

Land to Rear of 1 Sea
Drive, Ferring

Transport Technical Note

Client:	SB24 Ltd	Job No:	J326499
Date:	11 March 2022	File Name:	220311 J326499 TN v1.0
Prepared by:	LB	Approved by:	CS

1. Introduction

1.1 Preamble

- 1.1.1 This Transport Technical Note (TN) has been prepared on behalf of SB24 Ltd to consider the highways and transport implications related to the erection of a single residential dwelling on land to the rear of 1 Sea Drive, Ferring.
- 1.1.2 The development proposal is to provide a single two-story, 3-bedroom detached dwelling with rear garden and associated parking provision. The development proposes a new dropped kerb crossover from Sea Lane along the eastern boundary of the site to serve the proposed dwelling. The site falls in the administrative boundary of Arun District Council (ADC).
- 1.1.3 Pre-application advice was provided by ADC on the proposed development. In highway terms, ADC noted the proposal was unlikely to result in any unacceptable impact on highway safety and that the proposed level of parking provision was acceptable.
- 1.1.4 This TN provides a transport overview of the site, the proposed development, its surroundings and sustainable transport connections. It is the objective of this TN to provide sufficient detail on the above to allow the local planning and highway authorities to take an appropriate view on the planning application in transport terms, in mind of the revised National Planning Policy Framework (NPPF) and local policy.

2. Site Context

2.1 Site Location and Sustainable Access

- 2.1.1 The application site is located on Sea Lane, in the south-east of Ferring. Immediately east of the site is the Goring Gap, whilst approximately 90 metres to the south of the site is Goring Gap Beach and 650 metres to the east are residential areas within the south-west of Goring-by-Sea.
- 2.1.2 The location of the application site is illustrated in Figure 2.1.

Figure 2.1 Site Location



- 2.1.3 A footway is provided along the southbound carriageway of Sea Lane, set back by a grass verge. To the south of the site, this footway connects to the footpath located at the rear of Goring Gap Beach.
- 2.1.4 Continuing north, the footway provides links to the nearest bus stops at the Sea Lane/Sea Lane Gardens junction, Ferring Primary School and the wider footway network along Goring Way and Ferring Street. A number of local amenities, including a convenience store and pharmacy, are provided on Ferring Street approximately 1.5km to the north of the site.
- 2.1.5 The Sea Lane/Sea Lane Gardens bus stops, located approximately 600 metres north of the site, are accessible within a 7-8 minutes walk and are serviced by the 8A bus route. This route operates between Worthing Pier and South Ferring, via West Worthing, Goring and Ferring, and provides hourly services from these stops between 09:30 and 13:30 Monday to Saturday.

2.2 Local Highway Network

- 2.2.1 The development fronts onto Sea Lane, a single lane two-way road subject to a 30mph speed limit.
- 2.2.2 To the south of the application site Sea Lane junctions with Sea Drive, where it becomes Marine Drive as it continues east towards Goring-by-Sea.

2.2.3 To the north, Sea Lane junctions with Goring Way, which continues east to link with the A259. The A259 continues east towards Bognor Regis and Chichester, whilst also connecting with the A27 via the A2700.

3. Development Proposals

3.1 Overview

3.1.1 The development proposals will comprise the erection of a single two-story, 3-bedroom detached dwelling with associated parking provision on land to the rear of 1 Sea Drive, Ferring. Vehicular access to the proposed dwelling will be taken from Sea Lane.

3.1.2 A copy of the site layout plan is included as Appendix A.

3.2 Access Arrangement

3.2.1 The development will be accessed by a new point of access from Sea Lane via a dropped kerb crossover. It is considered that a residential driveway will sufficiently accommodate the demand generated by the proposed single dwelling.

3.2.2 The proposed access has been designed in line with Manual for Streets guidance, with vehicular visibility splays informed by the posted speed limit on Sea Lane which is 30mph. As a result, visibility splays of 2.4 metres x 43 metres are achievable to the north and south of the site access. The access proposals and achievable visibility splays are illustrated in mode drawing J32-6499-001A, included as Appendix B.

3.3 Parking Arrangement

3.3.1 The development will be provided with car parking in accordance with the standards set out in the ADC Parking Standards SPD, adopted in January 2020, based on West Sussex guidance. The standards take a zonal approach whereby the application site is located in Zone 2. The standards outline that a 3-bedroom residential dwelling in Zone 2 should provide 2 car parking spaces.

3.3.2 The development proposes the provision of 2 car parking spaces in accordance with the standards set out within the ADC Parking Standards SPD.

3.3.3 The proposed development provides an area of hardstanding which is sufficient in width and depth to accommodate 2 car parking spaces, shown in the site layout in Appendix A. Swept path analysis of the parking area is illustrated on mode drawing J32-6499-002, attached as Appendix C, demonstrating that a large car can access and egress from the driveway.

- 3.3.4 It is noted that vehicles will be required to either enter or egress the site in reverse gear due to a lack of turning space at the site. This was not raised by ADC in the pre-application response and is a similar arrangement to a number of other existing residential dwellings taking access from Sea Lane. Therefore, it is considered that the arrangement will have an immaterial impact upon the operation and safety of the highway network.
- 3.3.5 Cycle parking will be provided in line with the ADC cycle parking standards, which states a dwelling with five or more rooms must provide a minimum of two cycle parking spaces.
- 3.3.6 The proposed dwelling will provide sheltered cycle storage facilities within the curtilage of the property in line with ADC standards, with cycle storage provided along the northern façade of the dwelling, as illustrated in [Appendix A](#).

4. Development-Related Trip Generation

4.1 Methodology

- 4.1.1 Multi-modal trip rates have been obtained from the TRICS database, using the category '*03-Residential – A – Houses Privately Owned*' to determine the trip generational characteristics of the proposed residential development. The TRICS output is included as [Appendix D](#).
- 4.1.2 To derive a representative mode share for the site location, localised data from the 2011 Census dataset '*Method of Travel to Work*' for the Arun 008B Lower Super Output Area (LSOA) has been obtained and applied to the total person trip rates.

4.2 Proposed Trip Generation

- 4.2.1 The multi-modal trip rates and associated two-way movements for the proposed residential development during a typical daily period (07:00–19:00) are summarised in [Table 4.1](#).

Table 4.1 Proposed Residential Use Trip Generation

Mode	Mode Share	Arrivals		Departures		Two-Way	
		Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	77.4%	2.263	2	2.509	3	4.772	5
Car Passenger	3.5%	0.102	0	0.113	0	0.215	0
Public Transport	8.7%	0.255	0	0.282	0	0.537	1
Walk	5.0%	0.146	0	0.161	0	0.307	0
Cycle	4.0%	0.116	0	0.129	0	0.245	0
Other	1.5%	0.044	0	0.048	0	0.092	0
Total	100.0%	2.925	3	3.243	3	6.168	6

*Figures may not add up due to rounding

4.2.2 Table 4.1 shows that the proposed residential development has the potential to generate six two-way total person trips during a typical daily period, five of which would be vehicular, and one would be on public transport.

4.2.3 It is considered the trips generated by the proposed development during the typical daily period would have a negligible impact on the operation on the local highway and transport networks.

4.2.4 This echoes a statement made by ADC in the pre-application advice that the additional movements generated by a single dwelling are not considered to be so significant they result in a severe impact on the safety of the highway network.

5. Summary and Conclusions

5.1 Summary

5.1.1 This Transport Technical Note (TN) has been prepared on behalf of SB24 Ltd to consider the highways and transport implications related to the erection of a single residential dwelling on land to the rear of 1 Sea Drive, Ferring. In summary, the TN has identified the following:

- The development proposals comprise the erection of a single two-story, 3-bedroom residential dwelling with rear garden and associated parking provision.
- The development site proposes a new dropped kerb crossover from Sea Lane that has been designed in line with ADC and Manual for Streets guidance and would suitably accommodate the demand generated by the development proposal.
- Car and cycle parking provision will be provided in line with ADC standards and accommodate the anticipated demand generated by the development proposal.

- Based on the trip generation analysis, the proposed development could generate a total of 6 person trips on the local highway network over a typical daily period of which 5 would be vehicular. It is considered this will have a negligible impact on the operation of the local highway network.

5.2 Conclusion

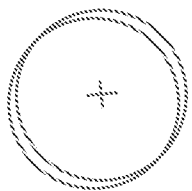
- 5.2.1 Based on the findings within this Technical Note and in the context of the guidelines within paragraph 111 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety or operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

APPENDICES

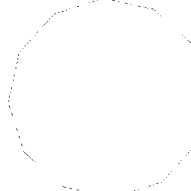
APPENDIX A

Site Layout Plan

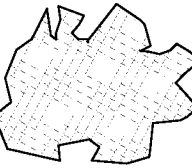
KEY



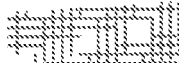
New / replacement trees



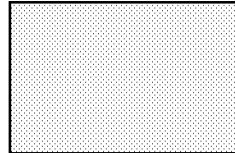
Root protection zone



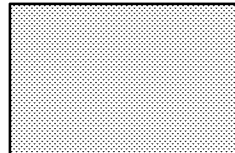
New shrub planting



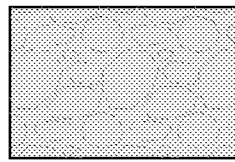
Hedging



Soft landscaping



Hard landscaping



Permeable surface

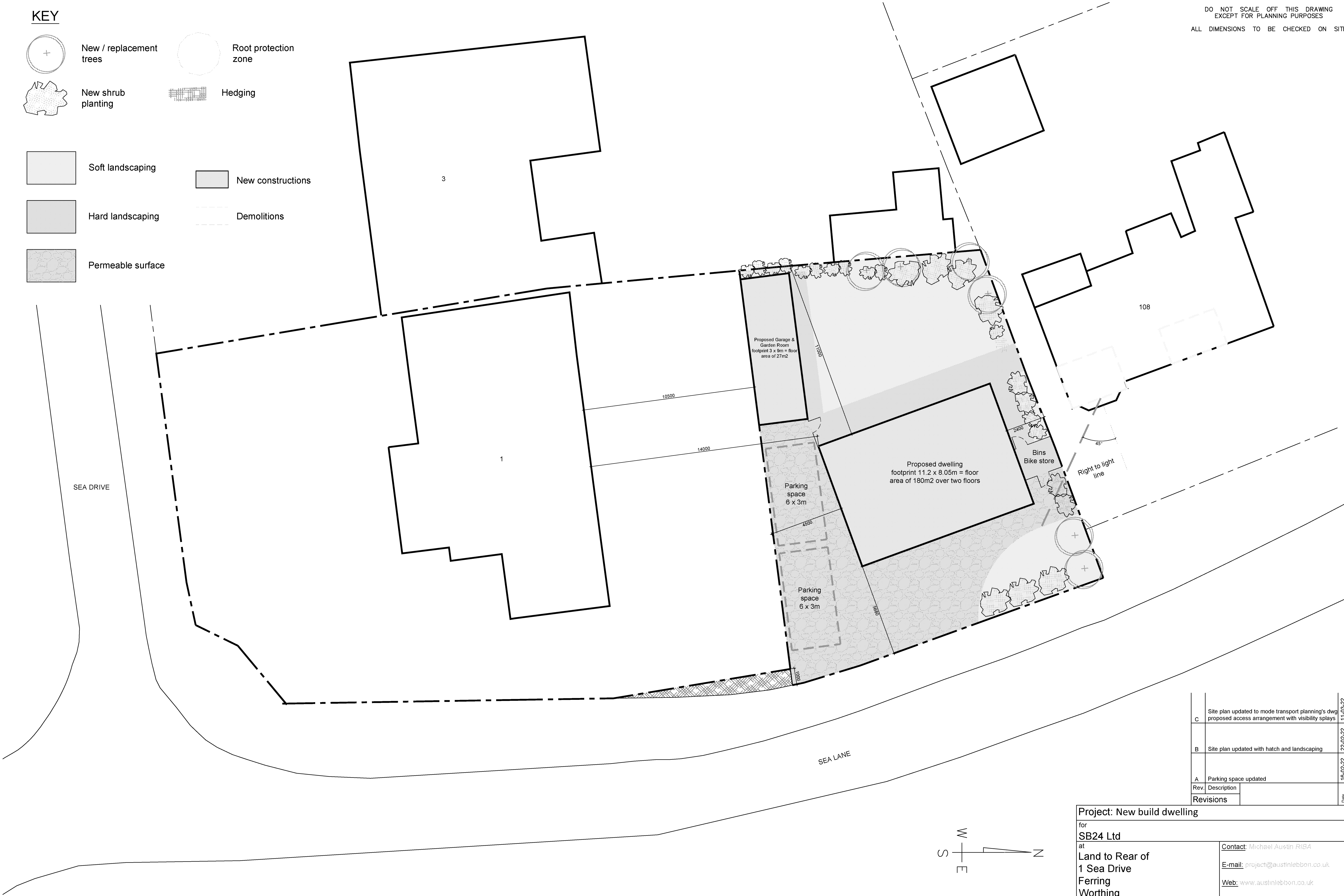


New constructions



Demolitions

DO NOT SCALE OFF THIS DRAWING
EXCEPT FOR PLANNING PURPOSES
ALL DIMENSIONS TO BE CHECKED ON SITE



Proposed Site Plan
Scale 1:100 @ A1

W

S

E

N

Scale bar (1:100)
0m 2m 4m 6m 8m
1m 3m 5m 7m

C	Site plan updated to mode transport planning's dwg proposed access arrangement with visibility splays		11-03-22
B	Site plan updated with hatch and landscaping		22-02-22
A	Parking space updated		16-02-22
Rev.	Description		
Revisions		Date	

Project: New build dwelling

for
SB24 Ltd

at
Land to Rear of
1 Sea Drive
Ferring
Worthing
BN12 5HD

Contact: Michael Austin RIBA
E-mail: project@austinklebbon.co.uk
Web: www.austinklebbon.co.uk
Phone: 01790 837559

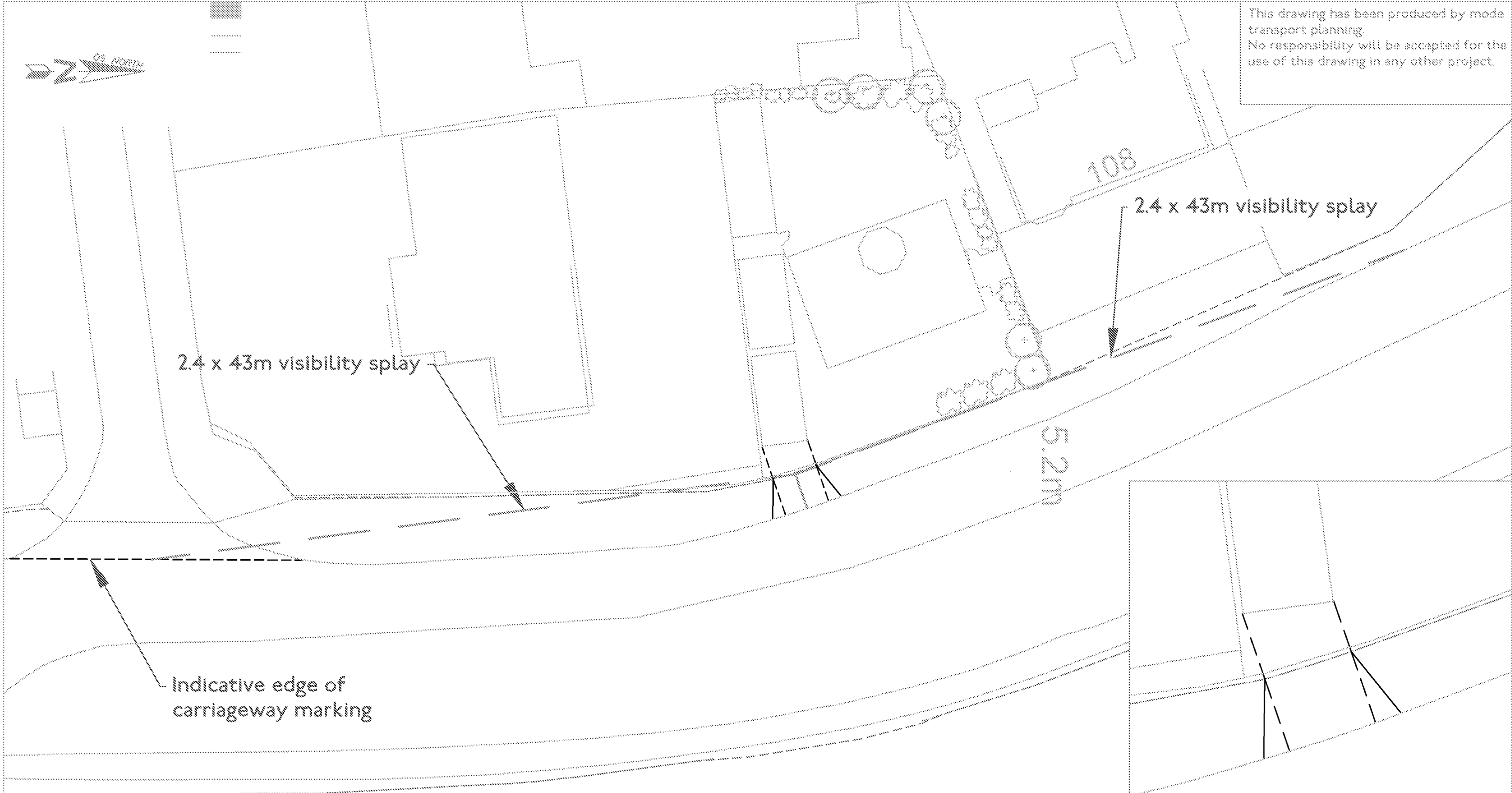
Dwg Ref: 2114 [PL] 001

Rev: C

Date: Jan 2022

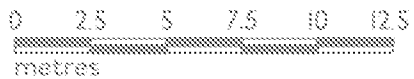
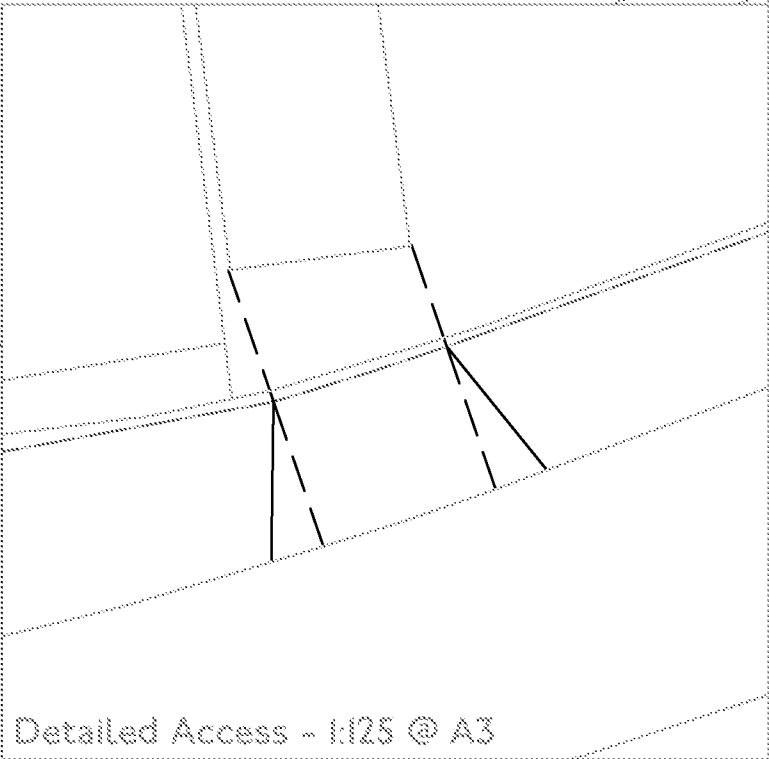
APPENDIX B

Proposed Access Arrangement



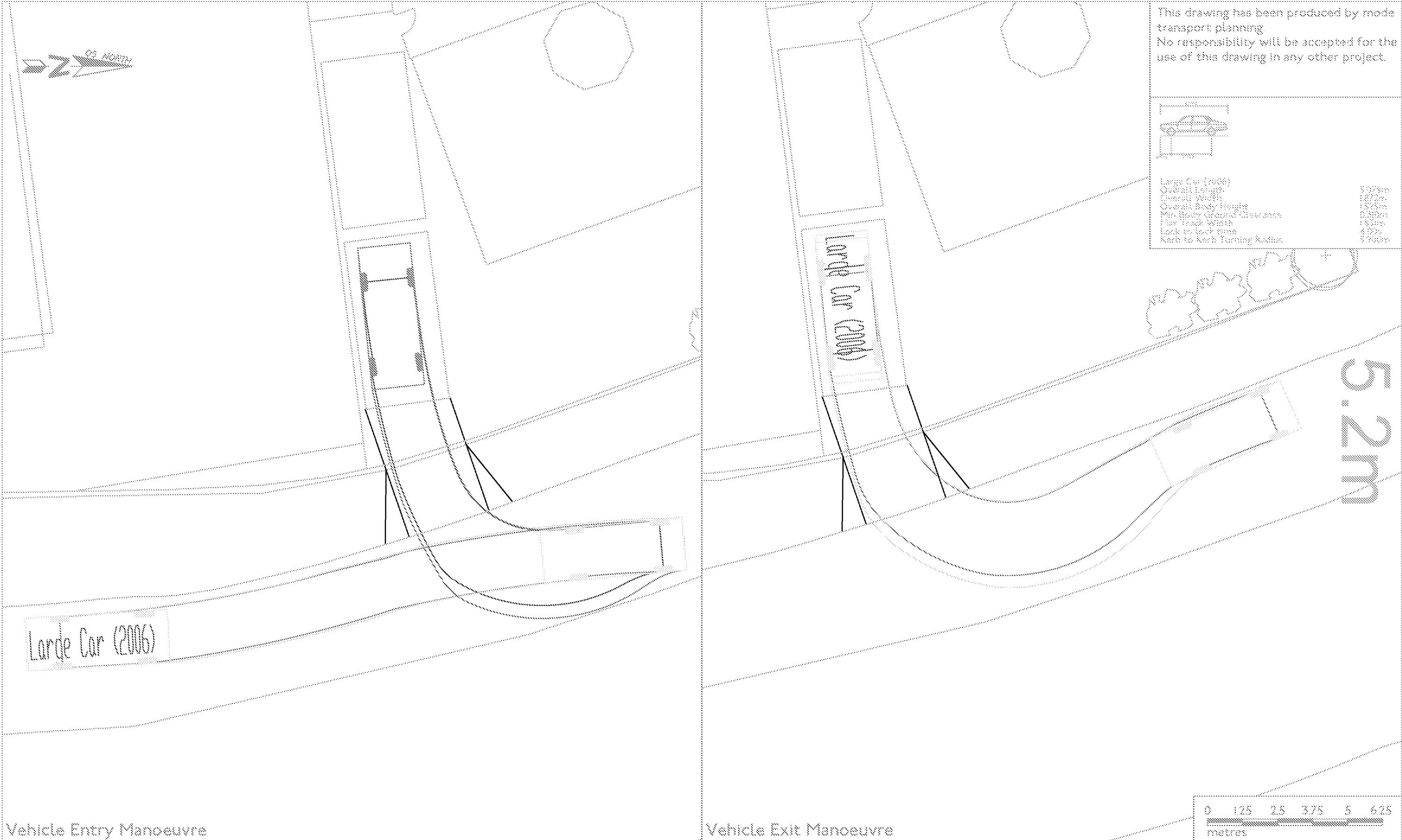
This drawing has been produced by mode transport planning
No responsibility will be accepted for the use of this drawing in any other project.

Key Visibility Splay Highway Boundary Extent (from WSCC)		client SB24 Ltd		mode transport planning Quadrant House Brook Street Mall Reading RG1 7QE		scale 1:250 @ A3		drawn LB		checked CS		created Mar 22		drawing no. J32-6499-001	
drawing title Proposed Access Arrangement with Visibility Splays		job title Land to Rear of I Sea Drive, Ferring		mode transport planning Quadrant House Brook Street Mall Reading RG1 7QE		scale 1:250 @ A3		drawn LB		checked CS		created Mar 22		drawing no. J32-6499-001	



APPENDIX C

Swept Path Analysis



Vehicle Entry Manoeuvre

Vehicle Exit Manoeuvre

drawing title		client		mode transport planning		scale			
Swept Path Analysis of Large Car Accessing Site		SB24 Ltd		Quadrant House Broad Street Mall Reading RG1 7QE		1:125 @ A3			
		job title		mode transport planning		drawn			
		Land to Rear of I Sea Drive, Ferring		c 018 211 8180 e info@modetransport.co.uk w www.modetransport.co.uk		LB			
						checked			
						CS			
						created			
						Mar 22			
								drawing no.	
								J32-6499-002	

APPENDIX D

TRICS Output

Calculation Reference: AUDIT-754101-220217-0227

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST
 HC HAMPSHIRE 3 days
 KC KENT 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: 8 to 40 (units:)
 Range Selected by User: 8 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: 01/01/13 to 16/06/21

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

Selected survey days:

Tuesday 1 days
 Wednesday 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 4 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 3
 Village 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 4 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
15,001 to 20,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	1 days

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
2	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
3	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
4	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-03-A-06	16/06/21	Survey undertaken during Covid-19
HF-03-A-04	08/06/21	Survey undertaken during Covid-19
KC-03-A-09	09/06/21	Survey undertaken during Covid-19

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.65

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	4	31	0.081	4	31	0.333	4	31	0.414
08:00 - 09:00	4	31	0.057	4	31	0.325	4	31	0.382
09:00 - 10:00	4	31	0.154	4	31	0.106	4	31	0.260
10:00 - 11:00	4	31	0.098	4	31	0.098	4	31	0.196
11:00 - 12:00	4	31	0.073	4	31	0.154	4	31	0.227
12:00 - 13:00	4	31	0.065	4	31	0.098	4	31	0.163
13:00 - 14:00	4	31	0.138	4	31	0.163	4	31	0.301
14:00 - 15:00	4	31	0.098	4	31	0.130	4	31	0.228
15:00 - 16:00	4	31	0.187	4	31	0.146	4	31	0.333
16:00 - 17:00	4	31	0.211	4	31	0.081	4	31	0.292
17:00 - 18:00	4	31	0.333	4	31	0.187	4	31	0.520
18:00 - 19:00	4	31	0.333	4	31	0.081	4	31	0.414
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.828			1.902			3.730

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:	8 - 40 (units:)
Survey date date range:	01/01/13 - 16/06/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

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Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	4	31	0.000	4	31	0.000	4	31	0.000
08:00 - 09:00	4	31	0.000	4	31	0.000	4	31	0.000
09:00 - 10:00	4	31	0.008	4	31	0.008	4	31	0.016
10:00 - 11:00	4	31	0.000	4	31	0.000	4	31	0.000
11:00 - 12:00	4	31	0.000	4	31	0.000	4	31	0.000
12:00 - 13:00	4	31	0.000	4	31	0.000	4	31	0.000
13:00 - 14:00	4	31	0.000	4	31	0.000	4	31	0.000
14:00 - 15:00	4	31	0.000	4	31	0.000	4	31	0.000
15:00 - 16:00	4	31	0.000	4	31	0.000	4	31	0.000
16:00 - 17:00	4	31	0.000	4	31	0.000	4	31	0.000
17:00 - 18:00	4	31	0.008	4	31	0.008	4	31	0.016
18:00 - 19:00	4	31	0.000	4	31	0.000	4	31	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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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Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVSCalculation 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	4	31	0.008	4	31	0.008	4	31	0.016
08:00 - 09:00	4	31	0.000	4	31	0.000	4	31	0.000
09:00 - 10:00	4	31	0.008	4	31	0.008	4	31	0.016
10:00 - 11:00	4	31	0.000	4	31	0.000	4	31	0.000
11:00 - 12:00	4	31	0.000	4	31	0.000	4	31	0.000
12:00 - 13:00	4	31	0.000	4	31	0.000	4	31	0.000
13:00 - 14:00	4	31	0.008	4	31	0.008	4	31	0.016
14:00 - 15:00	4	31	0.000	4	31	0.000	4	31	0.000
15:00 - 16:00	4	31	0.000	4	31	0.000	4	31	0.000
16:00 - 17:00	4	31	0.000	4	31	0.000	4	31	0.000
17:00 - 18:00	4	31	0.000	4	31	0.000	4	31	0.000
18:00 - 19:00	4	31	0.000	4	31	0.000	4	31	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	4	31	0.008	4	31	0.008	4	31	0.016
08:00 - 09:00	4	31	0.000	4	31	0.000	4	31	0.000
09:00 - 10:00	4	31	0.000	4	31	0.000	4	31	0.000
10:00 - 11:00	4	31	0.000	4	31	0.000	4	31	0.000
11:00 - 12:00	4	31	0.000	4	31	0.000	4	31	0.000
12:00 - 13:00	4	31	0.000	4	31	0.000	4	31	0.000
13:00 - 14:00	4	31	0.000	4	31	0.000	4	31	0.000
14:00 - 15:00	4	31	0.000	4	31	0.000	4	31	0.000
15:00 - 16:00	4	31	0.008	4	31	0.008	4	31	0.016
16:00 - 17:00	4	31	0.000	4	31	0.000	4	31	0.000
17:00 - 18:00	4	31	0.000	4	31	0.000	4	31	0.000
18:00 - 19:00	4	31	0.000	4	31	0.000	4	31	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTSCalculation 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	4	31	0.081	4	31	0.407	4	31	0.488
08:00 - 09:00	4	31	0.065	4	31	0.504	4	31	0.569
09:00 - 10:00	4	31	0.187	4	31	0.138	4	31	0.325
10:00 - 11:00	4	31	0.098	4	31	0.122	4	31	0.220
11:00 - 12:00	4	31	0.098	4	31	0.187	4	31	0.285
12:00 - 13:00	4	31	0.089	4	31	0.122	4	31	0.211
13:00 - 14:00	4	31	0.154	4	31	0.179	4	31	0.333
14:00 - 15:00	4	31	0.122	4	31	0.171	4	31	0.293
15:00 - 16:00	4	31	0.260	4	31	0.203	4	31	0.463
16:00 - 17:00	4	31	0.301	4	31	0.098	4	31	0.399
17:00 - 18:00	4	31	0.415	4	31	0.228	4	31	0.643
18:00 - 19:00	4	31	0.447	4	31	0.154	4	31	0.601
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.317			2.513			4.830

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANSCalculation 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	4	31	0.008	4	31	0.016	4	31	0.024
08:00 - 09:00	4	31	0.008	4	31	0.138	4	31	0.146
09:00 - 10:00	4	31	0.024	4	31	0.049	4	31	0.073
10:00 - 11:00	4	31	0.041	4	31	0.049	4	31	0.090
11:00 - 12:00	4	31	0.041	4	31	0.024	4	31	0.065
12:00 - 13:00	4	31	0.000	4	31	0.008	4	31	0.008
13:00 - 14:00	4	31	0.049	4	31	0.024	4	31	0.073
14:00 - 15:00	4	31	0.024	4	31	0.065	4	31	0.089
15:00 - 16:00	4	31	0.130	4	31	0.024	4	31	0.154
16:00 - 17:00	4	31	0.081	4	31	0.049	4	31	0.130
17:00 - 18:00	4	31	0.024	4	31	0.138	4	31	0.162
18:00 - 19:00	4	31	0.089	4	31	0.057	4	31	0.146
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.519			0.641			1.160

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	4	31	0.000	4	31	0.016	4	31	0.016
08:00 - 09:00	4	31	0.000	4	31	0.000	4	31	0.000
09:00 - 10:00	4	31	0.000	4	31	0.008	4	31	0.008
10:00 - 11:00	4	31	0.000	4	31	0.000	4	31	0.000
11:00 - 12:00	4	31	0.000	4	31	0.000	4	31	0.000
12:00 - 13:00	4	31	0.008	4	31	0.000	4	31	0.008
13:00 - 14:00	4	31	0.000	4	31	0.000	4	31	0.000
14:00 - 15:00	4	31	0.000	4	31	0.000	4	31	0.000
15:00 - 16:00	4	31	0.000	4	31	0.000	4	31	0.000
16:00 - 17:00	4	31	0.024	4	31	0.000	4	31	0.024
17:00 - 18:00	4	31	0.008	4	31	0.000	4	31	0.008
18:00 - 19:00	4	31	0.016	4	31	0.000	4	31	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.024			0.080

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERSCalculation 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	4	31	0.000	4	31	0.033	4	31	0.033
08:00 - 09:00	4	31	0.000	4	31	0.000	4	31	0.000
09:00 - 10:00	4	31	0.000	4	31	0.000	4	31	0.000
10:00 - 11:00	4	31	0.000	4	31	0.008	4	31	0.008
11:00 - 12:00	4	31	0.000	4	31	0.000	4	31	0.000
12:00 - 13:00	4	31	0.000	4	31	0.000	4	31	0.000
13:00 - 14:00	4	31	0.008	4	31	0.000	4	31	0.008
14:00 - 15:00	4	31	0.000	4	31	0.000	4	31	0.000
15:00 - 16:00	4	31	0.000	4	31	0.000	4	31	0.000
16:00 - 17:00	4	31	0.000	4	31	0.000	4	31	0.000
17:00 - 18:00	4	31	0.008	4	31	0.008	4	31	0.016
18:00 - 19:00	4	31	0.008	4	31	0.000	4	31	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.049			0.073

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERSCalculation 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	4	31	0.000	4	31	0.016	4	31	0.016
08:00 - 09:00	4	31	0.000	4	31	0.000	4	31	0.000
09:00 - 10:00	4	31	0.000	4	31	0.000	4	31	0.000
10:00 - 11:00	4	31	0.000	4	31	0.000	4	31	0.000
11:00 - 12:00	4	31	0.000	4	31	0.000	4	31	0.000
12:00 - 13:00	4	31	0.000	4	31	0.000	4	31	0.000
13:00 - 14:00	4	31	0.000	4	31	0.000	4	31	0.000
14:00 - 15:00	4	31	0.000	4	31	0.000	4	31	0.000
15:00 - 16:00	4	31	0.008	4	31	0.000	4	31	0.008
16:00 - 17:00	4	31	0.000	4	31	0.000	4	31	0.000
17:00 - 18:00	4	31	0.000	4	31	0.000	4	31	0.000
18:00 - 19:00	4	31	0.000	4	31	0.000	4	31	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.016			0.024

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERSCalculation 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	4	31	0.000	4	31	0.065	4	31	0.065
08:00 - 09:00	4	31	0.000	4	31	0.000	4	31	0.000
09:00 - 10:00	4	31	0.000	4	31	0.008	4	31	0.008
10:00 - 11:00	4	31	0.000	4	31	0.008	4	31	0.008
11:00 - 12:00	4	31	0.000	4	31	0.000	4	31	0.000
12:00 - 13:00	4	31	0.008	4	31	0.000	4	31	0.008
13:00 - 14:00	4	31	0.008	4	31	0.000	4	31	0.008
14:00 - 15:00	4	31	0.000	4	31	0.000	4	31	0.000
15:00 - 16:00	4	31	0.008	4	31	0.000	4	31	0.008
16:00 - 17:00	4	31	0.024	4	31	0.000	4	31	0.024
17:00 - 18:00	4	31	0.016	4	31	0.008	4	31	0.024
18:00 - 19:00	4	31	0.024	4	31	0.000	4	31	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.089			0.177

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.65

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	4	31	0.089	4	31	0.488	4	31	0.577
08:00 - 09:00	4	31	0.073	4	31	0.642	4	31	0.715
09:00 - 10:00	4	31	0.211	4	31	0.195	4	31	0.406
10:00 - 11:00	4	31	0.138	4	31	0.179	4	31	0.317
11:00 - 12:00	4	31	0.138	4	31	0.211	4	31	0.349
12:00 - 13:00	4	31	0.098	4	31	0.130	4	31	0.228
13:00 - 14:00	4	31	0.211	4	31	0.203	4	31	0.414
14:00 - 15:00	4	31	0.146	4	31	0.236	4	31	0.382
15:00 - 16:00	4	31	0.398	4	31	0.228	4	31	0.626
16:00 - 17:00	4	31	0.407	4	31	0.146	4	31	0.553
17:00 - 18:00	4	31	0.455	4	31	0.374	4	31	0.829
18:00 - 19:00	4	31	0.561	4	31	0.211	4	31	0.772
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.925			3.243			6.168

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	4	31	0.057	4	31	0.301	4	31	0.358
08:00 - 09:00	4	31	0.041	4	31	0.309	4	31	0.350
09:00 - 10:00	4	31	0.122	4	31	0.081	4	31	0.203
10:00 - 11:00	4	31	0.089	4	31	0.057	4	31	0.146
11:00 - 12:00	4	31	0.041	4	31	0.122	4	31	0.163
12:00 - 13:00	4	31	0.057	4	31	0.089	4	31	0.146
13:00 - 14:00	4	31	0.089	4	31	0.122	4	31	0.211
14:00 - 15:00	4	31	0.081	4	31	0.106	4	31	0.187
15:00 - 16:00	4	31	0.163	4	31	0.122	4	31	0.285
16:00 - 17:00	4	31	0.211	4	31	0.081	4	31	0.292
17:00 - 18:00	4	31	0.285	4	31	0.163	4	31	0.448
18:00 - 19:00	4	31	0.333	4	31	0.081	4	31	0.414
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.569			1.634			3.203

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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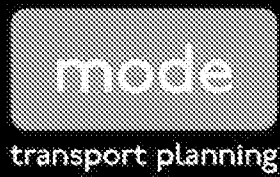
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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	4	31	0.008	4	31	0.016	4	31	0.024
08:00 - 09:00	4	31	0.016	4	31	0.016	4	31	0.032
09:00 - 10:00	4	31	0.016	4	31	0.008	4	31	0.024
10:00 - 11:00	4	31	0.008	4	31	0.041	4	31	0.049
11:00 - 12:00	4	31	0.033	4	31	0.033	4	31	0.066
12:00 - 13:00	4	31	0.008	4	31	0.008	4	31	0.016
13:00 - 14:00	4	31	0.041	4	31	0.033	4	31	0.074
14:00 - 15:00	4	31	0.016	4	31	0.024	4	31	0.040
15:00 - 16:00	4	31	0.016	4	31	0.016	4	31	0.032
16:00 - 17:00	4	31	0.000	4	31	0.000	4	31	0.000
17:00 - 18:00	4	31	0.041	4	31	0.016	4	31	0.057
18:00 - 19:00	4	31	0.000	4	31	0.000	4	31	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.203			0.211			0.414

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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