



18 Parkside Road, Reading

Transport Statement

Client: Colony Architects

i-Transport Ref: SJ/MD/ITL16121-001A

Date: 29 June 2020

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Quality Management

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Colony Architects has appointed i-Transport LLP to provide highways and transport advice with regard to the proposed redevelopment of 18 Parkside Road, Reading, RG30 2DB. The proposal is for the redevelopment of the existing single dwelling on-site into some 13 residential flatted units.
- 1.1.2 The site is located on the corner of Westcote Road and Parkside Road with access currently provided via Parkside Road. A site location plan is provided in Image 1.1.

Image 1.1: Site Location



Source: Colony Architects

- 1.1.3 The site is located some 2.1km (straight line distance) south west of Reading railway station and circa 300m north of the A4 Bath Road. The site is currently occupied by a single three bedroom house with a 3 bedroom annex residential dwelling.

- 1.1.4 The proposal is for the demolition of the existing single dwelling and construction of 13 residential units. The proposal includes re-using the existing access onto Parkside Road as well as the creation of a separate pedestrian only access onto Parkside Road.

1.2 **Structure**

- 1.2.1 This Transport Statement (TS) has been produced to support the application and the remainder of the report is structured as follows:

- Section 2 – Policy Context;
- Section 3 – Existing Transport Conditions;
- Section 4 – Proposed Development;
- Section 5 – Traffic Impact; and
- Section 6 – Summary and Conclusions.

SECTION 2 Policy Context

2.1 National Policy

National Planning Policy Framework (February 2019)

2.1.1 The updated National Planning Policy Framework (NPPF) published in February 2019 sets out the Government's planning policies for England and how these are expected to be applied. Specific transport policies are contained within Section 9.

2.1.2 NPPF paragraph 102 states:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;***
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;***
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;***
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and***
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.***

2.1.3 The three key transport tests are set out in NPPF paragraph 108:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- b) safe and suitable access to the site can be achieved for all users; and***
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***

2.2 Local Policy

Reading Borough Local Plan (November 2019)

2.2.1 The Reading Borough Local Plan was adopted in November 2019 and sets out the policies for how Reading will develop up to 2036.

2.2.2 The Plan includes the following policies relevant to the proposal:

- TR1: Achieving the Transport Strategy. This requires all development proposals to ensure the site is accessible and safe for all modes of transport, particularly by public transport, walking and cycling.
- TR4: Cycle Routes and Facilities. This policy states that developments should include cycle parking to encourage cycling.
- TR5: Car and Cycle Parking and Electric Vehicle Charging. This policy requires all development to make the following provision for electric vehicles charging points:

Reading Borough Local Development Framework: Revised Parking Standards and Design Guide (October 2011)

2.2.3 The Revised Parking Standards and Design Guide (October 2011) sets out RBCs parking standards for new developments as well as overall parking design guidance. A summary of the vehicular and cycling parking standards required for new residential developments is provided in Table 2.1.

2.2.4 The site is located within Zone 2 of RBC's Zonal Scheme.

Table 2.1: Summary of Reading Borough Council Parking Standards

	Reading Borough Council Parking Standards		
	Vehicle Parking Standards	Cycle Parking Standards	Disabled Parking Standards
Flat 1-2 bed	1 space	0.5	3 disabled spaces or 5% of total capacity, whichever is greater.
Flat 3+ bed	1.5 spaces	1	
Visitor	1 space per 10 dwellings	-	

Source: Reading Borough Local Development Framework: Revised Parking Standards and Design (October 2011)

SECTION 3 Existing Transport Conditions

3.1 Overview

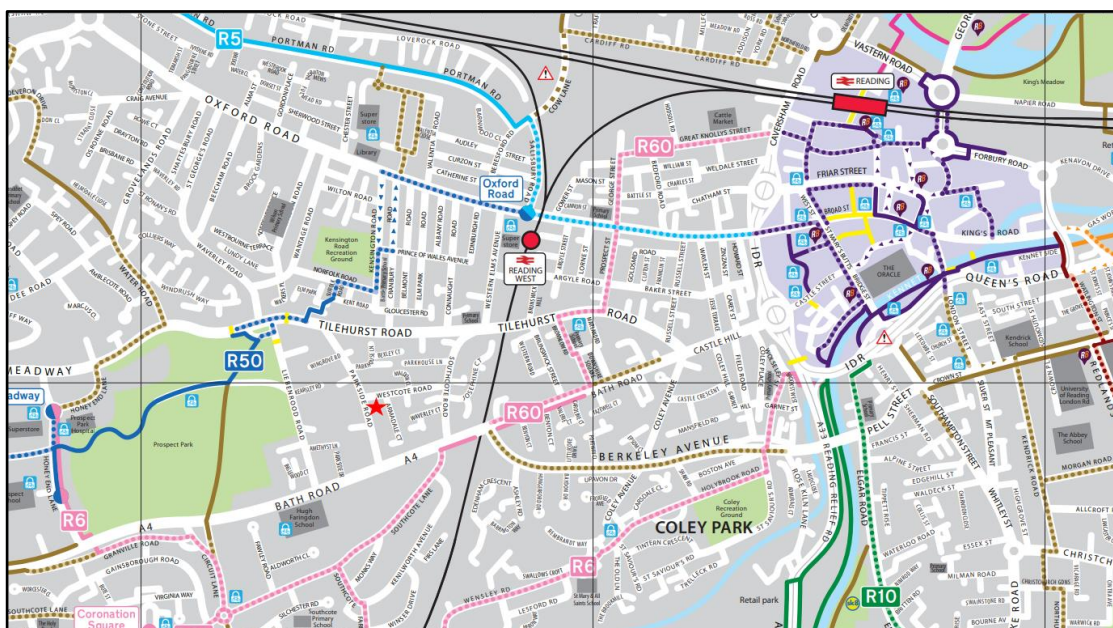
3.1.1 This section of the TS provides a review of the sustainable travel opportunities and existing travel conditions surrounding the site for future residents of the development.

3.2 Opportunities to Walk and Cycle

3.2.1 There are footways on both sides of Parkside Road and Westcote Road. The footways on Parkside Road and Westcote Road both provide direct routes towards Reading West railway station and also Reading town centre.

3.2.2 The A4 Bath Road, less than 300m from the site, provides a shared footway/cycleway, on both sides of the carriageway. Cyclists are able to cycle route R60 (south-west Reading route) via Bath Road to aid further cycle connections in and around Reading town centre. An extract from Reading's cycle route network map illustrating the local cycle routes and facilities is provided in Image 3.1. The site is marked by a red star.

Image 3.1: Extract of Local Cycle Routes – Reading



Source: Reading Cycle Network Map

3.3 Opportunities to Travel by Public Transport

Bus

- 3.3.1 The closest bus stops to the site are located on the A4 Bath Road, circa 300m from the site. These bus stops provide access to a range of frequent services serving destinations such as Reading town centre, Newbury and Theale.
- 3.3.2 The bus journey into Reading town centre is less than 10 minutes with up to three buses per hour.

Rail

- 3.3.3 The closest railway station to the site is Reading West railway station, circa 1.2km (equivalent to a 15-minute walk or five-minute cycle). The station is managed by Great Western Railway and provides frequent services towards Reading (three minutes), Basingstoke (24 minutes) and Newbury (28 minutes).
- 3.3.4 Reading station (accessible by bus and via a three minute journey from Reading West station) will in the future be served by the Elizabeth Line (Crossrail) services which will serve up to four trains per hour from Reading towards Essex, via Central London, without the need to interchange.
- 3.3.5 The local buses, accessible via the A4 Bath Road, towards Reading all serve both railway stations.

3.4 Local Highway Network

- 3.4.1 Parkside Road is a single carriageway road providing connecting with the A4 Bath Road to the south and Tilehurst Road to the north. Directly outside of the site there are double yellow lines with some on-street car-parking spaces to the south.
- 3.4.2 Westcote Road, bounding the site to the north, is a single carriageway road providing access to residential units. There are no parking restrictions along Westcote Road in the vicinity of the site.

3.5 Local Facilities

- 3.5.1 A review of the everyday local facilities and services within the vicinity of the site has been undertaken and summarised in Table 3.1.

Table 3.1: Local Facilities

Local Facility	Distance from Site	Walking Time (mins)	Cycling Time (mins)
Retail			
Lidl	1,100km	13	4
Tesco Express	1,100km	13	4
Tesco Extra	1,200km	14	5
Post Office	1,200km	14	5
Oxford Road Shops and Facilities	1,200km	15	5
Reading Town Centre	2,100km	25	9
Leisure			
Prospect Park	350m	4	1
Battle Library	1,300m	15	5
Swimming Pool	1,800m	21	7
Education			
The Wren School	350m	4	1
St Edward's Preparatory School	500m	6	2
Battle Primary Academy	900m	11	4
Blessed Hugh Faringdon School	1,500m	18	6
Health			
Western Elms Surgery	1,100m	13	4
Castle Hill Dental Practice	1,100m	13	4
Inspire Dental Reading	1,500m	18	6
Coley Park Surgery	1,700m	20	7

Source: Consultant's Estimates

- 3.5.2 Table 3.1 demonstrates the site is well located to a number of everyday facilities and services within a reasonable walking and cycling distance.

3.6 Local Travel Patterns

- 3.6.1 A review of resident's existing travel patterns has been undertaken using the 2011 Census data for the local area.

Travel Mode Share

- 3.6.2 The 2011 Census data method of travel to work dataset has been obtained for the Middle Super Output Area (MSOA) Reading 013 in which the site is located. This dataset outlines the mode share of residents in the area. A summary of the mode share is presented in Table 3.2.

Table 3.2: Mode Share – Local Residents MSOA Reading 013

Mode	Count	Mode Share
Driving a Car or Van	2,156	51%
Walking	702	17%
Bus	476	11%
Train	459	11%
Passenger in a Car or Van	196	5%
Bicycle	191	4%
Other	33	1%
Motorcycle	17	0%
Underground/ light rail	12	0%
Taxi	7	0%
Total	4,249	100%

Source: 2011 Census Method of Travel to Work (WU03EW) for usual residents of Reading 013 MSOA.

Note: Excluding those who work from home and those not employed.

- 3.6.3 Table 3.2 demonstrates that some 43% of residents travel to work by sustainable modes (i.e. bus, train, walking and cycling), with some 51% by car (driving).

Car Ownership

- 3.6.4 The level of local car ownership rates for the Reading 013 MSOA, in which the site is located, has been obtained from the 2011 Census data. The data demonstrates that the car ownership level for the ward is 1.01 cars per household. A summary of the car ownership data is outlined in Table 3.3.

Table 3.3: Local Car Ownership Data – Reading 013 MSOA

Car or Van Availability	Reading MSOA 013	
	Households	Cars
No Cars or Vans in Household	1,023	0
1 Car or Van in Household	1,790	1,790
2 Car or Van in Household	728	1,456
3 Car or Van in Household	107	321

Car or Van Availability	Reading MSOA 013	
	Households	Cars
4 + Car or Van in Household	34	167
All Households	3,682	-
All Cars or Vans in Area	-	3,734
Car Ownership	1.014	

Source: 2011 Census Car or Van Availability (QS416EW) for usual residents of Reading 013 MSOA

- 3.6.5 The 2011 Census data for the car ownership levels in the immediate area has been examined further to obtain the car ownership rates for flats/maisonettes within the Reading 013 MSOA. A summary of the number of cars or vans available to the flats/maisonettes within the Reading 013 MSOA and subsequent car ownership level is provided in Table 3.4.

Table 3.4: Accommodation Type by Car or Van Availability

Car or Van Availability	Reading MSOA 013	
	Households	Cars
No Cars or Vans in Household	753	0
1 Car or Van in Household	1,015	1,015
2 + Car or Van in Household	281	629
Total	2,049	1,644
Car Ownership for flats/ maisonettes	0.802	

Source: 2011 Census Accommodation type by car or van availability (LC4415EW) for usual residents of Reading 013 MSOA.

Note 1: 2.24 is the car ownership level per dwelling for households with 2 or more cars or vans in Reading 013 MSOA.

- 3.6.6 Therefore, the car ownership level for flats/maisonettes within the Reading 013 MSOA is 0.8 per unit.
- 3.6.7 This figure therefore illustrates that there is demand for significantly less than one car/van per flat/maisonette in the local area, with some 37% of households living car free.

SECTION 4 Proposed Development

4.1.1 The proposal is for the demolition of the existing single residential dwelling and redevelopment of the site to provide 13 flatted residential units.

4.2 Schedule of Accommodation

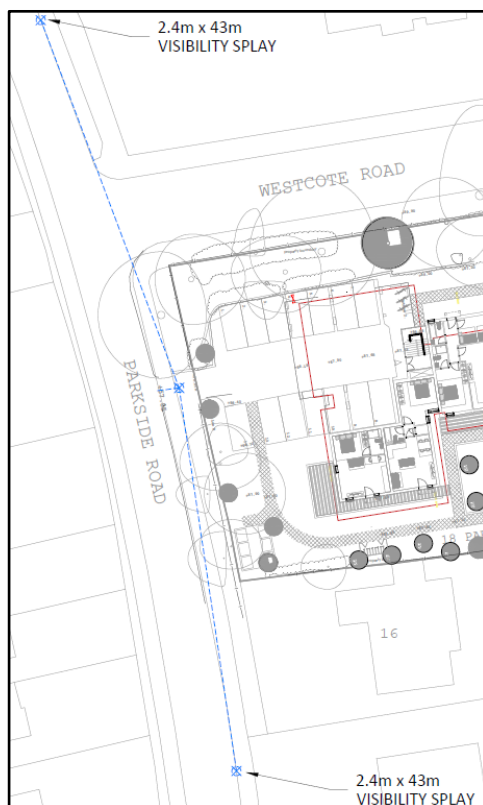
4.2.1 The proposed schedule of accommodation is as follows:

- Studio X 1 unit;
- 1-bedroom X 8 units; and
- 2-bedrooms X 4 unit.

4.3 Access Arrangements

4.3.1 The proposal will re-use the existing vehicular access from Parkside Road. The access is shown in drawing ITL16121-GA-001. An extract is provided at Image 4.1.

Image 4.1: Extract of Site Access



Source: Extract of drawing ITL16121-GA-001

4.3.2 The access shown in drawing ITL16121-GA-001 will provide visibility splays of 2.4m x 43m in both directions which is suitable for the prevailing 30mph speed limit.

4.3.3 In addition a separate pedestrian access will be provided on Westcote Road.

4.4 **Parking Provision**

Vehicular

4.4.1 The proposal will provide 14 vehicular parking spaces. All flats will be allocated with one space and one visitor space will be provided. In addition, two of the spaces will be designated as disabled spaces.

Cycle

4.4.2 The proposal will also provide cycle parking for residents. The cycle store will be located within the communal area and will provide space for six cycles. The cycle store will be covered and secure. In addition, three individual bike lockers for up to two bikes will be provided for the ground floor units.

4.5 **Servicing and Refuse Collection**

4.5.1 As per the existing arrangements for the site, all servicing and deliveries, including refuse collection, will be undertaken on-street.

4.5.2 Vehicles will be able to load/ unload from directly outside of the site on either the double yellow lines (there are no loading restrictions) or using the on-street parking bays to the south.

4.5.3 On the day of refuse collection, refuse operatives will be able to take the bins to and from the bin store.

SECTION 5 Traffic Impact

5.1 Existing Trip Generation

5.1.1 The trip generation of the existing dwelling has been estimated using the TRICS database for similar edge of town/ suburban areas private housing surveys. The following parameters have been used in TRICS to obtain the exiting trip rates:

- Land use category: Residential – Houses Privately Owned;
- Size range: 6-50 units; and
- Location: Suburban and edge of town centre zones in England (excluding Greater London).

5.1.2 Table 5.1 summarises the obtained total person and vehicular trips rates for the morning and evening weekday peak hours and across a 12-hour day (0700-1900). The resultant trip generation based on the existing dwelling is also provided. The full TRICS report is provided at Appendix A.

Table 5.1: Existing Trip Generation

	Morning Peak Hour			Evening Peak Hour			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicular									
Trip Rates (per unit)	0.16	0.38	0.54	0.34	0.19	0.53	2.41	2.52	4.92
Trip Generation	0	0	1	0	0	1	2	3	5
Total Person									
Trip Rates (per unit)	0.25	0.76	1.01	0.62	0.35	0.97	4.36	4.47	8.83
Trip Generation	0	1	1	1	0	1	4	4	9

Source: TRICS and Consultant's Estimates

Note: Numbers may not sum due to rounding.

5.1.3 It can be seen from Table 5.1 that the existing site (occupied by one residential dwelling) has the potential to generate one vehicle trip during the network peak hours and up to five (two-way) vehicle trips across the day. Similarly, the site has the potential to generate up to one person trip during the network peak hours and up to nine across the day.

- 5.1.4 For a robust assessment, Table 5.1 does not take into account the trip generation of the three bedroom annex also on-site.

5.2 Proposed Trip Generation

- 5.2.1 The proposal is for the construction of 13 residential flats. The trip generation for the proposed development has also been obtained from the TRICS database for comparable sites. The TRICS database has been examined based on the same parameters outlined above, for the existing trip generation, albeit obtained for flats that are privately owned.

- 5.2.2 Table 5.2 summarises the trip rates and resultant trip generation of the proposed development. The full TRICS report is provided at Appendix A.

Table 5.2: Proposed Trip Generation

	Morning Peak Hour			Evening Peak Hour			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicular									
Trip Rates (per unit)	0.06	0.19	0.25	0.17	0.09	0.26	1.16	1.23	2.39
Trip Generation	1	2	3	2	1	3	15	16	31
Total Person									
Trip Rates (per unit)	0.10	0.52	0.62	0.42	0.18	0.60	2.58	2.77	5.34
Trip Generation	1	7	8	5	2	8	34	36	69

Source: TRICS and Consultant's Estimates

- 5.2.3 Table 5.2 demonstrates that the site has the potential to generate up to eight (two-way) person trip during the network peak hours and up to 69 (two-way) person trips across the day. The vehicular trip generation illustrates that the proposal has the potential to generate up to three (two-way) vehicle trips during the network peak hours and up to 31 (two-way) vehicle trips across the day.

5.3 Net Impact

- 5.3.1 The estimated net impact with regard to the number of person and vehicular trips generated by the site, as a result of the proposal, is summarised in Table 5.3.

Table 5.3: Net Impact

	Morning Peak Hour			Evening Peak Hour			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicular									
Trip Generation	+1	+2	+2	+2	+1	+2	+13	+13	+26
Total Person									
Trip Generation	+1	+6	+7	+4	+2	+7	+30	+32	+60

Source: Consultant's Estimates.

Note: Numbers may not sum due to rounding.

5.3.2 Table 5.3 reveals the proposal will result in the following:

- Up to two additional vehicle movements during the peak hours;
- Circa 26 additional vehicle trips across the 12 hour day;
- Some seven additional person trips during the peak hours; and
- Up to 60 additional person trips across the day.

5.3.3 The increase in vehicle trips, during the network peak hours, at the site equates to circa one vehicle every 30 minutes. This level of additional trip generation is negligible and well within daily variations of traffic and unlikely to cause any issues to the operation of local junctions or roads.

SECTION 6 Summary and Conclusions

6.1 Summary

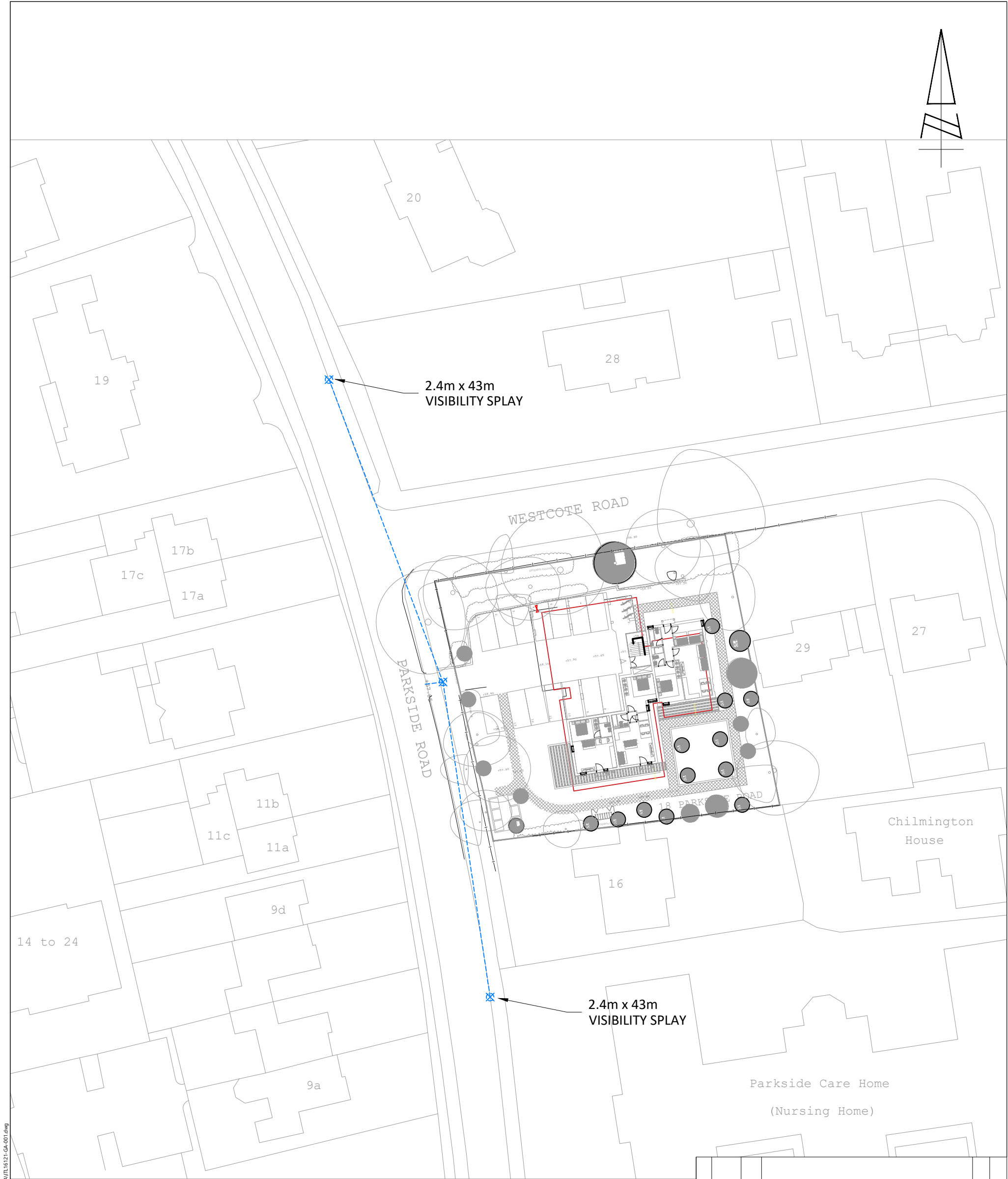
- 6.1.1 Colony Architects has appointed i-Transport LLP to provide highways and transport advice with regard to the proposed redevelopment of 18 Parkside Road, Reading, RG30 2DB. The proposal is for the redevelopment of the existing single dwelling on-site into some 13 residential flatted units.
- 6.1.2 The site is located on the corner of Westcote Road and Parkside Road and is currently occupied by a single three-bedroom house with a 3 bedroom annex residential dwelling.
- 6.1.3 The site is well located to local services and facilities. The local roads surrounding the site provide footways and direct access to a number of local cycle routes in and around Reading. The closest bus stops to the site are located on the A4 Bath Road, circa 300m from the site. These bus stops provide access to a range of frequent services serving destinations such as Reading town centre, Newbury and Theale.
- 6.1.4 Reading West railway station provides frequent services towards Reading (three minutes), Basingstoke (24 minutes) and Newbury (28 minutes). The station is located 1.2km from the site, equivalent to a 15-minute walk or five minute cycle.
- 6.1.5 A review of local residents' travel patterns reveals some 43% of residents travel to work by sustainable modes (i.e. bus, train, walking and cycling), with some 51% driving a car. Further a review of car ownership levels for flats/maisonettes in the area reveals the average car ownership is 0.8 cars per unit.
- 6.1.6 The proposal is for the demolition of the existing single residential dwelling and redevelopment of the site to provide 13 flatted residential units. The proposal includes a selection of studio, one and two bedroom units.
- 6.1.7 The proposal will re-use the existing vehicular access from Parkside Road, this provides visibility splays of 2.4m x 43m. In addition, a separate pedestrian access will be provided on Westcote Road.

- 6.1.8 The proposal will provide 14 vehicular parking spaces. All flats will be allocated with one space and one visitor space will be provided. In addition, two of the spaces will be designated as disabled spaces.
- 6.1.9 The proposal will also provide cycle parking for residents. The cycle store will be located within the communal area and will provide space for six cycles. The cycle store will be covered and secure. In addition, three bike lockers will be provided for the ground floor units which will provide space for up to two cycles per locker.
- 6.1.10 The estimated trip generation of the existing and proposed site has been undertaken using the TRICS database based on surveys of similar private housing and private flats sites respectively. The net impact in terms of vehicles at the site, as a result of the proposal, demonstrates the site will generate up to two additional vehicle trips during the peak hours.
- 6.1.11 The additional level of vehicular and total person trips generated by the site is negligible, and well within daily vehicle patterns.

6.2 Conclusions

- 6.2.1 With reference to the key transport tests set out in paragraphs 108 and 109 of the NPPF, the main conclusions of the transport assessment are that:
- The site is in a sustainable location in transport terms. The proposed development is located where the need to travel will be minimised and well located for residents to 'take up' the opportunities for sustainable travel in the context of its location;
 - The site will provide safe and appropriate access to the site for all people, including a new pedestrian only access point; and
 - The transport impact will be negligible in terms of capacity and congestion, with the proposal resulting in circa two additional vehicle trips during the peak hours.
- 6.2.2 Against this background, the development proposal is acceptable in transport and highways terms, can be accommodated within the existing highway infrastructure, and the cumulative impact could not, under any reasonable assessment be considered 'severe'.

DRAWINGS



SCALE BAR @ 1:500
0 5 10 25 50
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REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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TITLE:
PROPOSED ACCESS DRAWING

PROJECT:
18 PARKSIDE ROAD, READING

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
DRAWN:		CHECKED:		APPROVED:	
JB		MD		SJ	
PROJECT No:		SCALE @ A3:		DATE:	
ITL16121		1:500		10.06.20	
DRAWING No:				REV:	
ITL16121-GA-001					

APPENDIX A. TRICS Output

Calculation Reference: AUDIT-236603-200609-0651

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	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: 6 to 184 (units:)
 Range Selected by User: 6 to 50 (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: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	2 days
Tuesday	9 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	9

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	8

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 17 days

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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	7 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	6 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days

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

Travel Plan:

Yes	1 days
No	16 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	17 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
7	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	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
8	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	94		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
10	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
11	MS-03-C-02	BLOCKS OF FLATS		MERSEYSIDE
	SOUTH FERRY QUAY			
	LIVERPOOL			
	BRUNSWICK DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	184		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
12	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
13	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
14	NT-03-C-01	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	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	
15	NT-03-C-02	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	CASTLE MARINA ROAD			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	135		
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL	
16	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	85		
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

17	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	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

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.056	17	75	0.158	17	75	0.214
08:00 - 09:00	17	75	0.058	17	75	0.190	17	75	0.248
09:00 - 10:00	17	75	0.077	17	75	0.098	17	75	0.175
10:00 - 11:00	17	75	0.079	17	75	0.095	17	75	0.174
11:00 - 12:00	17	75	0.075	17	75	0.084	17	75	0.159
12:00 - 13:00	17	75	0.099	17	75	0.099	17	75	0.198
13:00 - 14:00	17	75	0.079	17	75	0.093	17	75	0.172
14:00 - 15:00	17	75	0.079	17	75	0.083	17	75	0.162
15:00 - 16:00	17	75	0.098	17	75	0.069	17	75	0.167
16:00 - 17:00	17	75	0.124	17	75	0.077	17	75	0.201
17:00 - 18:00	17	75	0.172	17	75	0.087	17	75	0.259
18:00 - 19:00	17	75	0.168	17	75	0.094	17	75	0.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.164			1.227			2.391	

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

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

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Parameter summary

Trip rate parameter range selected: 6 - 184 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 17
 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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.005	17	75	0.005	17	75	0.010
08:00 - 09:00	17	75	0.003	17	75	0.002	17	75	0.005
09:00 - 10:00	17	75	0.004	17	75	0.004	17	75	0.008
10:00 - 11:00	17	75	0.002	17	75	0.003	17	75	0.005
11:00 - 12:00	17	75	0.005	17	75	0.005	17	75	0.010
12:00 - 13:00	17	75	0.005	17	75	0.004	17	75	0.009
13:00 - 14:00	17	75	0.002	17	75	0.002	17	75	0.004
14:00 - 15:00	17	75	0.002	17	75	0.002	17	75	0.004
15:00 - 16:00	17	75	0.002	17	75	0.002	17	75	0.004
16:00 - 17:00	17	75	0.005	17	75	0.005	17	75	0.010
17:00 - 18:00	17	75	0.003	17	75	0.003	17	75	0.006
18:00 - 19:00	17	75	0.006	17	75	0.005	17	75	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.042			0.086

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

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.002	17	75	0.003	17	75	0.005
08:00 - 09:00	17	75	0.001	17	75	0.001	17	75	0.002
09:00 - 10:00	17	75	0.002	17	75	0.002	17	75	0.004
10:00 - 11:00	17	75	0.000	17	75	0.000	17	75	0.000
11:00 - 12:00	17	75	0.001	17	75	0.000	17	75	0.001
12:00 - 13:00	17	75	0.002	17	75	0.003	17	75	0.005
13:00 - 14:00	17	75	0.001	17	75	0.001	17	75	0.002
14:00 - 15:00	17	75	0.001	17	75	0.001	17	75	0.002
15:00 - 16:00	17	75	0.000	17	75	0.000	17	75	0.000
16:00 - 17:00	17	75	0.000	17	75	0.000	17	75	0.000
17:00 - 18:00	17	75	0.000	17	75	0.000	17	75	0.000
18:00 - 19:00	17	75	0.000	17	75	0.000	17	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			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 PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.000	17	75	0.000	17	75	0.000
08:00 - 09:00	17	75	0.000	17	75	0.000	17	75	0.000
09:00 - 10:00	17	75	0.000	17	75	0.000	17	75	0.000
10:00 - 11:00	17	75	0.000	17	75	0.000	17	75	0.000
11:00 - 12:00	17	75	0.000	17	75	0.000	17	75	0.000
12:00 - 13:00	17	75	0.000	17	75	0.000	17	75	0.000
13:00 - 14:00	17	75	0.000	17	75	0.000	17	75	0.000
14:00 - 15:00	17	75	0.000	17	75	0.000	17	75	0.000
15:00 - 16:00	17	75	0.000	17	75	0.000	17	75	0.000
16:00 - 17:00	17	75	0.000	17	75	0.000	17	75	0.000
17:00 - 18:00	17	75	0.001	17	75	0.001	17	75	0.002
18:00 - 19:00	17	75	0.000	17	75	0.000	17	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.003	17	75	0.010	17	75	0.013
08:00 - 09:00	17	75	0.002	17	75	0.016	17	75	0.018
09:00 - 10:00	17	75	0.003	17	75	0.002	17	75	0.005
10:00 - 11:00	17	75	0.002	17	75	0.003	17	75	0.005
11:00 - 12:00	17	75	0.007	17	75	0.004	17	75	0.011
12:00 - 13:00	17	75	0.002	17	75	0.002	17	75	0.004
13:00 - 14:00	17	75	0.002	17	75	0.002	17	75	0.004
14:00 - 15:00	17	75	0.005	17	75	0.001	17	75	0.006
15:00 - 16:00	17	75	0.005	17	75	0.002	17	75	0.007
16:00 - 17:00	17	75	0.002	17	75	0.002	17	75	0.004
17:00 - 18:00	17	75	0.010	17	75	0.005	17	75	0.015
18:00 - 19:00	17	75	0.005	17	75	0.002	17	75	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.051			0.099

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.062	17	75	0.220	17	75	0.282
08:00 - 09:00	17	75	0.071	17	75	0.310	17	75	0.381
09:00 - 10:00	17	75	0.098	17	75	0.130	17	75	0.228
10:00 - 11:00	17	75	0.101	17	75	0.133	17	75	0.234
11:00 - 12:00	17	75	0.101	17	75	0.122	17	75	0.223
12:00 - 13:00	17	75	0.135	17	75	0.142	17	75	0.277
13:00 - 14:00	17	75	0.107	17	75	0.113	17	75	0.220
14:00 - 15:00	17	75	0.097	17	75	0.114	17	75	0.211
15:00 - 16:00	17	75	0.148	17	75	0.092	17	75	0.240
16:00 - 17:00	17	75	0.186	17	75	0.097	17	75	0.283
17:00 - 18:00	17	75	0.258	17	75	0.116	17	75	0.374
18:00 - 19:00	17	75	0.264	17	75	0.133	17	75	0.397
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.628			1.722				3.350

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.020	17	75	0.085	17	75	0.105
08:00 - 09:00	17	75	0.022	17	75	0.091	17	75	0.113
09:00 - 10:00	17	75	0.046	17	75	0.074	17	75	0.120
10:00 - 11:00	17	75	0.048	17	75	0.048	17	75	0.096
11:00 - 12:00	17	75	0.032	17	75	0.034	17	75	0.066
12:00 - 13:00	17	75	0.052	17	75	0.046	17	75	0.098
13:00 - 14:00	17	75	0.044	17	75	0.041	17	75	0.085
14:00 - 15:00	17	75	0.041	17	75	0.046	17	75	0.087
15:00 - 16:00	17	75	0.057	17	75	0.042	17	75	0.099
16:00 - 17:00	17	75	0.073	17	75	0.050	17	75	0.123
17:00 - 18:00	17	75	0.086	17	75	0.053	17	75	0.139
18:00 - 19:00	17	75	0.087	17	75	0.058	17	75	0.145
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.608			0.668			1.276

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 BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.001	17	75	0.034	17	75	0.035
08:00 - 09:00	17	75	0.006	17	75	0.073	17	75	0.079
09:00 - 10:00	17	75	0.005	17	75	0.023	17	75	0.028
10:00 - 11:00	17	75	0.005	17	75	0.012	17	75	0.017
11:00 - 12:00	17	75	0.007	17	75	0.012	17	75	0.019
12:00 - 13:00	17	75	0.018	17	75	0.016	17	75	0.034
13:00 - 14:00	17	75	0.009	17	75	0.020	17	75	0.029
14:00 - 15:00	17	75	0.017	17	75	0.016	17	75	0.033
15:00 - 16:00	17	75	0.048	17	75	0.011	17	75	0.059
16:00 - 17:00	17	75	0.025	17	75	0.009	17	75	0.034
17:00 - 18:00	17	75	0.046	17	75	0.008	17	75	0.054
18:00 - 19:00	17	75	0.037	17	75	0.009	17	75	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.224			0.243			0.467

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.000	17	75	0.023	17	75	0.023
08:00 - 09:00	17	75	0.001	17	75	0.028	17	75	0.029
09:00 - 10:00	17	75	0.001	17	75	0.010	17	75	0.011
10:00 - 11:00	17	75	0.003	17	75	0.003	17	75	0.006
11:00 - 12:00	17	75	0.000	17	75	0.004	17	75	0.004
12:00 - 13:00	17	75	0.003	17	75	0.002	17	75	0.005
13:00 - 14:00	17	75	0.002	17	75	0.003	17	75	0.005
14:00 - 15:00	17	75	0.001	17	75	0.001	17	75	0.002
15:00 - 16:00	17	75	0.005	17	75	0.002	17	75	0.007
16:00 - 17:00	17	75	0.013	17	75	0.001	17	75	0.014
17:00 - 18:00	17	75	0.018	17	75	0.000	17	75	0.018
18:00 - 19:00	17	75	0.023	17	75	0.002	17	75	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.079			0.149

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

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.000	17	75	0.000	17	75	0.000
08:00 - 09:00	17	75	0.000	17	75	0.001	17	75	0.001
09:00 - 10:00	17	75	0.000	17	75	0.000	17	75	0.000
10:00 - 11:00	17	75	0.000	17	75	0.000	17	75	0.000
11:00 - 12:00	17	75	0.000	17	75	0.000	17	75	0.000
12:00 - 13:00	17	75	0.000	17	75	0.000	17	75	0.000
13:00 - 14:00	17	75	0.000	17	75	0.000	17	75	0.000
14:00 - 15:00	17	75	0.000	17	75	0.000	17	75	0.000
15:00 - 16:00	17	75	0.000	17	75	0.000	17	75	0.000
16:00 - 17:00	17	75	0.000	17	75	0.000	17	75	0.000
17:00 - 18:00	17	75	0.002	17	75	0.001	17	75	0.003
18:00 - 19:00	17	75	0.000	17	75	0.000	17	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.001	17	75	0.057	17	75	0.058
08:00 - 09:00	17	75	0.007	17	75	0.102	17	75	0.109
09:00 - 10:00	17	75	0.005	17	75	0.034	17	75	0.039
10:00 - 11:00	17	75	0.008	17	75	0.015	17	75	0.023
11:00 - 12:00	17	75	0.007	17	75	0.016	17	75	0.023
12:00 - 13:00	17	75	0.021	17	75	0.018	17	75	0.039
13:00 - 14:00	17	75	0.012	17	75	0.023	17	75	0.035
14:00 - 15:00	17	75	0.018	17	75	0.016	17	75	0.034
15:00 - 16:00	17	75	0.052	17	75	0.012	17	75	0.064
16:00 - 17:00	17	75	0.038	17	75	0.009	17	75	0.047
17:00 - 18:00	17	75	0.066	17	75	0.009	17	75	0.075
18:00 - 19:00	17	75	0.061	17	75	0.011	17	75	0.072
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.296			0.322			0.618

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.086	17	75	0.372	17	75	0.458
08:00 - 09:00	17	75	0.102	17	75	0.520	17	75	0.622
09:00 - 10:00	17	75	0.153	17	75	0.239	17	75	0.392
10:00 - 11:00	17	75	0.158	17	75	0.199	17	75	0.357
11:00 - 12:00	17	75	0.147	17	75	0.175	17	75	0.322
12:00 - 13:00	17	75	0.210	17	75	0.208	17	75	0.418
13:00 - 14:00	17	75	0.165	17	75	0.179	17	75	0.344
14:00 - 15:00	17	75	0.161	17	75	0.177	17	75	0.338
15:00 - 16:00	17	75	0.263	17	75	0.148	17	75	0.411
16:00 - 17:00	17	75	0.299	17	75	0.158	17	75	0.457
17:00 - 18:00	17	75	0.420	17	75	0.183	17	75	0.603
18:00 - 19:00	17	75	0.417	17	75	0.204	17	75	0.621
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.581			2.762			5.343

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.039	17	75	0.137	17	75	0.176
08:00 - 09:00	17	75	0.038	17	75	0.164	17	75	0.202
09:00 - 10:00	17	75	0.052	17	75	0.068	17	75	0.120
10:00 - 11:00	17	75	0.049	17	75	0.059	17	75	0.108
11:00 - 12:00	17	75	0.041	17	75	0.052	17	75	0.093
12:00 - 13:00	17	75	0.059	17	75	0.066	17	75	0.125
13:00 - 14:00	17	75	0.050	17	75	0.060	17	75	0.110
14:00 - 15:00	17	75	0.050	17	75	0.052	17	75	0.102
15:00 - 16:00	17	75	0.071	17	75	0.045	17	75	0.116
16:00 - 17:00	17	75	0.097	17	75	0.048	17	75	0.145
17:00 - 18:00	17	75	0.144	17	75	0.067	17	75	0.211
18:00 - 19:00	17	75	0.143	17	75	0.076	17	75	0.219
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.833			0.894			1.727

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.005	17	75	0.008	17	75	0.013
08:00 - 09:00	17	75	0.008	17	75	0.009	17	75	0.017
09:00 - 10:00	17	75	0.010	17	75	0.008	17	75	0.018
10:00 - 11:00	17	75	0.012	17	75	0.015	17	75	0.027
11:00 - 12:00	17	75	0.014	17	75	0.014	17	75	0.028
12:00 - 13:00	17	75	0.016	17	75	0.011	17	75	0.027
13:00 - 14:00	17	75	0.007	17	75	0.012	17	75	0.019
14:00 - 15:00	17	75	0.008	17	75	0.008	17	75	0.016
15:00 - 16:00	17	75	0.014	17	75	0.010	17	75	0.024
16:00 - 17:00	17	75	0.010	17	75	0.014	17	75	0.024
17:00 - 18:00	17	75	0.009	17	75	0.005	17	75	0.014
18:00 - 19:00	17	75	0.005	17	75	0.005	17	75	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.118			0.119			0.237

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	17	75	0.000	17	75	0.001	17	75	0.001
08:00 - 09:00	17	75	0.000	17	75	0.001	17	75	0.001
09:00 - 10:00	17	75	0.000	17	75	0.000	17	75	0.000
10:00 - 11:00	17	75	0.000	17	75	0.000	17	75	0.000
11:00 - 12:00	17	75	0.000	17	75	0.000	17	75	0.000
12:00 - 13:00	17	75	0.001	17	75	0.001	17	75	0.002
13:00 - 14:00	17	75	0.000	17	75	0.001	17	75	0.001
14:00 - 15:00	17	75	0.001	17	75	0.000	17	75	0.001
15:00 - 16:00	17	75	0.000	17	75	0.000	17	75	0.000
16:00 - 17:00	17	75	0.000	17	75	0.000	17	75	0.000
17:00 - 18:00	17	75	0.001	17	75	0.002	17	75	0.003
18:00 - 19:00	17	75	0.002	17	75	0.002	17	75	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.008			0.013

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 Light Vehicles (LV)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Rigid Trucks - No Trailer (OGV1)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Trucks Towing Trailers (OGV2)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

MULTI-MODAL Buses

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

MULTI-MODAL Non-Motorised Vehicles (NMV)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
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15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

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

MULTI-MODAL Cycles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
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16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

MULTI-MODAL Scooters

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
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16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Non-Vehicular People Movements (NVPM)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
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16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

