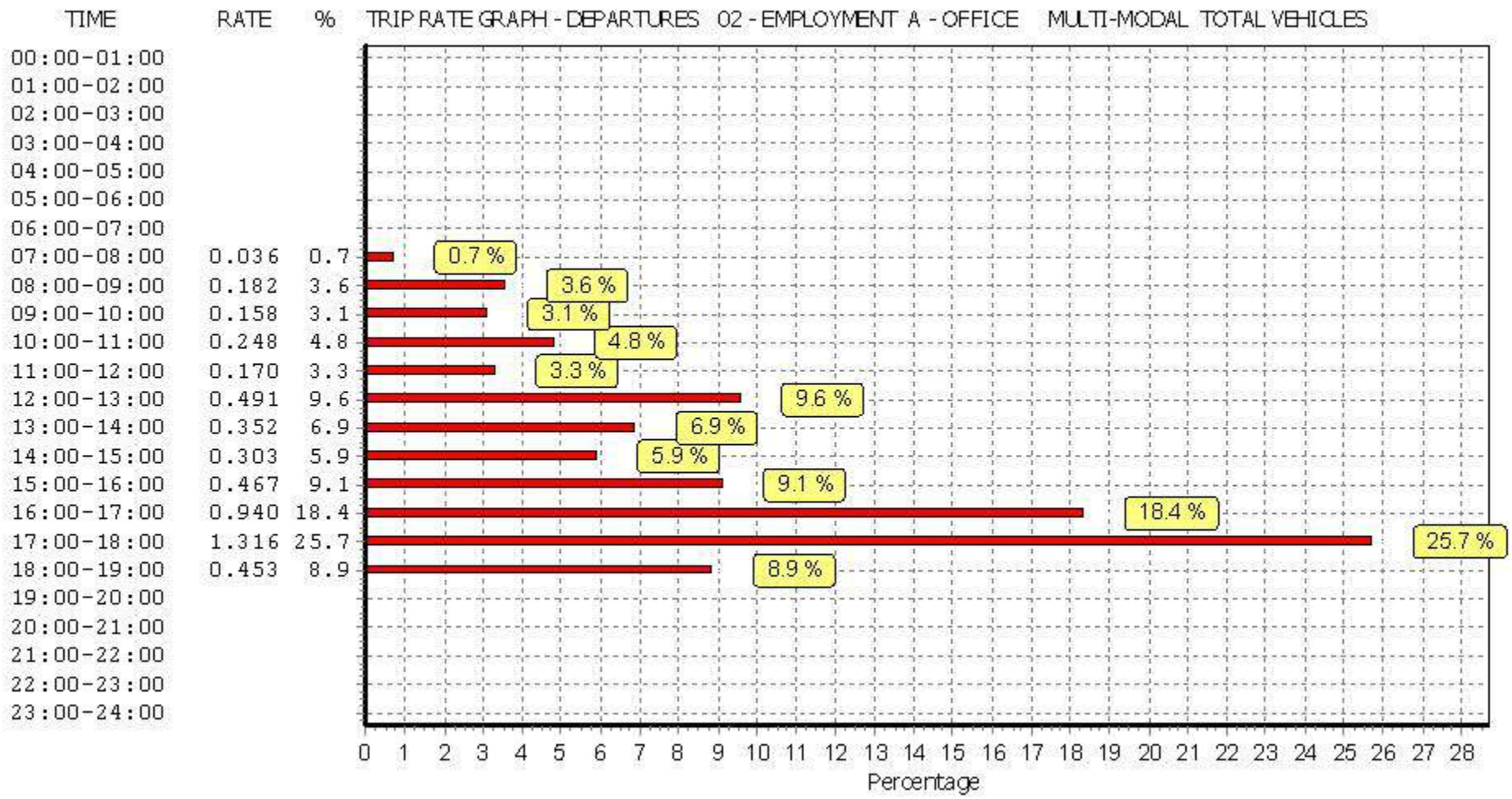

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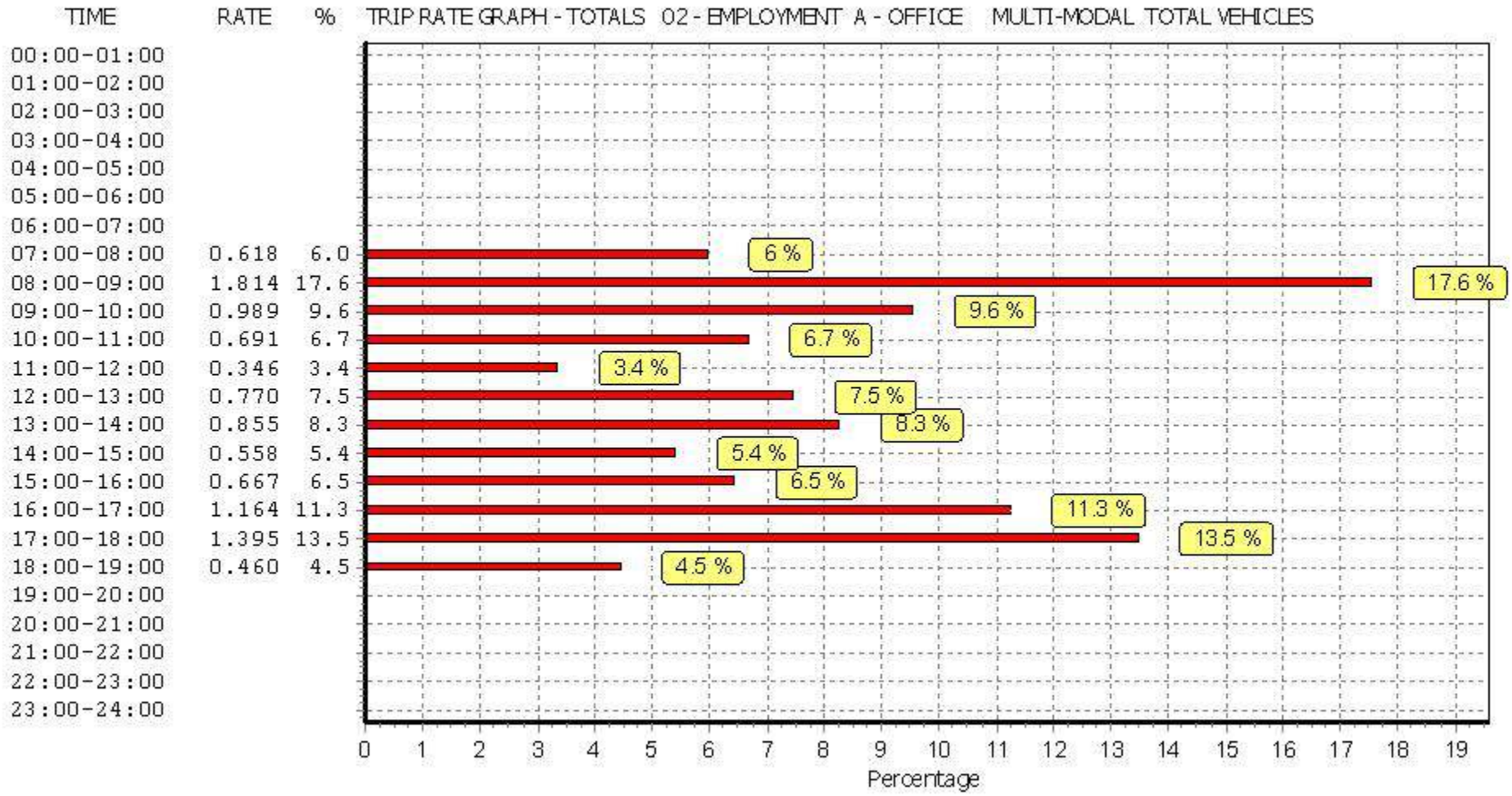
TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
07:30 - 08:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
08:00 - 08:30	8	2061	0.012	8	2061	0.012	8	2061	0.024
08:30 - 09:00	8	2061	0.018	8	2061	0.018	8	2061	0.036
09:00 - 09:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
09:30 - 10:00	8	2061	0.006	8	2061	0.006	8	2061	0.012
10:00 - 10:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
10:30 - 11:00	8	2061	0.012	8	2061	0.012	8	2061	0.024
11:00 - 11:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
11:30 - 12:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:00 - 12:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:30 - 13:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:00 - 13:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:30 - 14:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:00 - 14:30	8	2061	0.006	8	2061	0.006	8	2061	0.012
14:30 - 15:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:00 - 15:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:30 - 16:00	8	2061	0.006	8	2061	0.006	8	2061	0.012
16:00 - 16:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
16:30 - 17:00	8	2061	0.006	8	2061	0.000	8	2061	0.006
17:00 - 17:30	8	2061	0.000	8	2061	0.006	8	2061	0.006
17:30 - 18:00	8	2061	0.006	8	2061	0.006	8	2061	0.012
18:00 - 18:30	7	2180	0.000	7	2180	0.000	7	2180	0.000
18:30 - 19:00	7	2180	0.000	7	2180	0.000	7	2180	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.072			0.072			0.144

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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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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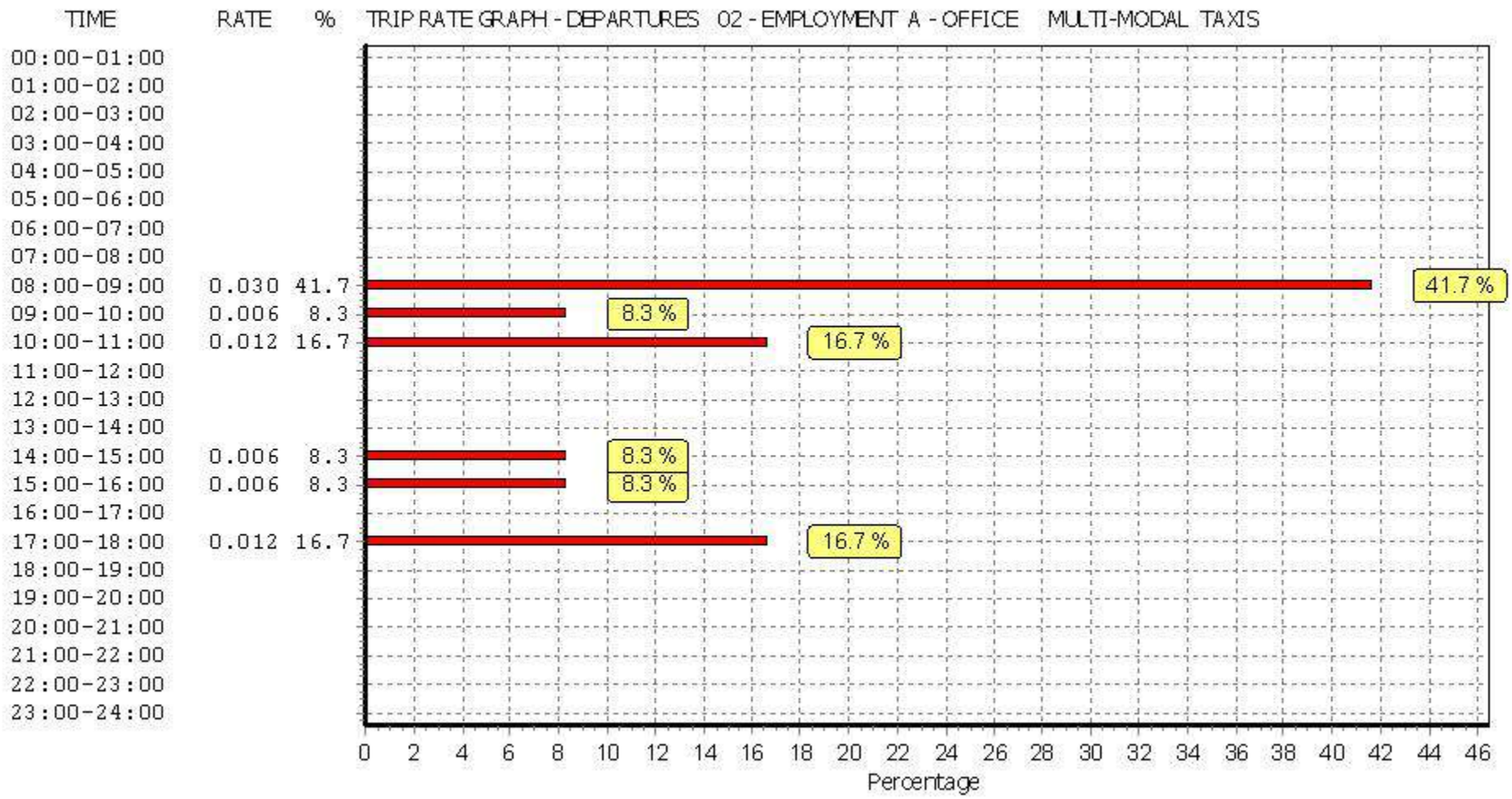
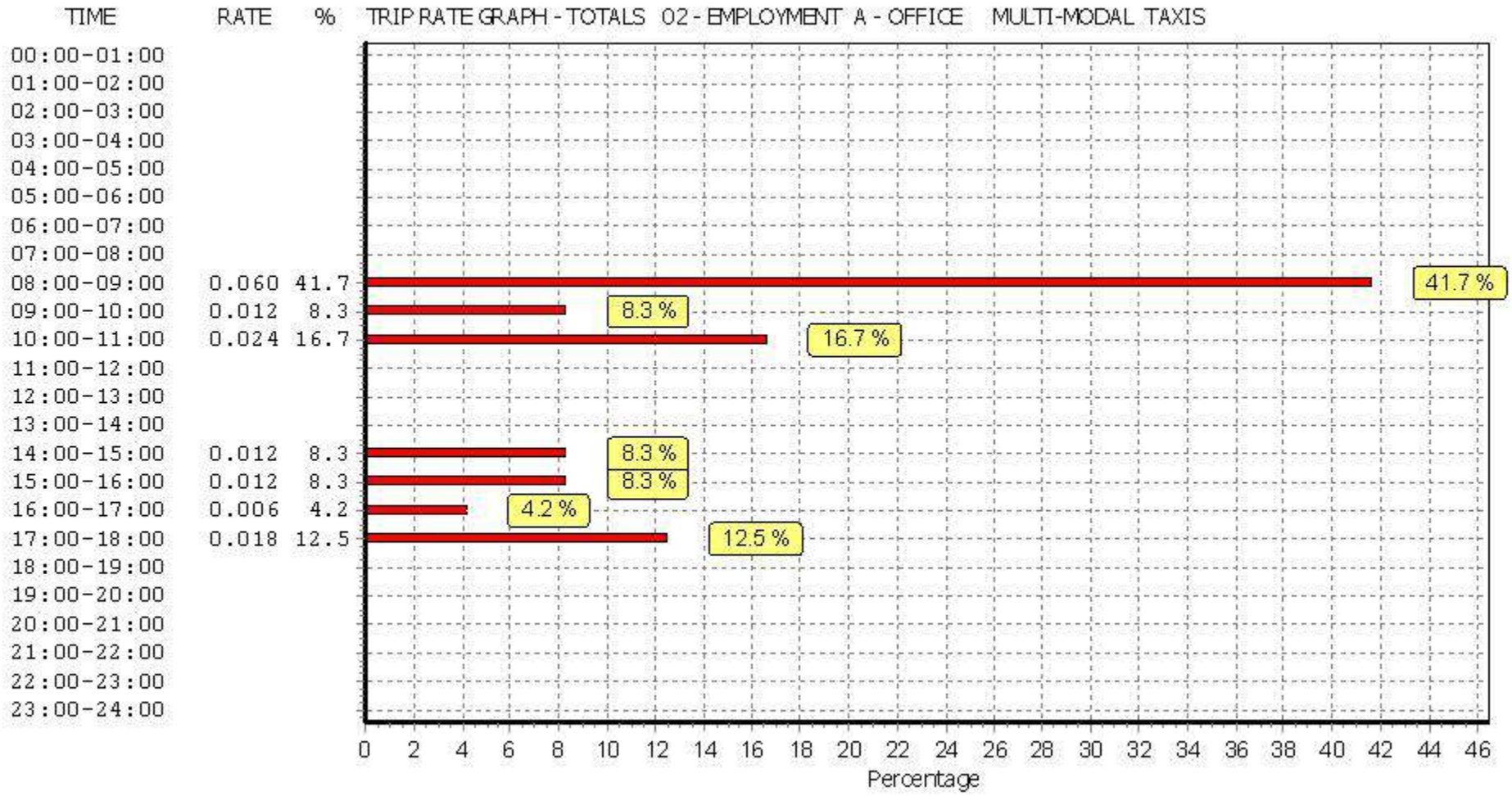


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



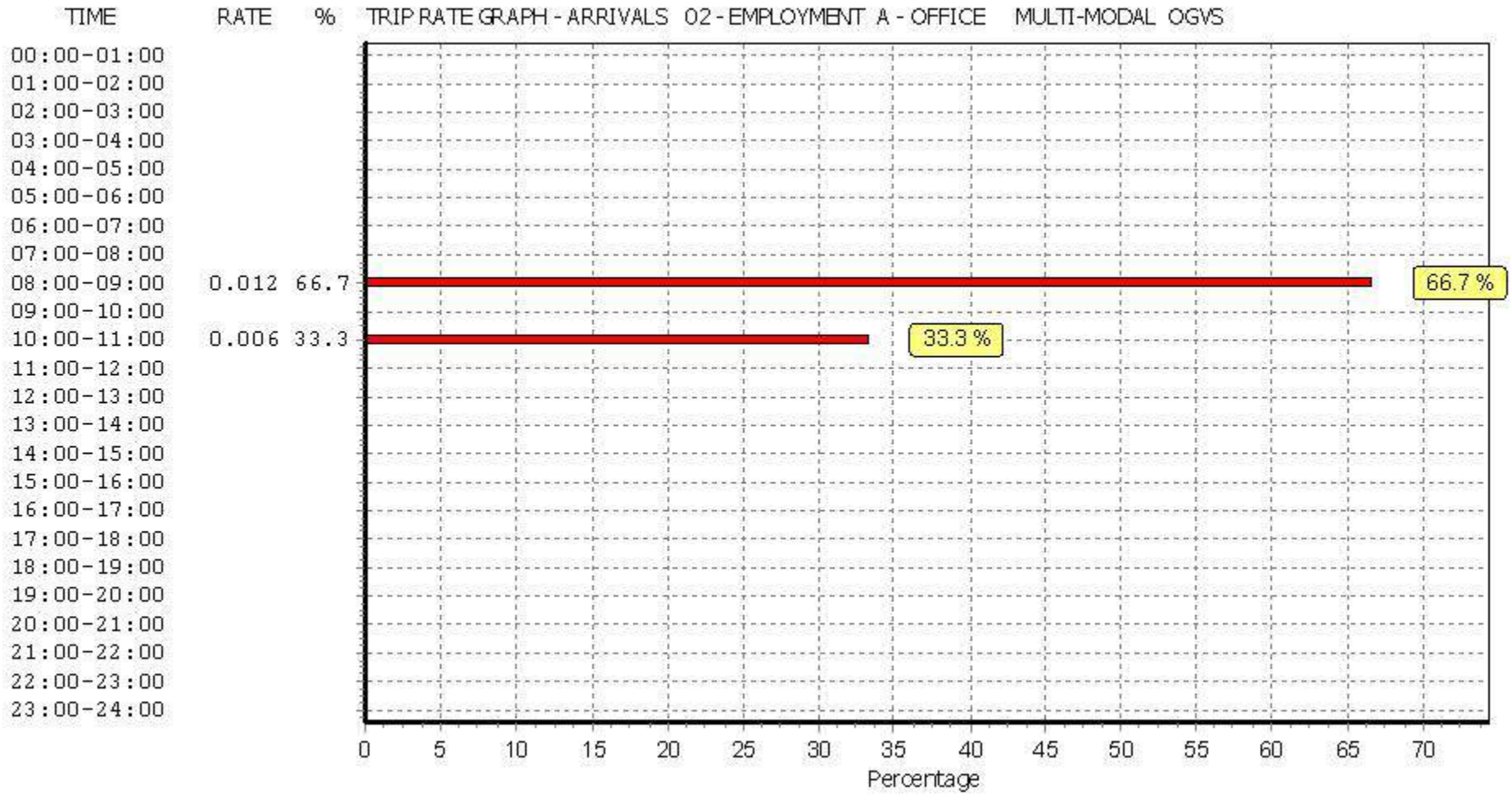
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

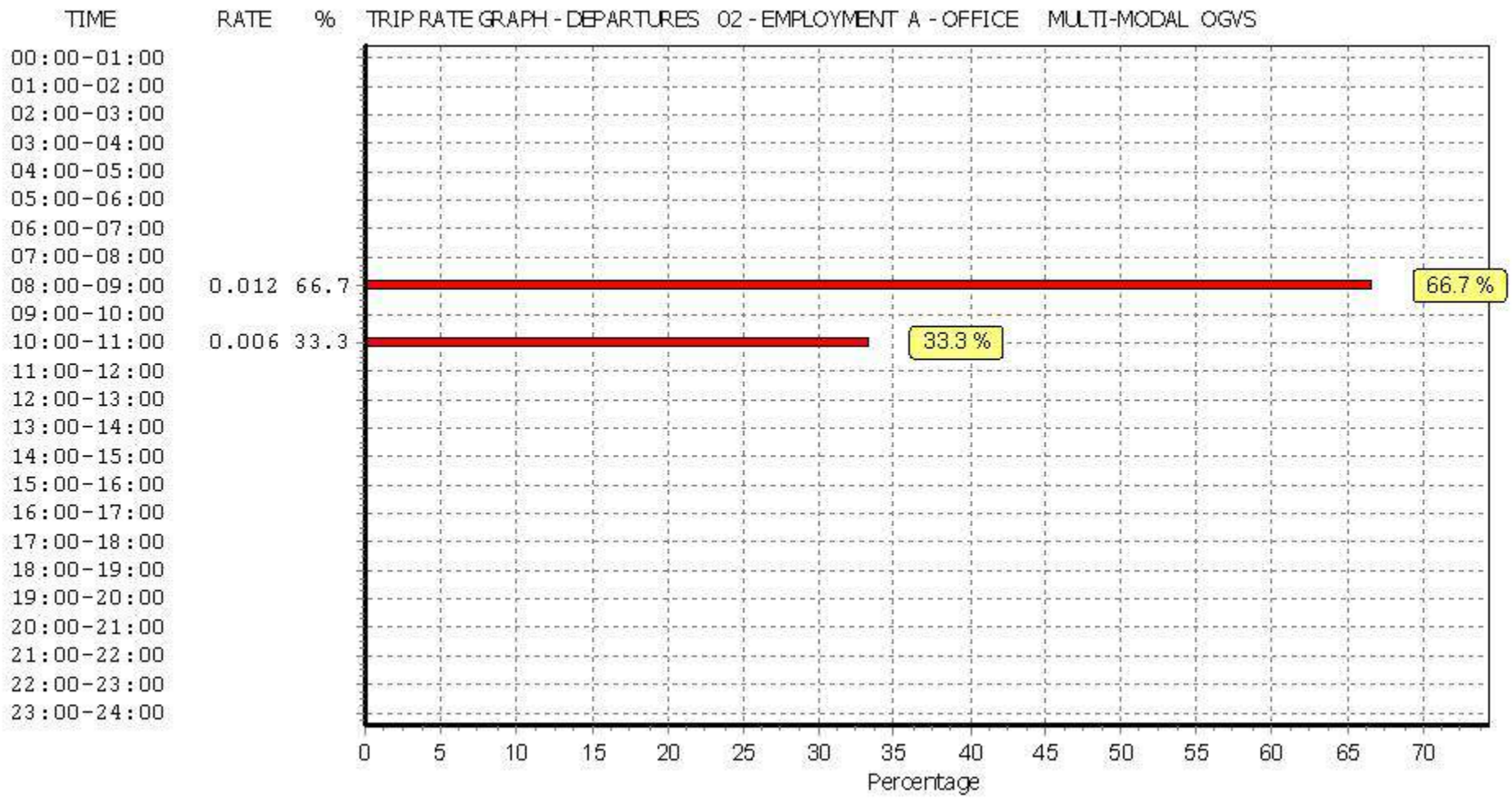
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
07:30 - 08:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
08:00 - 08:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
08:30 - 09:00	8	2061	0.012	8	2061	0.012	8	2061	0.024
09:00 - 09:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
09:30 - 10:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
10:00 - 10:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
10:30 - 11:00	8	2061	0.006	8	2061	0.006	8	2061	0.012
11:00 - 11:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
11:30 - 12:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:00 - 12:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:30 - 13:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:00 - 13:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:30 - 14:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:00 - 14:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:30 - 15:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:00 - 15:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:30 - 16:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
16:00 - 16:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
16:30 - 17:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
17:00 - 17:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
17:30 - 18:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
18:00 - 18:30	7	2180	0.000	7	2180	0.000	7	2180	0.000
18:30 - 19:00	7	2180	0.000	7	2180	0.000	7	2180	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.018			0.036

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

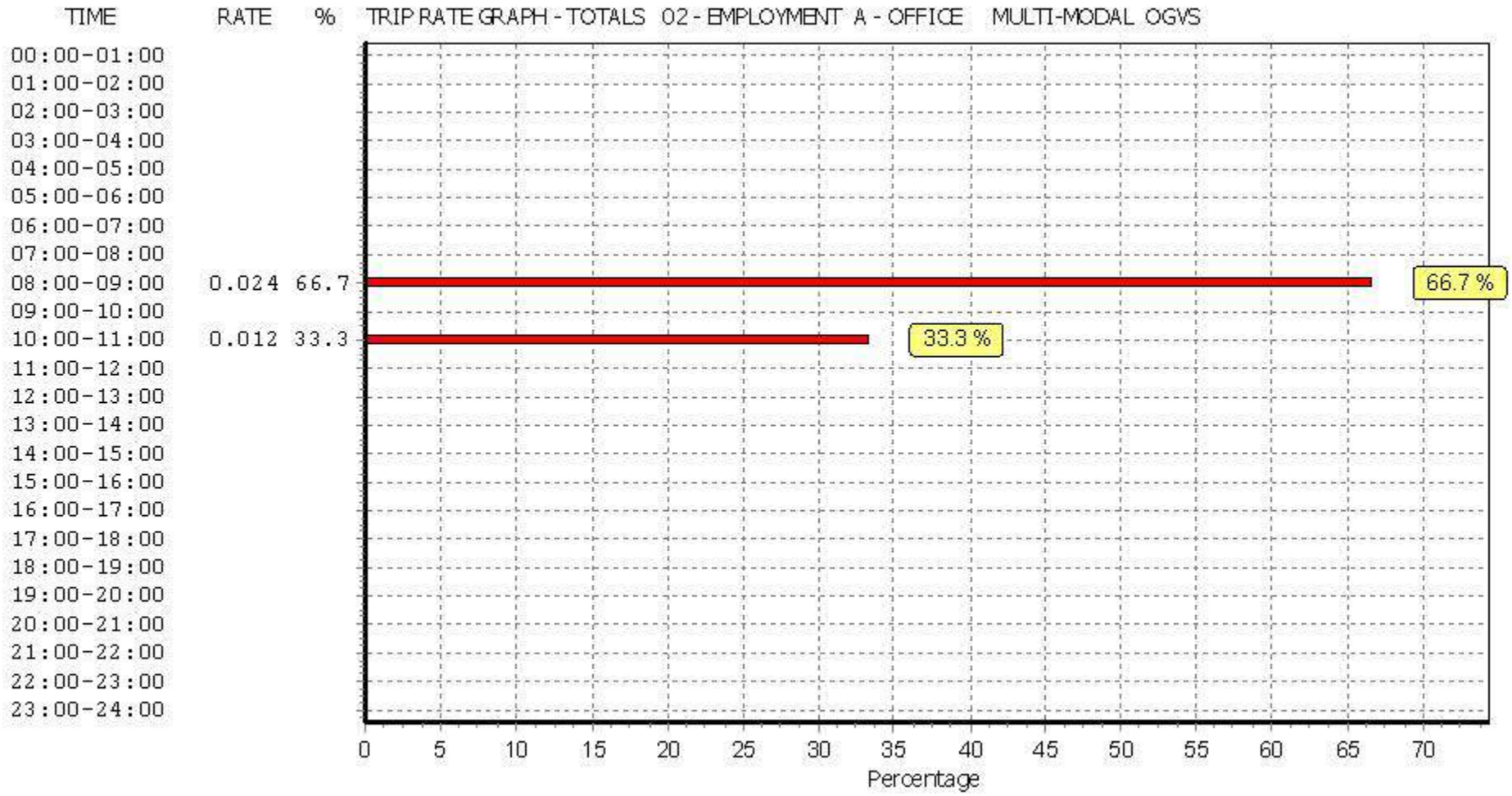
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

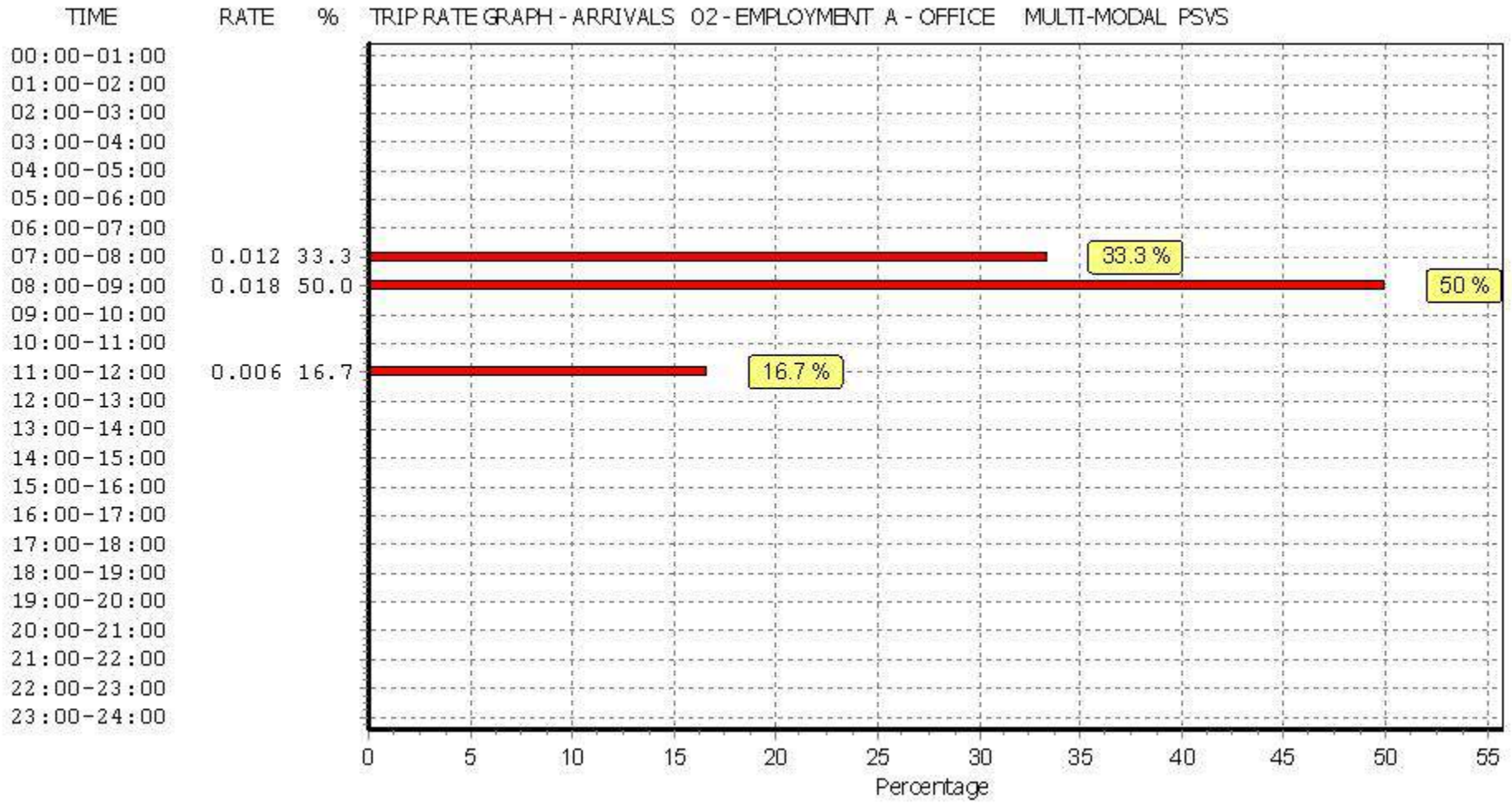
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
07:30 - 08:00	8	2061	0.012	8	2061	0.000	8	2061	0.012
08:00 - 08:30	8	2061	0.012	8	2061	0.000	8	2061	0.012
08:30 - 09:00	8	2061	0.006	8	2061	0.000	8	2061	0.006
09:00 - 09:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
09:30 - 10:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
10:00 - 10:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
10:30 - 11:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
11:00 - 11:30	8	2061	0.006	8	2061	0.006	8	2061	0.012
11:30 - 12:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:00 - 12:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:30 - 13:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:00 - 13:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:30 - 14:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:00 - 14:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:30 - 15:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:00 - 15:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:30 - 16:00	8	2061	0.000	8	2061	0.036	8	2061	0.036
16:00 - 16:30	8	2061	0.000	8	2061	0.030	8	2061	0.030
16:30 - 17:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
17:00 - 17:30	8	2061	0.000	8	2061	0.006	8	2061	0.006
17:30 - 18:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
18:00 - 18:30	7	2180	0.000	7	2180	0.000	7	2180	0.000
18:30 - 19:00	7	2180	0.000	7	2180	0.000	7	2180	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.036			0.078			0.114

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.

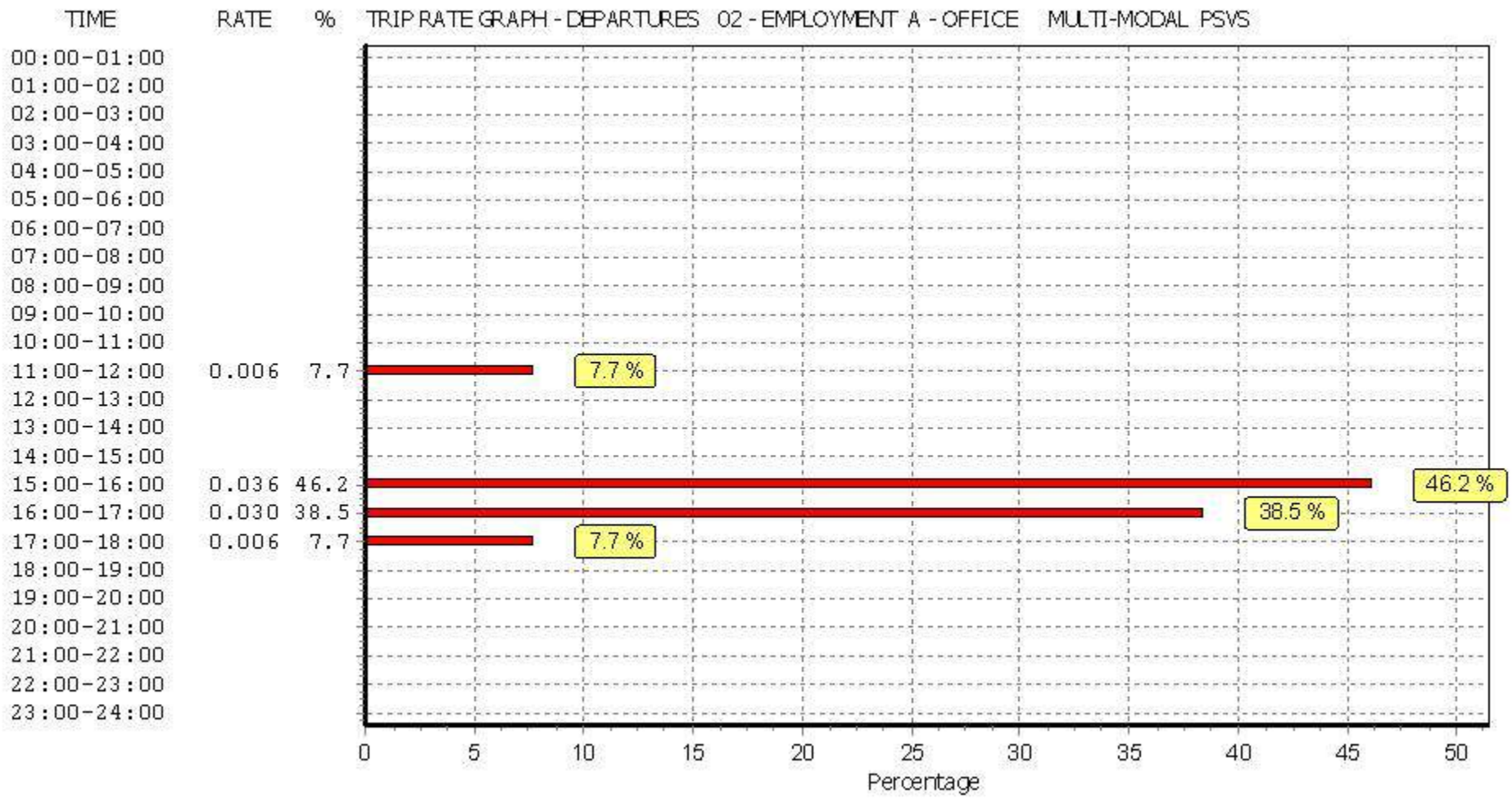
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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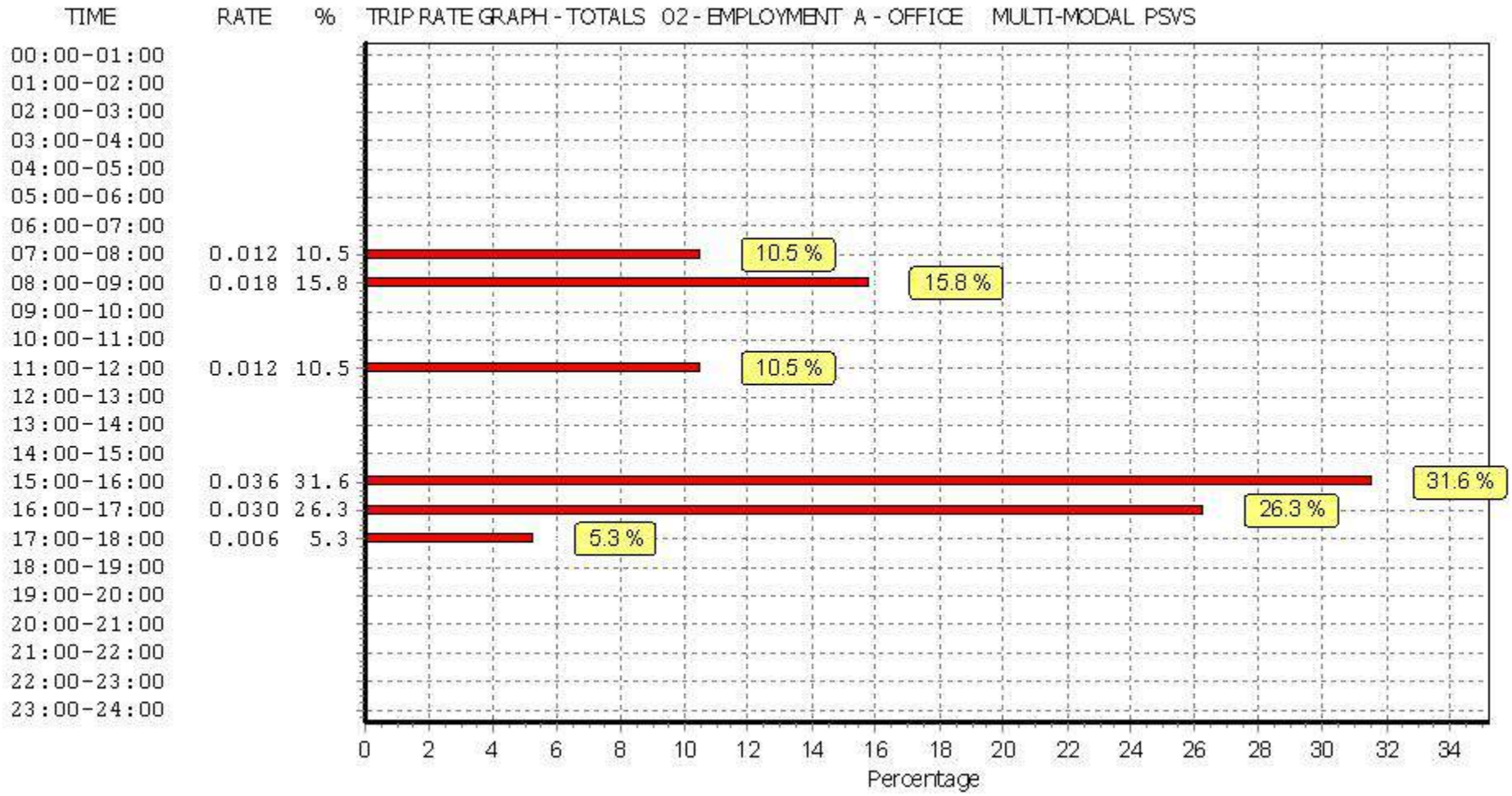


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

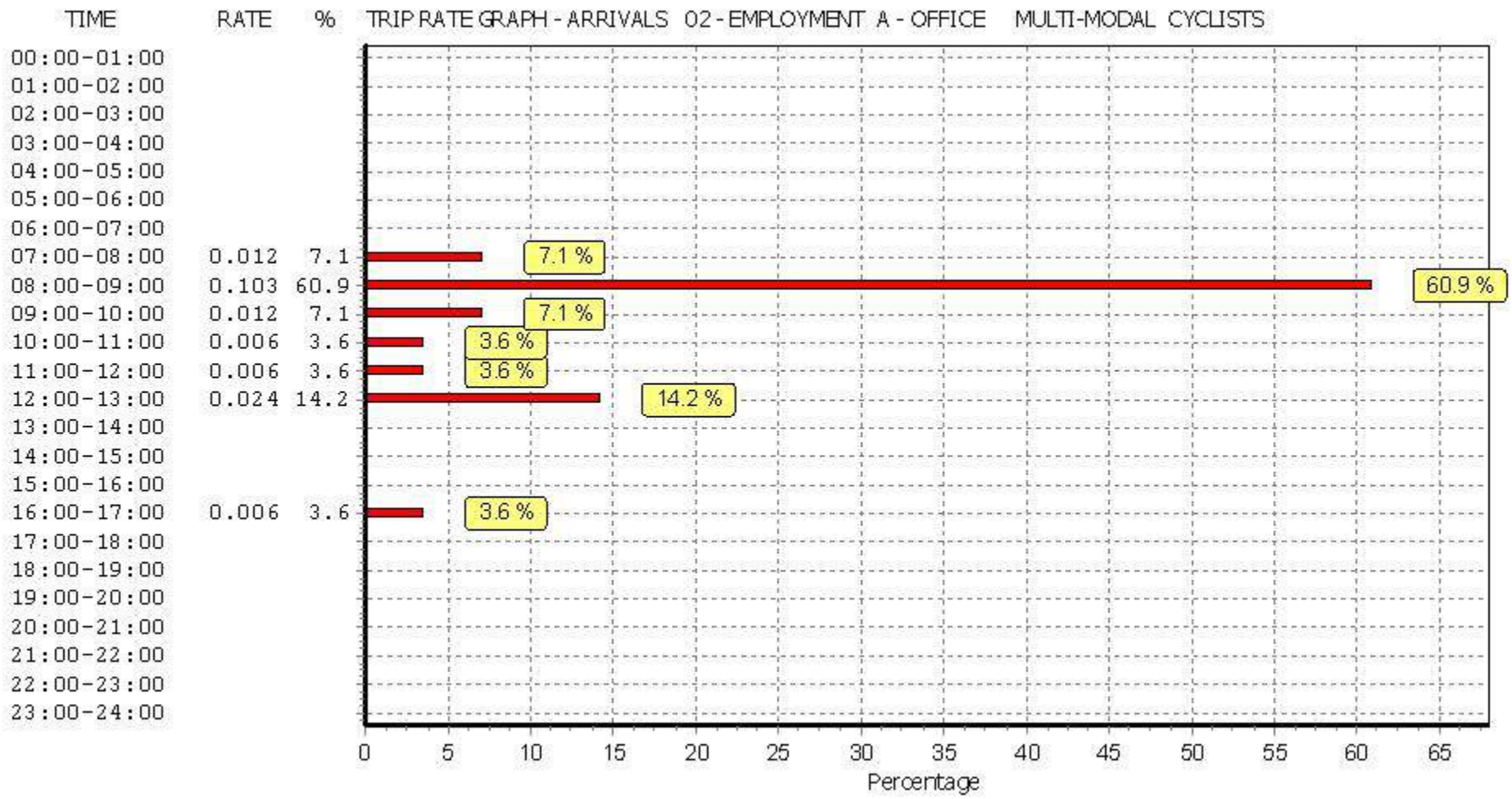
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
07:30 - 08:00	8	2061	0.012	8	2061	0.000	8	2061	0.012
08:00 - 08:30	8	2061	0.042	8	2061	0.000	8	2061	0.042
08:30 - 09:00	8	2061	0.061	8	2061	0.000	8	2061	0.061
09:00 - 09:30	8	2061	0.006	8	2061	0.000	8	2061	0.006
09:30 - 10:00	8	2061	0.006	8	2061	0.000	8	2061	0.006
10:00 - 10:30	8	2061	0.006	8	2061	0.000	8	2061	0.006
10:30 - 11:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
11:00 - 11:30	8	2061	0.000	8	2061	0.006	8	2061	0.006
11:30 - 12:00	8	2061	0.006	8	2061	0.000	8	2061	0.006
12:00 - 12:30	8	2061	0.000	8	2061	0.006	8	2061	0.006
12:30 - 13:00	8	2061	0.024	8	2061	0.006	8	2061	0.030
13:00 - 13:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:30 - 14:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:00 - 14:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:30 - 15:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:00 - 15:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:30 - 16:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
16:00 - 16:30	8	2061	0.000	8	2061	0.012	8	2061	0.012
16:30 - 17:00	8	2061	0.006	8	2061	0.006	8	2061	0.012
17:00 - 17:30	8	2061	0.000	8	2061	0.036	8	2061	0.036
17:30 - 18:00	8	2061	0.000	8	2061	0.049	8	2061	0.049
18:00 - 18:30	7	2180	0.000	7	2180	0.033	7	2180	0.033
18:30 - 19:00	7	2180	0.000	7	2180	0.007	7	2180	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.169			0.161			0.330

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.

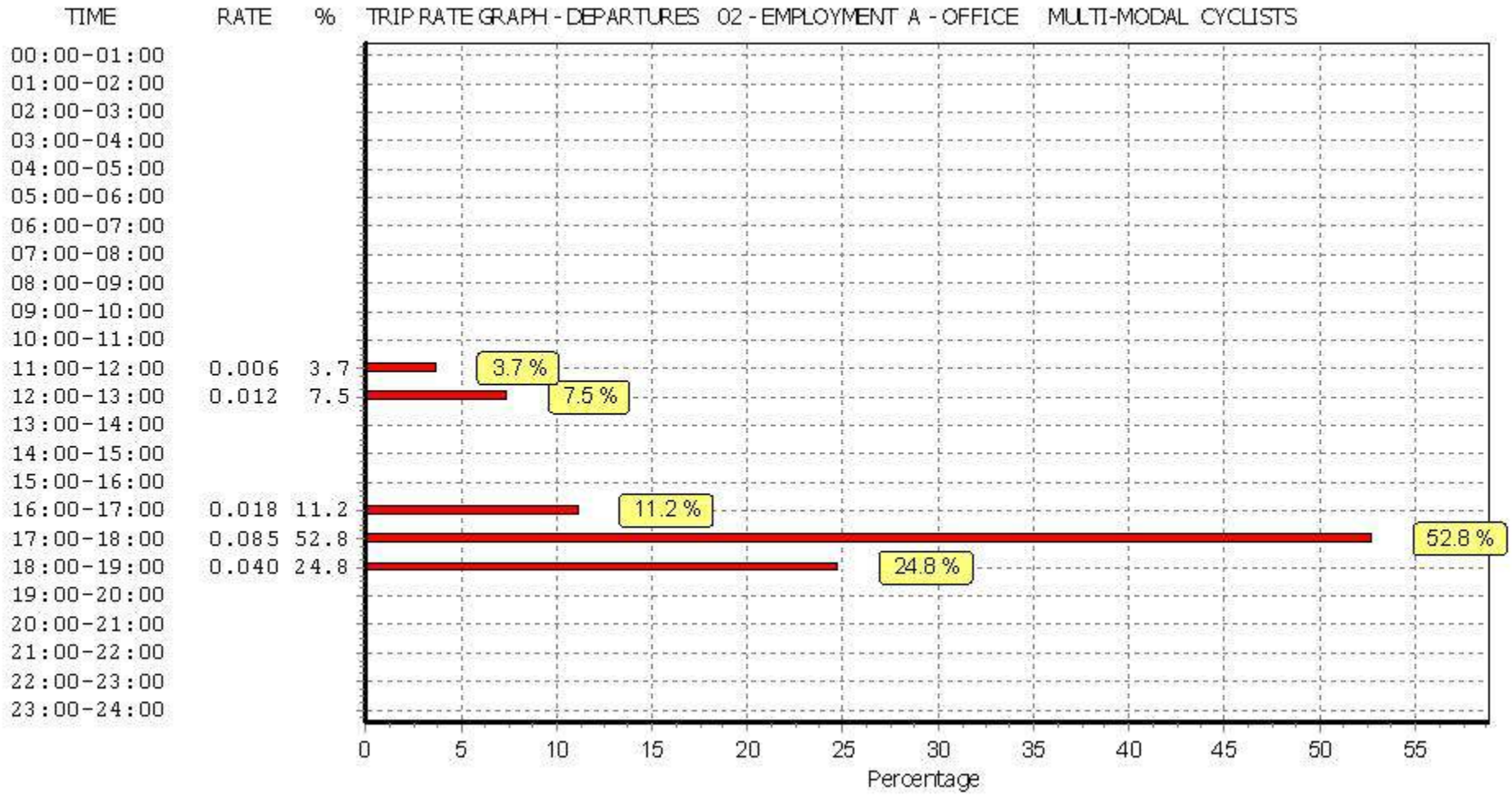
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750

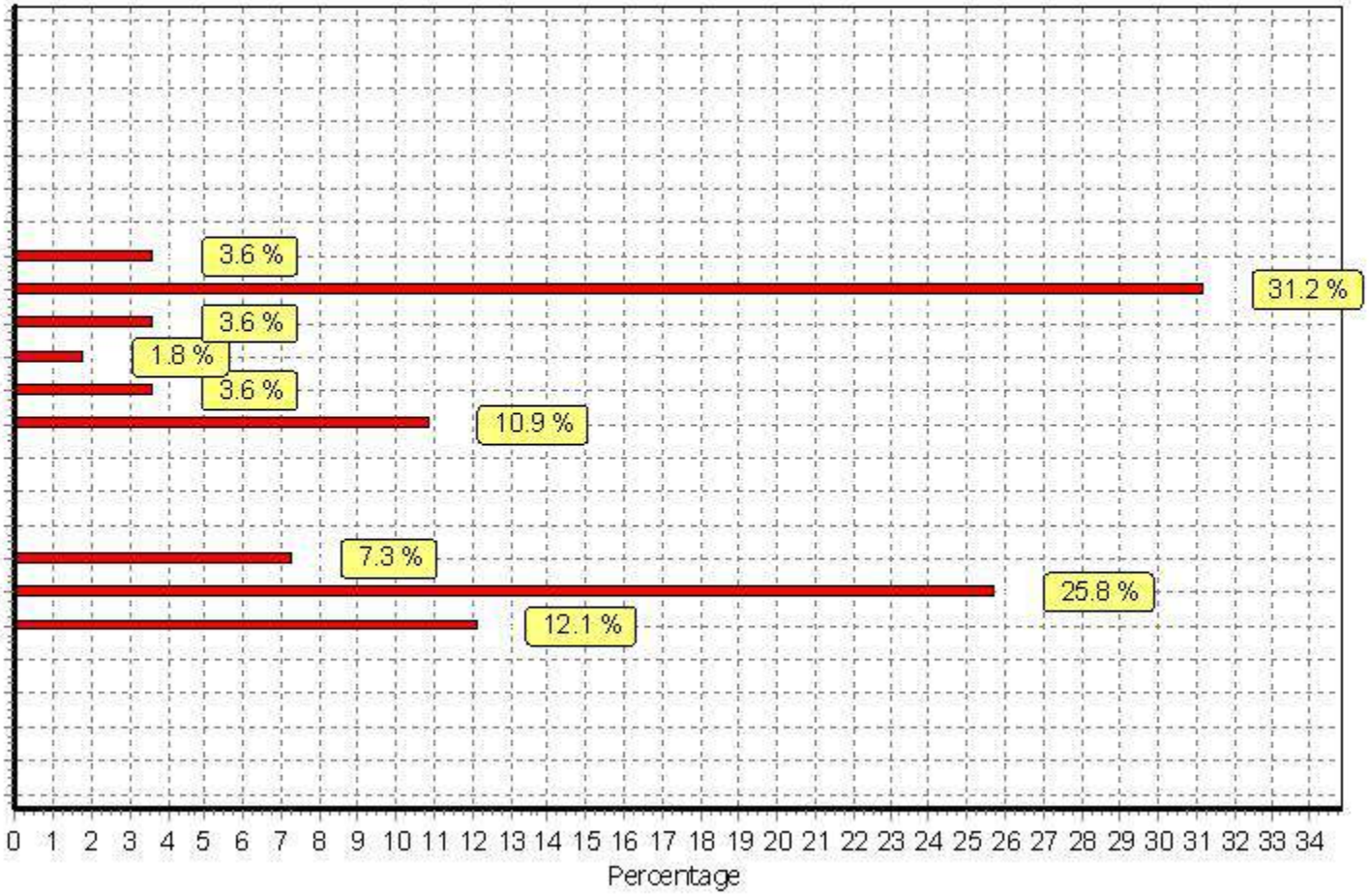


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750

TRIP RATE GRAPH - TOTALS 02 - EMPLOYMENT A - OFFICE MULTI-MODAL CYCLISTS

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.012	3.6
08:00-09:00	0.103	31.2
09:00-10:00	0.012	3.6
10:00-11:00	0.006	1.8
11:00-12:00	0.012	3.6
12:00-13:00	0.036	10.9
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00	0.024	7.3
17:00-18:00	0.085	25.8
18:00-19:00	0.040	12.1
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

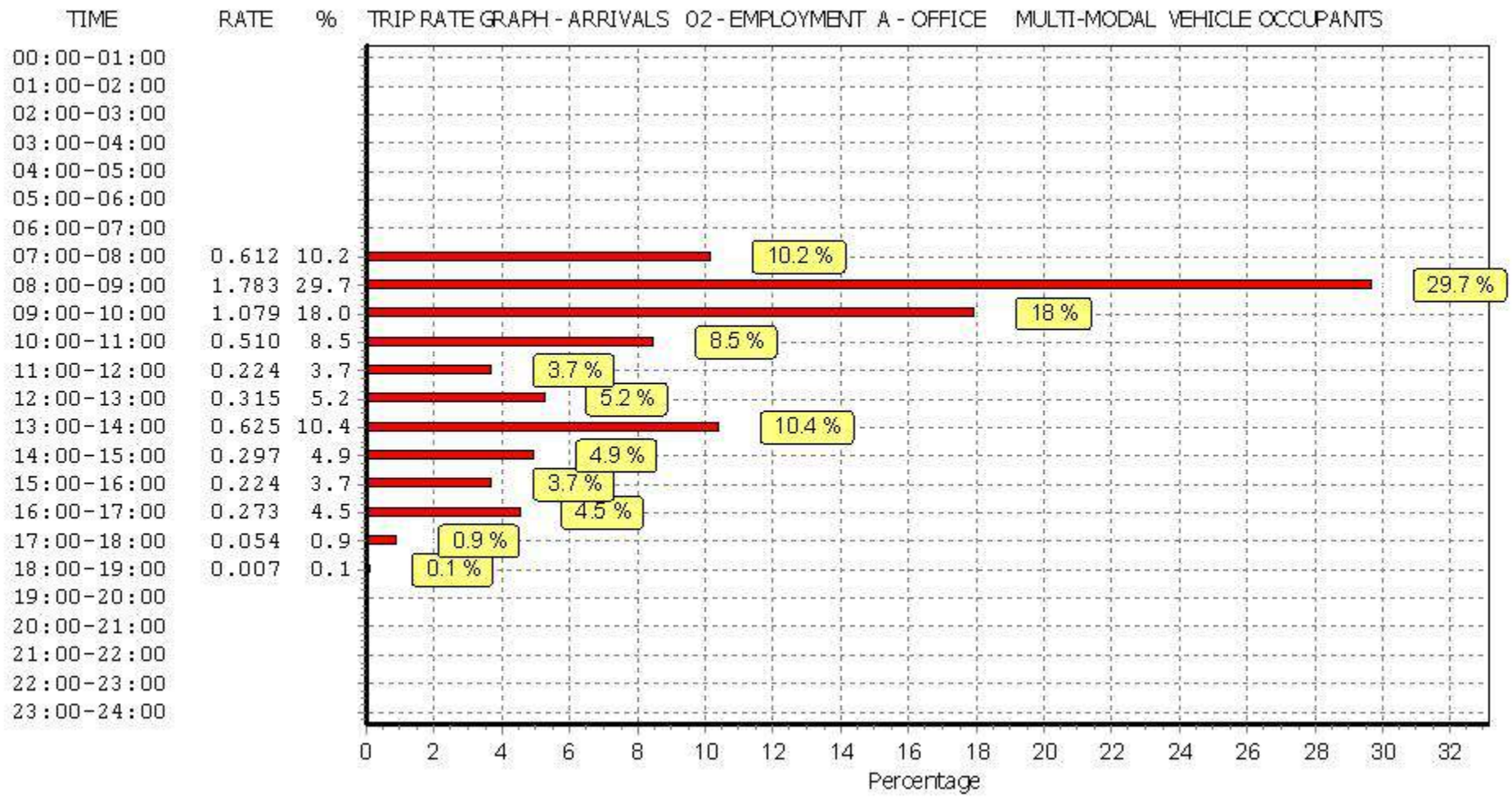
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.224	8	2061	0.018	8	2061	0.242
07:30 - 08:00	8	2061	0.388	8	2061	0.024	8	2061	0.412
08:00 - 08:30	8	2061	0.782	8	2061	0.049	8	2061	0.831
08:30 - 09:00	8	2061	1.001	8	2061	0.091	8	2061	1.092
09:00 - 09:30	8	2061	0.697	8	2061	0.079	8	2061	0.776
09:30 - 10:00	8	2061	0.382	8	2061	0.067	8	2061	0.449
10:00 - 10:30	8	2061	0.267	8	2061	0.121	8	2061	0.388
10:30 - 11:00	8	2061	0.243	8	2061	0.139	8	2061	0.382
11:00 - 11:30	8	2061	0.115	8	2061	0.055	8	2061	0.170
11:30 - 12:00	8	2061	0.109	8	2061	0.109	8	2061	0.218
12:00 - 12:30	8	2061	0.127	8	2061	0.321	8	2061	0.448
12:30 - 13:00	8	2061	0.188	8	2061	0.261	8	2061	0.449
13:00 - 13:30	8	2061	0.243	8	2061	0.170	8	2061	0.413
13:30 - 14:00	8	2061	0.382	8	2061	0.243	8	2061	0.625
14:00 - 14:30	8	2061	0.176	8	2061	0.139	8	2061	0.315
14:30 - 15:00	8	2061	0.121	8	2061	0.255	8	2061	0.376
15:00 - 15:30	8	2061	0.109	8	2061	0.224	8	2061	0.333
15:30 - 16:00	8	2061	0.115	8	2061	0.376	8	2061	0.491
16:00 - 16:30	8	2061	0.121	8	2061	0.431	8	2061	0.552
16:30 - 17:00	8	2061	0.152	8	2061	0.661	8	2061	0.813
17:00 - 17:30	8	2061	0.018	8	2061	0.655	8	2061	0.673
17:30 - 18:00	8	2061	0.036	8	2061	0.904	8	2061	0.940
18:00 - 18:30	7	2180	0.007	7	2180	0.426	7	2180	0.433
18:30 - 19:00	7	2180	0.000	7	2180	0.164	7	2180	0.164
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.003			5.982			11.985

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.

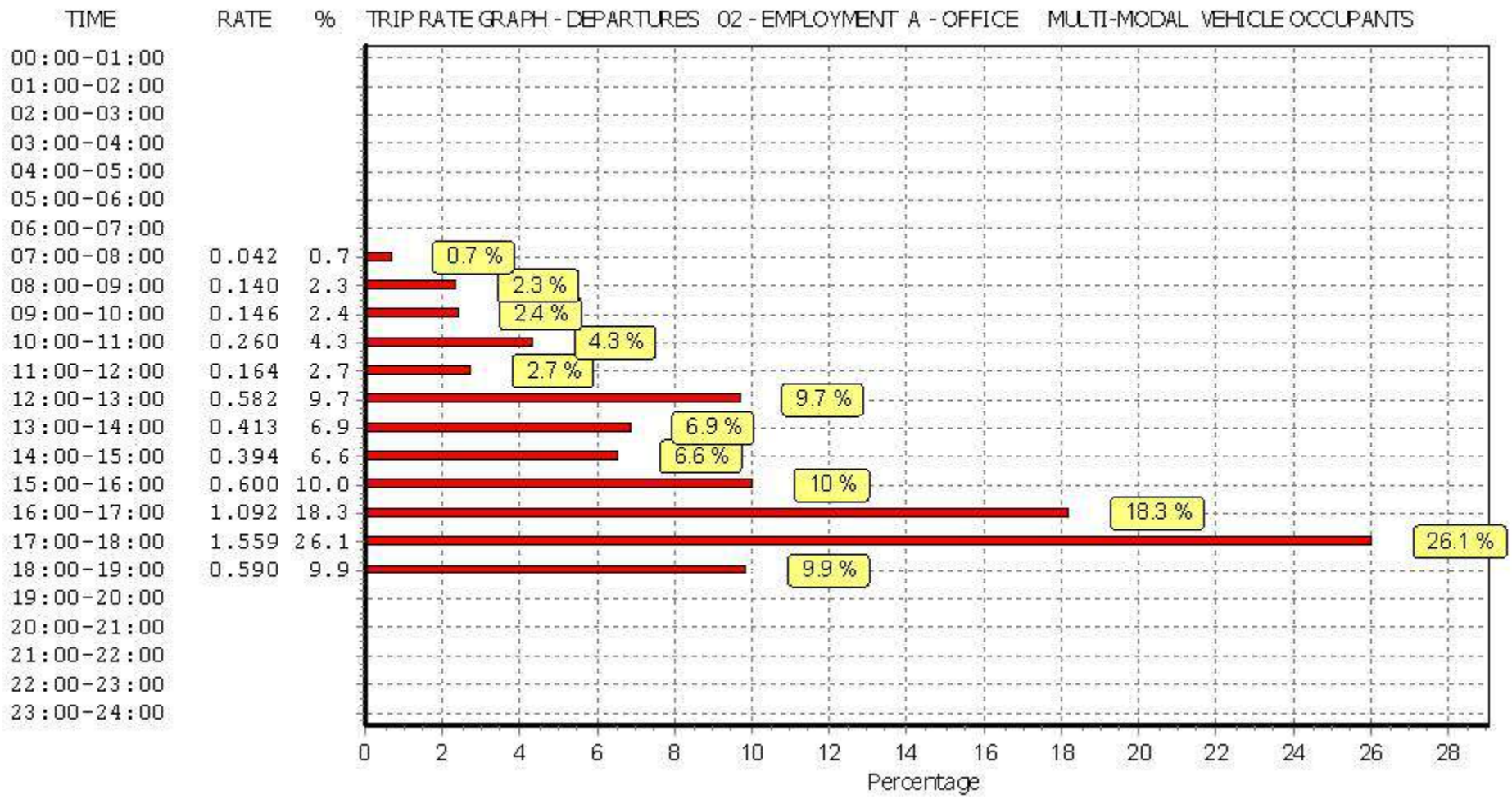
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



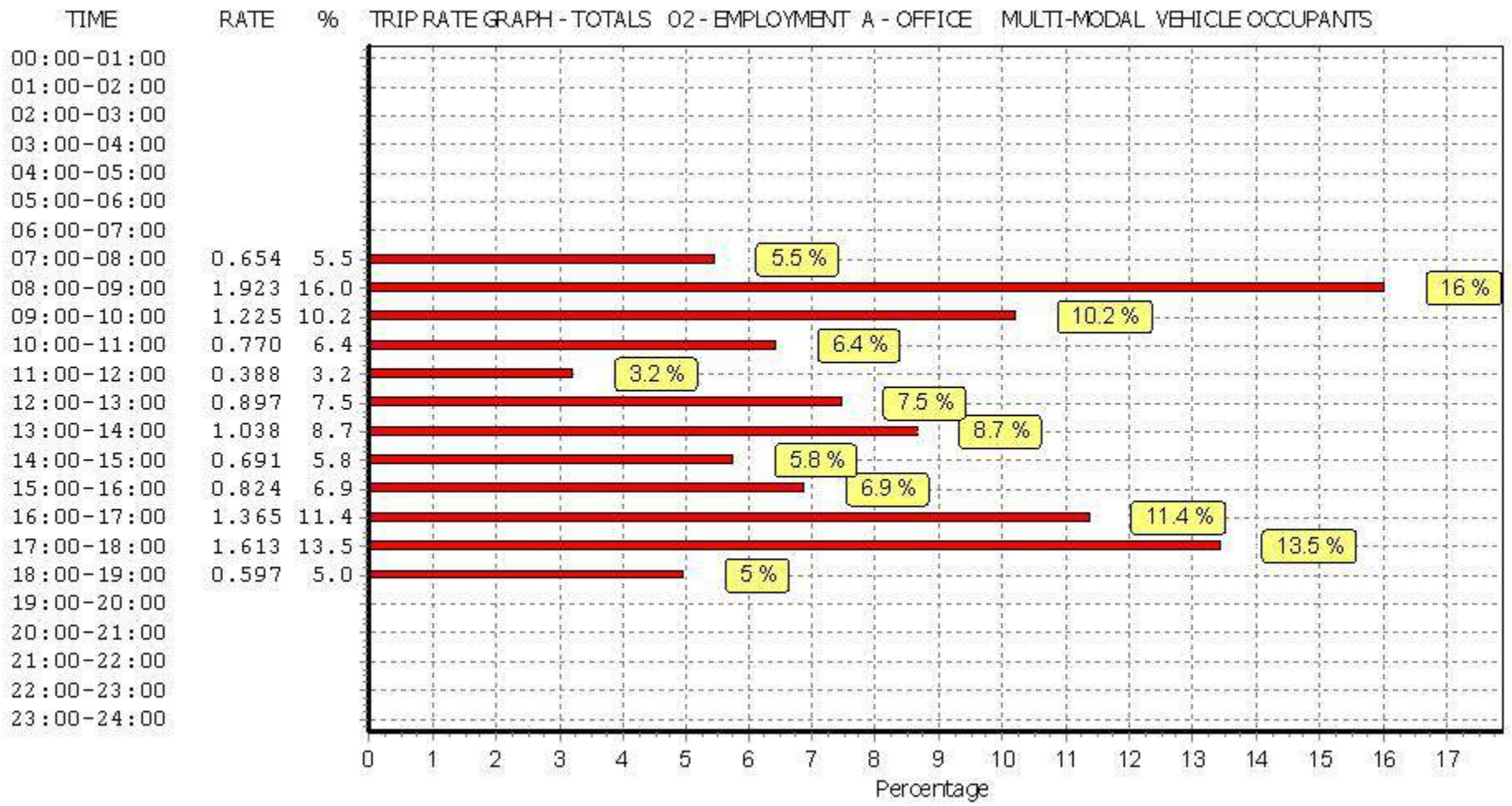
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

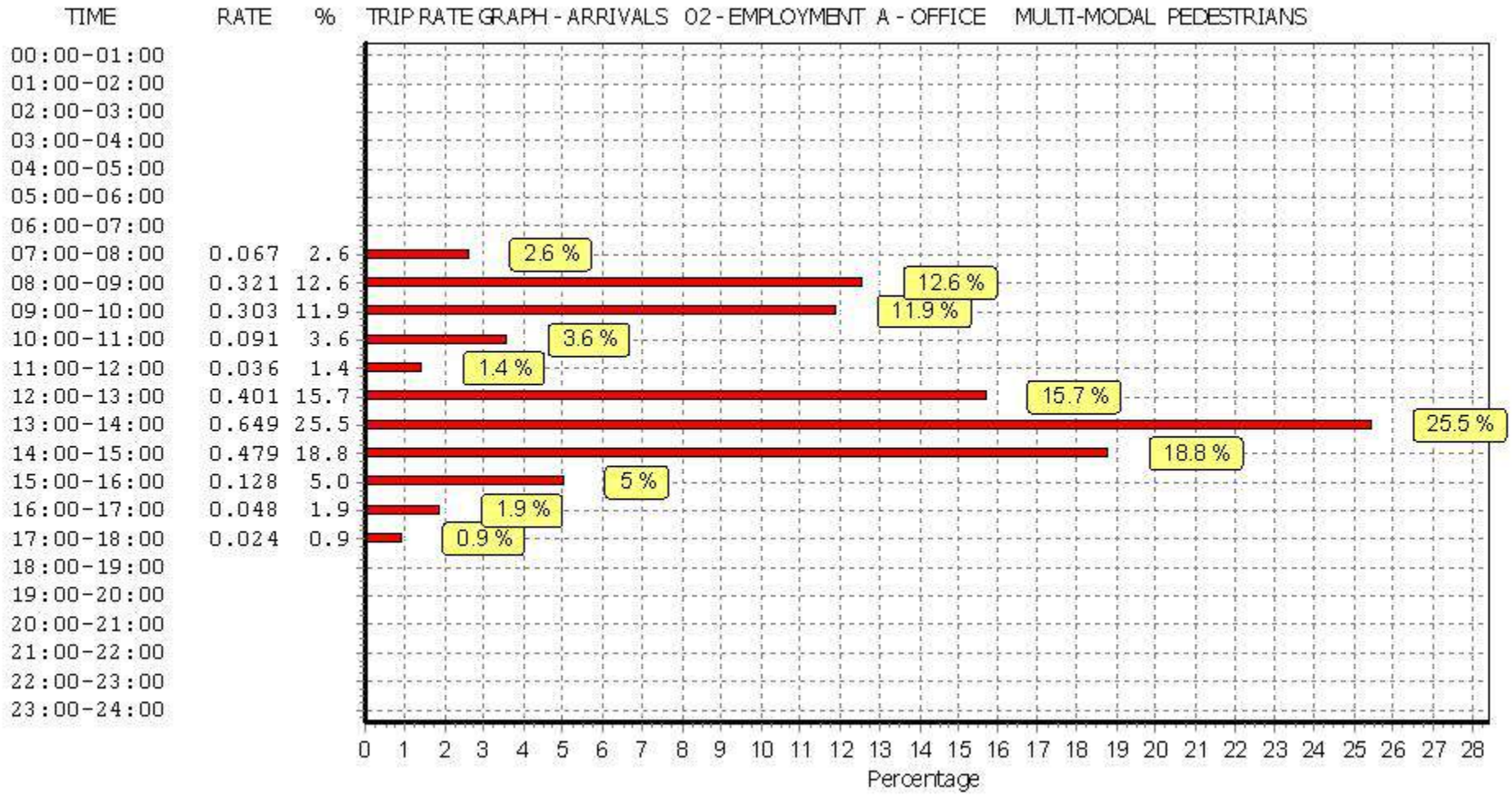
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.012	8	2061	0.018	8	2061	0.030
07:30 - 08:00	8	2061	0.055	8	2061	0.000	8	2061	0.055
08:00 - 08:30	8	2061	0.097	8	2061	0.018	8	2061	0.115
08:30 - 09:00	8	2061	0.224	8	2061	0.024	8	2061	0.248
09:00 - 09:30	8	2061	0.170	8	2061	0.000	8	2061	0.170
09:30 - 10:00	8	2061	0.133	8	2061	0.036	8	2061	0.169
10:00 - 10:30	8	2061	0.061	8	2061	0.036	8	2061	0.097
10:30 - 11:00	8	2061	0.030	8	2061	0.036	8	2061	0.066
11:00 - 11:30	8	2061	0.024	8	2061	0.024	8	2061	0.048
11:30 - 12:00	8	2061	0.012	8	2061	0.097	8	2061	0.109
12:00 - 12:30	8	2061	0.152	8	2061	0.218	8	2061	0.370
12:30 - 13:00	8	2061	0.249	8	2061	0.607	8	2061	0.856
13:00 - 13:30	8	2061	0.358	8	2061	0.388	8	2061	0.746
13:30 - 14:00	8	2061	0.291	8	2061	0.097	8	2061	0.388
14:00 - 14:30	8	2061	0.224	8	2061	0.061	8	2061	0.285
14:30 - 15:00	8	2061	0.255	8	2061	0.073	8	2061	0.328
15:00 - 15:30	8	2061	0.055	8	2061	0.018	8	2061	0.073
15:30 - 16:00	8	2061	0.073	8	2061	0.018	8	2061	0.091
16:00 - 16:30	8	2061	0.042	8	2061	0.073	8	2061	0.115
16:30 - 17:00	8	2061	0.006	8	2061	0.079	8	2061	0.085
17:00 - 17:30	8	2061	0.006	8	2061	0.182	8	2061	0.188
17:30 - 18:00	8	2061	0.018	8	2061	0.273	8	2061	0.291
18:00 - 18:30	7	2180	0.000	7	2180	0.111	7	2180	0.111
18:30 - 19:00	7	2180	0.000	7	2180	0.013	7	2180	0.013
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.547			2.500			5.047

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

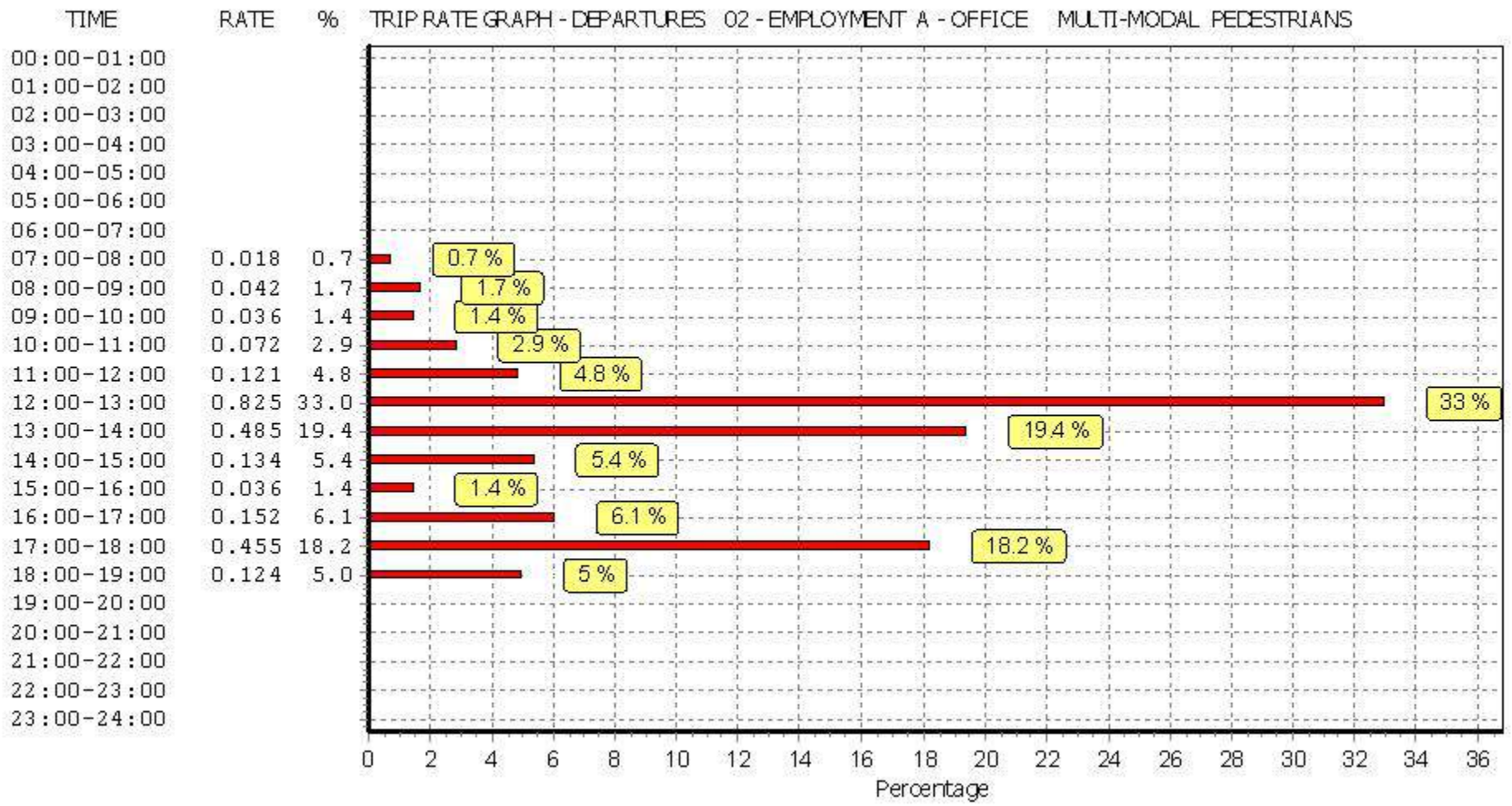
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



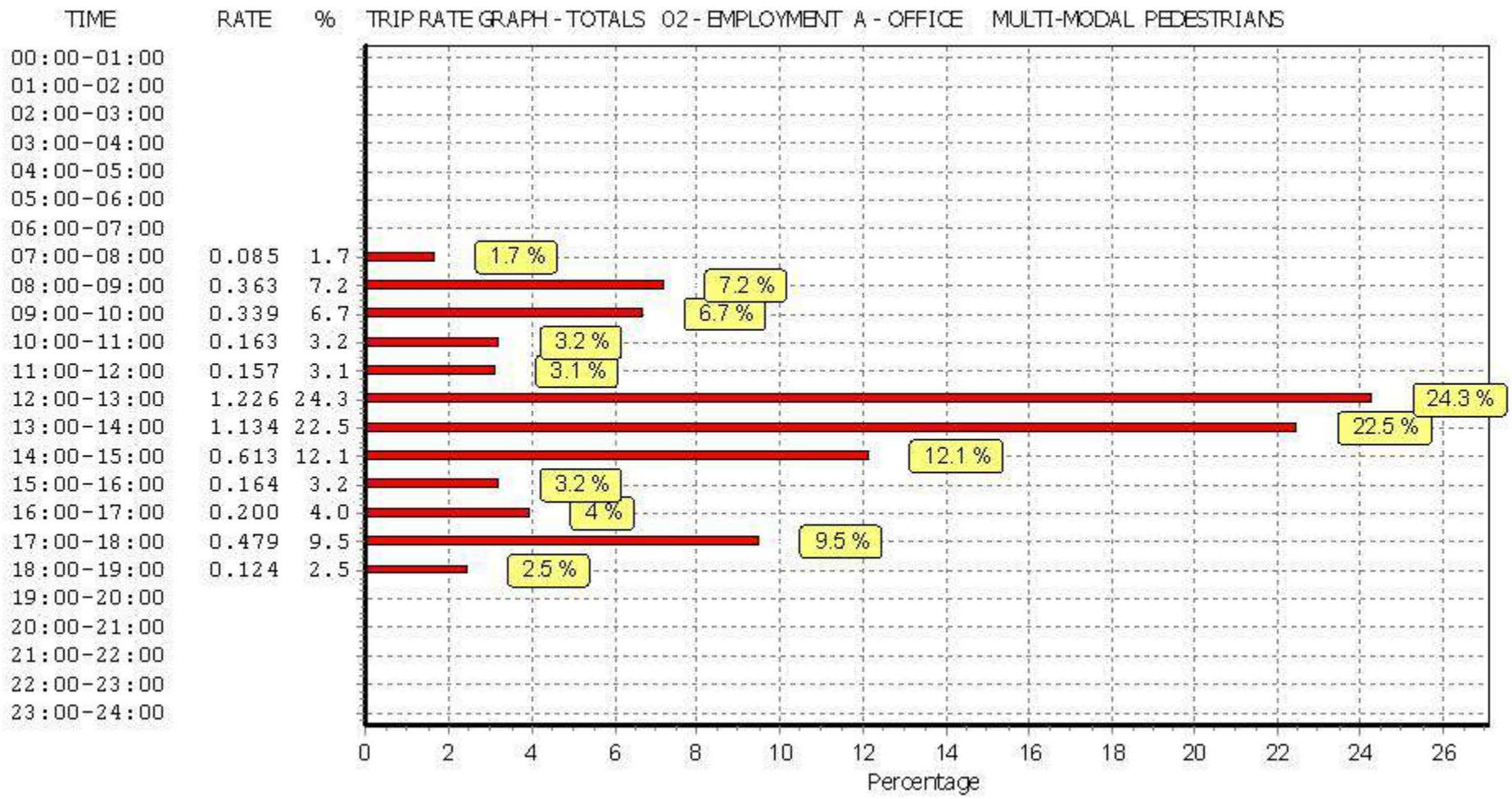
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



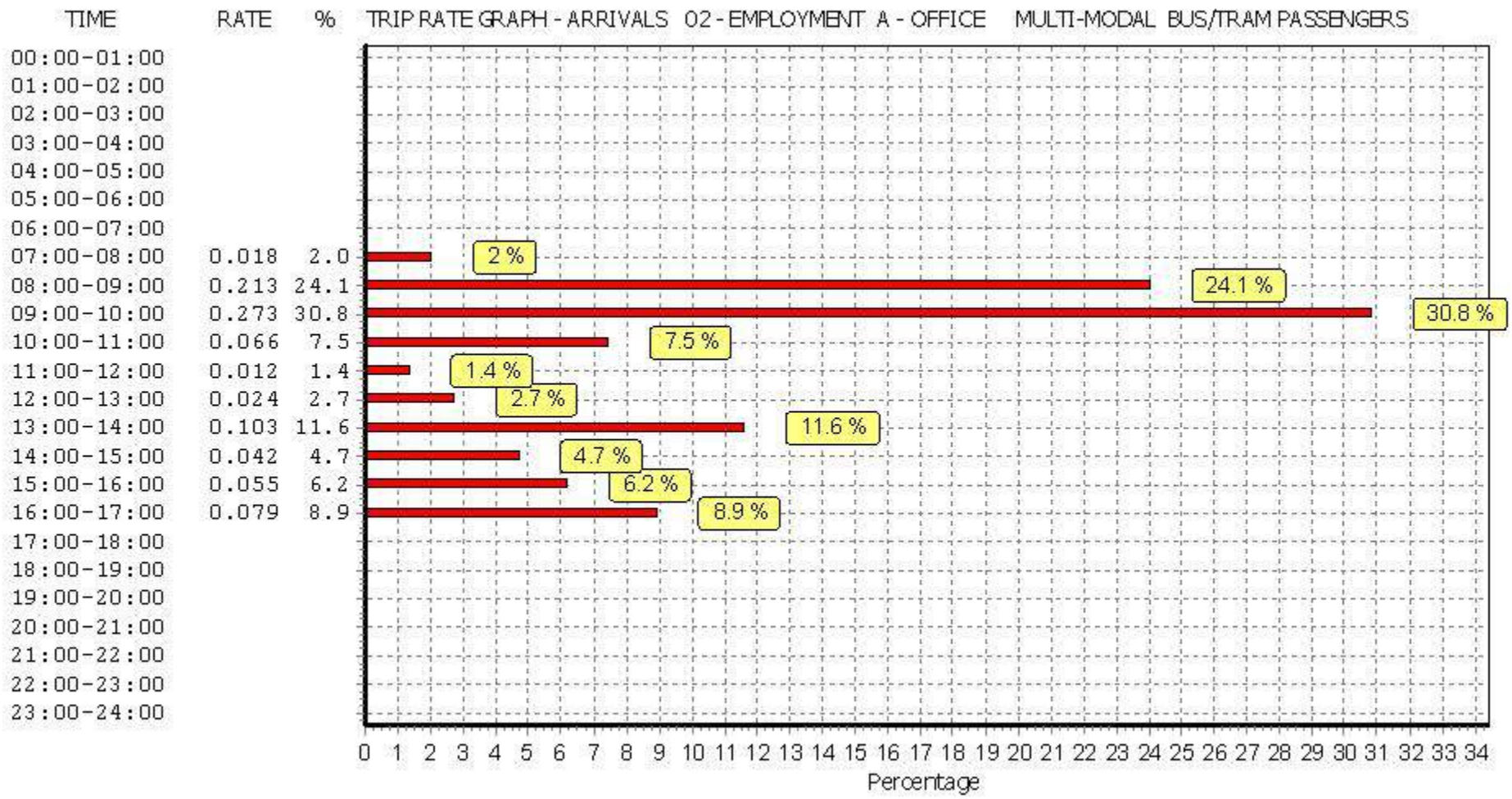
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
07:30 - 08:00	8	2061	0.018	8	2061	0.000	8	2061	0.018
08:00 - 08:30	8	2061	0.067	8	2061	0.000	8	2061	0.067
08:30 - 09:00	8	2061	0.146	8	2061	0.000	8	2061	0.146
09:00 - 09:30	8	2061	0.164	8	2061	0.000	8	2061	0.164
09:30 - 10:00	8	2061	0.109	8	2061	0.000	8	2061	0.109
10:00 - 10:30	8	2061	0.030	8	2061	0.000	8	2061	0.030
10:30 - 11:00	8	2061	0.036	8	2061	0.006	8	2061	0.042
11:00 - 11:30	8	2061	0.000	8	2061	0.006	8	2061	0.006
11:30 - 12:00	8	2061	0.012	8	2061	0.006	8	2061	0.018
12:00 - 12:30	8	2061	0.006	8	2061	0.061	8	2061	0.067
12:30 - 13:00	8	2061	0.018	8	2061	0.103	8	2061	0.121
13:00 - 13:30	8	2061	0.024	8	2061	0.121	8	2061	0.145
13:30 - 14:00	8	2061	0.079	8	2061	0.018	8	2061	0.097
14:00 - 14:30	8	2061	0.000	8	2061	0.049	8	2061	0.049
14:30 - 15:00	8	2061	0.042	8	2061	0.036	8	2061	0.078
15:00 - 15:30	8	2061	0.000	8	2061	0.042	8	2061	0.042
15:30 - 16:00	8	2061	0.055	8	2061	0.036	8	2061	0.091
16:00 - 16:30	8	2061	0.055	8	2061	0.036	8	2061	0.091
16:30 - 17:00	8	2061	0.024	8	2061	0.049	8	2061	0.073
17:00 - 17:30	8	2061	0.000	8	2061	0.091	8	2061	0.091
17:30 - 18:00	8	2061	0.000	8	2061	0.109	8	2061	0.109
18:00 - 18:30	7	2180	0.000	7	2180	0.079	7	2180	0.079
18:30 - 19:00	7	2180	0.000	7	2180	0.033	7	2180	0.033
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.885			0.881			1.766

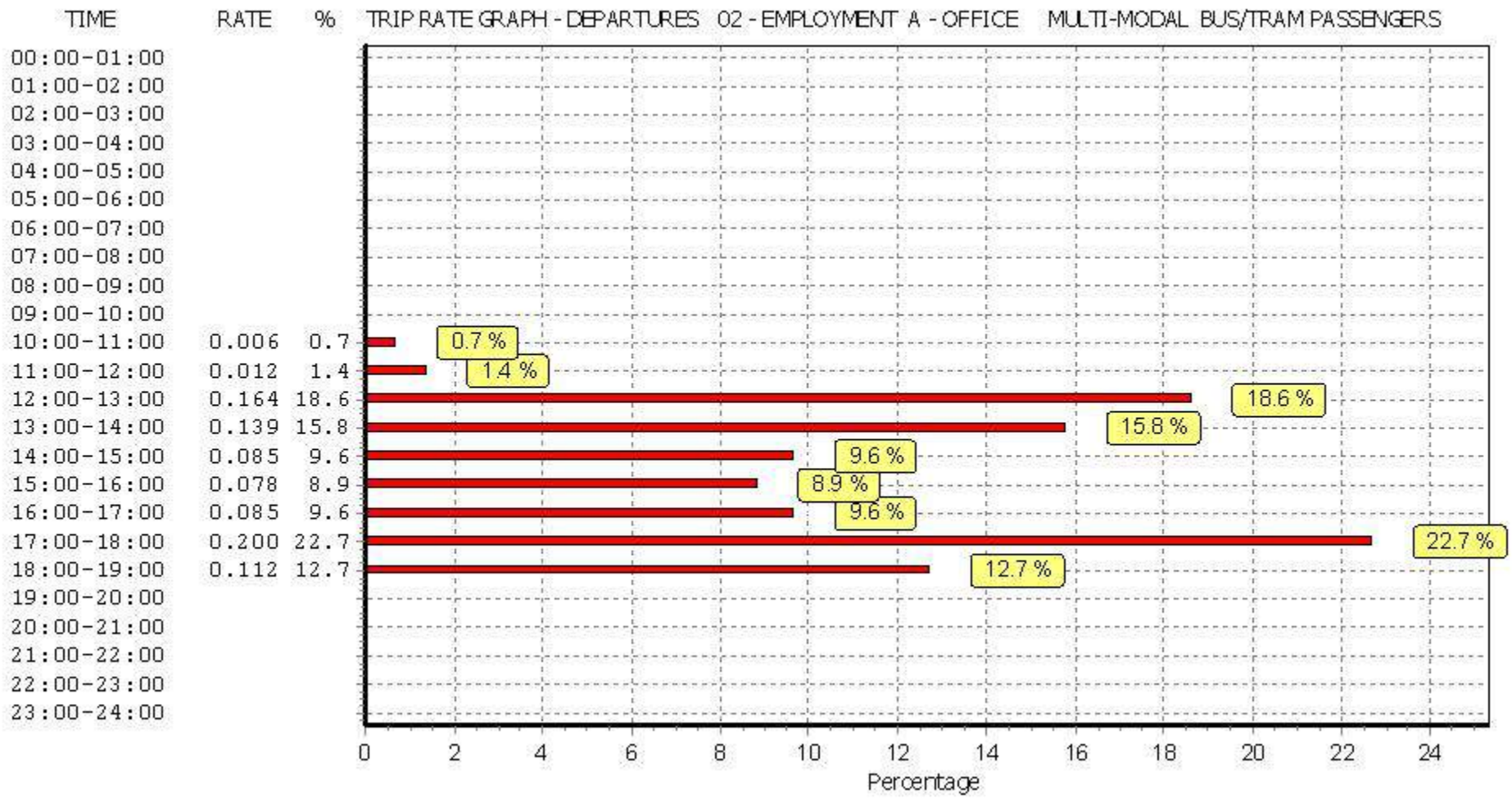
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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



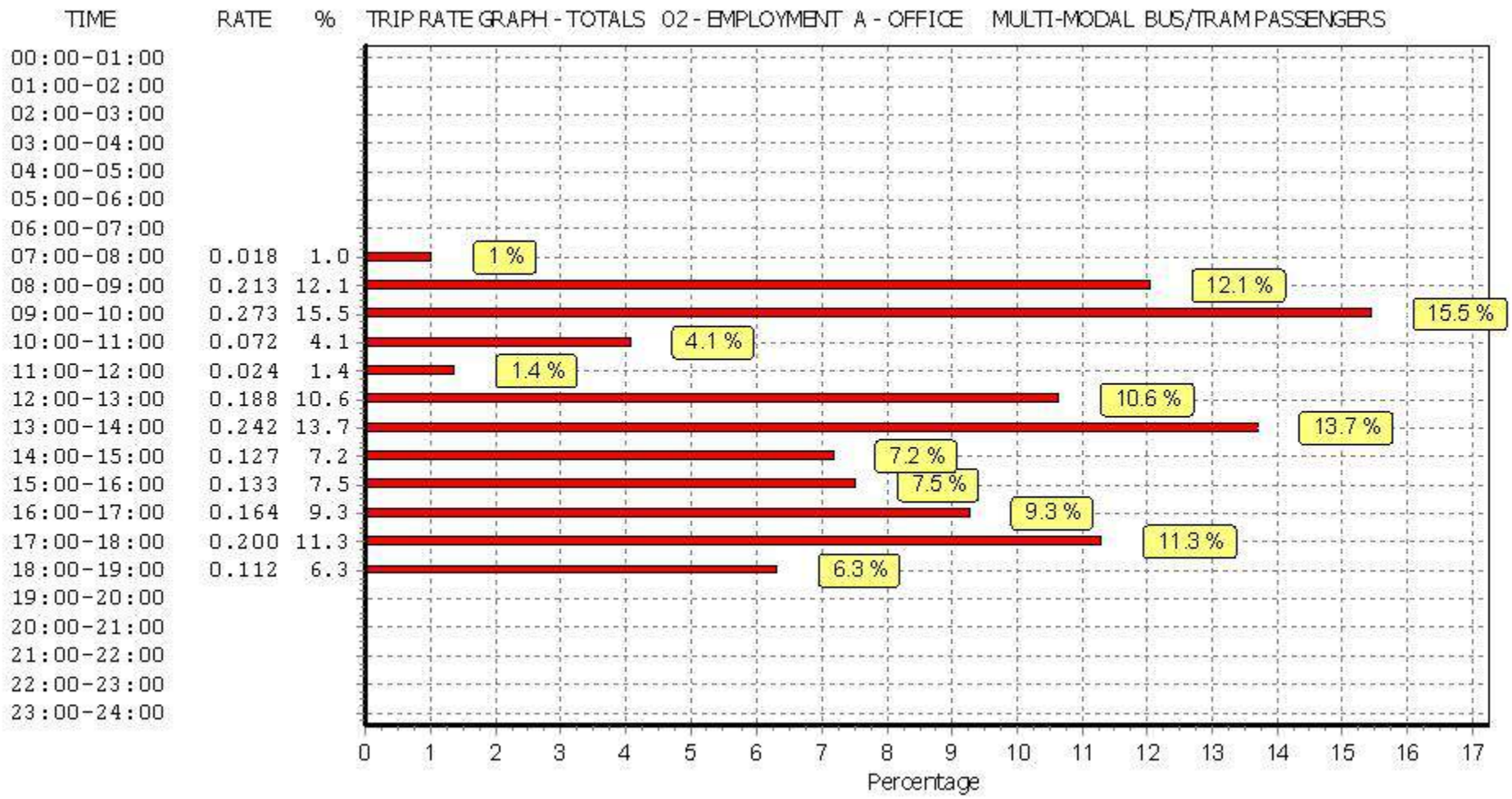
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

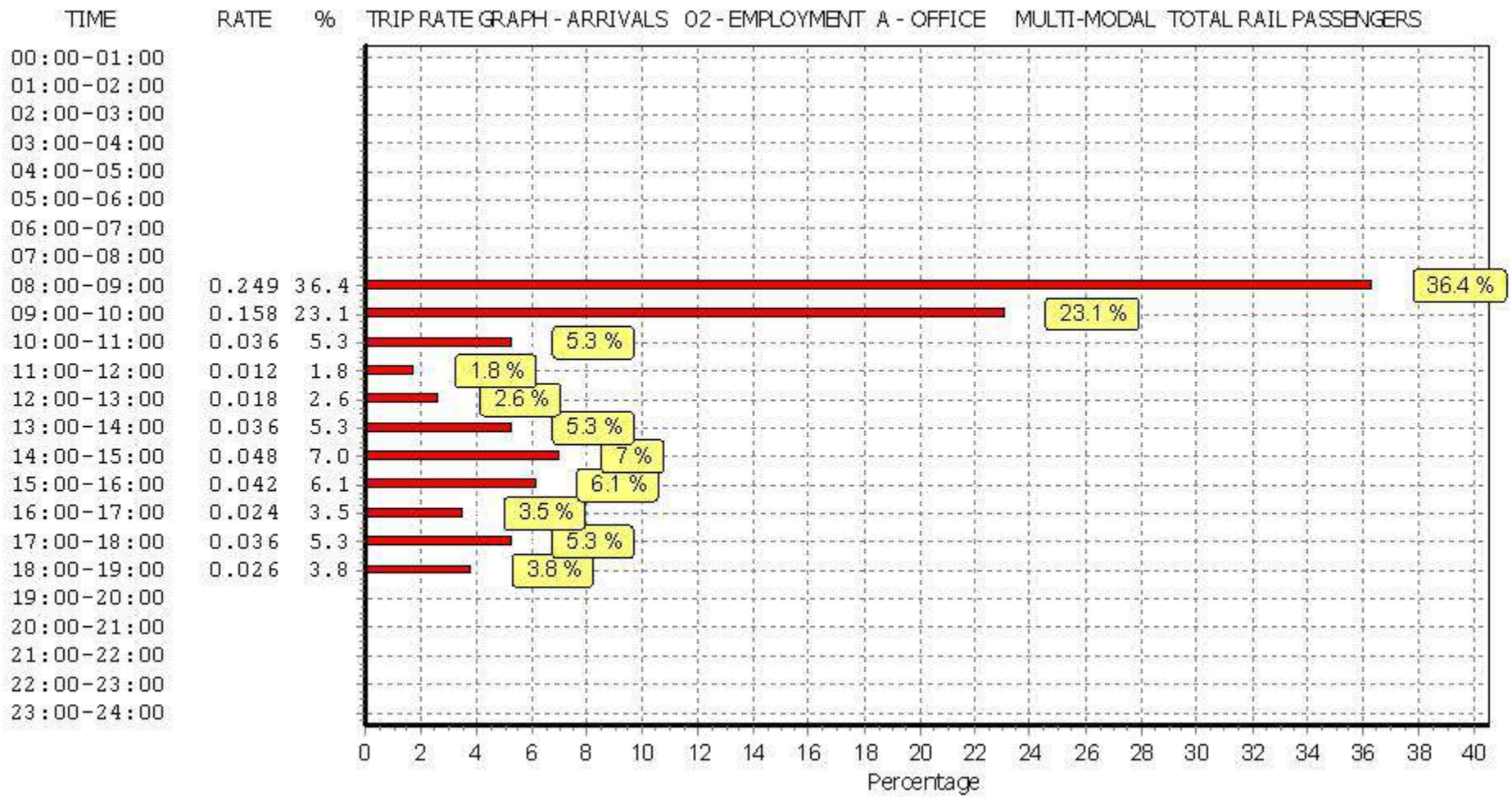
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
07:30 - 08:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
08:00 - 08:30	8	2061	0.061	8	2061	0.000	8	2061	0.061
08:30 - 09:00	8	2061	0.188	8	2061	0.000	8	2061	0.188
09:00 - 09:30	8	2061	0.097	8	2061	0.012	8	2061	0.109
09:30 - 10:00	8	2061	0.061	8	2061	0.012	8	2061	0.073
10:00 - 10:30	8	2061	0.012	8	2061	0.006	8	2061	0.018
10:30 - 11:00	8	2061	0.024	8	2061	0.024	8	2061	0.048
11:00 - 11:30	8	2061	0.006	8	2061	0.000	8	2061	0.006
11:30 - 12:00	8	2061	0.006	8	2061	0.006	8	2061	0.012
12:00 - 12:30	8	2061	0.006	8	2061	0.012	8	2061	0.018
12:30 - 13:00	8	2061	0.012	8	2061	0.042	8	2061	0.054
13:00 - 13:30	8	2061	0.012	8	2061	0.036	8	2061	0.048
13:30 - 14:00	8	2061	0.024	8	2061	0.055	8	2061	0.079
14:00 - 14:30	8	2061	0.006	8	2061	0.000	8	2061	0.006
14:30 - 15:00	8	2061	0.042	8	2061	0.030	8	2061	0.072
15:00 - 15:30	8	2061	0.000	8	2061	0.018	8	2061	0.018
15:30 - 16:00	8	2061	0.042	8	2061	0.030	8	2061	0.072
16:00 - 16:30	8	2061	0.018	8	2061	0.012	8	2061	0.030
16:30 - 17:00	8	2061	0.006	8	2061	0.018	8	2061	0.024
17:00 - 17:30	8	2061	0.036	8	2061	0.109	8	2061	0.145
17:30 - 18:00	8	2061	0.000	8	2061	0.121	8	2061	0.121
18:00 - 18:30	7	2180	0.026	7	2180	0.092	7	2180	0.118
18:30 - 19:00	7	2180	0.000	7	2180	0.059	7	2180	0.059
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.685			0.694			1.379

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.

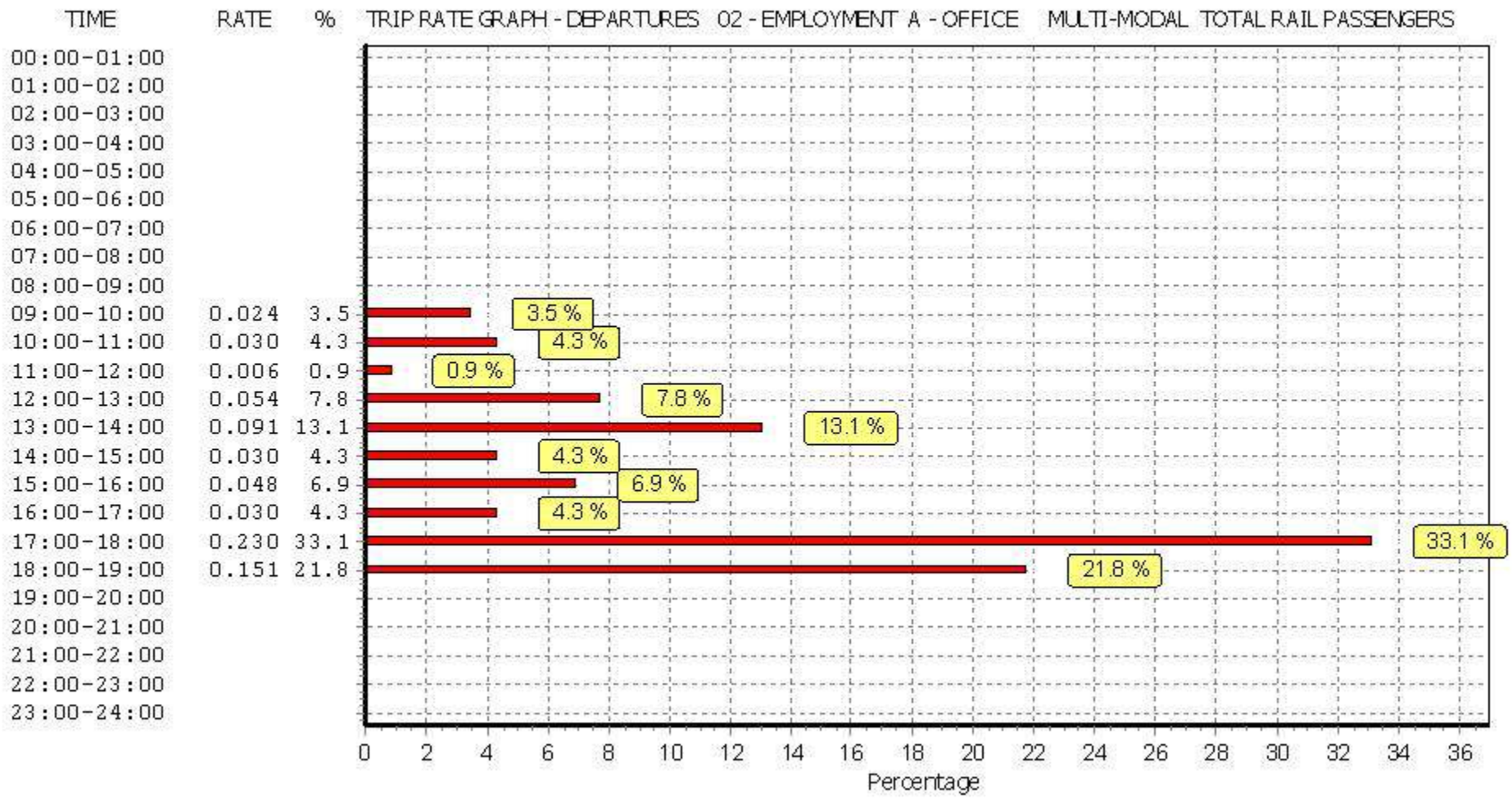
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



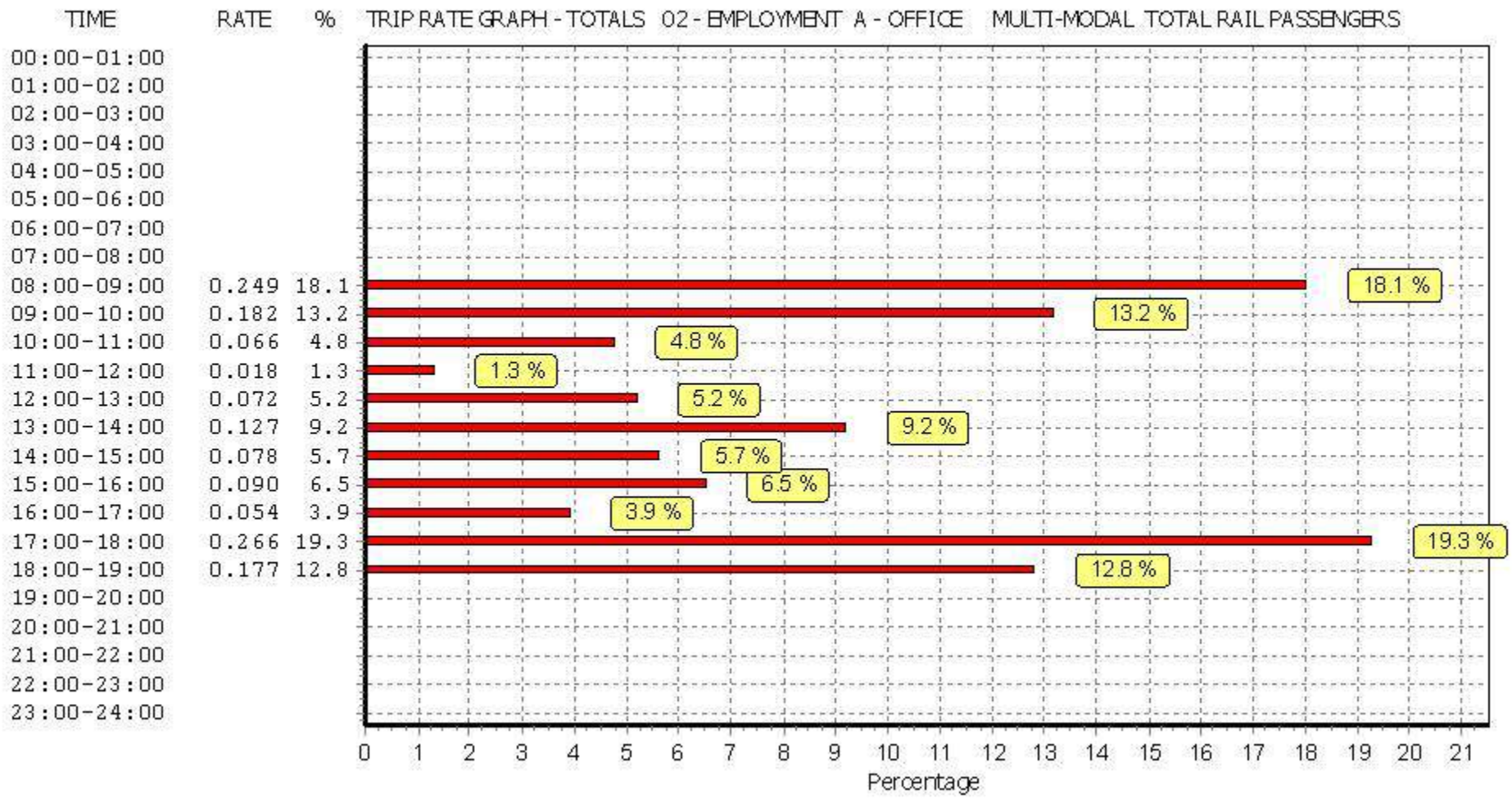
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



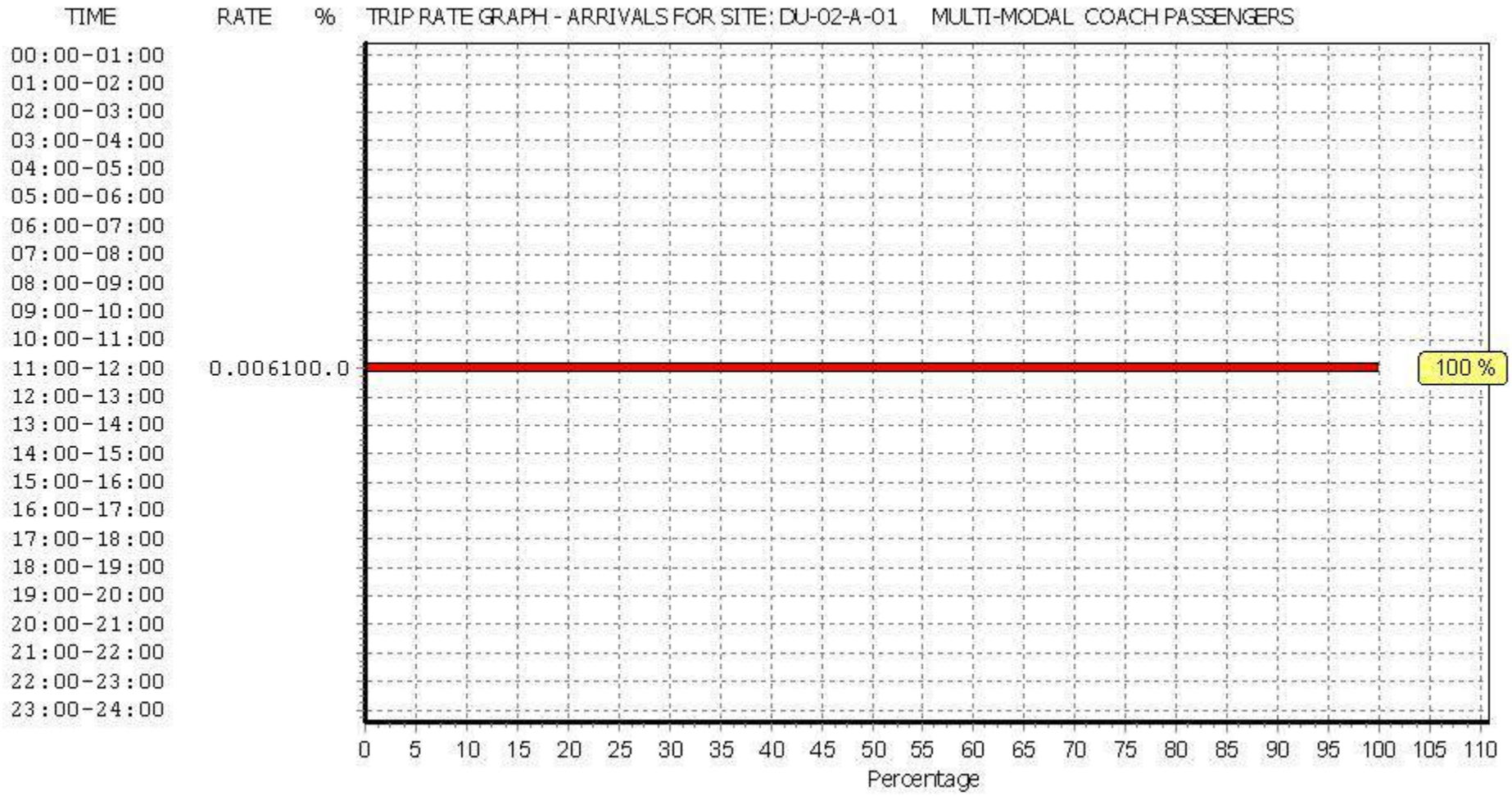
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

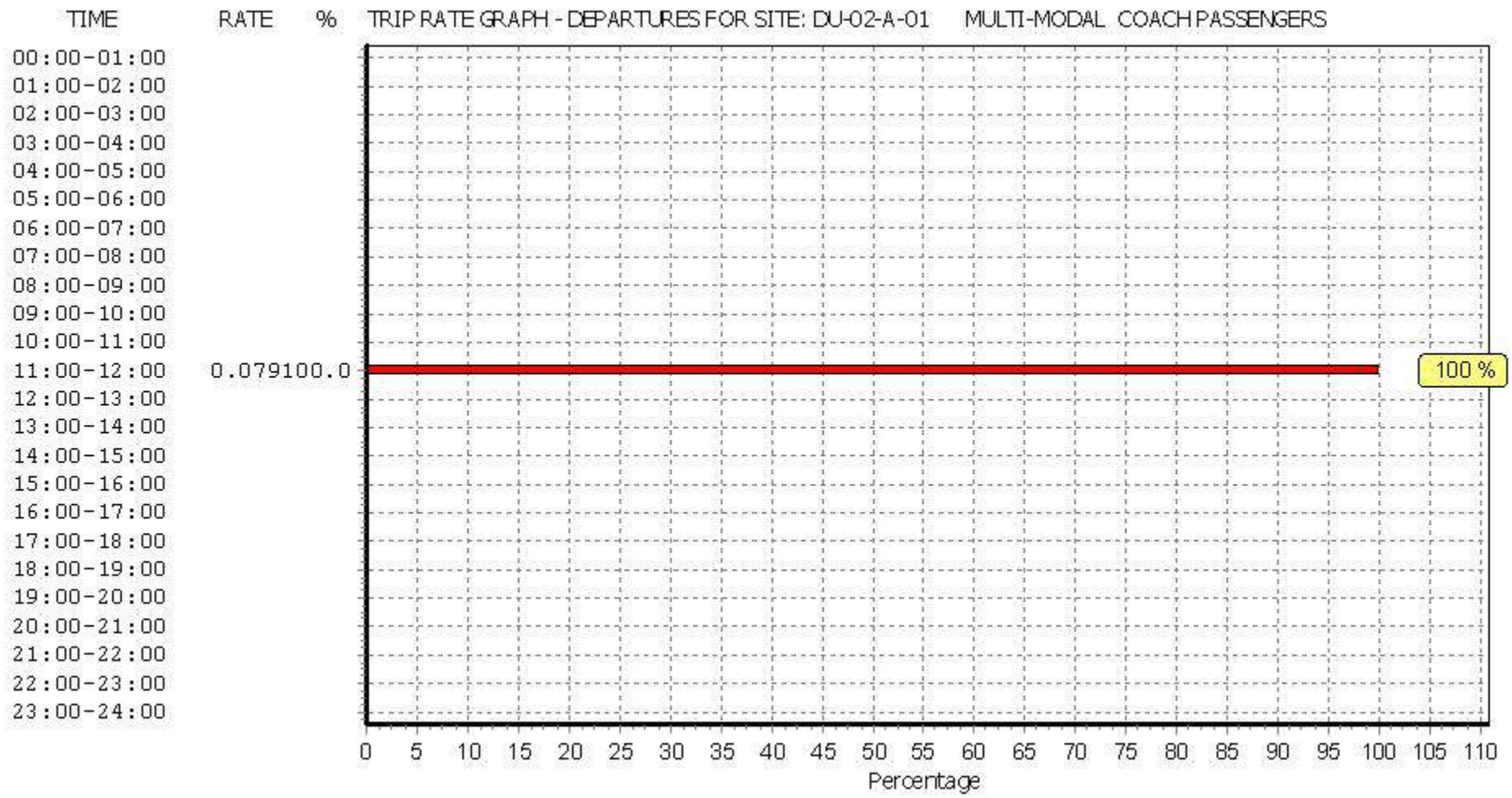
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
07:30 - 08:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
08:00 - 08:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
08:30 - 09:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
09:00 - 09:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
09:30 - 10:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
10:00 - 10:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
10:30 - 11:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
11:00 - 11:30	8	2061	0.006	8	2061	0.079	8	2061	0.085
11:30 - 12:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:00 - 12:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:30 - 13:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:00 - 13:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:30 - 14:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:00 - 14:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:30 - 15:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:00 - 15:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:30 - 16:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
16:00 - 16:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
16:30 - 17:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
17:00 - 17:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
17:30 - 18:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
18:00 - 18:30	7	2180	0.000	7	2180	0.000	7	2180	0.000
18:30 - 19:00	7	2180	0.000	7	2180	0.000	7	2180	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.079			0.085

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

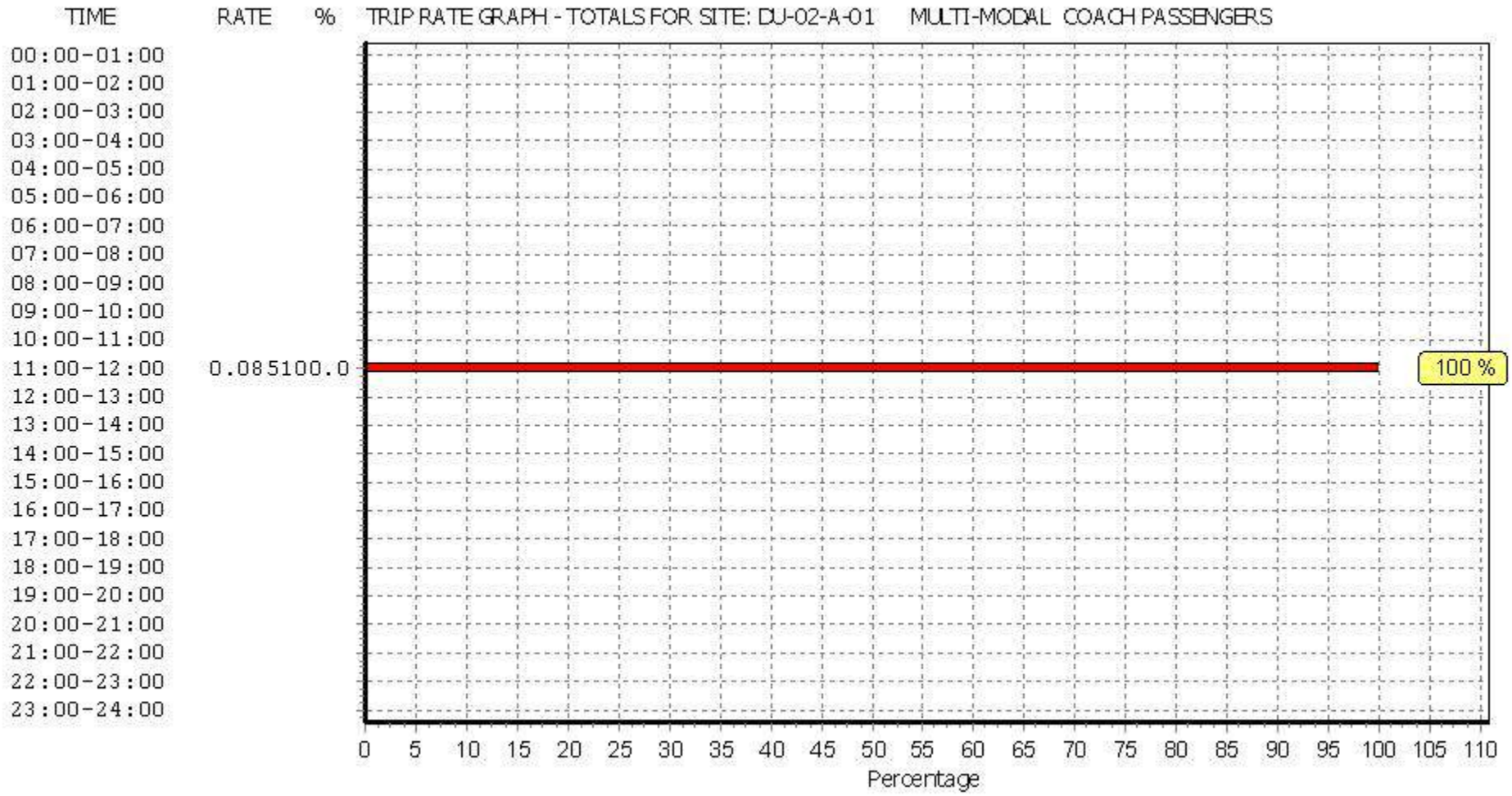
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

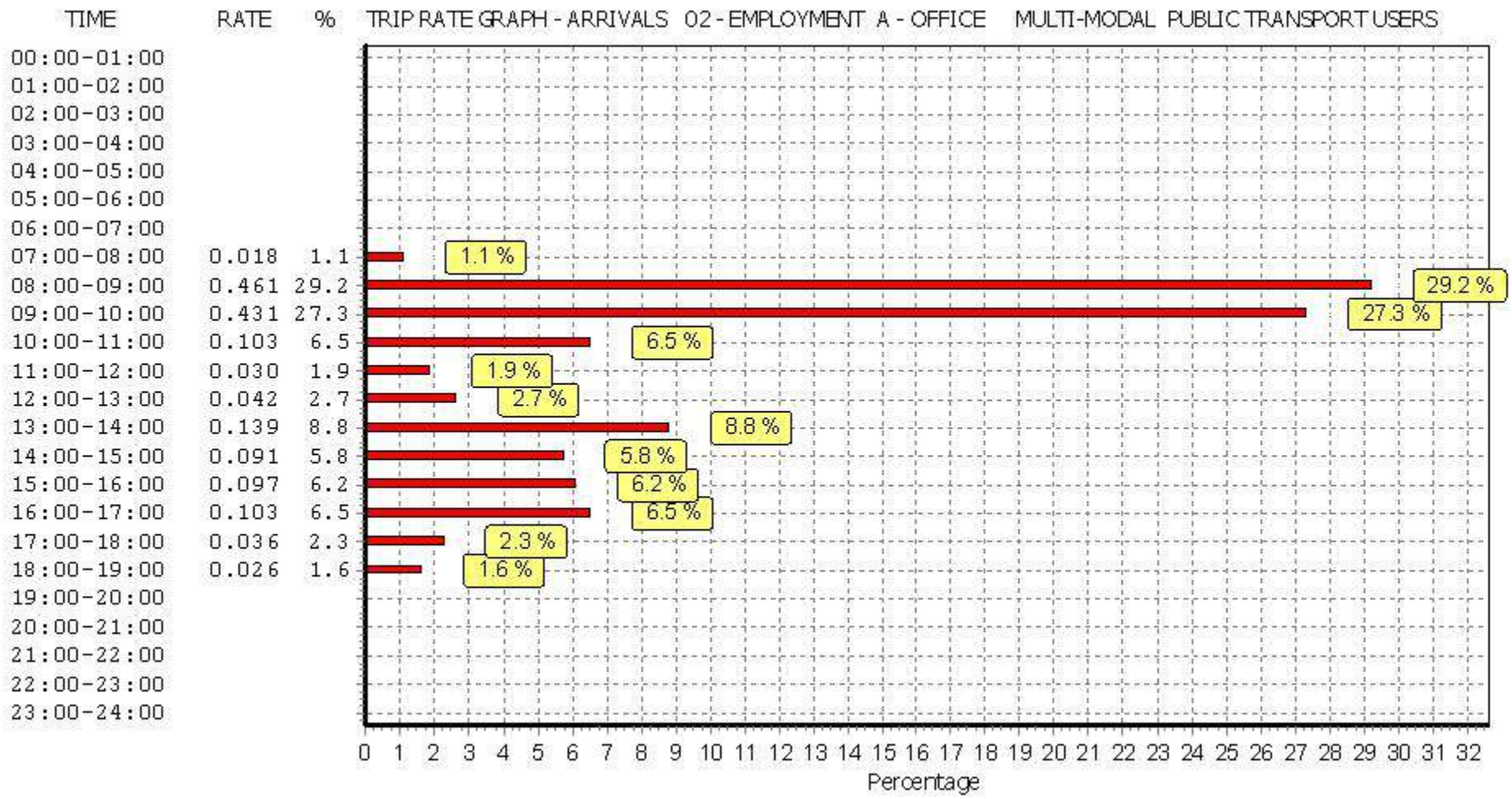
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
07:30 - 08:00	8	2061	0.018	8	2061	0.000	8	2061	0.018
08:00 - 08:30	8	2061	0.127	8	2061	0.000	8	2061	0.127
08:30 - 09:00	8	2061	0.334	8	2061	0.000	8	2061	0.334
09:00 - 09:30	8	2061	0.261	8	2061	0.012	8	2061	0.273
09:30 - 10:00	8	2061	0.170	8	2061	0.012	8	2061	0.182
10:00 - 10:30	8	2061	0.042	8	2061	0.006	8	2061	0.048
10:30 - 11:00	8	2061	0.061	8	2061	0.030	8	2061	0.091
11:00 - 11:30	8	2061	0.012	8	2061	0.085	8	2061	0.097
11:30 - 12:00	8	2061	0.018	8	2061	0.012	8	2061	0.030
12:00 - 12:30	8	2061	0.012	8	2061	0.073	8	2061	0.085
12:30 - 13:00	8	2061	0.030	8	2061	0.146	8	2061	0.176
13:00 - 13:30	8	2061	0.036	8	2061	0.158	8	2061	0.194
13:30 - 14:00	8	2061	0.103	8	2061	0.073	8	2061	0.176
14:00 - 14:30	8	2061	0.006	8	2061	0.049	8	2061	0.055
14:30 - 15:00	8	2061	0.085	8	2061	0.067	8	2061	0.152
15:00 - 15:30	8	2061	0.000	8	2061	0.061	8	2061	0.061
15:30 - 16:00	8	2061	0.097	8	2061	0.067	8	2061	0.164
16:00 - 16:30	8	2061	0.073	8	2061	0.049	8	2061	0.122
16:30 - 17:00	8	2061	0.030	8	2061	0.067	8	2061	0.097
17:00 - 17:30	8	2061	0.036	8	2061	0.200	8	2061	0.236
17:30 - 18:00	8	2061	0.000	8	2061	0.230	8	2061	0.230
18:00 - 18:30	7	2180	0.026	7	2180	0.170	7	2180	0.196
18:30 - 19:00	7	2180	0.000	7	2180	0.092	7	2180	0.092
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.577			1.659			3.236

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.

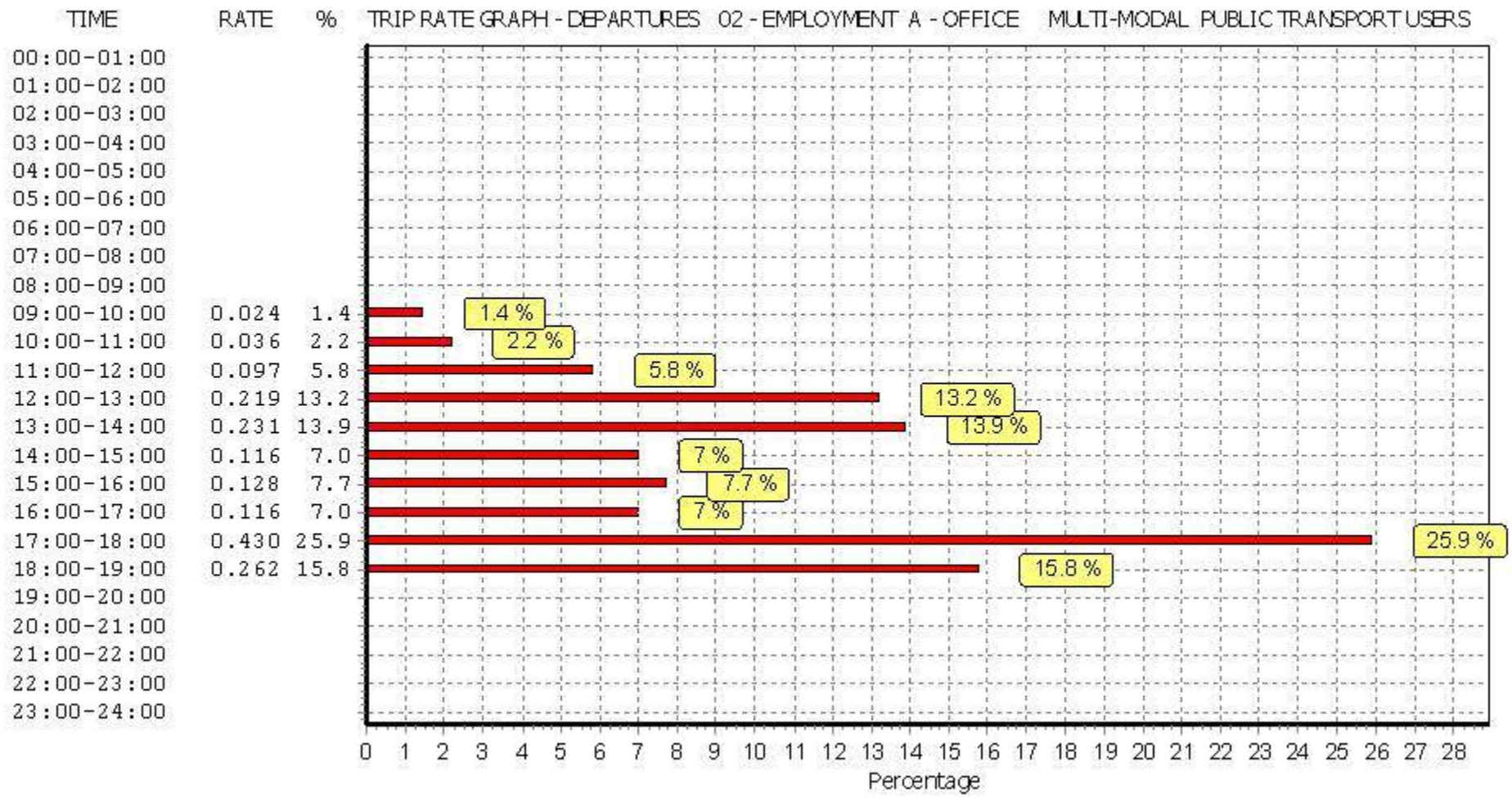
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



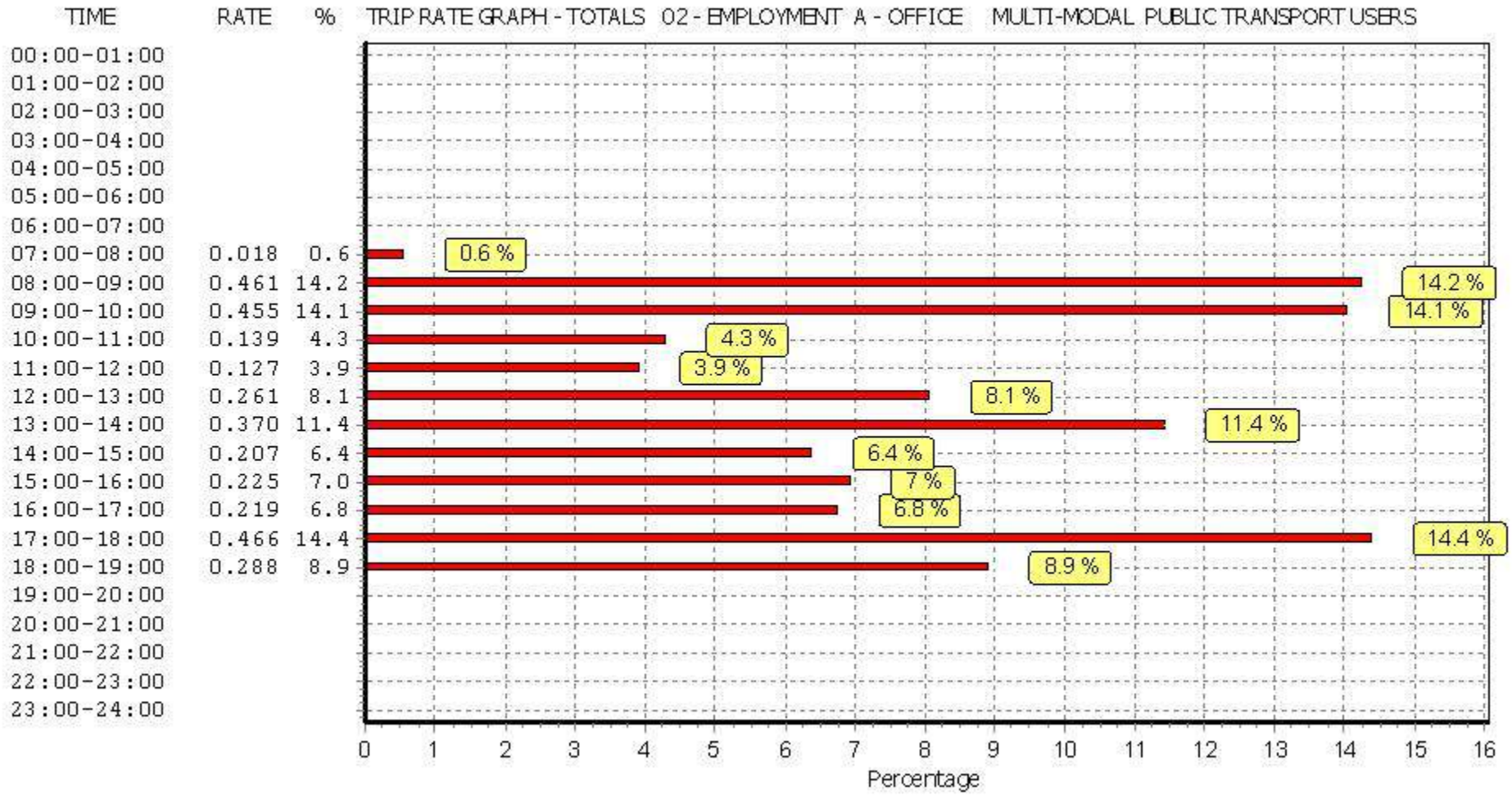
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

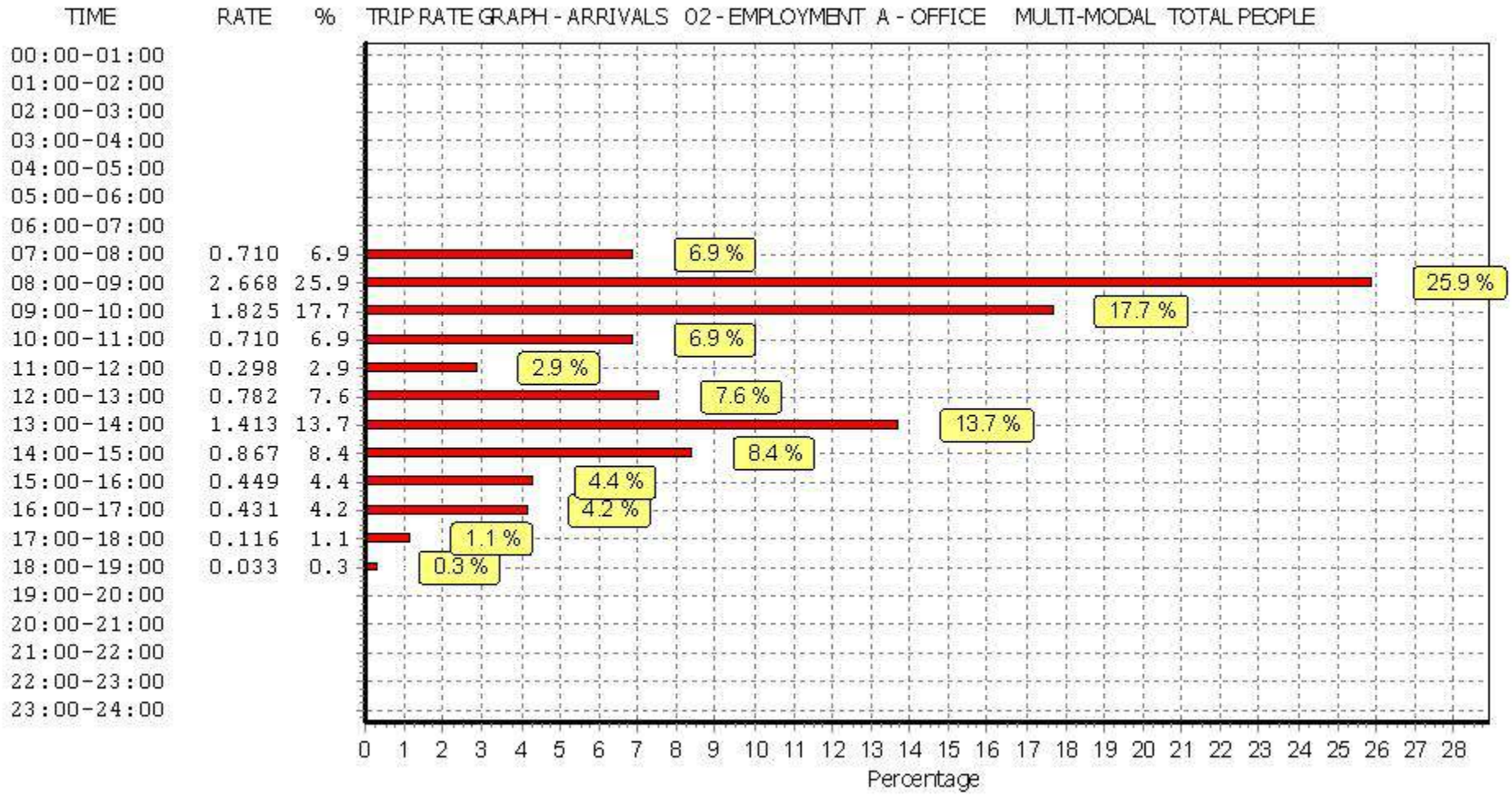
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.99

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.237	8	2061	0.036	8	2061	0.273
07:30 - 08:00	8	2061	0.473	8	2061	0.024	8	2061	0.497
08:00 - 08:30	8	2061	1.049	8	2061	0.067	8	2061	1.116
08:30 - 09:00	8	2061	1.619	8	2061	0.115	8	2061	1.734
09:00 - 09:30	8	2061	1.134	8	2061	0.091	8	2061	1.225
09:30 - 10:00	8	2061	0.691	8	2061	0.115	8	2061	0.806
10:00 - 10:30	8	2061	0.376	8	2061	0.164	8	2061	0.540
10:30 - 11:00	8	2061	0.334	8	2061	0.206	8	2061	0.540
11:00 - 11:30	8	2061	0.152	8	2061	0.170	8	2061	0.322
11:30 - 12:00	8	2061	0.146	8	2061	0.218	8	2061	0.364
12:00 - 12:30	8	2061	0.291	8	2061	0.619	8	2061	0.910
12:30 - 13:00	8	2061	0.491	8	2061	1.019	8	2061	1.510
13:00 - 13:30	8	2061	0.637	8	2061	0.716	8	2061	1.353
13:30 - 14:00	8	2061	0.776	8	2061	0.412	8	2061	1.188
14:00 - 14:30	8	2061	0.406	8	2061	0.249	8	2061	0.655
14:30 - 15:00	8	2061	0.461	8	2061	0.394	8	2061	0.855
15:00 - 15:30	8	2061	0.164	8	2061	0.303	8	2061	0.467
15:30 - 16:00	8	2061	0.285	8	2061	0.461	8	2061	0.746
16:00 - 16:30	8	2061	0.237	8	2061	0.564	8	2061	0.801
16:30 - 17:00	8	2061	0.194	8	2061	0.813	8	2061	1.007
17:00 - 17:30	8	2061	0.061	8	2061	1.074	8	2061	1.135
17:30 - 18:00	8	2061	0.055	8	2061	1.456	8	2061	1.511
18:00 - 18:30	7	2180	0.033	7	2180	0.741	7	2180	0.774
18:30 - 19:00	7	2180	0.000	7	2180	0.275	7	2180	0.275
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.302			10.302			20.604

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.

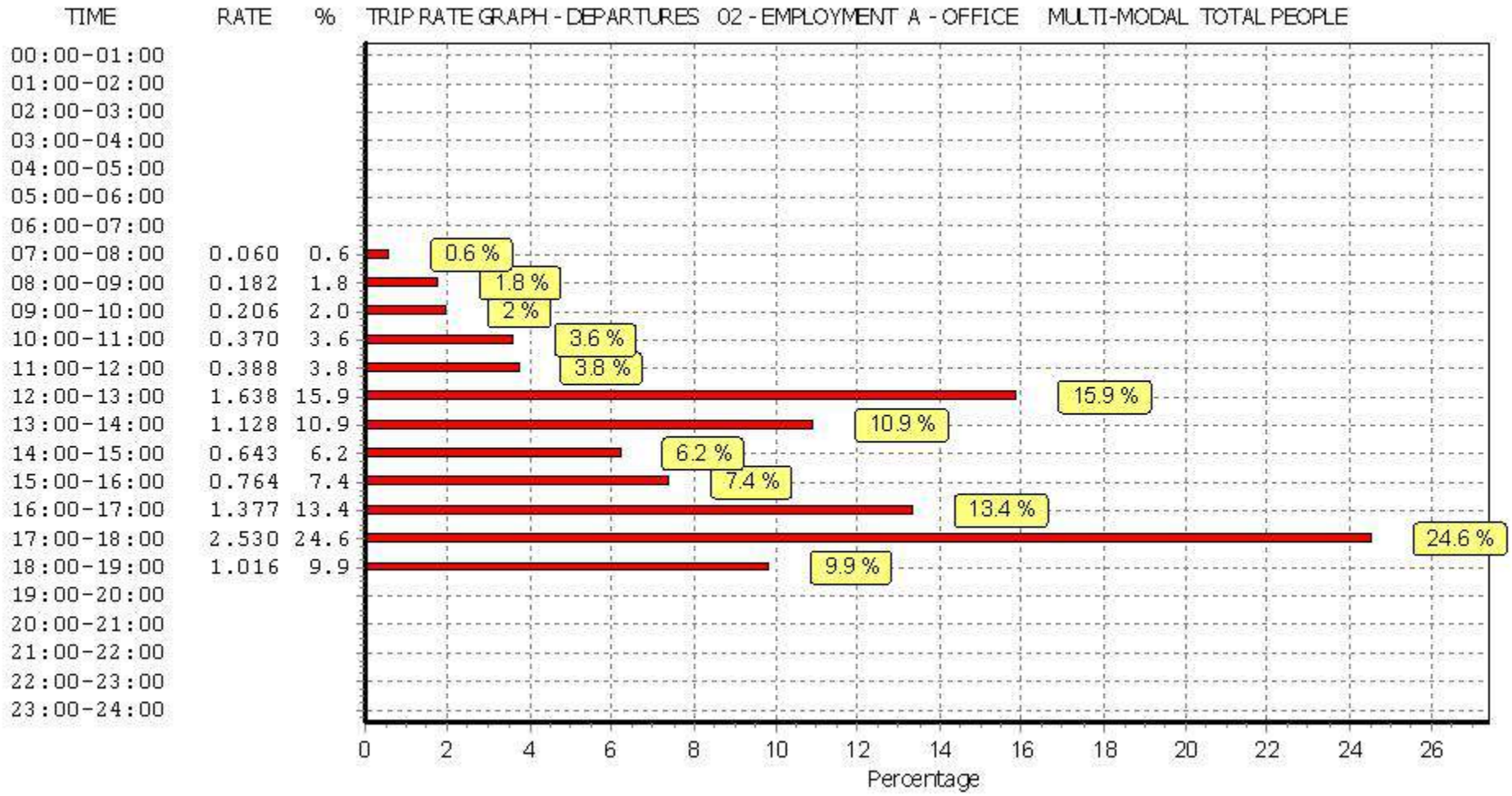
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



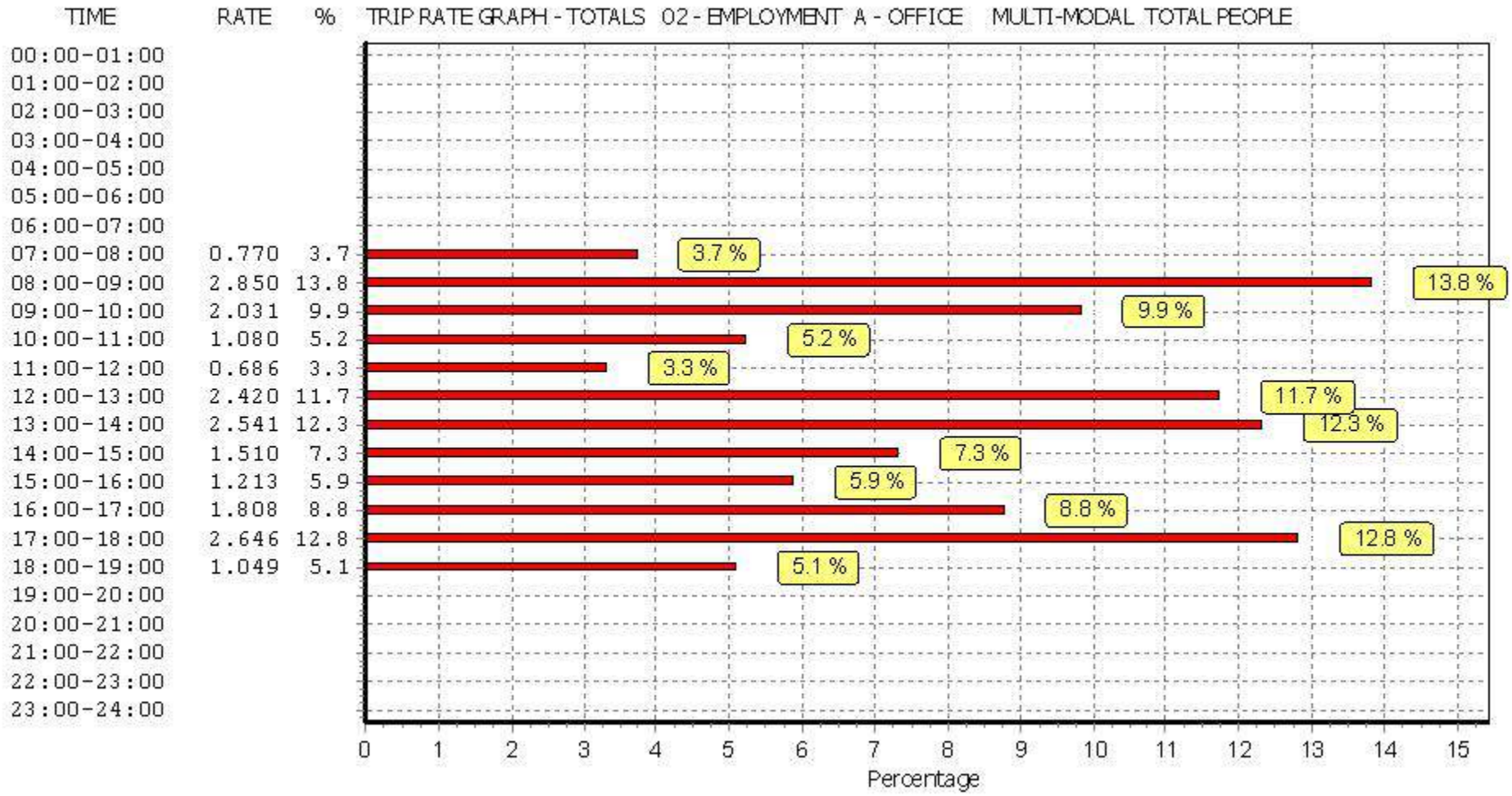
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

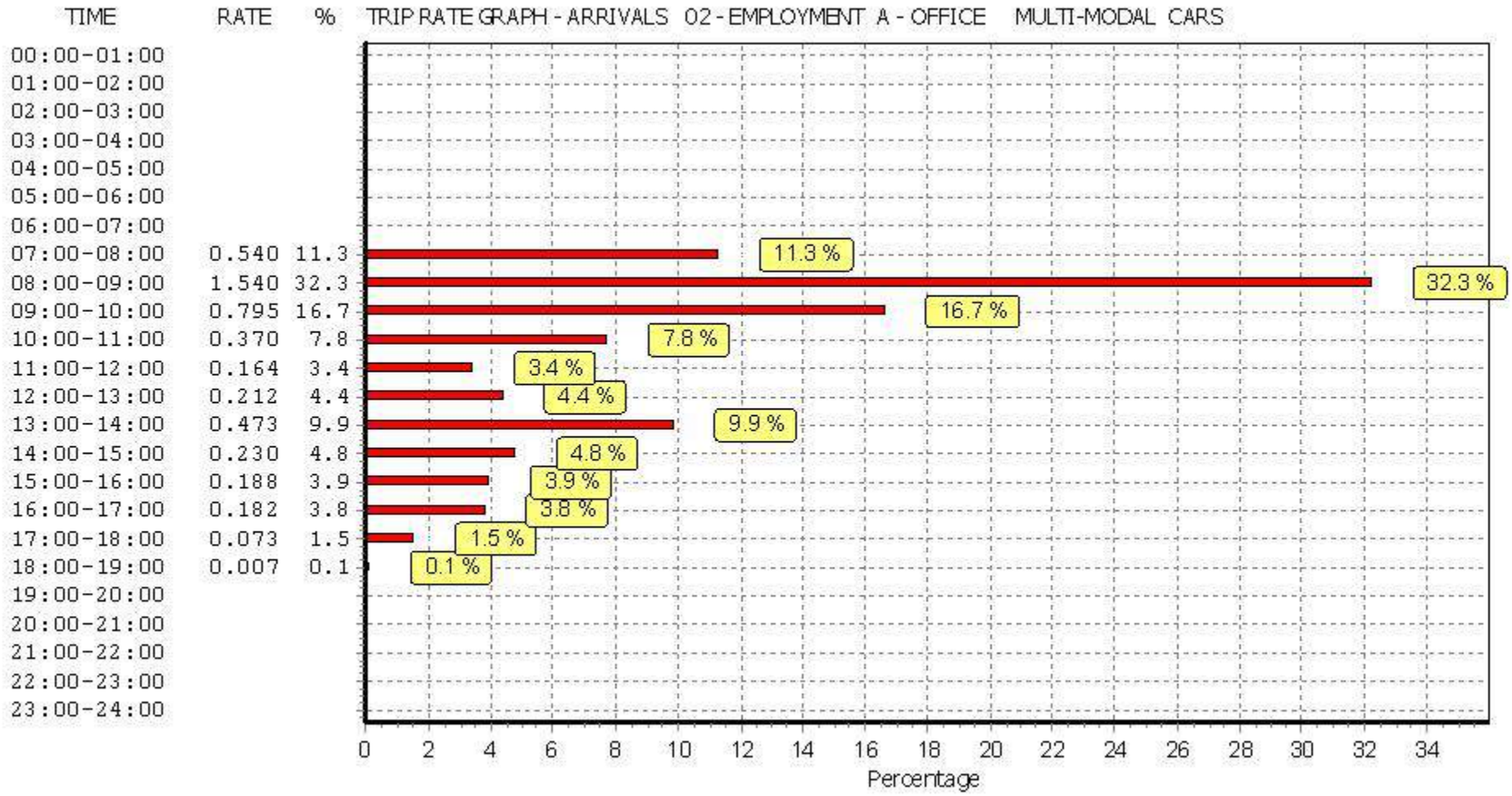
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.206	8	2061	0.012	8	2061	0.218
07:30 - 08:00	8	2061	0.334	8	2061	0.012	8	2061	0.346
08:00 - 08:30	8	2061	0.679	8	2061	0.067	8	2061	0.746
08:30 - 09:00	8	2061	0.861	8	2061	0.073	8	2061	0.934
09:00 - 09:30	8	2061	0.540	8	2061	0.073	8	2061	0.613
09:30 - 10:00	8	2061	0.255	8	2061	0.061	8	2061	0.316
10:00 - 10:30	8	2061	0.218	8	2061	0.103	8	2061	0.321
10:30 - 11:00	8	2061	0.152	8	2061	0.091	8	2061	0.243
11:00 - 11:30	8	2061	0.079	8	2061	0.049	8	2061	0.128
11:30 - 12:00	8	2061	0.085	8	2061	0.103	8	2061	0.188
12:00 - 12:30	8	2061	0.085	8	2061	0.243	8	2061	0.328
12:30 - 13:00	8	2061	0.127	8	2061	0.182	8	2061	0.309
13:00 - 13:30	8	2061	0.182	8	2061	0.121	8	2061	0.303
13:30 - 14:00	8	2061	0.291	8	2061	0.200	8	2061	0.491
14:00 - 14:30	8	2061	0.139	8	2061	0.103	8	2061	0.242
14:30 - 15:00	8	2061	0.091	8	2061	0.176	8	2061	0.267
15:00 - 15:30	8	2061	0.091	8	2061	0.152	8	2061	0.243
15:30 - 16:00	8	2061	0.097	8	2061	0.243	8	2061	0.340
16:00 - 16:30	8	2061	0.085	8	2061	0.303	8	2061	0.388
16:30 - 17:00	8	2061	0.097	8	2061	0.582	8	2061	0.679
17:00 - 17:30	8	2061	0.024	8	2061	0.485	8	2061	0.509
17:30 - 18:00	8	2061	0.049	8	2061	0.770	8	2061	0.819
18:00 - 18:30	7	2180	0.007	7	2180	0.321	7	2180	0.328
18:30 - 19:00	7	2180	0.000	7	2180	0.125	7	2180	0.125
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.774			4.650			9.424

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.

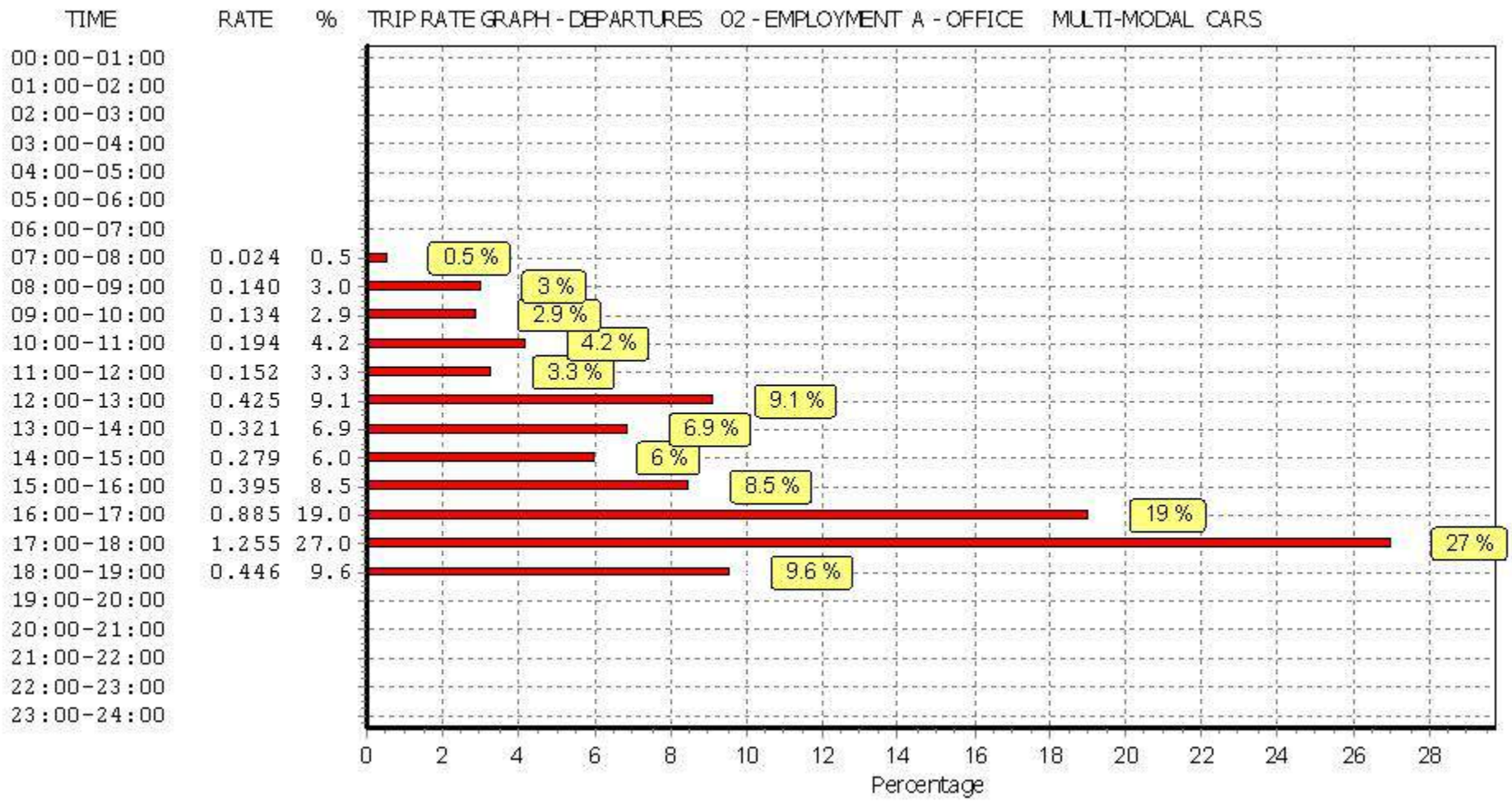
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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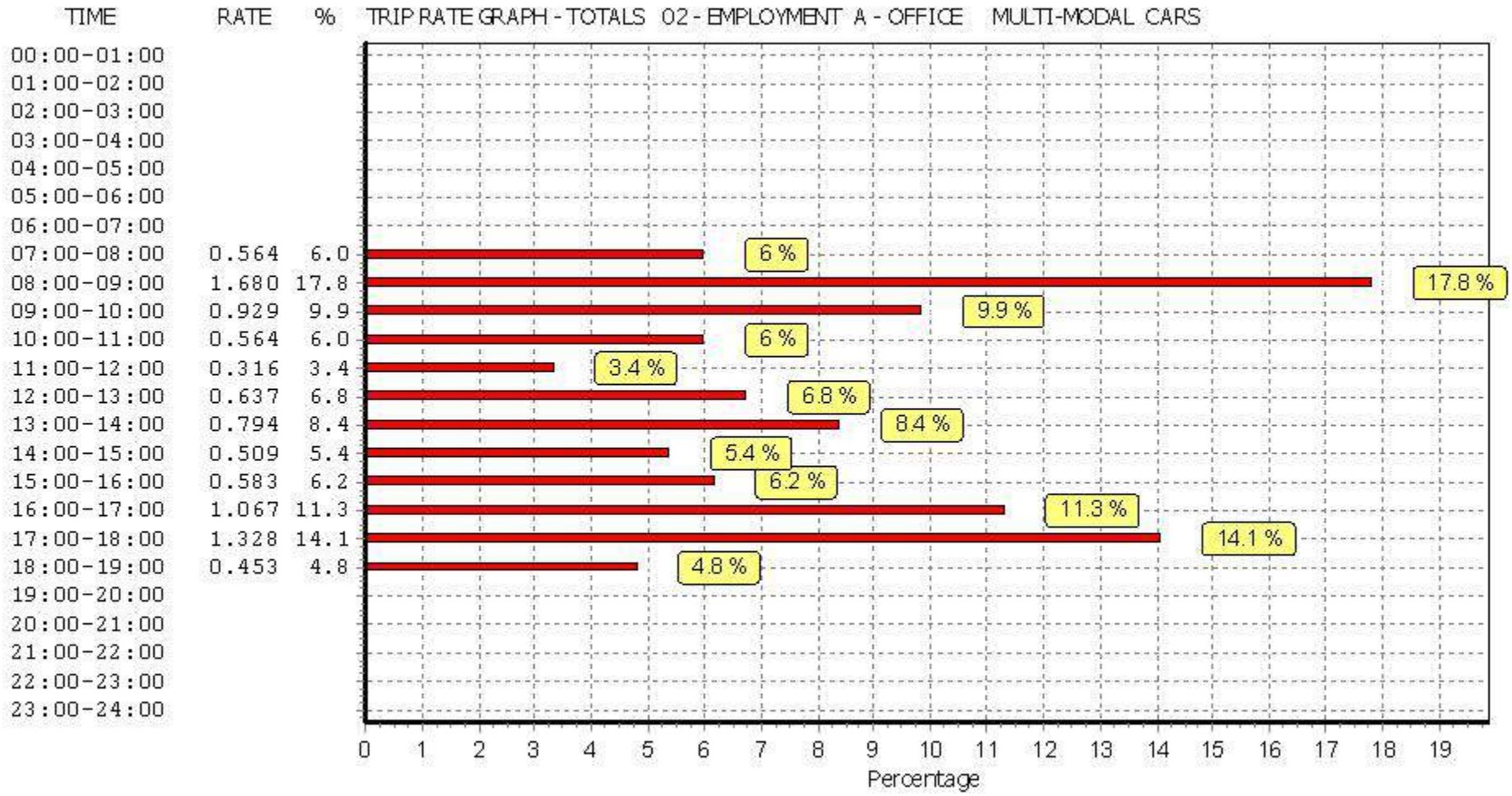
TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

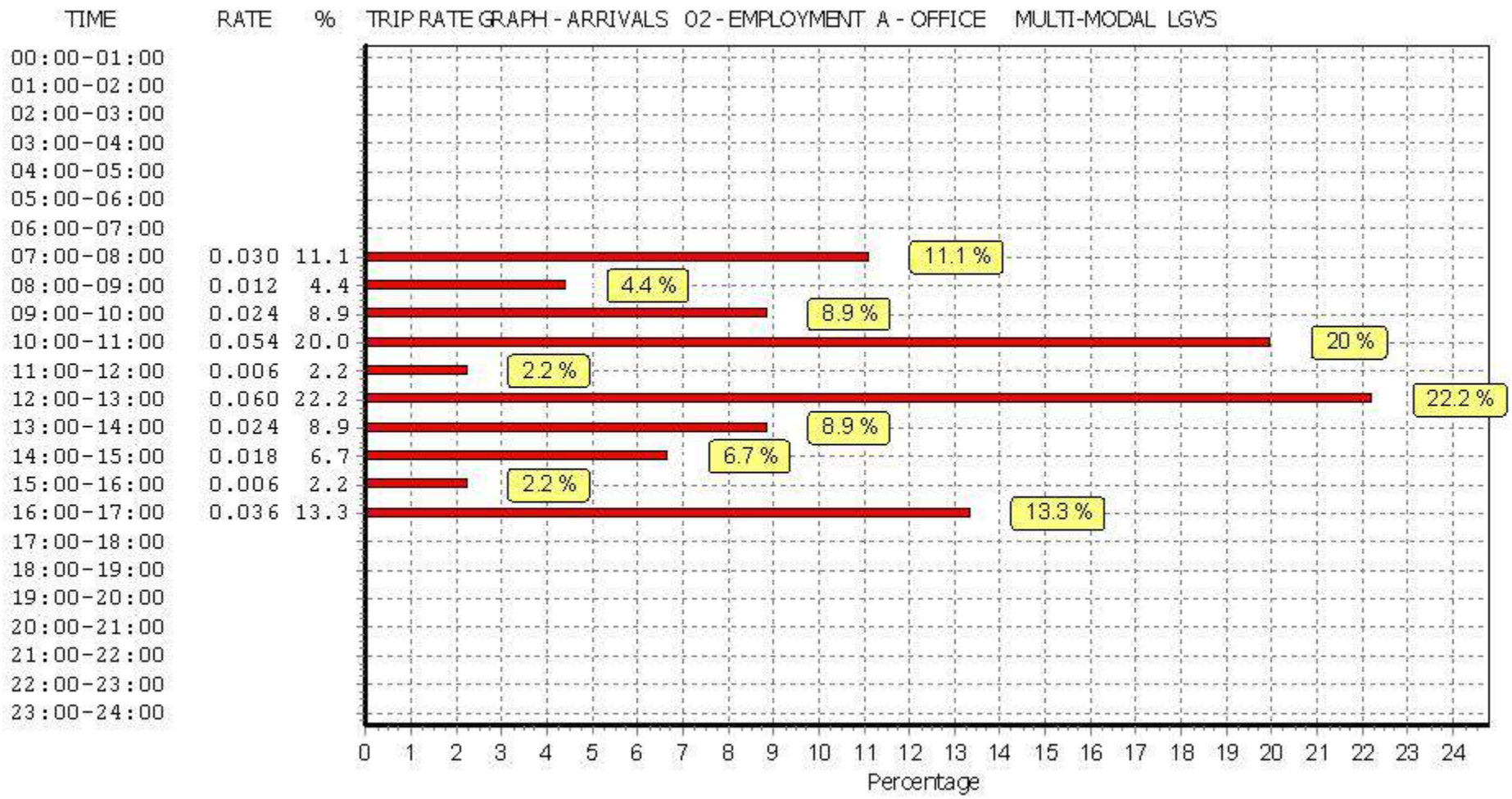
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.012	8	2061	0.000	8	2061	0.012
07:30 - 08:00	8	2061	0.018	8	2061	0.012	8	2061	0.030
08:00 - 08:30	8	2061	0.006	8	2061	0.000	8	2061	0.006
08:30 - 09:00	8	2061	0.006	8	2061	0.000	8	2061	0.006
09:00 - 09:30	8	2061	0.012	8	2061	0.012	8	2061	0.024
09:30 - 10:00	8	2061	0.012	8	2061	0.006	8	2061	0.018
10:00 - 10:30	8	2061	0.024	8	2061	0.012	8	2061	0.036
10:30 - 11:00	8	2061	0.030	8	2061	0.024	8	2061	0.054
11:00 - 11:30	8	2061	0.000	8	2061	0.006	8	2061	0.006
11:30 - 12:00	8	2061	0.006	8	2061	0.006	8	2061	0.012
12:00 - 12:30	8	2061	0.030	8	2061	0.024	8	2061	0.054
12:30 - 13:00	8	2061	0.030	8	2061	0.036	8	2061	0.066
13:00 - 13:30	8	2061	0.024	8	2061	0.024	8	2061	0.048
13:30 - 14:00	8	2061	0.000	8	2061	0.006	8	2061	0.006
14:00 - 14:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:30 - 15:00	8	2061	0.018	8	2061	0.018	8	2061	0.036
15:00 - 15:30	8	2061	0.006	8	2061	0.024	8	2061	0.030
15:30 - 16:00	8	2061	0.000	8	2061	0.006	8	2061	0.006
16:00 - 16:30	8	2061	0.018	8	2061	0.012	8	2061	0.030
16:30 - 17:00	8	2061	0.018	8	2061	0.006	8	2061	0.024
17:00 - 17:30	8	2061	0.000	8	2061	0.024	8	2061	0.024
17:30 - 18:00	8	2061	0.000	8	2061	0.006	8	2061	0.006
18:00 - 18:30	7	2180	0.000	7	2180	0.000	7	2180	0.000
18:30 - 19:00	7	2180	0.000	7	2180	0.000	7	2180	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.270			0.264			0.534

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.

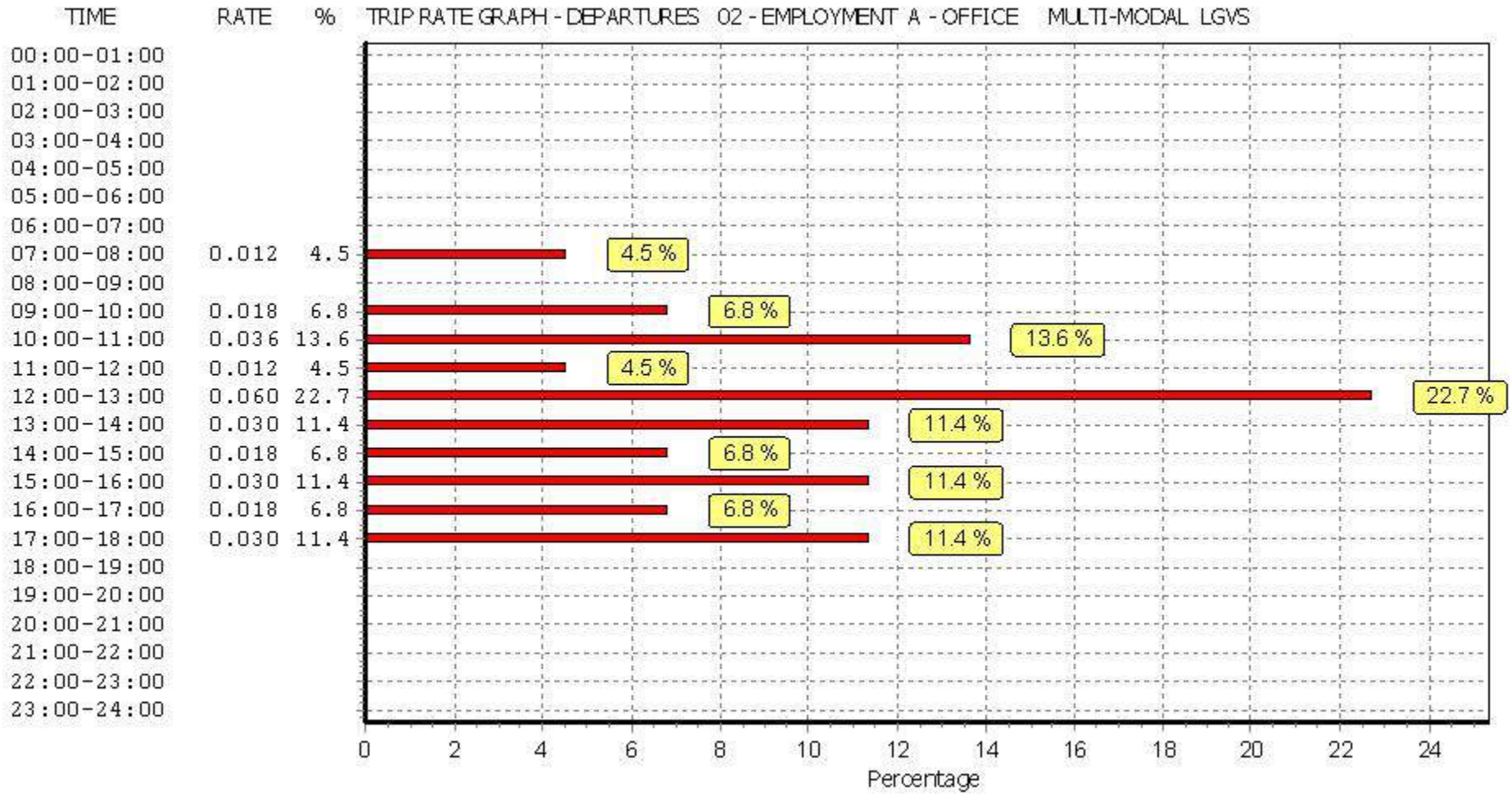
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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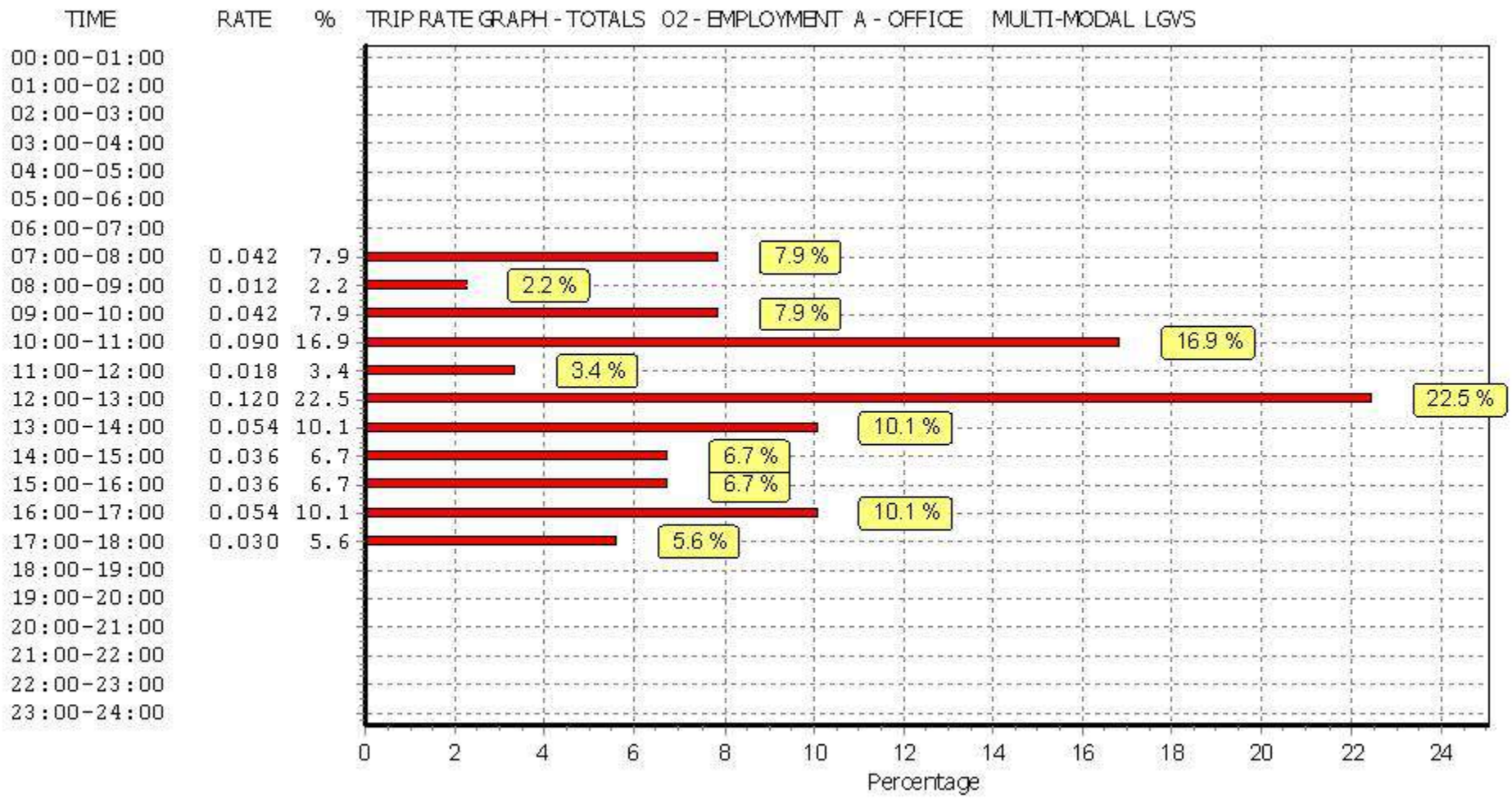

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
07:30 - 08:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
08:00 - 08:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
08:30 - 09:00	8	2061	0.018	8	2061	0.000	8	2061	0.018
09:00 - 09:30	8	2061	0.006	8	2061	0.000	8	2061	0.006
09:30 - 10:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
10:00 - 10:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
10:30 - 11:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
11:00 - 11:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
11:30 - 12:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:00 - 12:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
12:30 - 13:00	8	2061	0.006	8	2061	0.006	8	2061	0.012
13:00 - 13:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
13:30 - 14:00	8	2061	0.006	8	2061	0.000	8	2061	0.006
14:00 - 14:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
14:30 - 15:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:00 - 15:30	8	2061	0.000	8	2061	0.000	8	2061	0.000
15:30 - 16:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
16:00 - 16:30	8	2061	0.000	8	2061	0.006	8	2061	0.006
16:30 - 17:00	8	2061	0.000	8	2061	0.000	8	2061	0.000
17:00 - 17:30	8	2061	0.000	8	2061	0.006	8	2061	0.006
17:30 - 18:00	8	2061	0.000	8	2061	0.006	8	2061	0.006
18:00 - 18:30	7	2180	0.000	7	2180	0.007	7	2180	0.007
18:30 - 19:00	7	2180	0.000	7	2180	0.000	7	2180	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.036			0.031			0.067

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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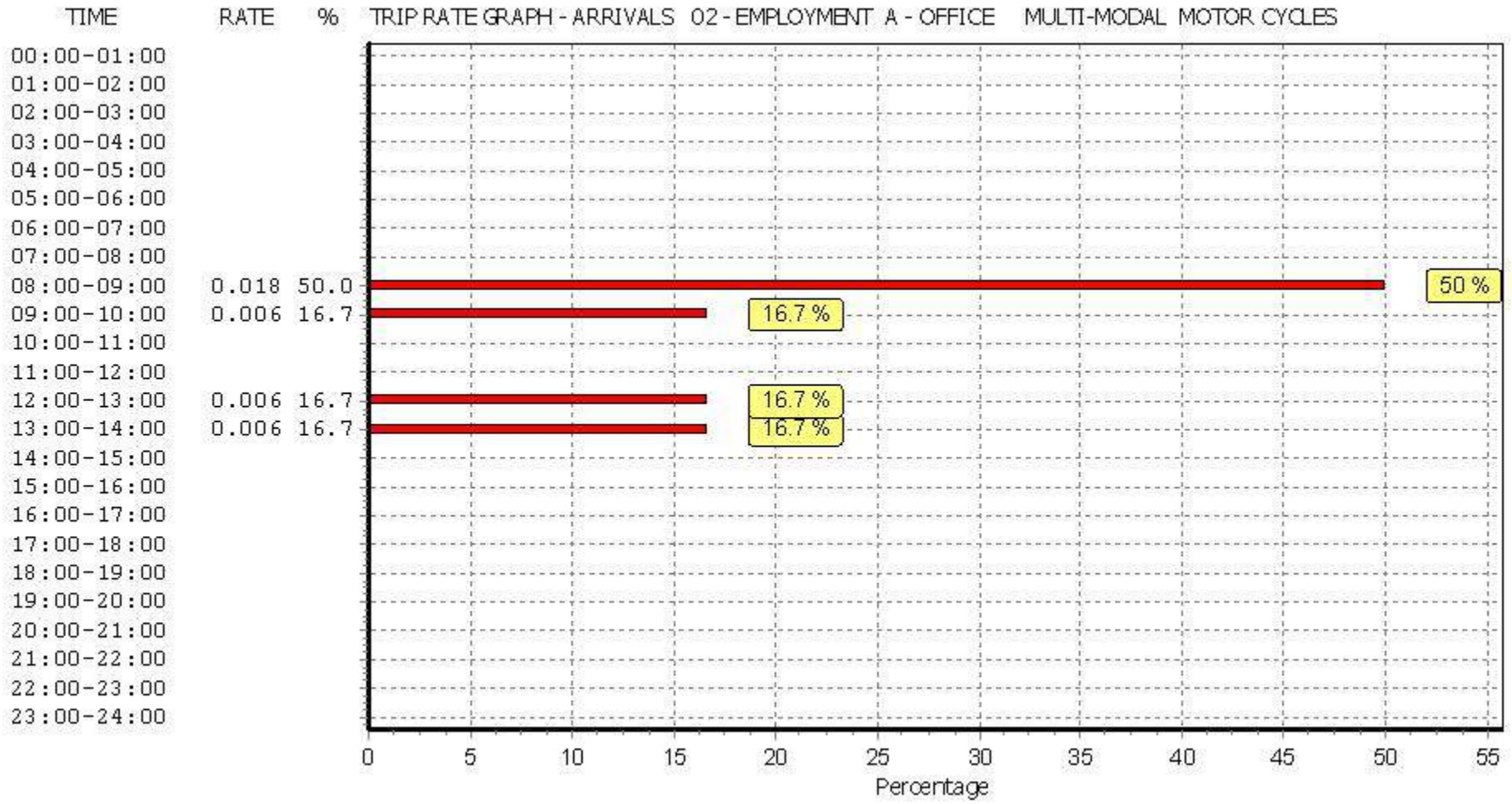
TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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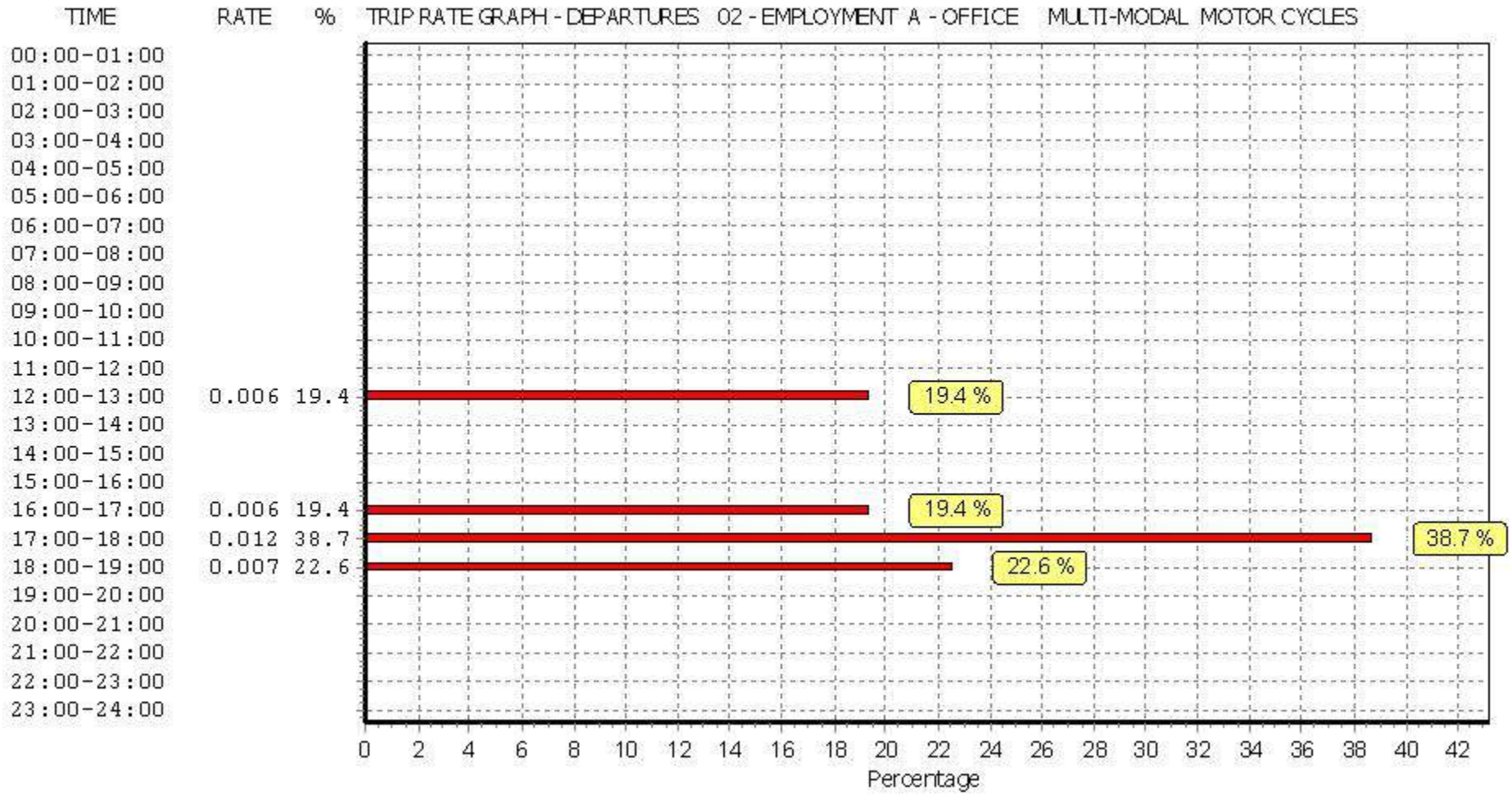

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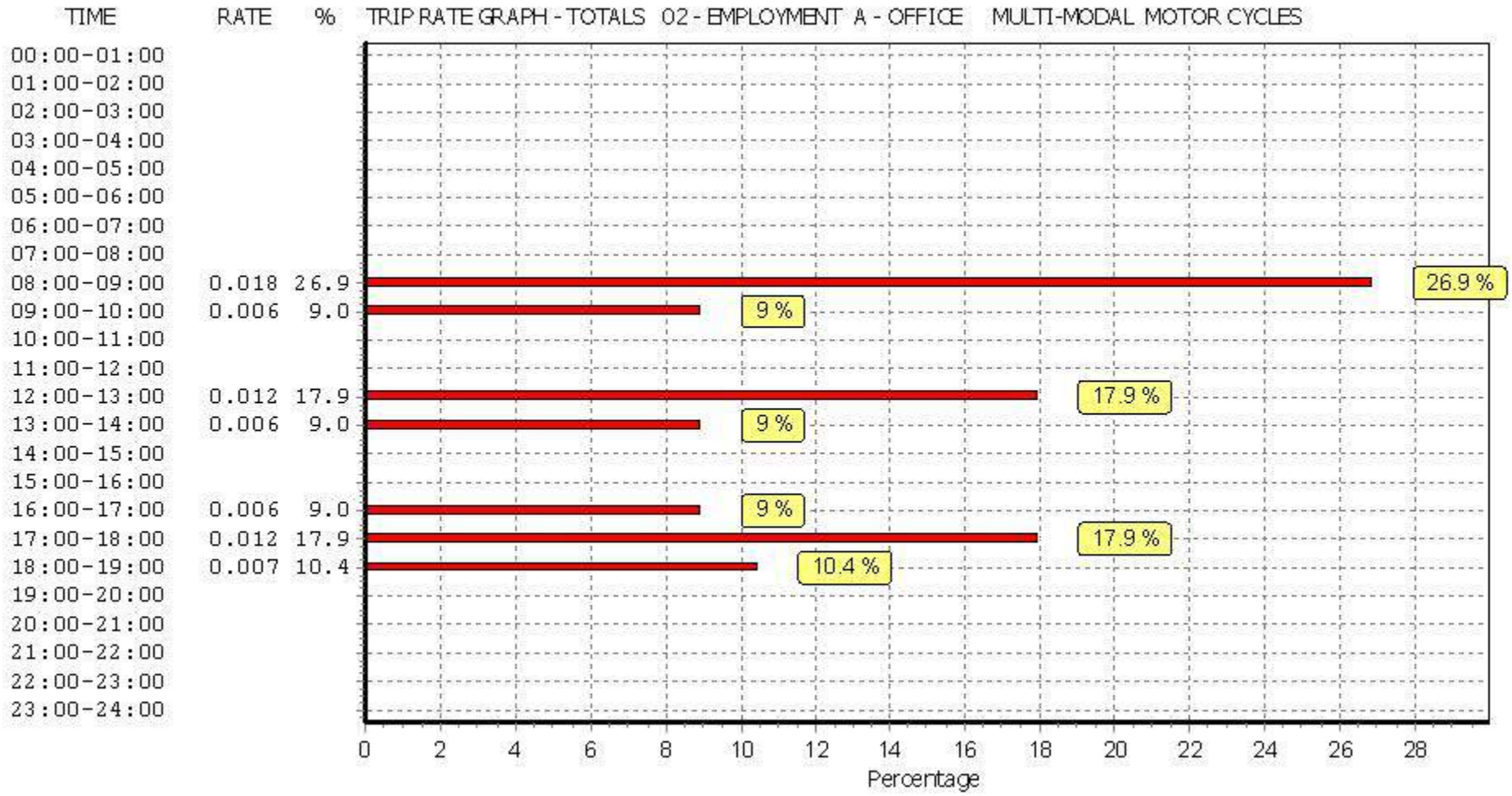

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TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750

Calculation Reference: AUDIT-708750-231017-1014

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HO	HOUNSLOW	1 days
	IS	ISLINGTON	2 days
	KI	KINGSTON	1 days
	SK	SOUTHWARK	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
12	CONNAUGHT		
	MA	MAYO	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	14 to 29 (units:)
Range Selected by User:	10 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
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:

Residential Zone	7
Built-Up Zone	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	10 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 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
125,001 to 250,000	3 days
500,001 or More	6 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	3 days
0.6 to 1.0	5 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	3 days
No	7 days

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

PTAL Rating:

No PTAL Present	4 days
2 Poor	2 days
4 Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

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

LIST OF SITES relevant to selection parameters

1 HF-03-C-01 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

2 HF-03-C-05 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: MONDAY *07/06/21* *Survey Type: MANUAL*

3 HO-03-C-05 BLOCK OF FLATS HOUNSLOW
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *Survey Type: MANUAL*

4 IS-03-C-05 BLOCK OF FLATS ISLINGTON
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

5 IS-03-C-06 BLOCK OF FLATS ISLINGTON
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

6 KI-03-C-03 BLOCK OF FLATS KINGSTON
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

7 MA-03-C-01 BLOCKS OF FLATS MAYO
KNOCK ROAD
CLAREMORRIS

Edge of Town Centre
No Sub Category
Total No of Dwellings: 22
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

8 MS-03-C-04 BLOCK OF FLATS MERSEYSIDE
HOY DRIVE
NEWTON-LE-WILLOWS
EARLESTOWN
Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *12/04/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	Survey date: THURSDAY		*23/04/15*	*Survey Type: MANUAL*
10	WF-03-C-02 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		28	
	Survey date: TUESDAY		*25/05/21*	*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 TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.82

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.037	10	21	0.154	10	21	0.191
08:00 - 09:00	10	21	0.079	10	21	0.182	10	21	0.261
09:00 - 10:00	10	21	0.103	10	21	0.089	10	21	0.192
10:00 - 11:00	10	21	0.089	10	21	0.131	10	21	0.220
11:00 - 12:00	10	21	0.093	10	21	0.079	10	21	0.172
12:00 - 13:00	10	21	0.093	10	21	0.093	10	21	0.186
13:00 - 14:00	10	21	0.089	10	21	0.093	10	21	0.182
14:00 - 15:00	10	21	0.075	10	21	0.136	10	21	0.211
15:00 - 16:00	10	21	0.079	10	21	0.065	10	21	0.144
16:00 - 17:00	10	21	0.150	10	21	0.107	10	21	0.257
17:00 - 18:00	10	21	0.126	10	21	0.051	10	21	0.177
18:00 - 19:00	10	21	0.140	10	21	0.075	10	21	0.215
19:00 - 20:00	6	20	0.075	6	20	0.042	6	20	0.117
20:00 - 21:00	6	20	0.042	6	20	0.050	6	20	0.092
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.270			1.347			2.617

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

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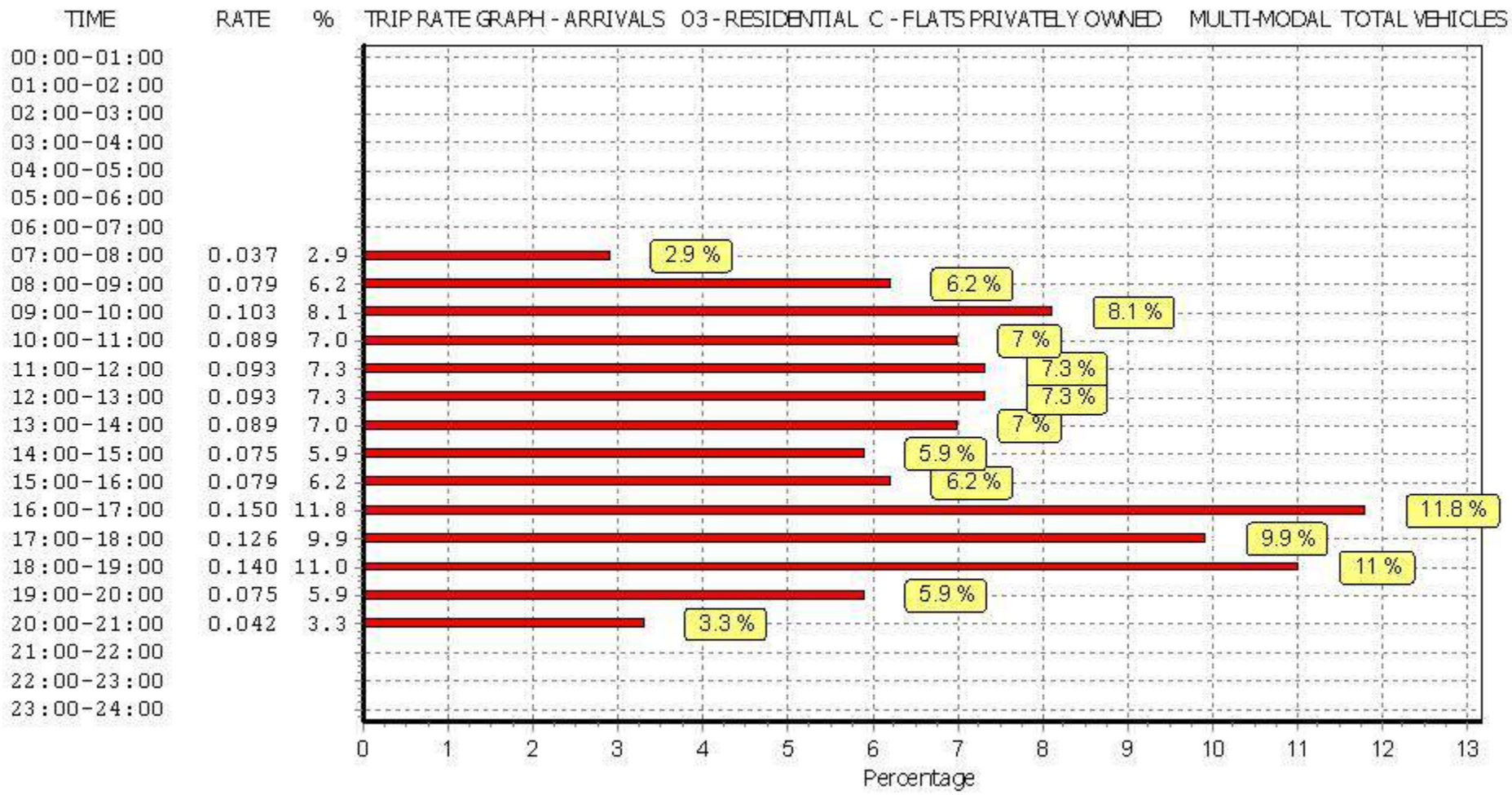
Parameter summary

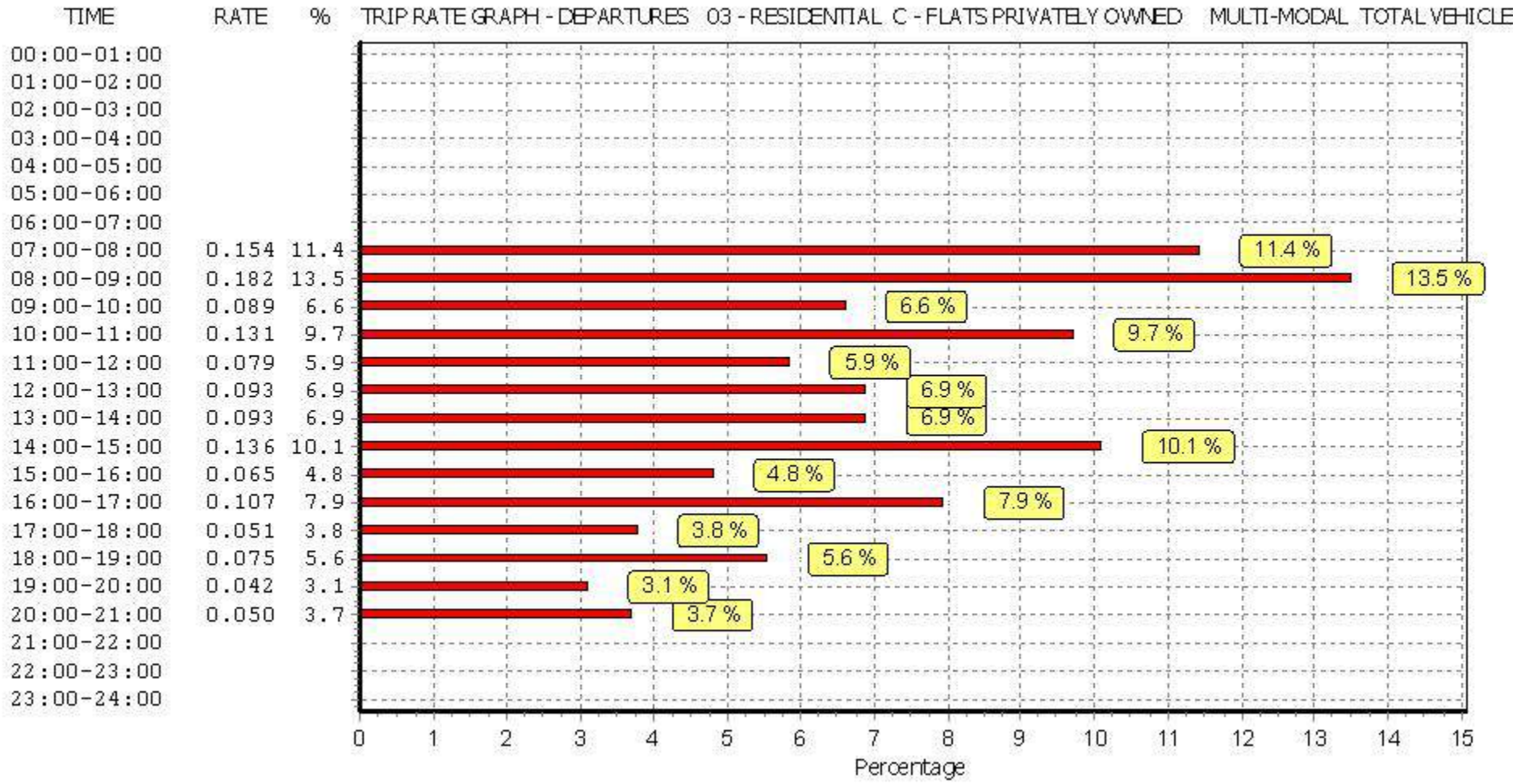
Trip rate parameter range selected:	14 - 29 (units:)
Survey date date range:	01/01/15 - 11/05/22
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750

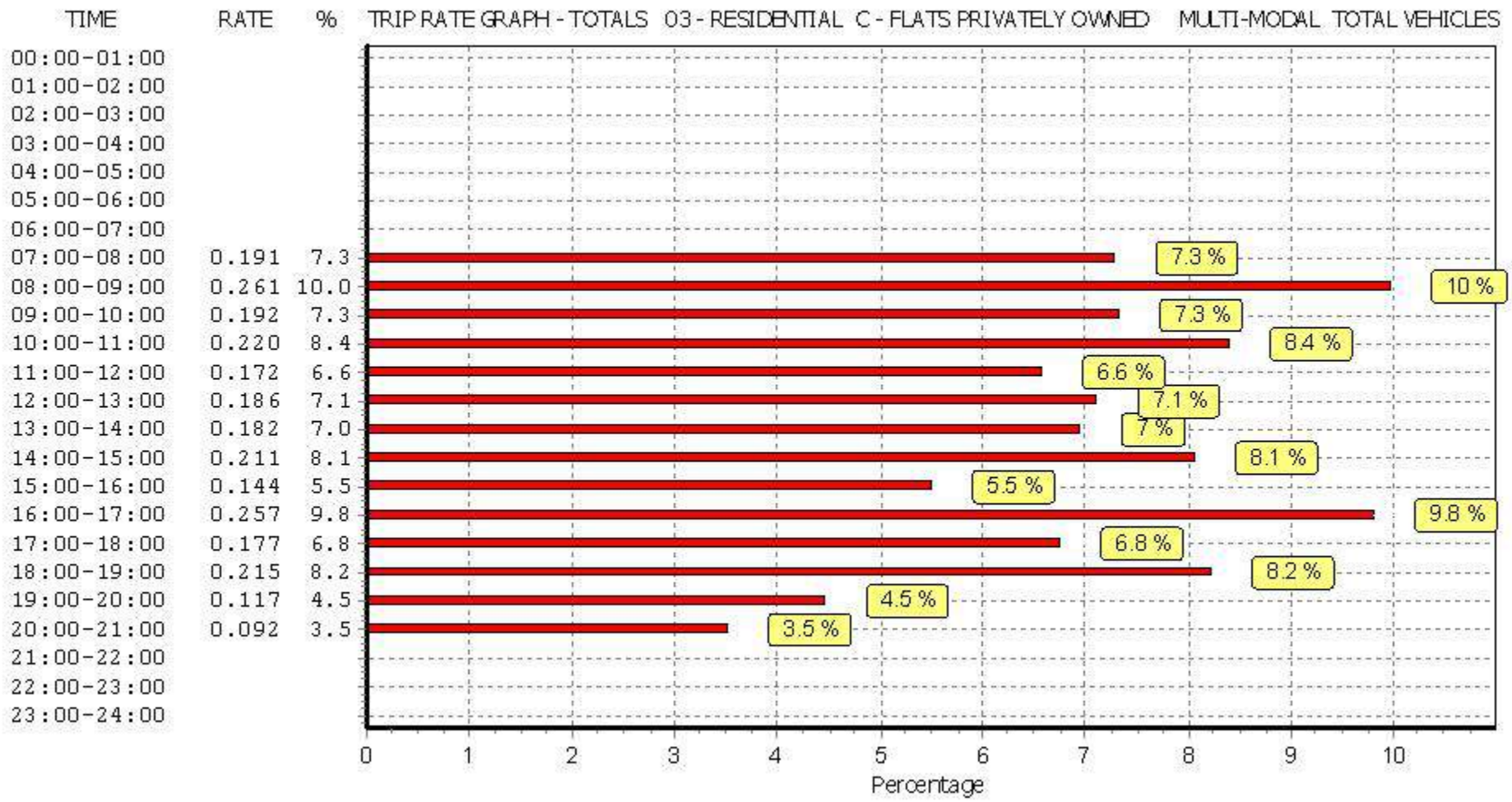


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

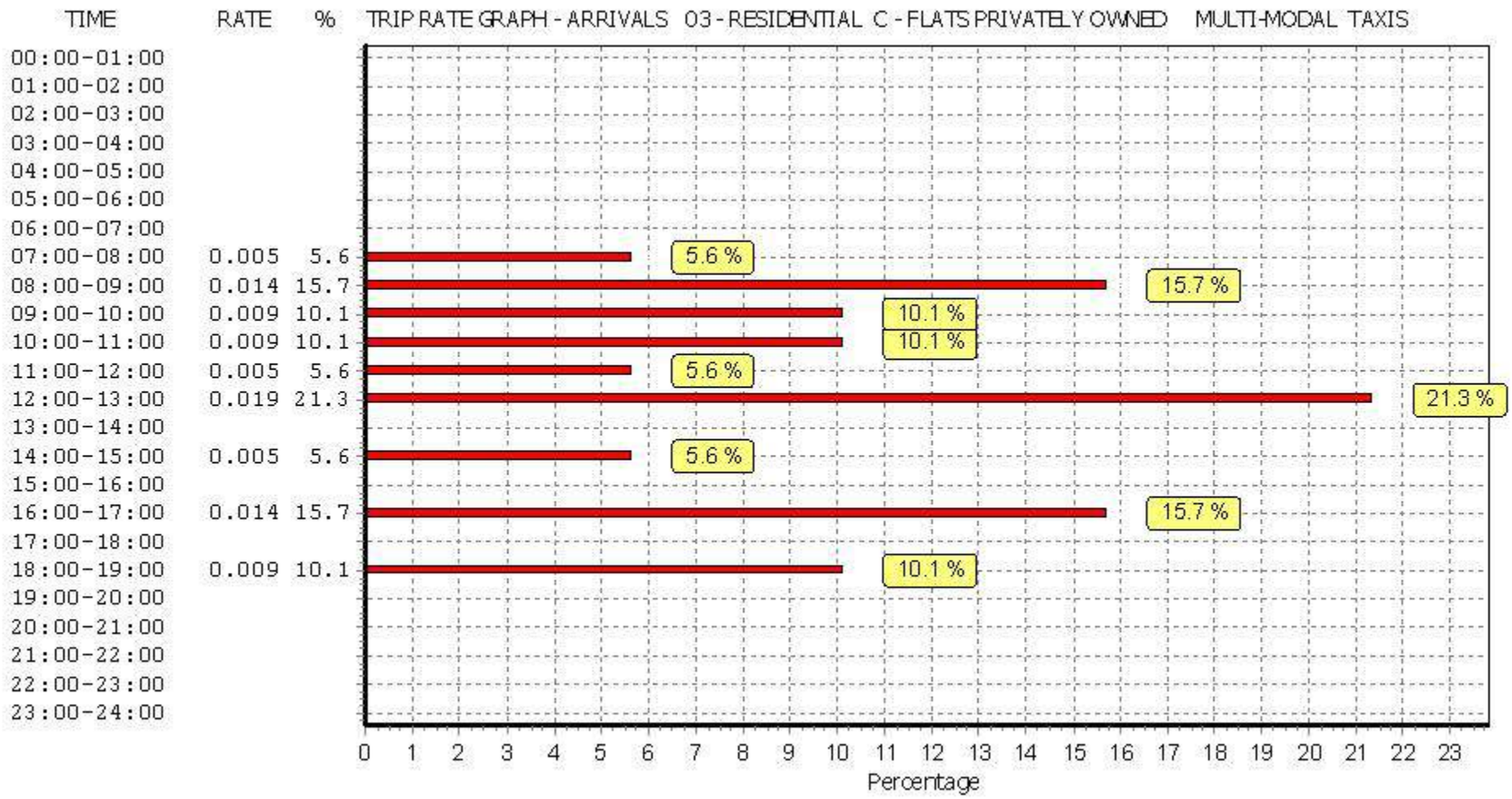
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.005	10	21	0.005	10	21	0.010
08:00 - 09:00	10	21	0.014	10	21	0.014	10	21	0.028
09:00 - 10:00	10	21	0.009	10	21	0.009	10	21	0.018
10:00 - 11:00	10	21	0.009	10	21	0.009	10	21	0.018
11:00 - 12:00	10	21	0.005	10	21	0.005	10	21	0.010
12:00 - 13:00	10	21	0.019	10	21	0.014	10	21	0.033
13:00 - 14:00	10	21	0.000	10	21	0.005	10	21	0.005
14:00 - 15:00	10	21	0.005	10	21	0.005	10	21	0.010
15:00 - 16:00	10	21	0.000	10	21	0.000	10	21	0.000
16:00 - 17:00	10	21	0.014	10	21	0.014	10	21	0.028
17:00 - 18:00	10	21	0.000	10	21	0.000	10	21	0.000
18:00 - 19:00	10	21	0.009	10	21	0.009	10	21	0.018
19:00 - 20:00	6	20	0.000	6	20	0.000	6	20	0.000
20:00 - 21:00	6	20	0.000	6	20	0.000	6	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.089			0.178

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.

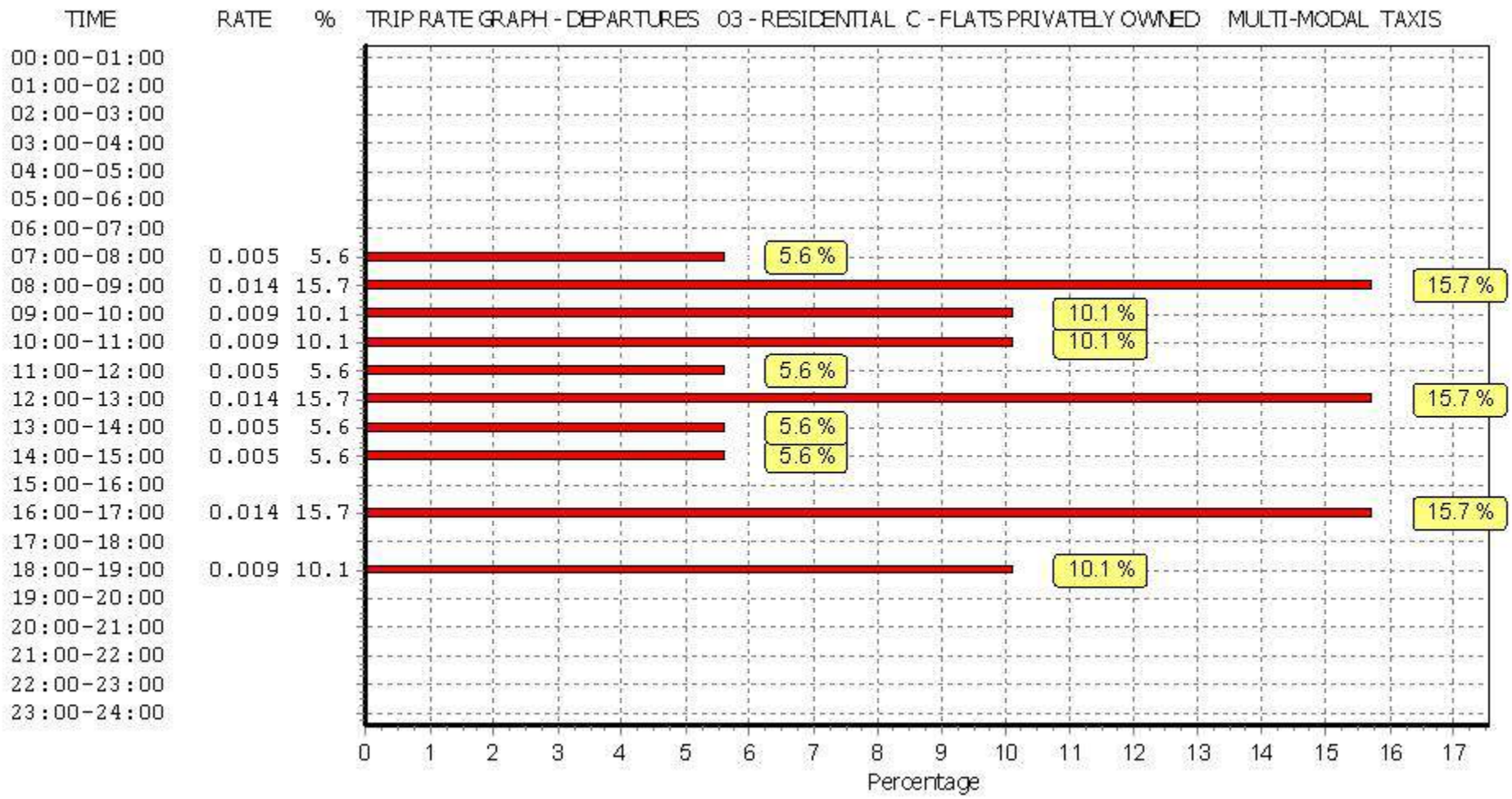
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



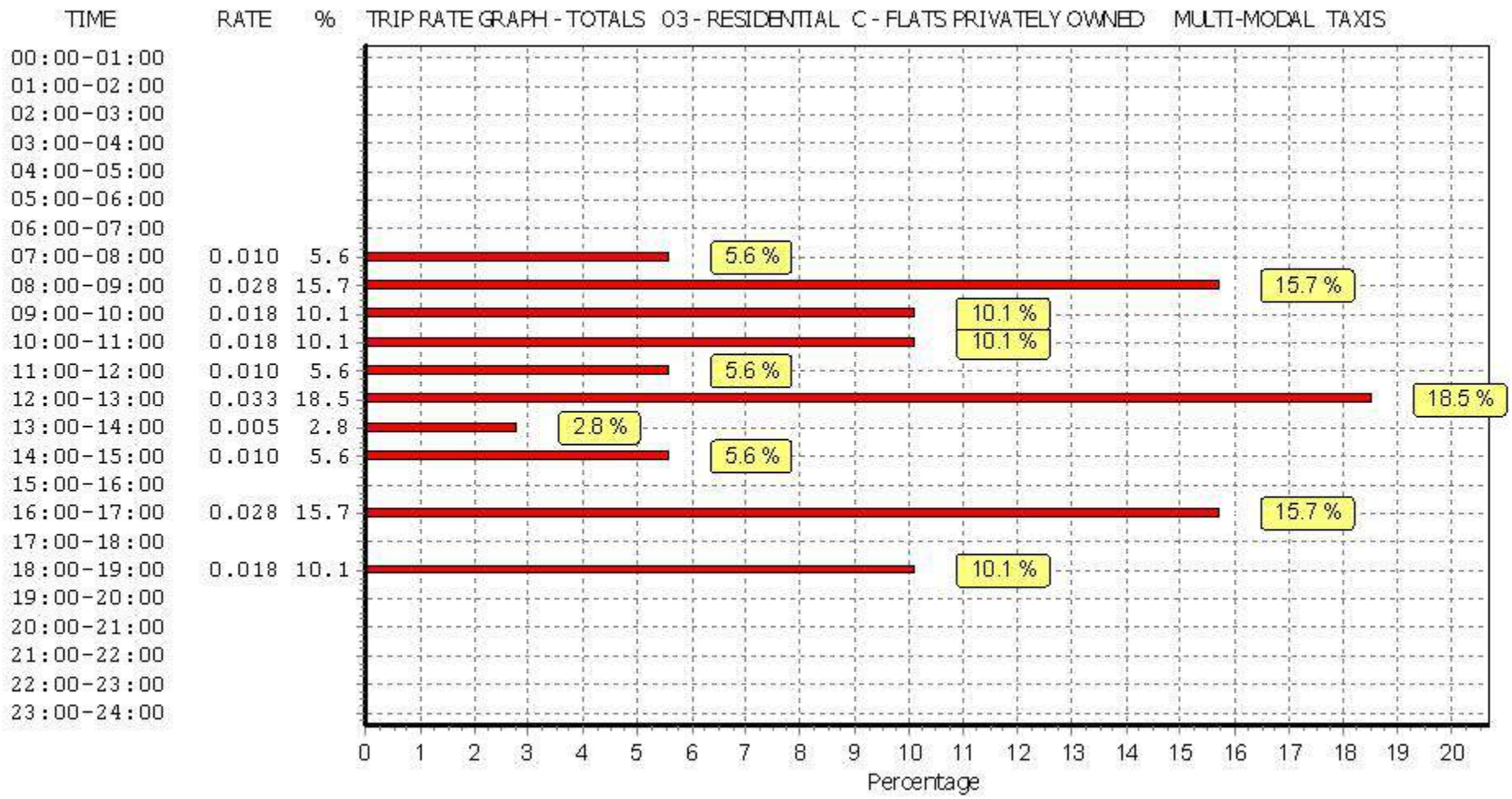
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



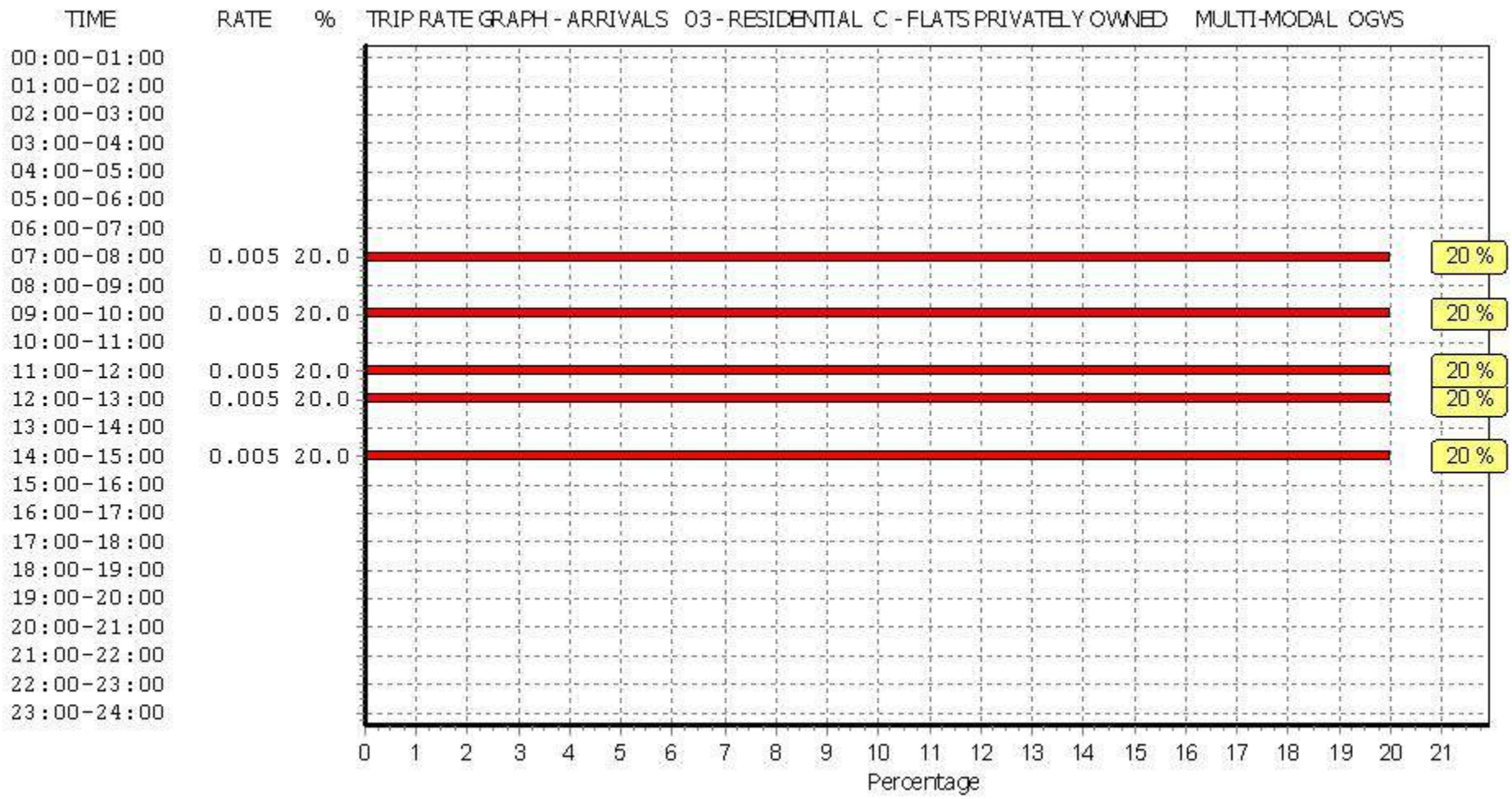
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.005	10	21	0.000	10	21	0.005
08:00 - 09:00	10	21	0.000	10	21	0.005	10	21	0.005
09:00 - 10:00	10	21	0.005	10	21	0.005	10	21	0.010
10:00 - 11:00	10	21	0.000	10	21	0.000	10	21	0.000
11:00 - 12:00	10	21	0.005	10	21	0.005	10	21	0.010
12:00 - 13:00	10	21	0.005	10	21	0.000	10	21	0.005
13:00 - 14:00	10	21	0.000	10	21	0.005	10	21	0.005
14:00 - 15:00	10	21	0.005	10	21	0.005	10	21	0.010
15:00 - 16:00	10	21	0.000	10	21	0.000	10	21	0.000
16:00 - 17:00	10	21	0.000	10	21	0.000	10	21	0.000
17:00 - 18:00	10	21	0.000	10	21	0.000	10	21	0.000
18:00 - 19:00	10	21	0.000	10	21	0.000	10	21	0.000
19:00 - 20:00	6	20	0.000	6	20	0.000	6	20	0.000
20:00 - 21:00	6	20	0.000	6	20	0.000	6	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

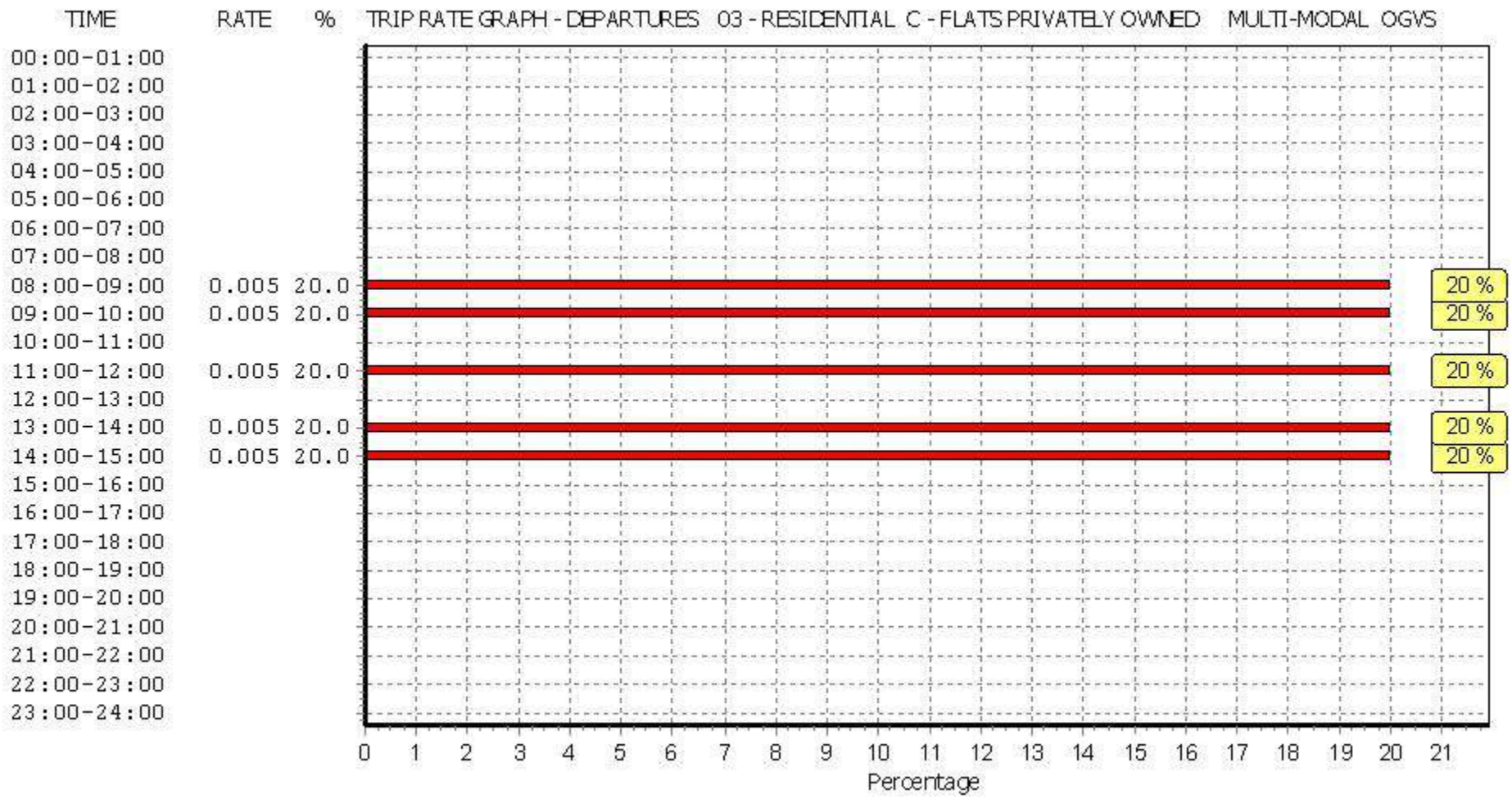
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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



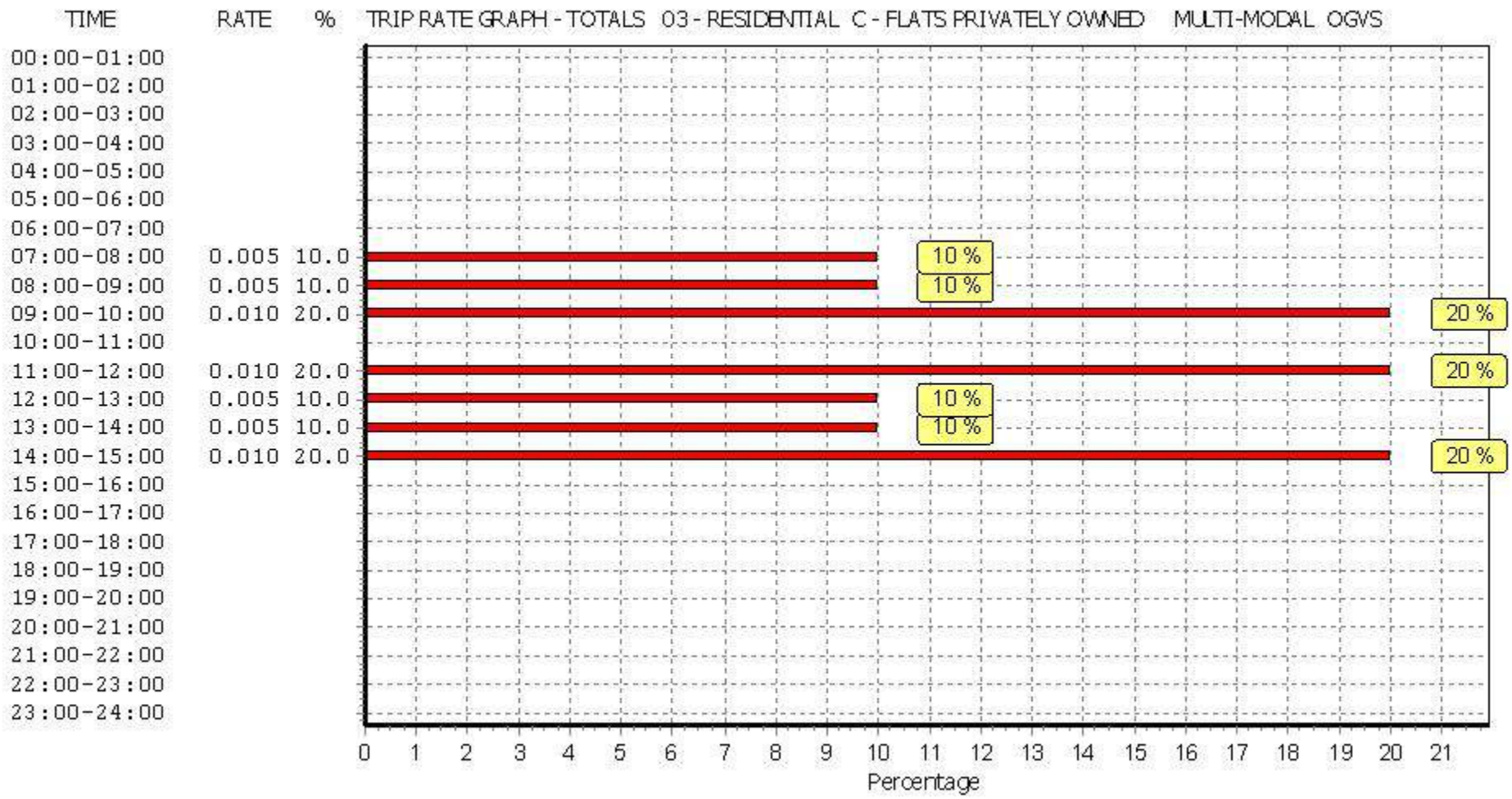
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



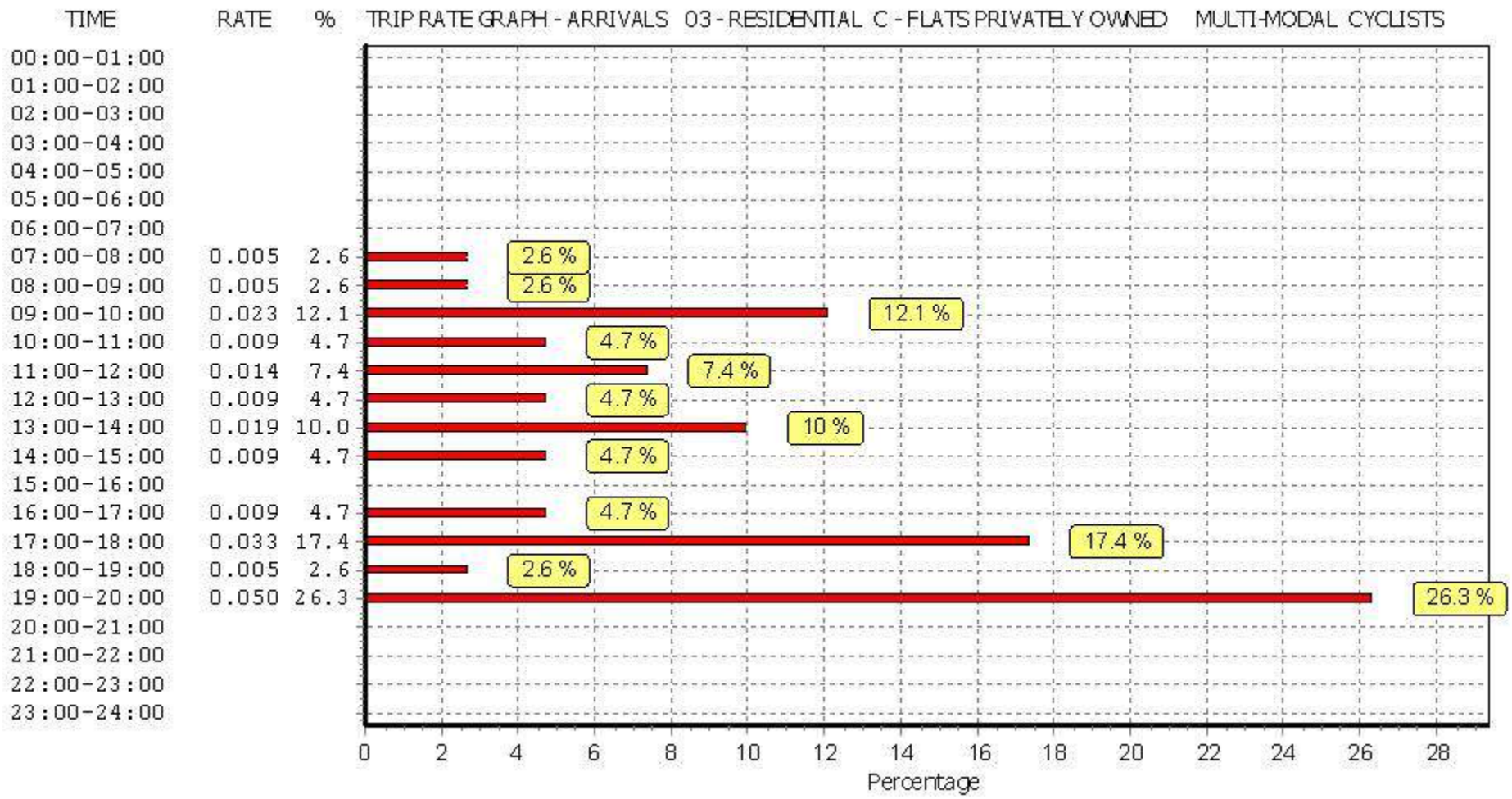
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

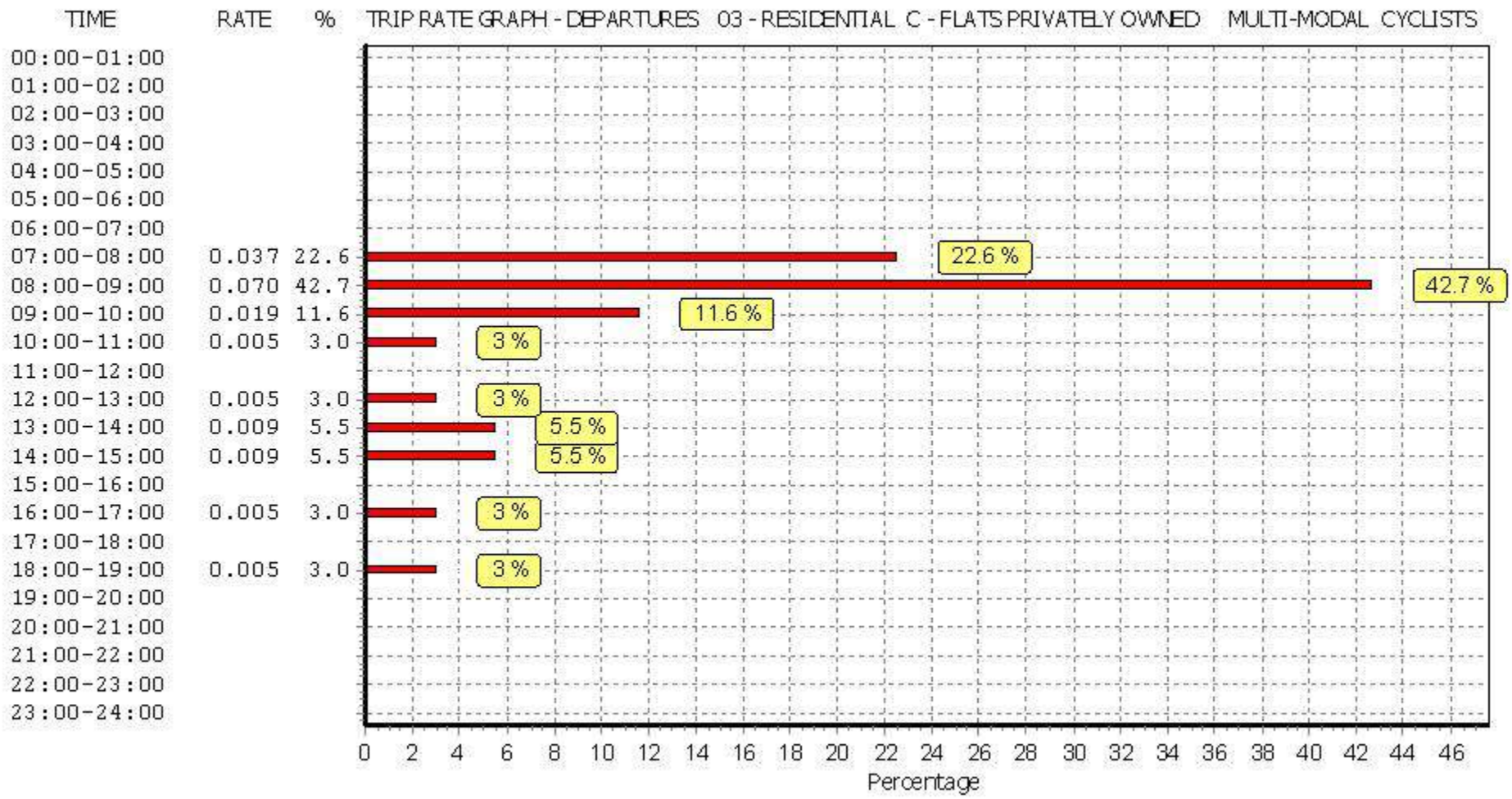
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.005	10	21	0.037	10	21	0.042
08:00 - 09:00	10	21	0.005	10	21	0.070	10	21	0.075
09:00 - 10:00	10	21	0.023	10	21	0.019	10	21	0.042
10:00 - 11:00	10	21	0.009	10	21	0.005	10	21	0.014
11:00 - 12:00	10	21	0.014	10	21	0.000	10	21	0.014
12:00 - 13:00	10	21	0.009	10	21	0.005	10	21	0.014
13:00 - 14:00	10	21	0.019	10	21	0.009	10	21	0.028
14:00 - 15:00	10	21	0.009	10	21	0.009	10	21	0.018
15:00 - 16:00	10	21	0.000	10	21	0.000	10	21	0.000
16:00 - 17:00	10	21	0.009	10	21	0.005	10	21	0.014
17:00 - 18:00	10	21	0.033	10	21	0.000	10	21	0.033
18:00 - 19:00	10	21	0.005	10	21	0.005	10	21	0.010
19:00 - 20:00	6	20	0.050	6	20	0.000	6	20	0.050
20:00 - 21:00	6	20	0.000	6	20	0.000	6	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.190			0.164			0.354

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

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

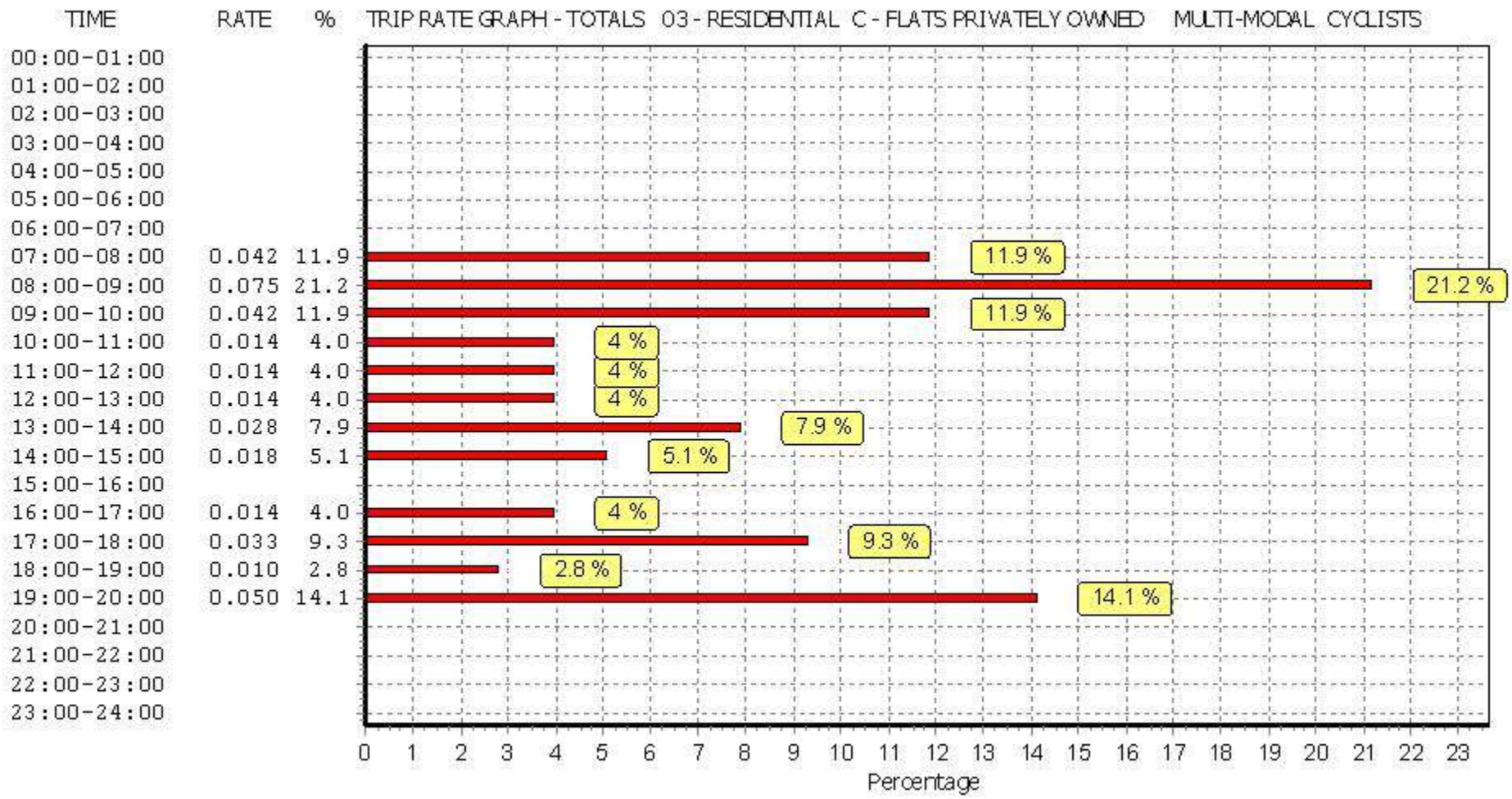


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

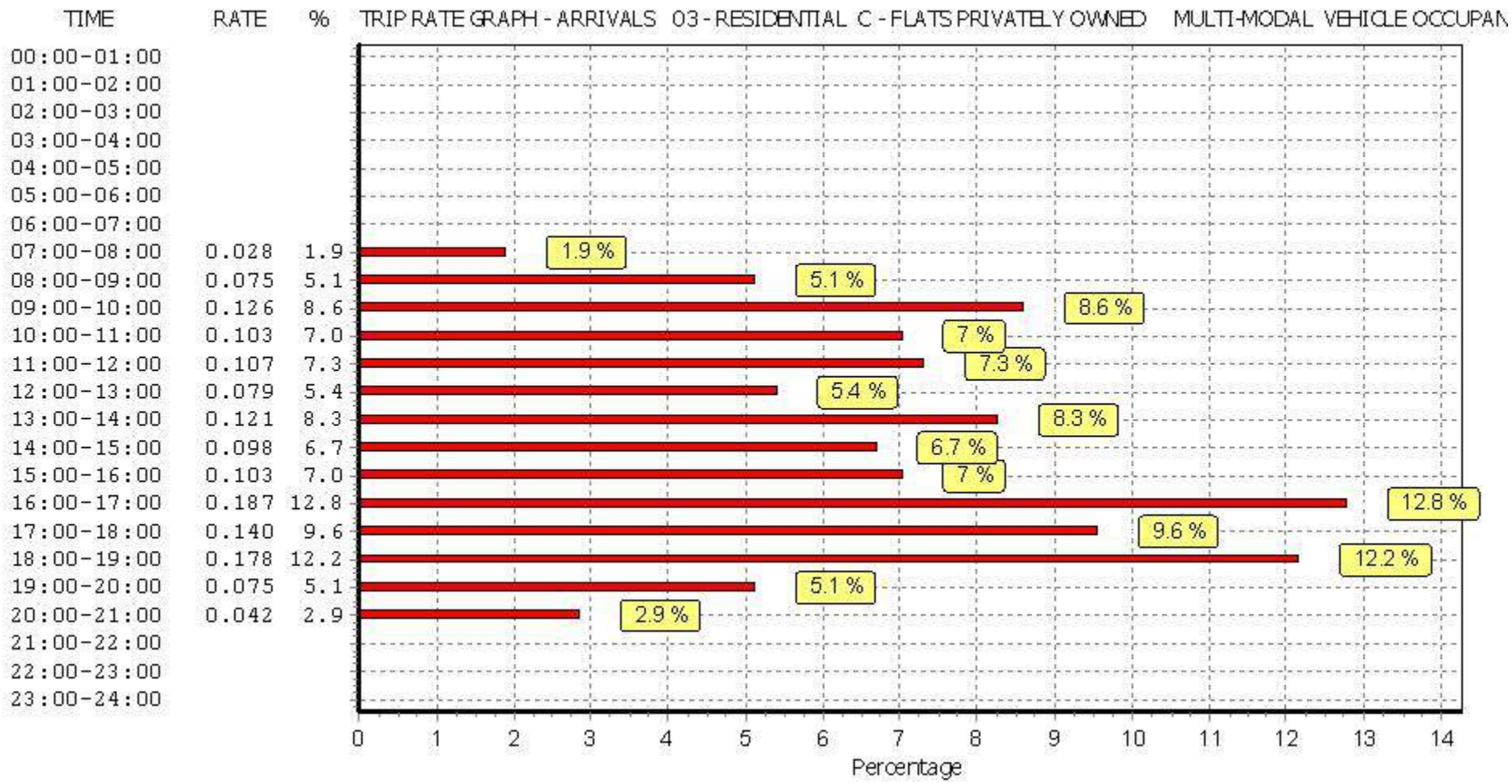
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.028	10	21	0.178	10	21	0.206
08:00 - 09:00	10	21	0.075	10	21	0.257	10	21	0.332
09:00 - 10:00	10	21	0.126	10	21	0.126	10	21	0.252
10:00 - 11:00	10	21	0.103	10	21	0.145	10	21	0.248
11:00 - 12:00	10	21	0.107	10	21	0.098	10	21	0.205
12:00 - 13:00	10	21	0.079	10	21	0.093	10	21	0.172
13:00 - 14:00	10	21	0.121	10	21	0.103	10	21	0.224
14:00 - 15:00	10	21	0.098	10	21	0.182	10	21	0.280
15:00 - 16:00	10	21	0.103	10	21	0.070	10	21	0.173
16:00 - 17:00	10	21	0.187	10	21	0.103	10	21	0.290
17:00 - 18:00	10	21	0.140	10	21	0.065	10	21	0.205
18:00 - 19:00	10	21	0.178	10	21	0.079	10	21	0.257
19:00 - 20:00	6	20	0.075	6	20	0.042	6	20	0.117
20:00 - 21:00	6	20	0.042	6	20	0.058	6	20	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.462			1.599			3.061

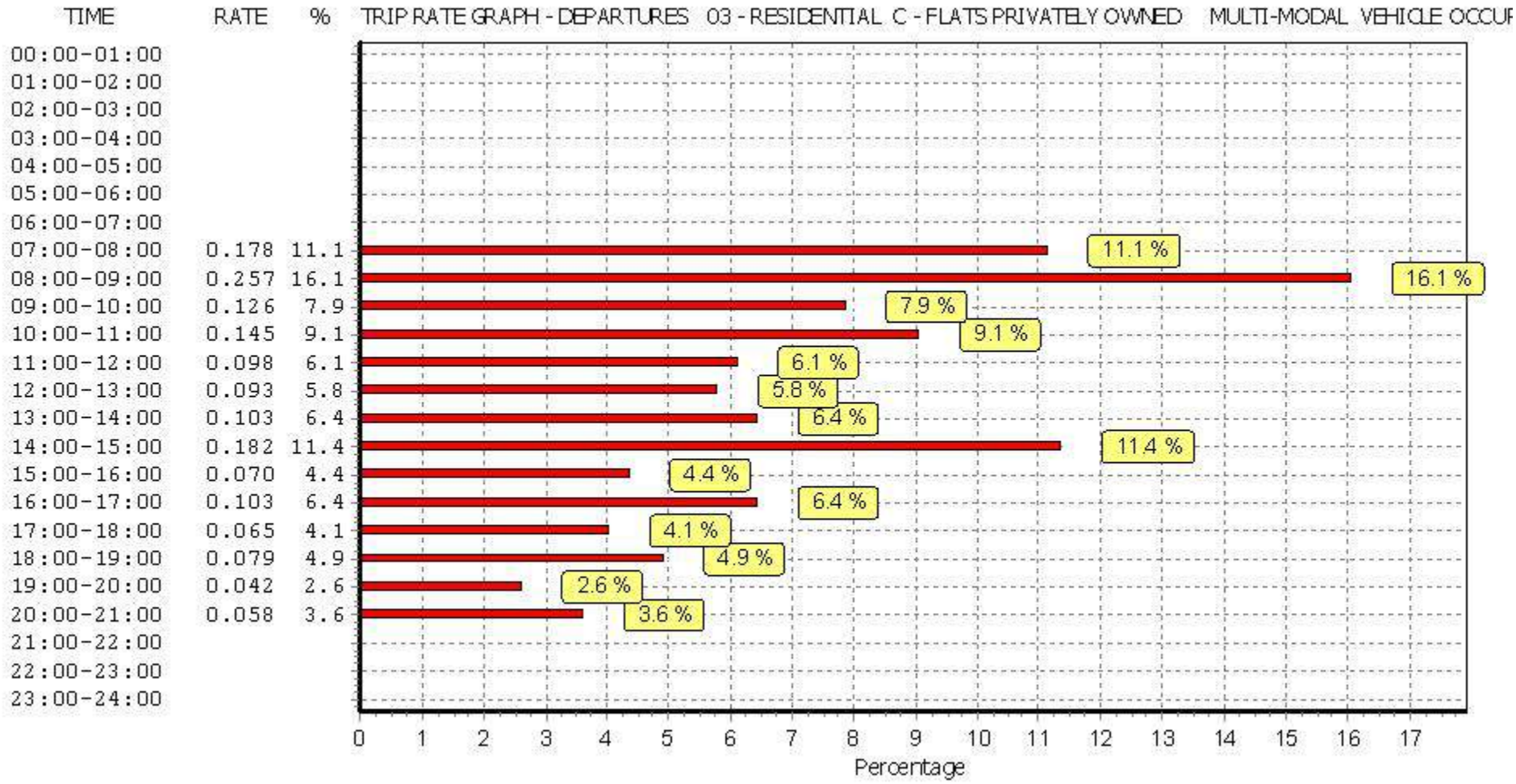
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

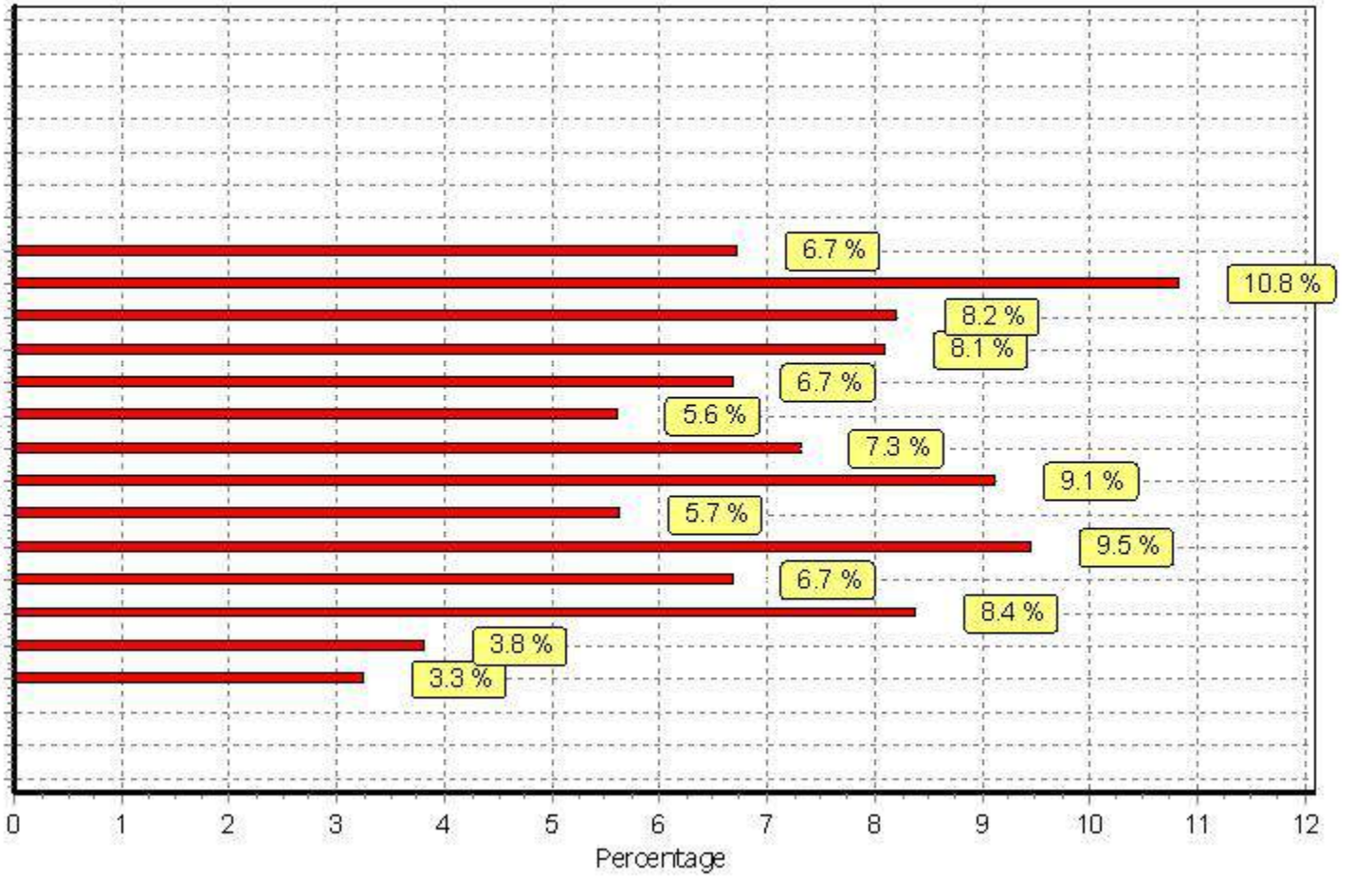


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750

TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL VEHICLE OCCUPANTS

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.206	6.7
08:00-09:00	0.332	10.8
09:00-10:00	0.252	8.2
10:00-11:00	0.248	8.1
11:00-12:00	0.205	6.7
12:00-13:00	0.172	5.6
13:00-14:00	0.224	7.3
14:00-15:00	0.280	9.1
15:00-16:00	0.173	5.7
16:00-17:00	0.290	9.5
17:00-18:00	0.205	6.7
18:00-19:00	0.257	8.4
19:00-20:00	0.117	3.8
20:00-21:00	0.100	3.3
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

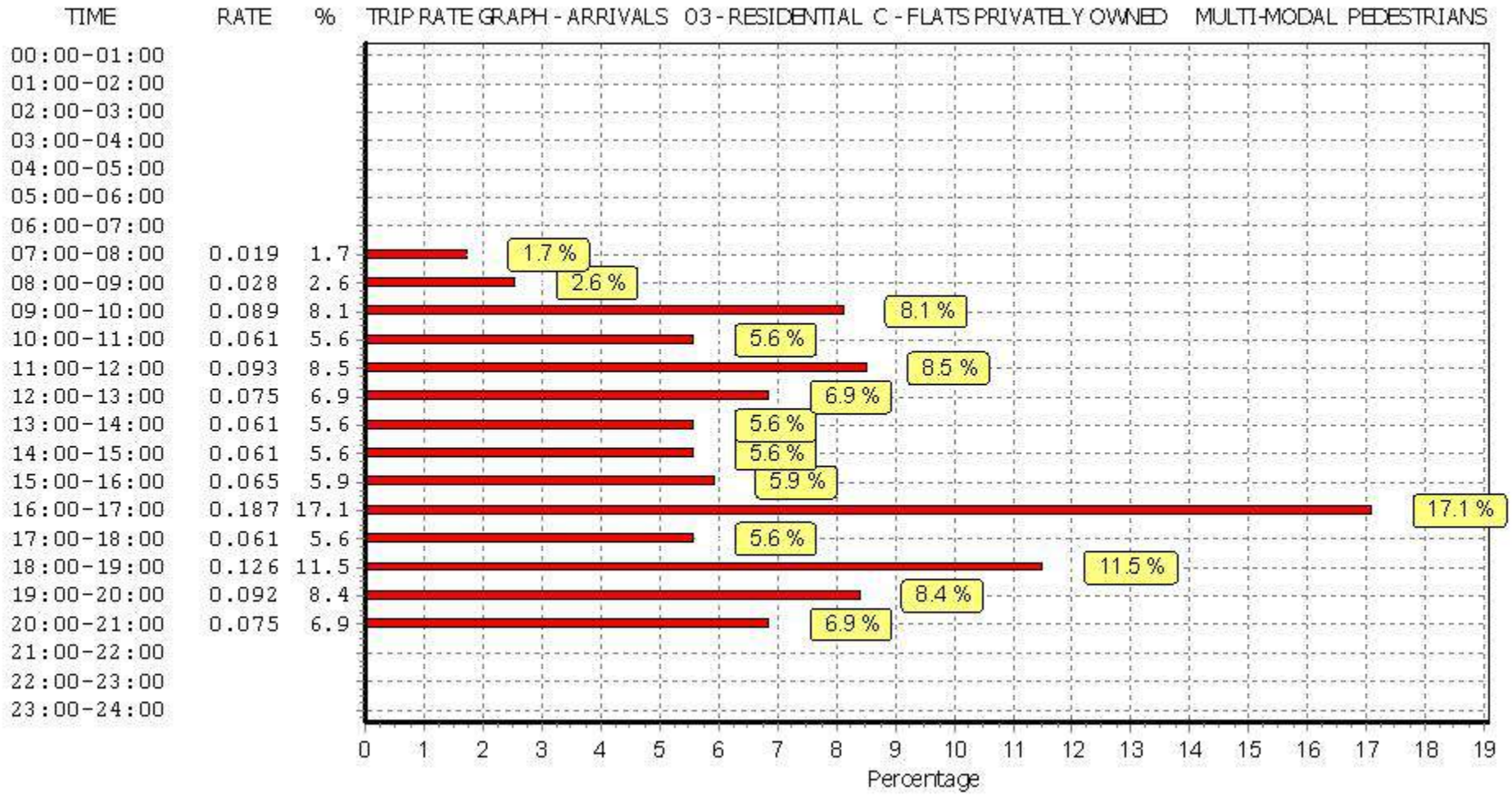
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.019	10	21	0.103	10	21	0.122
08:00 - 09:00	10	21	0.028	10	21	0.164	10	21	0.192
09:00 - 10:00	10	21	0.089	10	21	0.131	10	21	0.220
10:00 - 11:00	10	21	0.061	10	21	0.061	10	21	0.122
11:00 - 12:00	10	21	0.093	10	21	0.037	10	21	0.130
12:00 - 13:00	10	21	0.075	10	21	0.056	10	21	0.131
13:00 - 14:00	10	21	0.061	10	21	0.042	10	21	0.103
14:00 - 15:00	10	21	0.061	10	21	0.075	10	21	0.136
15:00 - 16:00	10	21	0.065	10	21	0.107	10	21	0.172
16:00 - 17:00	10	21	0.187	10	21	0.065	10	21	0.252
17:00 - 18:00	10	21	0.061	10	21	0.056	10	21	0.117
18:00 - 19:00	10	21	0.126	10	21	0.084	10	21	0.210
19:00 - 20:00	6	20	0.092	6	20	0.083	6	20	0.175
20:00 - 21:00	6	20	0.075	6	20	0.067	6	20	0.142
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.093			1.131			2.224

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.

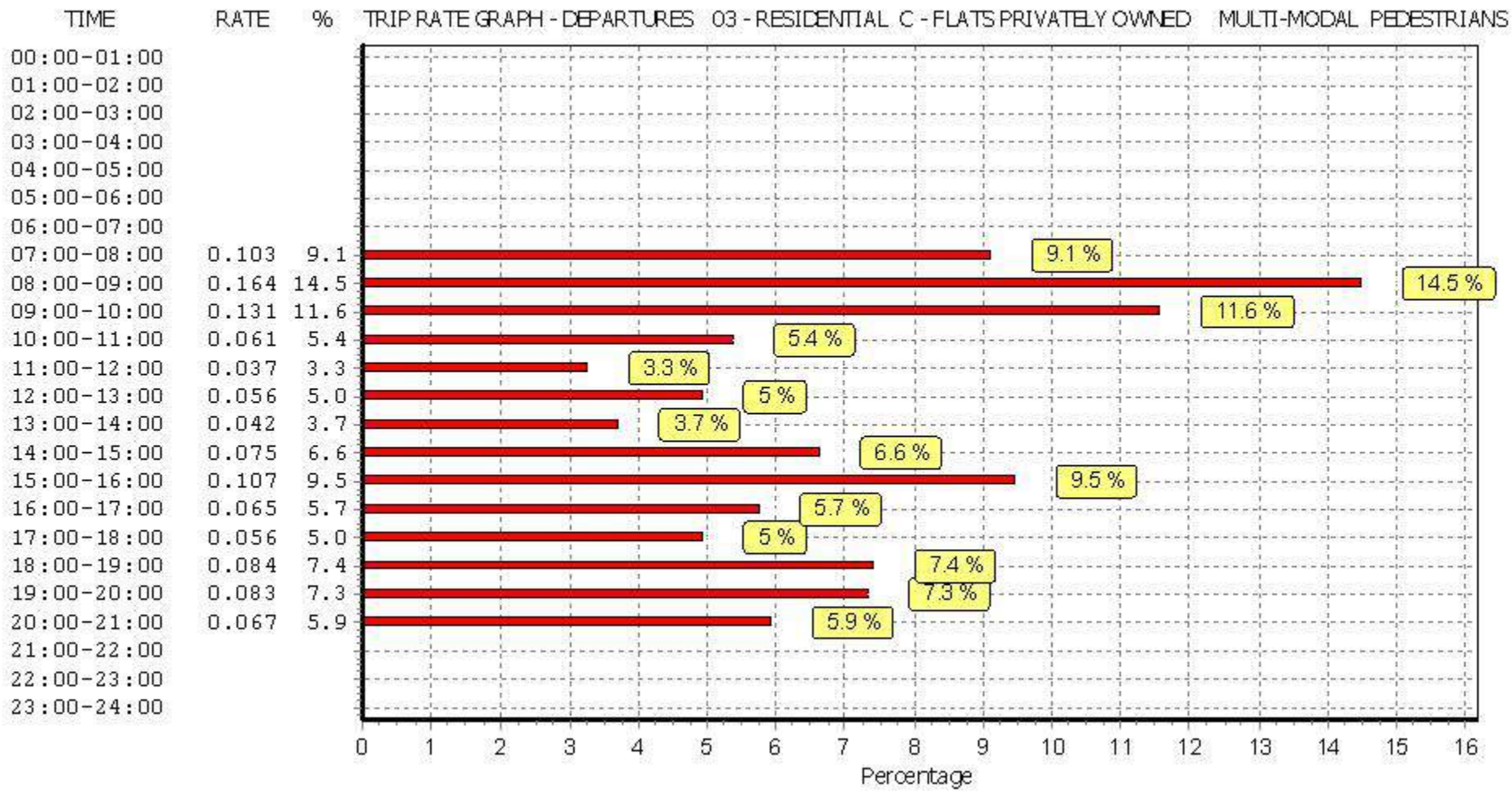
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750

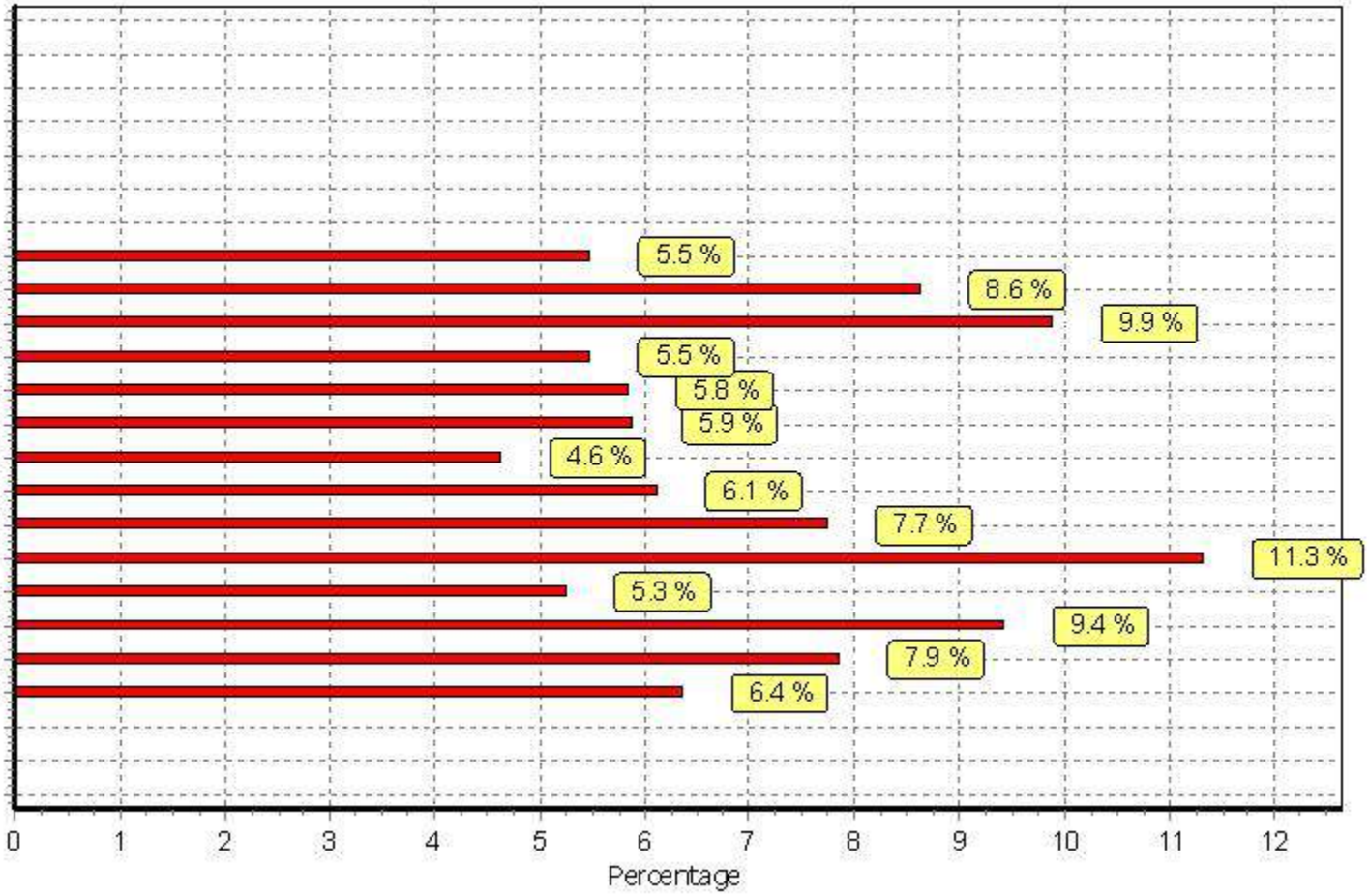


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750

TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL PEDESTRIANS

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.122	5.5
08:00-09:00	0.192	8.6
09:00-10:00	0.220	9.9
10:00-11:00	0.122	5.5
11:00-12:00	0.130	5.8
12:00-13:00	0.131	5.9
13:00-14:00	0.103	4.6
14:00-15:00	0.136	6.1
15:00-16:00	0.172	7.7
16:00-17:00	0.252	11.3
17:00-18:00	0.117	5.3
18:00-19:00	0.210	9.4
19:00-20:00	0.175	7.9
20:00-21:00	0.142	6.4
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

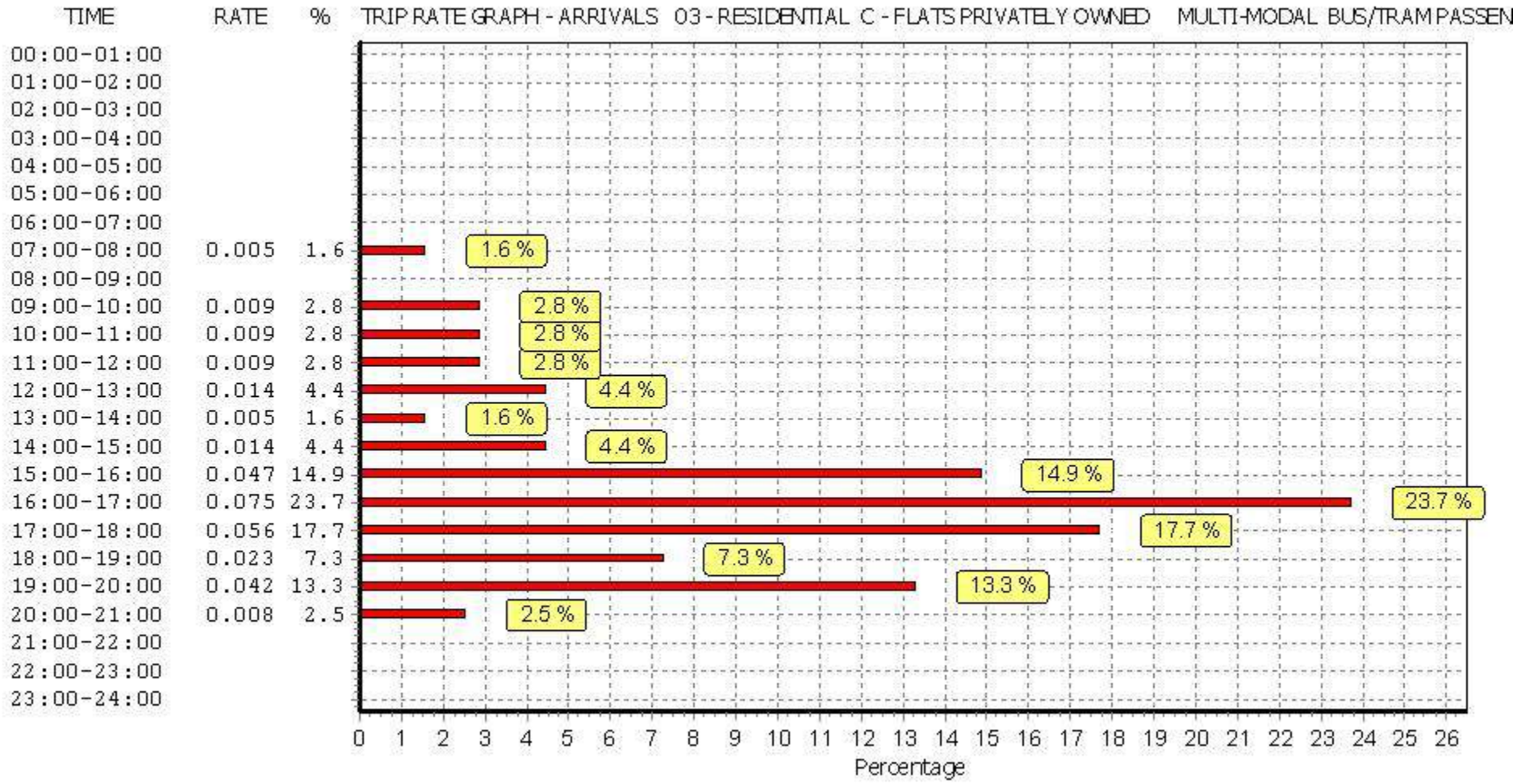
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.005	10	21	0.065	10	21	0.070
08:00 - 09:00	10	21	0.000	10	21	0.103	10	21	0.103
09:00 - 10:00	10	21	0.009	10	21	0.079	10	21	0.088
10:00 - 11:00	10	21	0.009	10	21	0.028	10	21	0.037
11:00 - 12:00	10	21	0.009	10	21	0.014	10	21	0.023
12:00 - 13:00	10	21	0.014	10	21	0.005	10	21	0.019
13:00 - 14:00	10	21	0.005	10	21	0.005	10	21	0.010
14:00 - 15:00	10	21	0.014	10	21	0.005	10	21	0.019
15:00 - 16:00	10	21	0.047	10	21	0.019	10	21	0.066
16:00 - 17:00	10	21	0.075	10	21	0.009	10	21	0.084
17:00 - 18:00	10	21	0.056	10	21	0.000	10	21	0.056
18:00 - 19:00	10	21	0.023	10	21	0.000	10	21	0.023
19:00 - 20:00	6	20	0.042	6	20	0.017	6	20	0.059
20:00 - 21:00	6	20	0.008	6	20	0.000	6	20	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.316			0.349			0.665

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.

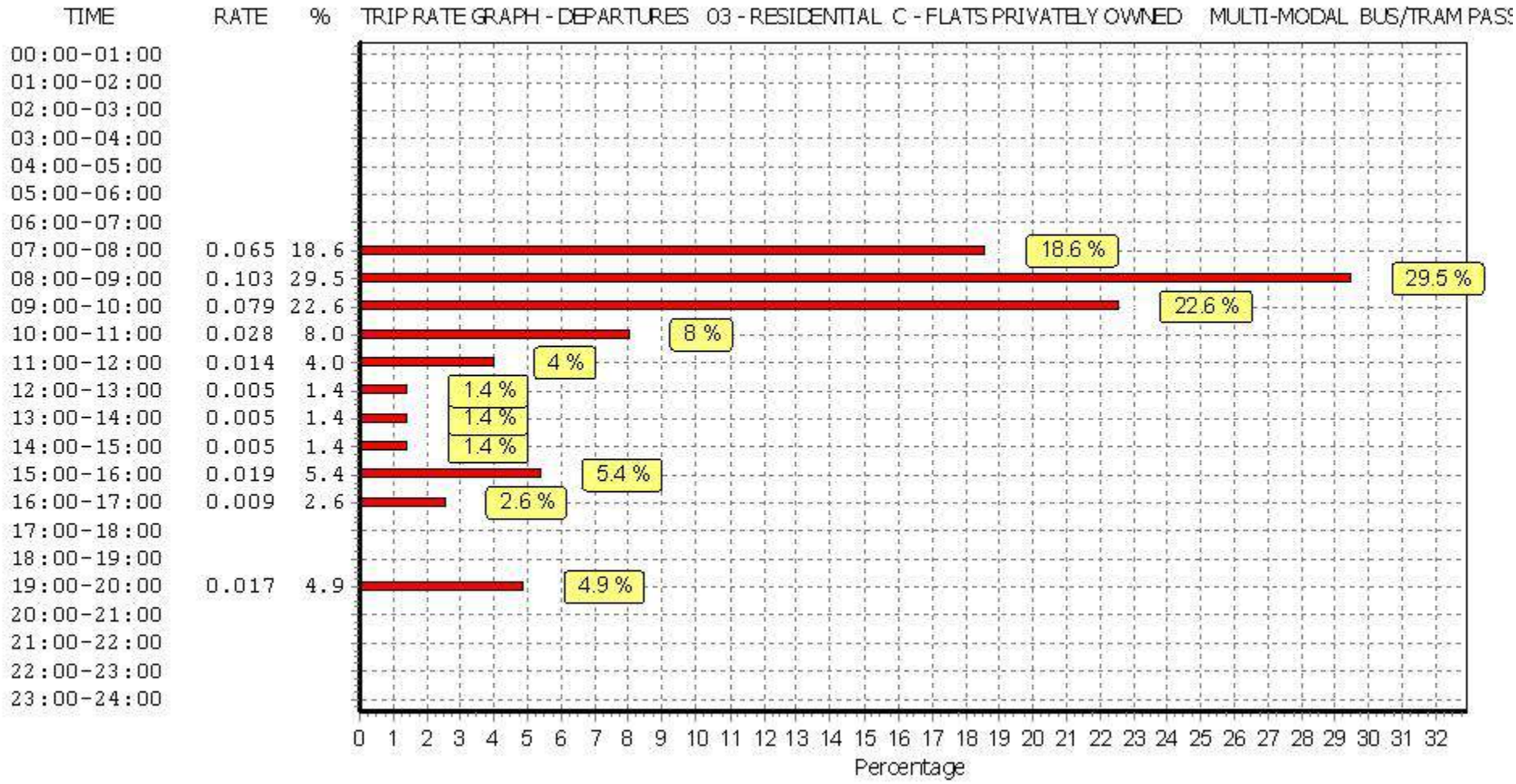
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



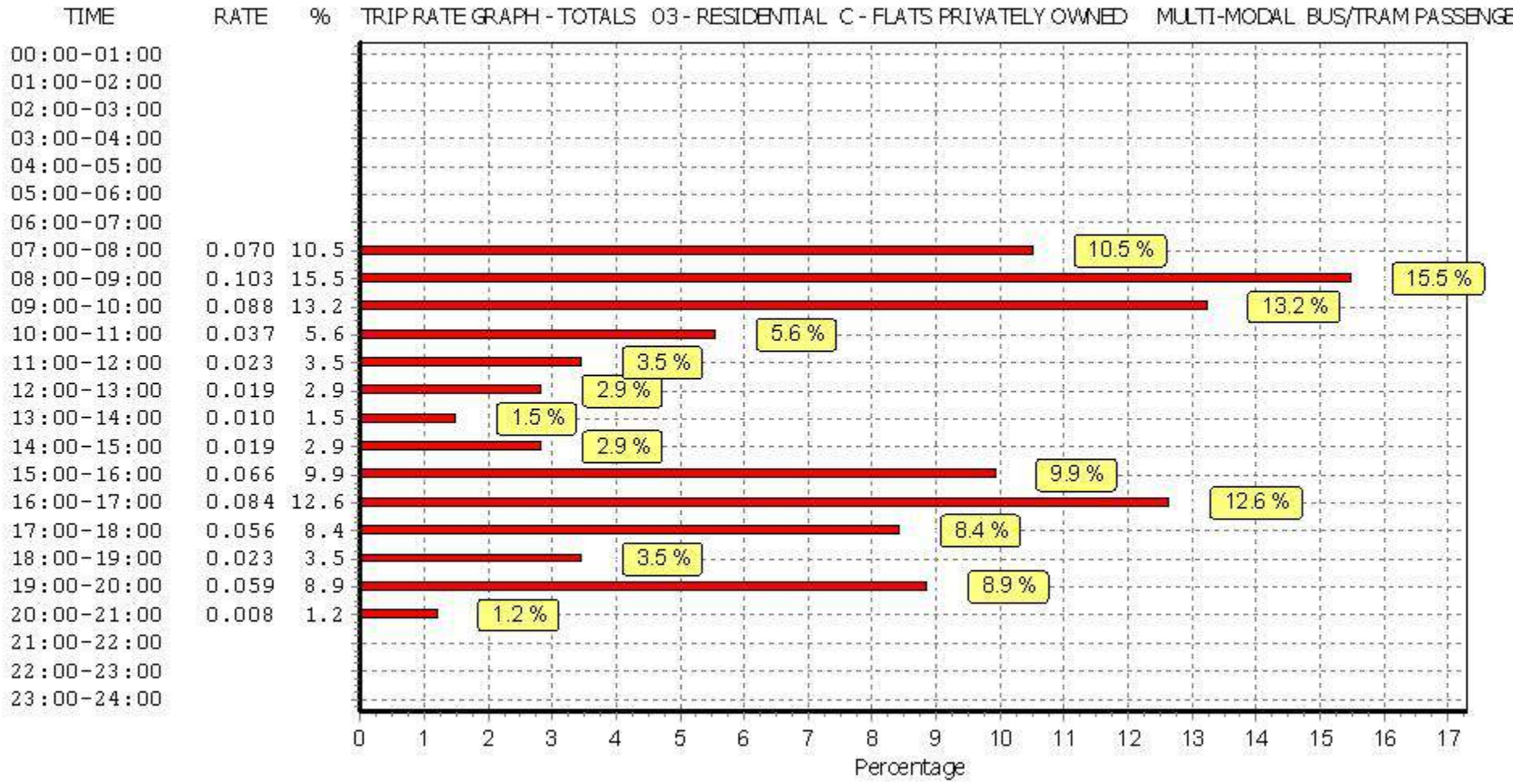
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

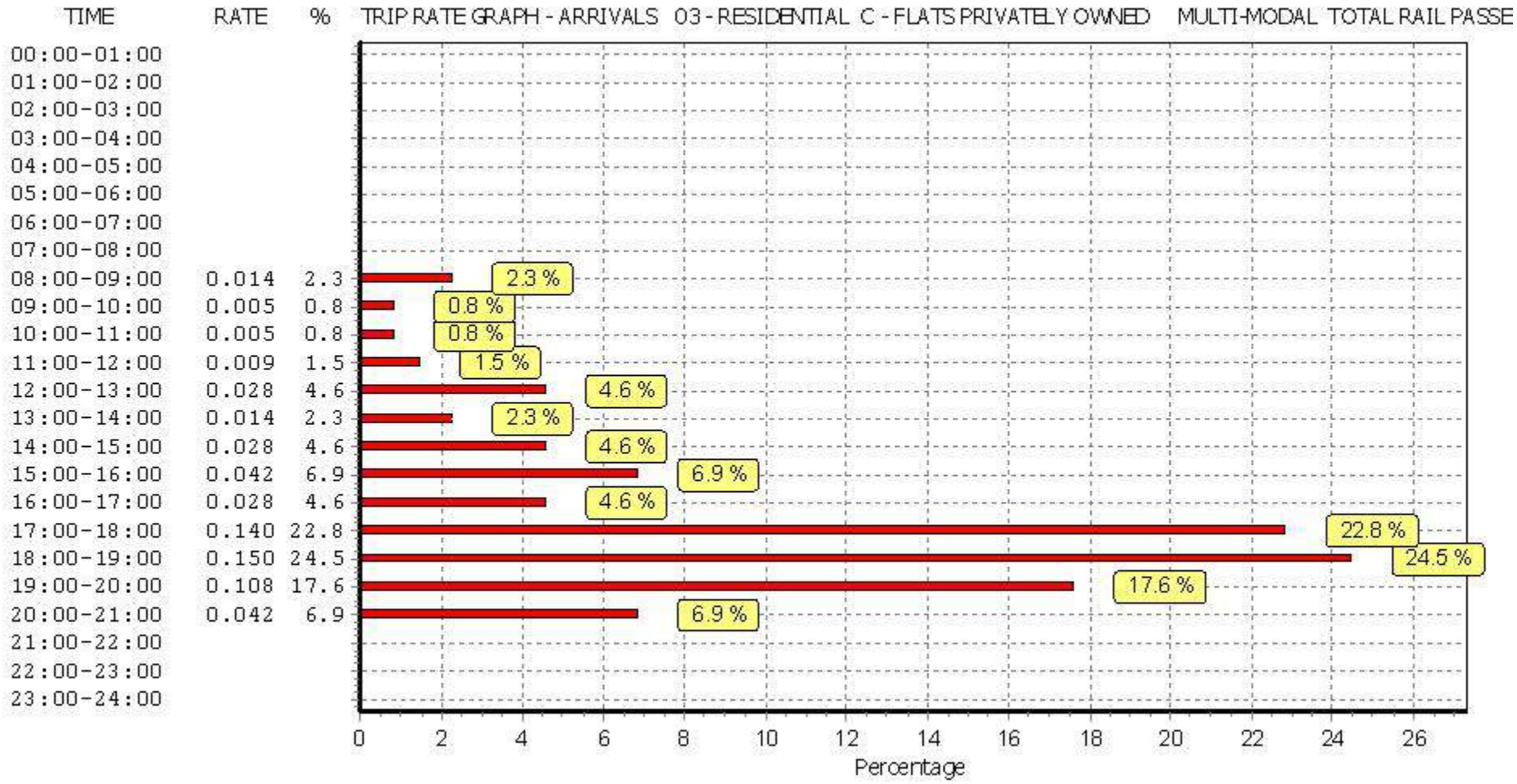
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.000	10	21	0.159	10	21	0.159
08:00 - 09:00	10	21	0.014	10	21	0.224	10	21	0.238
09:00 - 10:00	10	21	0.005	10	21	0.065	10	21	0.070
10:00 - 11:00	10	21	0.005	10	21	0.033	10	21	0.038
11:00 - 12:00	10	21	0.009	10	21	0.023	10	21	0.032
12:00 - 13:00	10	21	0.028	10	21	0.023	10	21	0.051
13:00 - 14:00	10	21	0.014	10	21	0.014	10	21	0.028
14:00 - 15:00	10	21	0.028	10	21	0.014	10	21	0.042
15:00 - 16:00	10	21	0.042	10	21	0.005	10	21	0.047
16:00 - 17:00	10	21	0.028	10	21	0.000	10	21	0.028
17:00 - 18:00	10	21	0.140	10	21	0.005	10	21	0.145
18:00 - 19:00	10	21	0.150	10	21	0.005	10	21	0.155
19:00 - 20:00	6	20	0.108	6	20	0.000	6	20	0.108
20:00 - 21:00	6	20	0.042	6	20	0.008	6	20	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.613			0.578			1.191

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.

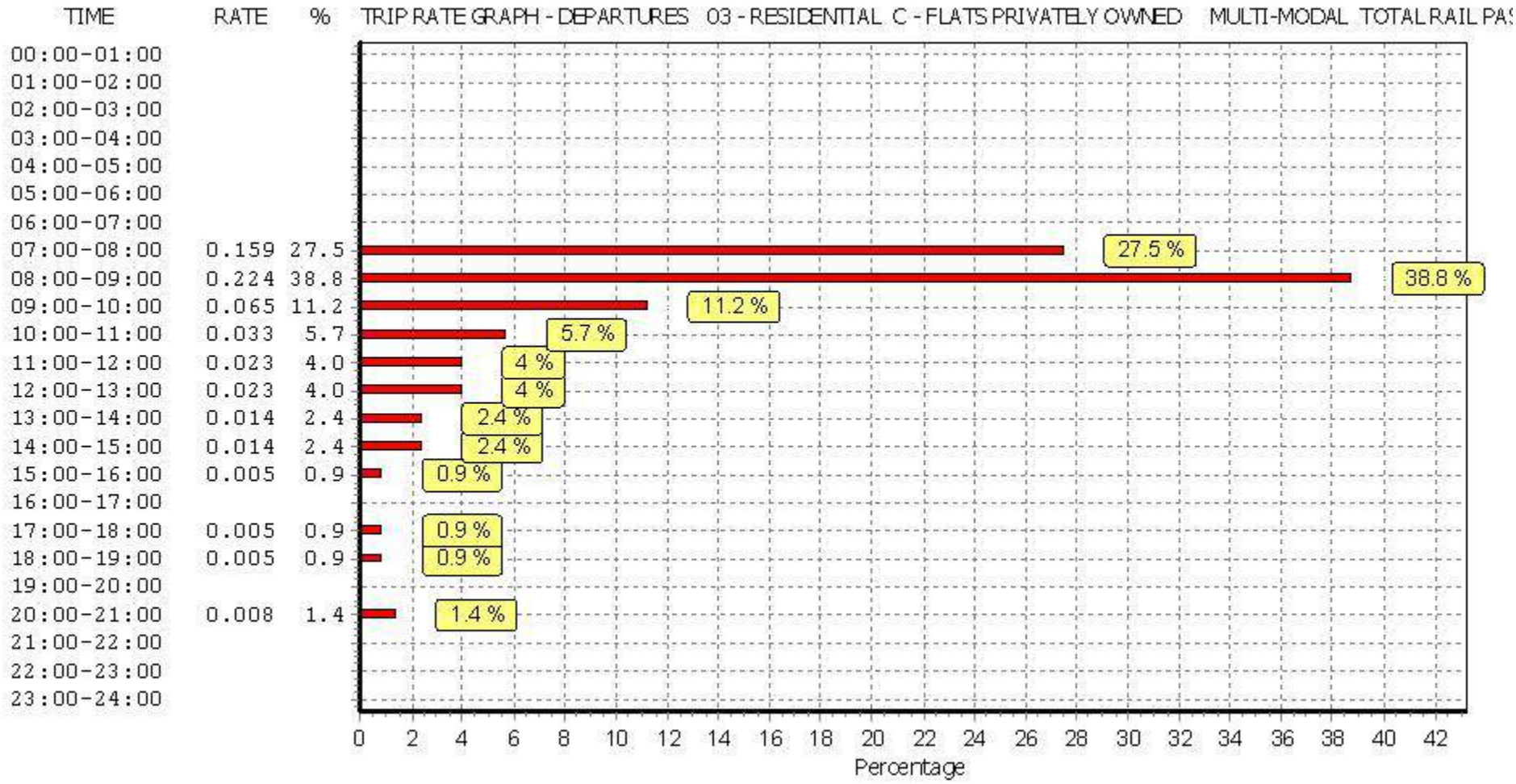
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



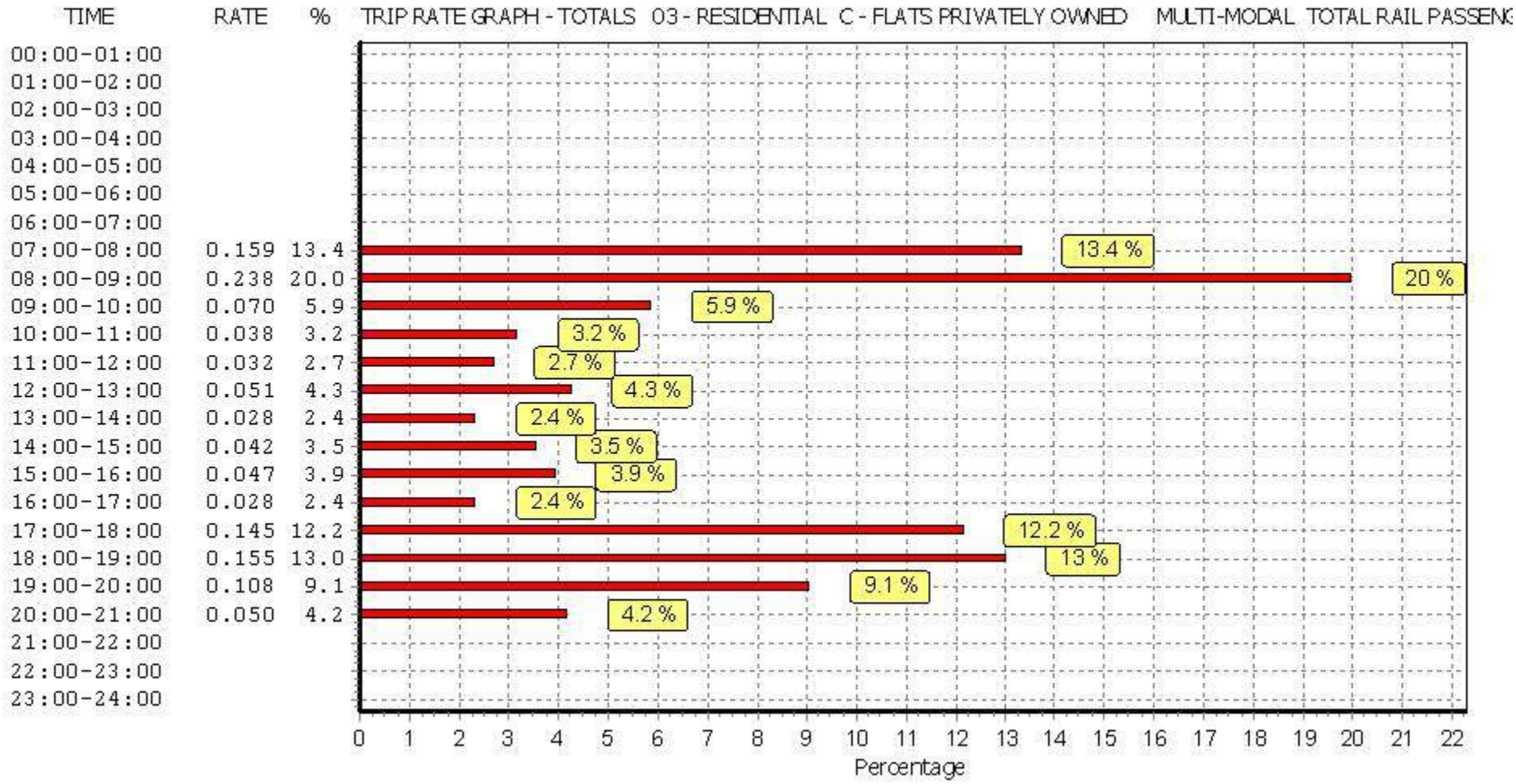
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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

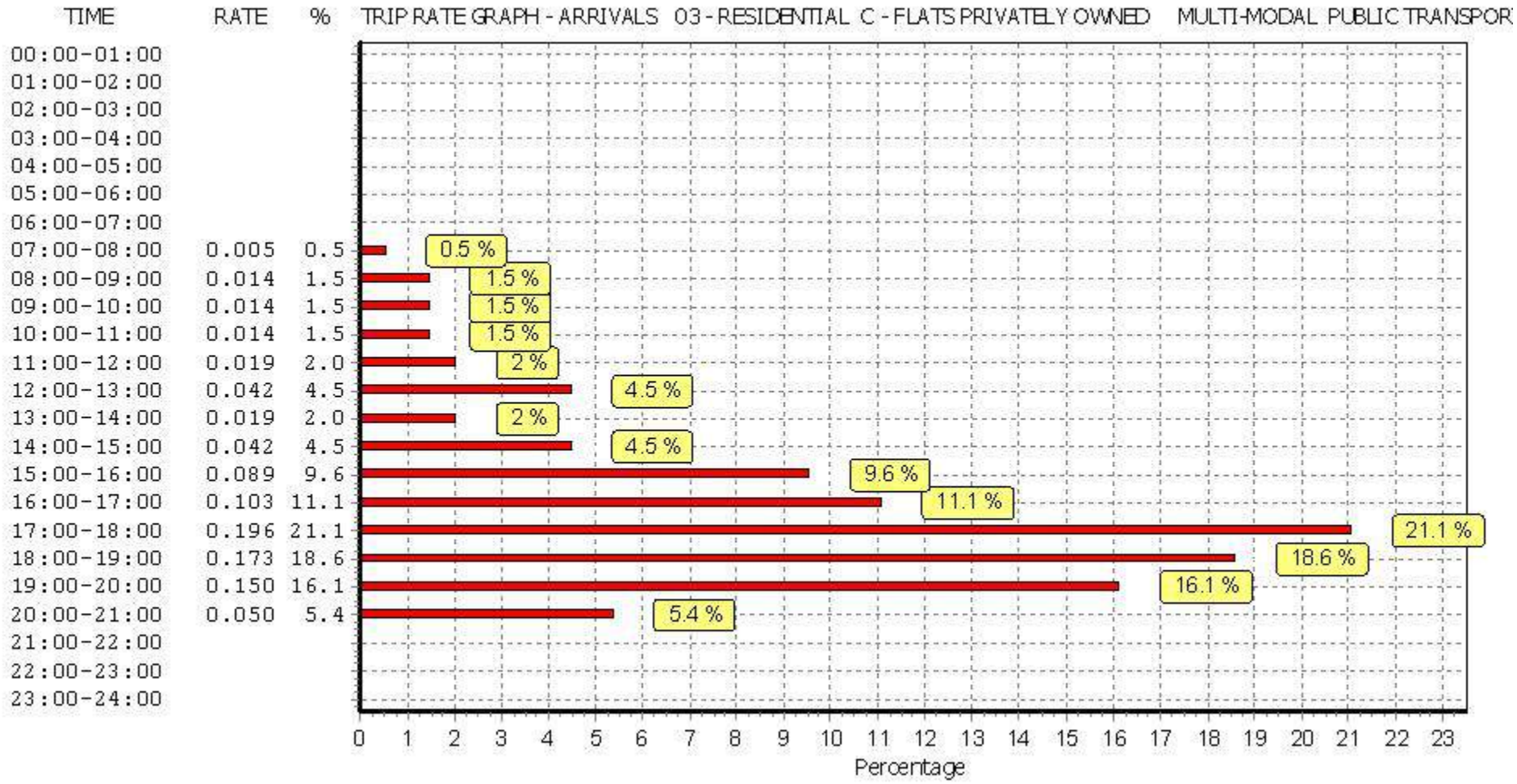
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.005	10	21	0.224	10	21	0.229
08:00 - 09:00	10	21	0.014	10	21	0.327	10	21	0.341
09:00 - 10:00	10	21	0.014	10	21	0.145	10	21	0.159
10:00 - 11:00	10	21	0.014	10	21	0.061	10	21	0.075
11:00 - 12:00	10	21	0.019	10	21	0.037	10	21	0.056
12:00 - 13:00	10	21	0.042	10	21	0.028	10	21	0.070
13:00 - 14:00	10	21	0.019	10	21	0.019	10	21	0.038
14:00 - 15:00	10	21	0.042	10	21	0.019	10	21	0.061
15:00 - 16:00	10	21	0.089	10	21	0.023	10	21	0.112
16:00 - 17:00	10	21	0.103	10	21	0.009	10	21	0.112
17:00 - 18:00	10	21	0.196	10	21	0.005	10	21	0.201
18:00 - 19:00	10	21	0.173	10	21	0.005	10	21	0.178
19:00 - 20:00	6	20	0.150	6	20	0.017	6	20	0.167
20:00 - 21:00	6	20	0.050	6	20	0.008	6	20	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.930			0.927			1.857

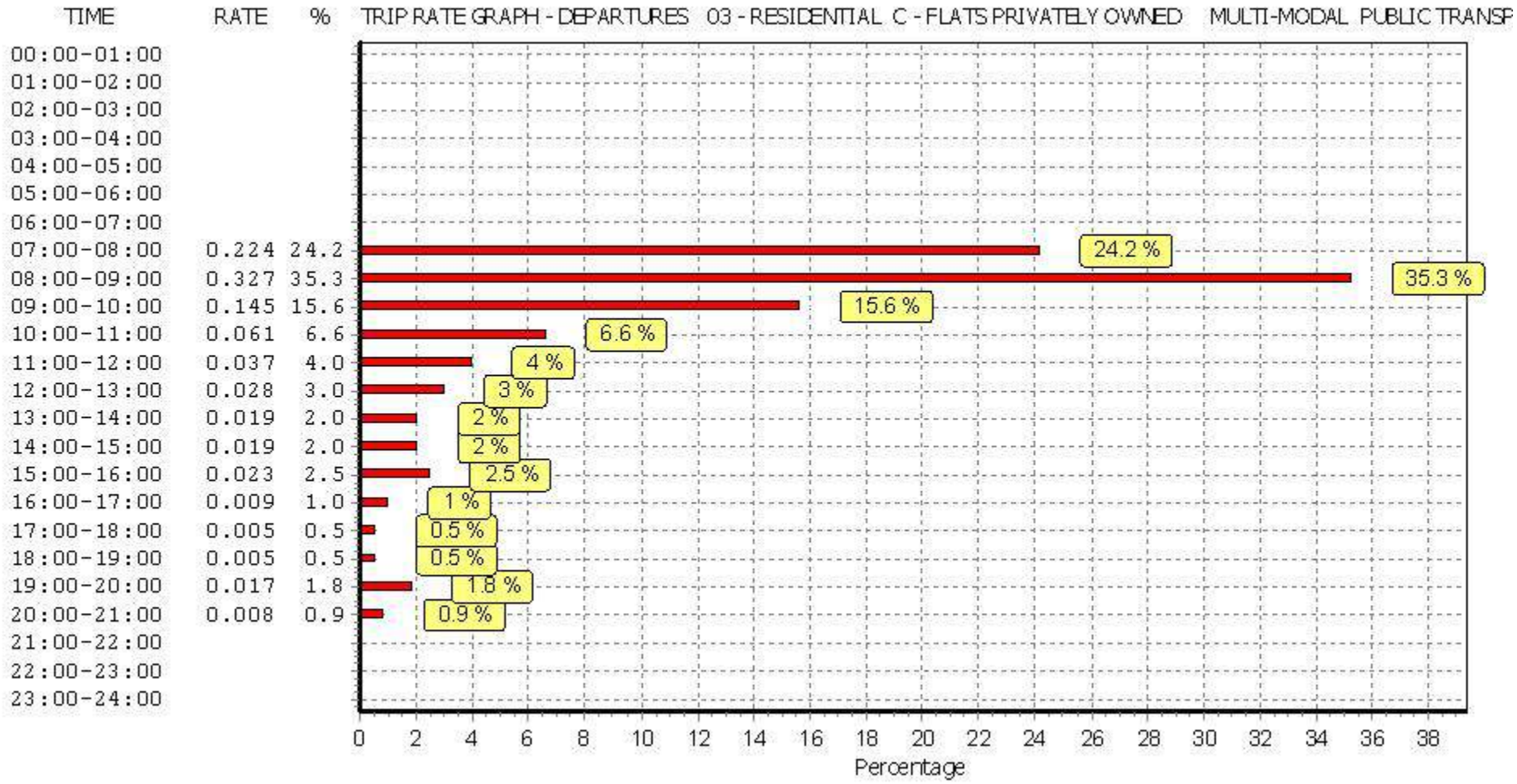
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

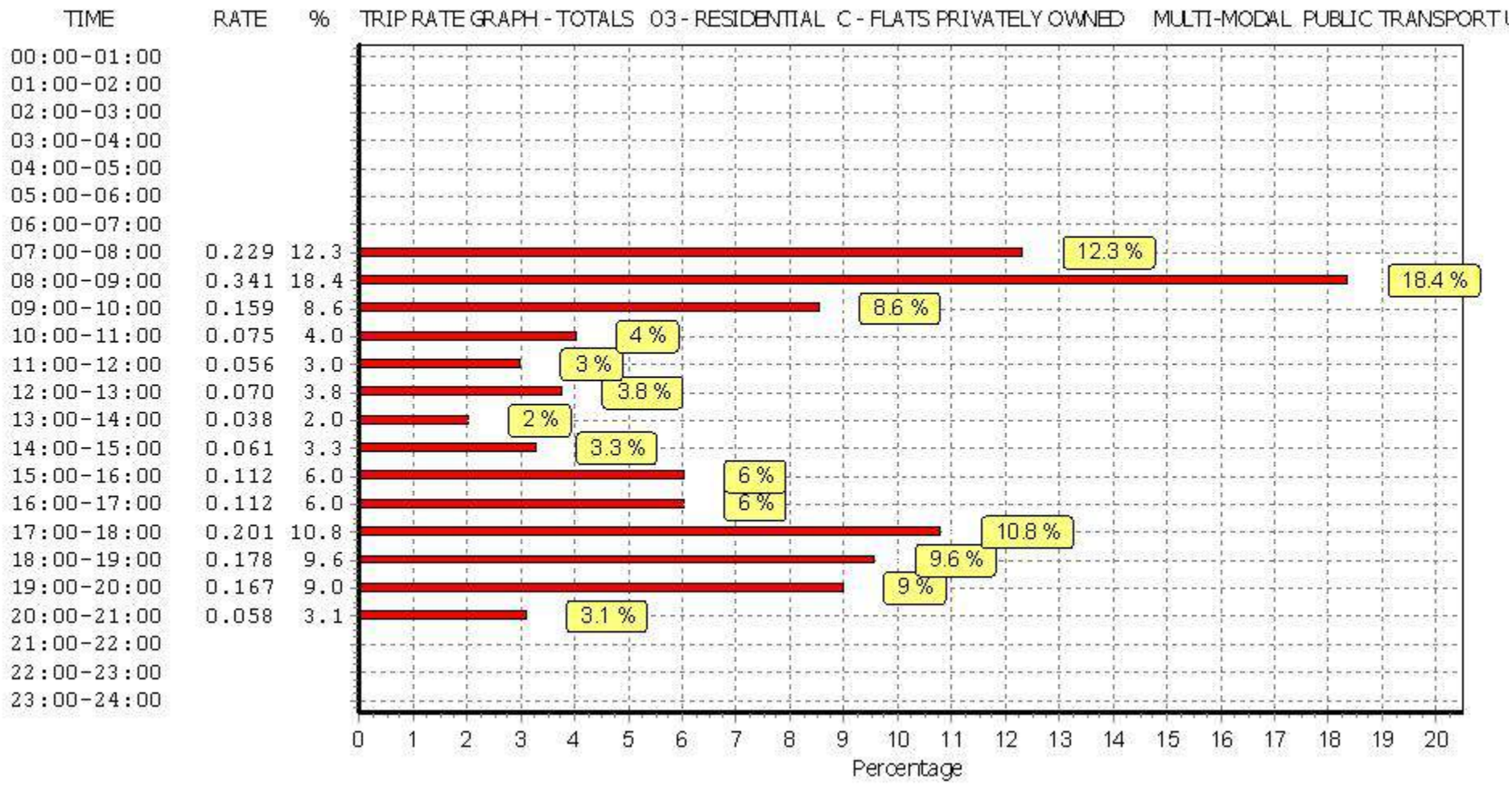
TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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



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



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

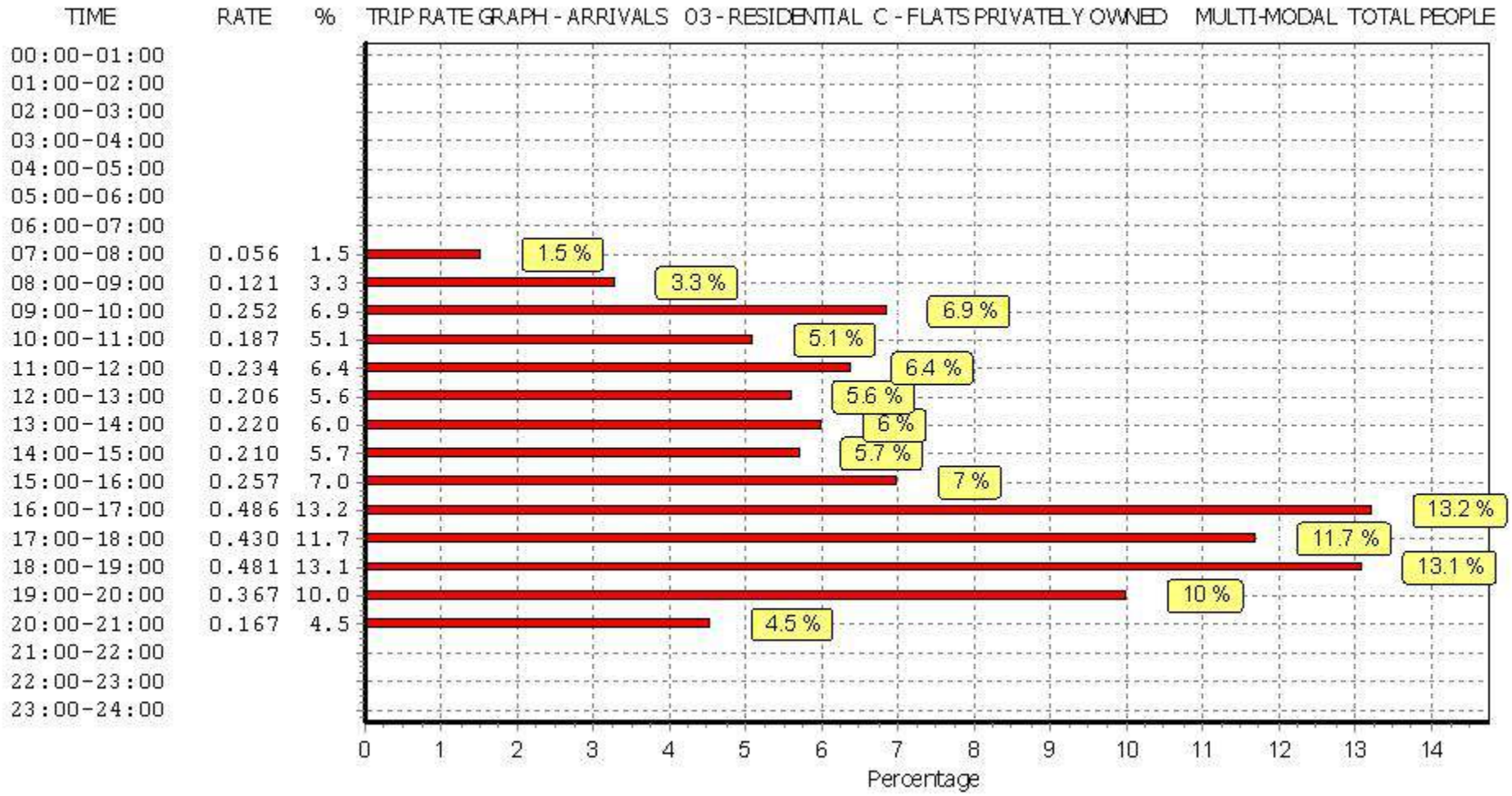
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.82

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.056	10	21	0.542	10	21	0.598
08:00 - 09:00	10	21	0.121	10	21	0.818	10	21	0.939
09:00 - 10:00	10	21	0.252	10	21	0.421	10	21	0.673
10:00 - 11:00	10	21	0.187	10	21	0.271	10	21	0.458
11:00 - 12:00	10	21	0.234	10	21	0.173	10	21	0.407
12:00 - 13:00	10	21	0.206	10	21	0.182	10	21	0.388
13:00 - 14:00	10	21	0.220	10	21	0.173	10	21	0.393
14:00 - 15:00	10	21	0.210	10	21	0.285	10	21	0.495
15:00 - 16:00	10	21	0.257	10	21	0.201	10	21	0.458
16:00 - 17:00	10	21	0.486	10	21	0.182	10	21	0.668
17:00 - 18:00	10	21	0.430	10	21	0.126	10	21	0.556
18:00 - 19:00	10	21	0.481	10	21	0.173	10	21	0.654
19:00 - 20:00	6	20	0.367	6	20	0.142	6	20	0.509
20:00 - 21:00	6	20	0.167	6	20	0.133	6	20	0.300
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.674			3.822			7.496

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.

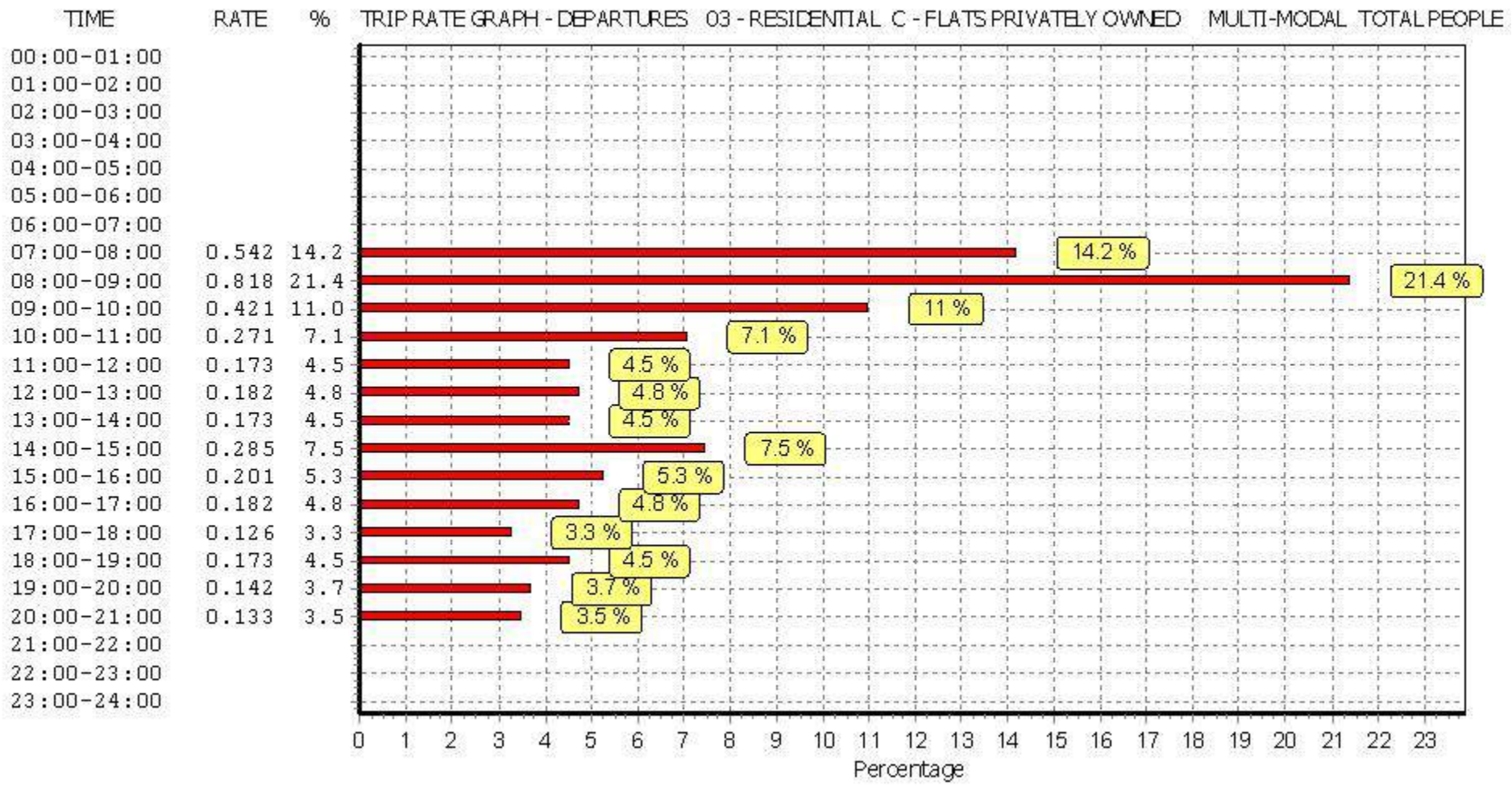
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



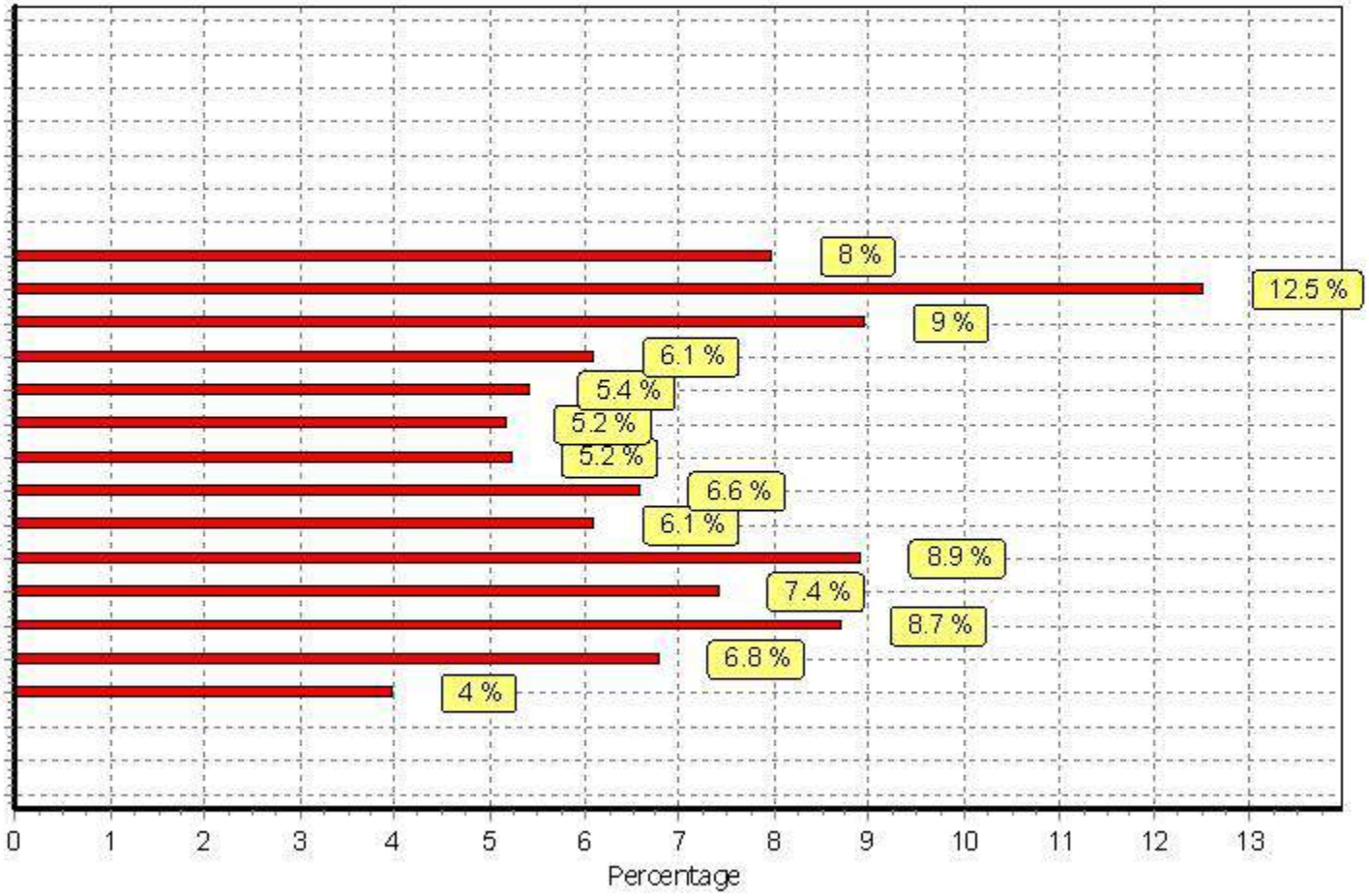
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.598	8.0
08:00-09:00	0.939	12.5
09:00-10:00	0.673	9.0
10:00-11:00	0.458	6.1
11:00-12:00	0.407	5.4
12:00-13:00	0.388	5.2
13:00-14:00	0.393	5.2
14:00-15:00	0.495	6.6
15:00-16:00	0.458	6.1
16:00-17:00	0.668	8.9
17:00-18:00	0.556	7.4
18:00-19:00	0.654	8.7
19:00-20:00	0.509	6.8
20:00-21:00	0.300	4.0
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

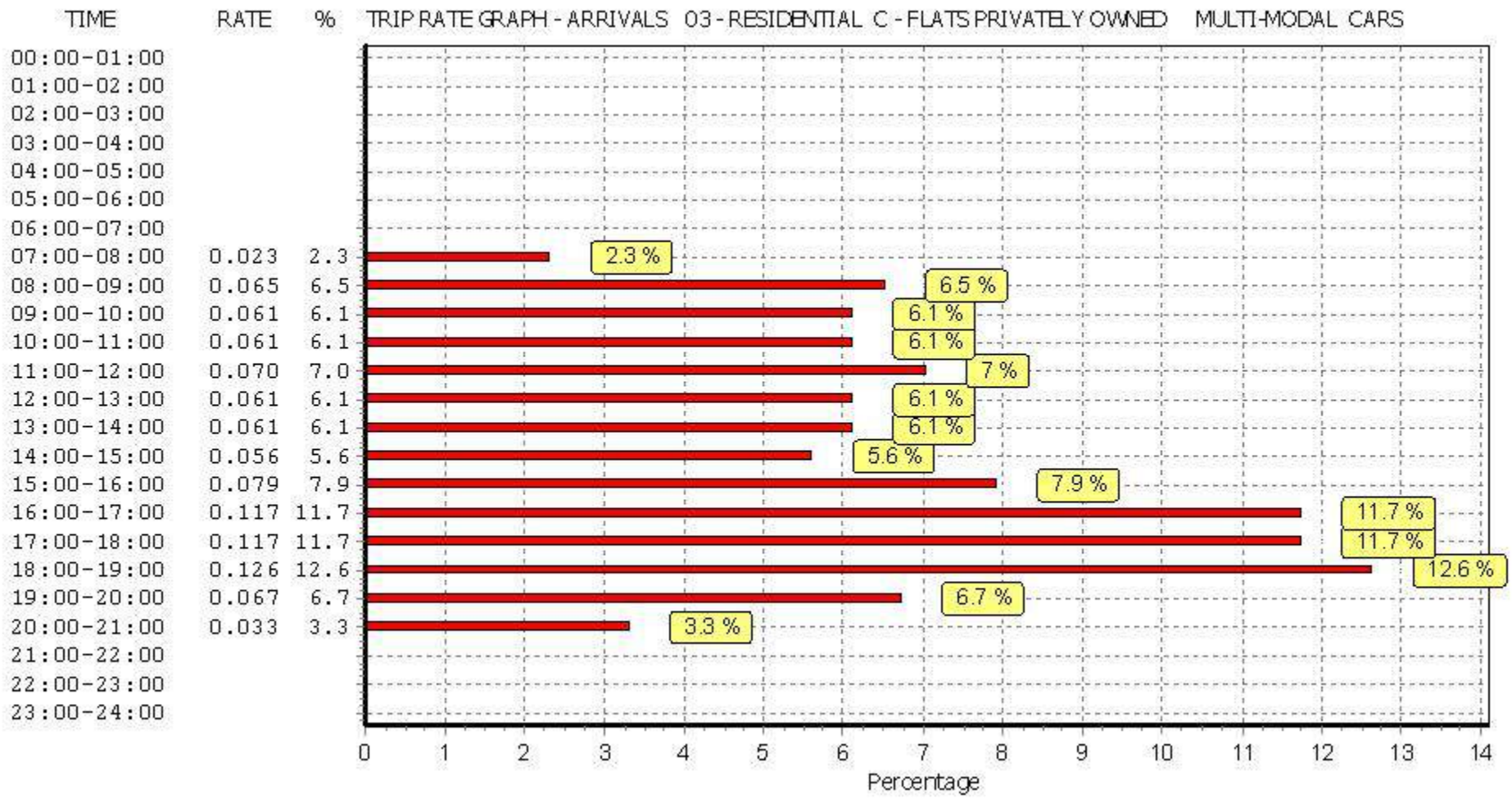
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.023	10	21	0.140	10	21	0.163
08:00 - 09:00	10	21	0.065	10	21	0.150	10	21	0.215
09:00 - 10:00	10	21	0.061	10	21	0.056	10	21	0.117
10:00 - 11:00	10	21	0.061	10	21	0.089	10	21	0.150
11:00 - 12:00	10	21	0.070	10	21	0.065	10	21	0.135
12:00 - 13:00	10	21	0.061	10	21	0.065	10	21	0.126
13:00 - 14:00	10	21	0.061	10	21	0.070	10	21	0.131
14:00 - 15:00	10	21	0.056	10	21	0.107	10	21	0.163
15:00 - 16:00	10	21	0.079	10	21	0.056	10	21	0.135
16:00 - 17:00	10	21	0.117	10	21	0.084	10	21	0.201
17:00 - 18:00	10	21	0.117	10	21	0.051	10	21	0.168
18:00 - 19:00	10	21	0.126	10	21	0.061	10	21	0.187
19:00 - 20:00	6	20	0.067	6	20	0.033	6	20	0.100
20:00 - 21:00	6	20	0.033	6	20	0.042	6	20	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.997			1.069			2.066

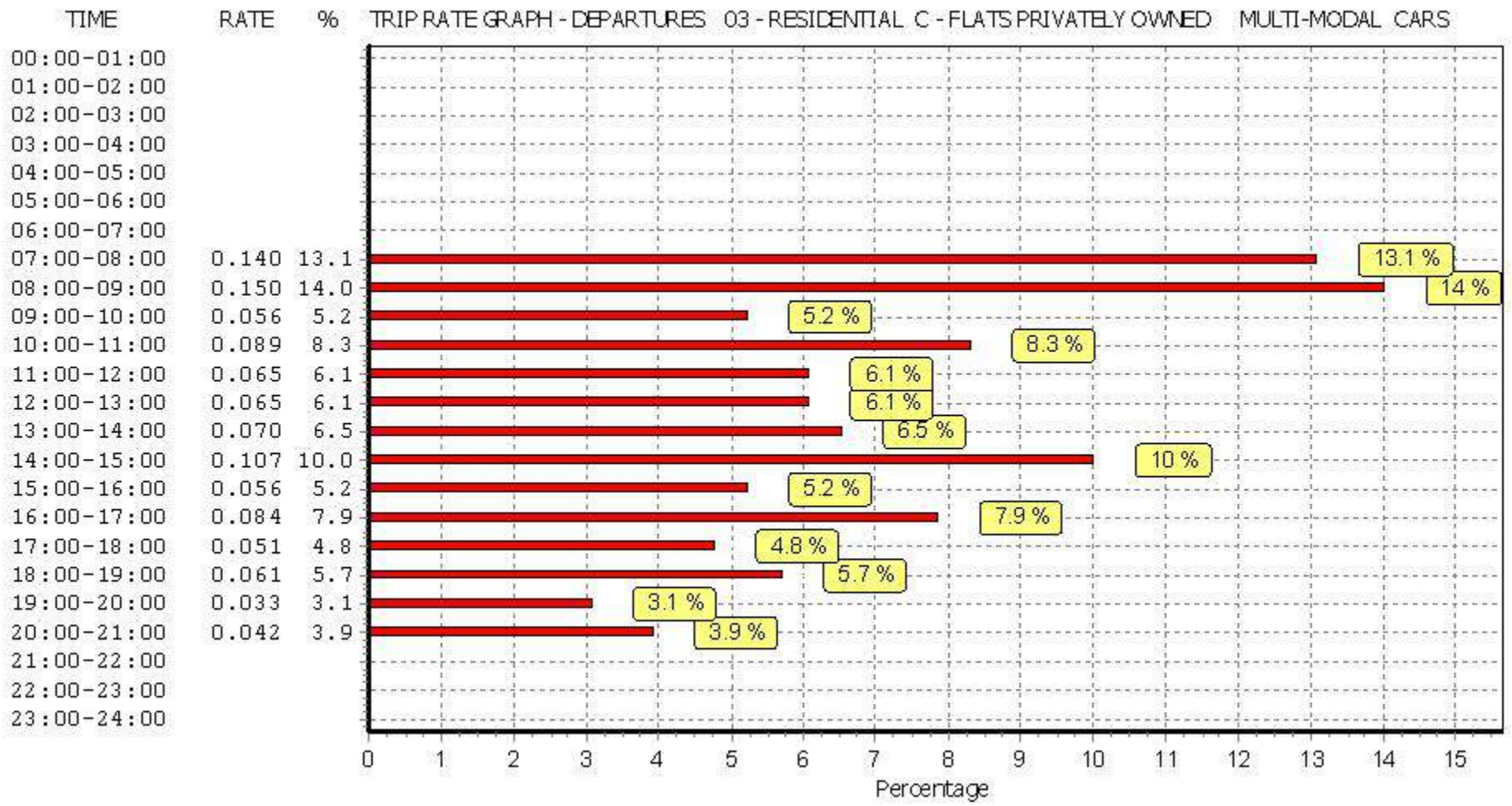
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

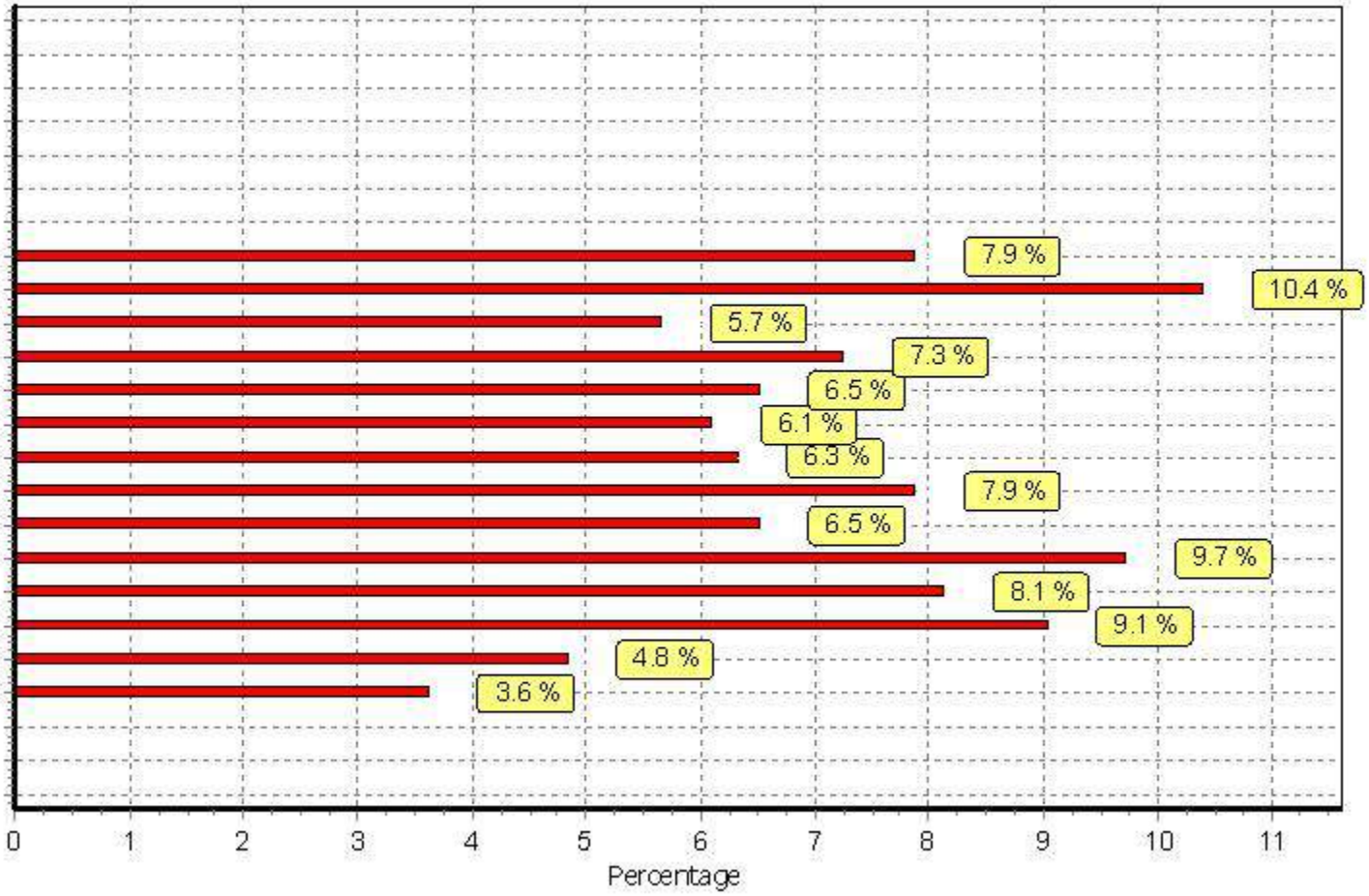


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750

TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL CARS

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.163	7.9
08:00-09:00	0.215	10.4
09:00-10:00	0.117	5.7
10:00-11:00	0.150	7.3
11:00-12:00	0.135	6.5
12:00-13:00	0.126	6.1
13:00-14:00	0.131	6.3
14:00-15:00	0.163	7.9
15:00-16:00	0.135	6.5
16:00-17:00	0.201	9.7
17:00-18:00	0.168	8.1
18:00-19:00	0.187	9.1
19:00-20:00	0.100	4.8
20:00-21:00	0.075	3.6
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

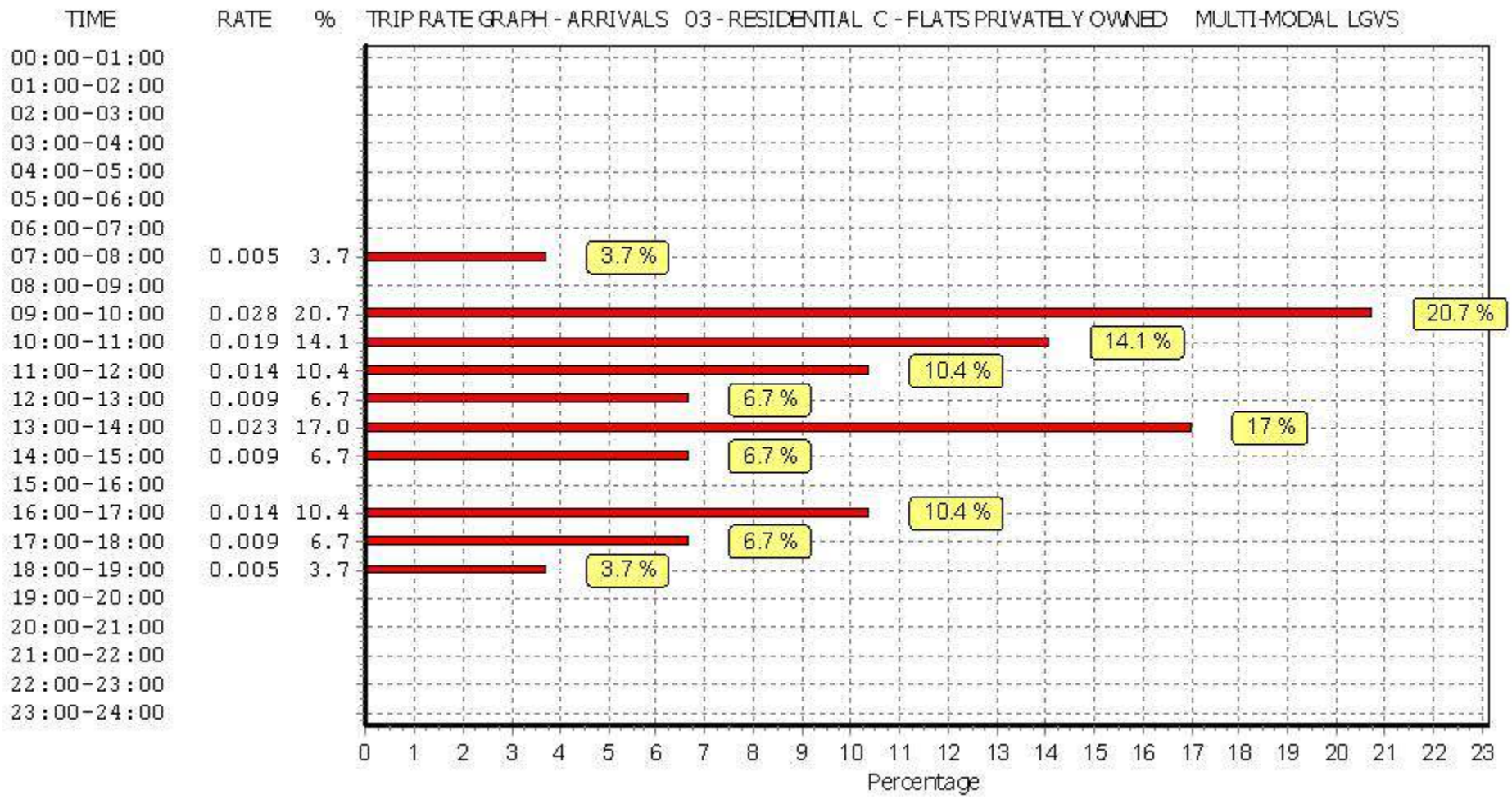
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.005	10	21	0.009	10	21	0.014
08:00 - 09:00	10	21	0.000	10	21	0.009	10	21	0.009
09:00 - 10:00	10	21	0.028	10	21	0.019	10	21	0.047
10:00 - 11:00	10	21	0.019	10	21	0.033	10	21	0.052
11:00 - 12:00	10	21	0.014	10	21	0.005	10	21	0.019
12:00 - 13:00	10	21	0.009	10	21	0.014	10	21	0.023
13:00 - 14:00	10	21	0.023	10	21	0.014	10	21	0.037
14:00 - 15:00	10	21	0.009	10	21	0.019	10	21	0.028
15:00 - 16:00	10	21	0.000	10	21	0.005	10	21	0.005
16:00 - 17:00	10	21	0.014	10	21	0.009	10	21	0.023
17:00 - 18:00	10	21	0.009	10	21	0.000	10	21	0.009
18:00 - 19:00	10	21	0.005	10	21	0.005	10	21	0.010
19:00 - 20:00	6	20	0.000	6	20	0.000	6	20	0.000
20:00 - 21:00	6	20	0.000	6	20	0.000	6	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.135			0.141			0.276

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.

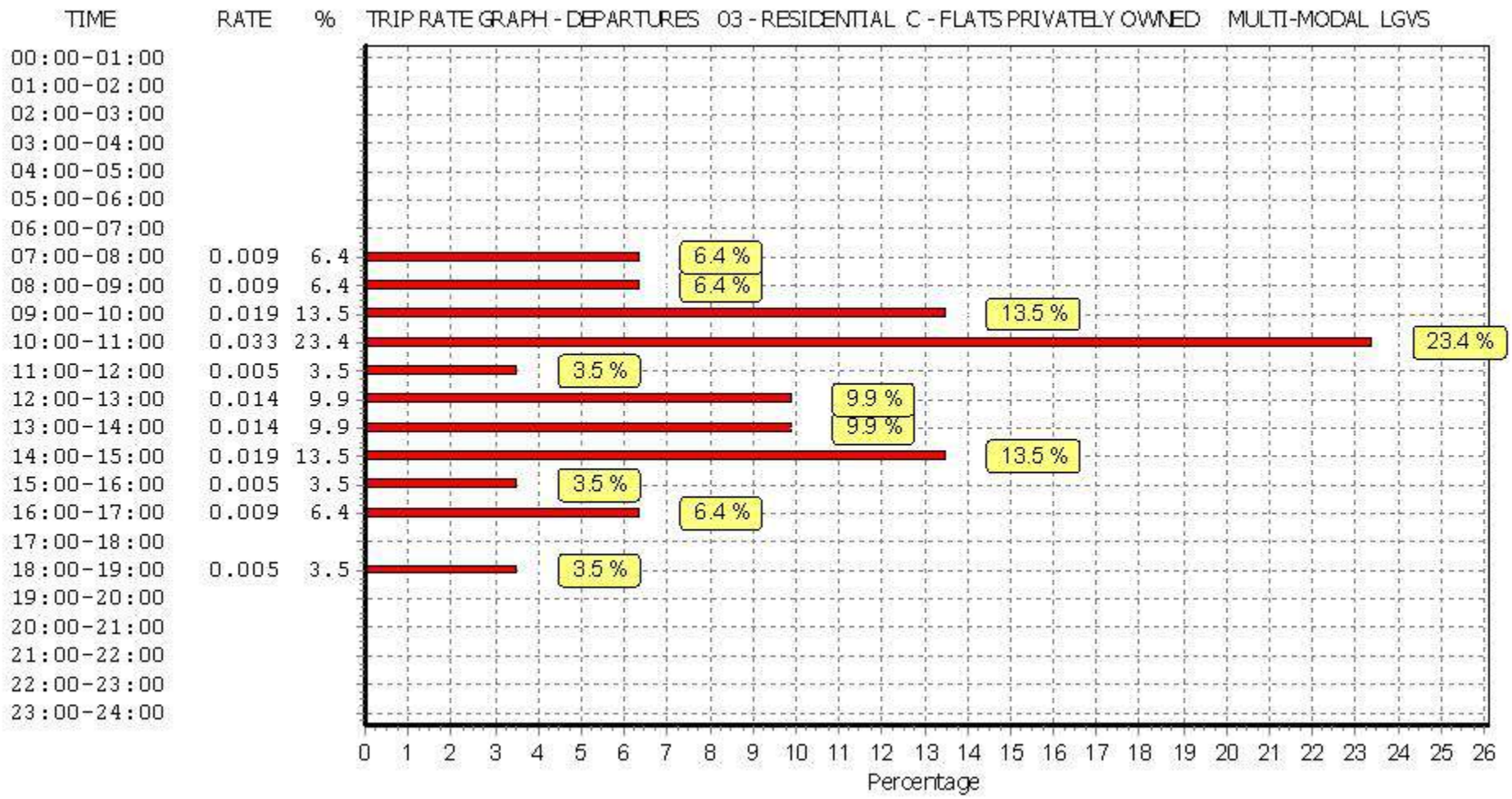
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



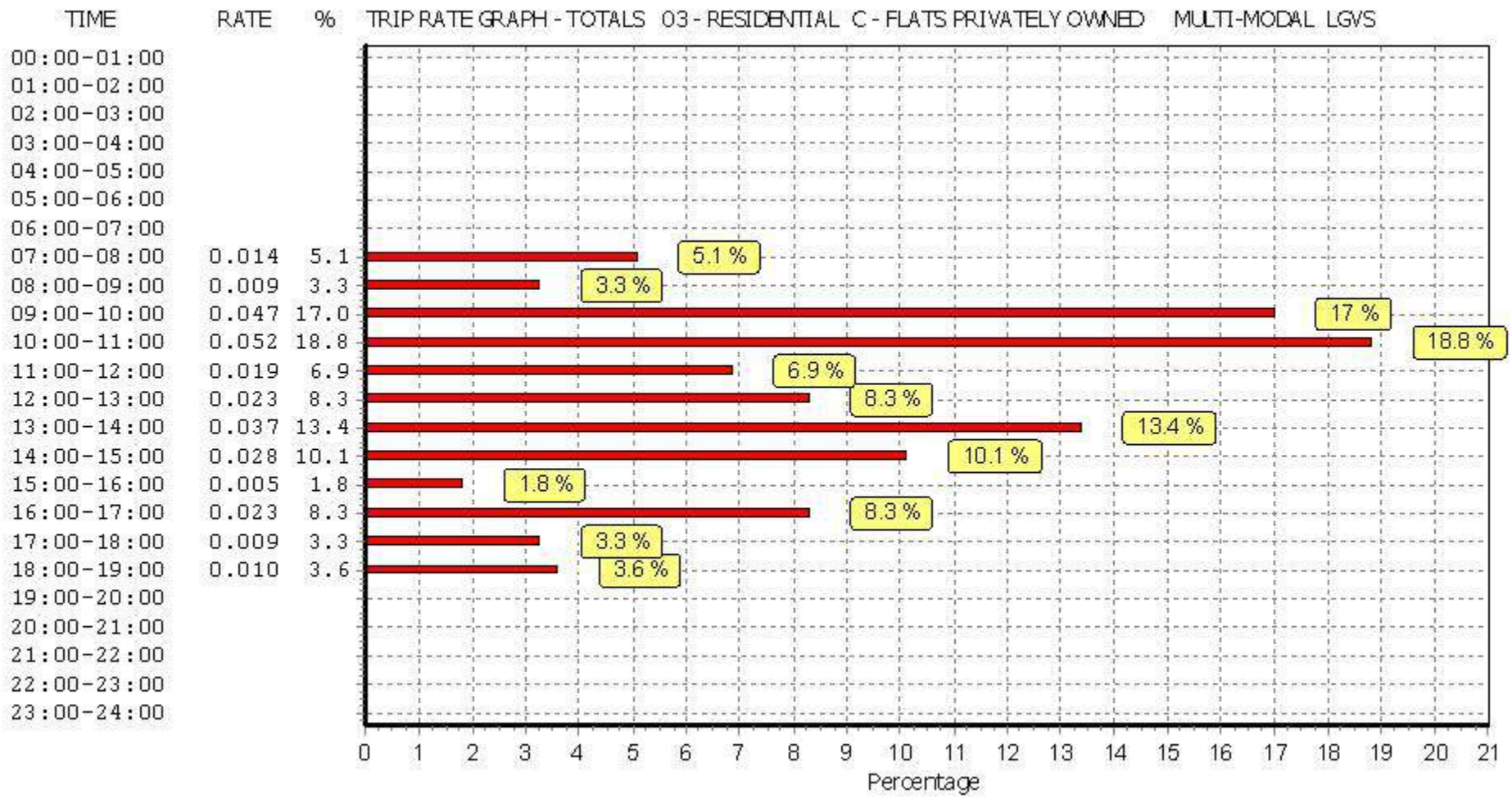
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

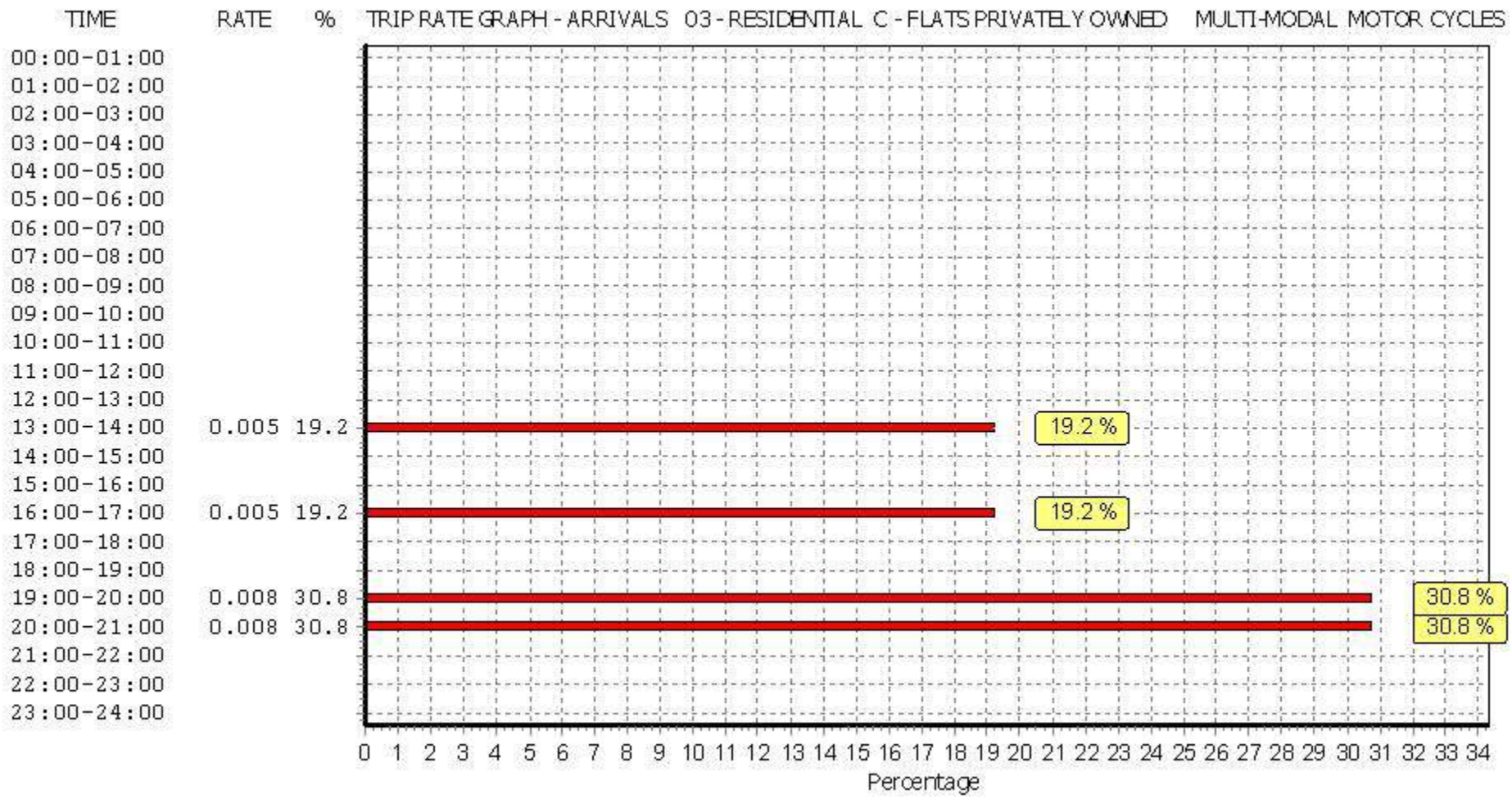
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.000	10	21	0.000	10	21	0.000
08:00 - 09:00	10	21	0.000	10	21	0.005	10	21	0.005
09:00 - 10:00	10	21	0.000	10	21	0.000	10	21	0.000
10:00 - 11:00	10	21	0.000	10	21	0.000	10	21	0.000
11:00 - 12:00	10	21	0.000	10	21	0.000	10	21	0.000
12:00 - 13:00	10	21	0.000	10	21	0.000	10	21	0.000
13:00 - 14:00	10	21	0.005	10	21	0.000	10	21	0.005
14:00 - 15:00	10	21	0.000	10	21	0.000	10	21	0.000
15:00 - 16:00	10	21	0.000	10	21	0.005	10	21	0.005
16:00 - 17:00	10	21	0.005	10	21	0.000	10	21	0.005
17:00 - 18:00	10	21	0.000	10	21	0.000	10	21	0.000
18:00 - 19:00	10	21	0.000	10	21	0.000	10	21	0.000
19:00 - 20:00	6	20	0.008	6	20	0.008	6	20	0.016
20:00 - 21:00	6	20	0.008	6	20	0.008	6	20	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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

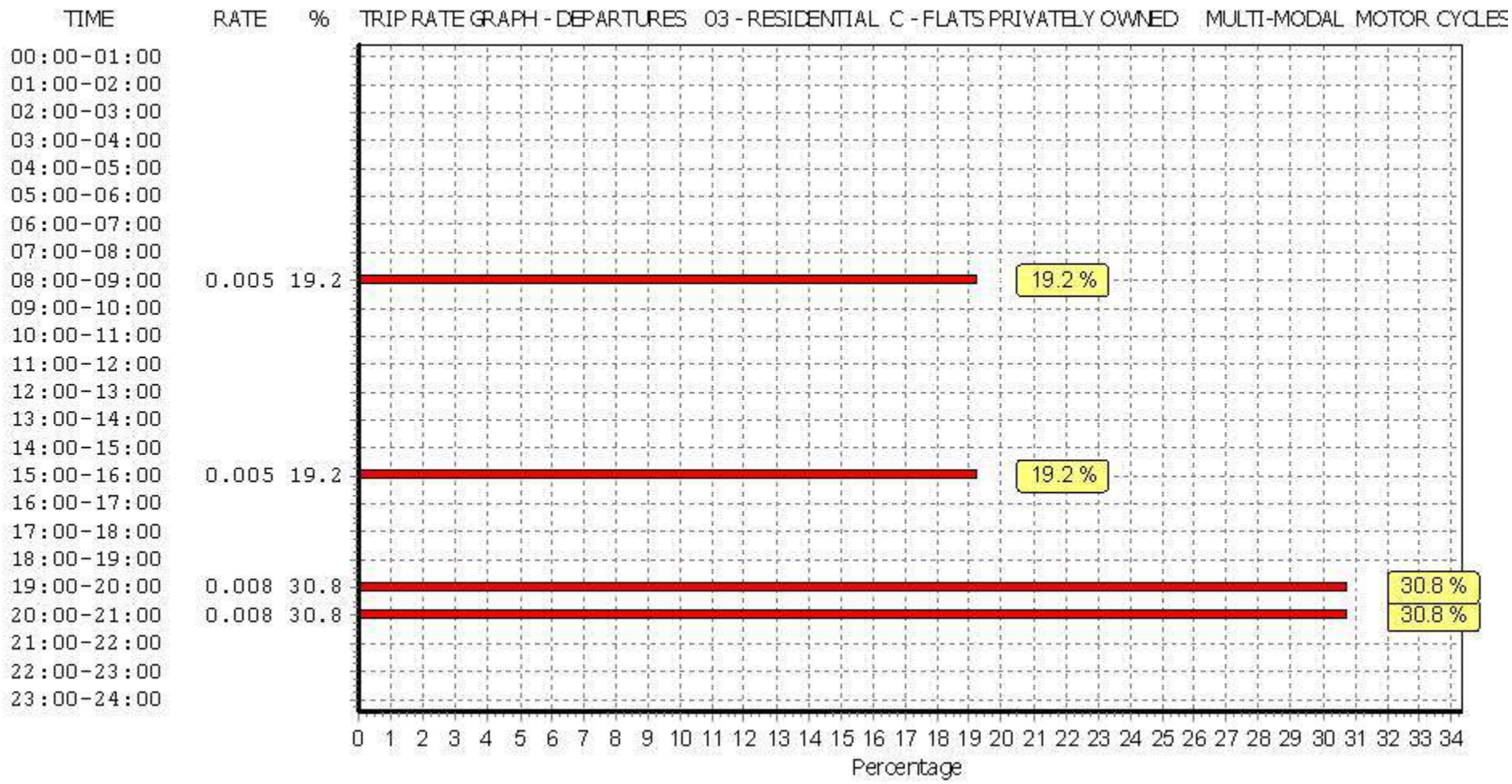
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



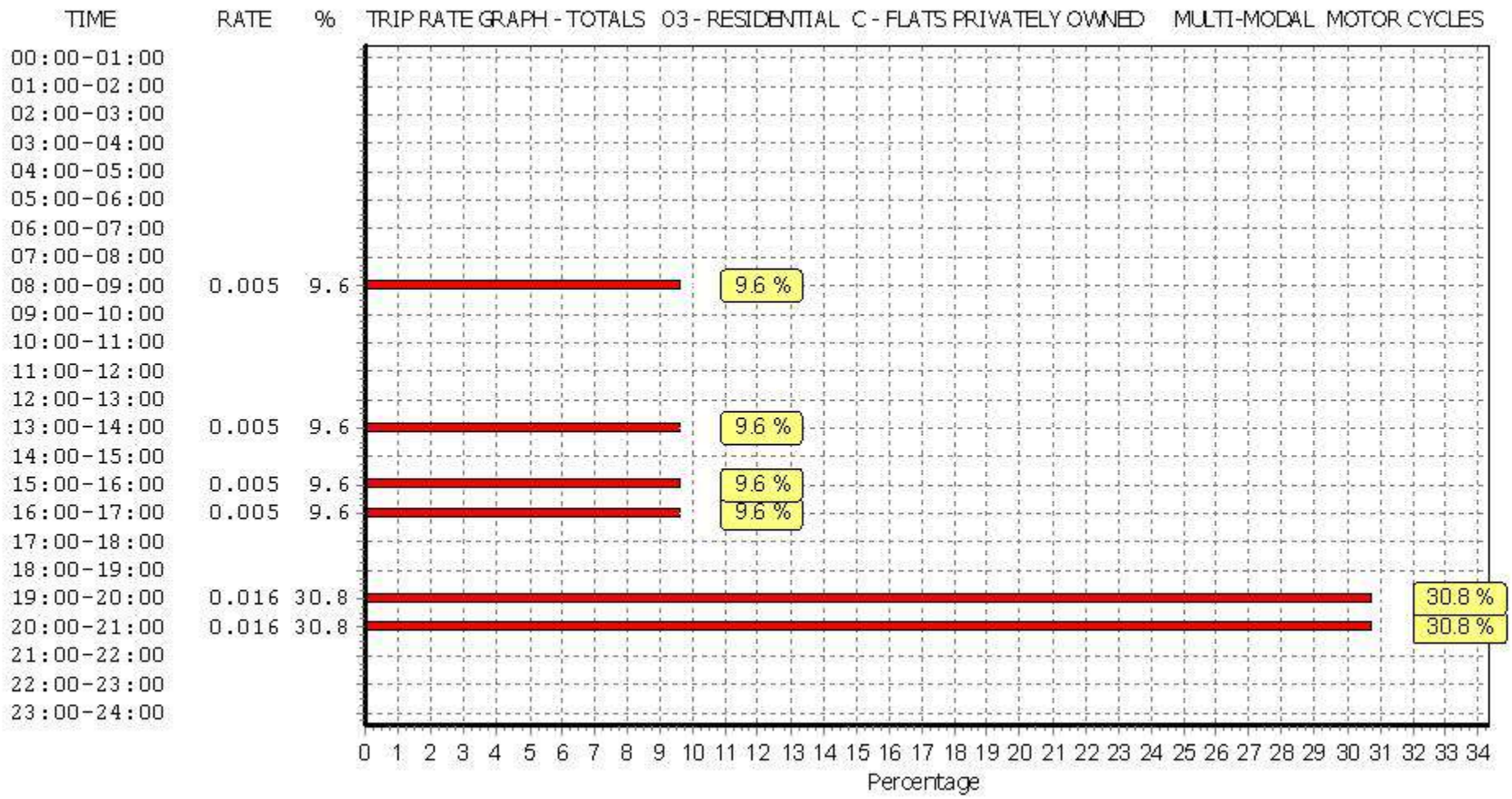
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

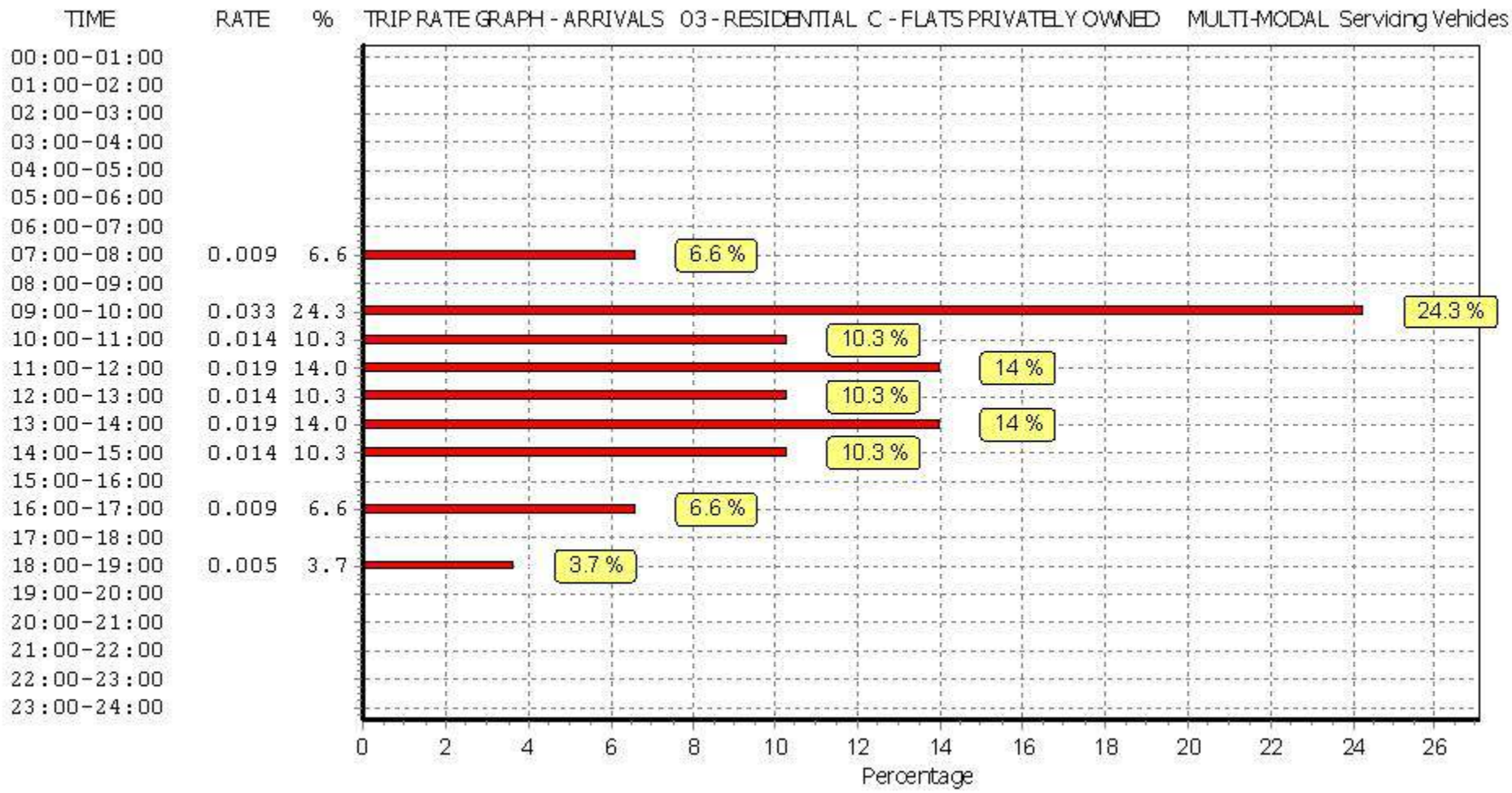
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	21	0.009	10	21	0.000	10	21	0.009
08:00 - 09:00	10	21	0.000	10	21	0.005	10	21	0.005
09:00 - 10:00	10	21	0.033	10	21	0.019	10	21	0.052
10:00 - 11:00	10	21	0.014	10	21	0.033	10	21	0.047
11:00 - 12:00	10	21	0.019	10	21	0.009	10	21	0.028
12:00 - 13:00	10	21	0.014	10	21	0.009	10	21	0.023
13:00 - 14:00	10	21	0.019	10	21	0.019	10	21	0.038
14:00 - 15:00	10	21	0.014	10	21	0.023	10	21	0.037
15:00 - 16:00	10	21	0.000	10	21	0.005	10	21	0.005
16:00 - 17:00	10	21	0.009	10	21	0.009	10	21	0.018
17:00 - 18:00	10	21	0.000	10	21	0.000	10	21	0.000
18:00 - 19:00	10	21	0.005	10	21	0.005	10	21	0.010
19:00 - 20:00	6	20	0.000	6	20	0.000	6	20	0.000
20:00 - 21:00	6	20	0.000	6	20	0.000	6	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.136			0.272

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.

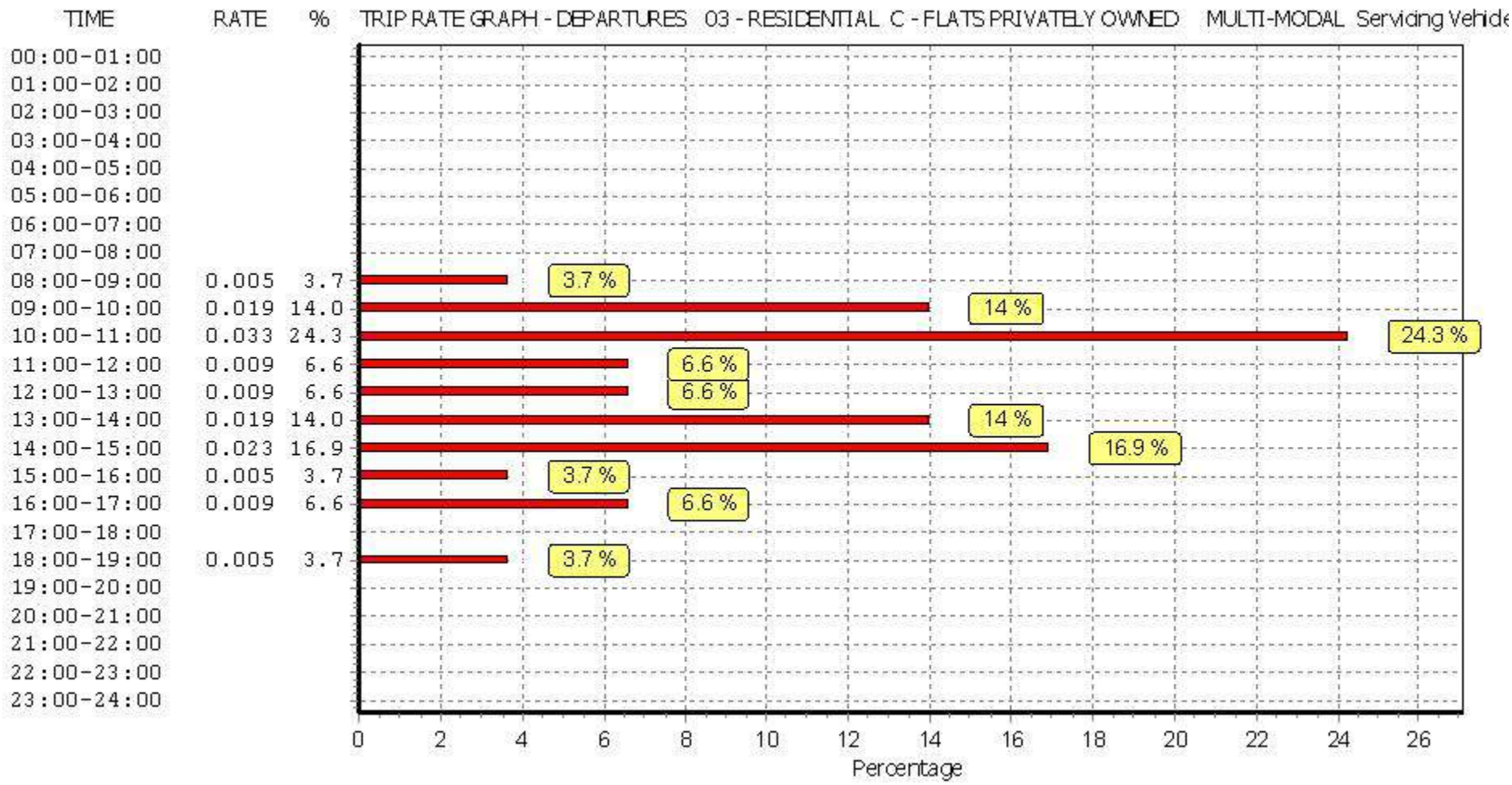
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



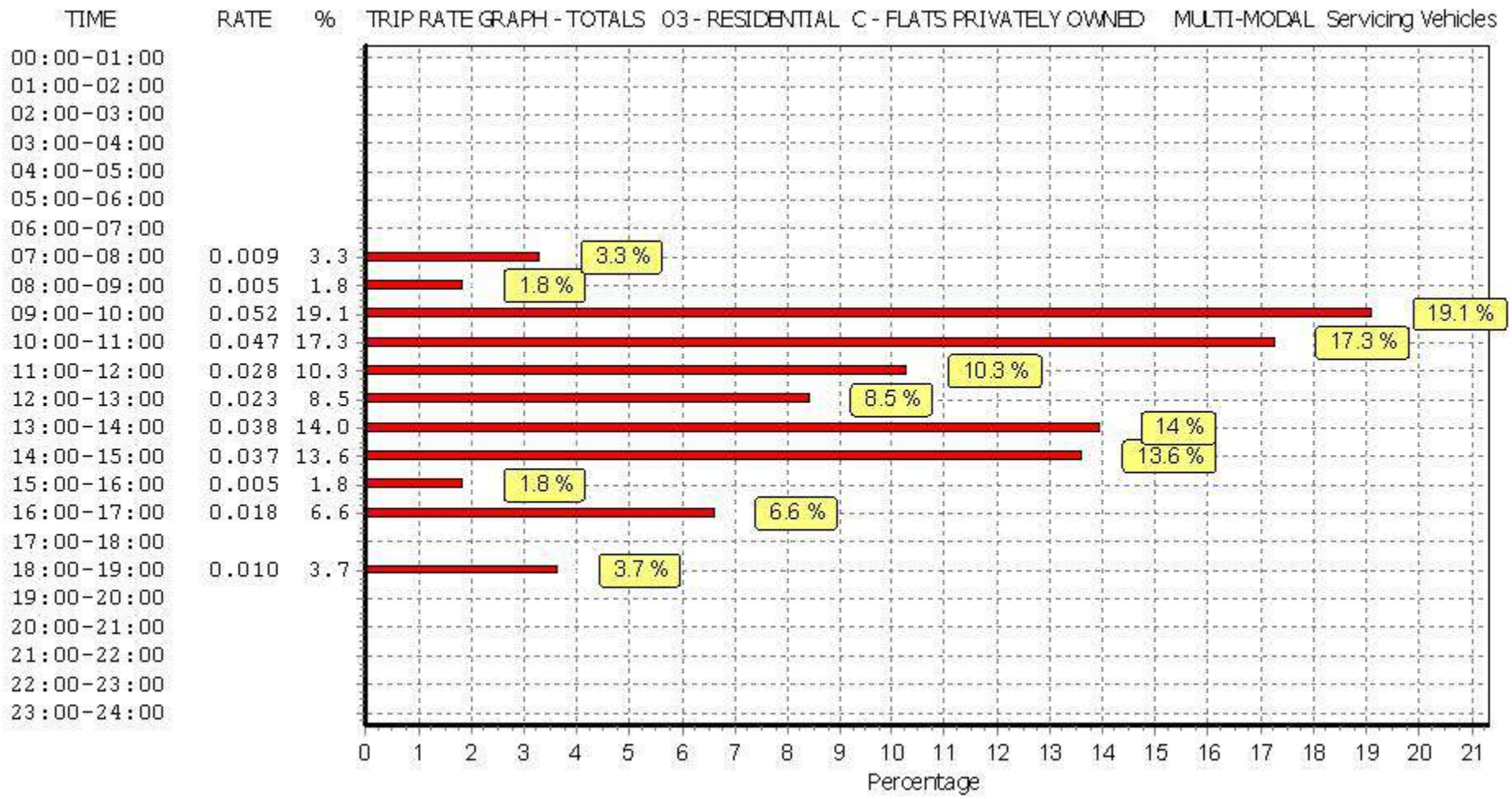
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.

TRICS CONSORTIUM MOON LANE BARNET Licence No: 708750



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.