

CONSULTING CIVIL, STRUCTURAL,
HIGHWAY AND TRANSPORTATION ENGINEERS

GCA

Transport Assessment

Proposed Development

**128 Thornton
Road
Bradford
BD1 2DX**

For

**AK Innovative
Design Solution
Ltd**

Ref: 1/9056

May 2021



Document Control

Project: Proposed Development at 128 Thornton Road,
Bradford, BD1 2DX

Document Title: Transport Assessment

Our Ref: 1/9056

Prepared By J. Mandi

Reviewed By M. Ghomi
IEng MICE
MCIHT

Date May 2021

RECORD OF AMENDMENTS TO DOCUMENT

Ref	Description	Date
-	Transport Assessment Issued	May 2021

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Proposed Development at 128 Thornton Road, Bradford, BD1 2DX

1. INTRODUCTION

- 1.1. GCA (UK) Ltd. (GCA) has been commissioned to produce an independent Transport Statement for the proposed development at 128 Thornton Road, Bradford, BD1 2DX, located at grid ref: 415858, 433080.
- 1.2. Paragraph 32 of the *National Planning Policy Framework (NPPF)* starts that, “*all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment*”. This Transport Statement describes the proposed development, accessibility to different modes of transport, existing traffic conditions and the anticipated transportation impact and proposed solutions.
- 1.3. The proposed development is accessible by several sustainable modes of travel. These are discussed in detail.
- 1.4. The proposed development is located within the Western part of Bradford City Centre, with Thornton Road running directly into the center itself.
- 1.5. The site also falls within the Goitside Conservation Area, the area’s earliest industrial quarter. A Site Plan of the proposed development site is attached to this report as **Appendix A**.

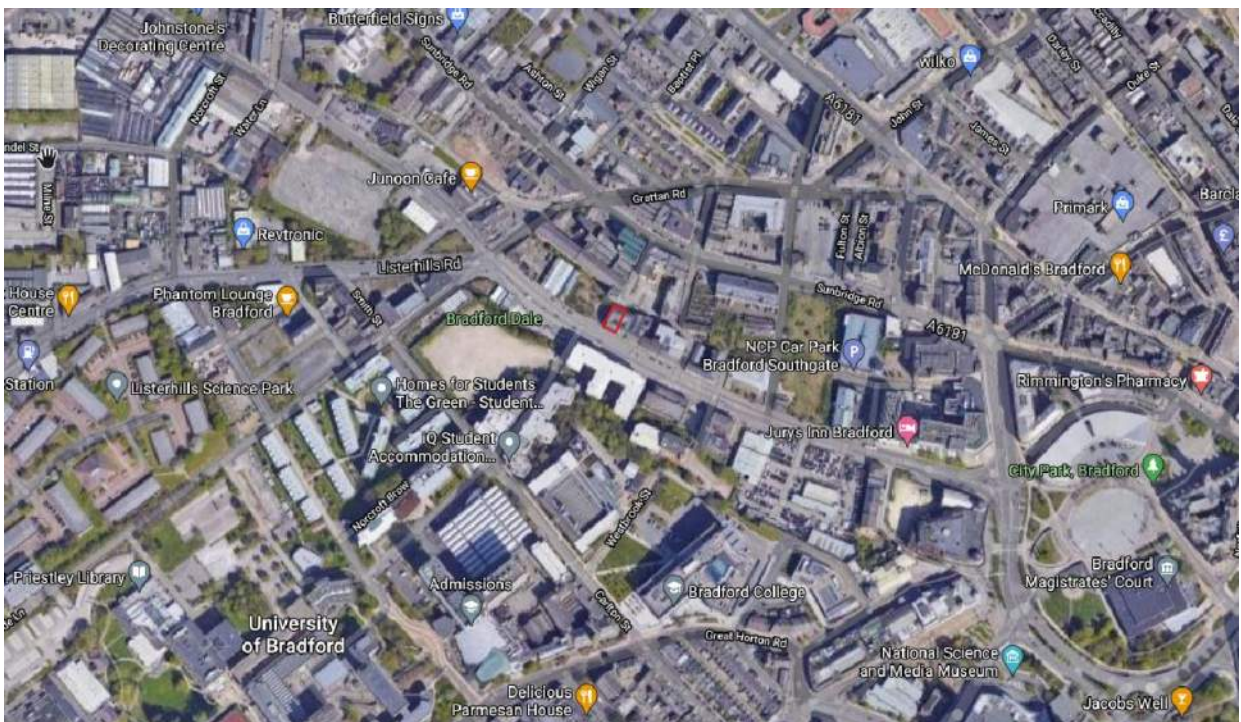


Figure 1.1: Satellite view of the site.

-
- 1.6. The proposed site is bounded by commercial properties to the East, a car park to the North and a derelict site on the West.
 - 1.7. The extent of the site is shown in red on a Satellite view above.

2. EXISTING DEVELOPMENT

Existing Site Usage

- 2.1. The proposed site extends approximately 1820 m². The site is located at the North side of the junction of Thornton Road. The site currently has an abandoned carpet warehouse and has fallen into a state of disrepair.

Existing Highway Access

- 2.2. The proposed site is located on Thornton Road. This can be accessed from the A6181 to the East and the A6177 to the West.
- 2.3. As the existing building on the site covers the entire footprint of the site, there is no direct vehicular access on the site.
- 2.4. The existing footways along the street are well lit by existing streetlights. A surfaced footway of approximately 2m in width is provided along both carriageways adjacent to the site boundary.



3. PROPOSED DEVELOPMENT

Proposed Buildings and Facilities

- 3.1. The proposed development is for a four-story apartment building consisting of 10 luxury apartments.
- 3.2. The first floor will consist of 4 one-bedroom apartments, which will have kitchen/diner, bathroom, lounge, and bedroom.
- 3.3. The second floor will consist of 4 one-bedroom apartments.
- 3.4. The third floor will be reconstructed to create dormers, with partial balcony, these will be penthouse suites, which will cater for bedroom space, entertainment area, Hot tub, kitchen/diner and bathrooms.
- 3.5. The ground floor and basement will continue the same use as A1 retail, with front façade changing to cater for large openings.
- 3.6. The proposed site layout is attached to this report as **Appendix A**, AK innovative design solution Drawing No. A103 (Site Plan).

Proposed Vehicle Access and Car Parking Arrangements

- 3.7. As the proposed apartment building footprint sits on the entire curtilage of the site, the only parking is on-street parking on Thornton Road, immediately outside the site on both sides of the carriageway.
- 3.8. The site has good access to pedestrian and public transport facilities. Therefore, despite the sustainable location of the site, if sufficient off-street parking is not provided then parking is likely to result on Thornton Road, the client will restrict this by imposing section 106 to the residents' agreements.
- 3.9. There are car parking spaces on adjacent roads to the site which can be used by the residents of the proposed development. Table 1 below shows additional car parking spaces available in close proximity to the site.



Available Car Parking Spaces within Close Proximity to the Site		
Location	Distance <i>(distance shown is to the centre of parking bays on specified road)</i>	Spaces Available
Adjacent	On Thornton Road - pay and display 8am to 6pm	56
Holmfield street	adjacent	40
Lower Gratton Road	50m	20
Long side Lane	50m	20
Wigan/Silverbridge Street	50m	20
Tetley Street	60m	10
South gate car park	250m	432
Kirkgate Centre	580m	441
Hall Ings	780m	511
Shape Street	680m	89
Total Available Car Park Spaces within 780m		1639
Total Available Car Park Spaces within 250m		598

Table 3.1: Available Car Parking Spaces in Close Proximity to the Site

Proposed Bicycle and Motorcycle Parking Arrangements

- 3.10. Due to very good Public Transport links and pedestrian routes, the proposal does not include any Bicycle or Motorcycle parking.

Proposed Pedestrian Arrangements

- 3.11. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' suggests acceptable walking distances for planning and evaluation purposes. Table 3.2 on page 49, 'suggested Acceptable Walking Distance' of 1,000m for commuting (2,000m being the preferred maximum distance for commuting). The acceptable and preferred maximum walking distance for town centres are given as 400m and 800m respectively. The acceptable and preferred maximum walking distances elsewhere are given as 800m and 1,200m respectively.
- 3.12. The proposed site is located approximately 960m from Bradford Interchange Train Station. Bus stops are located on both sides of Thornton Street, approximately 64m and 75m respectively. Doctors are 480m away on Godwin Street. There are at least 3 schools and nurseries within 500m. It is evident that most trips could be completed entirely by foot from the proposed development.
- 3.13. There are existing footways with adequate street lighting along Thornton Road on both sides. These provide convenient access to adjacent residential areas, local parks, local bus stops and rail links.
- 3.14. Pedestrians will access the residential properties via the glass façade on Thornton Road.

Proposed Parking Allocation

- 3.15. The 10 apartments are not expected to attract tenants that own private cars. The units are one or two-bedroom apartments aimed at students, young couples or single elderly tenants that primarily rely on the public transport network. For this reason, parking for the residential units is not considered necessary.
- 3.16. Furthermore, the site has good access to pedestrian and public transport facilities, there are pockets of on-street parking available on Thornton Road immediately outside the site on both sides of the carriageway. Therefore, despite the sustainable location of the site, if sufficient off-street parking is not provided then parking is likely to result on Thornton Road, the client will restrict this by imposing section 106 to the residents' agreements.

4. SUSTAINABLE TRANSPORT CONTEXT

Bus Services and Facilities

- 4.1. The area around the development consists of residential, commercial, retail and leisure land uses. The site is located within the limits of Bradford City Centre.
- 4.2. Thornton Road is a major Bradford bus route (see **Appendix B** for Bus routes and timetables) with bus stops on both sides of the road located within one minute of the site. Services include bus numbers 67, 607, 615, and 616.
- 4.3. Figure 4.1 below indicates that the proposed development is located within an area of main bus routes, facilitating access by bus to the city centre and to the greater Bradford area:

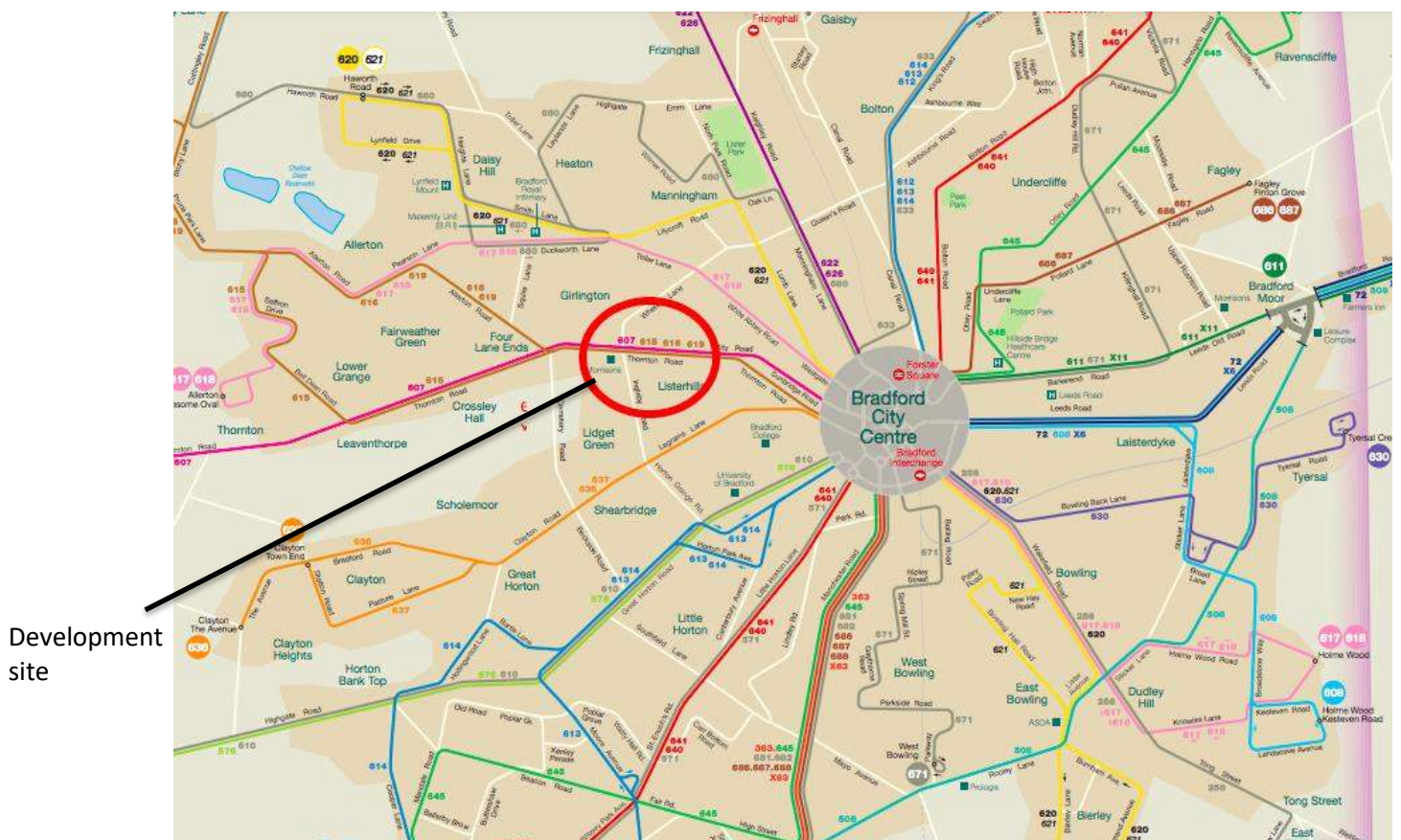


Figure 4.1: Bus service routes from various locations in Bradford (site location in red)

Rail Services and Facilities

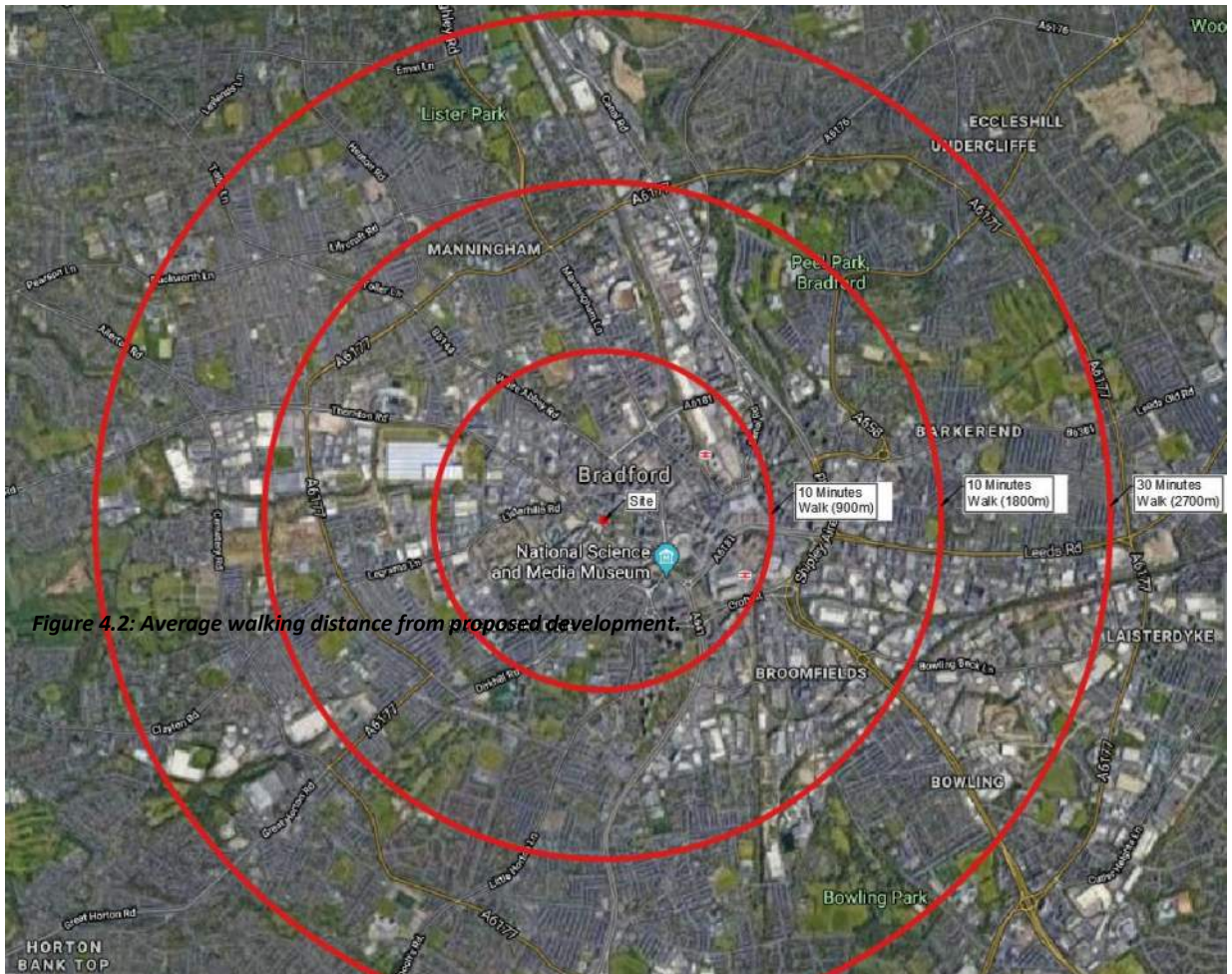
- 4.4. Two train stations are located within approximately half a mile of Thornton Road, these being Bradford Interchange and Bradford Forster Square. Forster Square provides trains to areas within Yorkshire, namely Skipton, Ilkley, and Leeds. Alternatively, Bradford Interchange provides services to major cities across the United Kingdom such as London and Manchester. The ticket office opening hours are between 06h00 – 20h15.

Cycle Facilities

- 4.5. Paragraph 77 of the Planning Policy Guidance 13: Transport (PPG13) starts that, *“Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport”*. In addition, paragraph 78 of PPG13 states that local authorities should *“review existing provision for cyclists, in order to identify networks and routes, including those to transport interchanges, along which the needs and safety of cyclists will be given priority, and set out the specific measures which will be taken to support this objective”*.
- 4.6. Planning Policy Statement 4 (2009) recognises the importance of cycling as a mode of transport. Policy EC8.2 states that *“the need to encourage access to developments for those without using a car and promote sustainable transport choices, including cycling and walking”*.
- 4.7. The site is accessible by bicycle and provides direct links to the highway network.

Footways and Walking Facilities

- 4.8. Paragraph 75 of Planning Policy Guidance 13 (PPG 13) states that *“walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km. Walking also forms an often-forgotten part of all longer journeys by public transport and car”*.
- 4.9. The proposed development is located within Bradford City Centre. This means that there are several shops within half a mile of the location and several diverse restaurants within walking distance.
- 4.10. An average natural walking distance in 10 minutes is approximately 900m. Figure 4.2 indicates an average walking distance time of 10-30 minutes from the proposed development.



- 4.11. Figure 4.2 indicates that the proposed development is located within an ideal walking distance to a significant number of residential, employment, retail, and leisure areas in addition to various public transport hubs for onward travel.
- 4.12. Local supermarkets include Tesco Express, which is approximately 0.4 miles to the East. There is also a shopping center, Kirkgate, which is 0.5 miles to the East of the proposed development site. There are GP/dental surgeries and schools available in the area. These facilities are within one mile of the site and are accessible by foot.
- 4.13. The site is accessible by foot and direct access is provided to existing footways and facilities for pedestrians leading to other land uses as well as to the great transport network.

TRAFFIC ANALYSIS

Existing Traffic

- 1.1. The Design Manual for Roads and Bridges (DMRB) Volume 5 Section 2 TA79/99 provides capacities for urban roads. Based upon this, Thornton Road appears to most accurately fit the description of road type UAP4 and is a single carriageway of approximately 6.0m carriageway width, which yields a one-way flow capacity of 750 vehicles per hour, which translates to a capacity of 1,500 vehicles per hour in both directions.
- 1.2. The site itself does not generate traffic in its current, undeveloped state.

Traffic Generated by the Proposed Development

- 1.3. In order to establish the likely net change in trips on the local highway network as a result of the proposed development, an assessment of the likely vehicle trip generation (using the transportation industry standard TRICS data) was carried out for each of the proposed land uses, and is summarized below for the morning (AM) and evening (PM) peak periods:

Residential (28 dwellings)

- 1.4. Traffic flow potentials for the Residential Apartments component of the proposed development are summarized in Table 5.1 for 10 apartments (TRICS Report has been attached to this report as **Appendix C**):

Mode	Weekday AM Peak 08:00-09:00			Weekday PM Peak 18:00-19:00		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	0.045	0.068	0.113	0.106	0.068	0.174
Taxis	0.000	0.000	0.000	0.008	0.008	0.016
OGVs	0.000	0.000	0.000	0.000	0.000	0.000
PSVs	0.008	0.053	0.061	0.045	0.000	0.045
Cyclists	0.000	0.015	0.015	0.000	0.008	0.008
Totals	0.053	0.136	0.189	0.159	0.084	0.243

Table 5.1: TRICS Trip Generation for 10 Residential Apartments, AM and PM Peak Periods

- 1.5. The modal split of traffic indicates 78.6% to 81.4% use of “vehicles” in the morning and evening peak periods respectively. “Cyclists” make up a 12% to 11.4% contribution to traffic modal split in the morning and evening peak periods respectively.
- 1.6. The afternoon peak traffic of 0.243 trips is higher than the morning peak traffic of 0.189 trips, based on TRICS data for the selected land uses.

Traffic Impact

- 6.1. Traffic generated by the proposed development is unlikely to have a major effect on the surrounding highway network. Given the estimated 2-way capacity for Thornton Road of 1,500 vehicles per hour, the increase in traffic accounts for approximately 0.02% in Thornton Road. Also, the client will restrict use of vehicle by imposing section 106 to the residents' agreements. As road users will be using both, the overall impact should be reduced.
- 6.2. In order to support a sustainable transport model for the development, it is recommended that a travel plan be implemented, which will monitor and encourage the use of more sustainable modes of transport. It is recommended that new residents be provided with a travel pack providing information on public transport, cycle routes and walking to encourage these modes of travel.

Accident/Collision Information

- 6.3. Figure 6.1 below (taken from <http://www.crashmap.co.uk>) depicts the number and severity of reported traffic incidents on Thornton Street and surrounds. The period of analysis extends 2016 to 2020 for all vehicle types and all casualty types, being the period of the intersection upgrade, to date.
- 6.4. 5 slight incidents have taken place within the proximity of the proposed development on Thornton Road. There was also 1 (one) serious incident on 3rd November 2018.
- 6.5. Approximately 3 slight incidents have taken place within 150m of the development. No bicycle incidents have been reported over the reporting period.



Figure 6.1: Location of Reported Traffic Incidents from <http://www.crashmap.co.uk>

6. **TRAFFIC IMPACT ON THE SURROUNDING NETWORK**

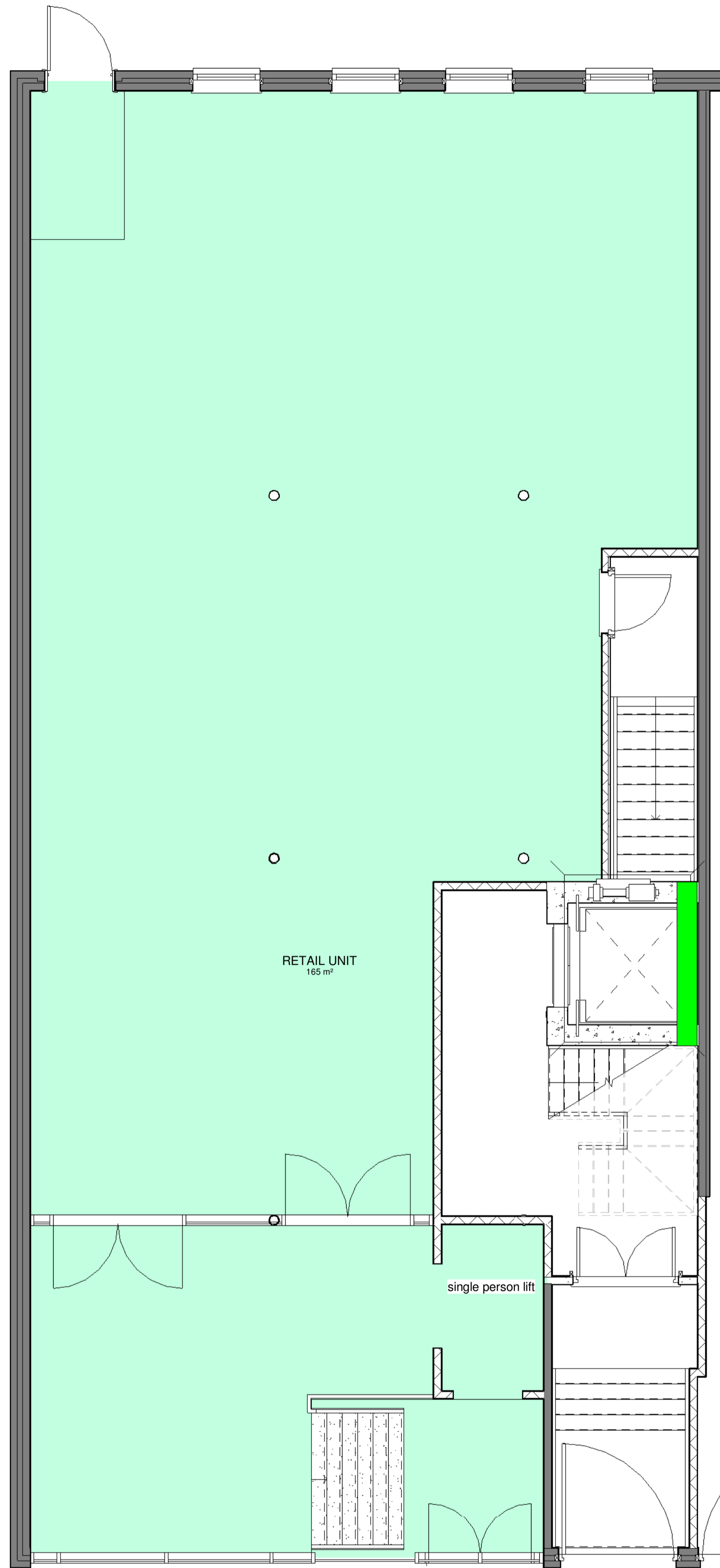
- 6.6. No motorcycle incidents have been reported over the reporting period within 200m of the development.

7. **CONCLUSION**

- 7.1. This Transport Statement describes the proposed development, accessibility to different modes of transport, existing traffic conditions and the anticipated transportation impact.
- 7.2. The 10 apartments are not expected to attract tenants that own private cars. The units are one or two-bedroom apartments aimed at students, young couples or single elderly tenants that primarily rely on the public transport network. For this reason, parking for the residential units is not considered necessary.
- 7.3. Furthermore, the site has good access to pedestrian and public transport facilities, there are pockets of on-street parking available on Thornton Road immediately outside the site on both sides of the carriageway. Therefore, despite the sustainable location of the site, if sufficient off-street parking is not provided then parking is likely to result on Thornton Road, the client will restrict this by imposing section 106 to the residents' agreements.
- 7.4. It is recommended that a travel plan be developed for the project. This would be used to monitor and encourage use of more sustainable modes of transport. It is further recommended that residents be provided with travel pack providing information on public transport, cycle routes and walking to encourage these modes of travel.
- 7.5. The development is accessible by a range of sustainable transport modes including, walking, cycling and public transport (buses and train). The development will not have a negative impact on existing public transport provision, but rather would support the use of these modes of transport.
- 7.6. No fatal accidents have taken place at the site over the reporting period.
- 7.7. Therefore, it is considered that the proposed development should not be refused on highways or transportation grounds given the relatively minor impact on the surrounding highway network.

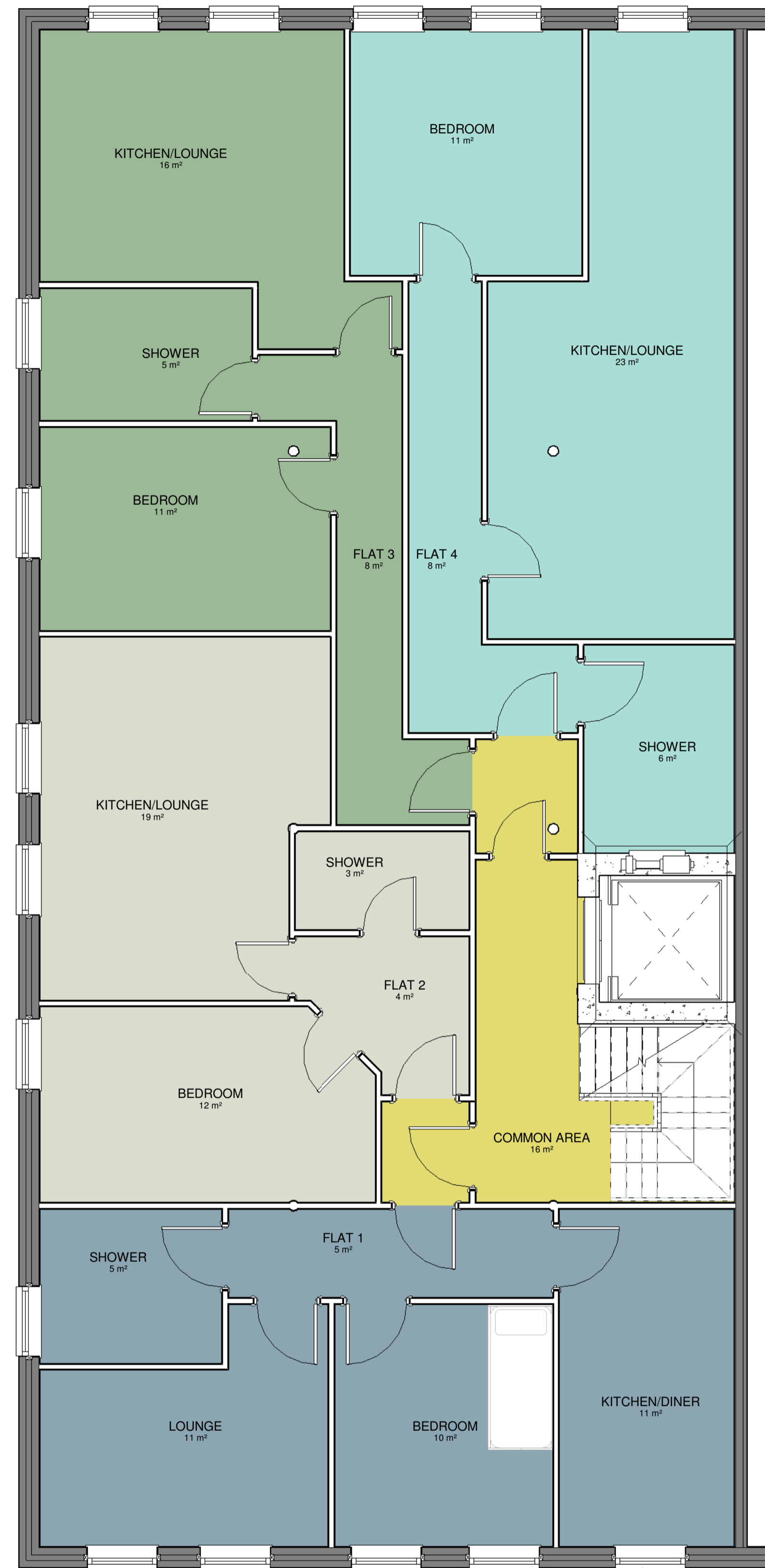
Appendix A

Site Plan



00 Ground Floor
1 : 50

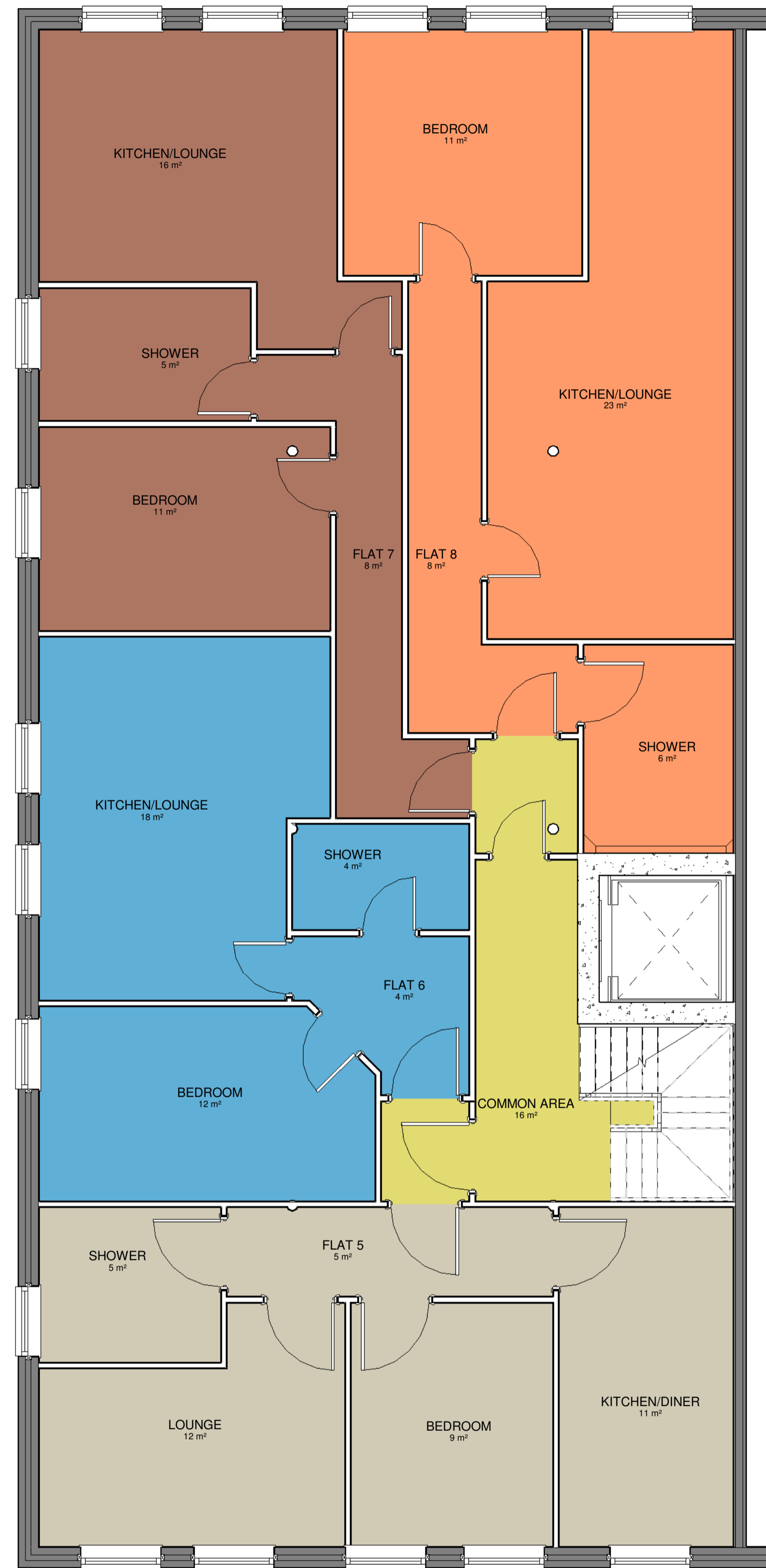
FLAT KEY
 RETAIL UNIT



01 First Floor
1 : 50

FLAT KEY
 COMMON AREA
 FLAT 3
 FLAT 1
 FLAT 2
 FLAT 4

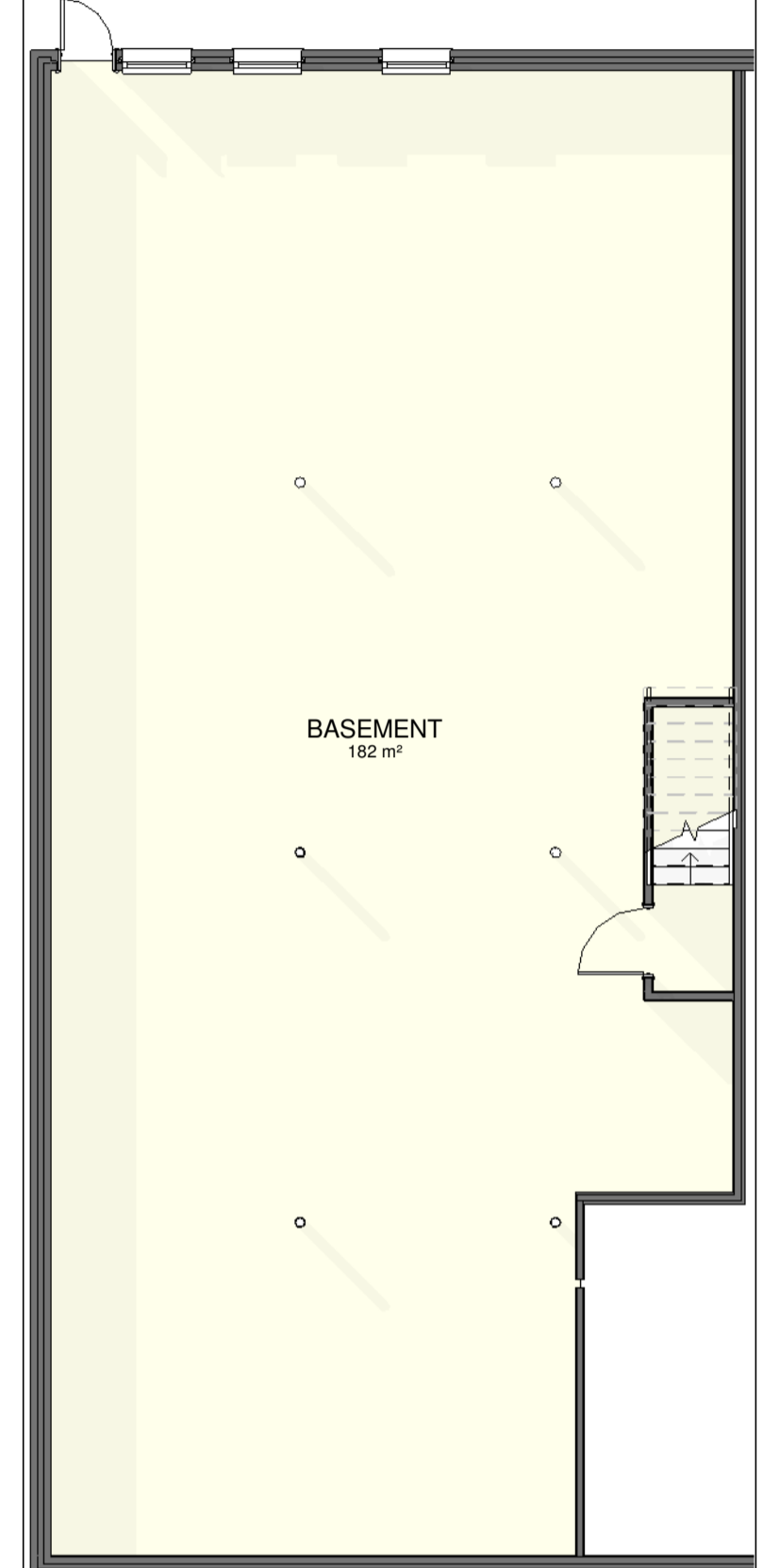
Front & Rear timber windows to be retained and secondary glazing to be provided internally.



02 Second Floor FLAT KEY
1 : 50

FLAT KEY
 COMMON AREA
 FLAT 6
 FLAT 5
 FLAT 7
 FLAT 8

General
 Drawings prepared for local authority. Any electrical, heating installation, joinery items, finishes, and fittings to be instructed by the client. The clients are to satisfy themselves that any bonded private or public services will not affect the proposal. These drawings have been prepared on the understanding that work will not commence on site prior to the granting of planning permission and building reg approval. All drawings are copyrights and may not be used in conjunction with other projects.
CDM REG 2015
 These drawings have been prepared on the understanding that work will not commence on site prior to the granting of planning permission and building Reg approval. At this point the designers work is complete, hence the designer of this drawing will not be acting as the principle designer in terms of health and safety. Under the new regulations, both the client and the building contractor will have health and safety responsibilities and will need to prepare a construction phase plan for the scheme. The construction phase plan for the scheme should include risk assessment and method statements for elements of the works such as excavations, buried services, risk of electrocution, working at height, lifting and handling, etc. should you require guidance, please see HSE website.



-00 Basement
1 : 100

Rev	Description	Date

STATUS: PLANNING
 PURPOSE OF ISSUE: PLANNING

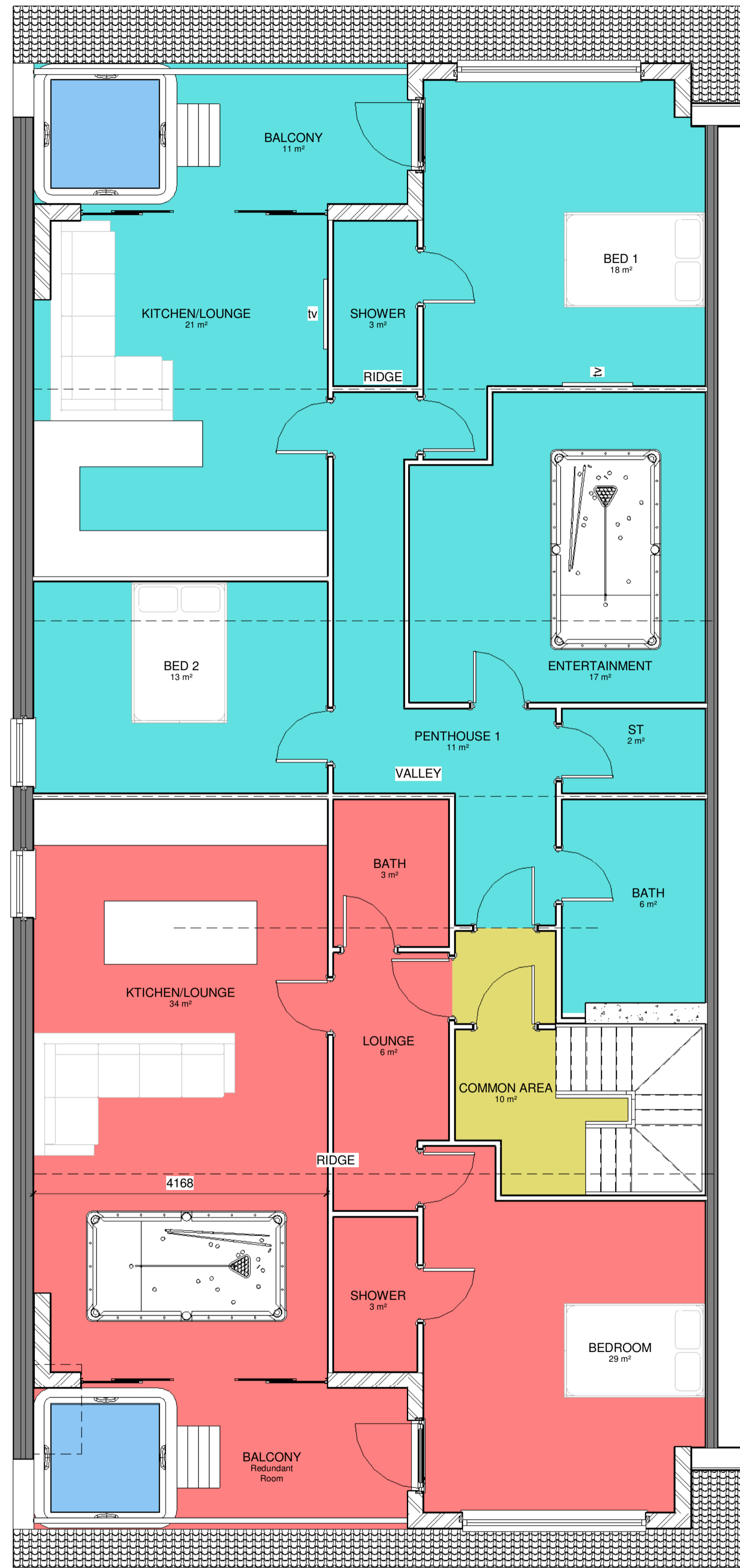
For Enquiries:-
 Khuram - 07878975415
 Anzar - 07495282331
 Email - ak.ids@hotmail.com

PROJECT
 128 Thornton Road, Bradford

TITLE
 PROPOSED FLOOR PLANS

CLIENT
 ASK PROPERTIES LTD

DRAWN BY AM	CHECKED BY Checker	DATE 21/06/2020
SCALE (@ A1) As indicated	PROJECT NUMBER 0331	
DRAWING NUMBER A100	REV	



03 Attic Floor
1 : 50

FLAT KEY

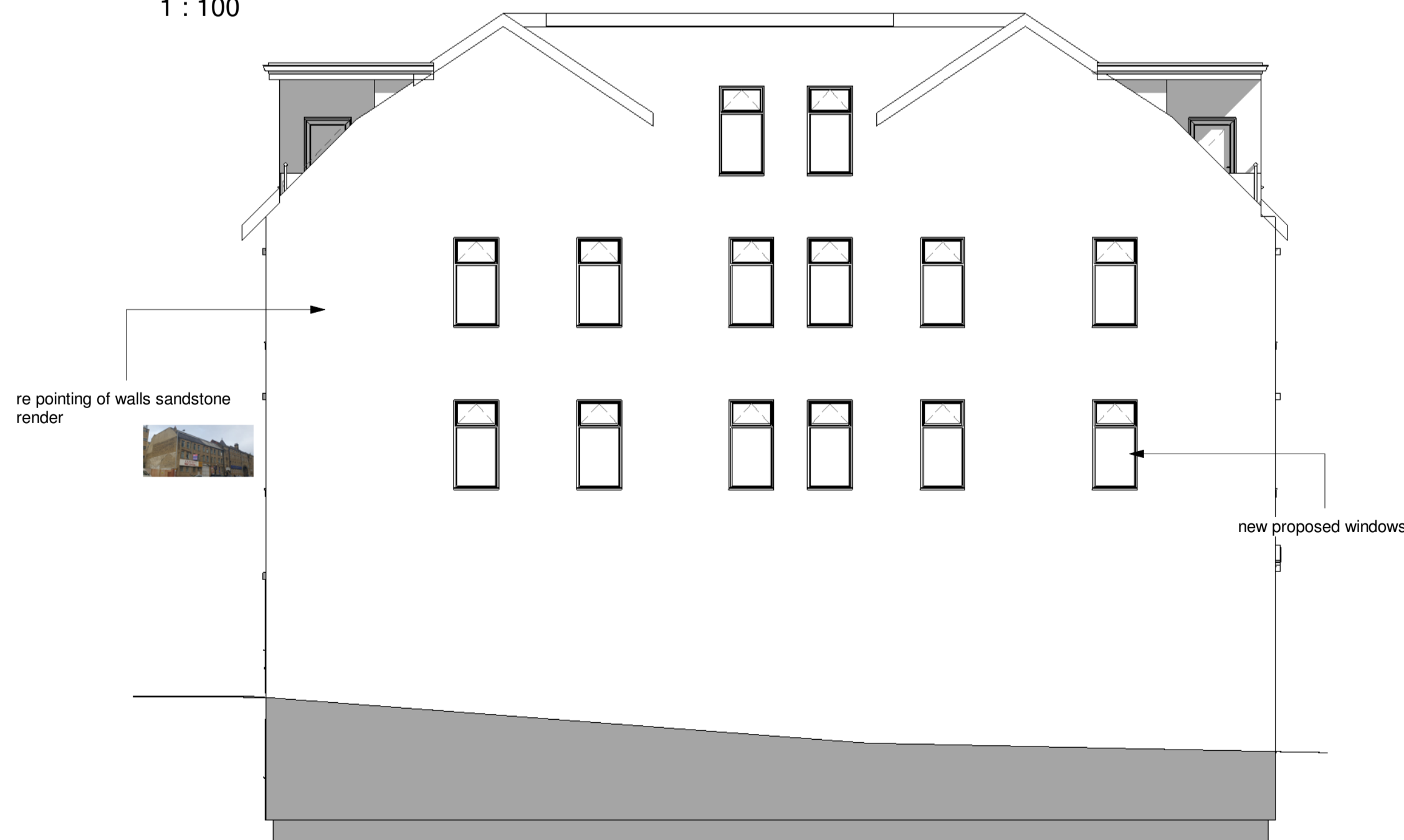
- COMMON AREA
- PH NO. 1
- PH NO. 2



FRONT ELEVATION
1 : 100



REAR ELEVATION
1 : 100



SIDE ELEVATION
1 : 100

General
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Rev	Description	Date

STATUS: PLANNING
PURPOSE OF ISSUE: PLANNING

For Enquiries:-

Khuram - 07878975415
Anzar - 07495282331
Email - ak.ids@hotmail.com

PROJECT: 128 Thornton Road, Bradford

TITLE: PROPOSED ATTIC & ELEVATIONS

CLIENT: ASK PROPERTIES LTD

DRAWN BY: Author
CHECKED BY: Checker
DATE: 11/17/20

SCALE (@ A1): As indicated
PROJECT NUMBER: 0331

DRAWING NUMBER: A101
REV:



General
 Drawings prepared for local authority. Any electrical, heating installation, joinery items, finishes, and fittings to be instructed by the client. The clients are to satisfy themselves that any buried private or public services will not affect the proposal. These drawings have been prepared on the understanding that work will not commence on site prior to the granting of planning permission and building reg approval. All drawings are copyrights and may not be used in conjunction with other projects.

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Rev	Description	Date

STATUS: PLANNING
 PURPOSE OF ISSUE: PLANNING

AK For Enquiries:-
 Khuram - 07878975415
 Anzar - 07495282331
 Email - ak.ids@hotmail.com

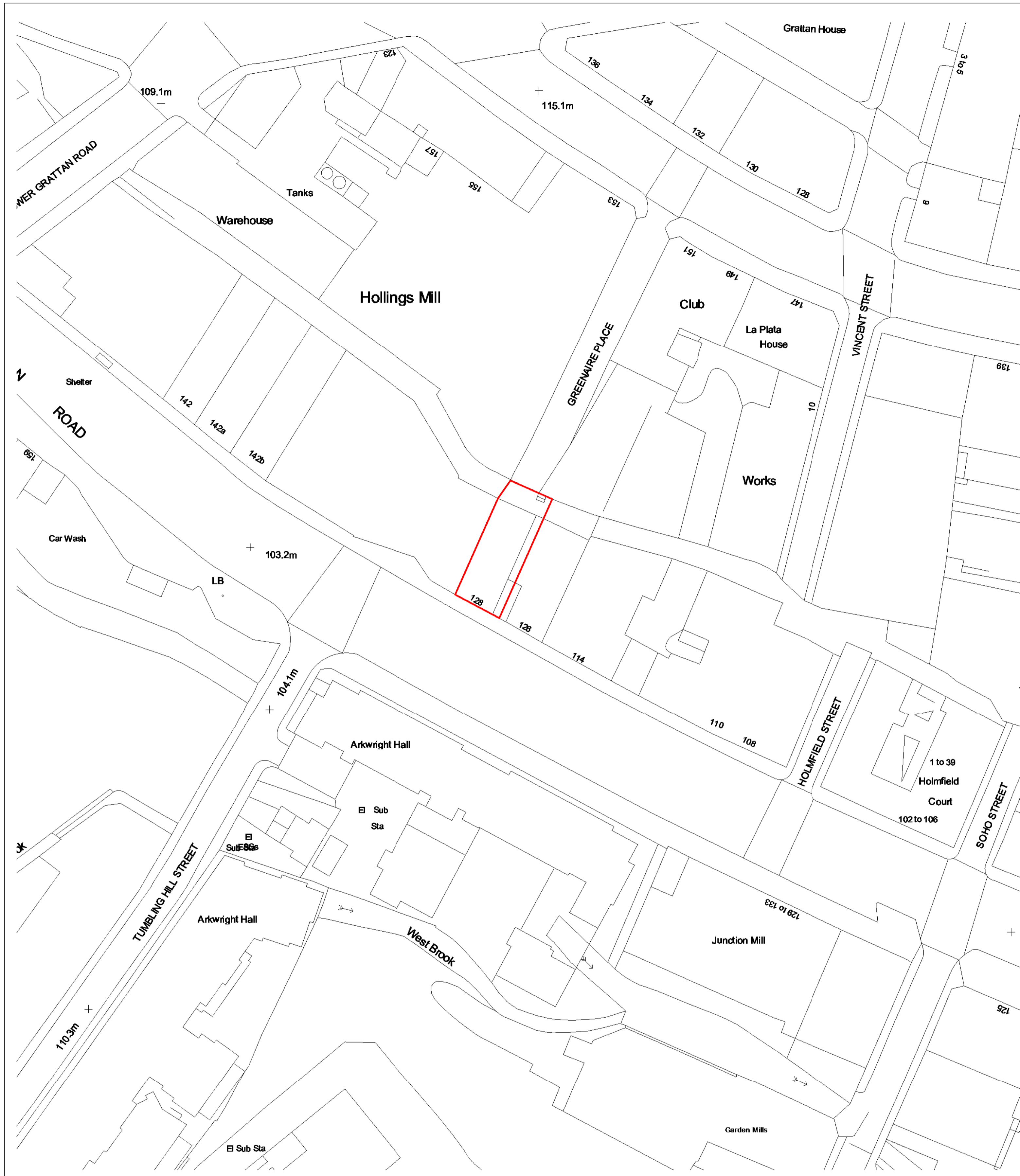
PROJECT
 128 Thornton Road, Bradford

TITLE
 3D VIEW

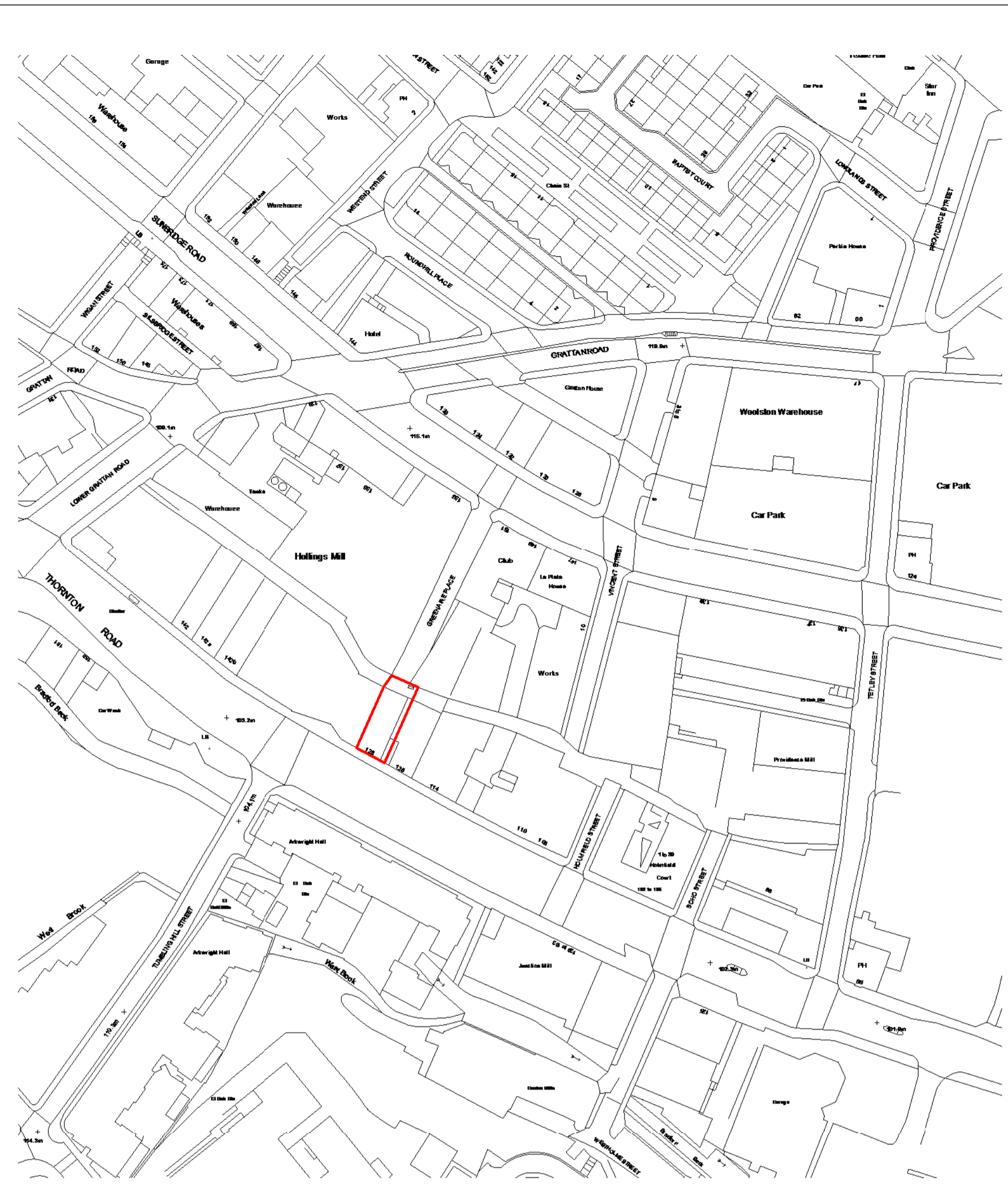
CLIENT
 ASK PROPERTIES LTD

DRAWN BY Author	CHECKED BY Checker	DATE 11/17/20
SCALE (@ A1)		PROJECT NUMBER 0331

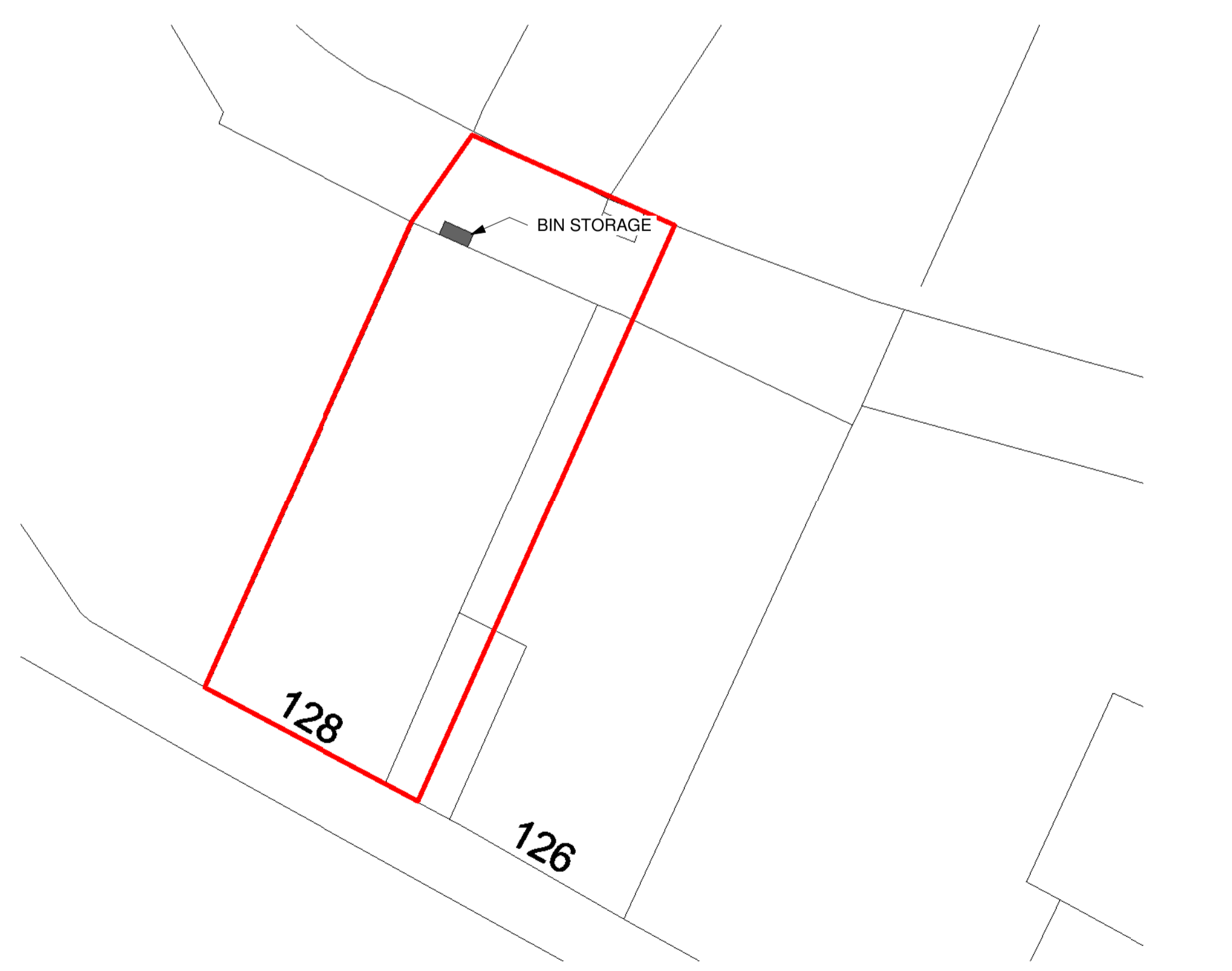
DRAWING NUMBER A102	REV
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Location Plan 1-500
1 : 500



Site Location Plan 1-1250
1 : 1250



BLOCK PLAN 1-200
1 : 200

General
Drawings prepared for local authority. Any electrical, heating installation, joinery items, finishes, and fittings to be instructed by the client. The client is to satisfy themselves that any third party or public service will not be affected by the proposal. These drawings have been prepared on the understanding that work will not commence on site prior to the granting of planning permission and building regulation approval. All drawings are copyright and may not be used in conjunction with other projects.

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Rev	Description	Date

STATUS: PLANNING
PURPOSE OF ISSUE: PLANNING

AK For Enquiries:-
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Anzar - 0749528231
Email - ak.ids@hotmail.com

PROJECT
128 Thornton Road, Bradford

TITLE
SITE PLAN

CLIENT
ASK PROPERTIES LTD

DRAWN BY: Author
CHECKED BY: Checker
DATE: 03/29/21

SCALE (@ A1): As indicated
PROJECT NUMBER: 0331

DRAWING NUMBER: A103
REV:

Appendix B

Bus Routes and Timetables



Stop Ref: 48023178 Service: All

Thornton Road T6 - Departures - 12:02

619 Eldwick	Due	&
636 Clayton The Avenue	3 Mins	&
615 Cottingley	13 Mins	&
637 Clayton Town End	18 Mins	&
616 Fildwick	28 Mins	&

Show Arrivals Later >>

Have your say: Toller Lr

Appendix C

TRICS Data (Residential)

Calculation Reference: AUDIT-700101-210630-0641

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	IS ISLINGTON	2 days
	KI KINGSTON	1 days
	SK SOUTHWARK	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
14	LEINSTER	
	LU LOUTH	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	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 29 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/03/20

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 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	7
---------------------	---

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	4
Built-Up Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 7 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
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:

Yes	1 days
No	6 days

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

PTAL Rating:

No PTAL Present	3 days
2 Poor	1 days
6a Excellent	2 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	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: <i>TUESDAY</i>	<i>22/10/13</i>	Survey Type: <i>MANUAL</i>
2	IS-03-C-05	BLOCK OF FLATS	ISLINGTON
	LEVER STREET		
	FINSBURY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	15	
	Survey date: <i>WEDNESDAY</i>	<i>29/06/16</i>	Survey Type: <i>MANUAL</i>
3	IS-03-C-06	BLOCK OF FLATS	ISLINGTON
	CALEDONIAN ROAD		
	HOLLOWAY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: <i>MONDAY</i>	<i>27/06/16</i>	Survey Type: <i>MANUAL</i>
4	KI-03-C-03	BLOCK OF FLATS	KINGSTON
	PORTSMOUTH ROAD		
	SURBITON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: <i>MONDAY</i>	<i>11/07/16</i>	Survey Type: <i>MANUAL</i>
5	LU-03-C-03	BLOCK OF FLATS	LOUTH
	NICHOLAS STREET		
	DUNDALK		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: <i>MONDAY</i>	<i>16/09/13</i>	Survey Type: <i>MANUAL</i>
6	MG-03-C-01	BLOCK OF FLATS	MONAGHAN
	MALL ROAD		
	MONAGHAN		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	28	
	Survey date: <i>FRIDAY</i>	<i>06/09/13</i>	Survey Type: <i>MANUAL</i>
7	SK-03-C-02	BLOCK OF FLATS	SOUTHWARK
	LAMB WALK		
	BERMONDSEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	29	
	Survey date: <i>THURSDAY</i>	<i>23/04/15</i>	Survey Type: <i>MANUAL</i>

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

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	7	19	0.045	7	19	0.068	7	19	0.113
08:00 - 09:00	7	19	0.008	7	19	0.076	7	19	0.084
09:00 - 10:00	7	19	0.053	7	19	0.053	7	19	0.106
10:00 - 11:00	7	19	0.023	7	19	0.038	7	19	0.061
11:00 - 12:00	7	19	0.061	7	19	0.015	7	19	0.076
12:00 - 13:00	7	19	0.068	7	19	0.098	7	19	0.166
13:00 - 14:00	7	19	0.068	7	19	0.045	7	19	0.113
14:00 - 15:00	7	19	0.053	7	19	0.083	7	19	0.136
15:00 - 16:00	7	19	0.030	7	19	0.023	7	19	0.053
16:00 - 17:00	7	19	0.076	7	19	0.068	7	19	0.144
17:00 - 18:00	7	19	0.098	7	19	0.053	7	19	0.151
18:00 - 19:00	7	19	0.106	7	19	0.068	7	19	0.174
19:00 - 20:00	4	20	0.064	4	20	0.051	4	20	0.115
20:00 - 21:00	4	20	0.051	4	20	0.077	4	20	0.128
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.804			0.816			1.620

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.*

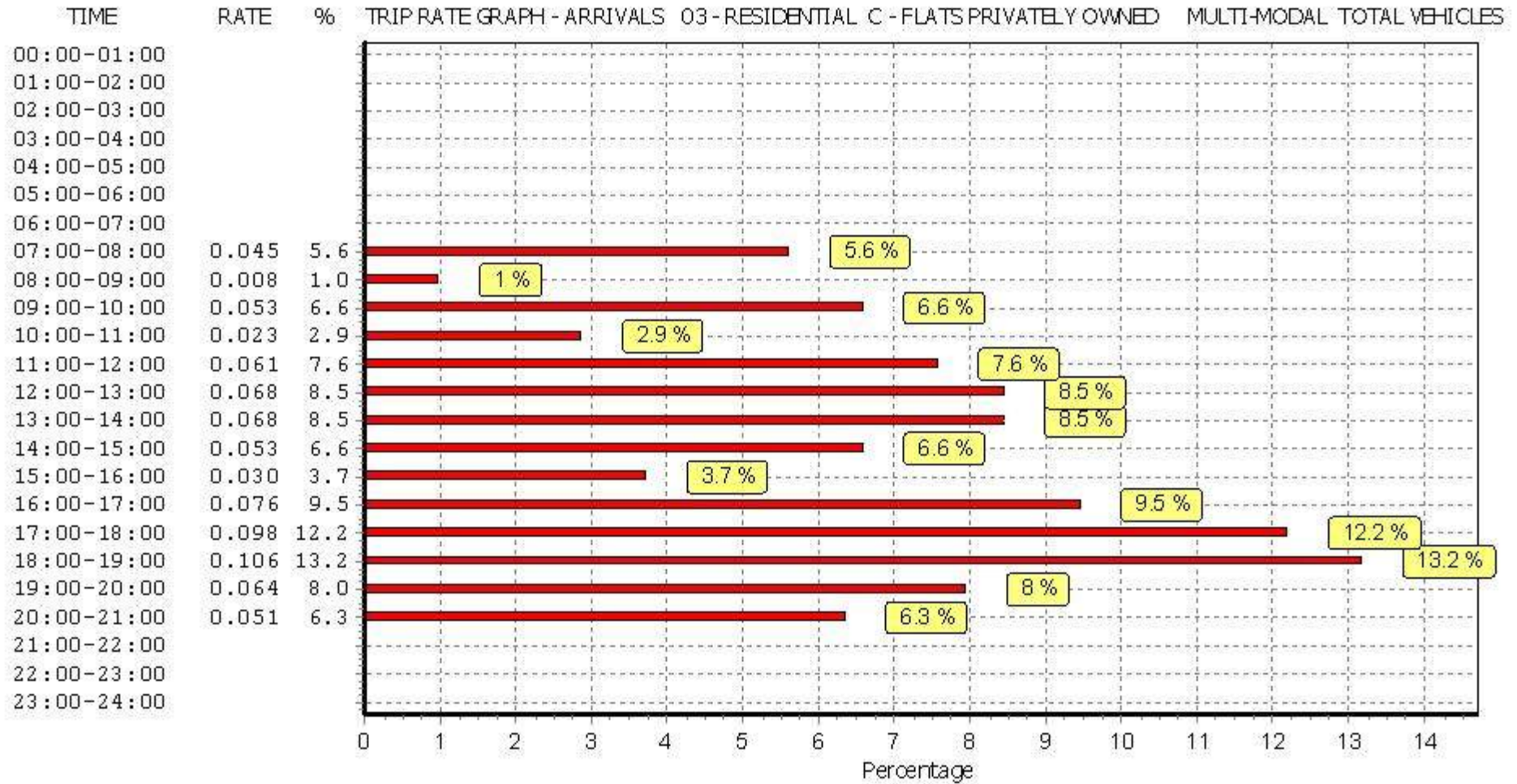
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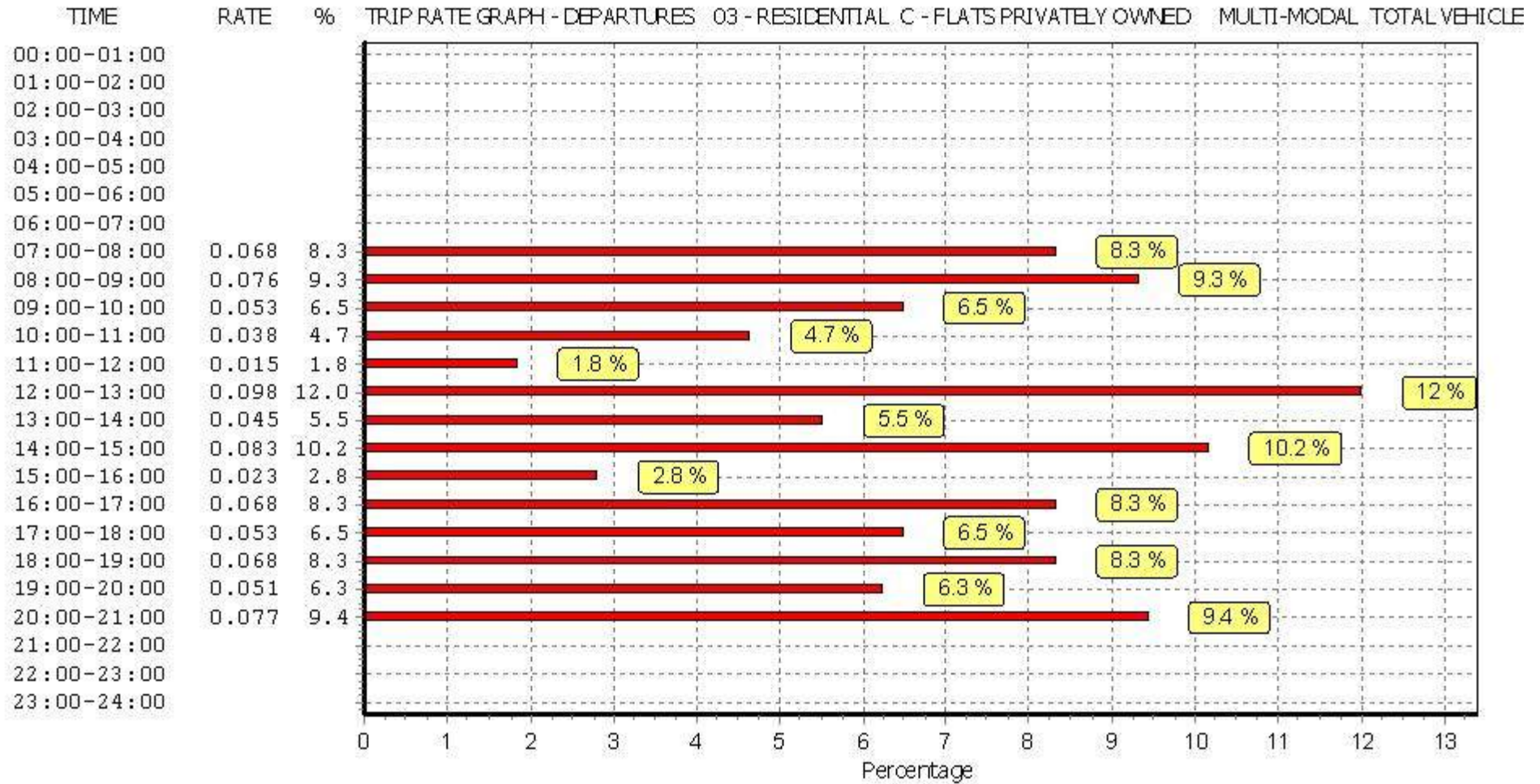
Parameter summary

Trip rate parameter range selected: 6 - 29 (units:)
 Survey date range: 01/01/13 - 06/03/20
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

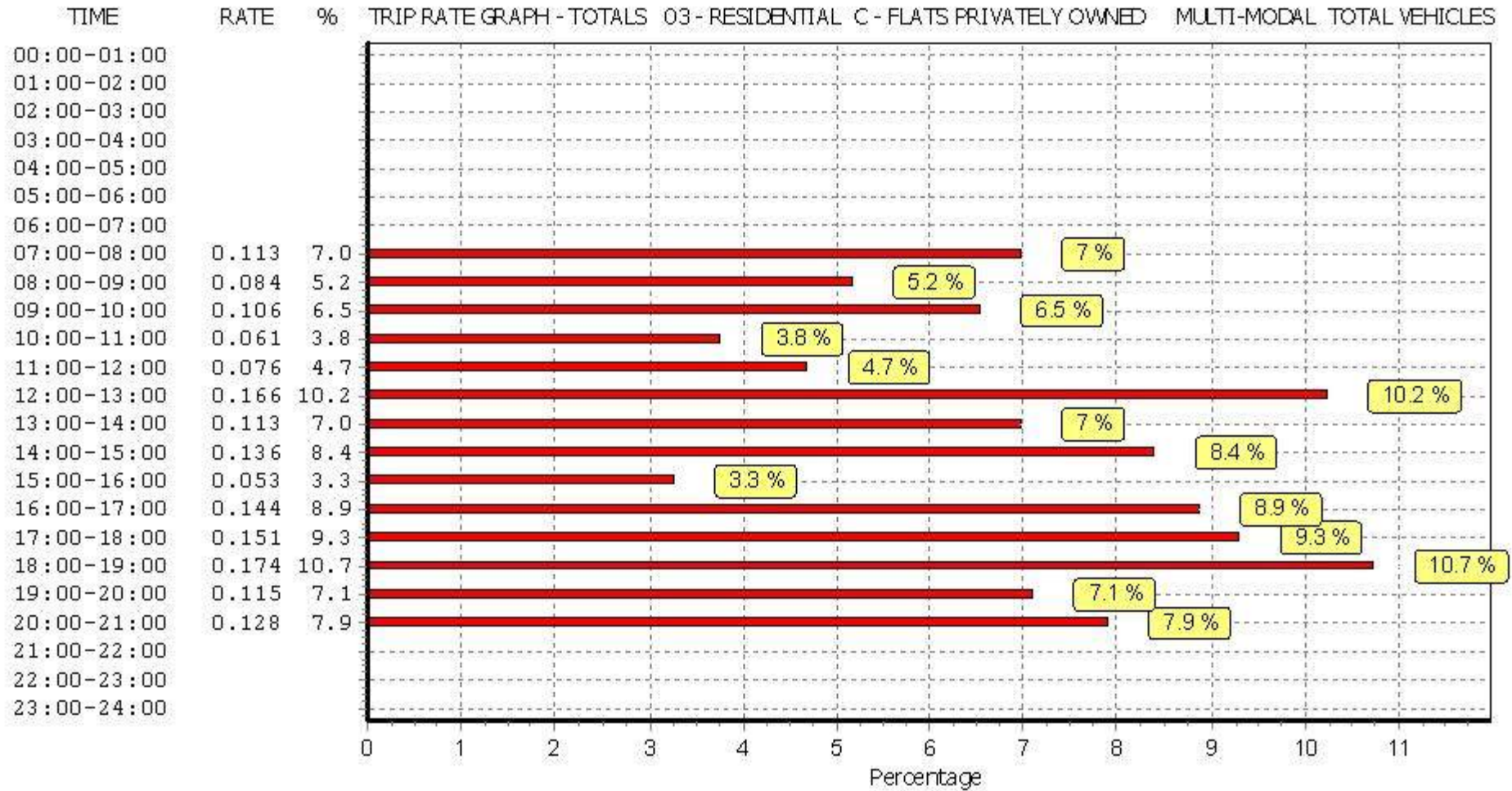
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL TAXIS

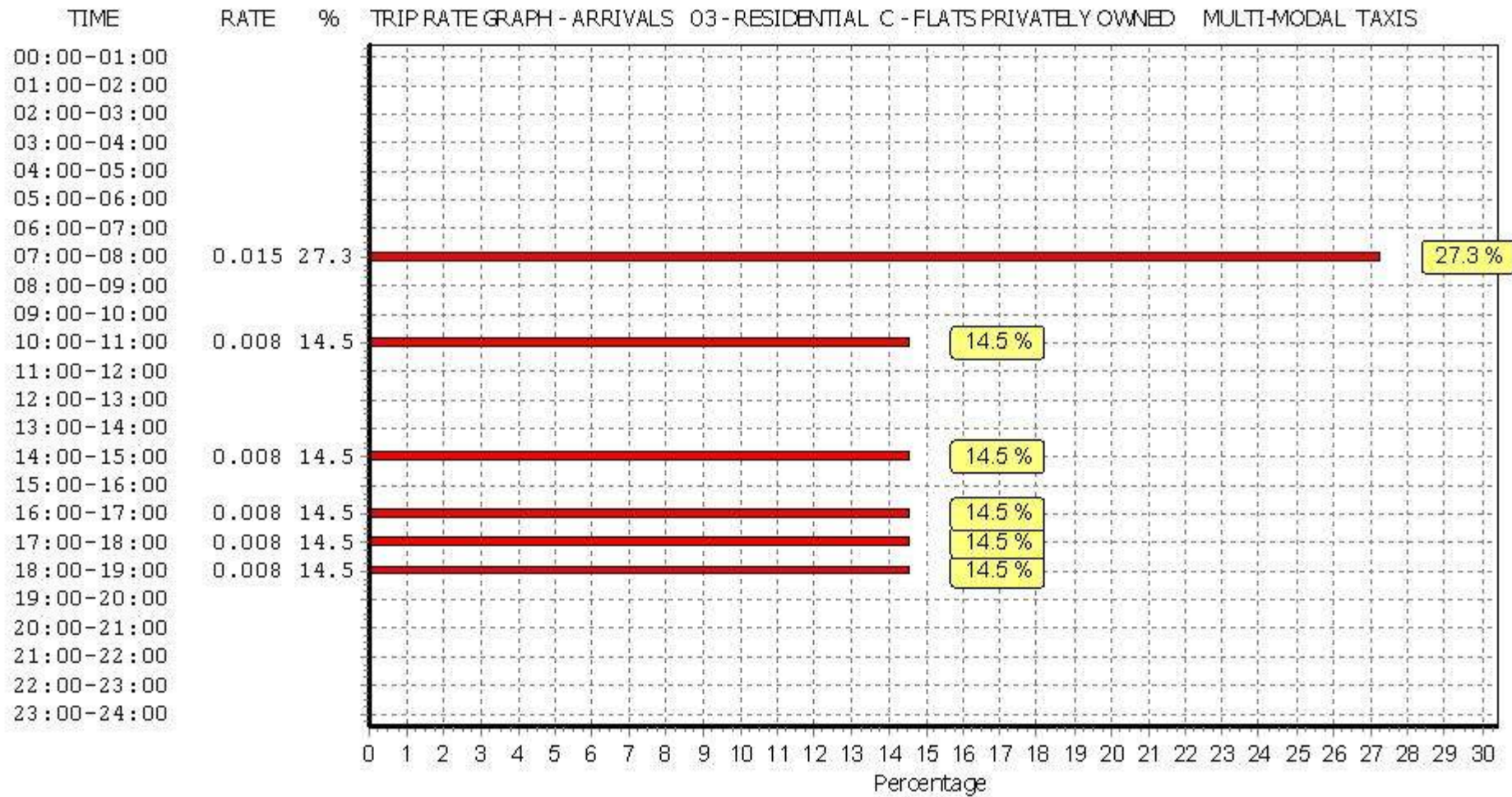
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

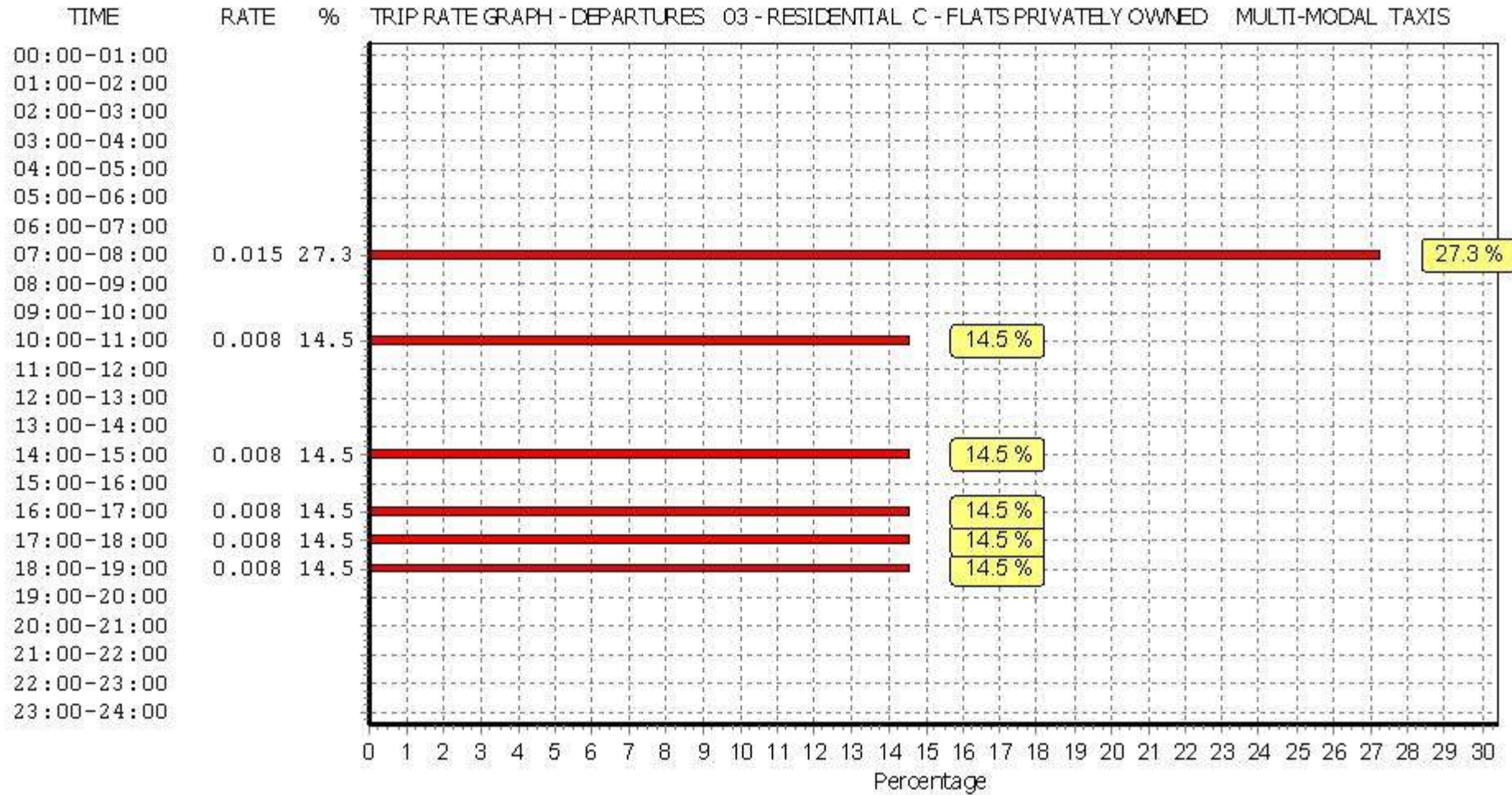
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.015	7	19	0.015	7	19	0.030
08:00 - 09:00	7	19	0.000	7	19	0.000	7	19	0.000
09:00 - 10:00	7	19	0.000	7	19	0.000	7	19	0.000
10:00 - 11:00	7	19	0.008	7	19	0.008	7	19	0.016
11:00 - 12:00	7	19	0.000	7	19	0.000	7	19	0.000
12:00 - 13:00	7	19	0.000	7	19	0.000	7	19	0.000
13:00 - 14:00	7	19	0.000	7	19	0.000	7	19	0.000
14:00 - 15:00	7	19	0.008	7	19	0.008	7	19	0.016
15:00 - 16:00	7	19	0.000	7	19	0.000	7	19	0.000
16:00 - 17:00	7	19	0.008	7	19	0.008	7	19	0.016
17:00 - 18:00	7	19	0.008	7	19	0.008	7	19	0.016
18:00 - 19:00	7	19	0.008	7	19	0.008	7	19	0.016
19:00 - 20:00	4	20	0.000	4	20	0.000	4	20	0.000
20:00 - 21:00	4	20	0.000	4	20	0.000	4	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.055			0.110

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

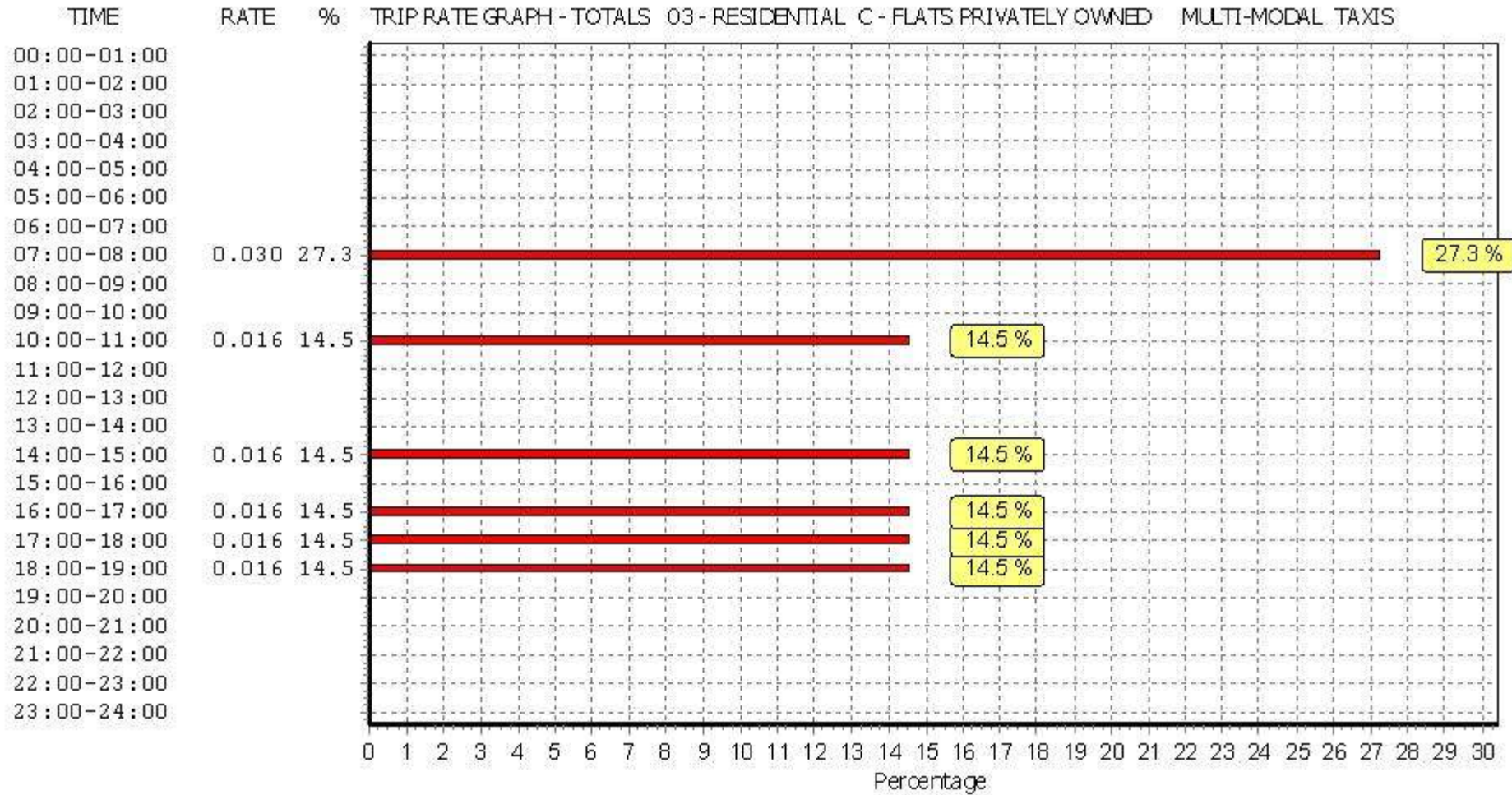
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL OGVS

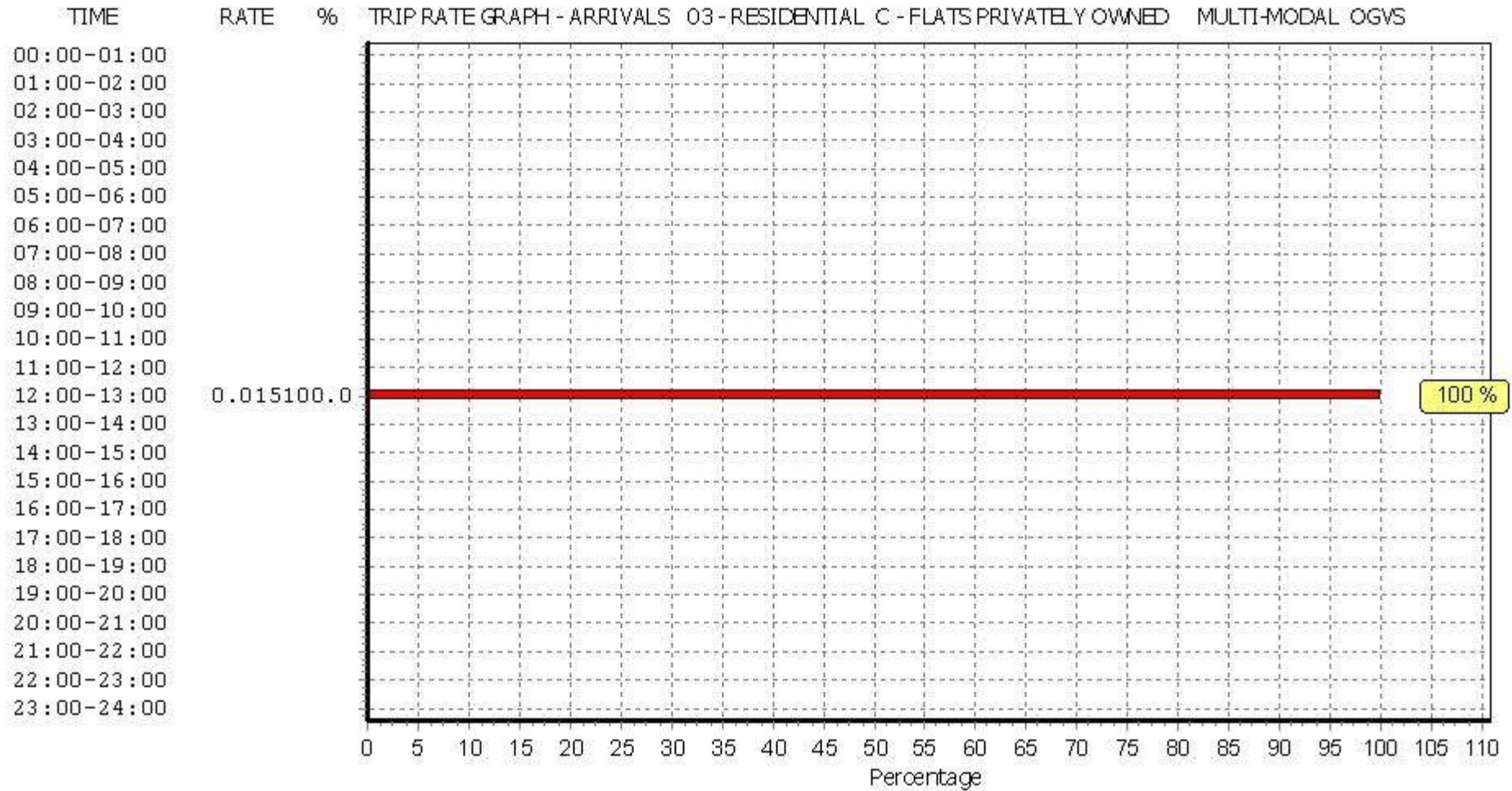
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

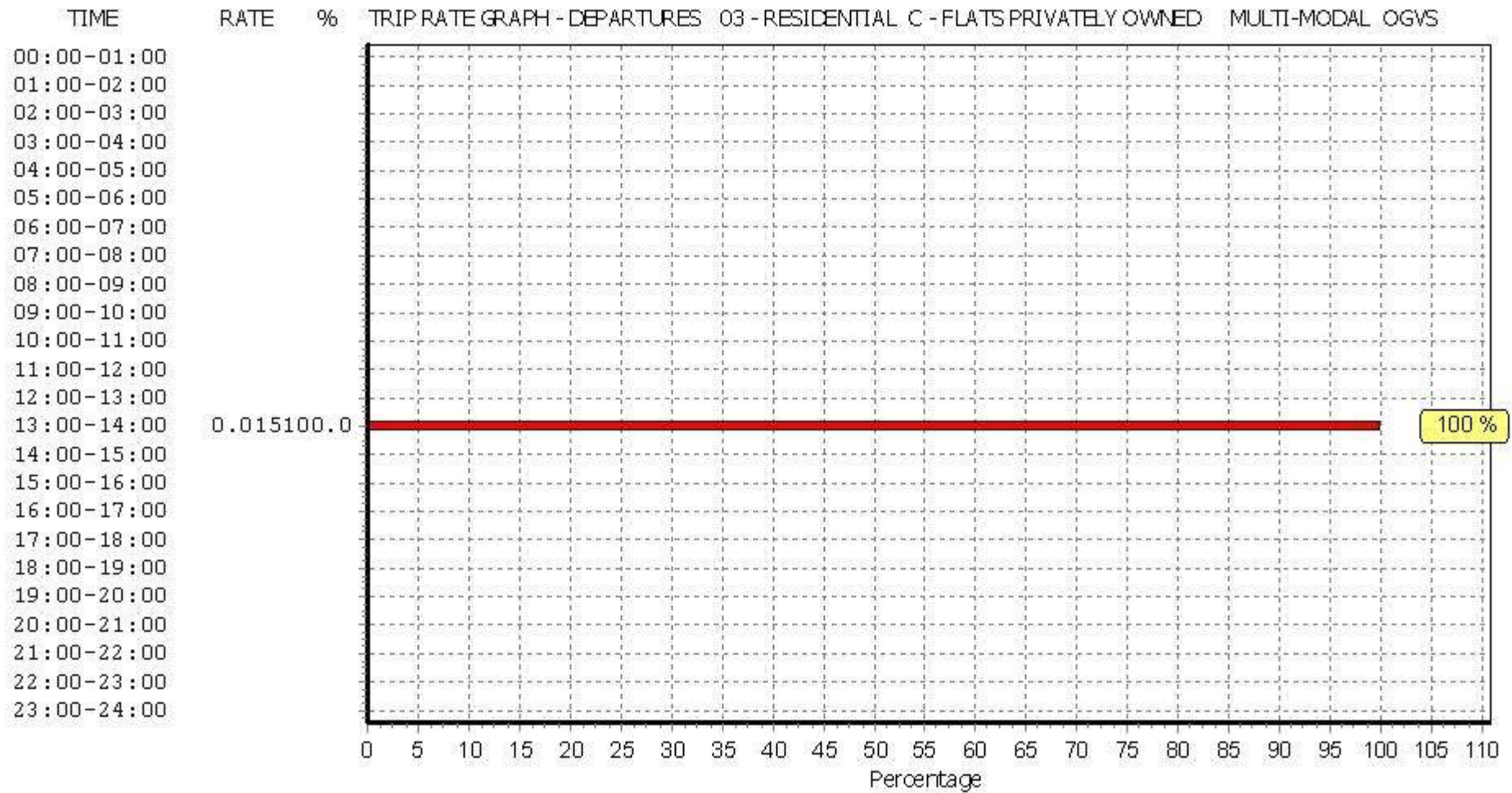
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.000	7	19	0.000	7	19	0.000
08:00 - 09:00	7	19	0.000	7	19	0.000	7	19	0.000
09:00 - 10:00	7	19	0.000	7	19	0.000	7	19	0.000
10:00 - 11:00	7	19	0.000	7	19	0.000	7	19	0.000
11:00 - 12:00	7	19	0.000	7	19	0.000	7	19	0.000
12:00 - 13:00	7	19	0.015	7	19	0.000	7	19	0.015
13:00 - 14:00	7	19	0.000	7	19	0.015	7	19	0.015
14:00 - 15:00	7	19	0.000	7	19	0.000	7	19	0.000
15:00 - 16:00	7	19	0.000	7	19	0.000	7	19	0.000
16:00 - 17:00	7	19	0.000	7	19	0.000	7	19	0.000
17:00 - 18:00	7	19	0.000	7	19	0.000	7	19	0.000
18:00 - 19:00	7	19	0.000	7	19	0.000	7	19	0.000
19:00 - 20:00	4	20	0.000	4	20	0.000	4	20	0.000
20:00 - 21:00	4	20	0.000	4	20	0.000	4	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

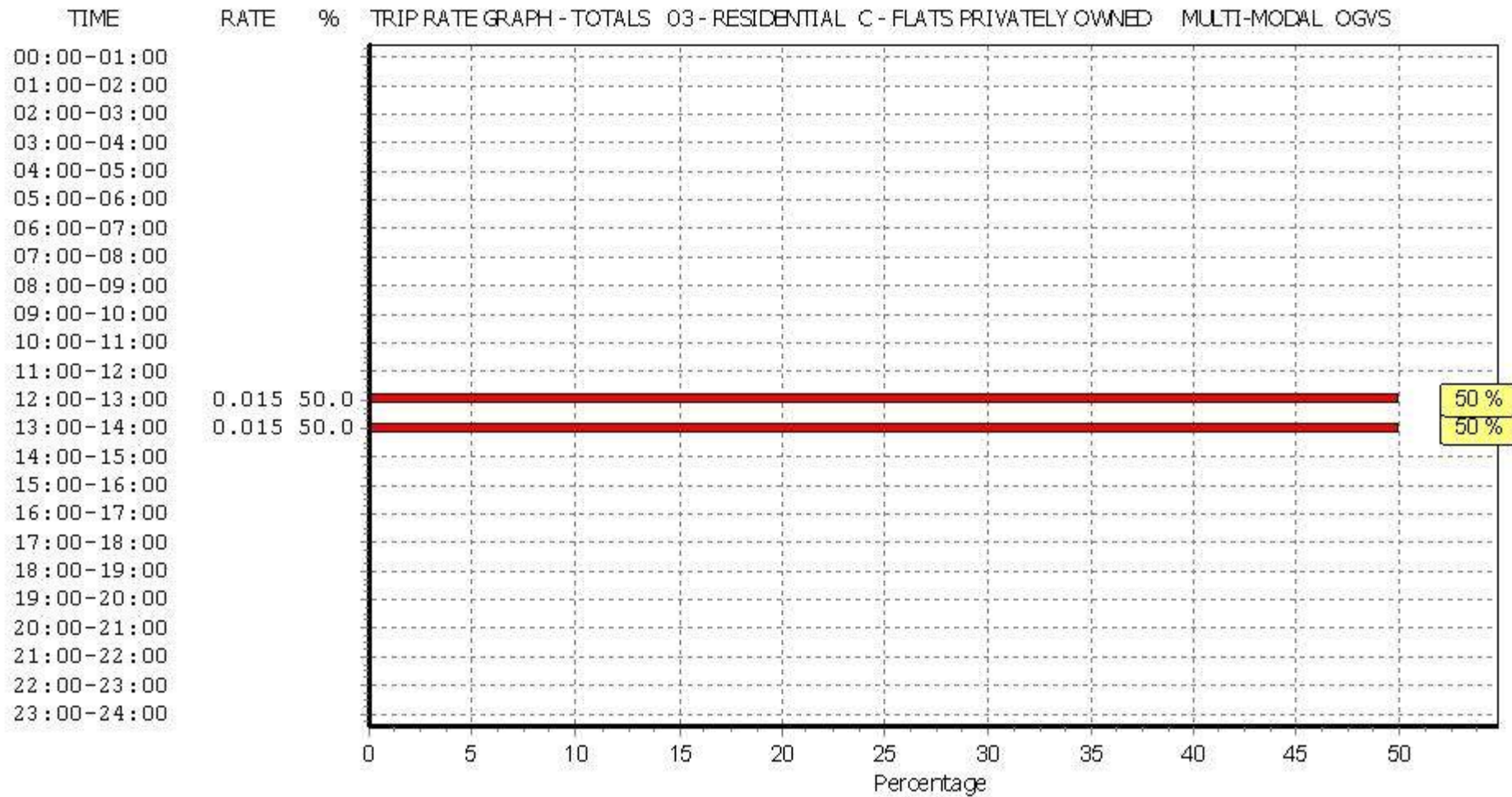
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



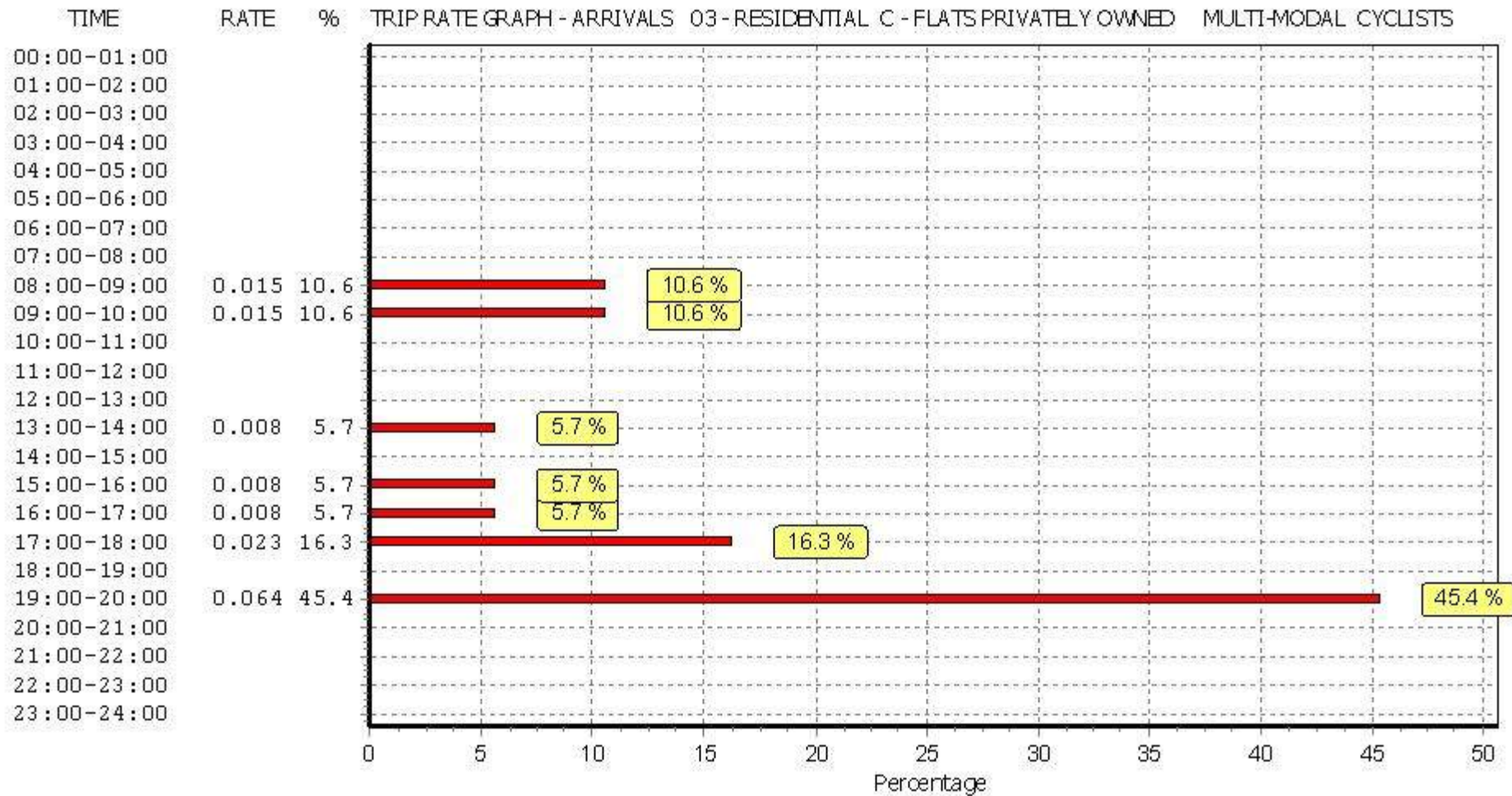
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

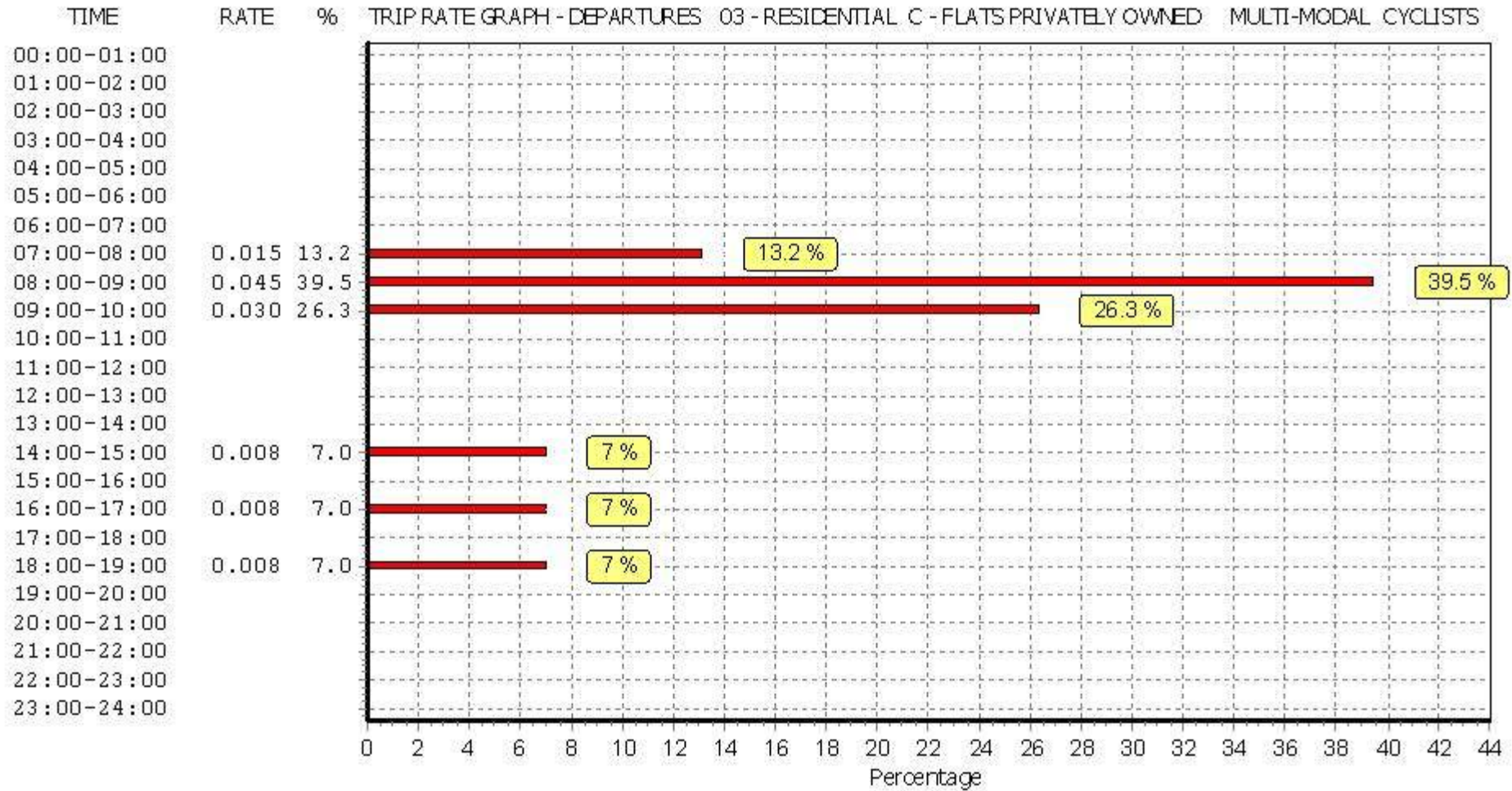
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.000	7	19	0.015	7	19	0.015
08:00 - 09:00	7	19	0.015	7	19	0.045	7	19	0.060
09:00 - 10:00	7	19	0.015	7	19	0.030	7	19	0.045
10:00 - 11:00	7	19	0.000	7	19	0.000	7	19	0.000
11:00 - 12:00	7	19	0.000	7	19	0.000	7	19	0.000
12:00 - 13:00	7	19	0.000	7	19	0.000	7	19	0.000
13:00 - 14:00	7	19	0.008	7	19	0.000	7	19	0.008
14:00 - 15:00	7	19	0.000	7	19	0.008	7	19	0.008
15:00 - 16:00	7	19	0.008	7	19	0.000	7	19	0.008
16:00 - 17:00	7	19	0.008	7	19	0.008	7	19	0.016
17:00 - 18:00	7	19	0.023	7	19	0.000	7	19	0.023
18:00 - 19:00	7	19	0.000	7	19	0.008	7	19	0.008
19:00 - 20:00	4	20	0.064	4	20	0.000	4	20	0.064
20:00 - 21:00	4	20	0.000	4	20	0.000	4	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.114			0.255

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

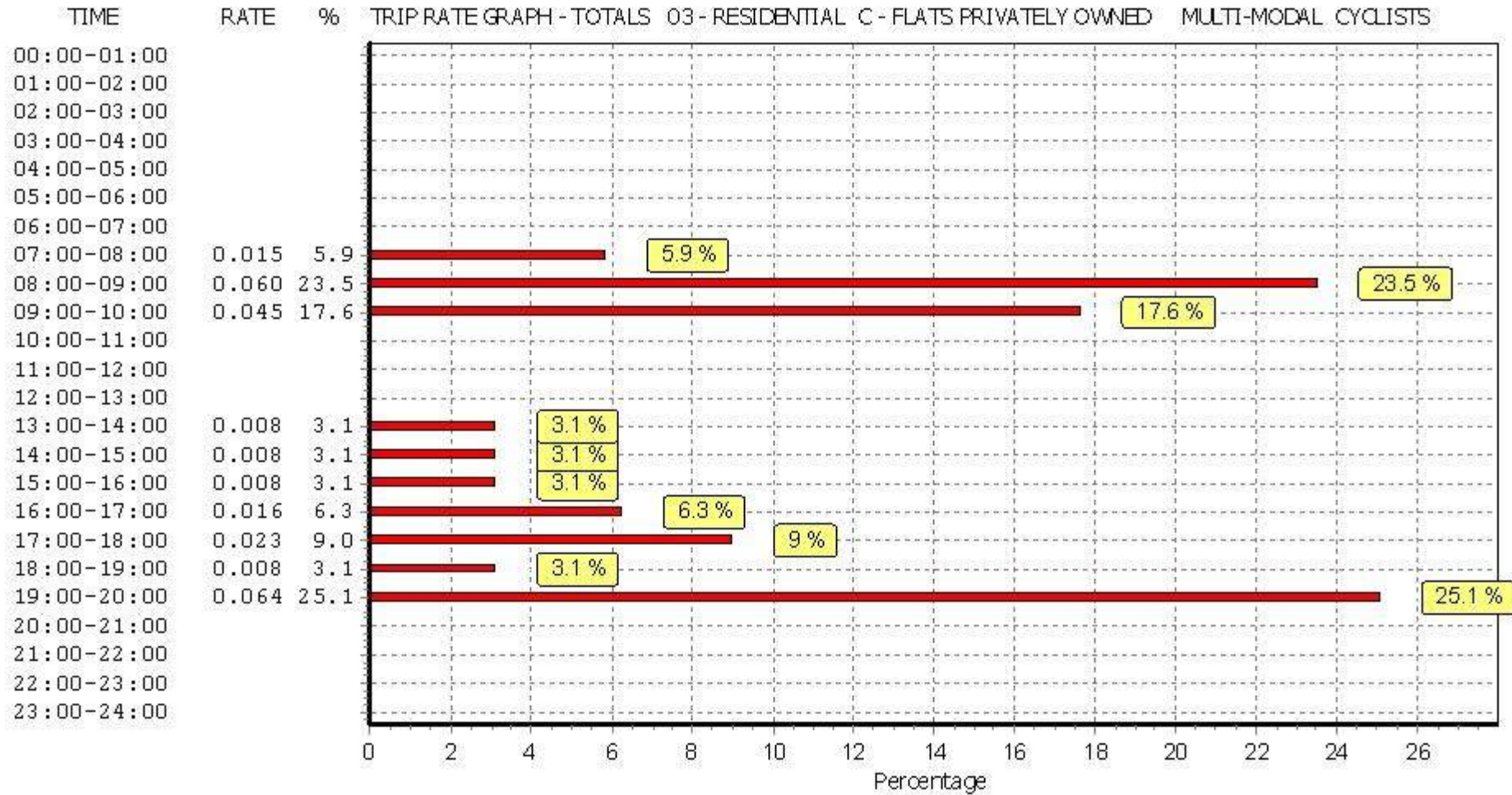
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



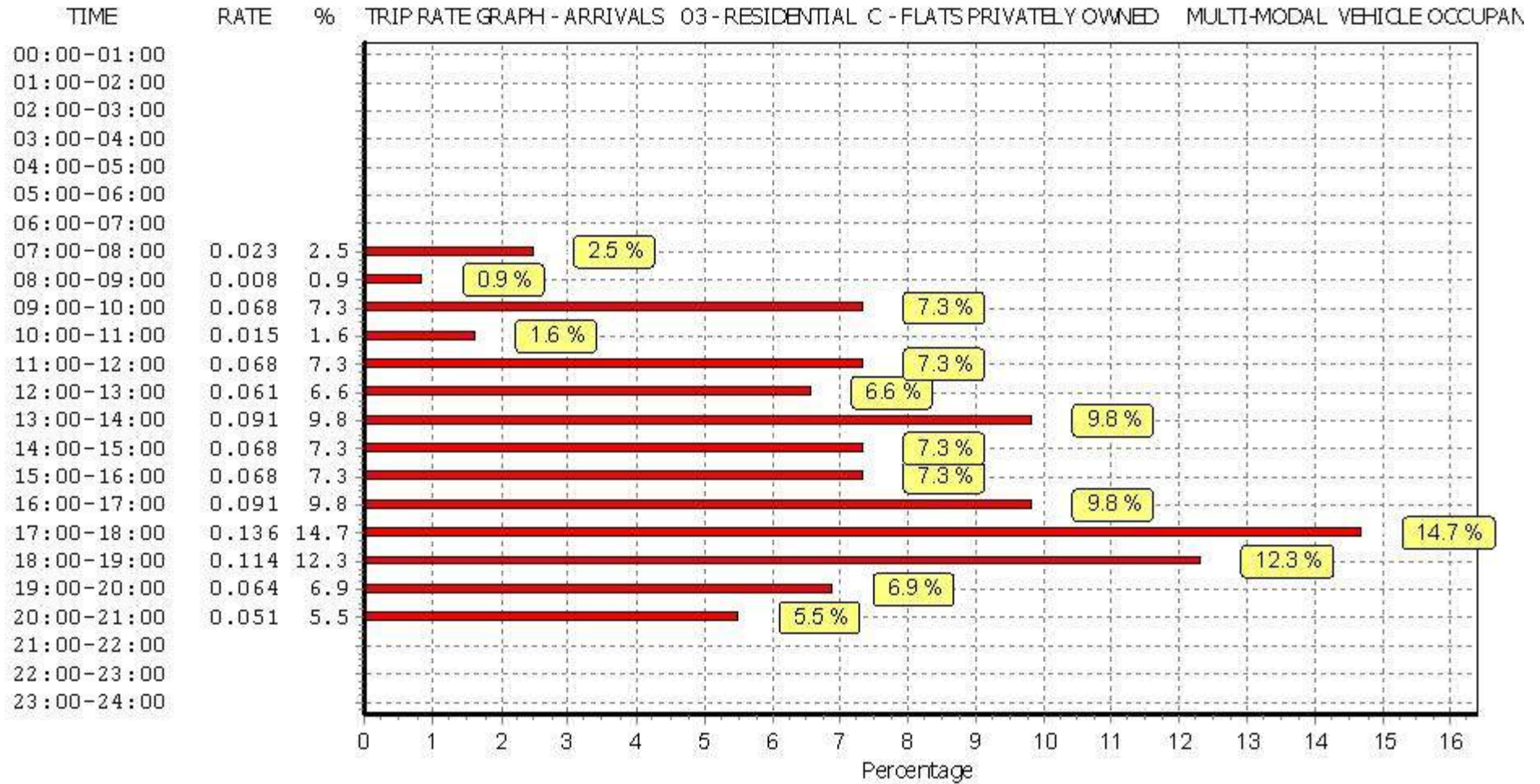
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

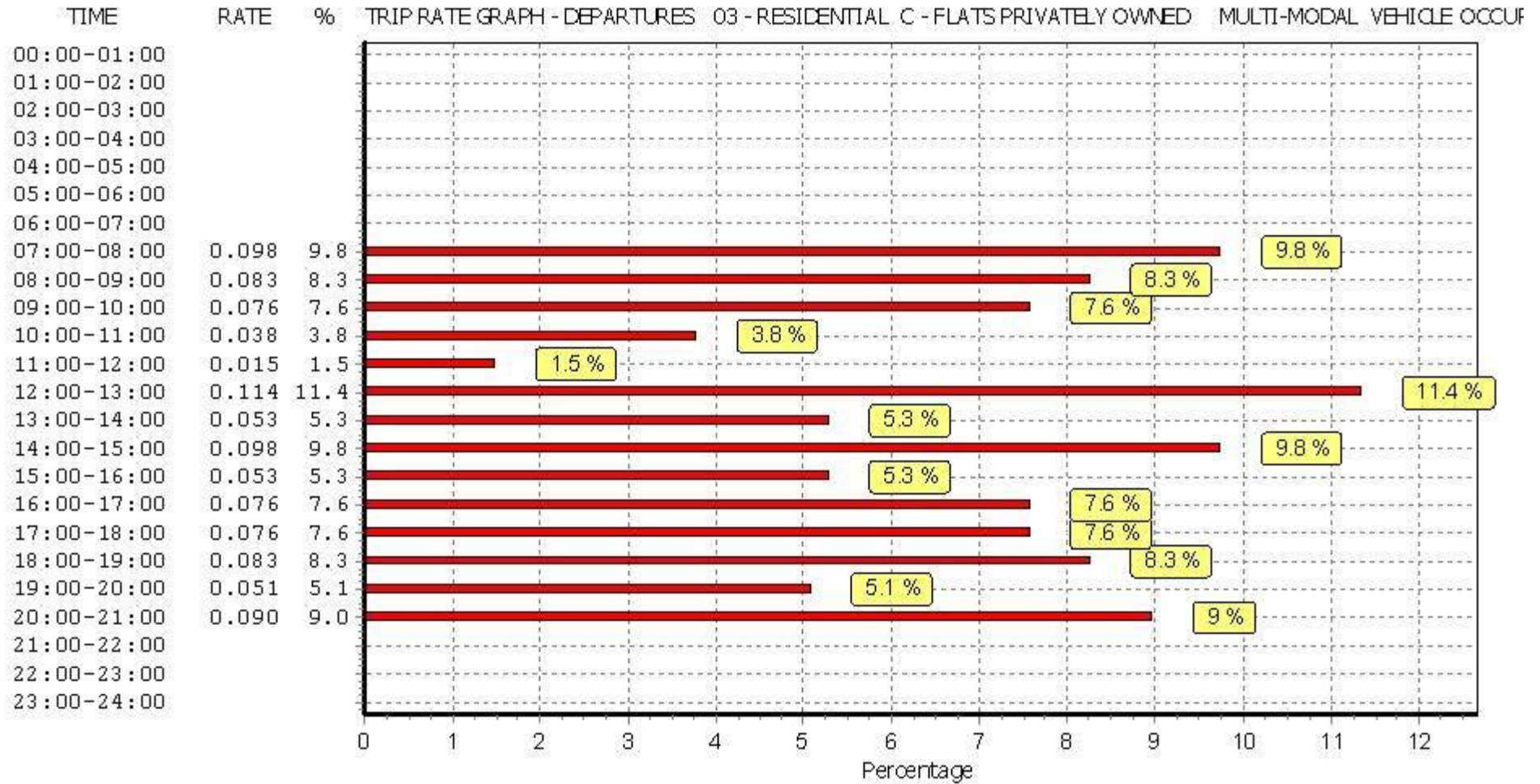
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.023	7	19	0.098	7	19	0.121
08:00 - 09:00	7	19	0.008	7	19	0.083	7	19	0.091
09:00 - 10:00	7	19	0.068	7	19	0.076	7	19	0.144
10:00 - 11:00	7	19	0.015	7	19	0.038	7	19	0.053
11:00 - 12:00	7	19	0.068	7	19	0.015	7	19	0.083
12:00 - 13:00	7	19	0.061	7	19	0.114	7	19	0.175
13:00 - 14:00	7	19	0.091	7	19	0.053	7	19	0.144
14:00 - 15:00	7	19	0.068	7	19	0.098	7	19	0.166
15:00 - 16:00	7	19	0.068	7	19	0.053	7	19	0.121
16:00 - 17:00	7	19	0.091	7	19	0.076	7	19	0.167
17:00 - 18:00	7	19	0.136	7	19	0.076	7	19	0.212
18:00 - 19:00	7	19	0.114	7	19	0.083	7	19	0.197
19:00 - 20:00	4	20	0.064	4	20	0.051	4	20	0.115
20:00 - 21:00	4	20	0.051	4	20	0.090	4	20	0.141
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.926			1.004			1.930

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

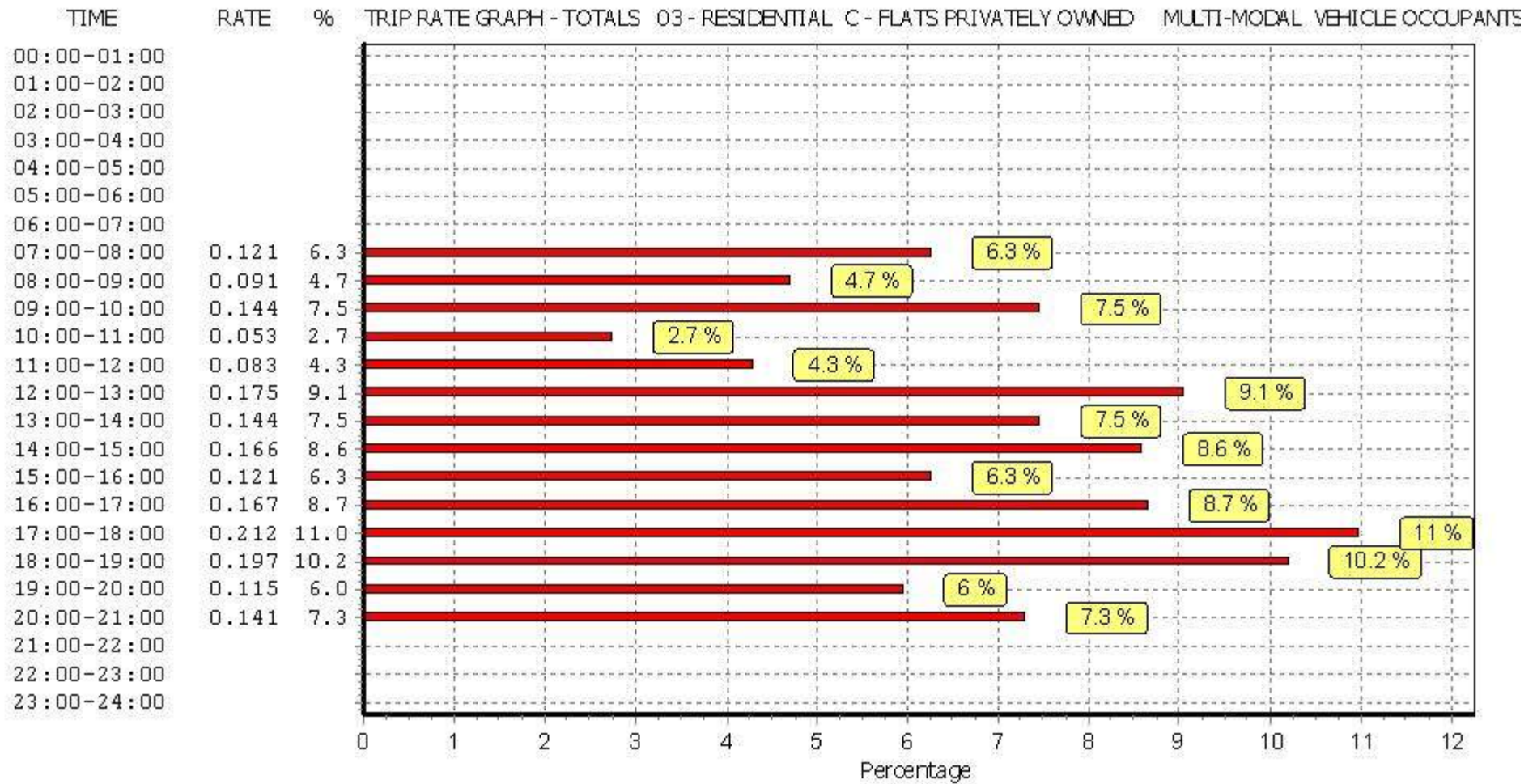
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



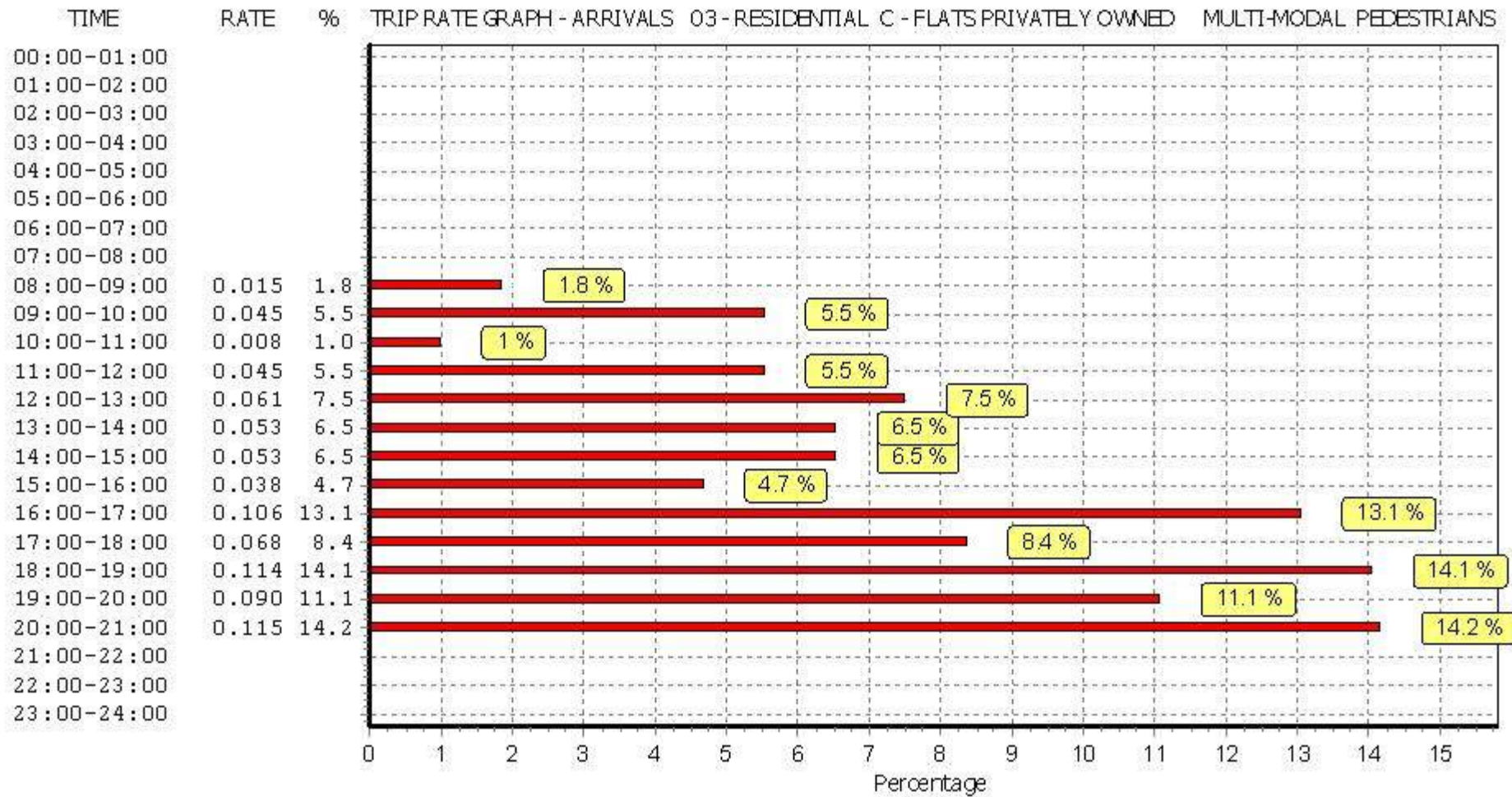
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

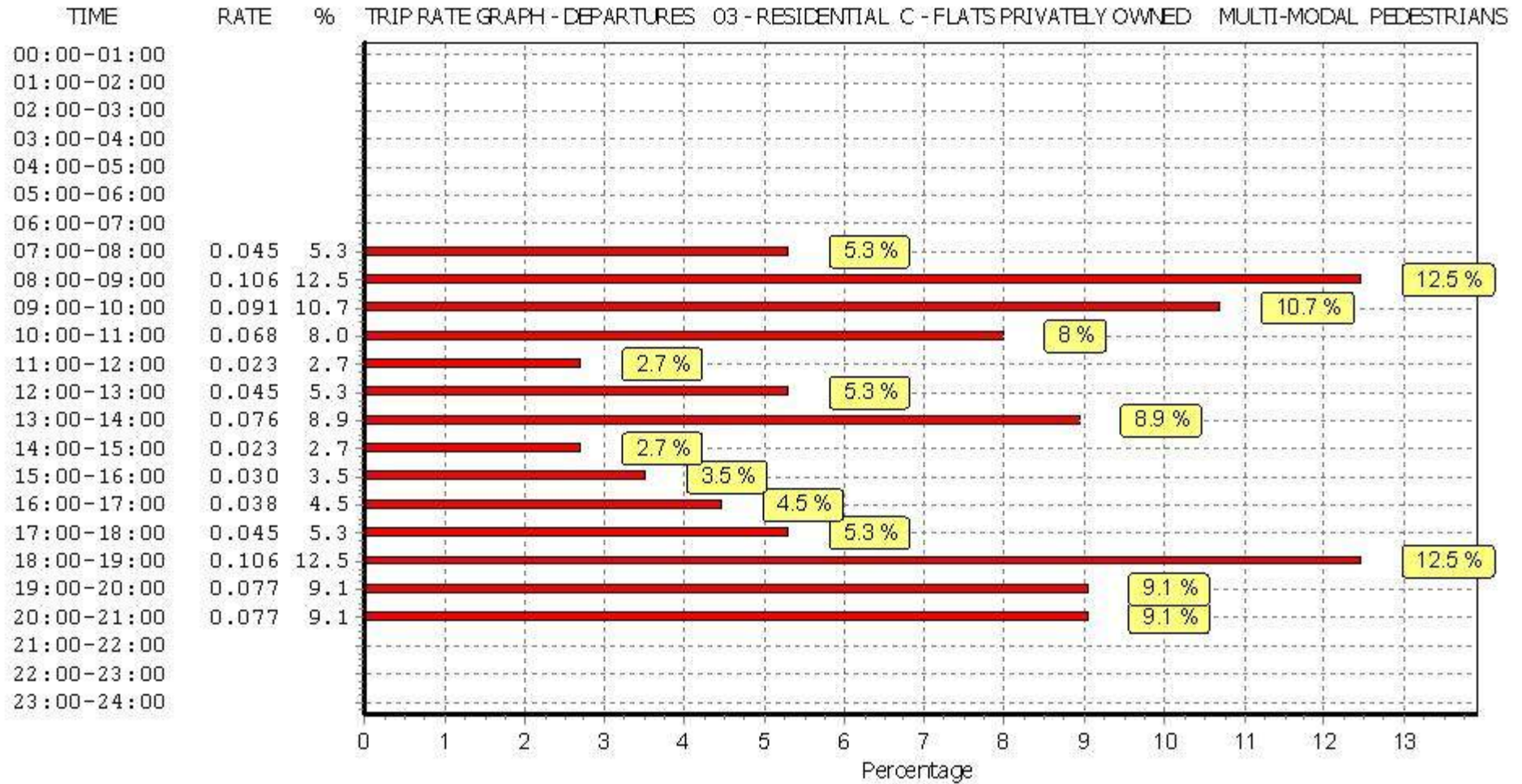
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.000	7	19	0.045	7	19	0.045
08:00 - 09:00	7	19	0.015	7	19	0.106	7	19	0.121
09:00 - 10:00	7	19	0.045	7	19	0.091	7	19	0.136
10:00 - 11:00	7	19	0.008	7	19	0.068	7	19	0.076
11:00 - 12:00	7	19	0.045	7	19	0.023	7	19	0.068
12:00 - 13:00	7	19	0.061	7	19	0.045	7	19	0.106
13:00 - 14:00	7	19	0.053	7	19	0.076	7	19	0.129
14:00 - 15:00	7	19	0.053	7	19	0.023	7	19	0.076
15:00 - 16:00	7	19	0.038	7	19	0.030	7	19	0.068
16:00 - 17:00	7	19	0.106	7	19	0.038	7	19	0.144
17:00 - 18:00	7	19	0.068	7	19	0.045	7	19	0.113
18:00 - 19:00	7	19	0.114	7	19	0.106	7	19	0.220
19:00 - 20:00	4	20	0.090	4	20	0.077	4	20	0.167
20:00 - 21:00	4	20	0.115	4	20	0.077	4	20	0.192
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.811			0.850			1.661

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

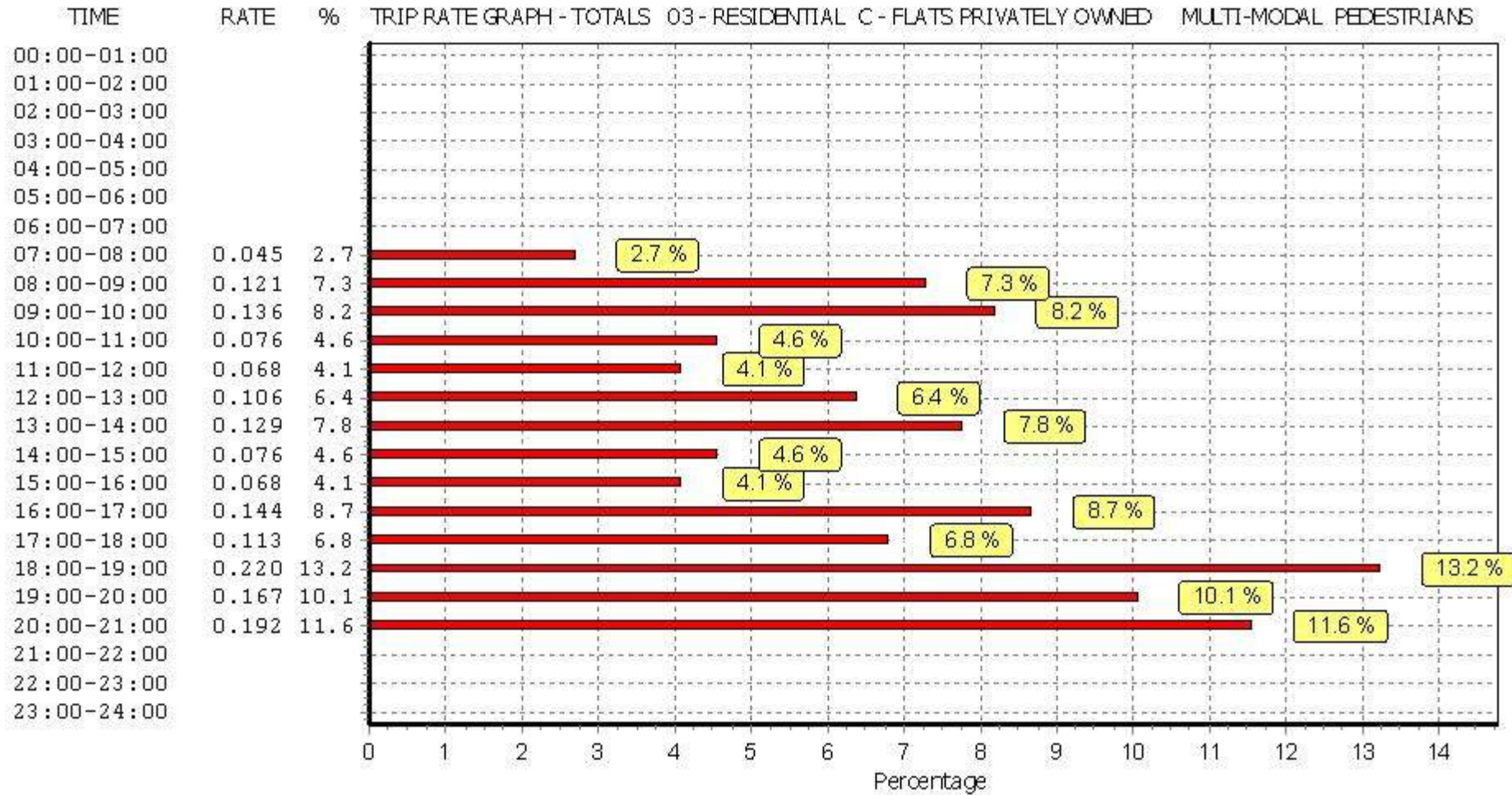
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



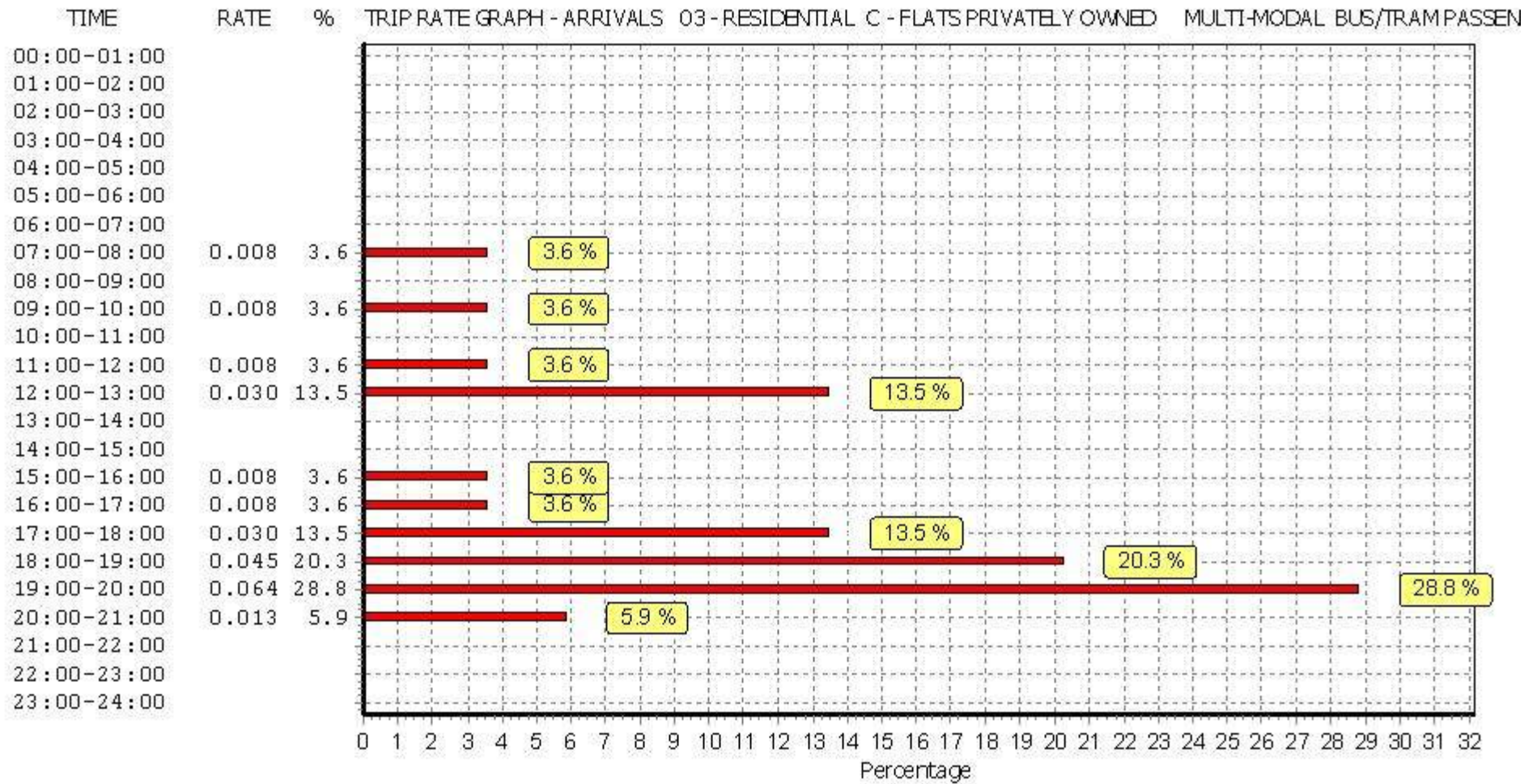
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

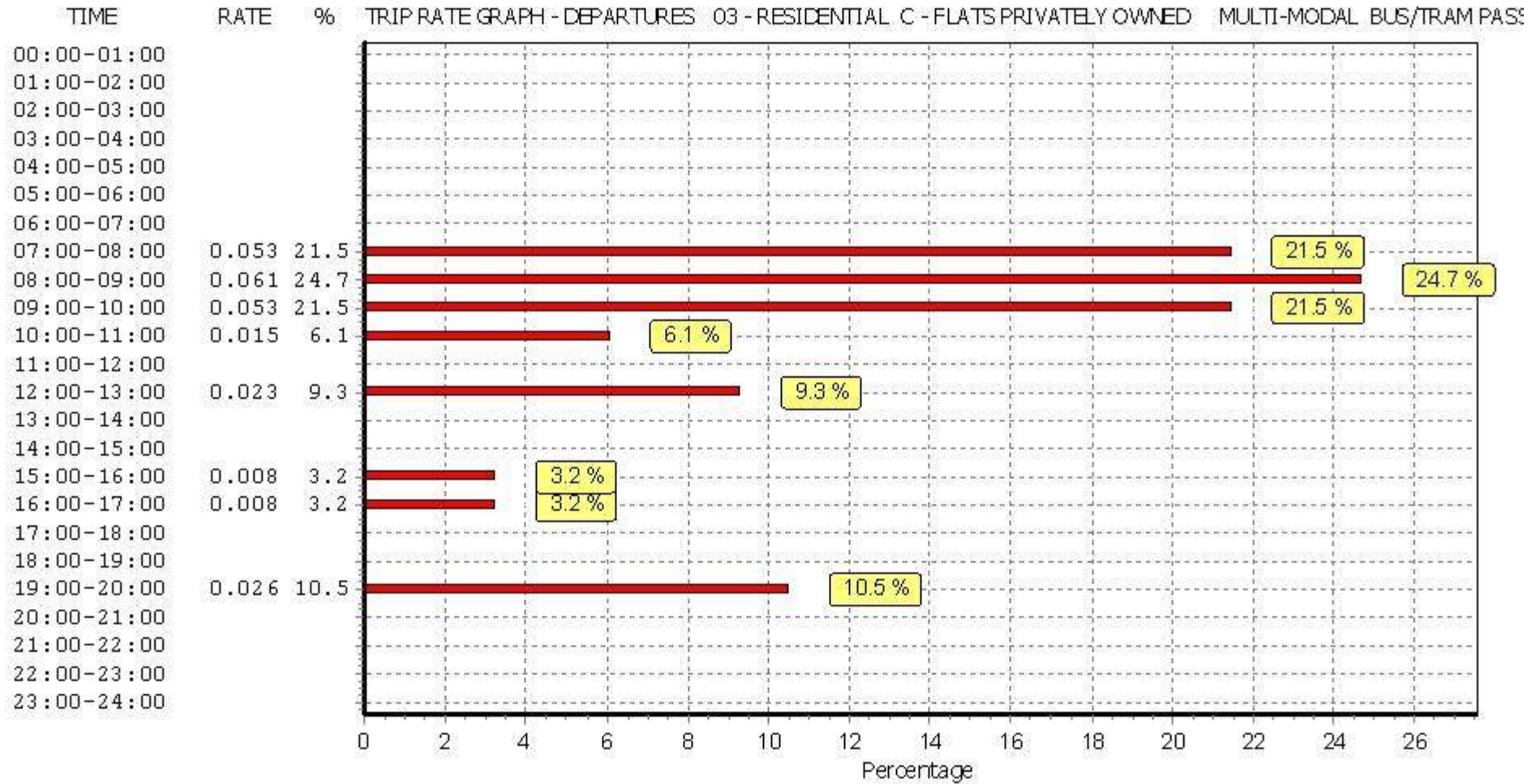
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.008	7	19	0.053	7	19	0.061
08:00 - 09:00	7	19	0.000	7	19	0.061	7	19	0.061
09:00 - 10:00	7	19	0.008	7	19	0.053	7	19	0.061
10:00 - 11:00	7	19	0.000	7	19	0.015	7	19	0.015
11:00 - 12:00	7	19	0.008	7	19	0.000	7	19	0.008
12:00 - 13:00	7	19	0.030	7	19	0.023	7	19	0.053
13:00 - 14:00	7	19	0.000	7	19	0.000	7	19	0.000
14:00 - 15:00	7	19	0.000	7	19	0.000	7	19	0.000
15:00 - 16:00	7	19	0.008	7	19	0.008	7	19	0.016
16:00 - 17:00	7	19	0.008	7	19	0.008	7	19	0.016
17:00 - 18:00	7	19	0.030	7	19	0.000	7	19	0.030
18:00 - 19:00	7	19	0.045	7	19	0.000	7	19	0.045
19:00 - 20:00	4	20	0.064	4	20	0.026	4	20	0.090
20:00 - 21:00	4	20	0.013	4	20	0.000	4	20	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.222			0.247			0.469

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

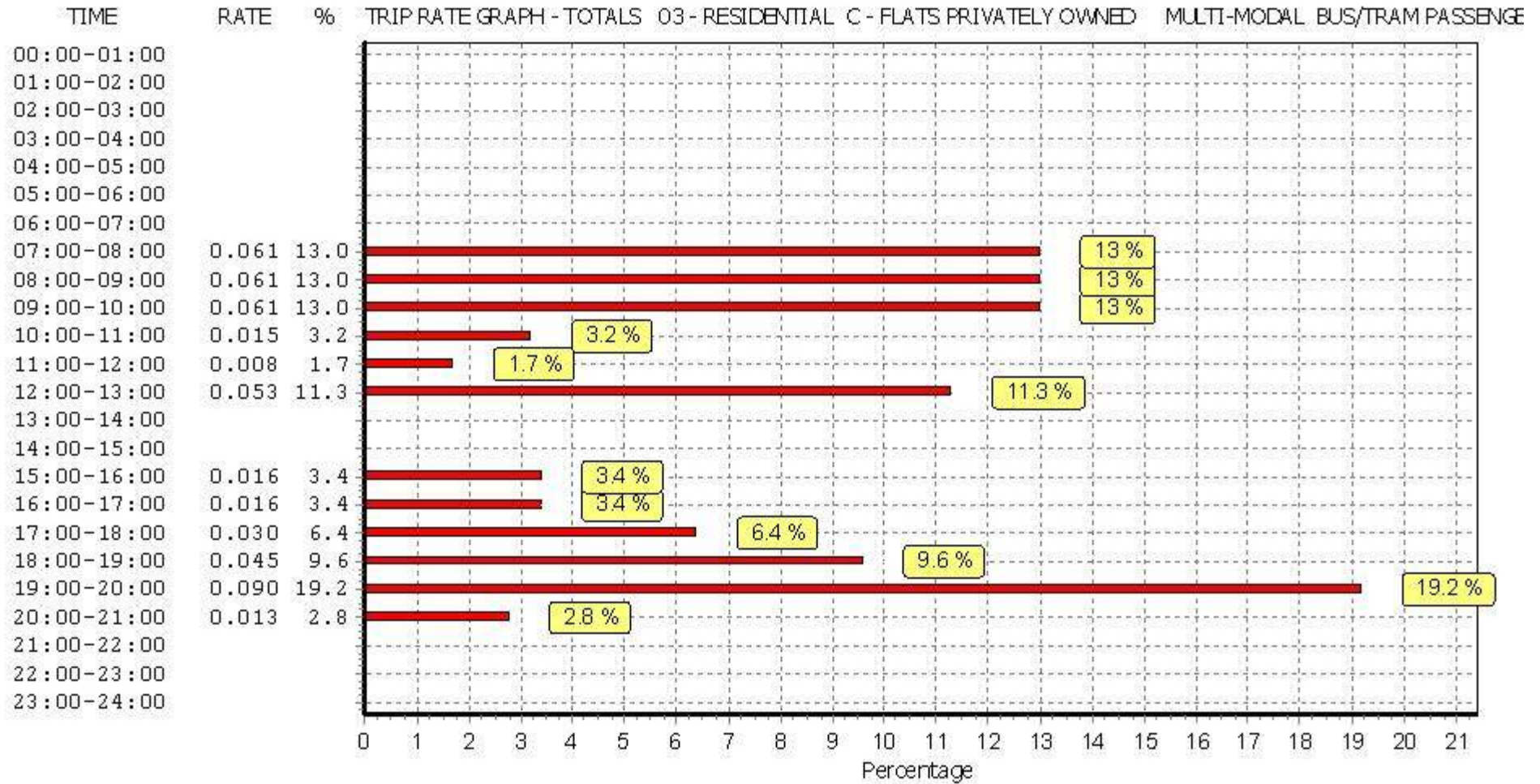
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

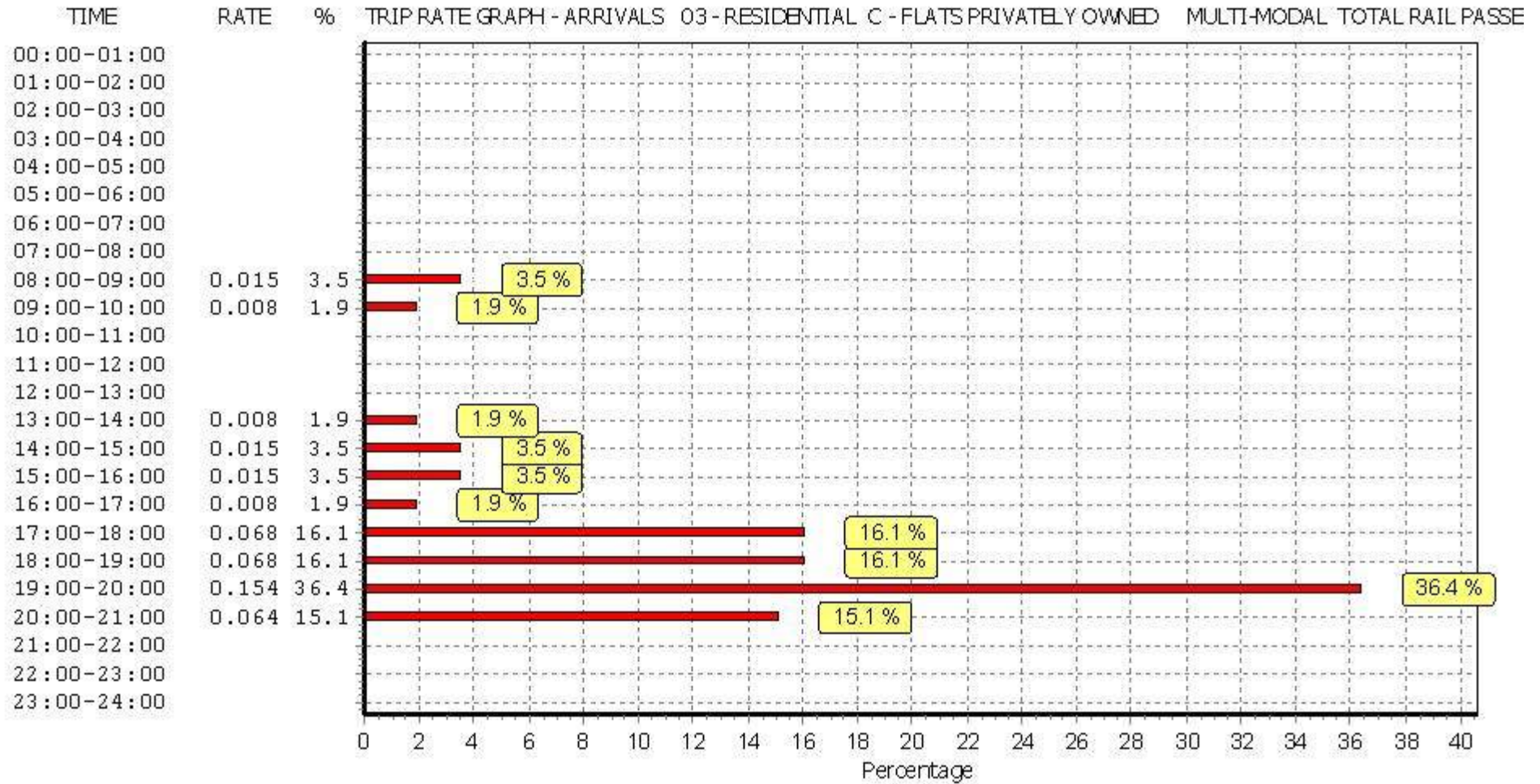
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

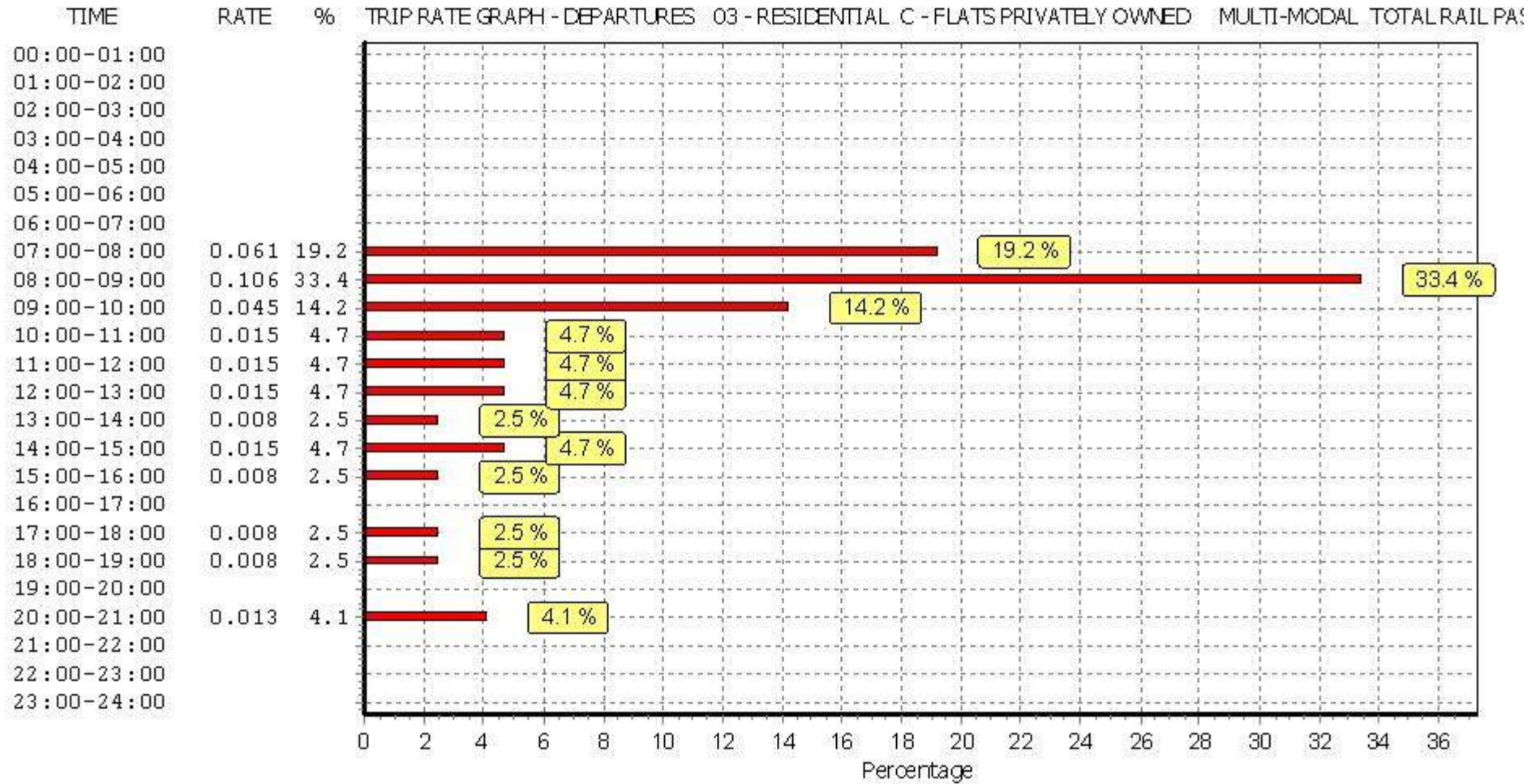
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.000	7	19	0.061	7	19	0.061
08:00 - 09:00	7	19	0.015	7	19	0.106	7	19	0.121
09:00 - 10:00	7	19	0.008	7	19	0.045	7	19	0.053
10:00 - 11:00	7	19	0.000	7	19	0.015	7	19	0.015
11:00 - 12:00	7	19	0.000	7	19	0.015	7	19	0.015
12:00 - 13:00	7	19	0.000	7	19	0.015	7	19	0.015
13:00 - 14:00	7	19	0.008	7	19	0.008	7	19	0.016
14:00 - 15:00	7	19	0.015	7	19	0.015	7	19	0.030
15:00 - 16:00	7	19	0.015	7	19	0.008	7	19	0.023
16:00 - 17:00	7	19	0.008	7	19	0.000	7	19	0.008
17:00 - 18:00	7	19	0.068	7	19	0.008	7	19	0.076
18:00 - 19:00	7	19	0.068	7	19	0.008	7	19	0.076
19:00 - 20:00	4	20	0.154	4	20	0.000	4	20	0.154
20:00 - 21:00	4	20	0.064	4	20	0.013	4	20	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.423			0.317			0.740

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

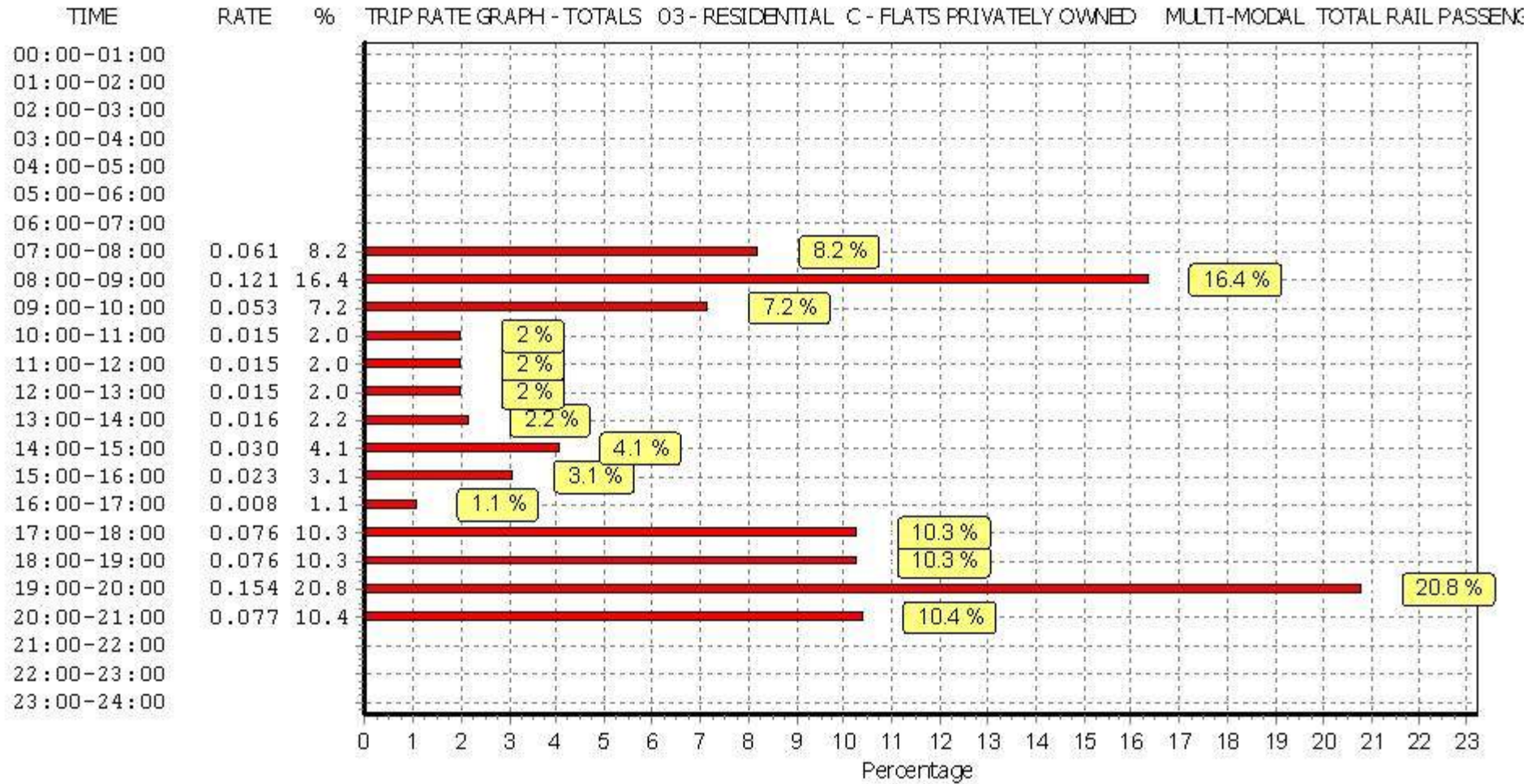
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



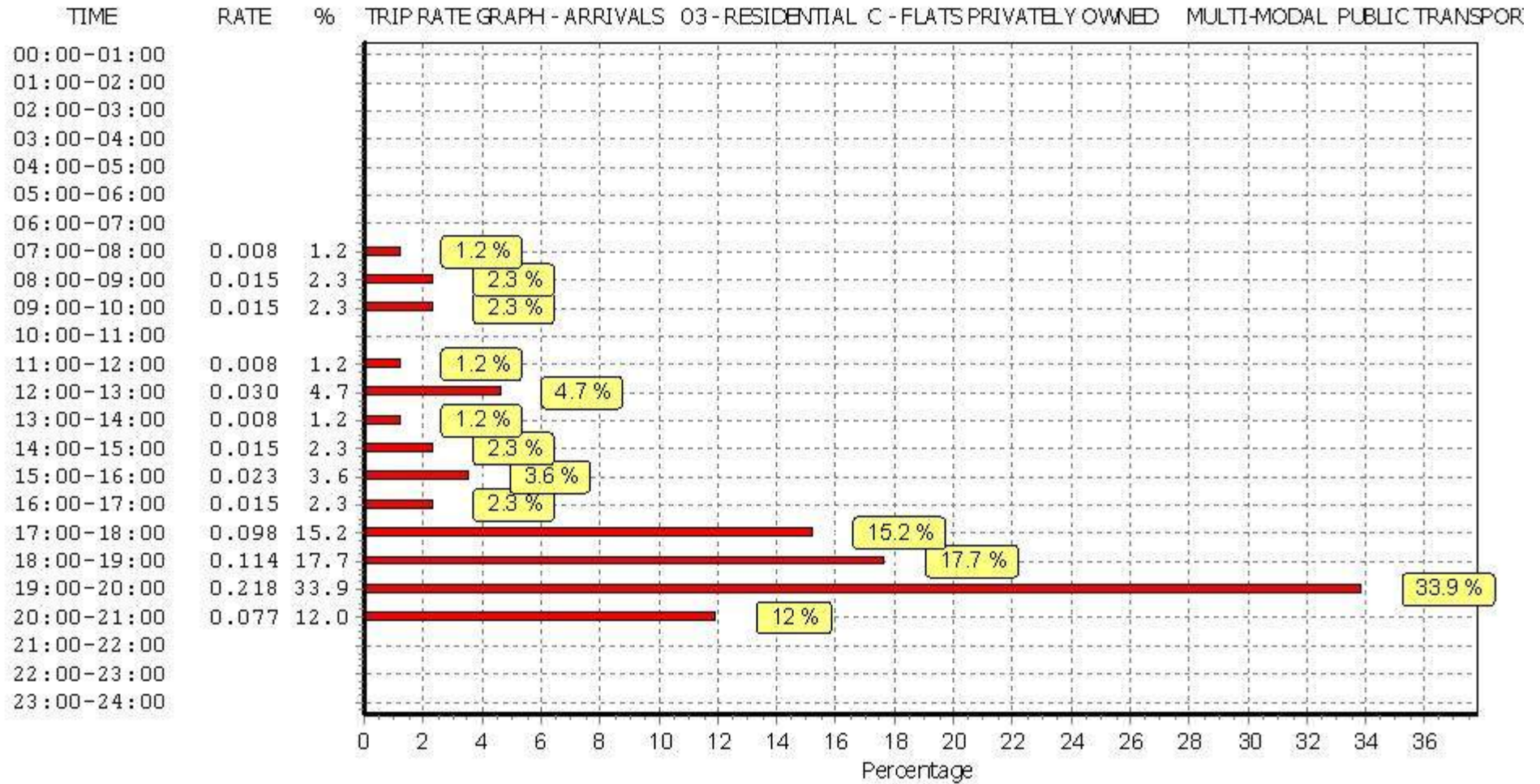
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

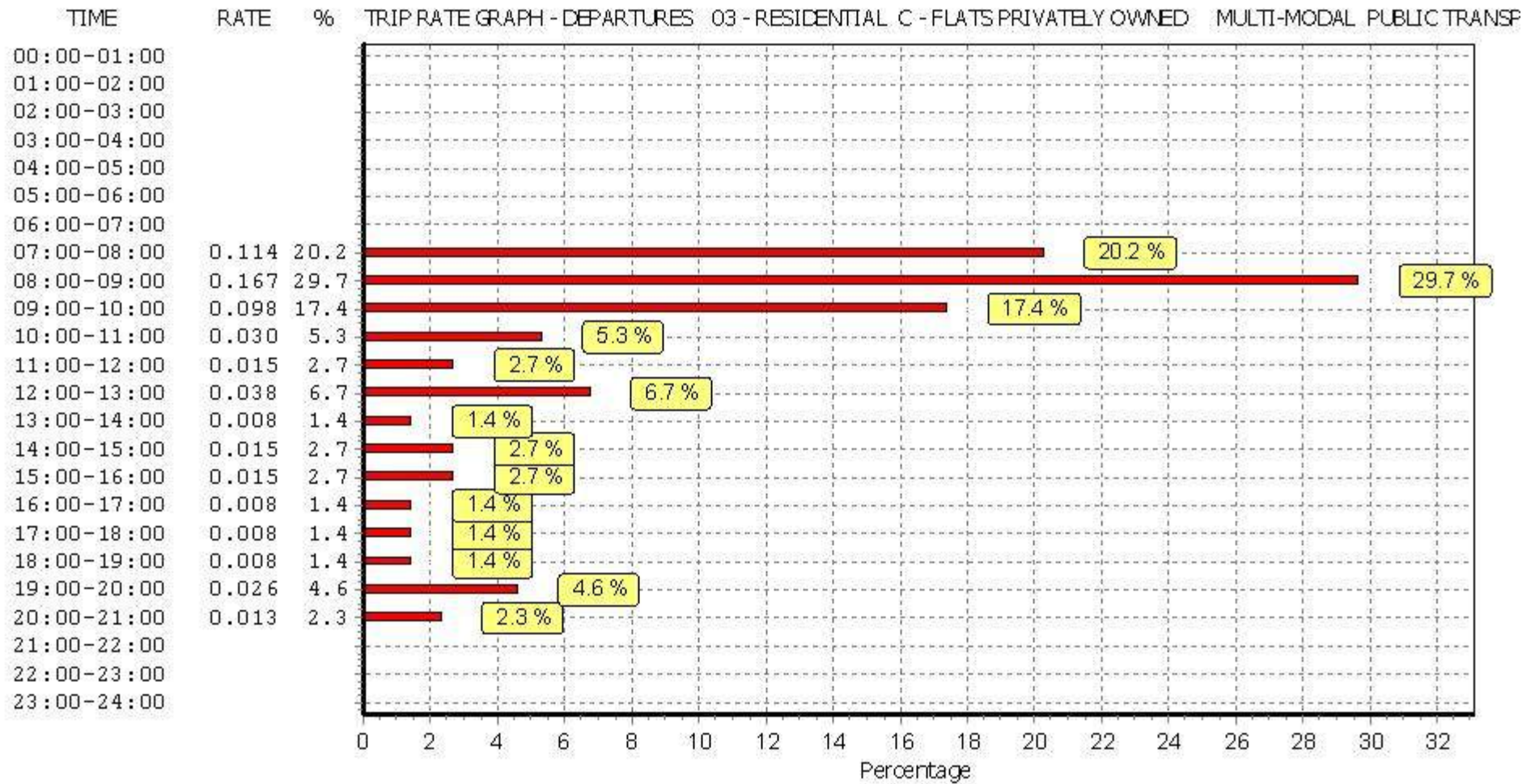
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.008	7	19	0.114	7	19	0.122
08:00 - 09:00	7	19	0.015	7	19	0.167	7	19	0.182
09:00 - 10:00	7	19	0.015	7	19	0.098	7	19	0.113
10:00 - 11:00	7	19	0.000	7	19	0.030	7	19	0.030
11:00 - 12:00	7	19	0.008	7	19	0.015	7	19	0.023
12:00 - 13:00	7	19	0.030	7	19	0.038	7	19	0.068
13:00 - 14:00	7	19	0.008	7	19	0.008	7	19	0.016
14:00 - 15:00	7	19	0.015	7	19	0.015	7	19	0.030
15:00 - 16:00	7	19	0.023	7	19	0.015	7	19	0.038
16:00 - 17:00	7	19	0.015	7	19	0.008	7	19	0.023
17:00 - 18:00	7	19	0.098	7	19	0.008	7	19	0.106
18:00 - 19:00	7	19	0.114	7	19	0.008	7	19	0.122
19:00 - 20:00	4	20	0.218	4	20	0.026	4	20	0.244
20:00 - 21:00	4	20	0.077	4	20	0.013	4	20	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.644			0.563			1.207

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

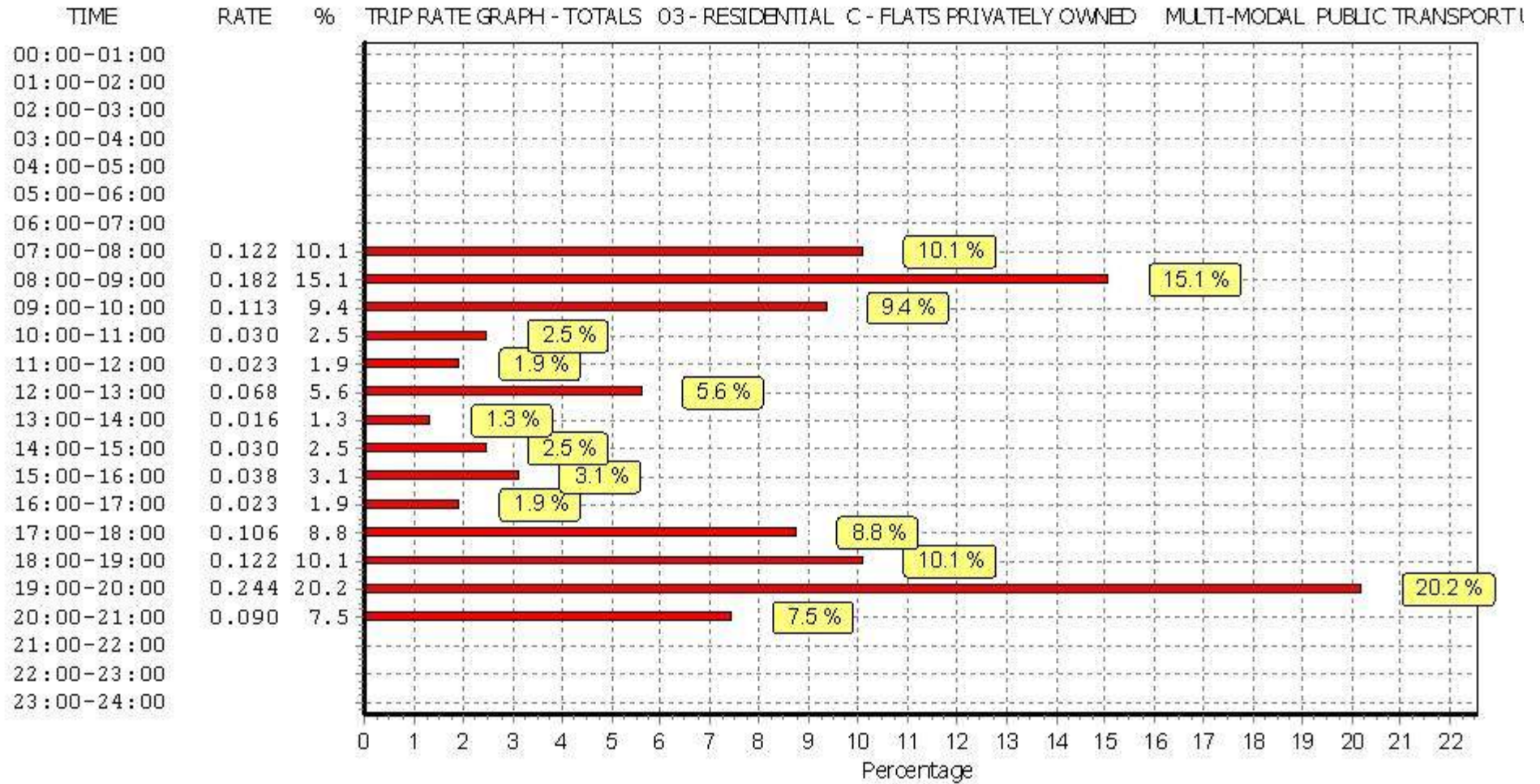
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL TOTAL PEOPLE

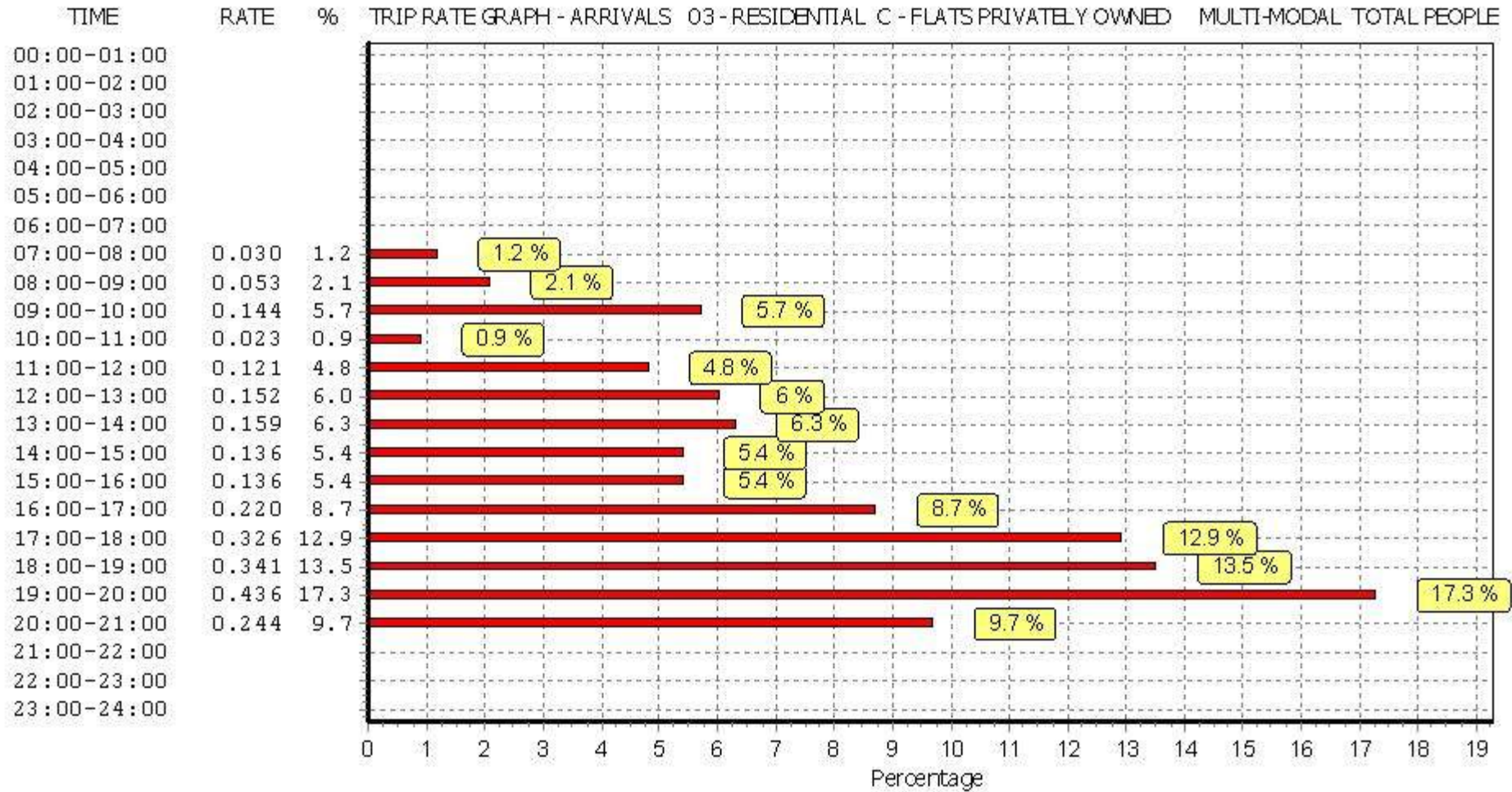
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

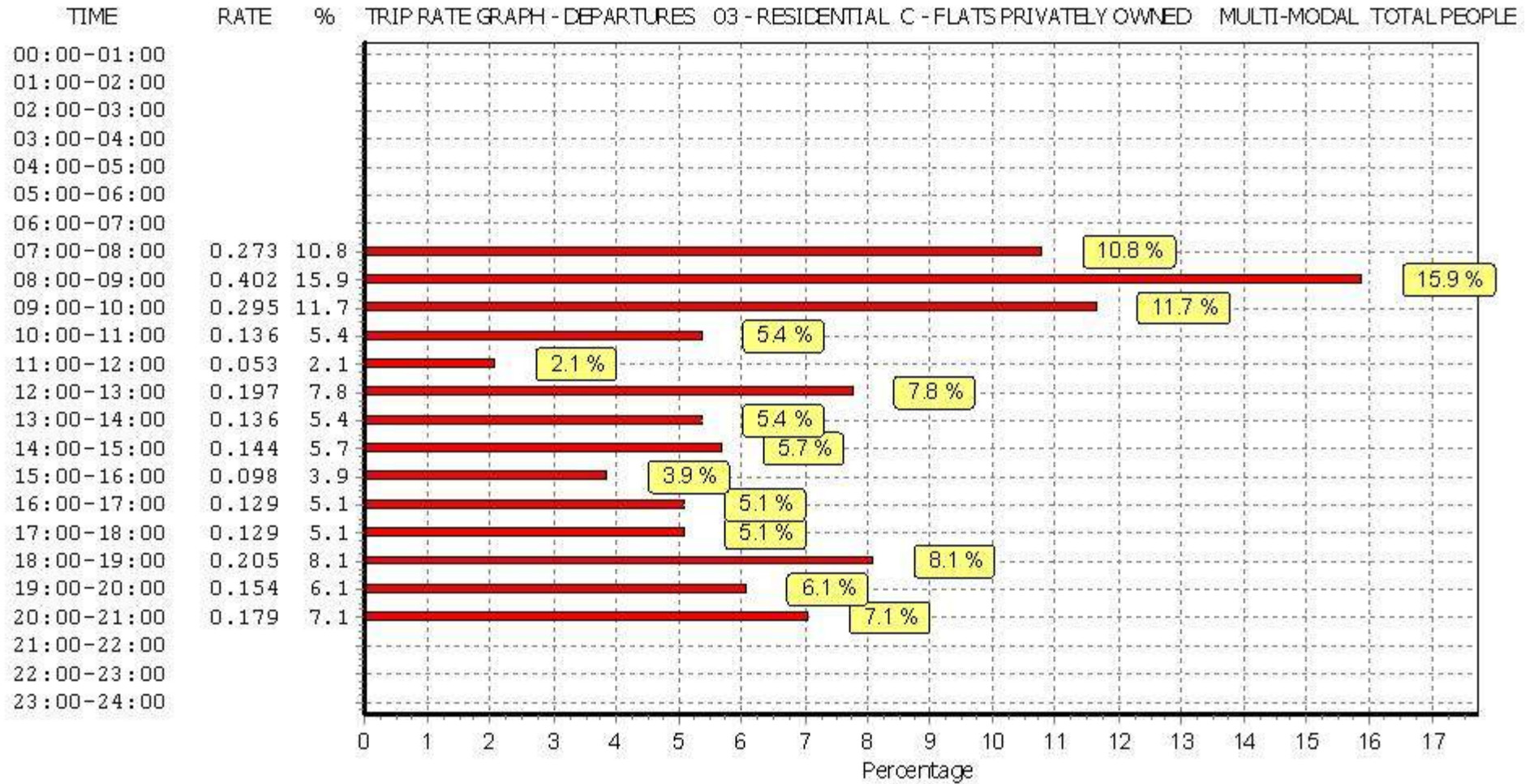
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.030	7	19	0.273	7	19	0.303
08:00 - 09:00	7	19	0.053	7	19	0.402	7	19	0.455
09:00 - 10:00	7	19	0.144	7	19	0.295	7	19	0.439
10:00 - 11:00	7	19	0.023	7	19	0.136	7	19	0.159
11:00 - 12:00	7	19	0.121	7	19	0.053	7	19	0.174
12:00 - 13:00	7	19	0.152	7	19	0.197	7	19	0.349
13:00 - 14:00	7	19	0.159	7	19	0.136	7	19	0.295
14:00 - 15:00	7	19	0.136	7	19	0.144	7	19	0.280
15:00 - 16:00	7	19	0.136	7	19	0.098	7	19	0.234
16:00 - 17:00	7	19	0.220	7	19	0.129	7	19	0.349
17:00 - 18:00	7	19	0.326	7	19	0.129	7	19	0.455
18:00 - 19:00	7	19	0.341	7	19	0.205	7	19	0.546
19:00 - 20:00	4	20	0.436	4	20	0.154	4	20	0.590
20:00 - 21:00	4	20	0.244	4	20	0.179	4	20	0.423
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.521			2.530			5.051

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

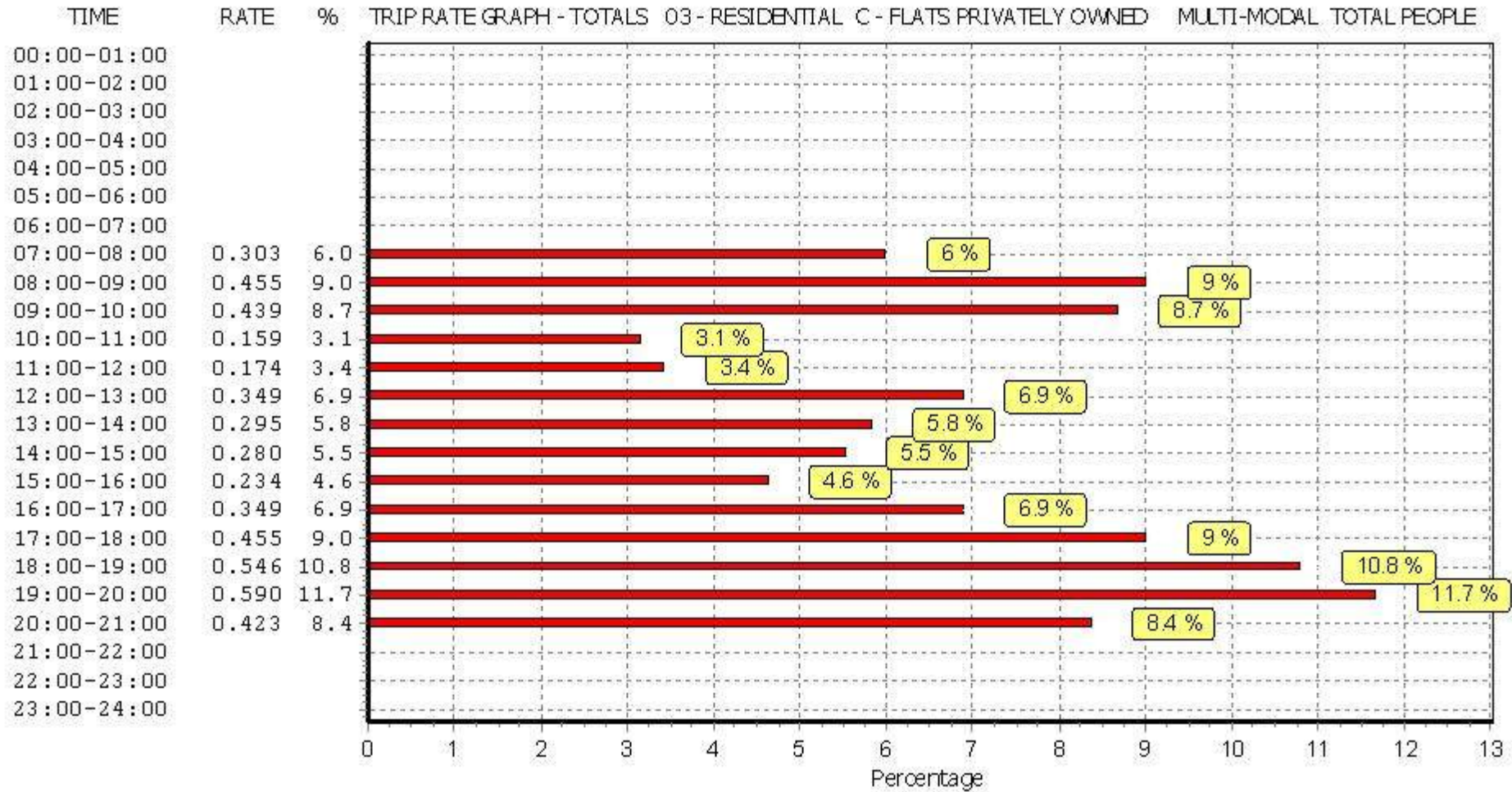
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



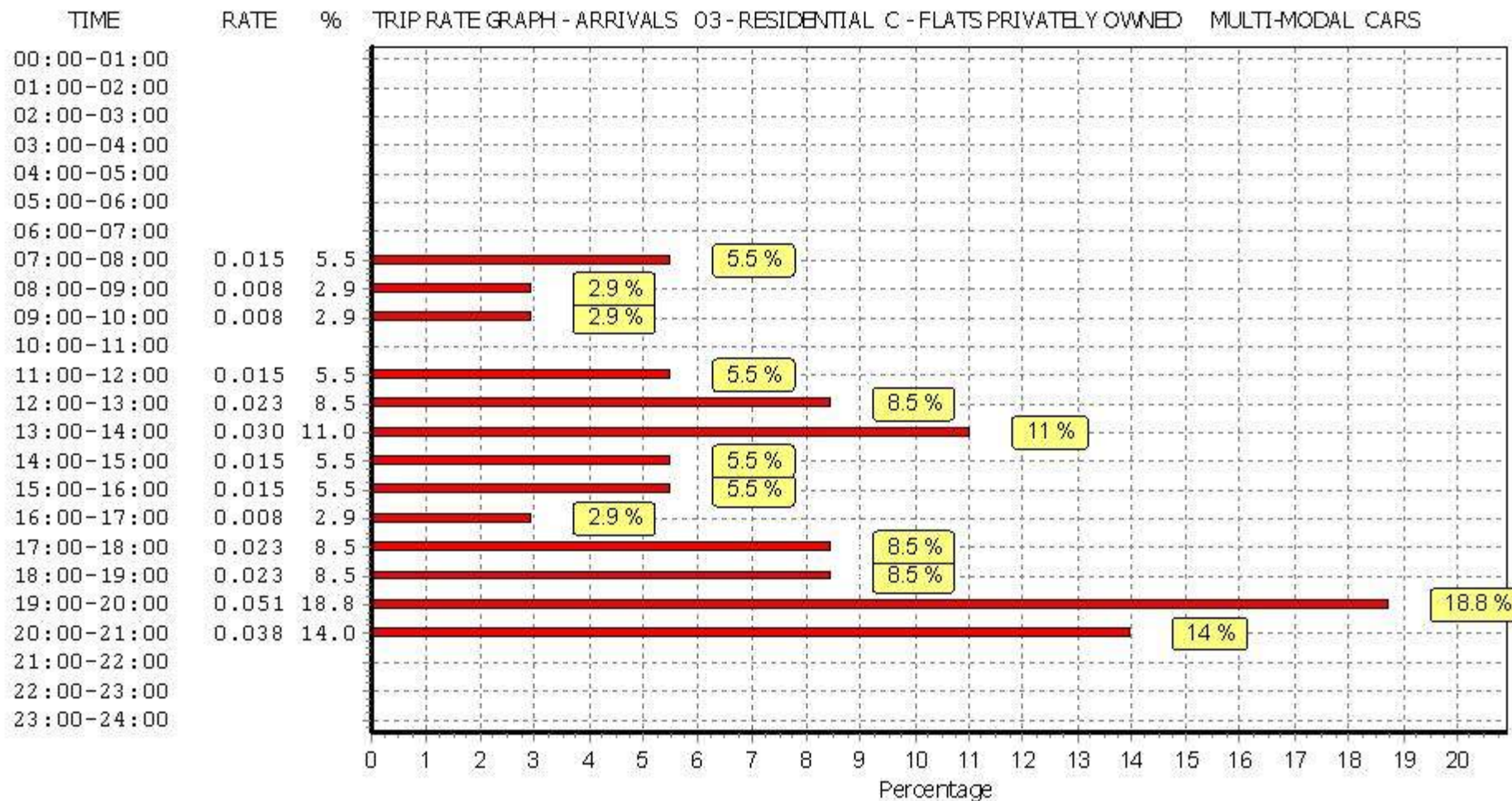
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

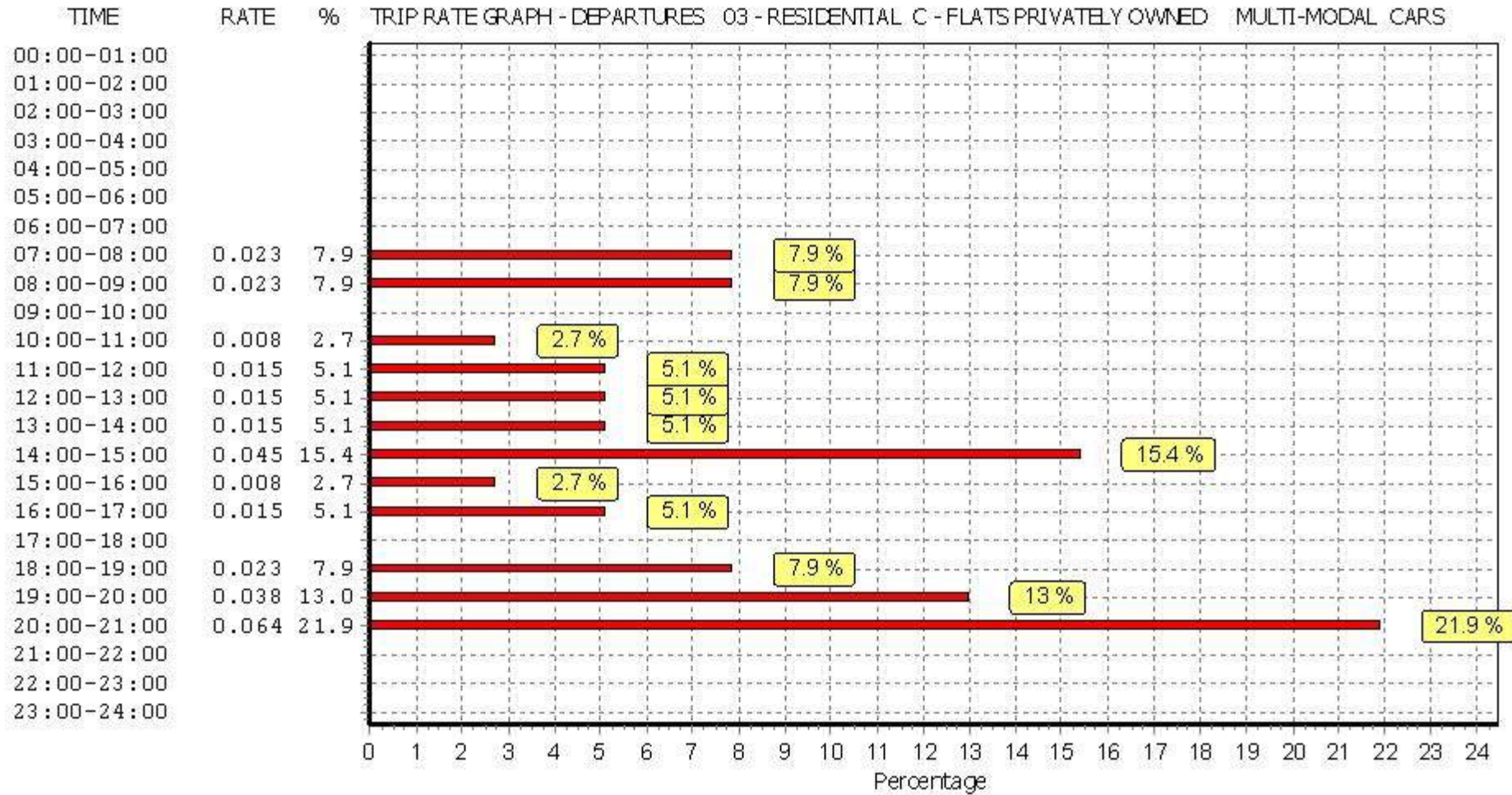
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.015	7	19	0.023	7	19	0.038
08:00 - 09:00	7	19	0.008	7	19	0.023	7	19	0.031
09:00 - 10:00	7	19	0.008	7	19	0.000	7	19	0.008
10:00 - 11:00	7	19	0.000	7	19	0.008	7	19	0.008
11:00 - 12:00	7	19	0.015	7	19	0.015	7	19	0.030
12:00 - 13:00	7	19	0.023	7	19	0.015	7	19	0.038
13:00 - 14:00	7	19	0.030	7	19	0.015	7	19	0.045
14:00 - 15:00	7	19	0.015	7	19	0.045	7	19	0.060
15:00 - 16:00	7	19	0.015	7	19	0.008	7	19	0.023
16:00 - 17:00	7	19	0.008	7	19	0.015	7	19	0.023
17:00 - 18:00	7	19	0.023	7	19	0.000	7	19	0.023
18:00 - 19:00	7	19	0.023	7	19	0.023	7	19	0.046
19:00 - 20:00	4	20	0.051	4	20	0.038	4	20	0.089
20:00 - 21:00	4	20	0.038	4	20	0.064	4	20	0.102
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.272			0.292			0.564

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

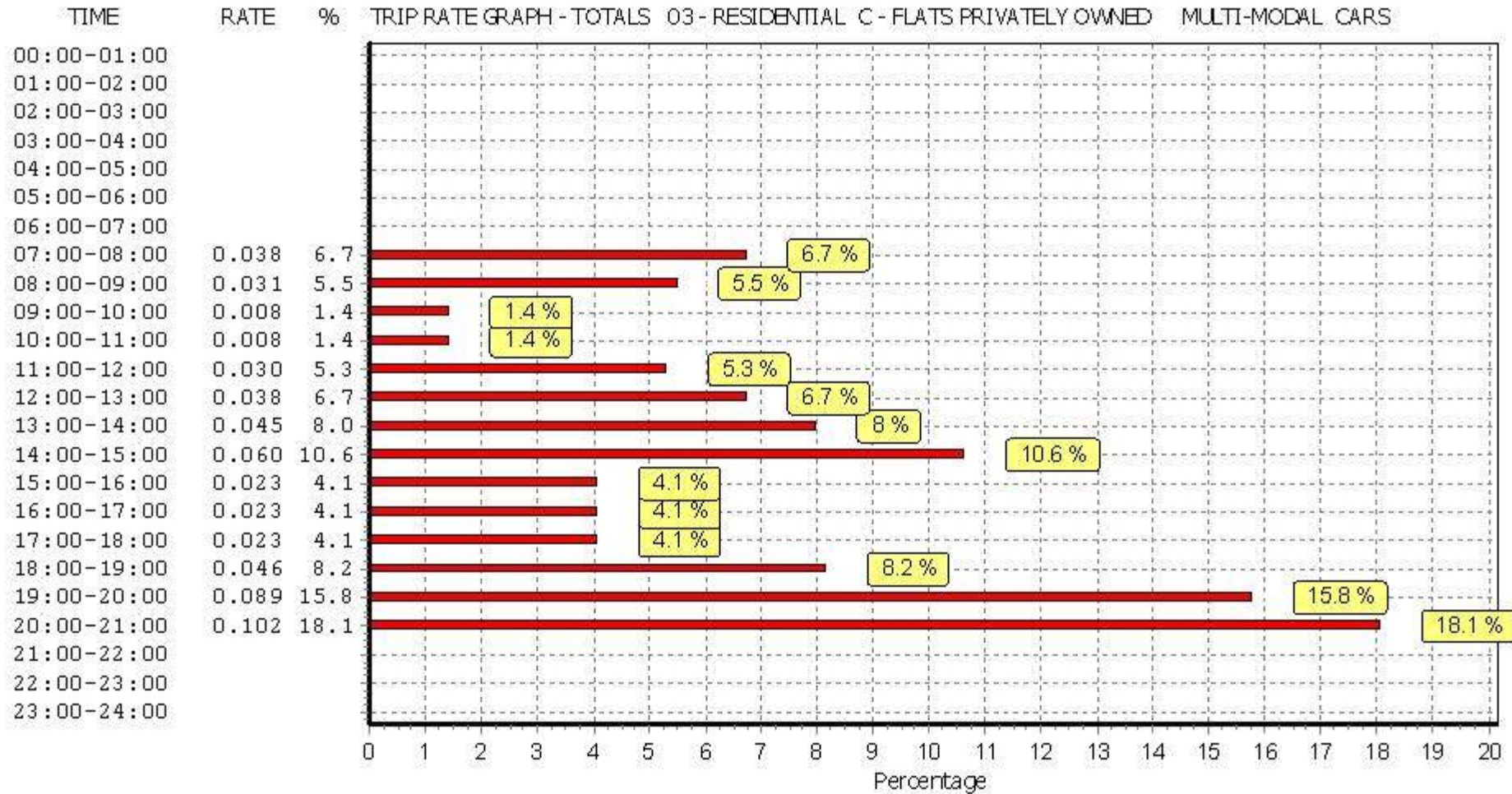
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



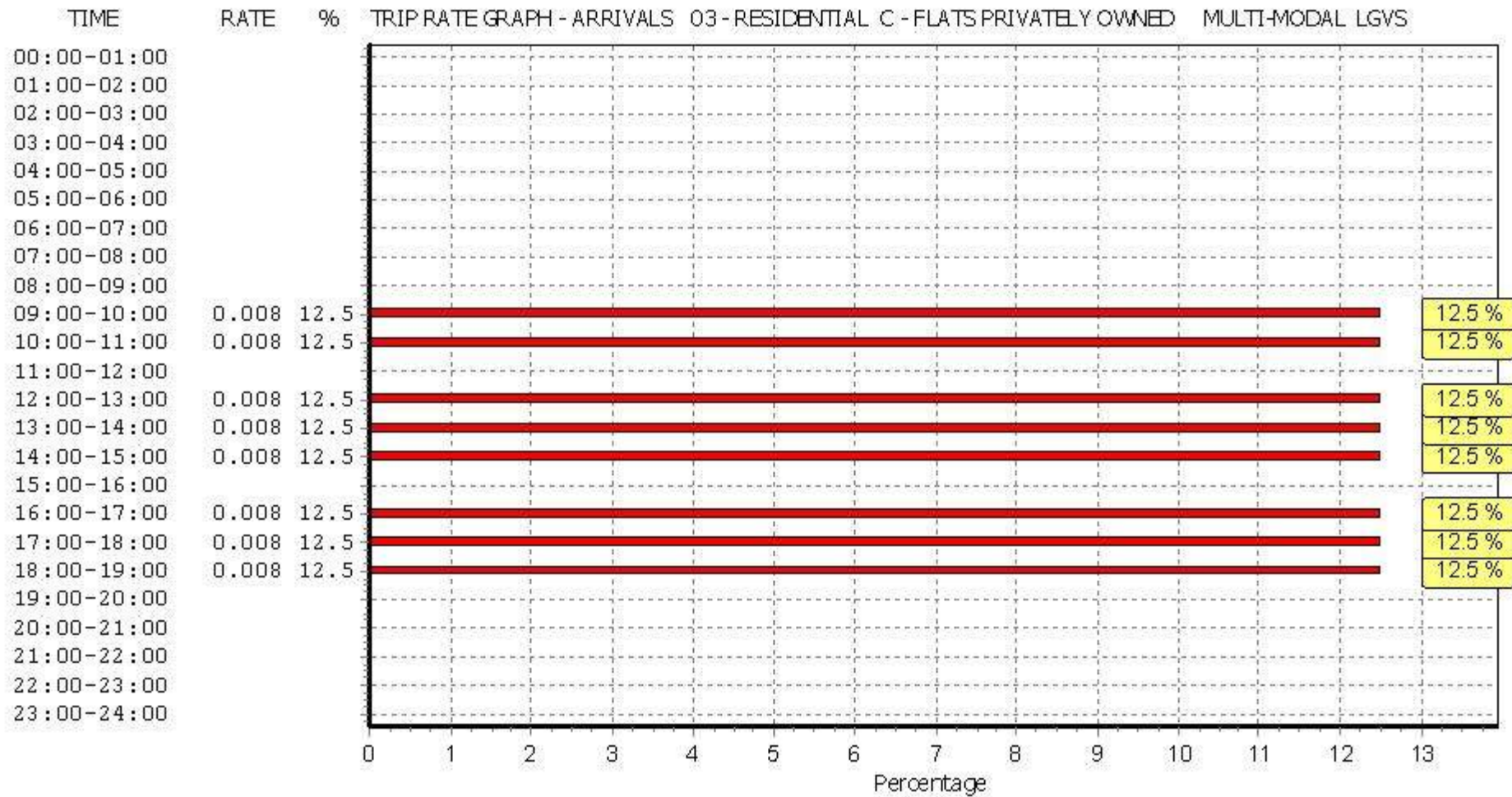
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

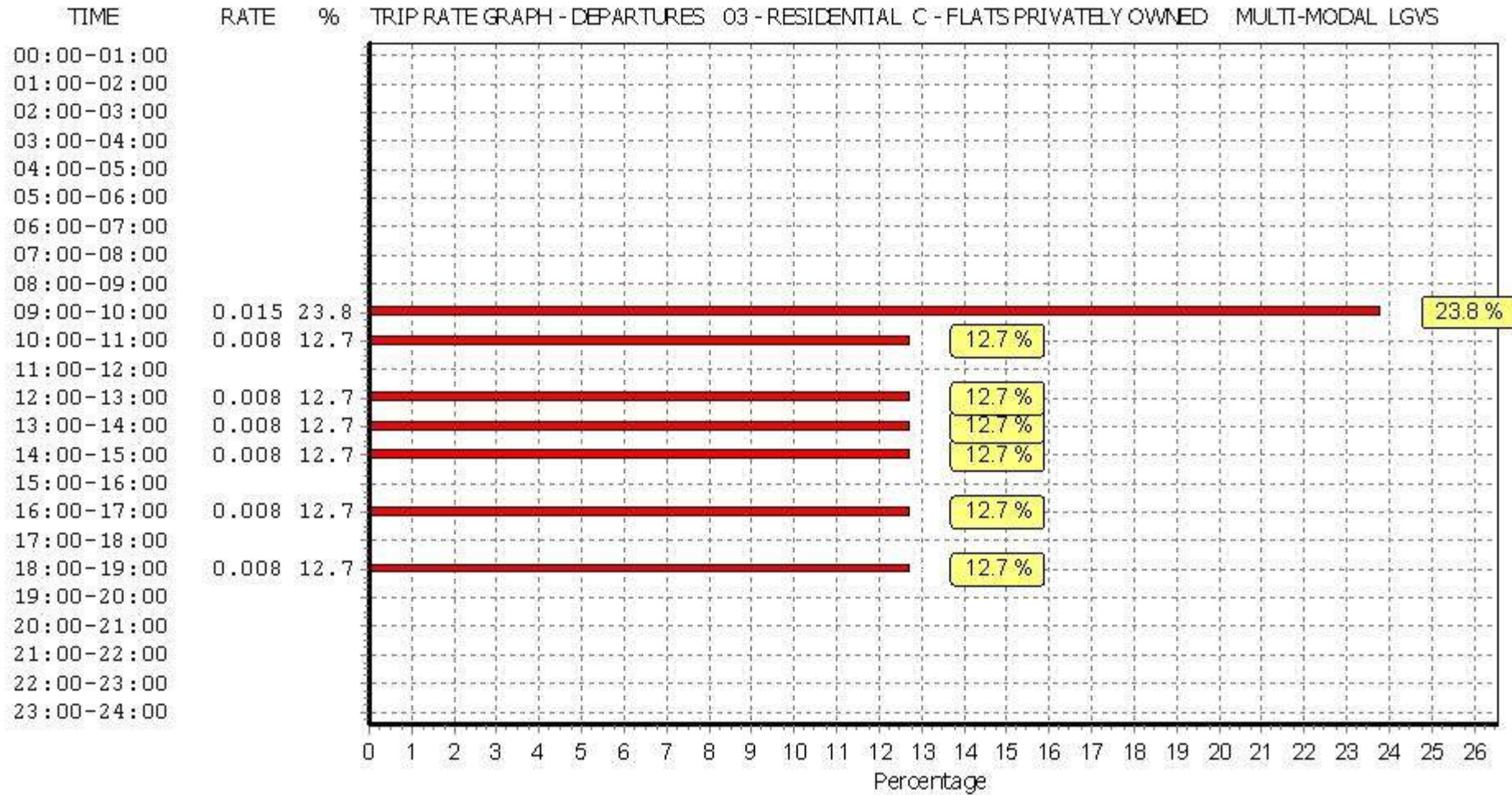
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.000	7	19	0.000	7	19	0.000
08:00 - 09:00	7	19	0.000	7	19	0.000	7	19	0.000
09:00 - 10:00	7	19	0.008	7	19	0.015	7	19	0.023
10:00 - 11:00	7	19	0.008	7	19	0.008	7	19	0.016
11:00 - 12:00	7	19	0.000	7	19	0.000	7	19	0.000
12:00 - 13:00	7	19	0.008	7	19	0.008	7	19	0.016
13:00 - 14:00	7	19	0.008	7	19	0.008	7	19	0.016
14:00 - 15:00	7	19	0.008	7	19	0.008	7	19	0.016
15:00 - 16:00	7	19	0.000	7	19	0.000	7	19	0.000
16:00 - 17:00	7	19	0.008	7	19	0.008	7	19	0.016
17:00 - 18:00	7	19	0.008	7	19	0.000	7	19	0.008
18:00 - 19:00	7	19	0.008	7	19	0.008	7	19	0.016
19:00 - 20:00	4	20	0.000	4	20	0.000	4	20	0.000
20:00 - 21:00	4	20	0.000	4	20	0.000	4	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.063			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.

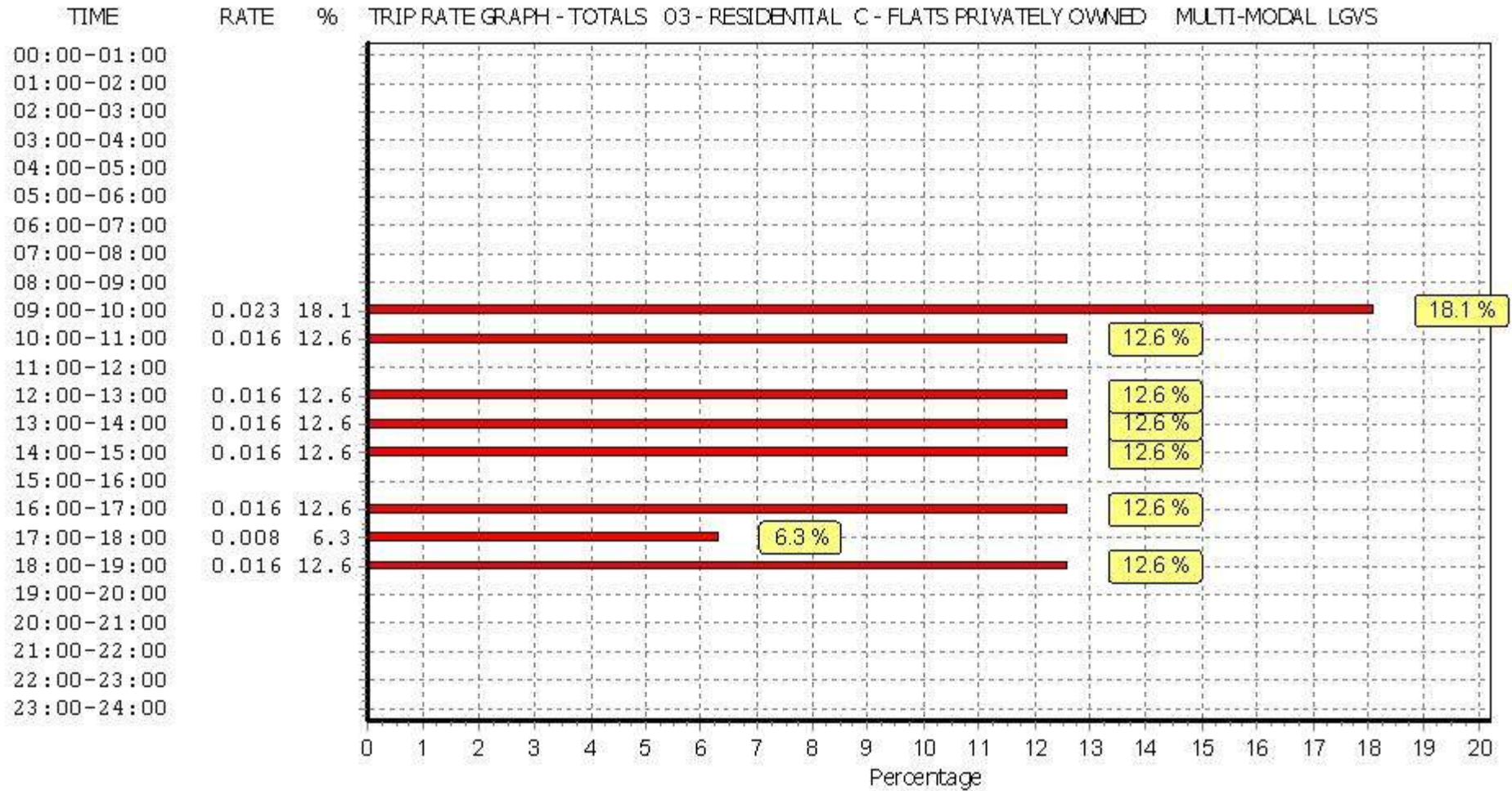
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



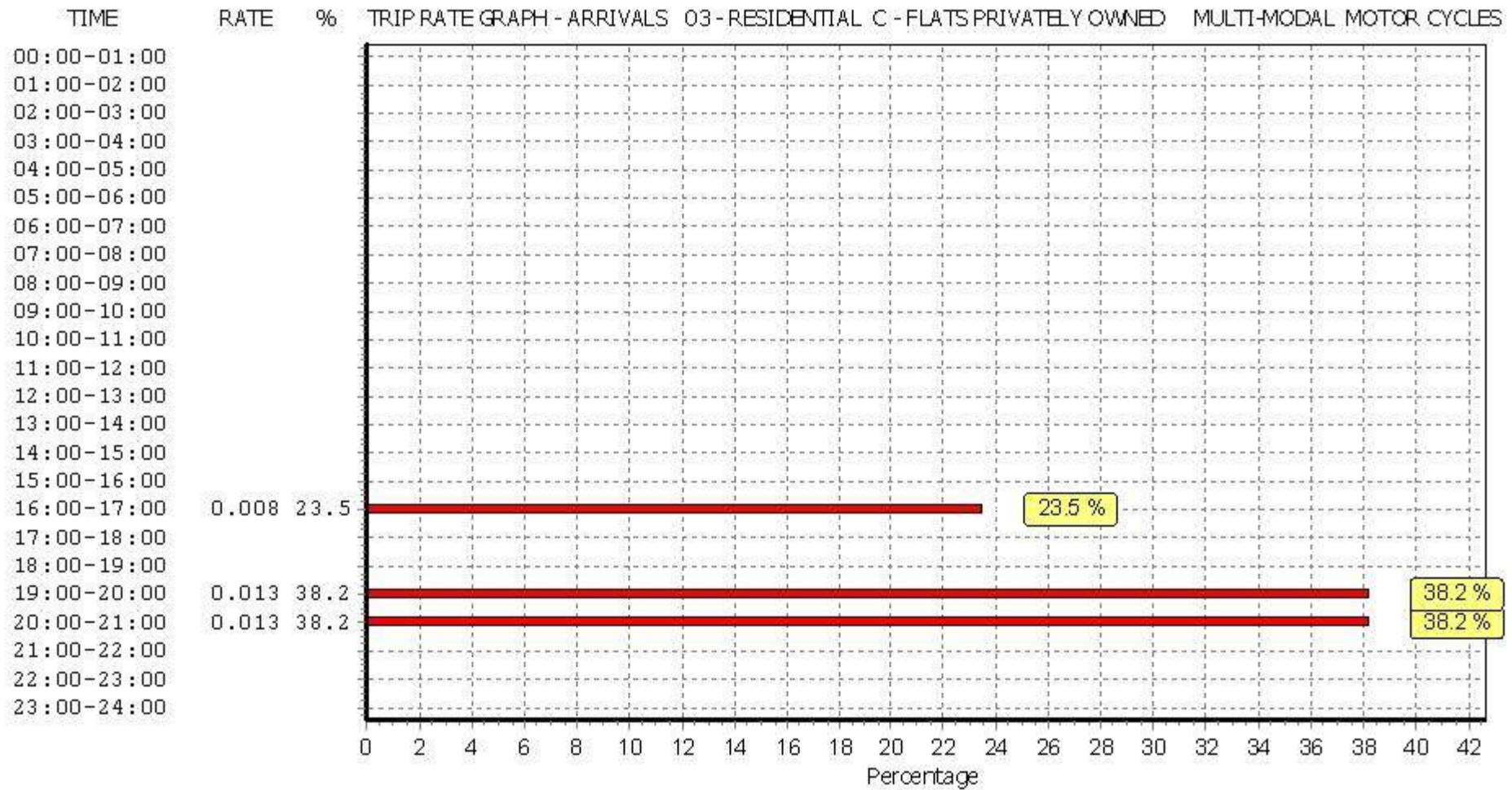
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

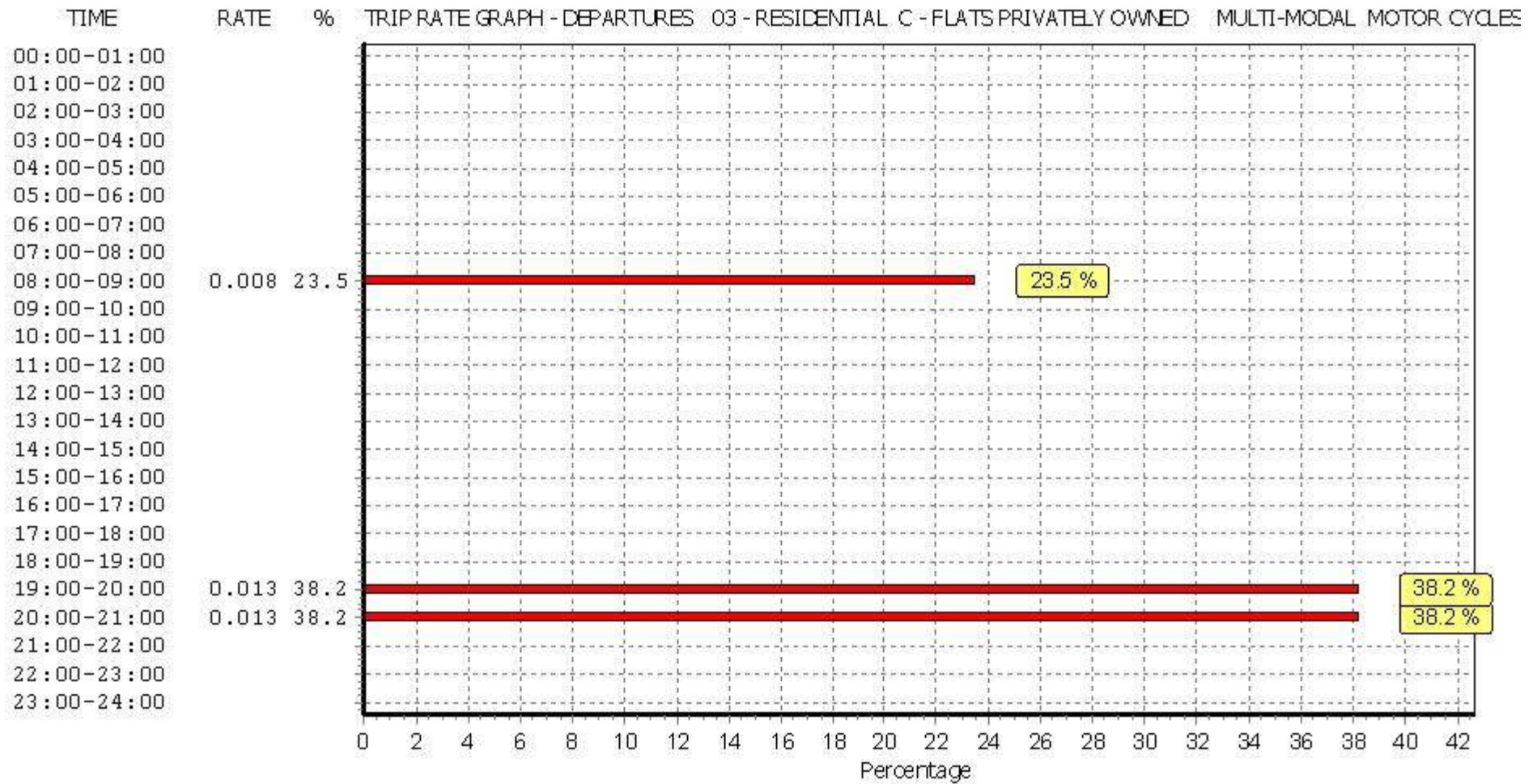
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.000	7	19	0.000	7	19	0.000
08:00 - 09:00	7	19	0.000	7	19	0.008	7	19	0.008
09:00 - 10:00	7	19	0.000	7	19	0.000	7	19	0.000
10:00 - 11:00	7	19	0.000	7	19	0.000	7	19	0.000
11:00 - 12:00	7	19	0.000	7	19	0.000	7	19	0.000
12:00 - 13:00	7	19	0.000	7	19	0.000	7	19	0.000
13:00 - 14:00	7	19	0.000	7	19	0.000	7	19	0.000
14:00 - 15:00	7	19	0.000	7	19	0.000	7	19	0.000
15:00 - 16:00	7	19	0.000	7	19	0.000	7	19	0.000
16:00 - 17:00	7	19	0.008	7	19	0.000	7	19	0.008
17:00 - 18:00	7	19	0.000	7	19	0.000	7	19	0.000
18:00 - 19:00	7	19	0.000	7	19	0.000	7	19	0.000
19:00 - 20:00	4	20	0.013	4	20	0.013	4	20	0.026
20:00 - 21:00	4	20	0.013	4	20	0.013	4	20	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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

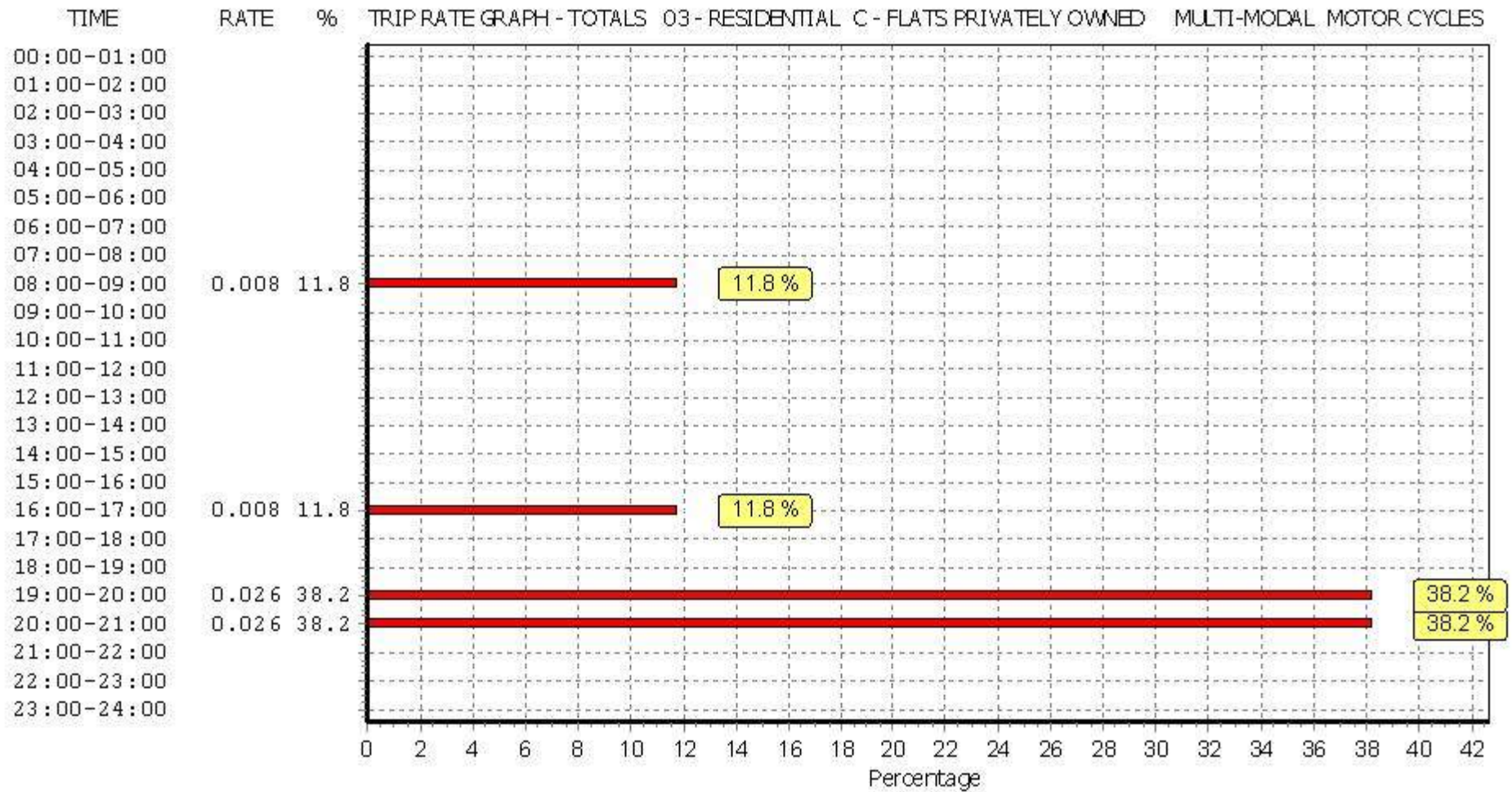
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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