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Civic Centre
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Esher
KT10 9SD

Our Ref: 221584/KL/ml/03

2 May 2023

Dear Sirs,

16-18 OATLANDS DRIVE, WEYBRIDGE, SURREY, KT13 9JL

Lanmor Rebuttal of Oatlands Residents

We have reviewed the response from local residents to Surrey County Council regarding highway safety issues. They raise issues including parking, traffic generation to accidents and safety.

Planning Policy Framework

Officers will appreciate that the key highways policy test contained at para 111 of the National Planning Policy Framework (NPPF) which sets out "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

Firstly it is important to stress that the development has been thoroughly assessed by Surrey County Council's Highway Authority who have raised no objection to the proposals, and they consider the development to "*be acceptable on highway safety and capacity grounds*."

They are the competent authority in respect to Highways matters, itself a technical issue. The applicant considers it is important that Elmbridge Borough Council also conclude that the scheme is acceptable on highways safety grounds. However, for completeness this letter will respond to the points raised by the residents submissions, which wholly fails to demonstrate that the development would have a severe impact on the highways network.

Reference to the 2007 Appeal

In their response, the Oatlands Drive residentsset out that the 2007 application by Cala Homes for development of 50 houses on this site and the neighbouring 2 sites was refused and then dismissed at appeal. While they are correct the appeal was dismissed it was not dismissed on highway or transport grounds. Prior to the appeal the Highway Authority Surrey County Council (SCC) removed their objection, however the inspector did consider the safety of the proposed access and increased traffic generation given local residents concerns. It is also worth noting that the inspector concluded that the site was in a sustainable urban location and is at present underutilised. This has also been concluded by the County Highways Authority for the current application.

As such reference to the 2007 Cala Homes appeal has no bearing on the current application in respect to highway matters.

Parking Provision

The residents contend there is insufficient parking in the development and they consider the cumulative parking provision having regard to the adjacent development site (8-14 Oatlands Drive) and the scheme proposed at 4-6 Oatlands Drive. In their letter the local residents cites there being a 45% shortfall in parking provision across the 3 development sites. In justification of this they use the Elmbridge parking standards.

First it is pertinent to note that the application at 4-6 Oatlands Drive has not been approved and so cumulative impact from this should be disregarded. Even if it were to be regarded that application was assessed under the Council's parking standards and found acceptable.

Turning to their allegation that there is a 45% shortfall in parking provision – this is factually incorrect as they are referring to maximum levels of parking without taking into consideration other factors. The ability to walk or cycle into the town centre is seen as beneficial to providing residents with an alternative to a car and therefore lower parking provisions would be expected. Policy is to reduce parking levels to encourage more sustainable modes of travel. The level of parking provision is similar to the neighbouring consented development at 8-14 Oatlands Drive. At 8-14 Oatlands Drive SCC wanted to see a much lower level of parking than what was approved.

The submitted Transport Statement includes local census data from the 2011 survey and that shows 12% of households in the area didn't have access to a vehicle, this is considered to be robust as it includes both flats and houses. Broken down into dwelling type, the census data shows that for houses 8% of households do not have access to a motor vehicle and for flats this increases to 23.8%. The recent 2021 census is not yet available to the same level of detail, but for the general car access availability in the area it shows that there has been little change since the 2011 survey and that approximately 12% of all households do not have access to a motor vehicle.

The proposals will provide for 32 spaces for the 33 flats proposed. This is in line with parking standards and based on the census data. It is considered to be appropriate level for this development in this sustainable location. Table 1 below details the maximum parking standards for residential accommodation as set out in EBC's Parking SPD (June 2020). Moreover 40no. cycle parking spaces are included, the site is located at an edge of town centre location where residents can readily walk or cycle to local shops and amenities, and there is a bus stop directly adjacent to the site which is to be upgraded. This is a highly sustainable location with a plethora of means to travel there other than by private vehicle.

Size of dwelling	Town Centre / Edge of centre
1-bed	1 space per unit
2-bed	1.5 space per unit
3-bed	2 spaces per unit

Table 1 – The Parking Standards for Residential Accommodation

The local residents letter suggests that some occupiers will have more than one car, however the management of parking will be controlled and each apartment will only have permission for one permit. Future occupiers will acquire a flat in the full knowledge of this and so will have to adapt their travel arrangements accordingly to occupy the development. So it is expected that any future occupiers that want or require access to more than one car will find a property elsewhere where this than can be accommodated.

Their reference to future large-scale developments in the area should be disregarded – they will be judged on their merits at that time should they come forward.

It is relevant to mention that that a recent application (LPA Reference 2022/1542) was refused by EBC. One of the reasons being over provision of parking. The Council's desire to have parking in line with standards, which 16-18 Oatlands achieves is therefore paramount. Overprovision of parking encourages car use and strives against policy desires to minimise it and use sustainable travel options, of which there are a plethora here.

Overall the parking provision proposed is wholly appropriate for this site in this sustainable location and would not result in overspill parking on the neighbouring streets.

Traffic Impact

The next point in the residents' letter states there has been a huge increase in traffic in Walton, this is based on the number of vehicles licensed in the area. They quote the increase in vehicles number but not the traffic flow data available on the Department of Transport website, https://roadtraffic.dft.gov.uk/#6/55.254/-6.064/basemap-regions-countpoints which shows the recorded and estimated traffic flows surrounding the site. In the vicinity of the site there are 3 count points, one

to the south on the A3050 Oatlands Drive, one to the north on the A3050 and the third to the east on the A244.

The key points are the sites to the south and east, the count on Oatlands Drive to the south shows that traffic flows are predicted to reduce from a peak in 2016. The count data includes 2 manual counts in 2008 and 2016. The 2008 count recorded 15,829 2-way vehicle movements by 2016 there had been a slight reduction to 15,577, the period between 2008-2016 was predicted to increase but by 2016 the flows where less so future years have been adjusted. There have been no further counts since 2016 but the traffic flows are predicted to reduce based on current estimations.

The count point on the A244 New Zealand Avenue also estimates the traffic flows in the area predicted to reduce. There were two manual counts at this point in 2011 and 2019, the 2011 recorded 14,184 2-way vehicles movements and the 2019 survey 13,171 movements. From 2011 to 2019 there has been a reduction of approximately 1,000 2-way movements on the network.

The resident's assumption that traffic flows have or will increase is not borne out by the traffic data, which shows there has been a stabilising if not a reduction in traffic flows over the last 10-12 years.

With regards to the TRICS data being out of date, the trips rates selected used the approved rates for the neighbouring site. The more recent surveys excluding edge of town centre sites gives much lower trip rate, in the morning peak this will reduce from 0.072 arrivals and 0.216 departures per flat to 0.034 and 0.181, in the evening peak this reduces from 0.216 and 0.089 to 0.168 and 0.047.

The original data included edge of town centres, edge of towns and suburban areas, Walton is one of the larger town centres in Elmbridge so it was considered reasonable to include edge of town centres. When you consider the 3 edge of town centres select in "Westcliff", "Kings Lynn" and "Clapham" they are in locations not dissimilar to the application site in relation to proximity to local services, shops etc.

The original TRICS data included sites with less than 1 to 1 parking but only 2 of the 11 site had less than this provision so they would not any significant impact on reducing the trip rates. The latest TRICS data now only includes sites where the parking ratios exceed 1.1 spaces per property up to a maximum 1.5 and the latest rate are lower than the original ones. A copy of the old TRICS and new TRICS data is enclosed for reference, the data clearly shows the rates used are robust compared to current data, which is only to be expected as people change their working / lifestyle balance with working more from home and needing to make less trips.

Having regard to the residents claim that the additional traffic from all 3 developments will have a material impact on the surrounding highway. If all the 111 units in the 3 developments generate 0.298 2-ways trips then they would generate 32 movements in the peak period. This level of traffic that the developments will generate is not considered to have a material impact. The inspector for the Cala Homes appeal found that the predicted 24 to 27 vehicles movements would not have any impact on the

road network, and as noted above there has been a slight reduction in traffic flow since then. Moreover, the Highways Authority have concluded that traffic impact is acceptable on the local highway network. Given the 3 developments will only generate 32 2-way trips and the traffic flows on the surrounding network have been proved not to have increased it is reasonable to assume that all 3 developments will be not impact the current highway network.

Therefore, taking this development, and cumulative impact from the adjacent development into account, the additional vehicle movements are within capacity on the local highway network, as verified by the County Council Highways Authority.

Other Highways Matters Raised

Residents raised concern with the complex nature of the traffic lights at the nearby junction I am sure that if the junction as they say has been like this for 20 years SCC as highway authority would have taken appropriate action to address this. If the highways authority have plans to upgrade the junction, then this falls outside of the remit of this application, although we note that the development will make a CIL contribution and so if such an infrastructure project is identified as a CIL scheme, it could benefit from such a contribution.

With regard to emergency vehicles overtaking queuing vehicles, these are professionally trained drivers and would take appropriate precautions to ensure the safety of themselves and other drivers when overtaking. As for the inappropriate overtaking by other drivers that are not prepared to wait in the queue this is an enforcement issue that needs to be discussed with SCC and the police to implement measures to stop this. Both these matters have no bearing on the application and should be disregarded.

The next point of the residents' letter relates to traffic congestion and dangerous driving on Oatlands Drive. In the letter they suggest that the 2007 application by Carla Homes identified that up to 50 vehicles were queuing back from the traffic lights, they are now suggesting that this has increased but they haven't provided any details as the number and frequency of these tailbacks only that now reaches Oatlands Chase. As noted above, the Traffic flow data doesn't support this allegation - it shows that over the last 10-12 years there has been a slight reduction in traffic flows and we note that the Highways Authority have raised no concern on this matter.

The residents also state in the opening paragraphs that the simple concept of peak times/rush hour congestion is no longer an appropriate measure as the working week has been come more flexible than the outdate 9-5. This is true and with home working becoming more and more prevalent we would expect the opposite to the residents observations to be true with the ques reducing during the old rush hour peak periods not increasing.

Accident Data

With regards to accidents on Oatlands Drive they provide accident data from the crash map database and state that this section of Oatlands Drive is known to be an accident prone with 4 serious and 1 fatality. The cash map data doesn't show that there has been a fatality on Oatlands Drive or in the area, it does show 4 serious accidents at the junction of the A244 as indicated in Figure 1 below.

Two of the accidents involve only cars and the other 2 involved a car and pedal cycle, the first incident one was moving off and the other traveling normally, the collision was to the front and near side of the vehicles. The second involved 3 cars and cycle all were slowing down but was hit from behind by last vehicle. The third was a car turning left at the lights striking a cyclist and the final accident involve a car driving straight ahead hitting a pedestrian.

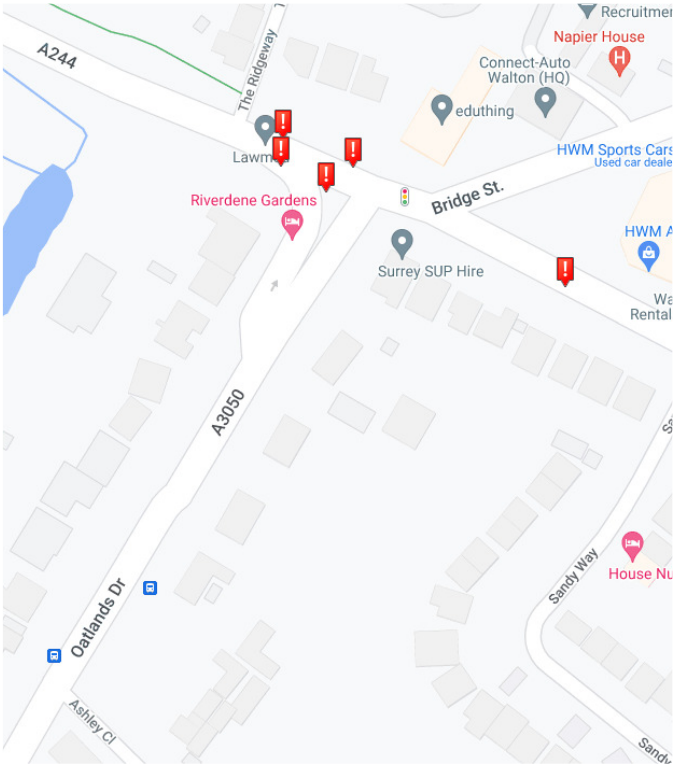

Figure 1 – Crash Map Fatal and Serious Accidents 221584/KL/ml/03 16-18 Oatlands Drive, Weybridge, Surrey, KT13 9JL 24 April 2023.

There have been a number of minor accidents but 3 in this period have occurred on Oatlands Drive the majority have been at the junction of A244. One of the 3 involved a car traveling along Oatlands Drive striking a pedestrian crossing the road. The second involved only a pedal cyclist proceeding along the road and the final one involved a vehicle turning right hitting a motorcyclist overtaking a stationary vehicle. Given the lower level of incidents over the 10-year period there is nothing to suggest Oatlands Drive is considered dangerous for drivers traveling along or to residents that live on it.

They also raised issues about safety for cyclist at pinch points at the central refuges on Oatlands Drive. Unfortunately this is a factor of the width of the road and this cannot be altered. The proposed development will create a new access on to Oatlands Drive but it will close 4 to the 2 existing properties. The new access will have clear visibility along Oatlands Drive to be able to see approaching cyclists and will create a more formal junction that is visible to road users making them aware that vehicles might be exiting the site.

In conclusion the TRICS data used is considered to be more robust than current surveys as the trip rates are higher, the accident data doesn't show there to be any safety implications along Oatlands Drive in the vicinity of the site and the level of parking meets current policy and is in line with census data for car ownership in the area. Given the above it is considered that the proposals will have no material impact on the surrounding highway network and we see no reason why the application for development at 16-18 Oatlands Drive should be refused on the grounds of transport / highway matters. This has been verified by the Council's Highway Authority.

Yours sincerely

Kevin Lang

Calculation Reference: AUDIT-162301-190523-0552

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	WH	WANDSWORTH	1 days
02	**SOUTH EAST**		
	EX	ESSEX	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	RI	EAST RIDING OF YORKSHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 6 to 56 (units:)
Range Selected by User: 6 to 60 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 08/11/17

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	3 days
Thursday	1 days
Friday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	11 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	3
Suburban Area (PPS6 Out of 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:

Residential Zone	7
Built-Up Zone	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C3	11 days

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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	9 days

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

Travel Plan:

No	11 days

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

PTAL Rating:

No PTAL Present	10 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 **CA-03-C-02** **BLOCK OF FLATS** **CAMBRIDGESHIRE**
WESTFIELD ROAD
PETERBOROUGH
NETHERTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 44
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

2 **CB-03-C-02** **BLOCK OF FLATS** **CUMBRIA**
BRIDGE LANE
PENRITH

Edge of Town
No Sub Category
Total Number of dwellings: 35
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

3 **CB-03-C-03** **FLATS & BUNGALOWS** **CUMBRIA**
LOUND STREET
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 33
Survey date: MONDAY *09/06/14* *Survey Type: MANUAL*

4 **DC-03-C-02** **FLATS IN BLOCKS** **DORSET**
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: FRIDAY *28/03/14* *Survey Type: MANUAL*

5 **DS-03-C-02** **FLATS** **DERBYSHIRE**
BURTON ROAD
DERBY
NEW NORMANTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: SATURDAY *09/07/11* *Survey Type: MANUAL*

6 **EX-03-C-01** **FLATS** **ESSEX**
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total Number of dwellings: 6
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

7 **NF-03-C-01** **BLOCKS OF FLATS** **NORFOLK**
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

8 **NT-03-C-01** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAMSHIRE**
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

9 **RI-03-C-01** **FLATS** **EAST RIDING OF YORKSHIRE**
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total Number of dwellings: 20
Survey date: TUESDAY *13/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 SF-03-C-03 BLOCKS OF FLATS SUFFOLK
TOLLGATE LANE
BURY ST EDMUNDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 03/12/14 Survey Type: MANUAL

11 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET
CLAPHAM JUNCTION

Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 09/05/12 Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.092	1.937	11	32	0.173	3.631	11	32	0.265	5.568
08:00 - 09:00	11	32	0.072	1.513	**11**	**32**	**0.216**	**4.539**	11	32	0.288	6.052
09:00 - 10:00	11	32	0.124	2.602	11	32	0.159	3.329	11	32	0.283	5.931
10:00 - 11:00	11	32	0.104	2.179	11	32	0.118	2.481	11	32	0.222	4.660
11:00 - 12:00	11	32	0.112	2.360	11	32	0.098	2.058	11	32	0.210	4.418
12:00 - 13:00	11	32	0.092	1.937	11	32	0.089	1.876	11	32	0.181	3.813
13:00 - 14:00	11	32	0.101	2.118	11	32	0.124	2.602	11	32	0.225	4.720
14:00 - 15:00	11	32	0.092	1.937	11	32	0.118	2.481	11	32	0.210	4.418
15:00 - 16:00	11	32	0.147	3.086	11	32	0.078	1.634	11	32	0.225	4.720
16:00 - 17:00	11	32	0.110	2.300	11	32	0.086	1.816	11	32	0.196	4.116
17:00 - 18:00	**11**	**32**	**0.216**	**4.539**	11	32	0.089	1.876	**11**	**32**	**0.305**	**6.415**
18:00 - 19:00	11	32	0.161	3.389	11	32	0.112	2.360	11	32	0.273	5.749
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.423	29.897			1.460	30.683			2.883	60.580

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:	6 - 56 (units:)
Survey date date range:	01/01/11 - 08/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
08:00 - 09:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
09:00 - 10:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
10:00 - 11:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
11:00 - 12:00	**11**	**32**	**0.006**	**0.121**	**11**	**32**	**0.006**	**0.121**	**11**	**32**	**0.012**	**0.242**
12:00 - 13:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
13:00 - 14:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
14:00 - 15:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
15:00 - 16:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
16:00 - 17:00	11	32	0.006	0.121	11	32	0.006	0.121	11	32	0.012	0.242
17:00 - 18:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
18:00 - 19:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	0.486			0.024	0.486			0.048	0.972

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

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.003	0.061	**11**	**32**	**0.006**	**0.121**	11	32	0.009	0.182
08:00 - 09:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
09:00 - 10:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
10:00 - 11:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
11:00 - 12:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
12:00 - 13:00	**11**	**32**	**0.006**	**0.121**	11	32	0.006	0.121	**11**	**32**	**0.012**	**0.242**
13:00 - 14:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
14:00 - 15:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
15:00 - 16:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
16:00 - 17:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
17:00 - 18:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
18:00 - 19:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.021	0.426			0.024	0.486			0.045	0.912

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

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
08:00 - 09:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
09:00 - 10:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
10:00 - 11:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
11:00 - 12:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
12:00 - 13:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
13:00 - 14:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
14:00 - 15:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
15:00 - 16:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
16:00 - 17:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
17:00 - 18:00	**11**	**32**	**0.003**	**0.061**	**11**	**32**	**0.003**	**0.061**	**11**	**32**	**0.006**	**0.122**
18:00 - 19:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.003	0.061			0.003	0.061			0.006	0.122

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.006	0.121	11	32	0.003	0.061	11	32	0.009	0.182
08:00 - 09:00	11	32	0.000	0.000	11	32	0.009	0.182	11	32	0.009	0.182
09:00 - 10:00	11	32	0.009	0.182	**11**	**32**	**0.012**	**0.242**	**11**	**32**	**0.021**	**0.424**
10:00 - 11:00	11	32	0.000	0.000	11	32	0.006	0.121	11	32	0.006	0.121
11:00 - 12:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
12:00 - 13:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
13:00 - 14:00	11	32	0.000	0.000	11	32	0.006	0.121	11	32	0.006	0.121
14:00 - 15:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
15:00 - 16:00	11	32	0.009	0.182	11	32	0.003	0.061	11	32	0.012	0.243
16:00 - 17:00	**11**	**32**	**0.014**	**0.303**	11	32	0.003	0.061	11	32	0.017	0.364
17:00 - 18:00	11	32	0.003	0.061	11	32	0.000	0.000	11	32	0.003	0.061
18:00 - 19:00	11	32	0.003	0.061	11	32	0.000	0.000	11	32	0.003	0.061
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.053	1.093			0.051	1.032			0.104	2.125

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.115	2.421	11	32	0.213	4.478	11	32	0.328	6.899
08:00 - 09:00	11	32	0.086	1.816	**11**	**32**	**0.297**	**6.233**	11	32	0.383	8.049
09:00 - 10:00	11	32	0.193	4.055	11	32	0.207	4.357	11	32	0.400	8.412
10:00 - 11:00	11	32	0.127	2.663	11	32	0.170	3.571	11	32	0.297	6.234
11:00 - 12:00	11	32	0.159	3.329	11	32	0.138	2.905	11	32	0.297	6.234
12:00 - 13:00	11	32	0.115	2.421	11	32	0.118	2.481	11	32	0.233	4.902
13:00 - 14:00	11	32	0.133	2.784	11	32	0.153	3.207	11	32	0.286	5.991
14:00 - 15:00	11	32	0.101	2.118	11	32	0.184	3.873	11	32	0.285	5.991
15:00 - 16:00	11	32	0.225	4.720	11	32	0.104	2.179	11	32	0.329	6.899
16:00 - 17:00	11	32	0.127	2.663	11	32	0.101	2.118	11	32	0.228	4.781
17:00 - 18:00	**11**	**32**	**0.280**	**5.870**	11	32	0.121	2.542	11	32	0.401	8.412
18:00 - 19:00	11	32	0.231	4.841	11	32	0.173	3.631	**11**	**32**	**0.404**	**8.472**
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.892	39.701			1.979	41.575			3.871	81.276

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.*

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.020	0.424	11	32	0.095	1.997	11	32	0.115	2.421
08:00 - 09:00	11	32	0.014	0.303	**11**	**32**	**0.098**	**2.058**	11	32	0.112	2.361
09:00 - 10:00	11	32	0.043	0.908	11	32	0.084	1.755	11	32	0.127	2.663
10:00 - 11:00	11	32	0.026	0.545	11	32	0.046	0.968	11	32	0.072	1.513
11:00 - 12:00	11	32	0.058	1.210	11	32	0.040	0.847	11	32	0.098	2.057
12:00 - 13:00	11	32	0.049	1.029	11	32	0.023	0.484	11	32	0.072	1.513
13:00 - 14:00	11	32	0.040	0.847	11	32	0.046	0.968	11	32	0.086	1.815
14:00 - 15:00	11	32	0.055	1.150	11	32	0.069	1.452	11	32	0.124	2.602
15:00 - 16:00	11	32	0.078	1.634	11	32	0.040	0.847	11	32	0.118	2.481
16:00 - 17:00	11	32	0.072	1.513	11	32	0.040	0.847	11	32	0.112	2.360
17:00 - 18:00	**11**	**32**	**0.110**	**2.300**	11	32	0.052	1.089	**11**	**32**	**0.162**	**3.389**
18:00 - 19:00	11	32	0.075	1.573	11	32	0.035	0.726	11	32	0.110	2.299
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.640	13.436			0.668	14.038			1.308	27.474

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.000	0.000	11	32	0.017	0.363	11	32	0.017	0.363
08:00 - 09:00	11	32	0.000	0.000	**11**	**32**	**0.040**	**0.847**	**11**	**32**	**0.040**	**0.847**
09:00 - 10:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
10:00 - 11:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
11:00 - 12:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
12:00 - 13:00	**11**	**32**	**0.014**	**0.303**	11	32	0.014	0.303	11	32	0.028	0.606
13:00 - 14:00	11	32	0.009	0.182	11	32	0.000	0.000	11	32	0.009	0.182
14:00 - 15:00	11	32	0.009	0.182	11	32	0.003	0.061	11	32	0.012	0.243
15:00 - 16:00	11	32	0.012	0.242	11	32	0.003	0.061	11	32	0.015	0.303
16:00 - 17:00	11	32	0.012	0.242	11	32	0.000	0.000	11	32	0.012	0.242
17:00 - 18:00	11	32	0.012	0.242	11	32	0.000	0.000	11	32	0.012	0.242
18:00 - 19:00	11	32	0.012	0.242	11	32	0.000	0.000	11	32	0.012	0.242
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.083	1.696			0.086	1.818			0.169	3.514

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.000	0.000	**11**	**32**	**0.009**	**0.182**	**11**	**32**	**0.009**	**0.182**
08:00 - 09:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
09:00 - 10:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
10:00 - 11:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
11:00 - 12:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
12:00 - 13:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
13:00 - 14:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
14:00 - 15:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
15:00 - 16:00	11	32	0.003	0.061	11	32	0.000	0.000	11	32	0.003	0.061
16:00 - 17:00	11	32	0.003	0.061	11	32	0.000	0.000	11	32	0.003	0.061
17:00 - 18:00	**11**	**32**	**0.009**	**0.182**	11	32	0.000	0.000	11	32	0.009	0.182
18:00 - 19:00	11	32	0.006	0.121	11	32	0.000	0.000	11	32	0.006	0.121
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	0.486			0.021	0.426			0.045	0.912

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

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
08:00 - 09:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
09:00 - 10:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
10:00 - 11:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
11:00 - 12:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
12:00 - 13:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
13:00 - 14:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
14:00 - 15:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
15:00 - 16:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
16:00 - 17:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
17:00 - 18:00	**11**	**32**	**0.009**	**0.182**	**11**	**32**	**0.003**	**0.061**	**11**	**32**	**0.012**	**0.243**
18:00 - 19:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.009	0.182			0.003	0.061			0.012	0.243

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.000	0.000	11	32	0.026	0.545	11	32	0.026	0.545
08:00 - 09:00	11	32	0.000	0.000	**11**	**32**	**0.043**	**0.908**	**11**	**32**	**0.043**	**0.908**
09:00 - 10:00	11	32	0.000	0.000	11	32	0.006	0.121	11	32	0.006	0.121
10:00 - 11:00	11	32	0.003	0.061	11	32	0.006	0.121	11	32	0.009	0.182
11:00 - 12:00	11	32	0.003	0.061	11	32	0.006	0.121	11	32	0.009	0.182
12:00 - 13:00	11	32	0.014	0.303	11	32	0.014	0.303	11	32	0.028	0.606
13:00 - 14:00	11	32	0.009	0.182	11	32	0.000	0.000	11	32	0.009	0.182
14:00 - 15:00	11	32	0.009	0.182	11	32	0.003	0.061	11	32	0.012	0.243
15:00 - 16:00	11	32	0.014	0.303	11	32	0.003	0.061	11	32	0.017	0.364
16:00 - 17:00	11	32	0.014	0.303	11	32	0.000	0.000	11	32	0.014	0.303
17:00 - 18:00	**11**	**32**	**0.029**	**0.605**	11	32	0.003	0.061	11	32	0.032	0.666
18:00 - 19:00	11	32	0.017	0.363	11	32	0.000	0.000	11	32	0.017	0.363
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.112	2.363			0.110	2.302			0.222	4.665

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.*

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.141	2.965	11	32	0.337	7.081	11	32	0.478	10.046
08:00 - 09:00	11	32	0.101	2.118	**11**	**32**	**0.447**	**9.380**	11	32	0.548	11.498
09:00 - 10:00	11	32	0.245	5.144	11	32	0.308	6.476	11	32	0.553	11.620
10:00 - 11:00	11	32	0.156	3.268	11	32	0.228	4.781	11	32	0.384	8.049
11:00 - 12:00	11	32	0.222	4.660	11	32	0.187	3.934	11	32	0.409	8.594
12:00 - 13:00	11	32	0.182	3.813	11	32	0.159	3.329	11	32	0.341	7.142
13:00 - 14:00	11	32	0.182	3.813	11	32	0.205	4.297	11	32	0.387	8.110
14:00 - 15:00	11	32	0.167	3.510	11	32	0.259	5.447	11	32	0.426	8.957
15:00 - 16:00	11	32	0.326	6.839	11	32	0.150	3.147	11	32	0.476	9.986
16:00 - 17:00	11	32	0.228	4.781	11	32	0.144	3.026	11	32	0.372	7.807
17:00 - 18:00	**11**	**32**	**0.421**	**8.836**	11	32	0.176	3.692	**11**	**32**	**0.597**	**12.528**
18:00 - 19:00	11	32	0.326	6.839	11	32	0.207	4.357	11	32	0.533	11.196
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.697	56.586			2.807	58.947			5.504	115.533

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.*

Calculation Reference: AUDIT-162301-230424-0405

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 days
	NG	NOTTINGHAM	1 days
09	**NORTH**		
	TW	TYNE & WEAR	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: 18 to 56 (units:)
Range Selected by User: 6 to 100 (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:

Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
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:

Secondary Filtering selection:

Use Class:

C3	4 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

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 **DY-03-C-03** **BLOCKS OF FLATS** **DERBY**
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

2 **NG-03-C-01** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAM**
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

3 **TW-03-C-01** **BLOCKS OF FLATS** **TYNE & WEAR**
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

4 **WS-03-C-01** **BLOCKS OF FLATS** **WEST SUSSEX**
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *11/05/22* *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 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): 2.15

	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	4	37	0.121	**4**	**37**	**0.201**	**4**	**37**	**0.322**
08:00 - 09:00	4	37	0.034	4	37	0.181	4	37	0.215
09:00 - 10:00	4	37	0.087	4	37	0.161	4	37	0.248
10:00 - 11:00	4	37	0.094	4	37	0.174	4	37	0.268
11:00 - 12:00	4	37	0.107	4	37	0.087	4	37	0.194
12:00 - 13:00	4	37	0.081	4	37	0.060	4	37	0.141
13:00 - 14:00	4	37	0.094	4	37	0.134	4	37	0.228
14:00 - 15:00	4	37	0.081	4	37	0.054	4	37	0.135
15:00 - 16:00	4	37	0.081	4	37	0.067	4	37	0.148
16:00 - 17:00	4	37	0.128	4	37	0.067	4	37	0.195
17:00 - 18:00	**4**	**37**	**0.168**	4	37	0.047	4	37	0.215
18:00 - 19:00	4	37	0.128	4	37	0.054	4	37	0.182
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.204			1.287			2.491

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:	18 - 56 (units:)
Survey date date range:	01/01/15 - 11/05/22
Number of weekdays (Monday-Friday):	4
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.

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	**4**	**37**	**0.013**	**4**	**37**	**0.013**	**4**	**37**	**0.026**
08:00 - 09:00	4	37	0.000	4	37	0.000	4	37	0.000
09:00 - 10:00	4	37	0.000	4	37	0.000	4	37	0.000
10:00 - 11:00	4	37	0.007	4	37	0.007	4	37	0.014
11:00 - 12:00	4	37	0.007	4	37	0.007	4	37	0.014
12:00 - 13:00	4	37	0.000	4	37	0.000	4	37	0.000
13:00 - 14:00	4	37	0.000	4	37	0.000	4	37	0.000
14:00 - 15:00	4	37	0.007	4	37	0.007	4	37	0.014
15:00 - 16:00	4	37	0.000	4	37	0.000	4	37	0.000
16:00 - 17:00	4	37	0.007	4	37	0.007	4	37	0.014
17:00 - 18:00	4	37	0.000	4	37	0.000	4	37	0.000
18:00 - 19:00	4	37	0.000	4	37	0.000	4	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.041			0.082

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	4	37	0.000	4	37	0.020	4	37	0.020
08:00 - 09:00	4	37	0.000	**4**	**37**	**0.027**	4	37	0.027
09:00 - 10:00	4	37	0.000	4	37	0.000	4	37	0.000
10:00 - 11:00	4	37	0.000	4	37	0.000	4	37	0.000
11:00 - 12:00	4	37	0.000	4	37	0.000	4	37	0.000
12:00 - 13:00	4	37	0.000	4	37	0.000	4	37	0.000
13:00 - 14:00	4	37	0.000	4	37	0.000	4	37	0.000
14:00 - 15:00	4	37	0.000	4	37	0.000	4	37	0.000
15:00 - 16:00	4	37	0.000	4	37	0.000	4	37	0.000
16:00 - 17:00	4	37	0.007	4	37	0.000	4	37	0.007
17:00 - 18:00	**4**	**37**	**0.040**	4	37	0.007	**4**	**37**	**0.047**
18:00 - 19:00	4	37	0.013	4	37	0.013	4	37	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.067			0.127

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	4	37	0.128	4	37	0.242	**4**	**37**	**0.370**
08:00 - 09:00	4	37	0.034	**4**	**37**	**0.248**	4	37	0.282
09:00 - 10:00	4	37	0.094	4	37	0.201	4	37	0.295
10:00 - 11:00	4	37	0.114	4	37	0.228	4	37	0.342
11:00 - 12:00	4	37	0.141	4	37	0.148	4	37	0.289
12:00 - 13:00	4	37	0.101	4	37	0.074	4	37	0.175
13:00 - 14:00	4	37	0.114	4	37	0.148	4	37	0.262
14:00 - 15:00	4	37	0.101	4	37	0.060	4	37	0.161
15:00 - 16:00	4	37	0.101	4	37	0.074	4	37	0.175
16:00 - 17:00	4	37	0.181	4	37	0.087	4	37	0.268
17:00 - 18:00	**4**	**37**	**0.201**	4	37	0.067	4	37	0.268
18:00 - 19:00	4	37	0.154	4	37	0.087	4	37	0.241
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.464			1.664			3.128

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

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

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	4	37	0.020	4	37	0.168	4	37	0.188
08:00 - 09:00	4	37	0.007	**4**	**37**	**0.188**	4	37	0.195
09:00 - 10:00	4	37	0.067	4	37	0.148	4	37	0.215
10:00 - 11:00	4	37	0.040	4	37	0.067	4	37	0.107
11:00 - 12:00	4	37	0.040	4	37	0.034	4	37	0.074
12:00 - 13:00	4	37	0.060	4	37	0.040	4	37	0.100
13:00 - 14:00	4	37	0.067	4	37	0.101	4	37	0.168
14:00 - 15:00	4	37	0.094	4	37	0.054	4	37	0.148
15:00 - 16:00	4	37	0.087	4	37	0.040	4	37	0.127
16:00 - 17:00	4	37	0.107	4	37	0.027	4	37	0.134
17:00 - 18:00	4	37	0.148	4	37	0.040	4	37	0.188
18:00 - 19:00	**4**	**37**	**0.168**	4	37	0.087	**4**	**37**	**0.255**
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.905			0.994			1.899

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	4	37	0.000	**4**	**37**	**0.047**	**4**	**37**	**0.047**
08:00 - 09:00	4	37	0.000	4	37	0.000	4	37	0.000
09:00 - 10:00	4	37	0.000	4	37	0.013	4	37	0.013
10:00 - 11:00	4	37	0.000	4	37	0.000	4	37	0.000
11:00 - 12:00	4	37	0.000	4	37	0.007	4	37	0.007
12:00 - 13:00	4	37	0.000	4	37	0.007	4	37	0.007
13:00 - 14:00	4	37	0.000	4	37	0.013	4	37	0.013
14:00 - 15:00	4	37	0.007	4	37	0.000	4	37	0.007
15:00 - 16:00	4	37	0.007	4	37	0.000	4	37	0.007
16:00 - 17:00	4	37	0.027	4	37	0.000	4	37	0.027
17:00 - 18:00	**4**	**37**	**0.040**	4	37	0.007	4	37	0.047
18:00 - 19:00	4	37	0.013	4	37	0.000	4	37	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.094			0.188

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	4	37	0.000	4	37	0.000	4	37	0.000
08:00 - 09:00	4	37	0.000	4	37	0.000	4	37	0.000
09:00 - 10:00	4	37	0.000	4	37	0.000	4	37	0.000
10:00 - 11:00	4	37	0.000	**4**	**37**	**0.007**	**4**	**37**	**0.007**
11:00 - 12:00	4	37	0.000	4	37	0.007	4	37	0.007
12:00 - 13:00	4	37	0.000	4	37	0.000	4	37	0.000
13:00 - 14:00	4	37	0.000	4	37	0.000	4	37	0.000
14:00 - 15:00	4	37	0.000	4	37	0.000	4	37	0.000
15:00 - 16:00	4	37	0.000	4	37	0.000	4	37	0.000
16:00 - 17:00	4	37	0.000	4	37	0.000	4	37	0.000
17:00 - 18:00	4	37	0.000	4	37	0.000	4	37	0.000
18:00 - 19:00	**4**	**37**	**0.007**	4	37	0.000	4	37	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.014			0.021

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	4	37	0.000	**4**	**37**	**0.047**	**4**	**37**	**0.047**
08:00 - 09:00	4	37	0.000	4	37	0.000	4	37	0.000
09:00 - 10:00	4	37	0.000	4	37	0.013	4	37	0.013
10:00 - 11:00	4	37	0.000	4	37	0.007	4	37	0.007
11:00 - 12:00	4	37	0.000	4	37	0.013	4	37	0.013
12:00 - 13:00	4	37	0.000	4	37	0.007	4	37	0.007
13:00 - 14:00	4	37	0.000	4	37	0.013	4	37	0.013
14:00 - 15:00	4	37	0.007	4	37	0.000	4	37	0.007
15:00 - 16:00	4	37	0.007	4	37	0.000	4	37	0.007
16:00 - 17:00	4	37	0.027	4	37	0.000	4	37	0.027
17:00 - 18:00	**4**	**37**	**0.040**	4	37	0.007	4	37	0.047
18:00 - 19:00	4	37	0.020	4	37	0.000	4	37	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.107			0.208

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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): 2.15

	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	4	37	0.148	**4**	**37**	**0.477**	**4**	**37**	**0.625**
08:00 - 09:00	4	37	0.040	4	37	0.463	4	37	0.503
09:00 - 10:00	4	37	0.161	4	37	0.362	4	37	0.523
10:00 - 11:00	4	37	0.154	4	37	0.302	4	37	0.456
11:00 - 12:00	4	37	0.181	4	37	0.195	4	37	0.376
12:00 - 13:00	4	37	0.161	4	37	0.121	4	37	0.282
13:00 - 14:00	4	37	0.181	4	37	0.262	4	37	0.443
14:00 - 15:00	4	37	0.201	4	37	0.114	4	37	0.315
15:00 - 16:00	4	37	0.195	4	37	0.114	4	37	0.309
16:00 - 17:00	4	37	0.322	4	37	0.114	4	37	0.436
17:00 - 18:00	**4**	**37**	**0.430**	4	37	0.121	4	37	0.551
18:00 - 19:00	4	37	0.356	4	37	0.188	4	37	0.544
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.530			2.833			5.363

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	4	37	0.094	**4**	**37**	**0.168**	**4**	**37**	**0.262**
08:00 - 09:00	4	37	0.027	4	37	0.161	4	37	0.188
09:00 - 10:00	4	37	0.081	4	37	0.161	4	37	0.242
10:00 - 11:00	4	37	0.054	4	37	0.128	4	37	0.182
11:00 - 12:00	4	37	0.101	4	37	0.074	4	37	0.175
12:00 - 13:00	4	37	0.067	4	37	0.054	4	37	0.121
13:00 - 14:00	4	37	0.074	4	37	0.107	4	37	0.181
14:00 - 15:00	4	37	0.074	4	37	0.047	4	37	0.121
15:00 - 16:00	4	37	0.074	4	37	0.060	4	37	0.134
16:00 - 17:00	4	37	0.114	4	37	0.060	4	37	0.174
17:00 - 18:00	**4**	**37**	**0.148**	4	37	0.034	4	37	0.182
18:00 - 19:00	4	37	0.114	4	37	0.040	4	37	0.154
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.022			1.094			2.116

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	4	37	0.013	4	37	0.020	4	37	0.033
08:00 - 09:00	4	37	0.007	4	37	0.013	4	37	0.020
09:00 - 10:00	4	37	0.007	4	37	0.000	4	37	0.007
10:00 - 11:00	**4**	**37**	**0.034**	**4**	**37**	**0.040**	**4**	**37**	**0.074**
11:00 - 12:00	4	37	0.000	4	37	0.007	4	37	0.007
12:00 - 13:00	4	37	0.013	4	37	0.007	4	37	0.020
13:00 - 14:00	4	37	0.020	4	37	0.027	4	37	0.047
14:00 - 15:00	4	37	0.000	4	37	0.000	4	37	0.000
15:00 - 16:00	4	37	0.007	4	37	0.007	4	37	0.014
16:00 - 17:00	4	37	0.007	4	37	0.000	4	37	0.007
17:00 - 18:00	4	37	0.020	4	37	0.007	4	37	0.027
18:00 - 19:00	4	37	0.007	4	37	0.007	4	37	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.135			0.135			0.270

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	4	37	0.000	4	37	0.000	4	37	0.000
08:00 - 09:00	4	37	0.000	**4**	**37**	**0.007**	4	37	0.007
09:00 - 10:00	4	37	0.000	4	37	0.000	4	37	0.000
10:00 - 11:00	4	37	0.000	4	37	0.000	4	37	0.000
11:00 - 12:00	4	37	0.000	4	37	0.000	4	37	0.000
12:00 - 13:00	4	37	0.000	4	37	0.000	4	37	0.000
13:00 - 14:00	4	37	0.000	4	37	0.000	4	37	0.000
14:00 - 15:00	4	37	0.000	4	37	0.000	4	37	0.000
15:00 - 16:00	4	37	0.000	4	37	0.000	4	37	0.000
16:00 - 17:00	4	37	0.000	4	37	0.000	4	37	0.000
17:00 - 18:00	4	37	0.000	4	37	0.007	4	37	0.007
18:00 - 19:00	**4**	**37**	**0.007**	4	37	0.007	**4**	**37**	**0.014**
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.021			0.028

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.*