



Project
FORD AIRFIELD

Drawing Title
Illustrative Masterplan

Date
31.05.19

Scale
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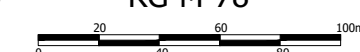
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Project No
23885

Drawing No
RG-M-78

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APPENDIX C. NMU Audit

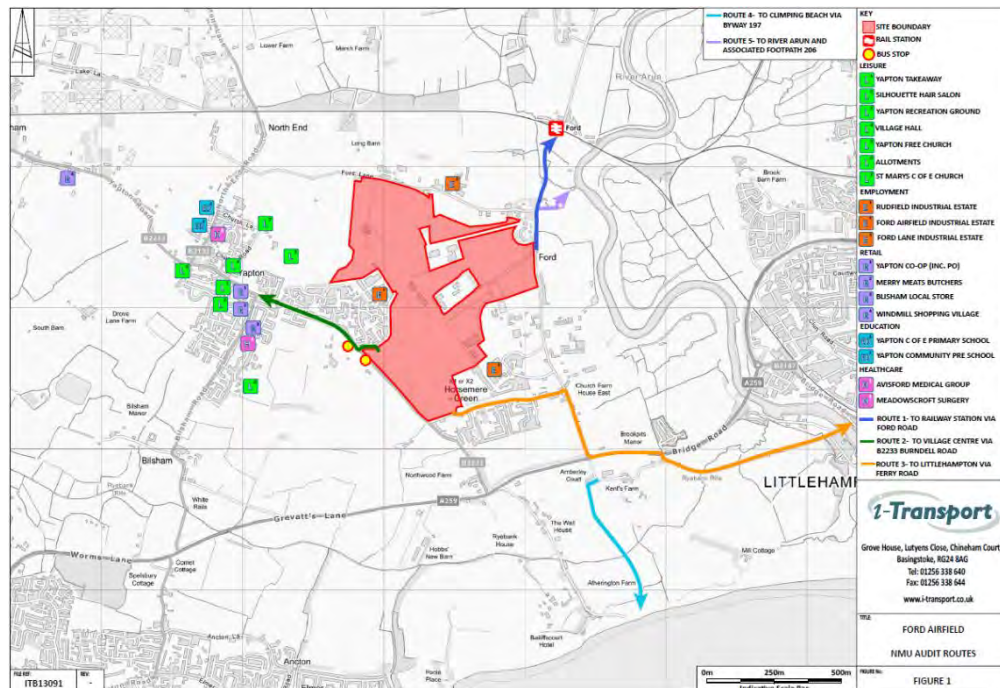
TECHNICAL NOTE

Project No: ITB13091
Project Title: Ford Airfield
Title: Non-Motorised User Audit
Ref: DS/SN/ITB13091-004 TN
Date: 21 May 2018

SECTION 1 INTRODUCTION

- 1.1 This Technical Note provides a Non-Motorised User (NМУ) audit of the local highway network surrounding the proposed development site at Ford Airfield. The audit considers the adequacy of local walking and cycling infrastructure to accommodate the additional travel demands from the proposed development.
- 1.2 This audit considers the following key routes between the site and local destinations, including into the centre of Yaptон and its associated local services and facilities:
- Route 1 – Proposed development along Ford Road towards Ford Railway Station;
 - Route 2 – Proposed development along the B2233 Yaptон Road towards the Yaptон Village; and
 - Route 3 – Proposed development along Ferry Road towards Littlehampton;
 - Route 4 – Existing Byway 197 linking Crookthorn Lane to Climping Beach; and
 - Route 5 – Public Right of Way between Station Road and Footpath 206 along River Arun.
- 1.3 These routes are illustrated in **Image 1** with a detailed photographic audit of these routes contained in **Section 2 of this report**.

Image 1: NMU Routes Plan



1.4 The audit has been undertaken with reference to the five core principles, common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 'Policy, Planning and Design for Walking and Cycling' (2004), and the Chartered Institute of Highways and Transportation (CIHT) 'Designing for Walking' (March 2015) guidance.

1.5 These principles are:

- **Convenience** – Networks should allow people to go where they want, as directly and with as little delay as possible, and with appropriate signage;
- **Accessibility** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be taken into account;
- **Safety** – Infrastructure must be safe, and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;

- **Comfort** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of user, including children and disabled people as appropriate. Dropped kerbs are particularly beneficial to users of wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- **Attractiveness** – The walking and cycling environment should be attractive, interesting and free from litter, dog mess and broken glass.

1.6 The audit has been undertaken with reference to the West Sussex Walking and Cycling Strategy 2016-2026. The objectives of this walking and cycling strategy are:

“To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;

To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey;

To reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads;

To support economic development by facilitating travel to work and services without a car;

To reduce congestion and pollution by encouraging and enabling people to travel without a car;

To increase levels of physical activity to help to improve physical health;

To help to maintain good mental health and staying independent later in life;

To increase the vitality of communities by improving access by bicycle and on foot; and

To help people to access rural areas and enjoy walking and cycling”.

1.7 Sections 2 provides a detailed analysis of the three routes. This audit was primarily based upon a detailed site visit undertaken in May 2018, supplemented by additional desktop research. A summary and resulting recommendations arising from the audit is presented in Section 3.

SECTION 2 ROUTE AUDIT

Route 1 – Ford Road between proposed development and Ford Railway Station

- 2.1 This route provides a connection between the site and Ford Railway Station for onward journeys to destinations further afield including Littlehampton, Brighton, Portsmouth, and London.

Table 2.1: Audit of Route 1

Route 1 – Ford Road between proposed development and Ford Railway Station	
Description of route	- Exit the site from the Ford Road access; - Head north from the development site along Ford Road using the footway provided on the western side; - Cross the junction with Ford Lane and continue along Ford Road using the footway provided until you reach Ford Railway Station and level crossing. Total Distance: 1,000m
Provision for cyclists	This route is suitable for use by cyclists using the carriageway along Ford Road. Ford Road is subject to high volumes of traffic especially during the peak hours making it suitable for cyclists with more moderate skills.
Is the route convenient?	The route is convenient and provides a direct route from the site to Ford Railway Station.
Is the route accessible?	Dropped kerbs are provided on the Ford Lane with Ford Road junction but tactile paving is absent as shown in Image 2.1
Is the route safe?	The route is safe, with the provided footway generally in good condition with smooth, hard surfaces suitable for walking and cycling as shown in Image 2.2 . The footway on Ford Road is separated from the carriageway making it safe for pedestrians and cyclists. There is an absence of street lighting from this route.
Is the route comfortable?	The route is comfortable with good width footway/ cycleway circa 1.5m wide. MfS identifies 1.5m as sufficient to allow a wheelchair user or pushchair user to pass a pedestrian and 0.9m as sufficient width for a wheelchair user to proceed. The route is generally 1.5m wide with 1.6m at it's widest sections narrowing to a minimum of 1.1m where the bridge crosses the water course as shown in Image 2.3 .
Is the route attractive?	The nature of the route is attractive with well-maintained footways providing a direct link from the site to Ford Railway Station. Ford Road is heavily trafficked during peak hours however flows are reduced outside of the peak hours, with traffic flow and noise significantly lower.

Image 2.1: Dropped kerbs on Ford Lane/ Ford Road junction and commencement of footway towards Ford Railway Station



Image 2.2: Footway from Ford Road towards Ford Railway Station



Image 2.3: Footway approaching Ford Station along Ford Road



Image 2.4: Footway provision on Ford Road



- 2.1.1 In summary, Route 1 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to Ford Railway Station.
- 2.1.2 The width of the footway could be improved in some sections, however the existing surface provides a suitable route for pedestrians. The potential to widen this stretch of footway to a 3.0m wide shared pedestrian/ cycleway will be considered.

Route 1- Recommendations

- 2.1.3 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:
- Provide tactile paving on the Ford Lane/ Ford Road junction with the existing dropped kerb to improve accessibility for visually impaired users; and
 - Provision of street lighting along Ford Road to allow pedestrians to access the station outside of daylight hours safely.

Route 2 – Proposed development along the B2233 Yapton Road/ Burndell Road towards the Yapton Village

- 2.2 Route 2 provides access to the facilities of Yapton Village including the Co-op, local butchers, GP surgery and primary school.

Table 2.2: Audit of Route 2

Route 2 – Proposed development along B2233 Yapton Road/ Burndell Road towards the Yapton Village	
Description of route	1. Exit the site from the pedestrian access on Rollaston Park Road; 2. Head west along Rollaston Park Road using the pedestrian footways provided; 3. Cross Rollaston Park Road junction to the northern footway; 4. Head North on the eastern footway along Burndell Road; 5. Cross the junctions with Fordwater Gardens, Goodhew Close, Downview Road; 6. Proceed along the footway into Yapton Village. Total Distance: 1,200m
Provision for cyclists	Blisham Road forms part of Route 2 of the National Cycle Network and is therefore suitable for on carriageway cycling.
Is the route convenient?	There are existing footways provided along the entire route on the eastern side of the carriageway circa 1.5m in width as shown in Image 2.7 The footway provides access to the bus services and to the facilities available in Yapton village centre.
Is the route accessible?	Dropped kerbs are provided at the junctions with Burndell Road however tactile paving is absent. Informal pedestrian crossing facilities are provided at the Burndell Road and Blisham Road junction with dropped kerbs and tactile paving provided. The signalised puffin crossing facilities located in Yapton village centre provide a safe route for pedestrians.
Is the route safe?	The route is safe with footways in good condition with smooth, good quality surfaces suitable for walking. The route benefits from natural surveillance from residential properties and is street lit from Rollaston Park Road along Burndell Road all the way to the facilities situated in Yapton village centre.
Is the route comfortable?	Footways are provided along the route and remain between 1.5m and 2m wide for the duration of the footway with no pinch points (Image 2.6). The footway allows for two pedestrians to pass one another and is a comfortable width for wheelchair users and prams.
Is the route attractive?	The nature of this route is attractive with street lighting provided along the route with well-maintained footways as demonstrated in Image 2.8 .

Image 2.5: Rollaston Park Road and Yapton Road junction and footway provision



Image 2.6: Footway provision from Rollaston Park Road along Yapton Road heading north west



Image 2.7: Footway and bus stop provision on Burndell Road



Image 2.8: Footway on Burndell Road approaching local facilities in Yapton



- 2.2.1 In summary, Route 2 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to the facilities in Yapton village centre and bus services to further afield.
- 2.2.2 The existing surface is suitable for walking, is street lit and is a well maintained pedestrian route to the local facilities available in Yapton village centre.

Route 2- Recommendations

2.2.3 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:

- Provide tactile paving on the Rollaston Road/ Yapton Road junction with the existing dropped kerbs to improve accessibility for visually impaired users;
- Provide dropped kerbs with tactile paving with crossing point to bus stop on the western side of Yapton Road approximately 60m northwest from the Rollaston Park Road junction; and
- Provision of tactile paving at the following junctions with B2233 Burndell Road:
 - Johnson Way junction;
 - Fordwater Gardens;
 - Goodhew Close; and
 - Downview Road.

Route 3 –A259 along Ferry Road east towards Littlehampton

- 2.3 There are a large number of local services and facilities located in Littlehampton town centre east of the site. It is likely that this route will be used by future residents of the development to access Littlehampton which is within a reasonable cycle distance from the site.

Table 2.3: Audit of Route 3

Route 3 – A259 along Ferry Road east towards Littlehampton	
Description of route	1. Exit the site from the pedestrian access provided onto Horsemere Green Lane; 2. Head east along Horsemere Green Lane and at the junction with Church Lane head south; 3. On approach to the A259 join with the shared footway/cycleway on the northern side of the carriageway for approximately 500m; Cross the A259 at the pedestrian refuge island provided to the west of Ferry Road; 4. Head South along Ferry Road; 5. At the end of Ferry Road use the footbridge over the River Arun to access Littlehampton. Total Distance: 3,000m
Provision for cyclists	A shared footway/ cycleway is provided along the section of the A259 between Church Lane and Ferry Road. This route forms part of Route 2 of the National Cycle Network and is therefore suitable for on carriageway cycling. The route extends across the footbridge over the River Arun into the town of Littlehampton as shown in Image 2.10 .
Is the route convenient?	There is an existing footway provided along the entirety of Ferry Road on the northern side of the carriageway. The footway provides a segregated footway along Ferry Road heading east towards the town of Littlehampton with a width of circa 1m (Image 2.9).
Is the route accessible?	The footbridge over the River Arun provides access across to Littlehampton for both pedestrians and cyclists and forms part of the National Cycle route 2 as shown in Image 2.10 .
Is the route safe?	This route is safe, with the footways in relatively good condition with segregated hard surfaces which are suitable for walking.
Is the route comfortable?	Footways along Ferry Road are separate from the carriageway by a grass verge as shown in Image 2.9 .
Is the route attractive?	The nature of this route is pleasant and is attractive. Ferry Road is lightly trafficked making it suitable for cycling on the carriageway. The existing footway provides an attractive route as it is separated from the carriageway.

Image 2.9: Footway provision along Ferry Road



Image 2.10: Footbridge over the River Arun to Littlehampton



- 2.3.1 In summary, Route 3 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to further facilities in the town of Littlehampton.

Route 3- Recommendations

- 2.3.2 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:
- Enhance provision on eastern side of carriageway to provide connection to National Cycle Network Route 2.

Route 4 – Existing Byway 197 linking Crookthorn Lane to Climping Beach

- 2.4 This route consists of Byway 197, providing a connection between Crookthorn Lane and Climping Beach to the south of the site.

Table 2.4: Audit of Route 4

Route 4 – Ford Road between proposed development and Ford Railway Station	
Description of route	1. Route west on Brookpits Lane for approximately 75m, passing Clymping C of E Primary School; 2. Continue south along Byway 197 for the remaining 975m to Climping Beach; Total Distance: 1,050m
Provision for cyclists	The route from Crookthorn Lane to Climping Beach is classified as a Byway; these are deemed suitable for cycle travel. The width of the track remains consistent along its extent, approximately 4.3m.
Is the route convenient?	The route provides a direct link between Crookthorn Lane and Climping Beach. A wider PROW network, including footpaths 171, 172 and 169, is accessible off Byway 197 that provide connections to Climping Street and Ferry Road as shown in Image 2.11 .
Is the route accessible?	The route is accessible via walking cycling however, despite being classified as a byway, vehicular travel is not possible given the quality of the track surface in some sections.
Is the route safe?	The byway is not fit for vehicular travel and is not situated near any carriageways. As a result pedestrians and cyclists are not at risk from collisions involving vehicles.
Is the route comfortable?	The route is predominantly flat however some sections of the track display potholes and uneven surfaces as shown in Image 2.12 .
Is the route attractive?	The nature of this route is pleasant and is attractive. The gravel track is bordered on both sides by well-maintained farmland, with views to surrounding fields as shown in Image 2.13 .

Image 2.11: Additional Footways off Byway 197



Image 2.12: Uneven Track Surface



Image 2.13: Route Aesthetics



2.4.1 In summary, Route 4 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to Climping Beach to the south of the site.

2.4.2 The route consists of a wide track, the majority being flat with a good standard of surfacing. Additional footpaths are accessible off the main track, providing connections to Climping Street and Ferry Road.

Route 4 - Recommendations

2.4.3 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:

- Re-surfacing works on the uneven or damaged sections of footpath.

Route 5 – Public Right of Way between Station Road and Footpath 206 along River Arun

- 2.5 This route provides a connection between Station Road to the east of the site and Footpath 206 along the River Arun. Footpath 206 provides onward routes north towards Arundel and south towards Littlehampton.

Table 2.5: Audit of Route 5

Route 5 – Between Station Road and Footpath 206	
Description of route	- Exit the site from the Ford Road access; - Head north from the development site along Ford Road using the footway provided on the western side; - Cross the junction with Rodney Crescent and Ford Lane; - Cross Station Road onto Footpath 364_1, following the route past the northern side of the Church of St Andrew. - Continue along Footpath 200_5 towards the Ship and Anchor Marina where the route joins Footpath 206. Total Distance: 644m
Provision for cyclists	Cycle travel is not permitted on designated Footpaths.
Is the route convenient?	The route provides a convenient off-carriageway link between Station Road and Footpath 206 to the east of the site.
Is the route accessible?	The route is a designated Footpath and is accessible only via walking. The first part of the footpath consists of a wide gravelled track (Image 2.14), used to provide vehicular access to the Church of Saint Andrew. The remainder of the route is made up of grass or earth tracks (Image 2.15). A section of Footpath 206 crosses a slipway that serves the Ship and Anchor Marina. During periods of high water, the footpath is submerged; this may require a diversion of the public right of way (Image 2.16).
Is the route safe?	The route diverges from the main carriageway, segregating pedestrians from the main flow of vehicular traffic. Despite the first part of the route consisting of a vehicular access track, this section is signposted as private and the volume of vehicles is low. The rural part of the route is well defined and wide enough for 2 people to pass in opposing directions. The track surfaces are even with little debris (Image 2.17).
Is the route comfortable?	The track surfaces are predominantly level with one section of moderate gradient change lasting approximately 6m (Image 2.18).
Is the route attractive?	The first part of the route is bordered to the north by residential gardens and to the south by agricultural fields. The rural section of the route is bordered in some sections by vegetation and agricultural fields in others. The lack of urban scenery makes the route pleasant with views of the River Arun and rural landscapes (Image 2.19).

Image 2.14: Gravel track forming the first section of the route



Image 2.15: Rural section of the route



Image 2.16: Obstruction of Footpath 206



Image 2.17: Even track surfaces



Image 2.18: Moderate gradient change



Image 2.19: Route aesthetics



2.5.1 In summary, Route 5 is in line with the five core principles for walking routes and provides pedestrians with access to Footpath 206 for onward travel opportunities to Arundel and Littlehampton.

2.5.2 The route consists of both grass tracks and a hardstanding private road. The majority of the route remains a consistent gradient with the exception of a 6m stretch of track, leading up to the western bank.

Route 5 - Recommendations

2.5.3 To improve the pedestrian accessibility along this route the following improvements are proposed:

- Re-routing of Footpath 206 to avoid obstruction during periods of high water.

SECTION 3 SUMMARY

- 3.1 This audit demonstrates that the routes considered in the NMU Audit address the key desire lines for likely travel to and from the site and fulfil the five core principles common to both pedestrians and cyclists identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 guidance. The audit is also in line with WSCC Walking and Cycling Strategy 2016-2026 and will help to encourage future residents to choose walking and cycling as the preferred mode of travel to local destinations and help promote a healthier lifestyle.
- 3.1.1 The audit identifies that the local pedestrian/cycle infrastructure meets the five key tests, with footways typically sufficiently wide to allow a pedestrian to pass a wheelchair user. Local roads are generally lightly trafficked and crossing facilities are provided in most locations along the routes considered. Traffic speeds are low (20/30mph) and road conditions support on road cycling where there is no formal cycle provision. Route 1 provides a lightly trafficked route along Ford Road from Ford Lane to Ford Railway Station for onwards journeys to destinations further afield. Route 2 provides a route from the west of the site along Burndell Road into the village of Yapton. Route 3 provides a route suitable for cyclists and pedestrians along Ferry Road from the A259 towards the town of Littlehampton.
- 3.1.2 All of these routes are safe, suitable and provide generally attractive connections to the local facilities and services. Designated footways are provided for the routes identified and route 2 provides street lighting for the entirety of the route.
- 3.1.3 Notwithstanding, the generally good standard of pedestrian infrastructure, further enhancements including crossing points with dropped kerbs and the provision of tactile paving and street lighting as outlined in this audit are proposed to improve accessibility for future pedestrians and cyclists using these routes.

APPENDIX D. TRICS Outputs

Calculation Reference: AUDIT-236601-180601-0640

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
ES	EAST SUSSEX	1 days
HC	HAMPSHIRE	2 days
SC	SURREY	2 days
WS	WEST SUSSEX	2 days

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

Secondary Filtering selection:

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

Parameter:	Number of dwellings
Actual Range:	188 to 500 (units:)
Range Selected by User:	100 to 1412 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/10 to 21/03/17
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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	3 days
Thursday	3 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4

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	6
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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	5 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	6 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	7 days
-----	--------

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

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-M-07	MIXED HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	188	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
2	HC-03-M-06	HOUSES & FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	TITCHFIELD		
	NEAR FAREHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	328	
	Survey date: WEDNESDAY	04/11/15	Survey Type: MANUAL
3	HC-03-M-07	MIXED HOUSES & FLATS	HAMPSHIRE
	ALDERMASTON ROAD		
	BASINGSTOKE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	236	
	Survey date: TUESDAY	21/03/17	Survey Type: MANUAL
4	SC-03-M-06	HOUSES & FLATS	SURREY
	ST ANNE'S DRIVE		
	REDHILL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	500	
	Survey date: WEDNESDAY	11/12/13	Survey Type: MANUAL
5	SC-03-M-07	HOUSES/FLATS	SURREY
	EPSOM ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	199	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
6	WS-03-M-04	HOUSES & FLATS	WEST SUSSEX
	SUMMERSDALE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	214	
	Survey date: THURSDAY	08/05/14	Survey Type: MANUAL
7	WS-03-M-12	HOUSES & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	192	
	Survey date: WEDNESDAY	27/04/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	265	0.061	7	265	0.255	7	265	0.316
08:00 - 09:00	7	265	0.130	7	265	0.346	7	265	0.476
09:00 - 10:00	7	265	0.111	7	265	0.144	7	265	0.255
10:00 - 11:00	7	265	0.097	7	265	0.132	7	265	0.229
11:00 - 12:00	7	265	0.106	7	265	0.113	7	265	0.219
12:00 - 13:00	7	265	0.109	7	265	0.116	7	265	0.225
13:00 - 14:00	7	265	0.113	7	265	0.114	7	265	0.227
14:00 - 15:00	7	265	0.109	7	265	0.140	7	265	0.249
15:00 - 16:00	7	265	0.230	7	265	0.136	7	265	0.366
16:00 - 17:00	7	265	0.215	7	265	0.123	7	265	0.338
17:00 - 18:00	7	265	0.273	7	265	0.116	7	265	0.389
18:00 - 19:00	7	265	0.251	7	265	0.134	7	265	0.385
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.805			1.869			3.674	

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.

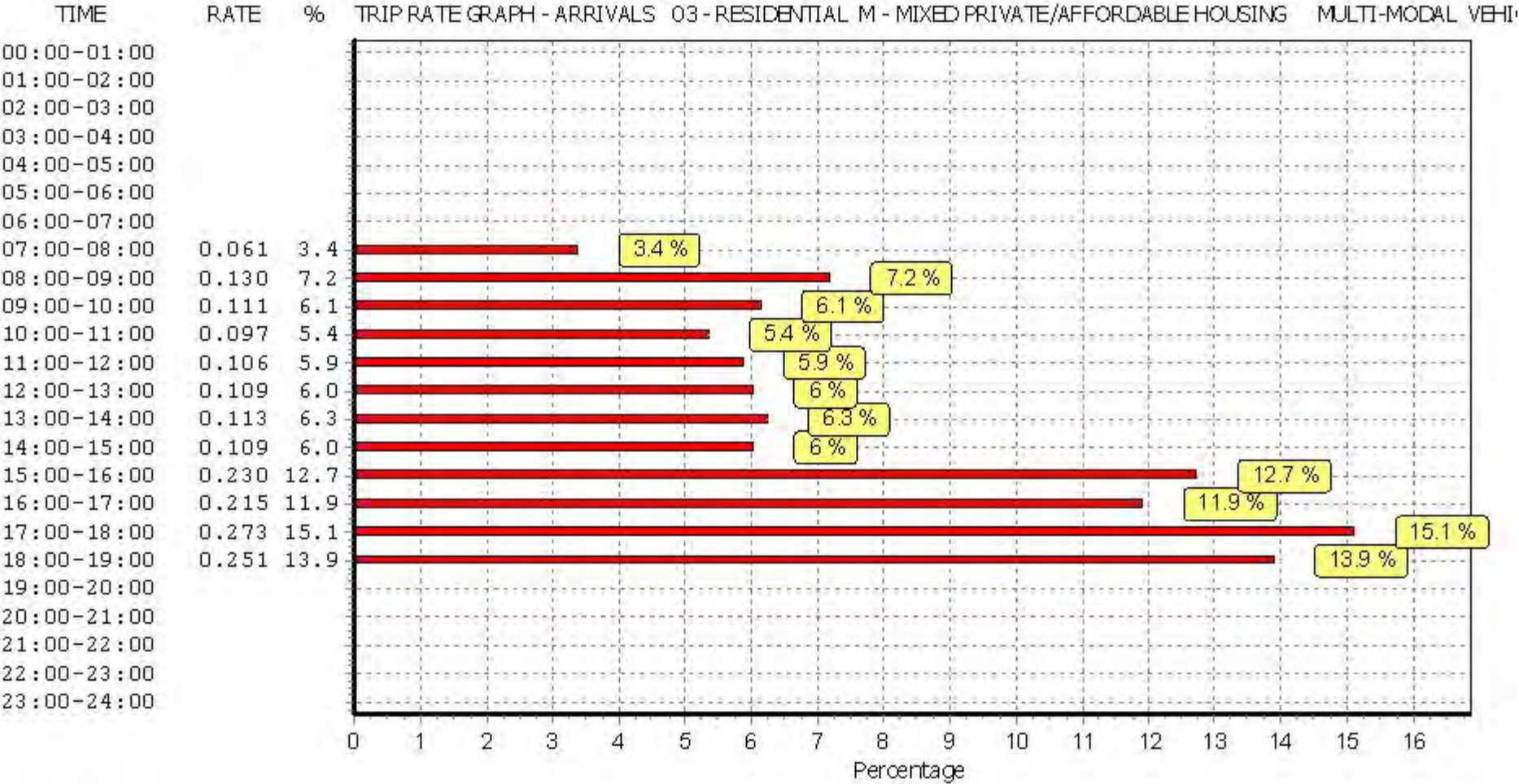
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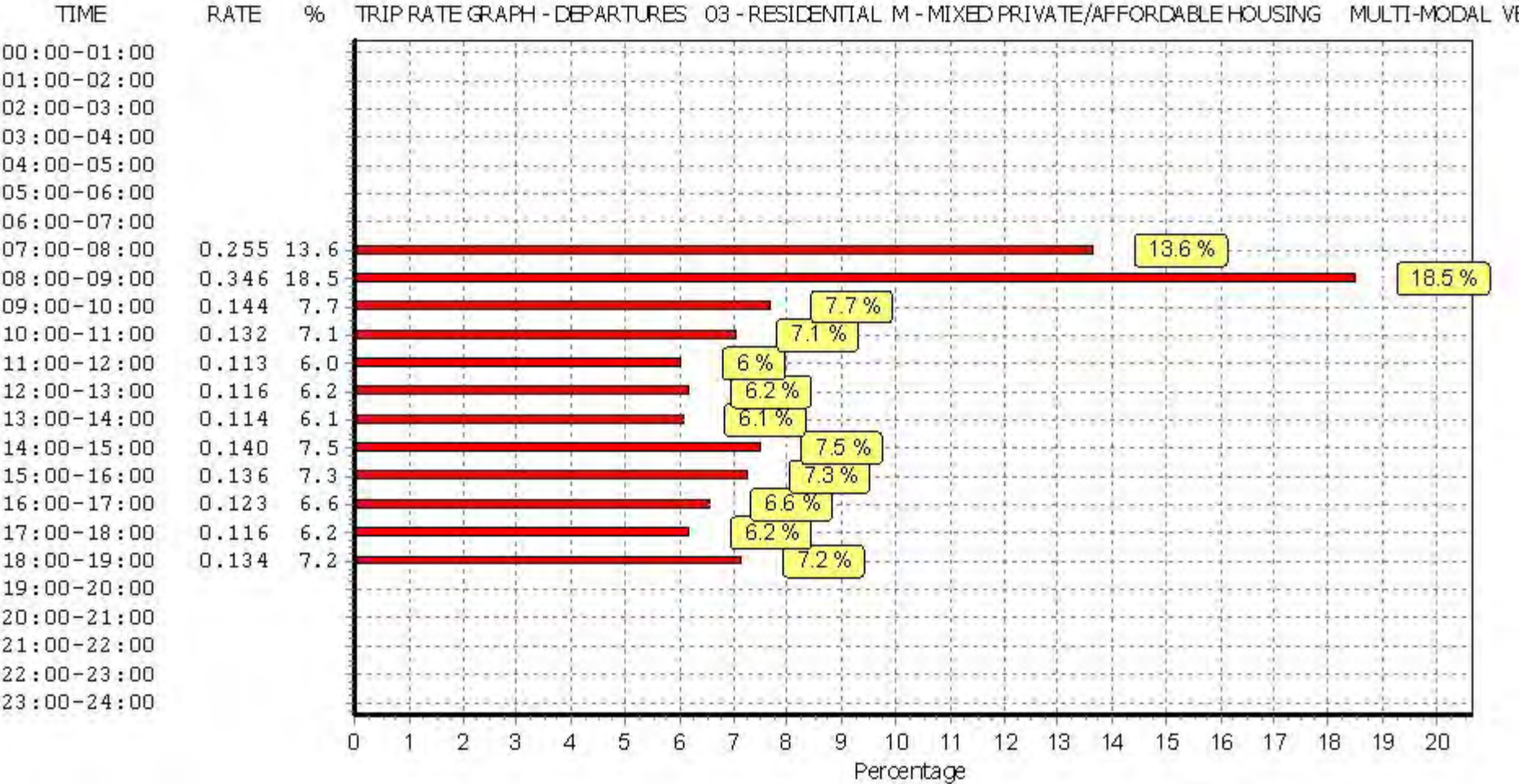
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

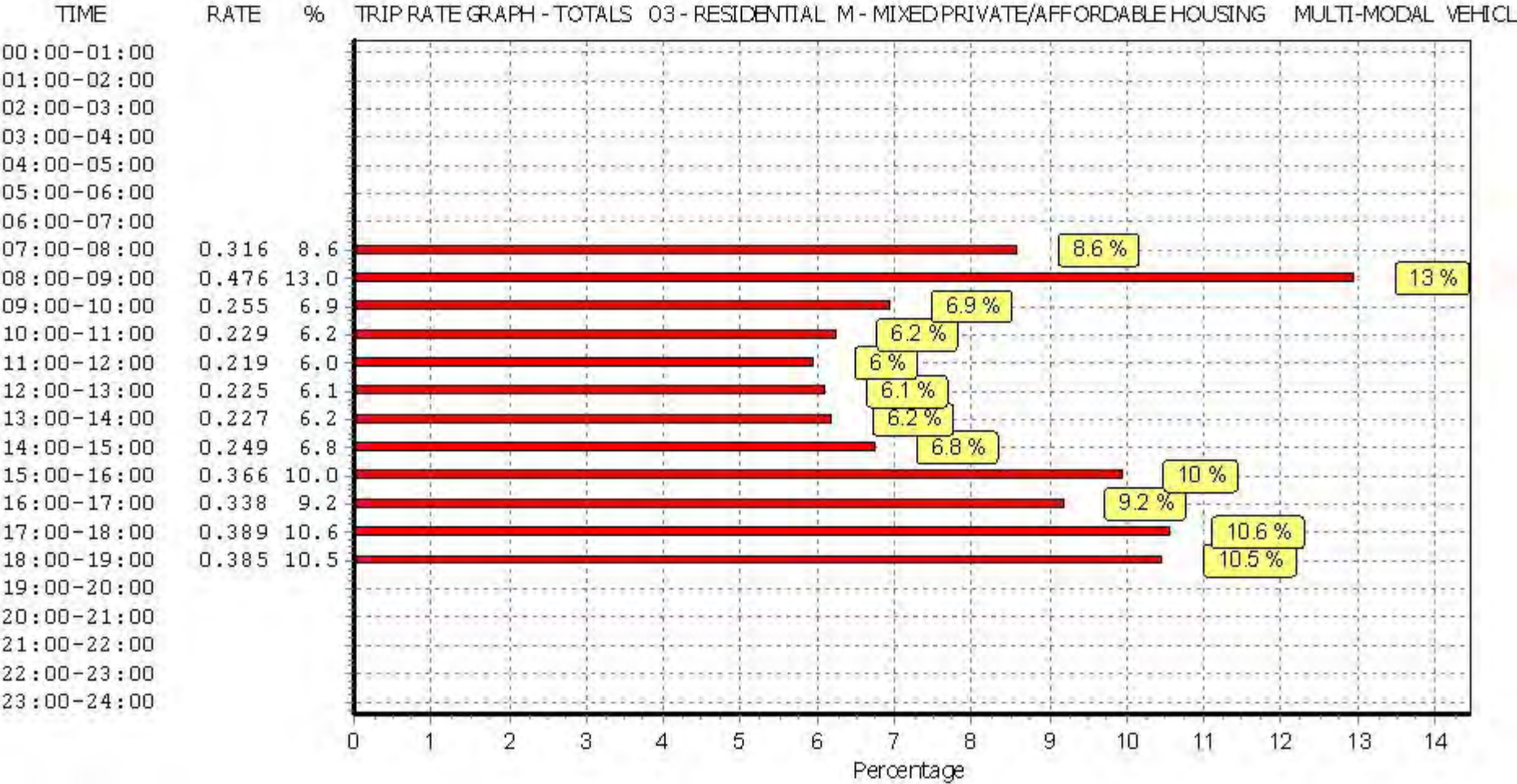
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.002	7	265	0.002	7	265	0.004
08:00 - 09:00	7	265	0.011	7	265	0.012	7	265	0.023
09:00 - 10:00	7	265	0.003	7	265	0.003	7	265	0.006
10:00 - 11:00	7	265	0.003	7	265	0.003	7	265	0.006
11:00 - 12:00	7	265	0.004	7	265	0.004	7	265	0.008
12:00 - 13:00	7	265	0.003	7	265	0.004	7	265	0.007
13:00 - 14:00	7	265	0.002	7	265	0.001	7	265	0.003
14:00 - 15:00	7	265	0.003	7	265	0.003	7	265	0.006
15:00 - 16:00	7	265	0.013	7	265	0.015	7	265	0.028
16:00 - 17:00	7	265	0.002	7	265	0.002	7	265	0.004
17:00 - 18:00	7	265	0.004	7	265	0.003	7	265	0.007
18:00 - 19:00	7	265	0.002	7	265	0.003	7	265	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.055			0.107

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.

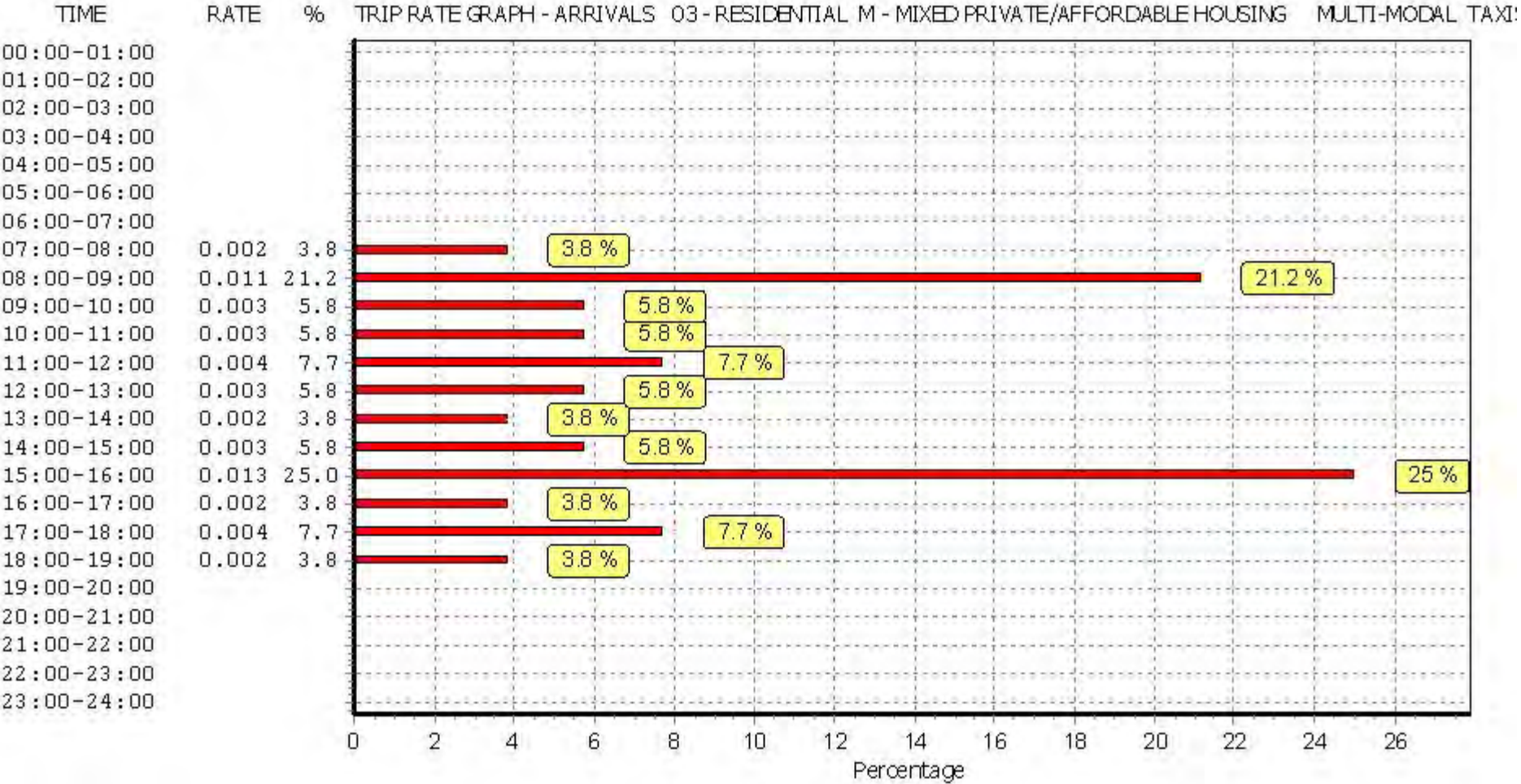
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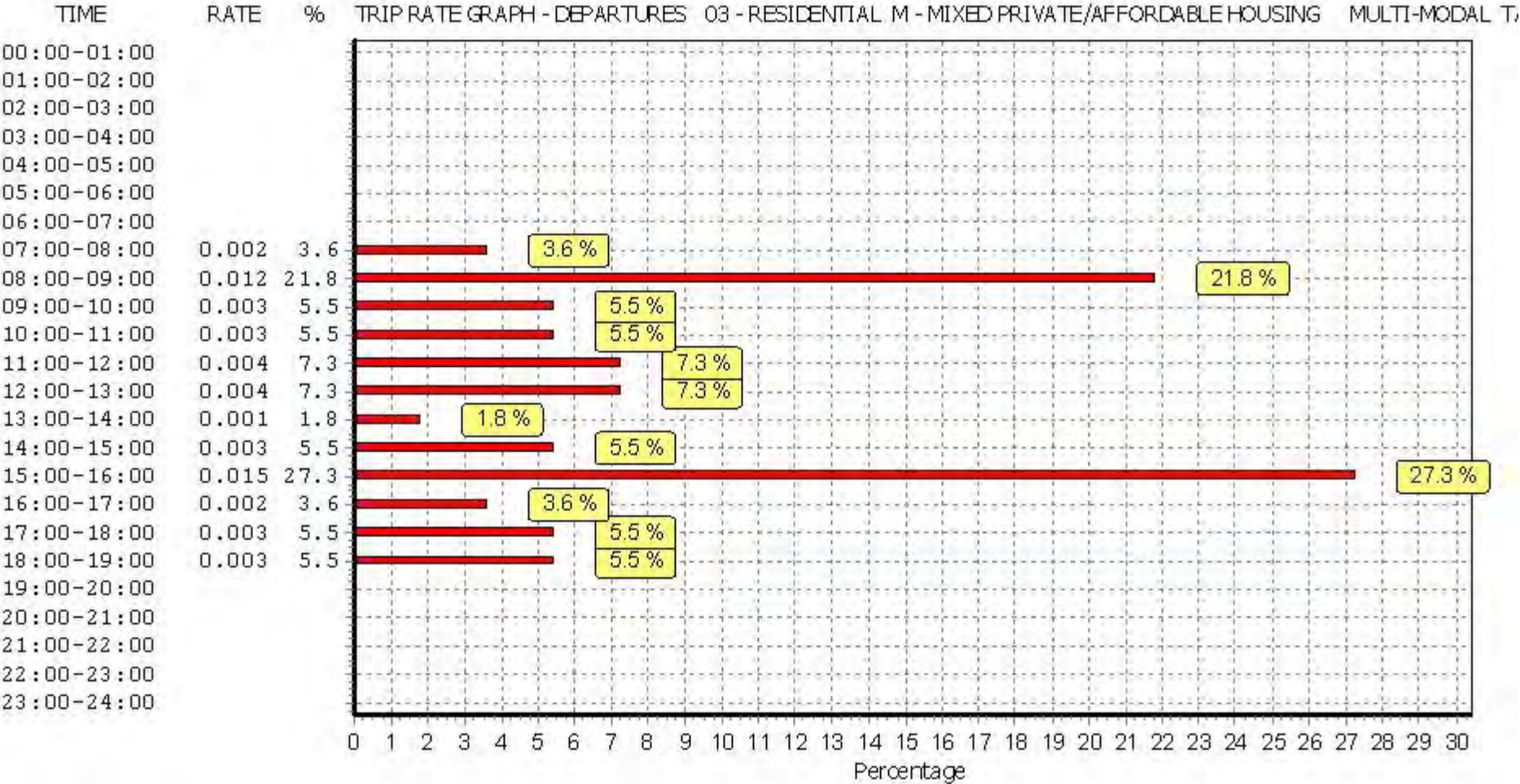
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

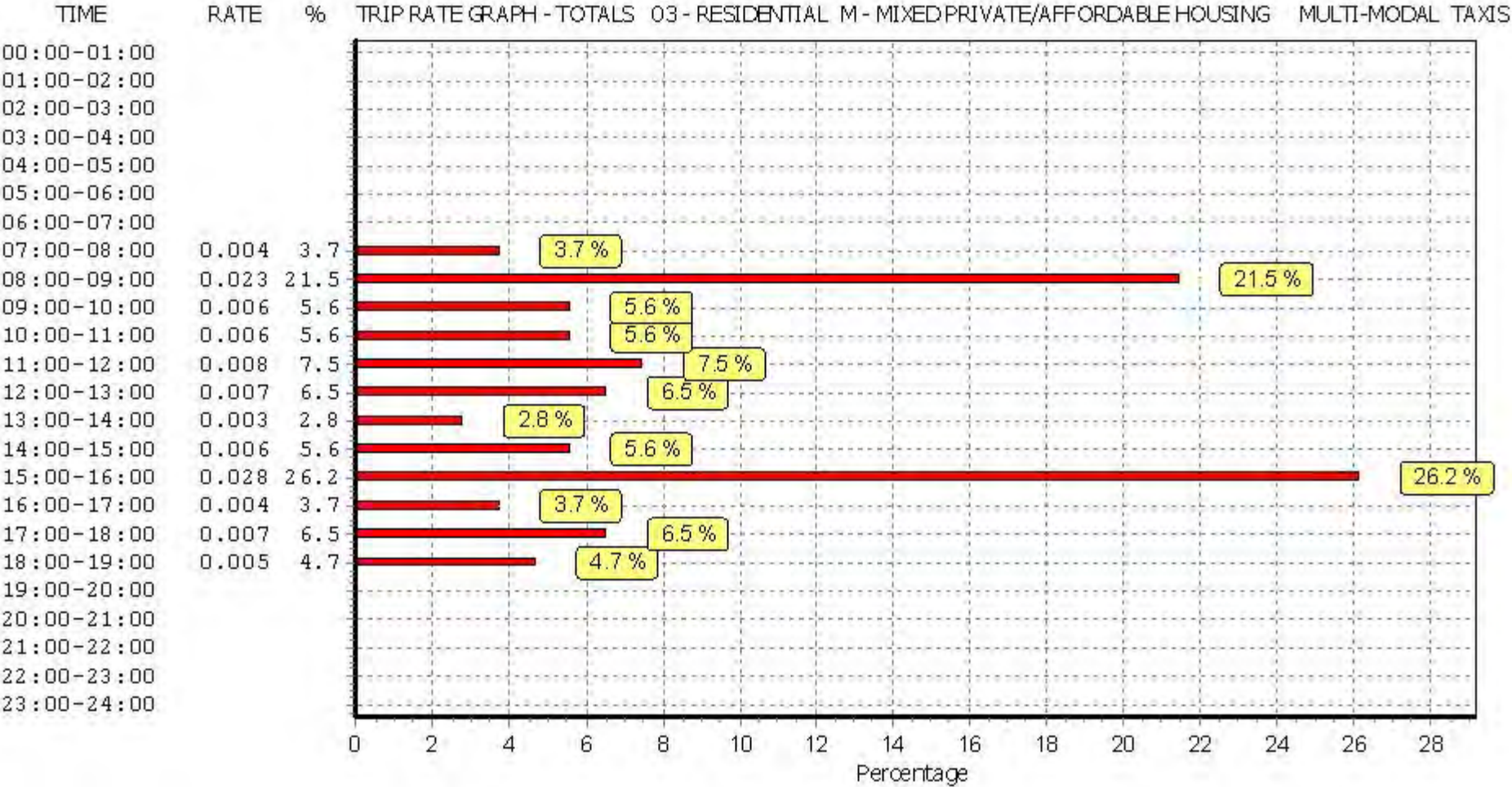
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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.001	7	265	0.001	7	265	0.002
08:00 - 09:00	7	265	0.001	7	265	0.000	7	265	0.001
09:00 - 10:00	7	265	0.001	7	265	0.002	7	265	0.003
10:00 - 11:00	7	265	0.002	7	265	0.002	7	265	0.004
11:00 - 12:00	7	265	0.001	7	265	0.001	7	265	0.002
12:00 - 13:00	7	265	0.002	7	265	0.001	7	265	0.003
13:00 - 14:00	7	265	0.001	7	265	0.002	7	265	0.003
14:00 - 15:00	7	265	0.002	7	265	0.002	7	265	0.004
15:00 - 16:00	7	265	0.001	7	265	0.001	7	265	0.002
16:00 - 17:00	7	265	0.000	7	265	0.000	7	265	0.000
17:00 - 18:00	7	265	0.000	7	265	0.000	7	265	0.000
18:00 - 19:00	7	265	0.000	7	265	0.000	7	265	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			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.

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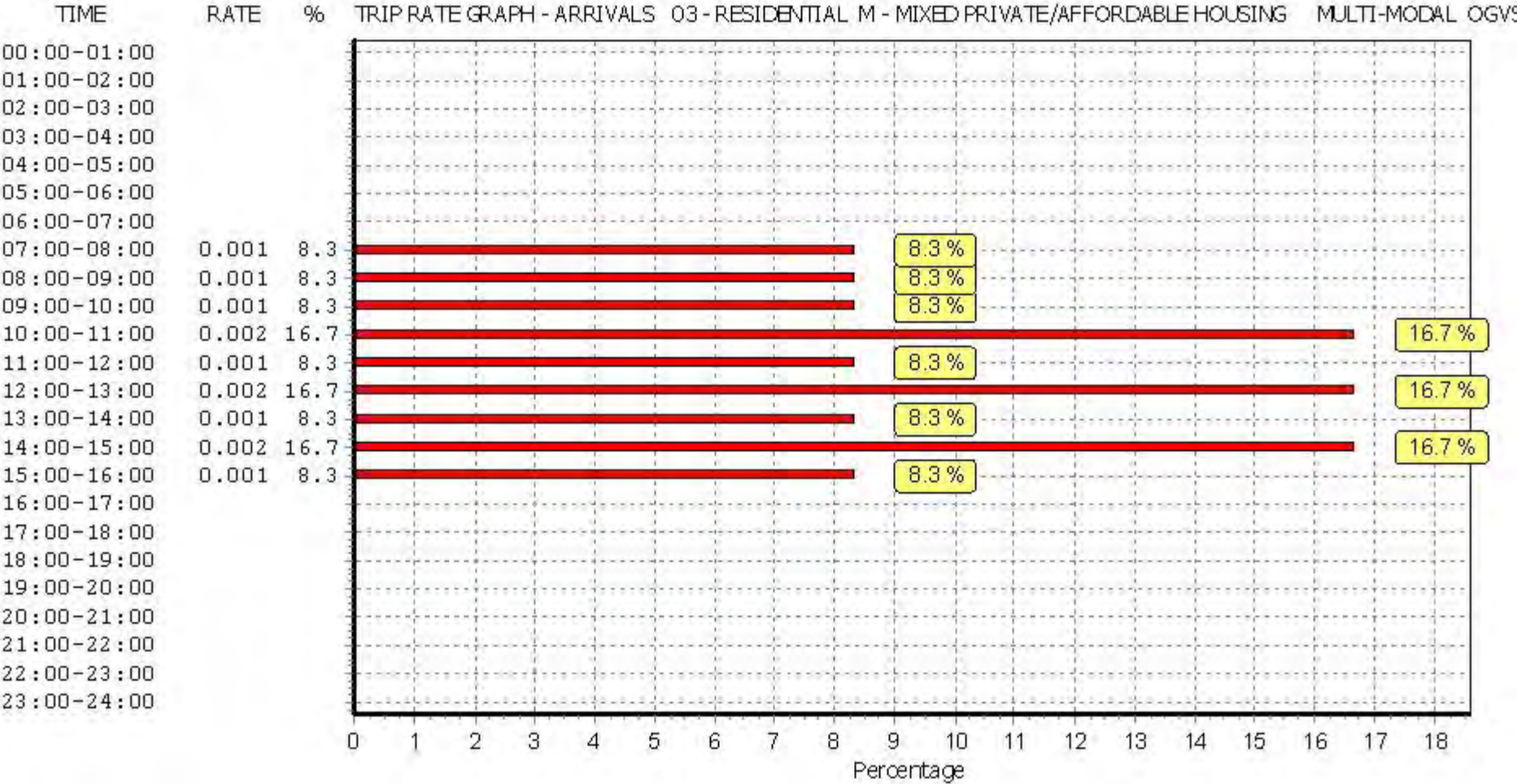
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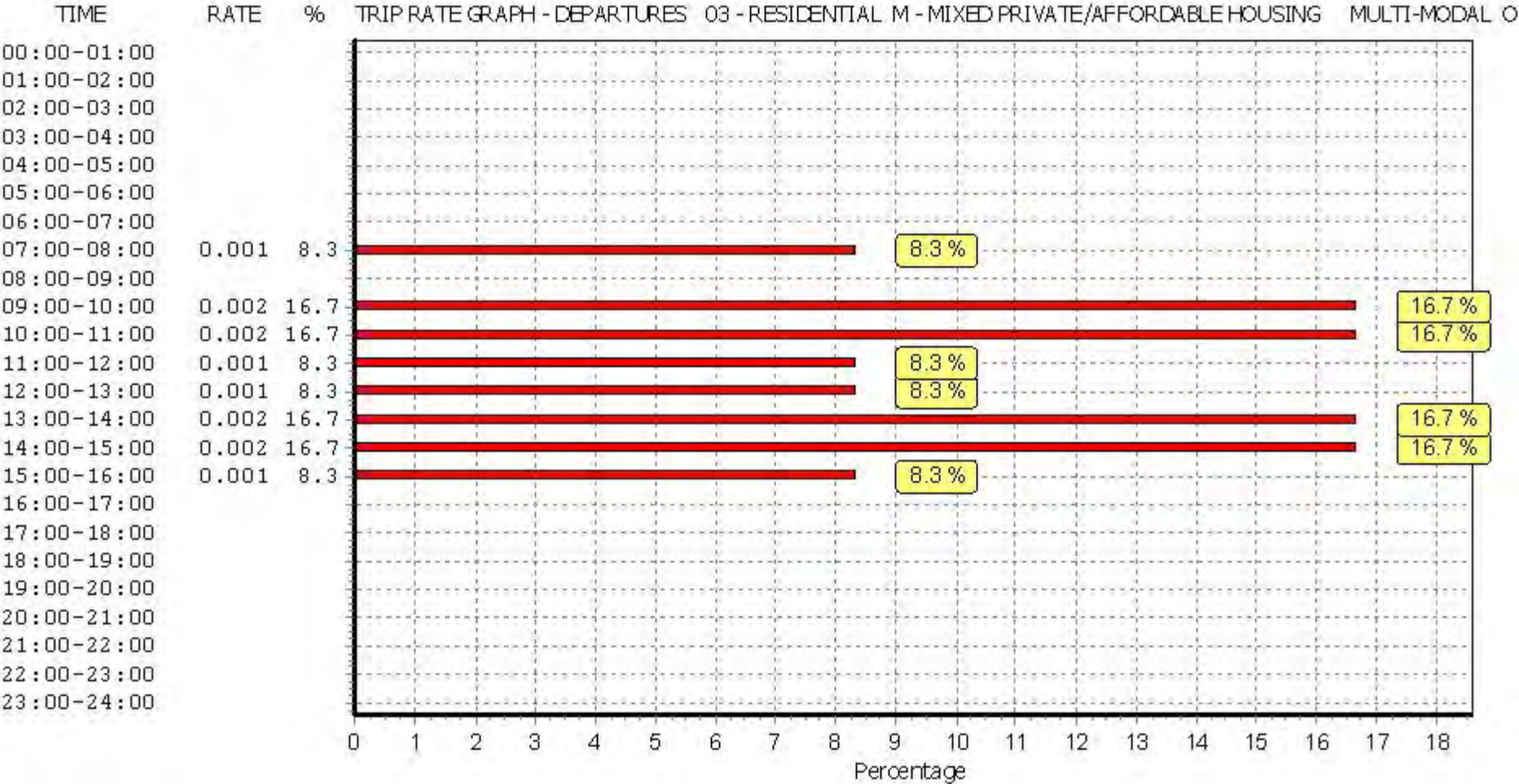
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

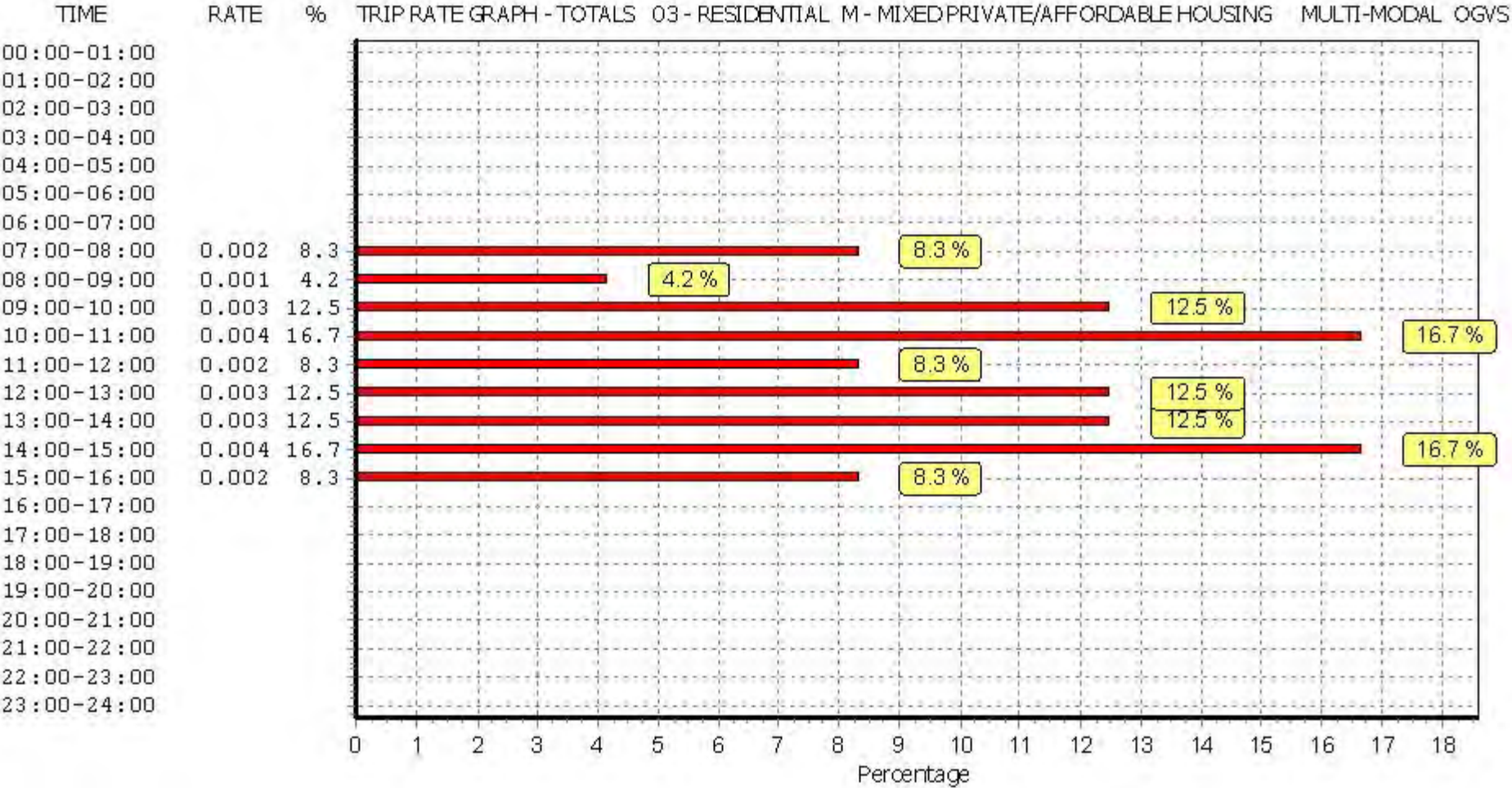
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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	7	265	0.000	7	265	0.000	7	265	0.000
08:00 - 09:00	7	265	0.000	7	265	0.000	7	265	0.000
09:00 - 10:00	7	265	0.000	7	265	0.000	7	265	0.000
10:00 - 11:00	7	265	0.000	7	265	0.000	7	265	0.000
11:00 - 12:00	7	265	0.000	7	265	0.000	7	265	0.000
12:00 - 13:00	7	265	0.000	7	265	0.000	7	265	0.000
13:00 - 14:00	7	265	0.000	7	265	0.000	7	265	0.000
14:00 - 15:00	7	265	0.000	7	265	0.000	7	265	0.000
15:00 - 16:00	7	265	0.000	7	265	0.000	7	265	0.000
16:00 - 17:00	7	265	0.000	7	265	0.000	7	265	0.000
17:00 - 18:00	7	265	0.001	7	265	0.001	7	265	0.002
18:00 - 19:00	7	265	0.000	7	265	0.000	7	265	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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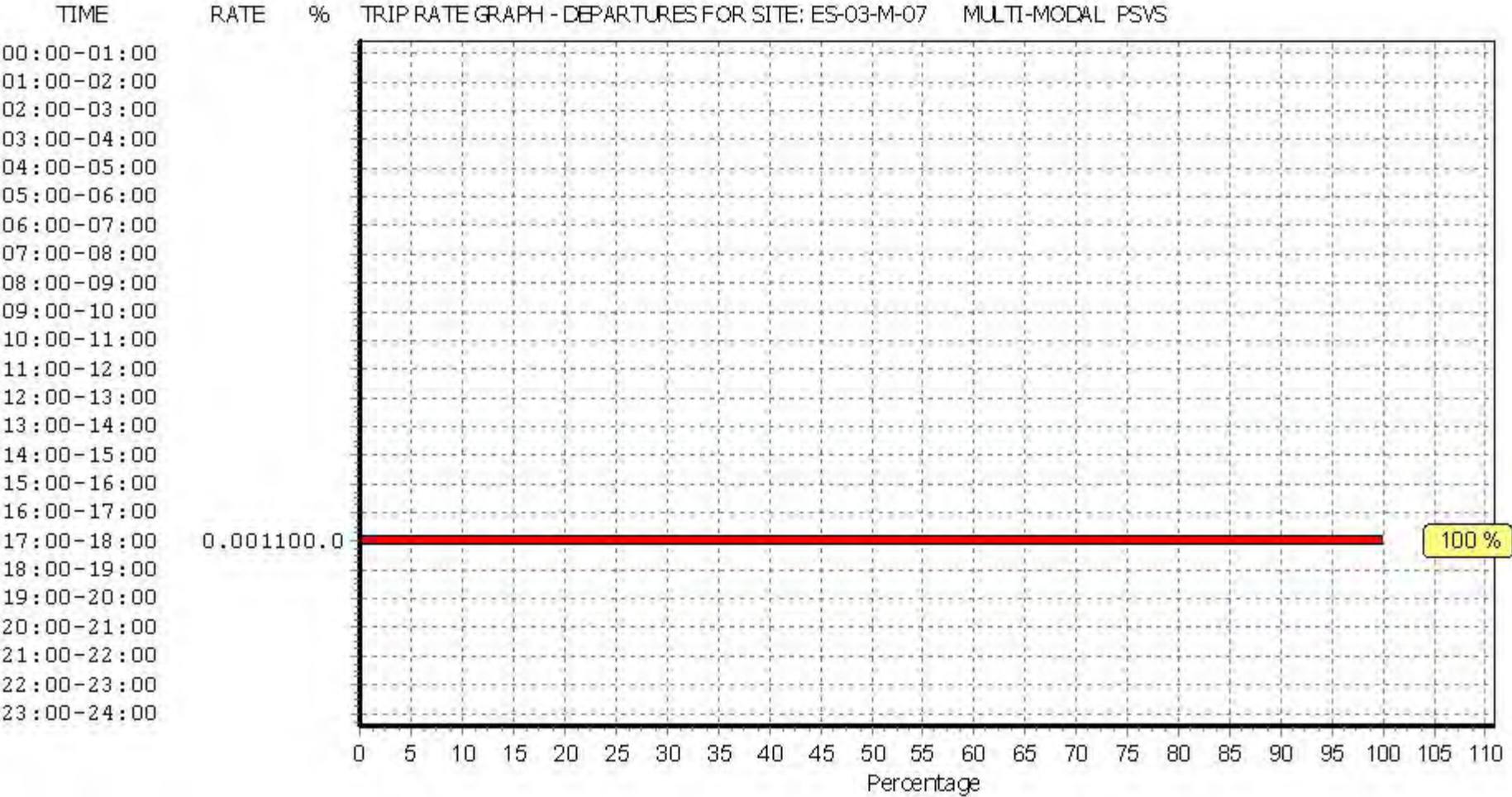
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

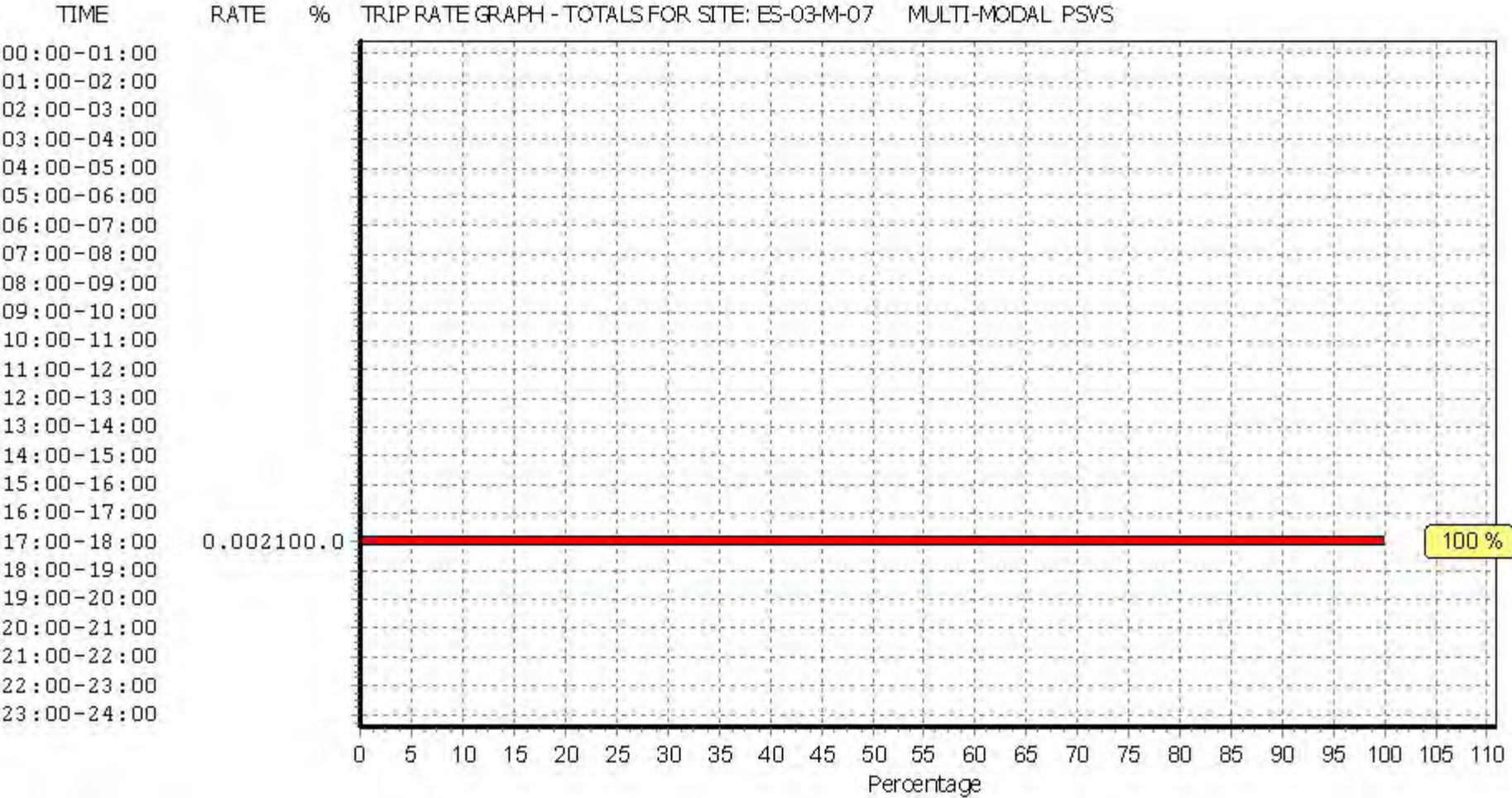
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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.002	7	265	0.013	7	265	0.015
08:00 - 09:00	7	265	0.004	7	265	0.017	7	265	0.021
09:00 - 10:00	7	265	0.006	7	265	0.009	7	265	0.015
10:00 - 11:00	7	265	0.002	7	265	0.002	7	265	0.004
11:00 - 12:00	7	265	0.001	7	265	0.004	7	265	0.005
12:00 - 13:00	7	265	0.003	7	265	0.003	7	265	0.006
13:00 - 14:00	7	265	0.004	7	265	0.003	7	265	0.007
14:00 - 15:00	7	265	0.003	7	265	0.003	7	265	0.006
15:00 - 16:00	7	265	0.009	7	265	0.003	7	265	0.012
16:00 - 17:00	7	265	0.010	7	265	0.005	7	265	0.015
17:00 - 18:00	7	265	0.015	7	265	0.006	7	265	0.021
18:00 - 19:00	7	265	0.007	7	265	0.003	7	265	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.071			0.137

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

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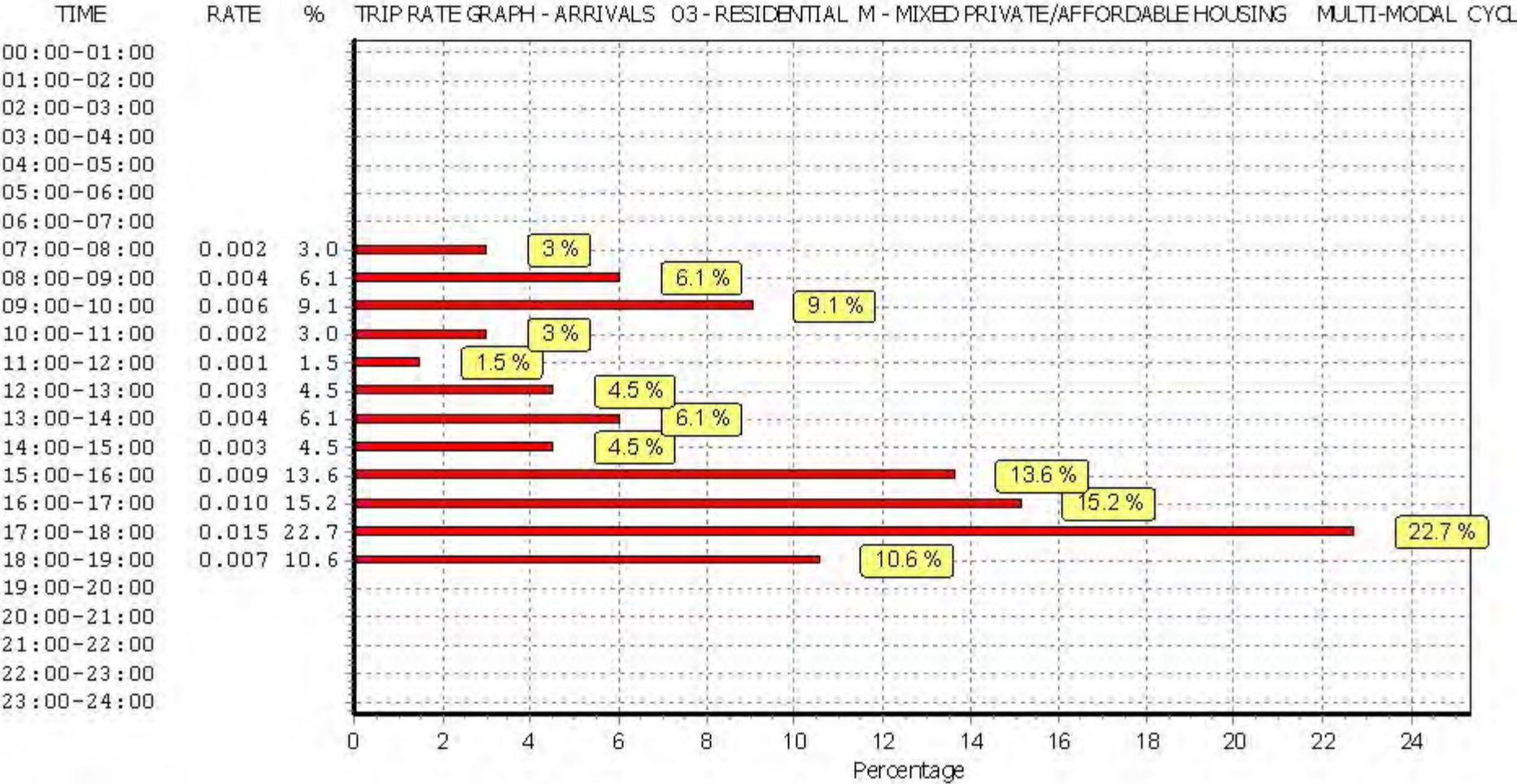
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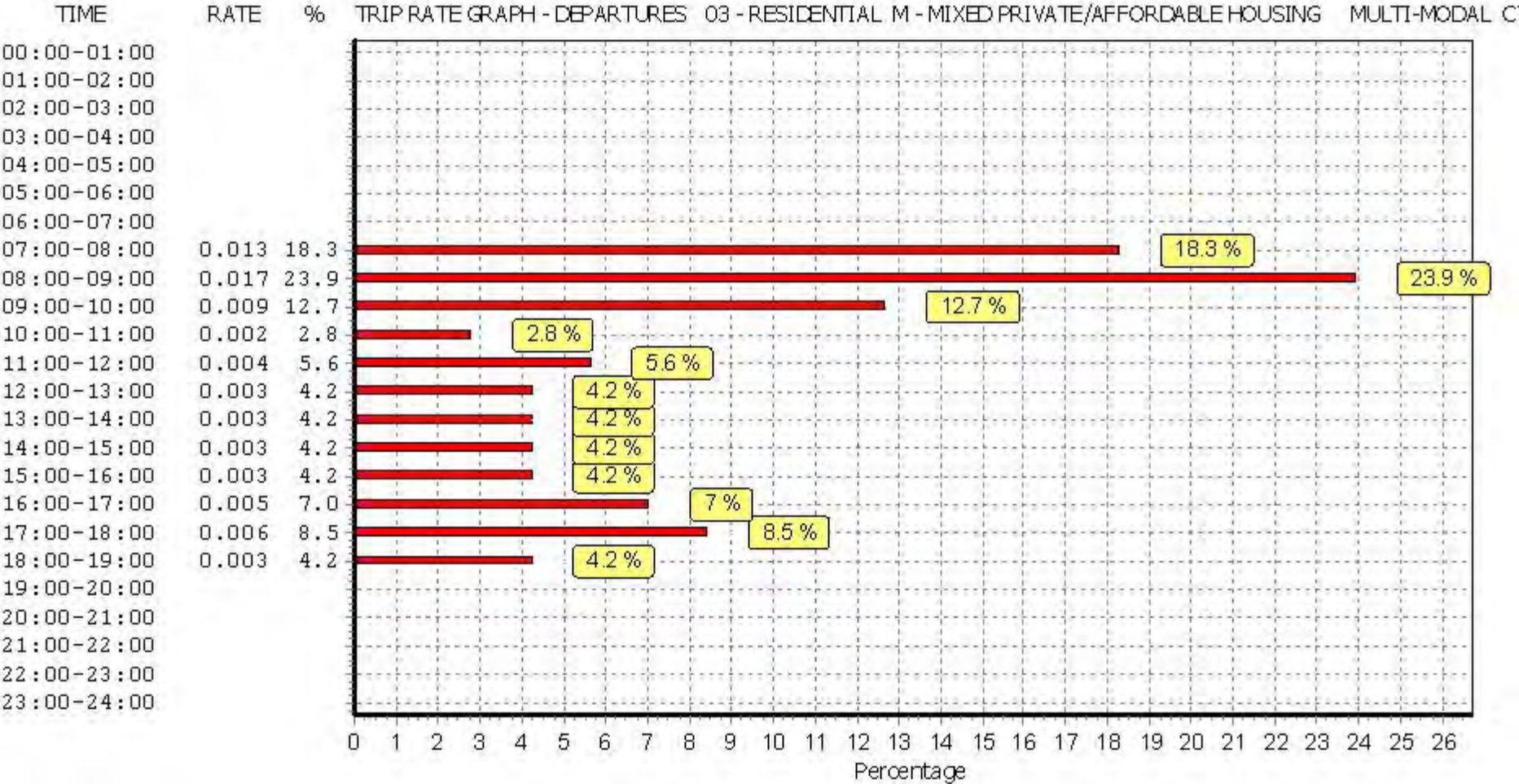
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

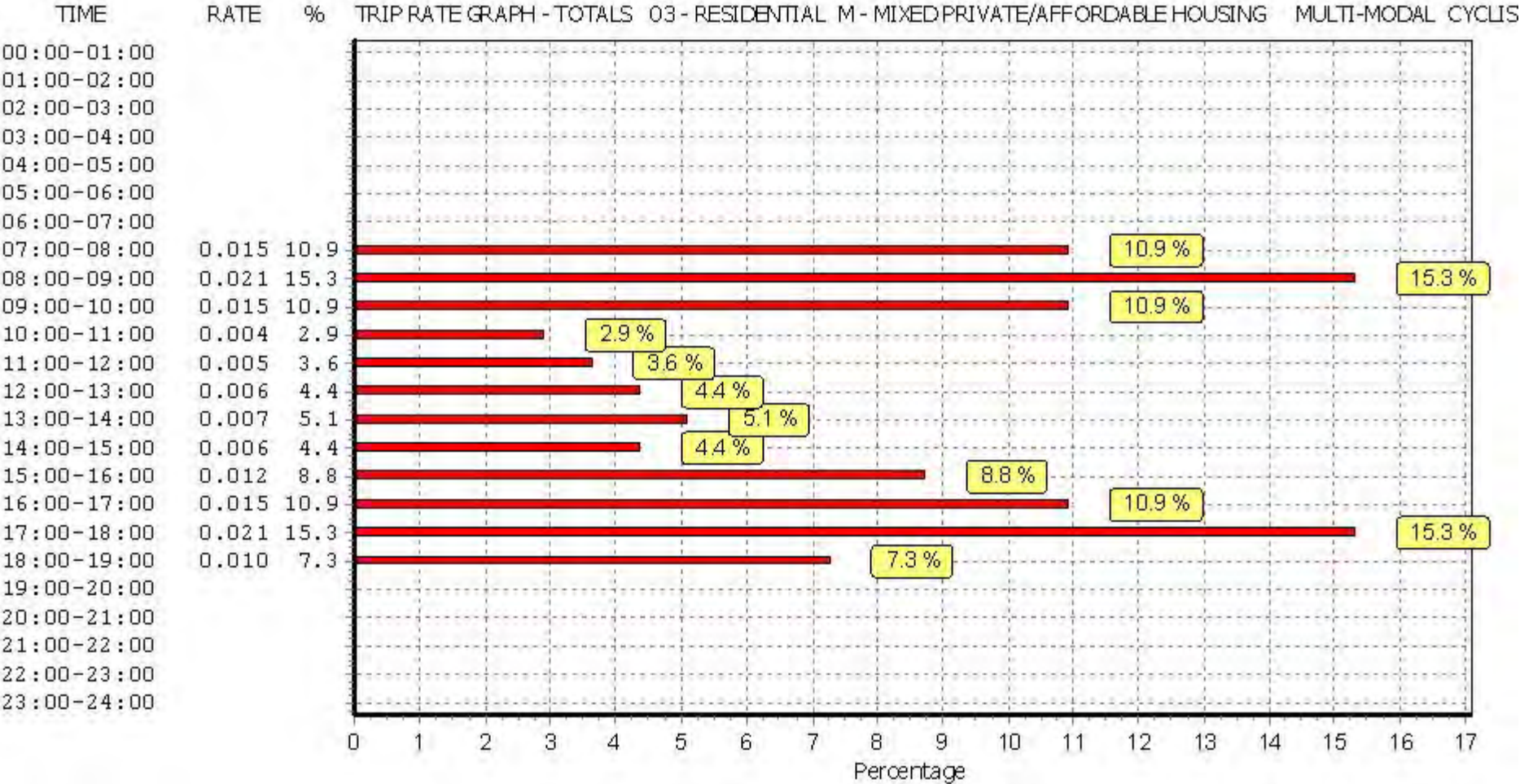
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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.074	7	265	0.333	7	265	0.407
08:00 - 09:00	7	265	0.148	7	265	0.549	7	265	0.697
09:00 - 10:00	7	265	0.135	7	265	0.182	7	265	0.317
10:00 - 11:00	7	265	0.111	7	265	0.160	7	265	0.271
11:00 - 12:00	7	265	0.127	7	265	0.138	7	265	0.265
12:00 - 13:00	7	265	0.135	7	265	0.145	7	265	0.280
13:00 - 14:00	7	265	0.141	7	265	0.135	7	265	0.276
14:00 - 15:00	7	265	0.139	7	265	0.174	7	265	0.313
15:00 - 16:00	7	265	0.374	7	265	0.171	7	265	0.545
16:00 - 17:00	7	265	0.301	7	265	0.162	7	265	0.463
17:00 - 18:00	7	265	0.353	7	265	0.142	7	265	0.495
18:00 - 19:00	7	265	0.312	7	265	0.162	7	265	0.474
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.350			2.453			4.803

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.

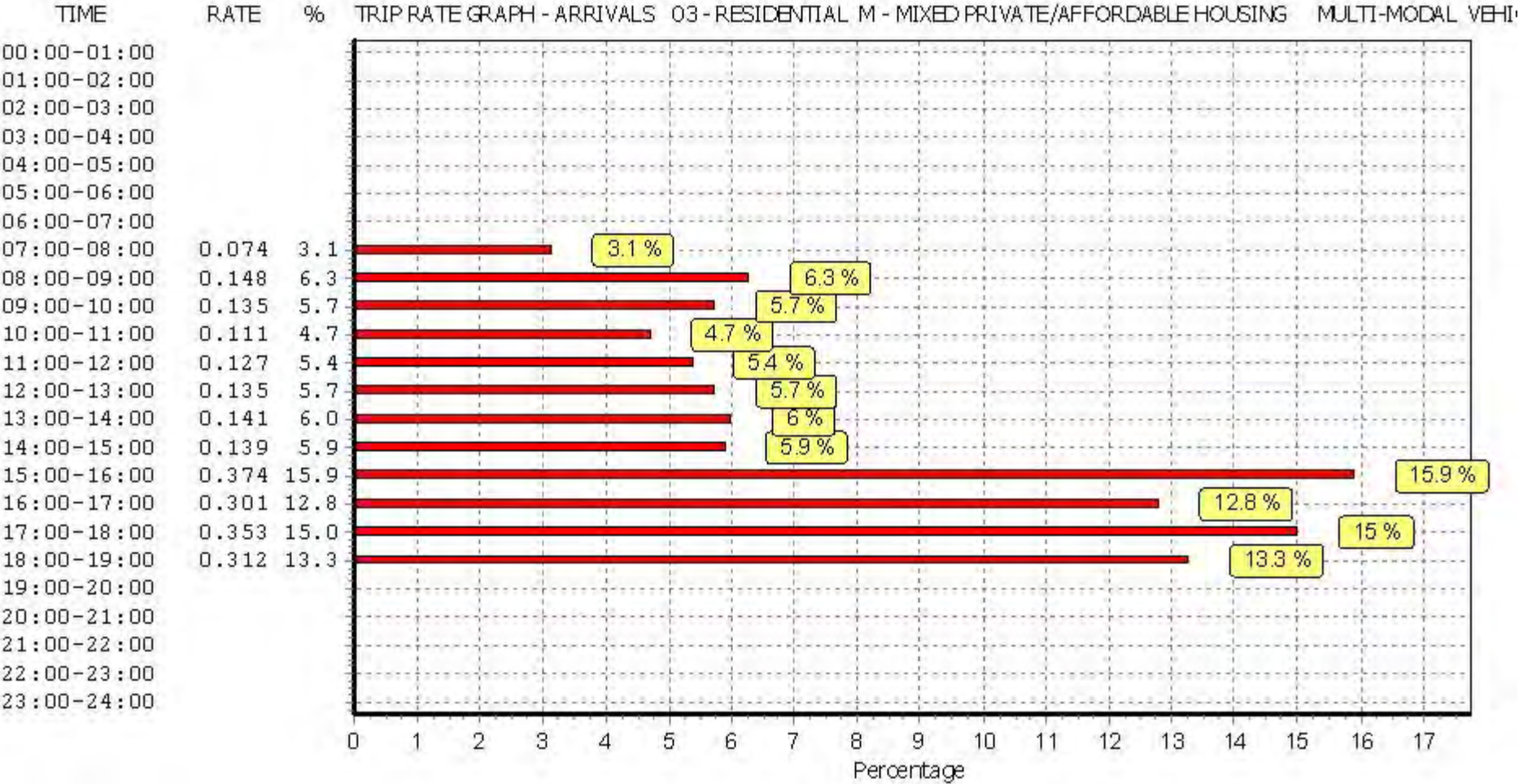
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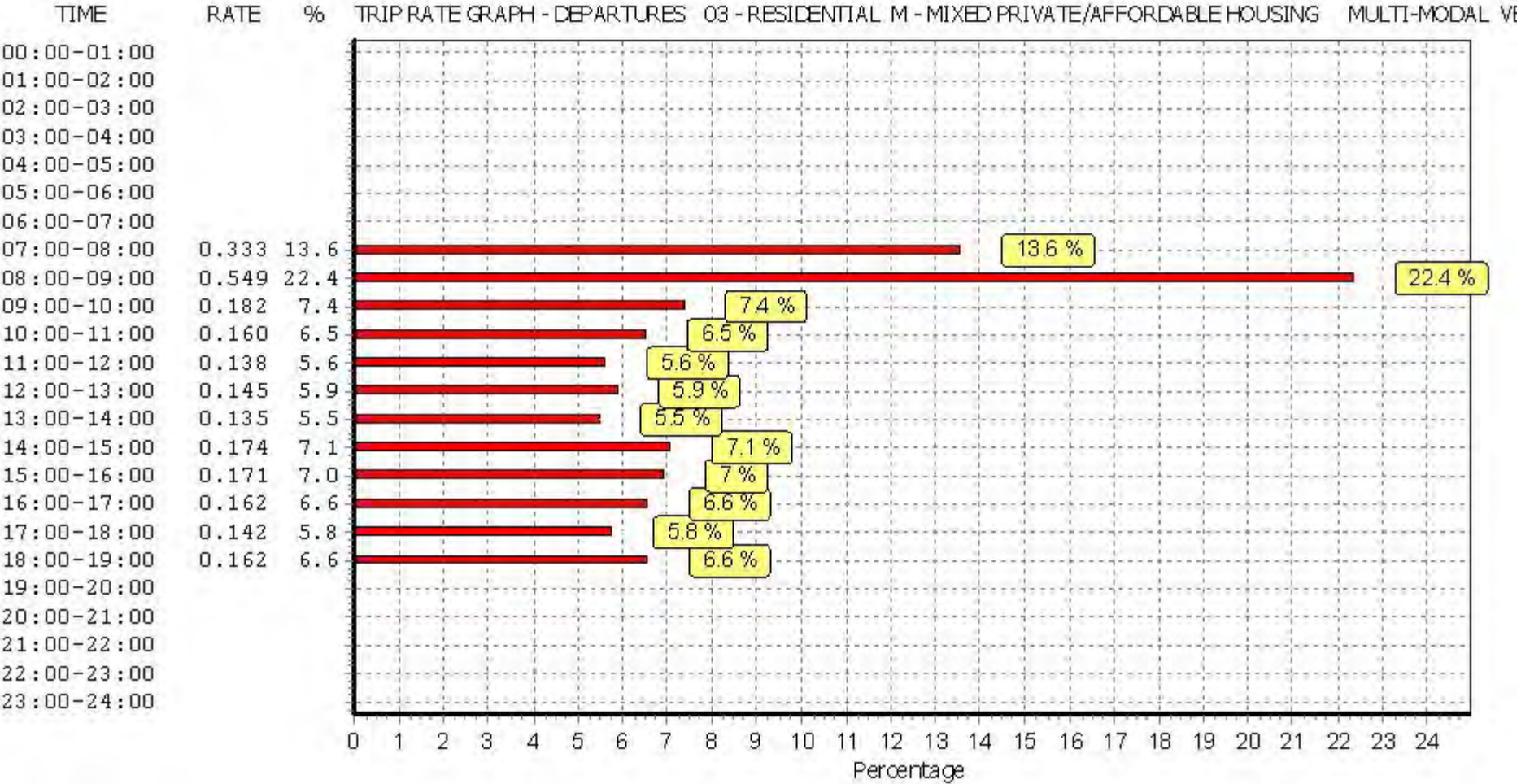
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

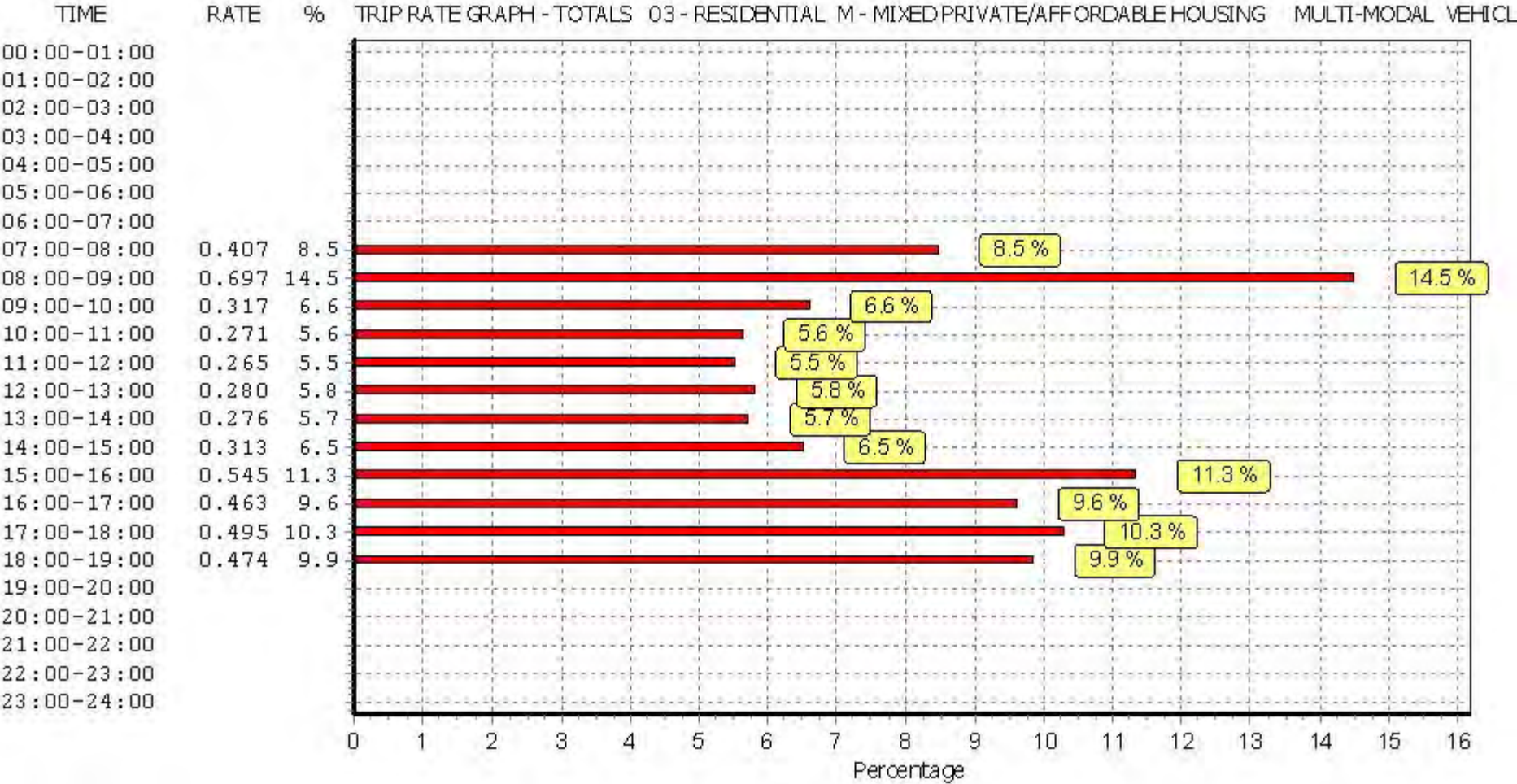
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.016	7	265	0.051	7	265	0.067
08:00 - 09:00	7	265	0.031	7	265	0.138	7	265	0.169
09:00 - 10:00	7	265	0.046	7	265	0.037	7	265	0.083
10:00 - 11:00	7	265	0.022	7	265	0.023	7	265	0.045
11:00 - 12:00	7	265	0.033	7	265	0.036	7	265	0.069
12:00 - 13:00	7	265	0.039	7	265	0.036	7	265	0.075
13:00 - 14:00	7	265	0.031	7	265	0.032	7	265	0.063
14:00 - 15:00	7	265	0.034	7	265	0.043	7	265	0.077
15:00 - 16:00	7	265	0.109	7	265	0.047	7	265	0.156
16:00 - 17:00	7	265	0.075	7	265	0.036	7	265	0.111
17:00 - 18:00	7	265	0.074	7	265	0.038	7	265	0.112
18:00 - 19:00	7	265	0.043	7	265	0.028	7	265	0.071
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.553			0.545			1.098

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.

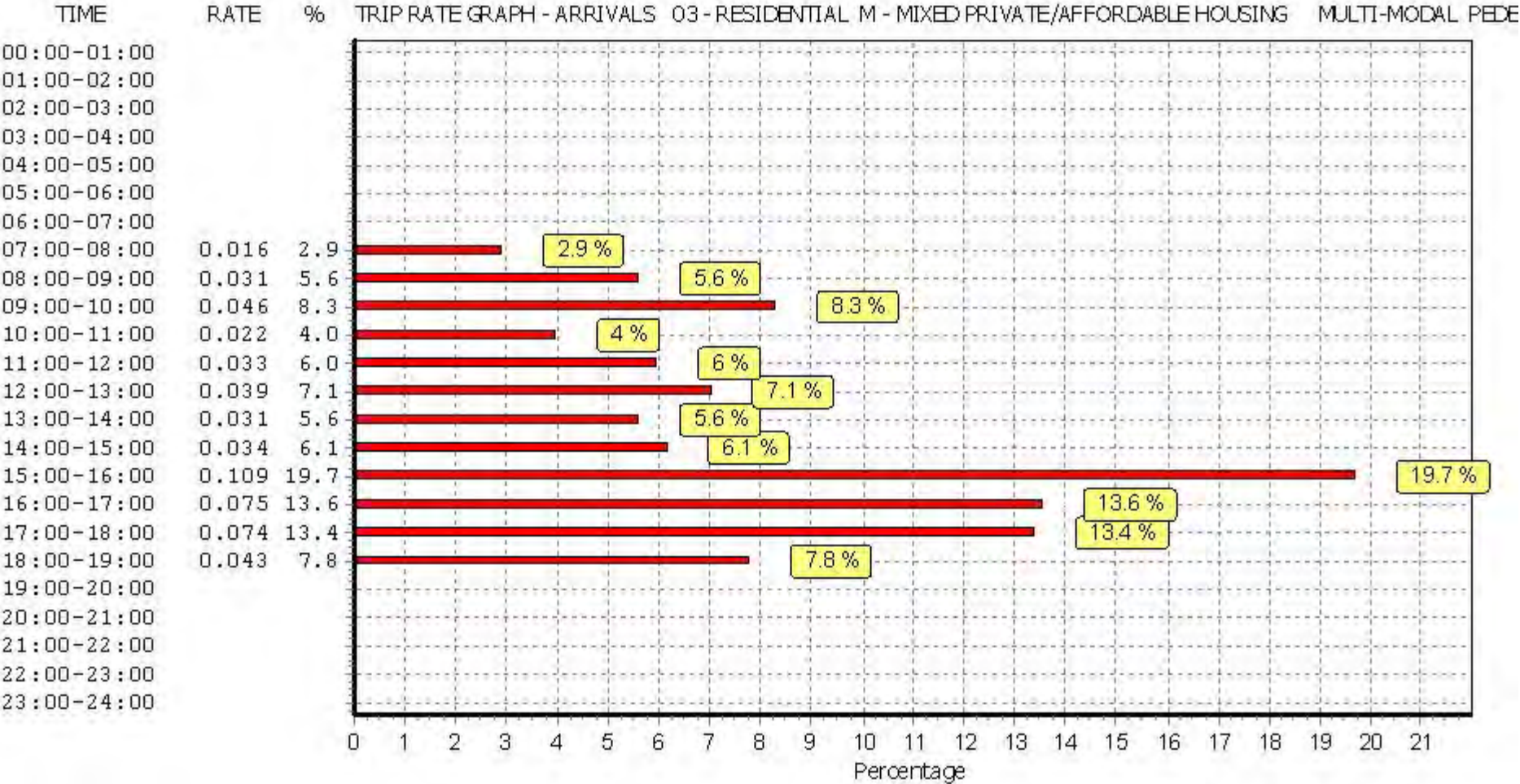
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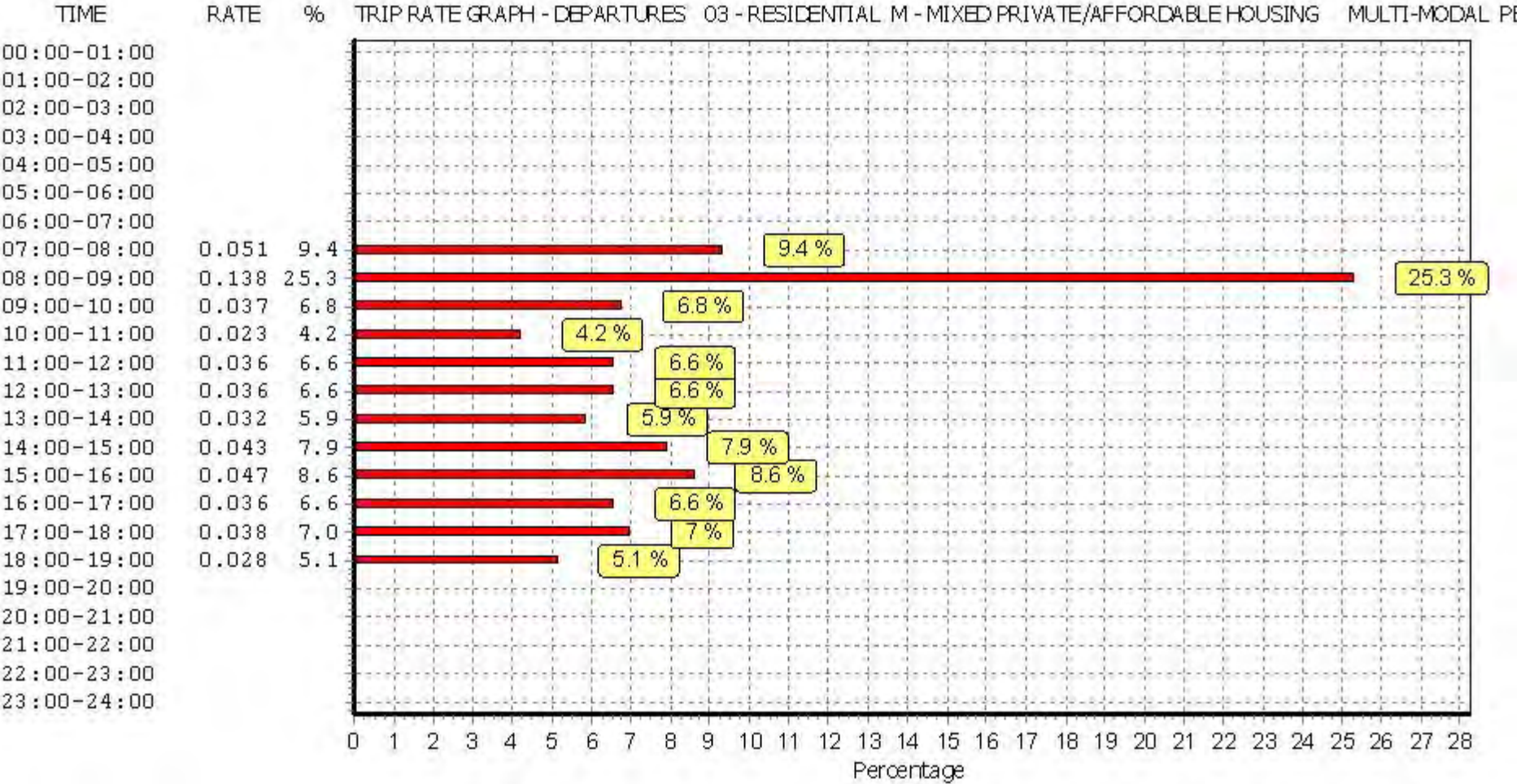
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

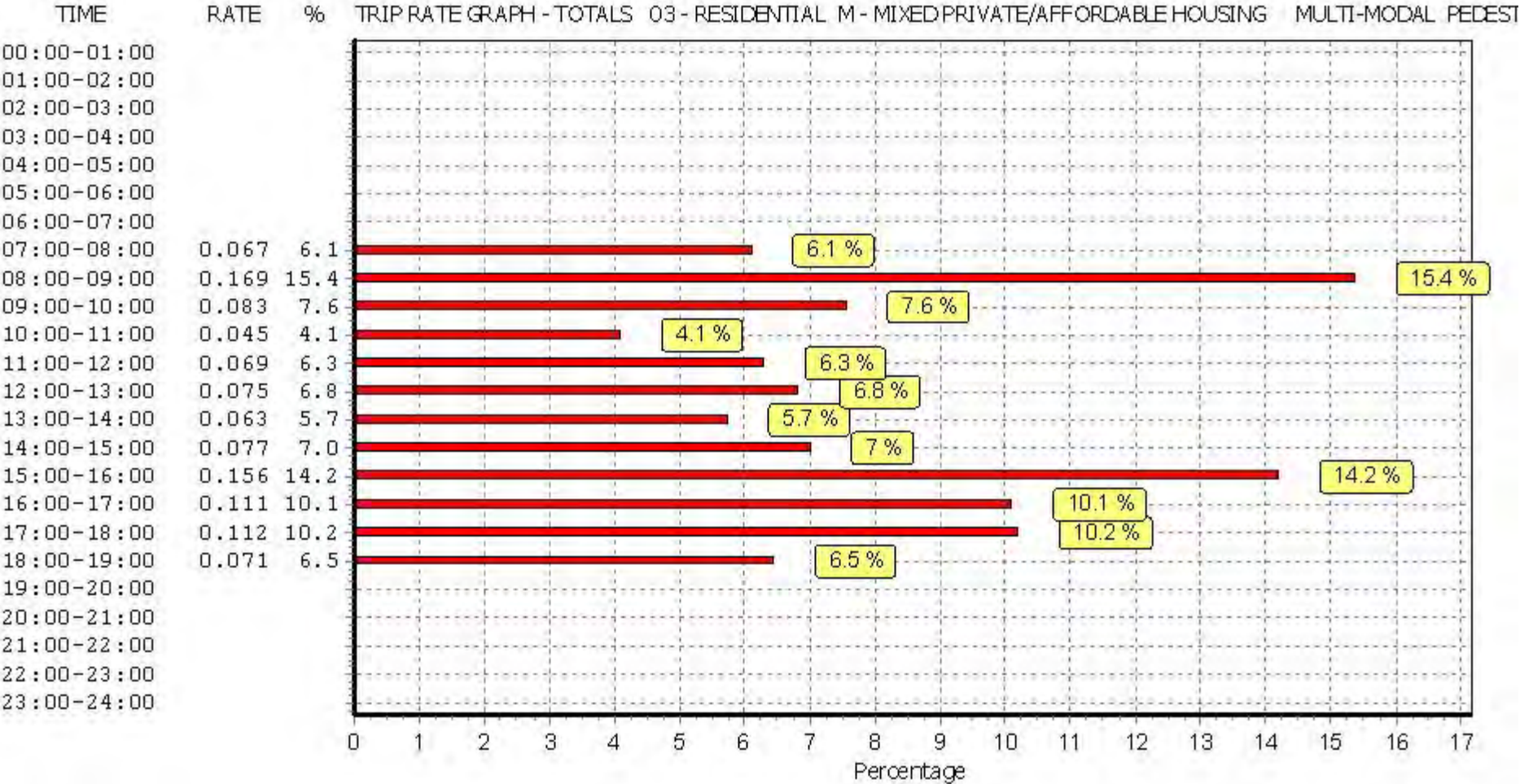
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.003	7	265	0.028	7	265	0.031
08:00 - 09:00	7	265	0.002	7	265	0.038	7	265	0.040
09:00 - 10:00	7	265	0.002	7	265	0.009	7	265	0.011
10:00 - 11:00	7	265	0.000	7	265	0.002	7	265	0.002
11:00 - 12:00	7	265	0.001	7	265	0.003	7	265	0.004
12:00 - 13:00	7	265	0.004	7	265	0.003	7	265	0.007
13:00 - 14:00	7	265	0.001	7	265	0.002	7	265	0.003
14:00 - 15:00	7	265	0.006	7	265	0.006	7	265	0.012
15:00 - 16:00	7	265	0.020	7	265	0.003	7	265	0.023
16:00 - 17:00	7	265	0.018	7	265	0.002	7	265	0.020
17:00 - 18:00	7	265	0.018	7	265	0.001	7	265	0.019
18:00 - 19:00	7	265	0.013	7	265	0.000	7	265	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.097			0.185

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.

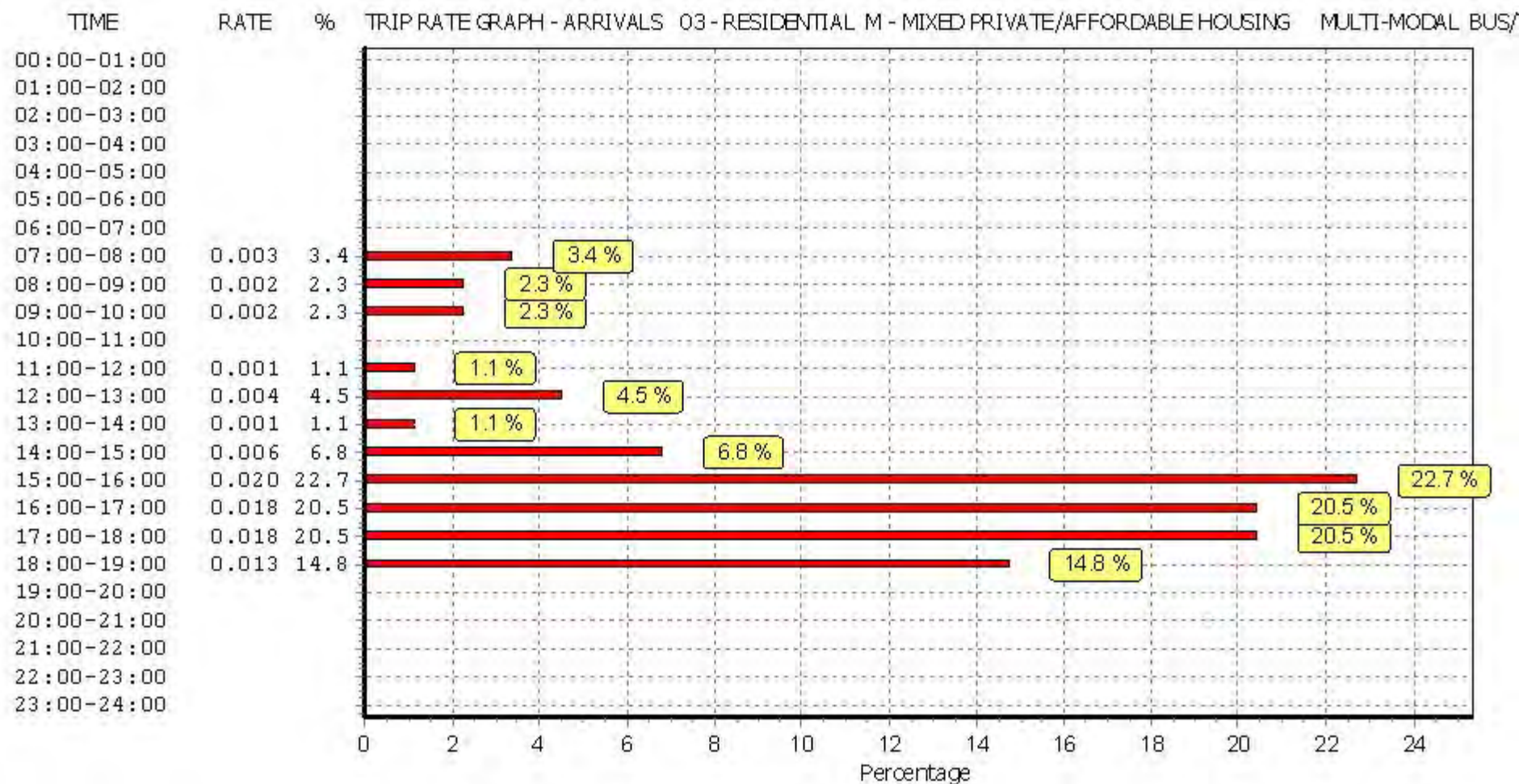
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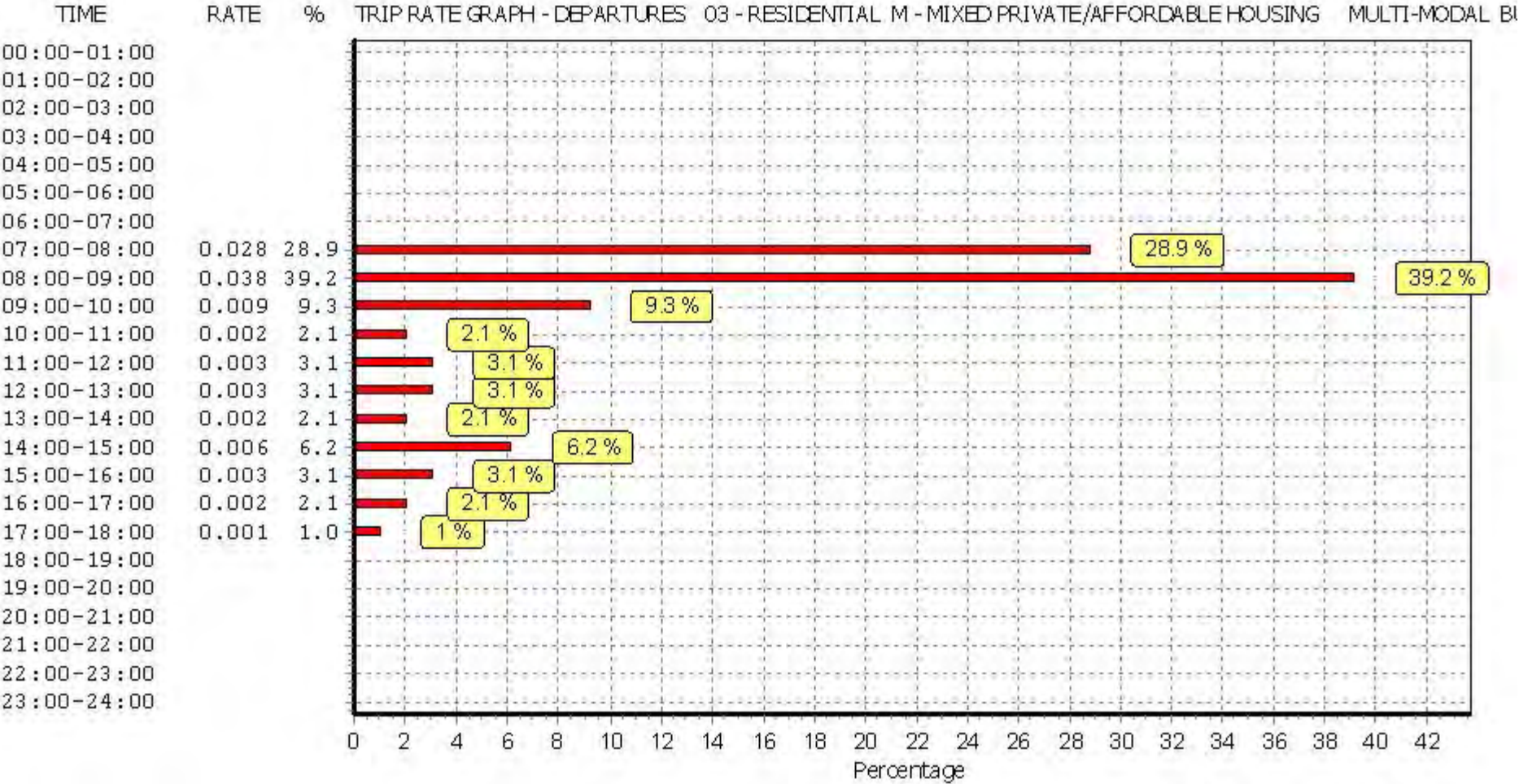
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

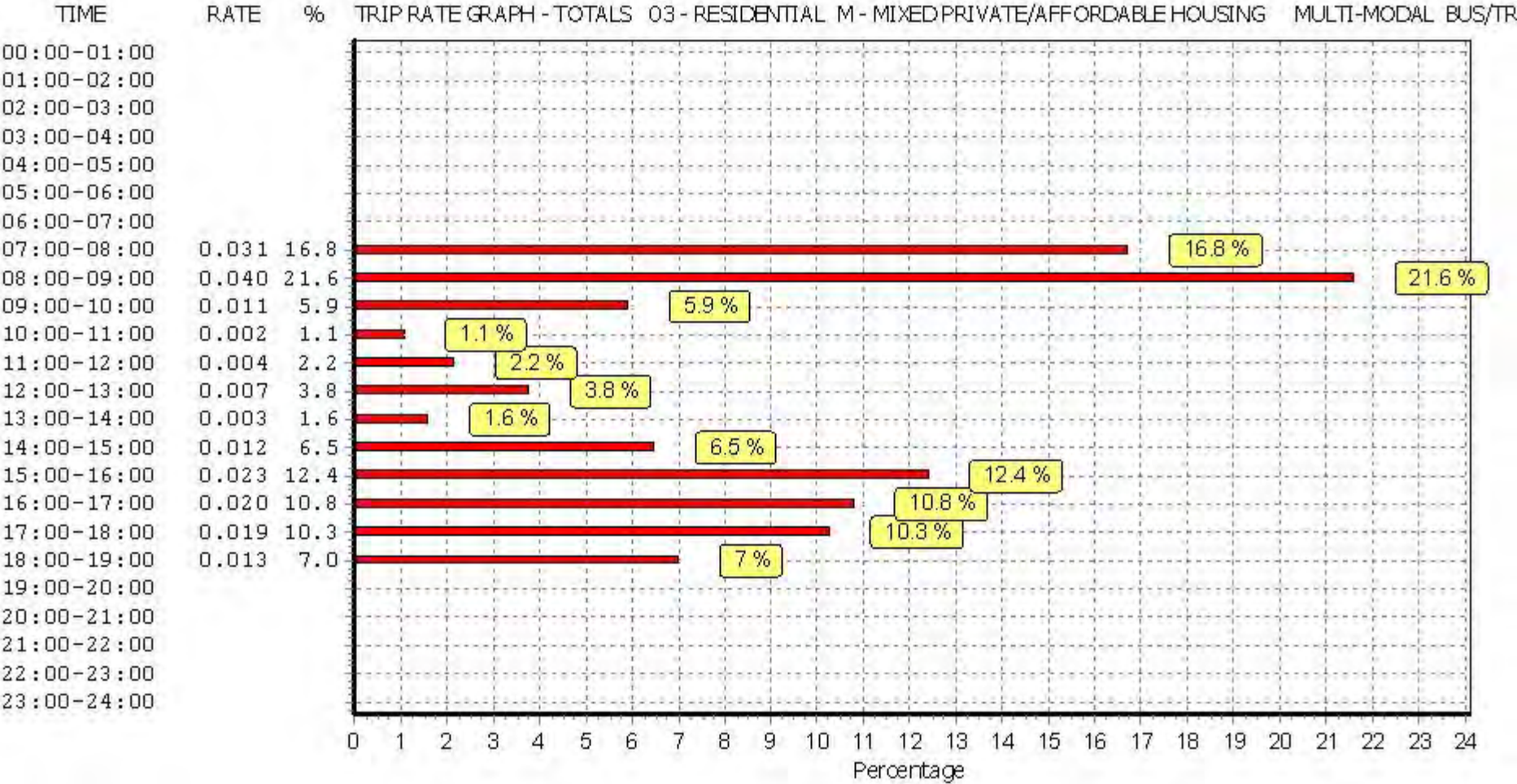
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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.001	7	265	0.011	7	265	0.012
08:00 - 09:00	7	265	0.001	7	265	0.018	7	265	0.019
09:00 - 10:00	7	265	0.000	7	265	0.006	7	265	0.006
10:00 - 11:00	7	265	0.000	7	265	0.003	7	265	0.003
11:00 - 12:00	7	265	0.000	7	265	0.001	7	265	0.001
12:00 - 13:00	7	265	0.001	7	265	0.001	7	265	0.002
13:00 - 14:00	7	265	0.002	7	265	0.001	7	265	0.003
14:00 - 15:00	7	265	0.005	7	265	0.001	7	265	0.006
15:00 - 16:00	7	265	0.005	7	265	0.000	7	265	0.005
16:00 - 17:00	7	265	0.010	7	265	0.001	7	265	0.011
17:00 - 18:00	7	265	0.015	7	265	0.001	7	265	0.016
18:00 - 19:00	7	265	0.005	7	265	0.000	7	265	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.044			0.089

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

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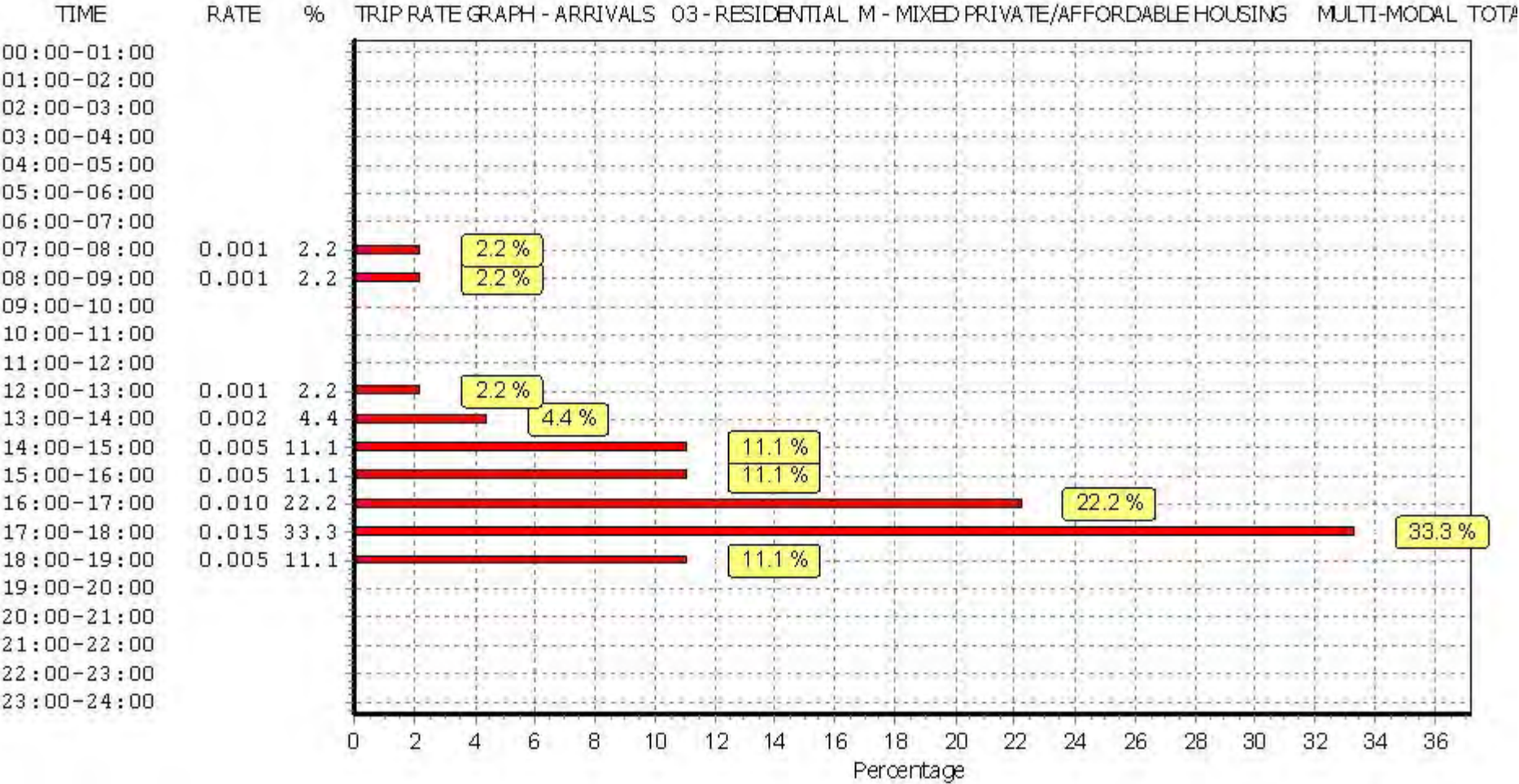
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Parameter summary

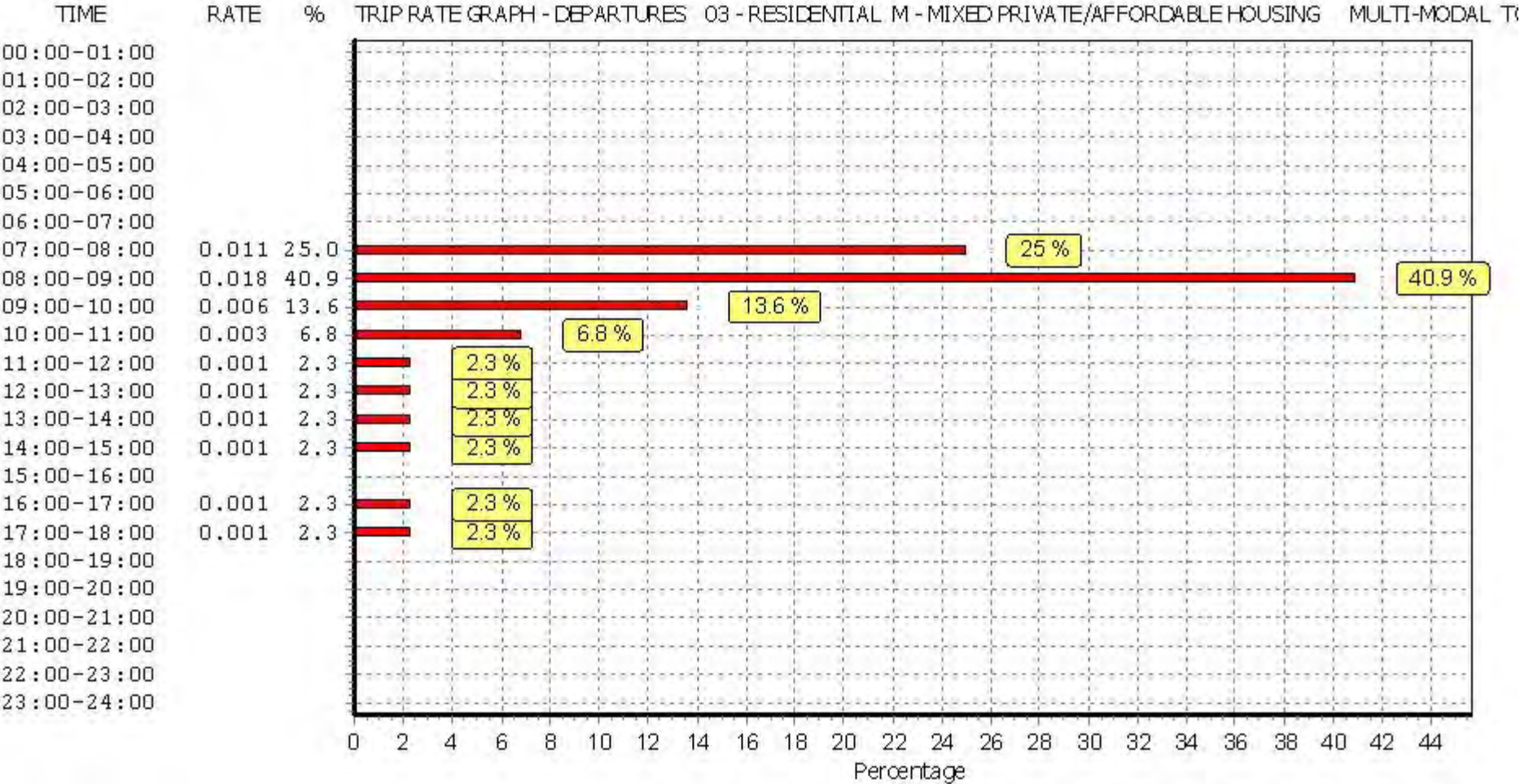
Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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.

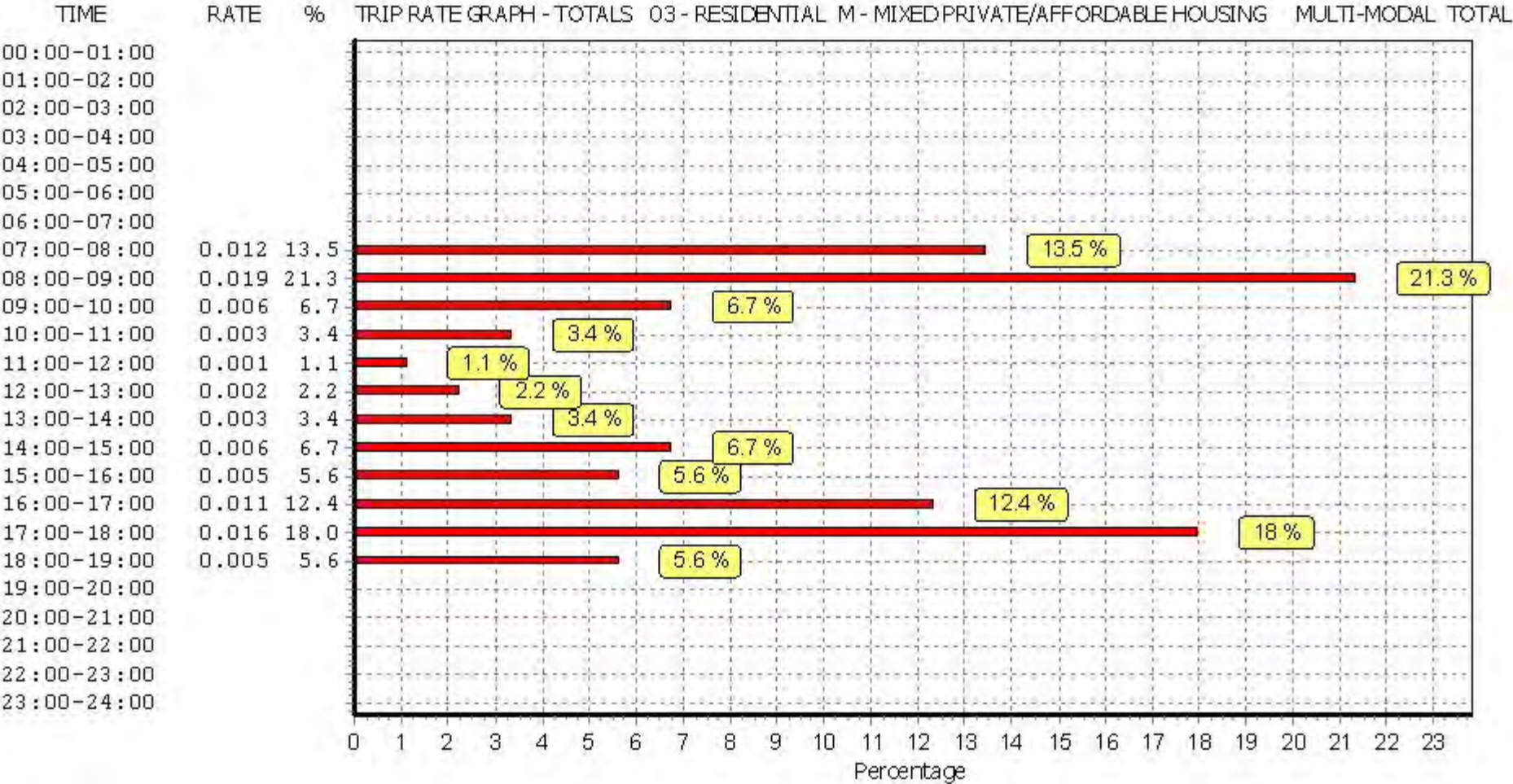
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	265	0.000	7	265	0.000	7	265	0.000
08:00 - 09:00	7	265	0.000	7	265	0.000	7	265	0.000
09:00 - 10:00	7	265	0.000	7	265	0.000	7	265	0.000
10:00 - 11:00	7	265	0.000	7	265	0.000	7	265	0.000
11:00 - 12:00	7	265	0.000	7	265	0.000	7	265	0.000
12:00 - 13:00	7	265	0.000	7	265	0.000	7	265	0.000
13:00 - 14:00	7	265	0.000	7	265	0.000	7	265	0.000
14:00 - 15:00	7	265	0.000	7	265	0.000	7	265	0.000
15:00 - 16:00	7	265	0.000	7	265	0.000	7	265	0.000
16:00 - 17:00	7	265	0.000	7	265	0.000	7	265	0.000
17:00 - 18:00	7	265	0.000	7	265	0.000	7	265	0.000
18:00 - 19:00	7	265	0.000	7	265	0.000	7	265	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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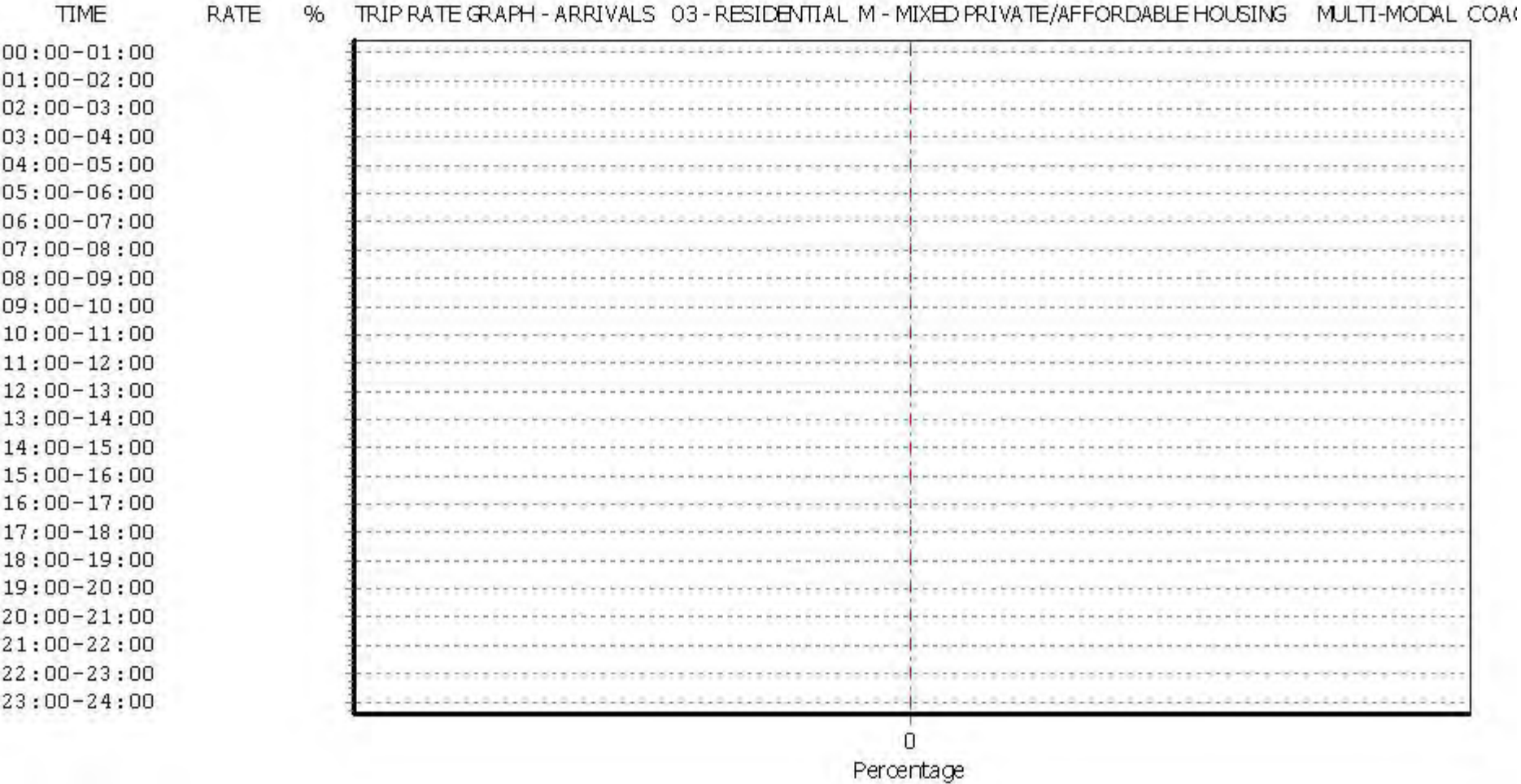
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Parameter summary

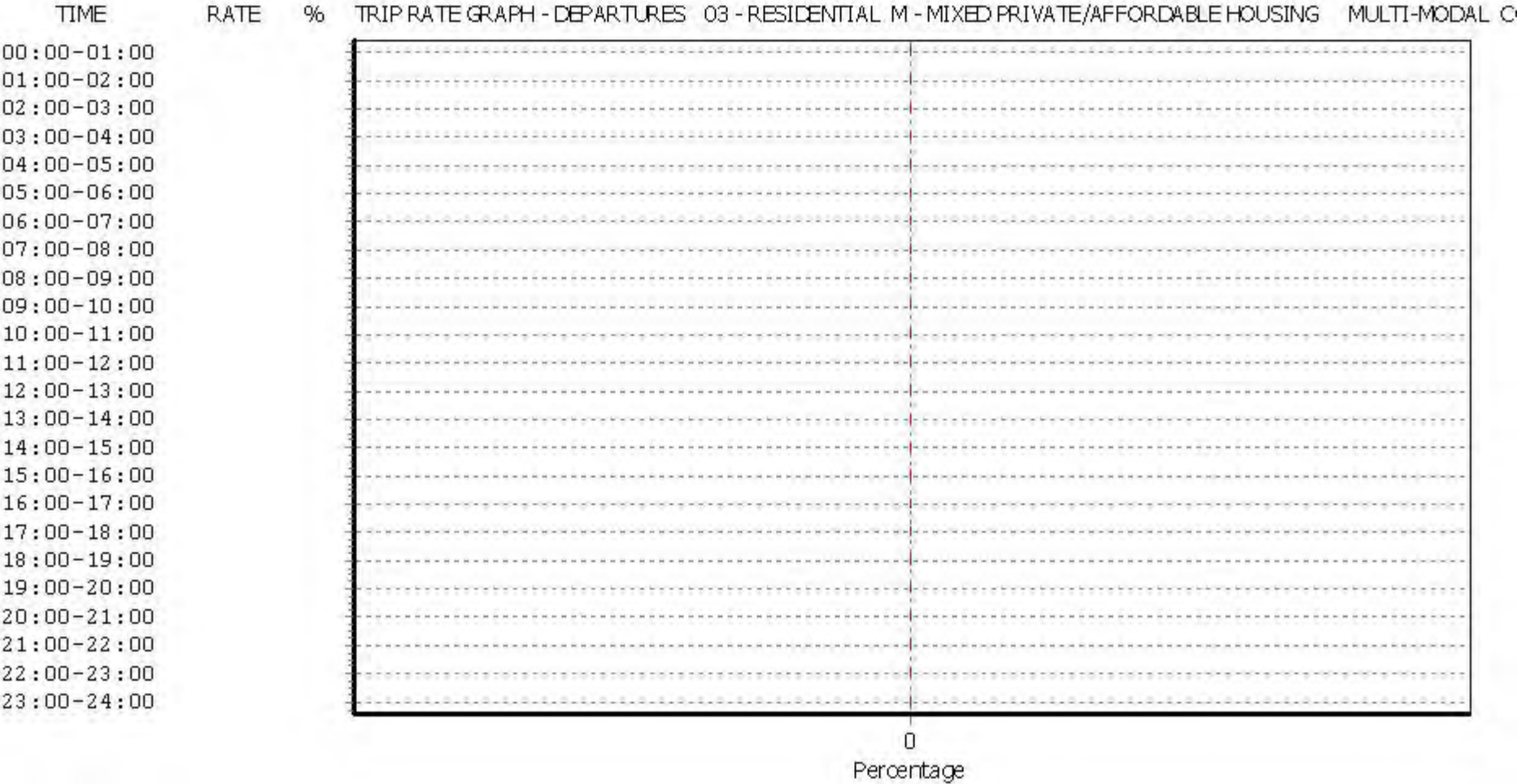
Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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.

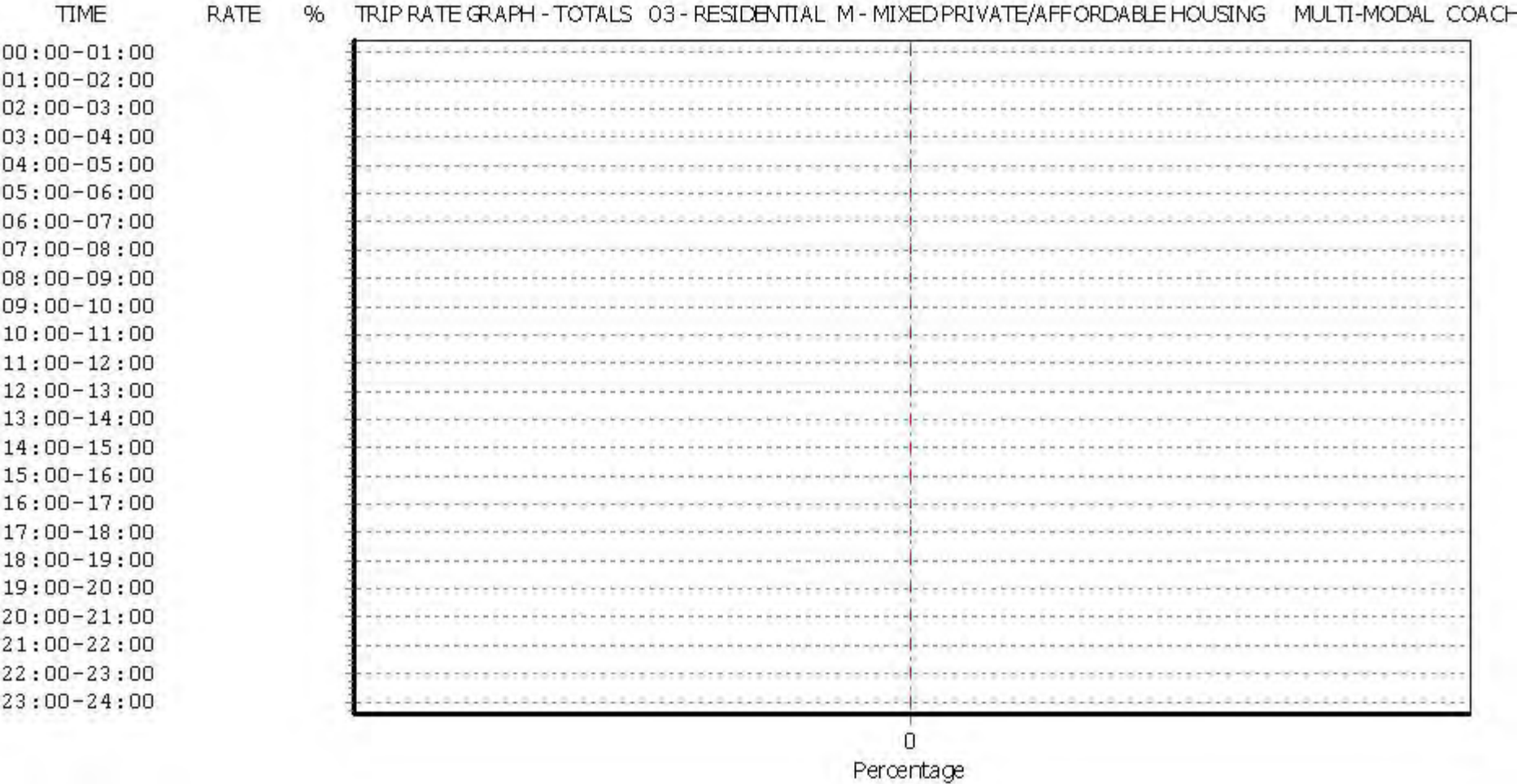
Licence No: 236601



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.



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.004	7	265	0.039	7	265	0.043
08:00 - 09:00	7	265	0.003	7	265	0.055	7	265	0.058
09:00 - 10:00	7	265	0.002	7	265	0.015	7	265	0.017
10:00 - 11:00	7	265	0.000	7	265	0.005	7	265	0.005
11:00 - 12:00	7	265	0.001	7	265	0.004	7	265	0.005
12:00 - 13:00	7	265	0.005	7	265	0.004	7	265	0.009
13:00 - 14:00	7	265	0.003	7	265	0.003	7	265	0.006
14:00 - 15:00	7	265	0.011	7	265	0.007	7	265	0.018
15:00 - 16:00	7	265	0.025	7	265	0.003	7	265	0.028
16:00 - 17:00	7	265	0.028	7	265	0.002	7	265	0.030
17:00 - 18:00	7	265	0.033	7	265	0.002	7	265	0.035
18:00 - 19:00	7	265	0.018	7	265	0.000	7	265	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.133			0.139			0.272

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

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

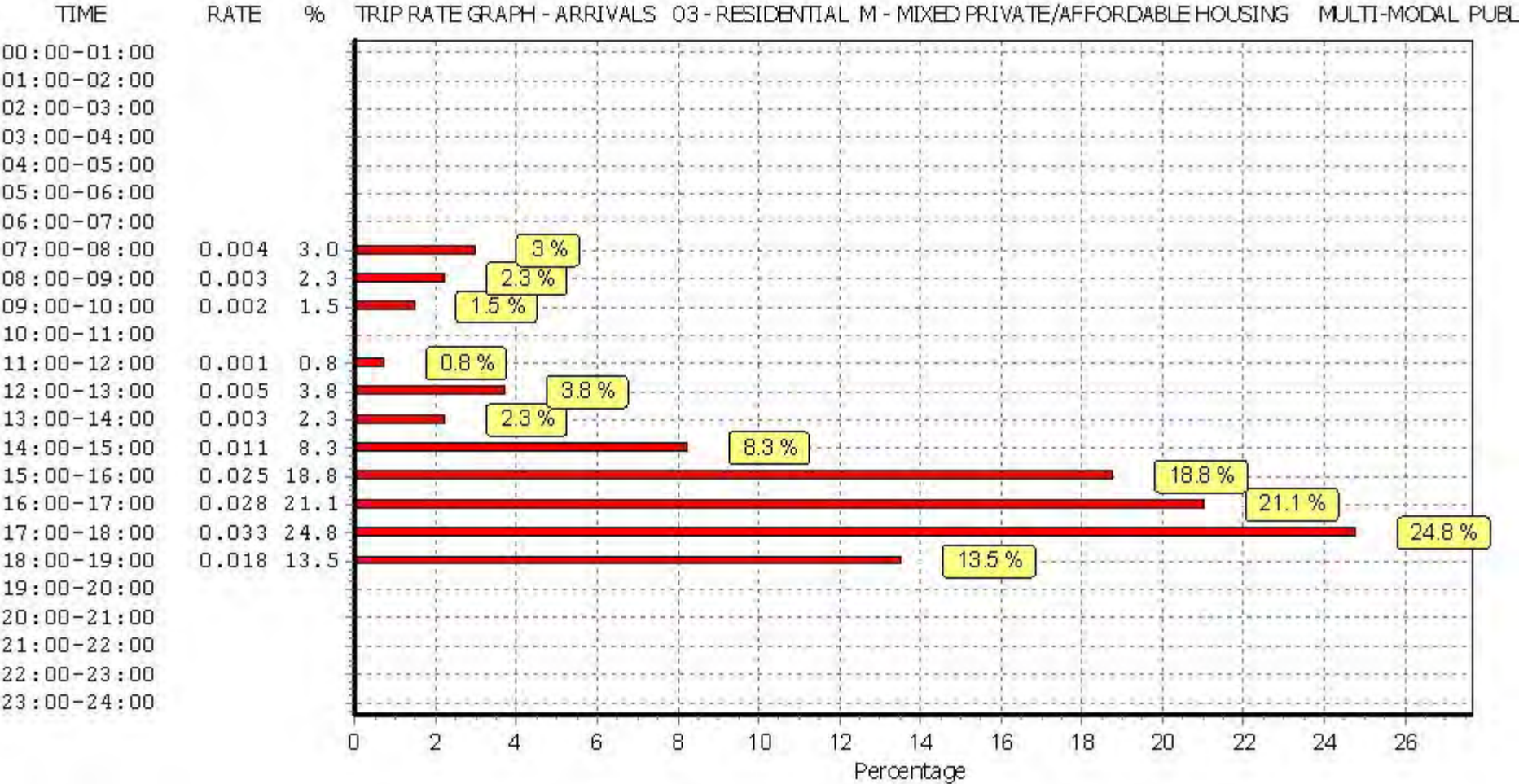
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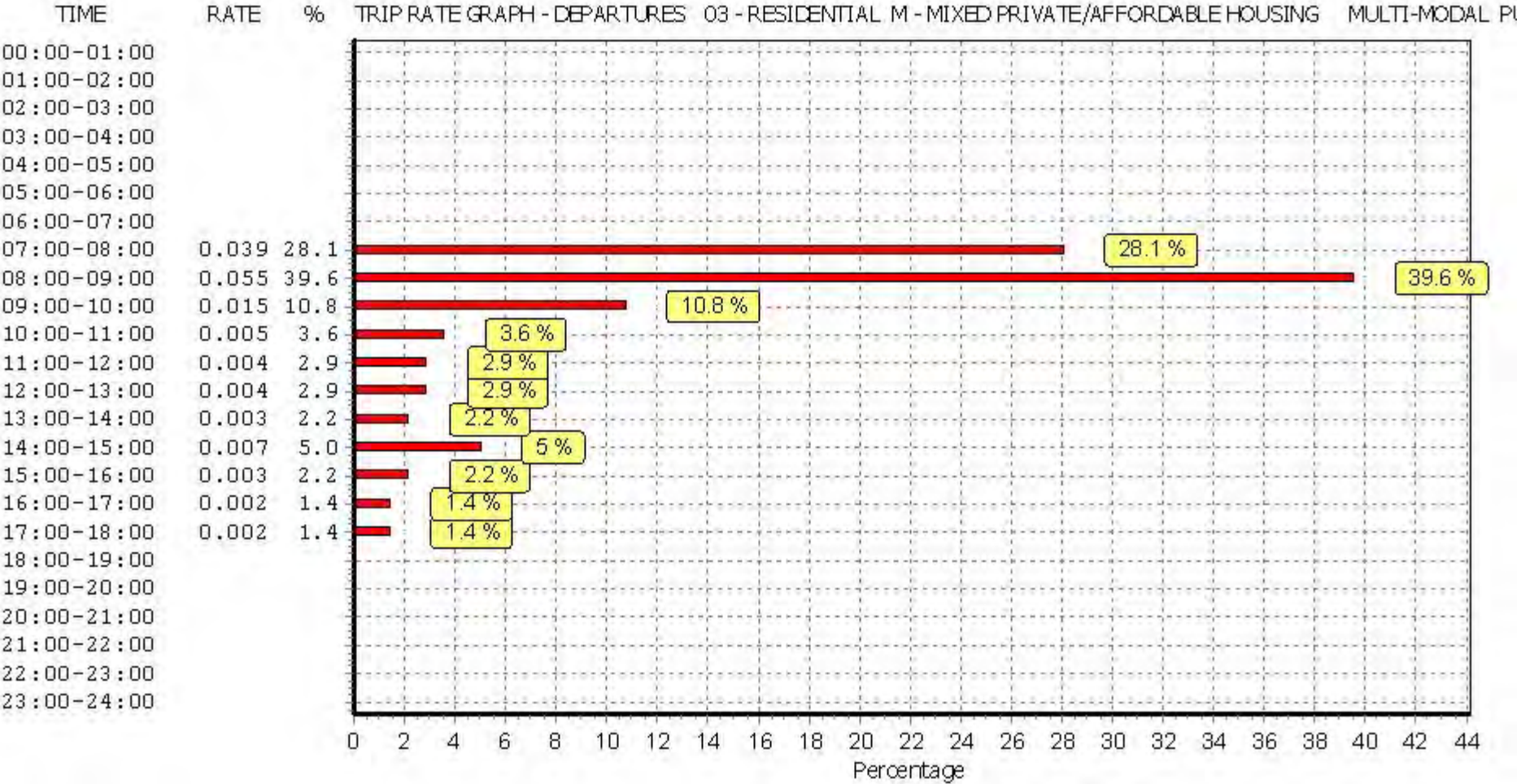
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

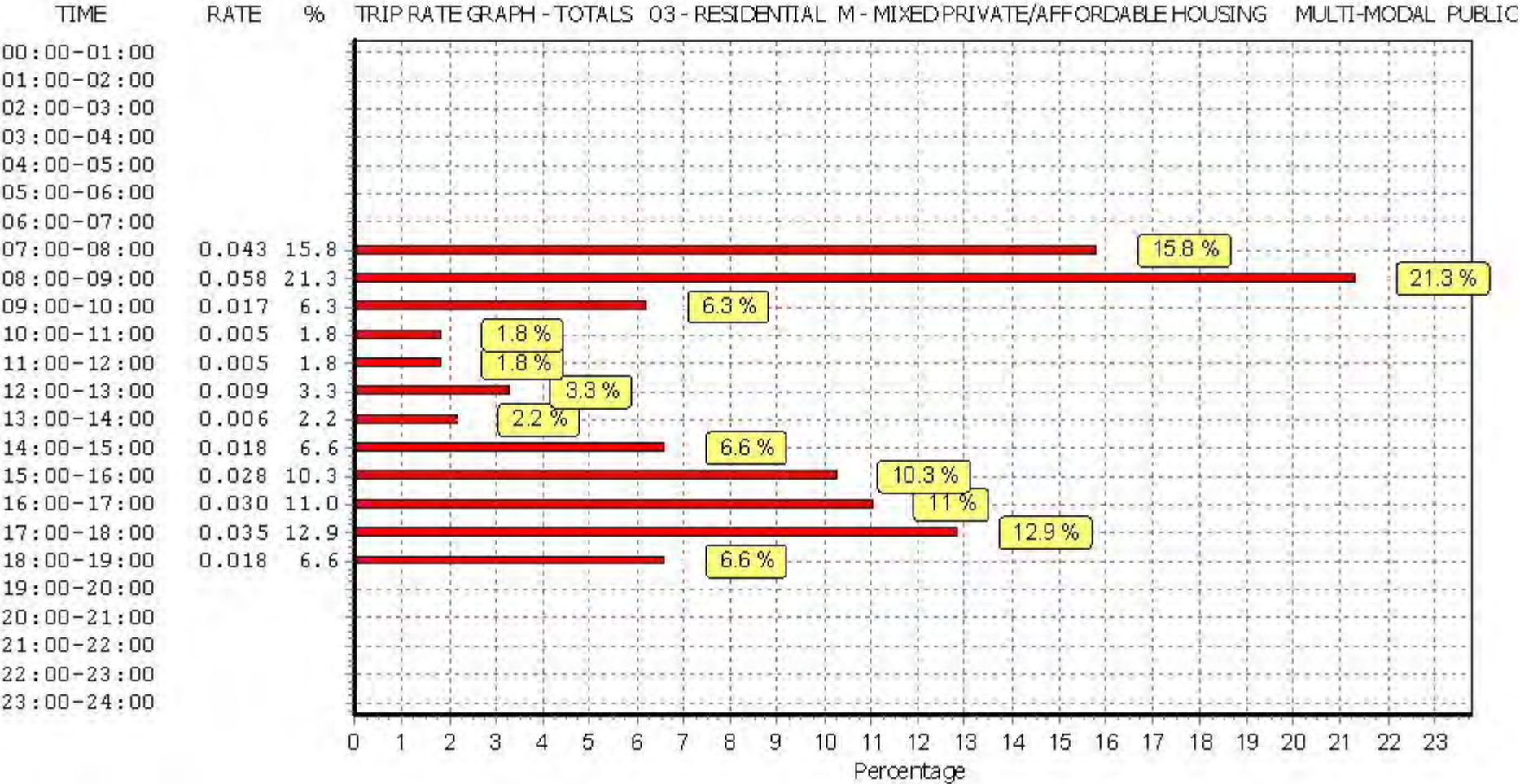
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.096	7	265	0.437	7	265	0.533
08:00 - 09:00	7	265	0.186	7	265	0.759	7	265	0.945
09:00 - 10:00	7	265	0.188	7	265	0.243	7	265	0.431
10:00 - 11:00	7	265	0.135	7	265	0.190	7	265	0.325
11:00 - 12:00	7	265	0.161	7	265	0.181	7	265	0.342
12:00 - 13:00	7	265	0.182	7	265	0.188	7	265	0.370
13:00 - 14:00	7	265	0.178	7	265	0.174	7	265	0.352
14:00 - 15:00	7	265	0.188	7	265	0.227	7	265	0.415
15:00 - 16:00	7	265	0.516	7	265	0.225	7	265	0.741
16:00 - 17:00	7	265	0.414	7	265	0.205	7	265	0.619
17:00 - 18:00	7	265	0.475	7	265	0.188	7	265	0.663
18:00 - 19:00	7	265	0.380	7	265	0.193	7	265	0.573
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.099			3.210			6.309

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.

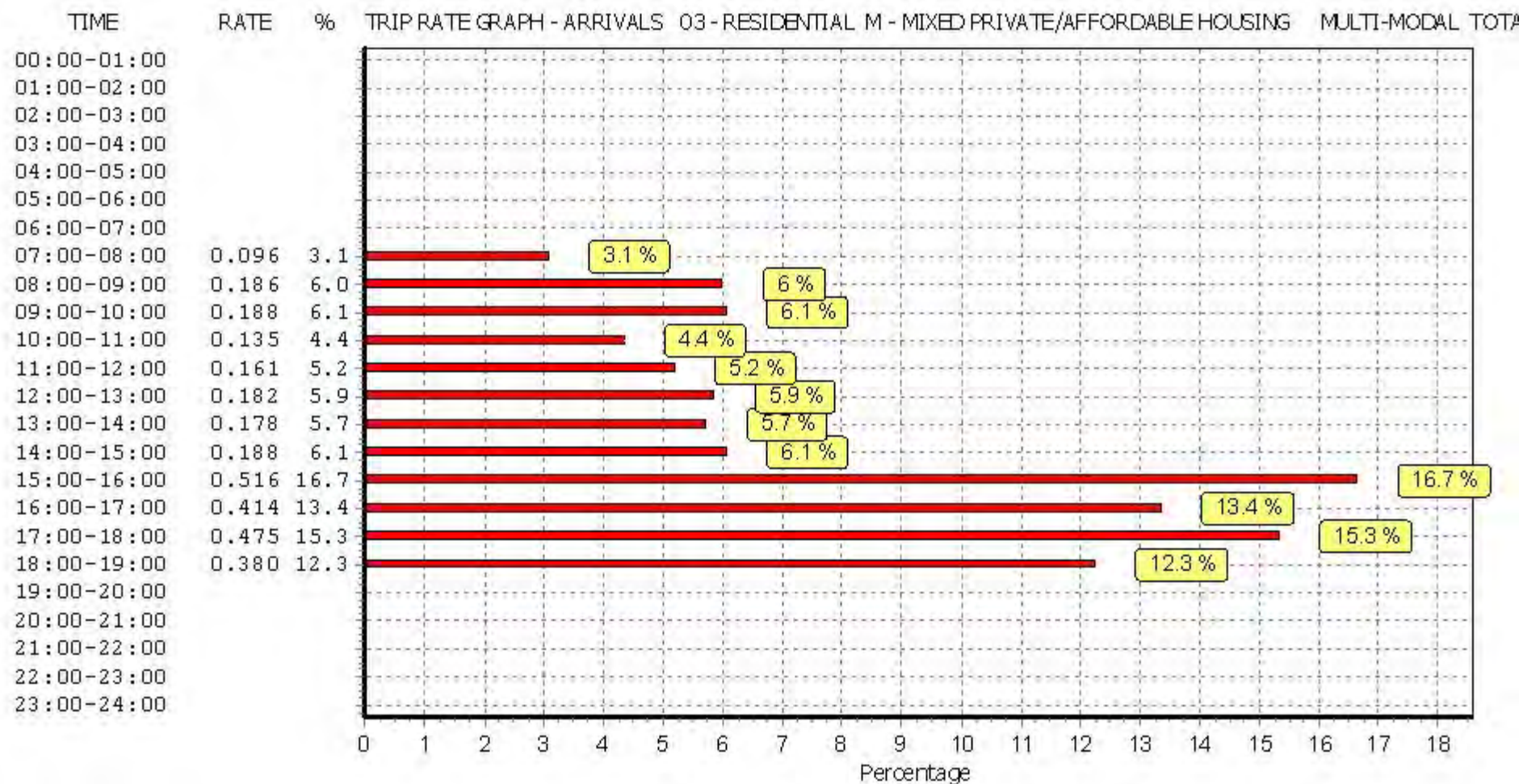
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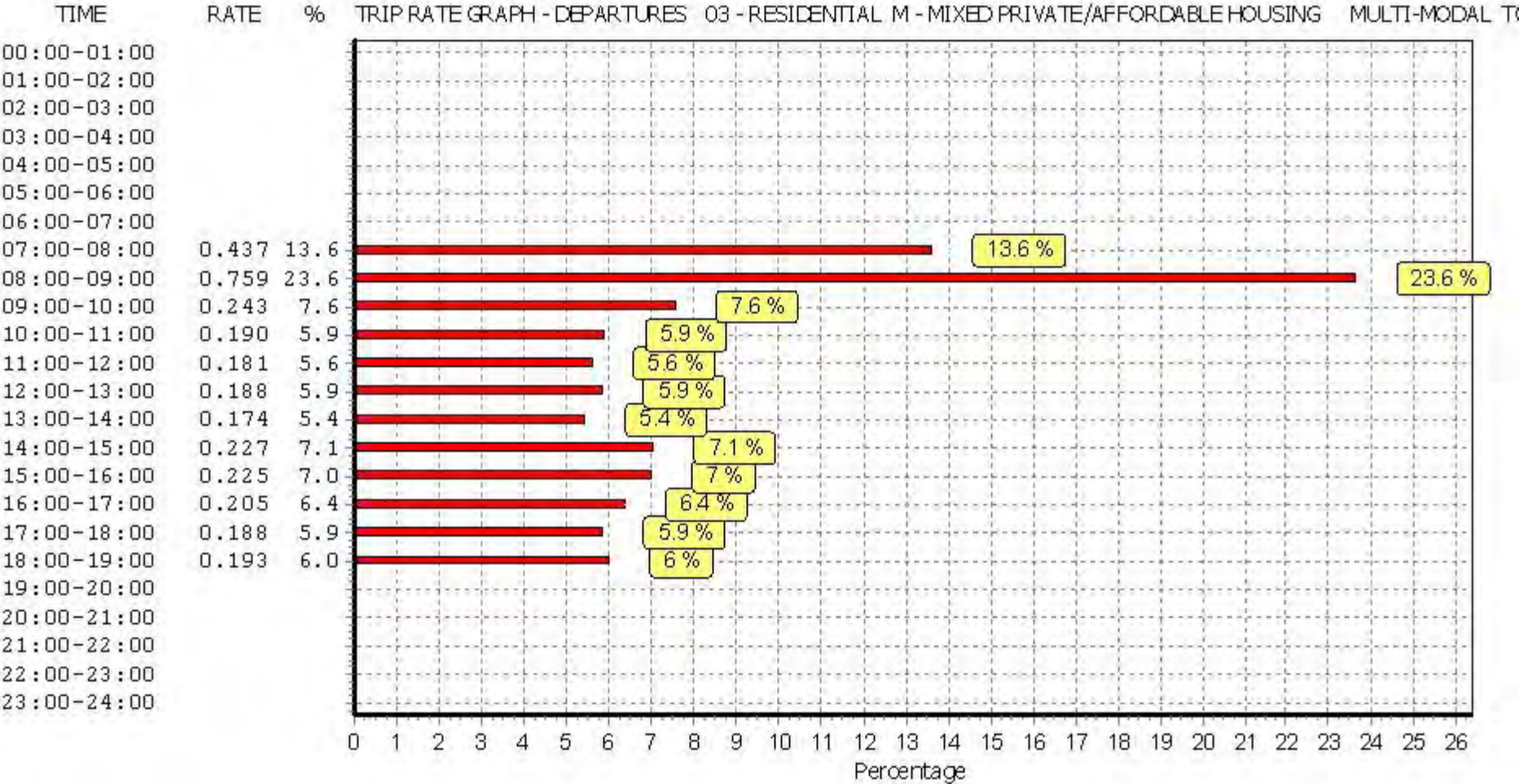
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

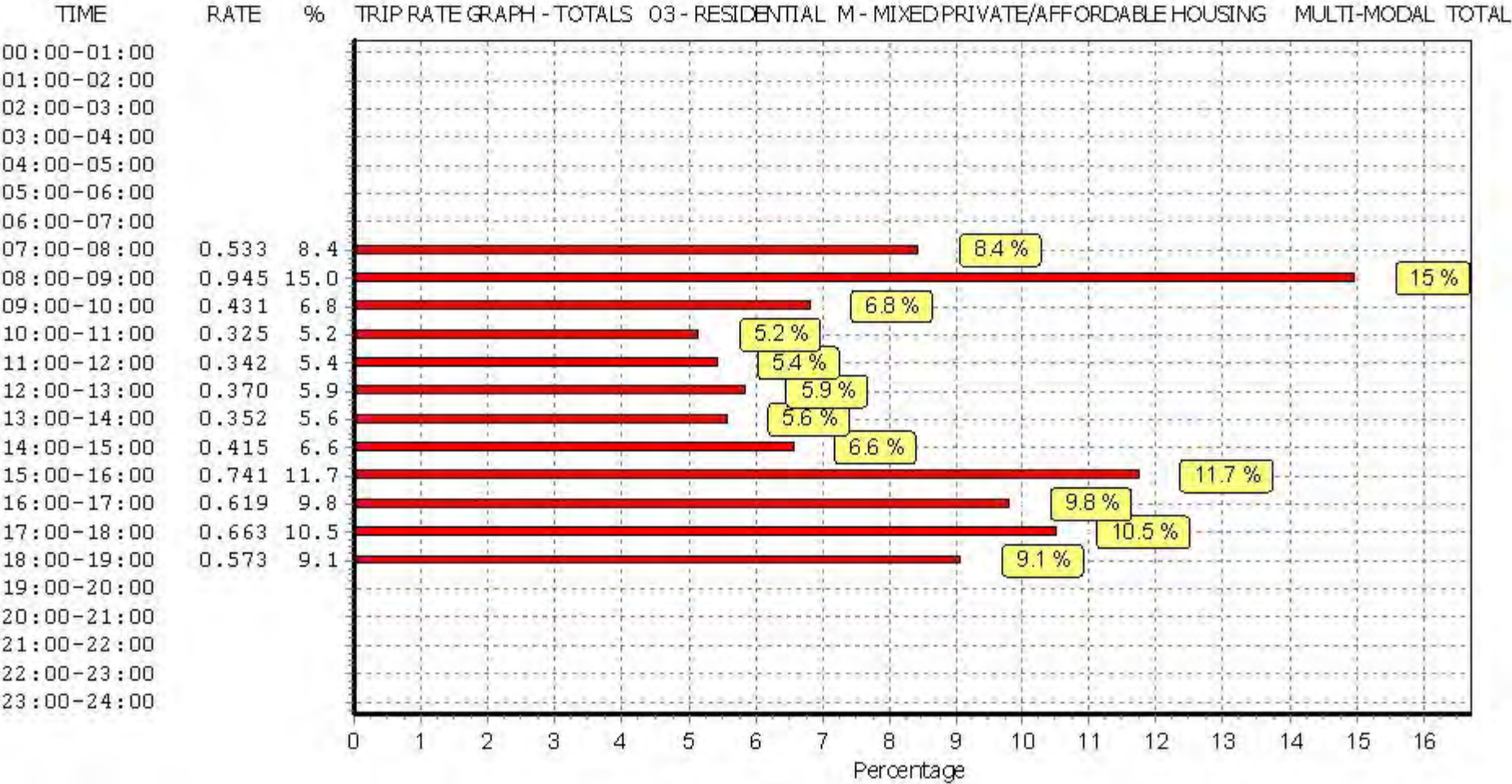
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

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	265	0.048	7	265	0.230	7	265	0.278
08:00 - 09:00	7	265	0.103	7	265	0.314	7	265	0.417
09:00 - 10:00	7	265	0.094	7	265	0.127	7	265	0.221
10:00 - 11:00	7	265	0.073	7	265	0.104	7	265	0.177
11:00 - 12:00	7	265	0.082	7	265	0.086	7	265	0.168
12:00 - 13:00	7	265	0.085	7	265	0.096	7	265	0.181
13:00 - 14:00	7	265	0.093	7	265	0.094	7	265	0.187
14:00 - 15:00	7	265	0.093	7	265	0.121	7	265	0.214
15:00 - 16:00	7	265	0.199	7	265	0.104	7	265	0.303
16:00 - 17:00	7	265	0.197	7	265	0.107	7	265	0.304
17:00 - 18:00	7	265	0.247	7	265	0.103	7	265	0.350
18:00 - 19:00	7	265	0.232	7	265	0.121	7	265	0.353
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.546			1.607			3.153

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

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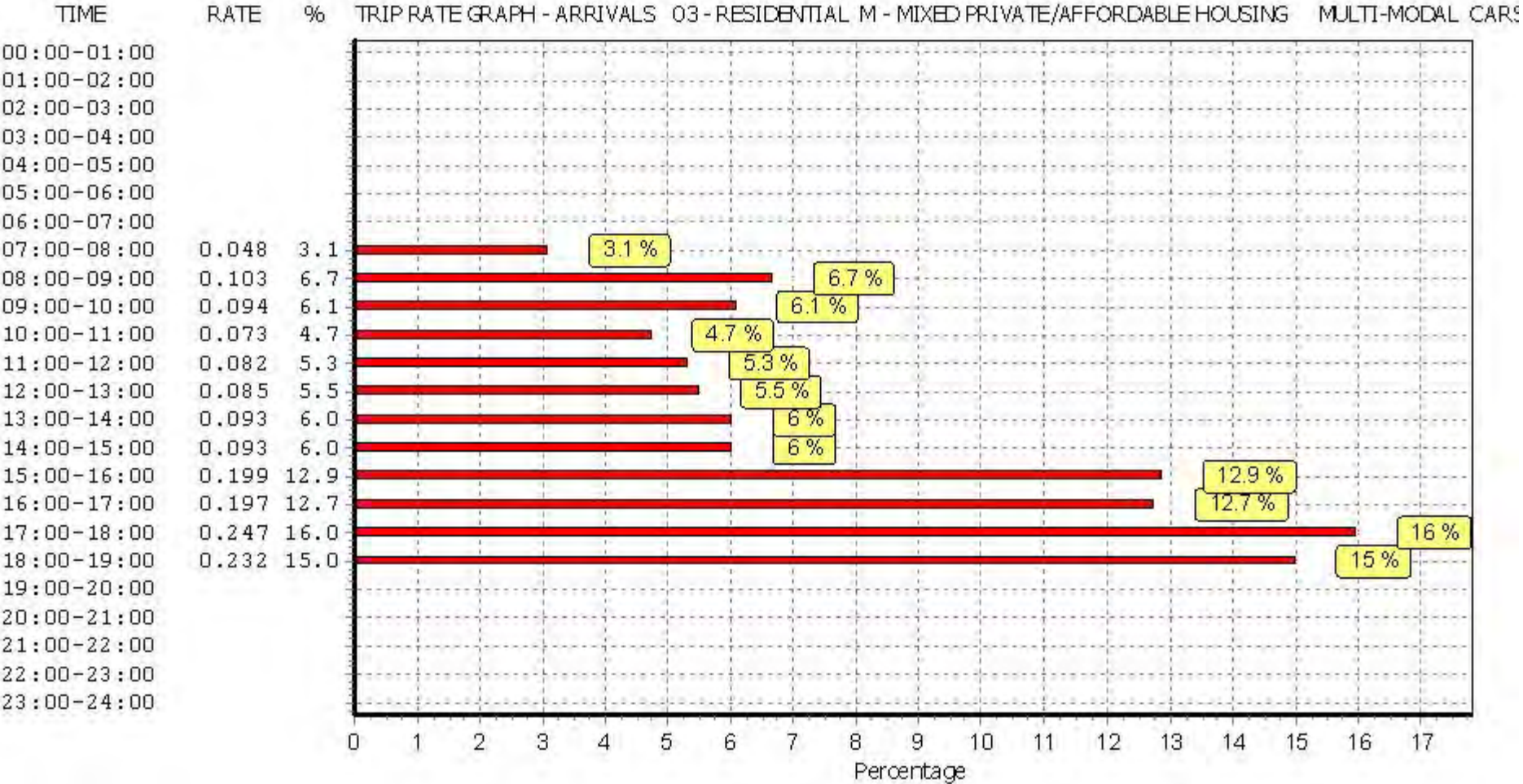
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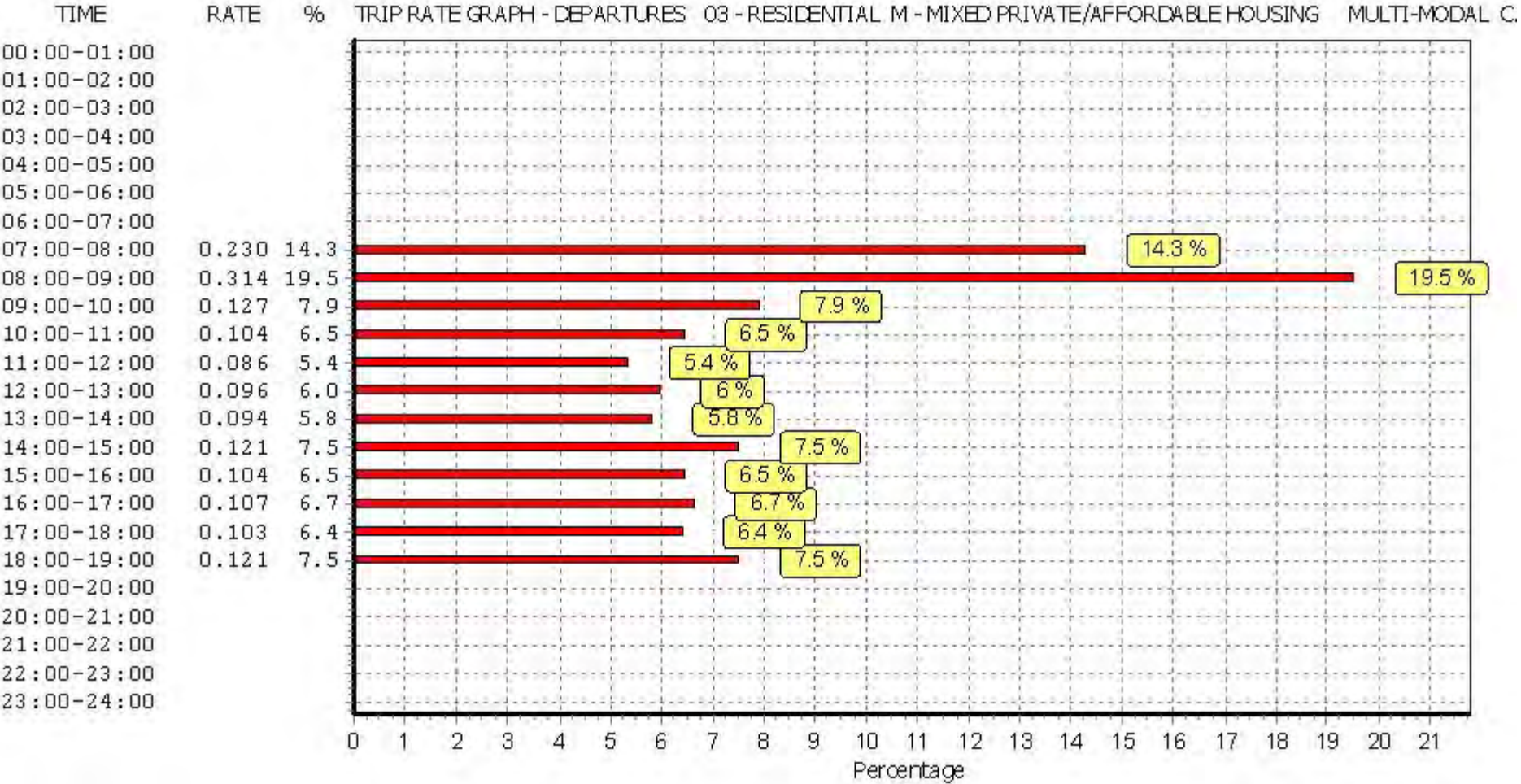
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

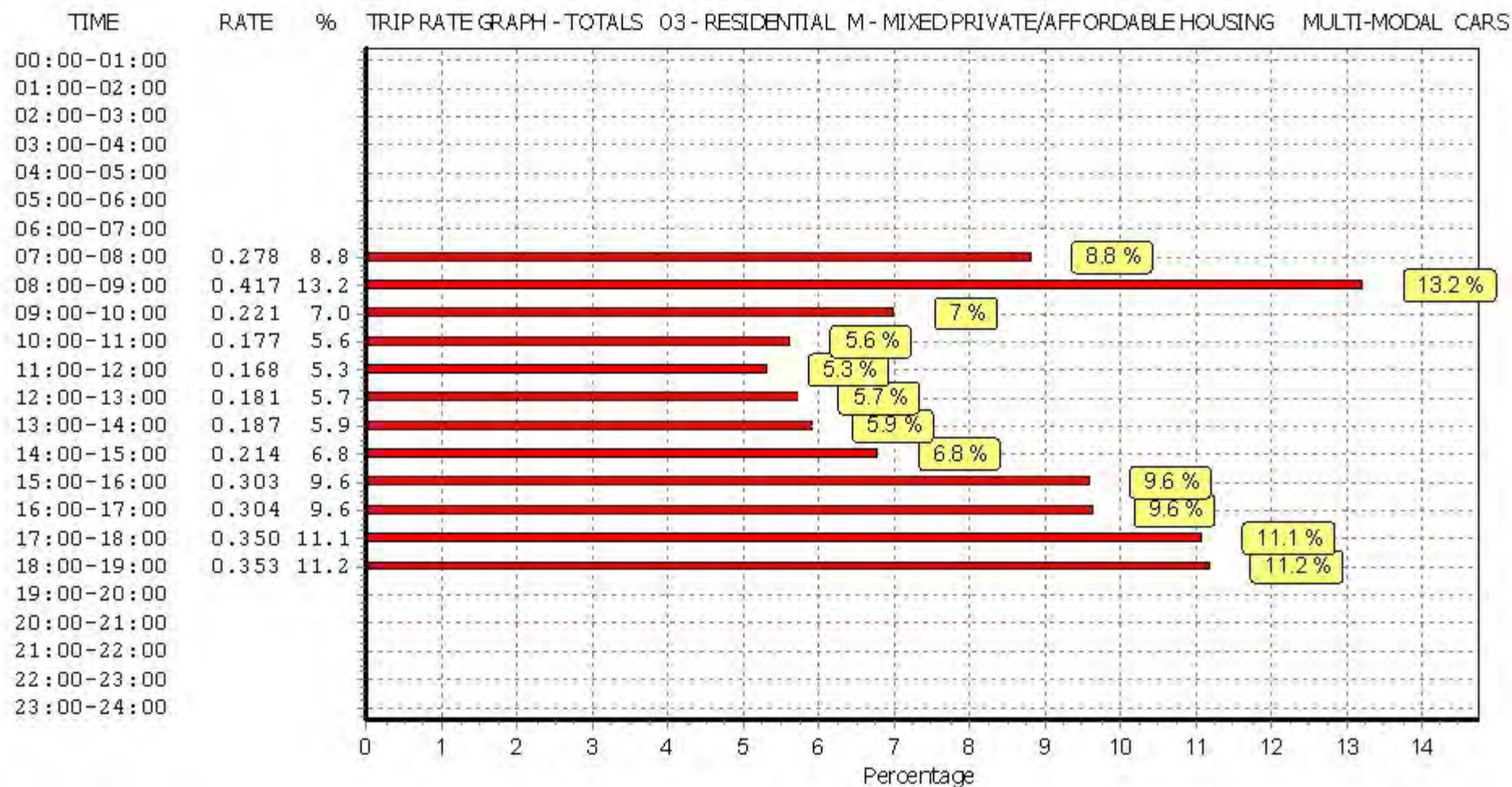


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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Licence No: 236601



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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.010	7	265	0.019	7	265	0.029
08:00 - 09:00	7	265	0.013	7	265	0.018	7	265	0.031
09:00 - 10:00	7	265	0.013	7	265	0.009	7	265	0.022
10:00 - 11:00	7	265	0.018	7	265	0.022	7	265	0.040
11:00 - 12:00	7	265	0.017	7	265	0.020	7	265	0.037
12:00 - 13:00	7	265	0.018	7	265	0.015	7	265	0.033
13:00 - 14:00	7	265	0.015	7	265	0.015	7	265	0.030
14:00 - 15:00	7	265	0.011	7	265	0.013	7	265	0.024
15:00 - 16:00	7	265	0.016	7	265	0.015	7	265	0.031
16:00 - 17:00	7	265	0.015	7	265	0.015	7	265	0.030
17:00 - 18:00	7	265	0.018	7	265	0.010	7	265	0.028
18:00 - 19:00	7	265	0.016	7	265	0.009	7	265	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.180			0.360

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

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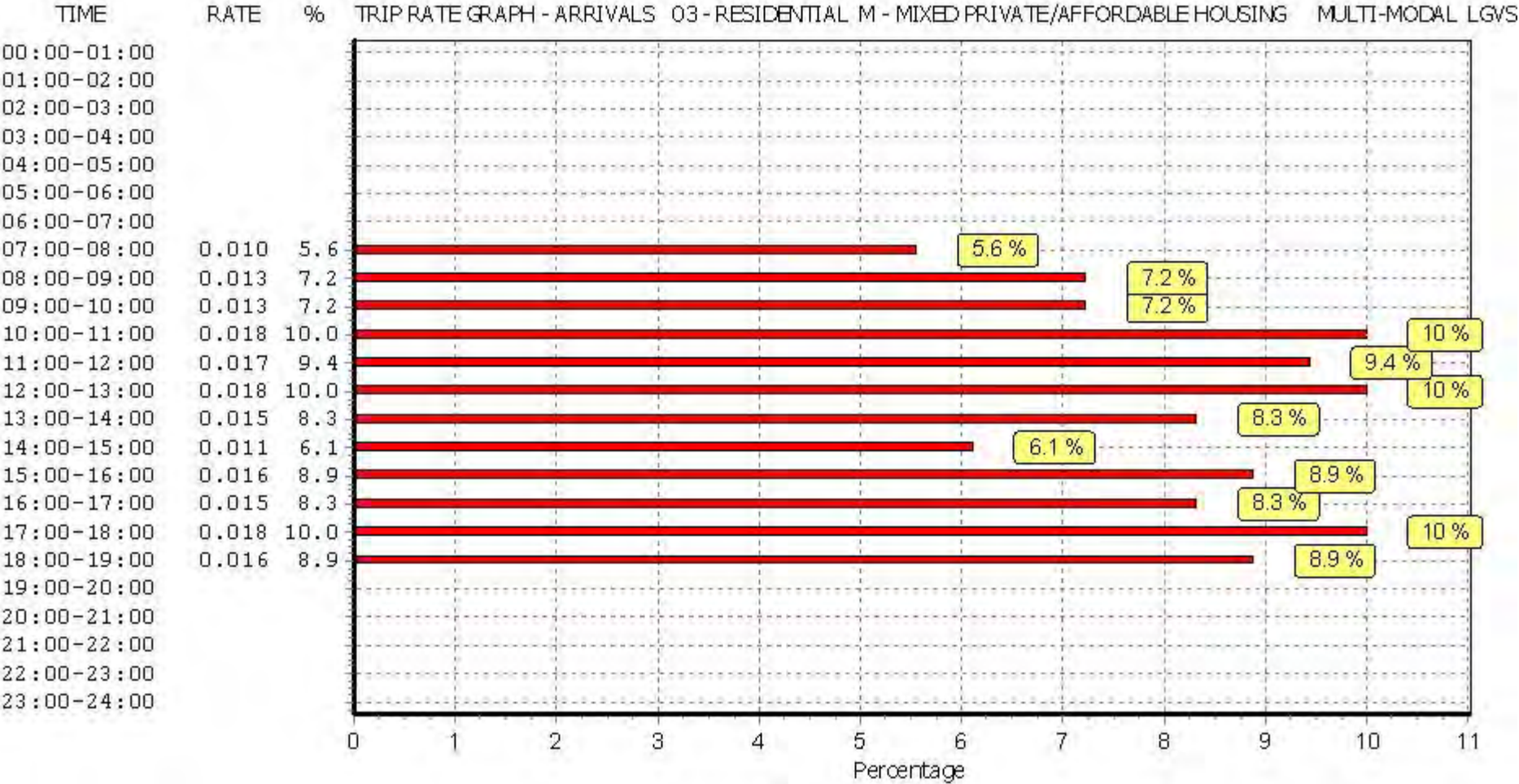
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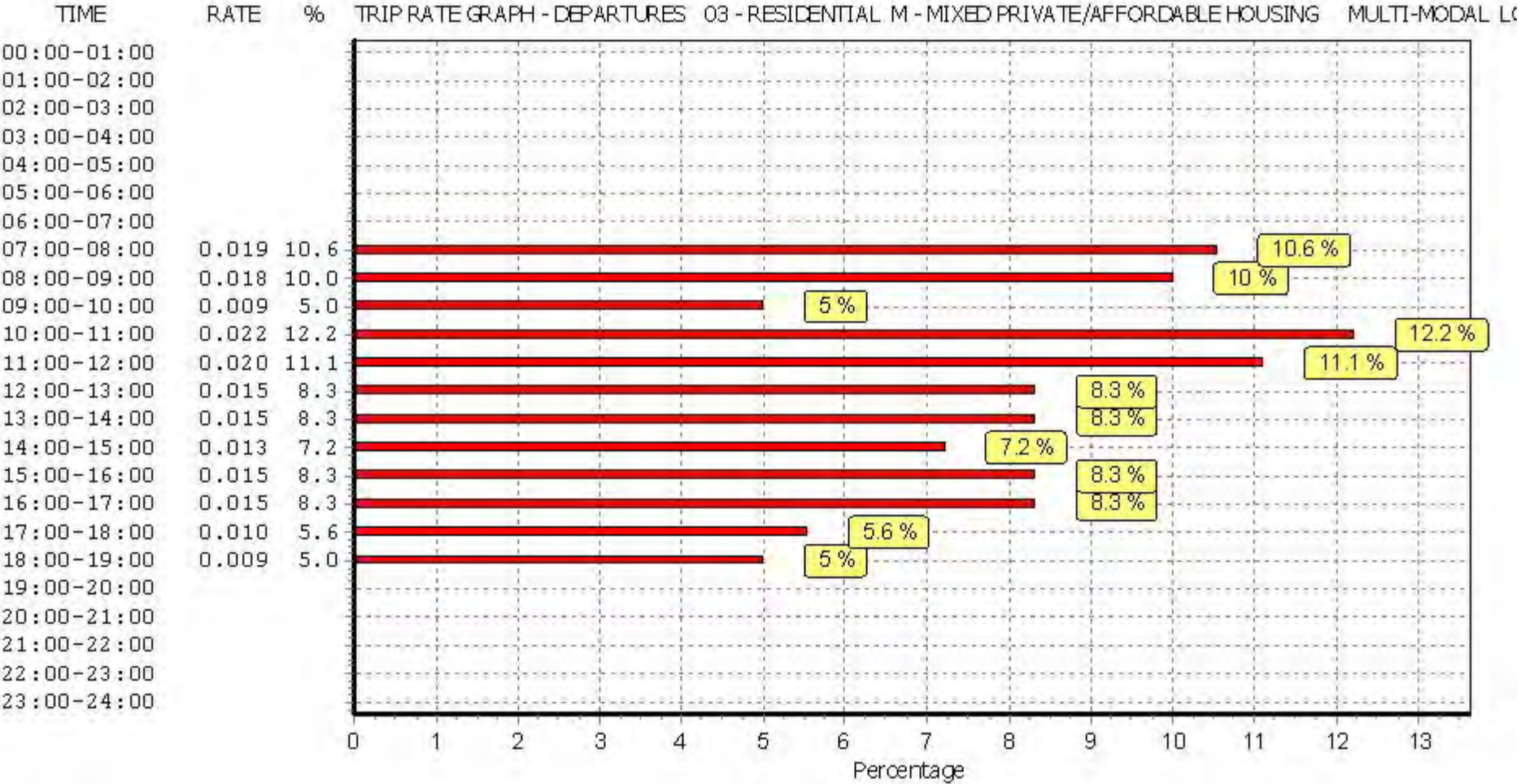
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

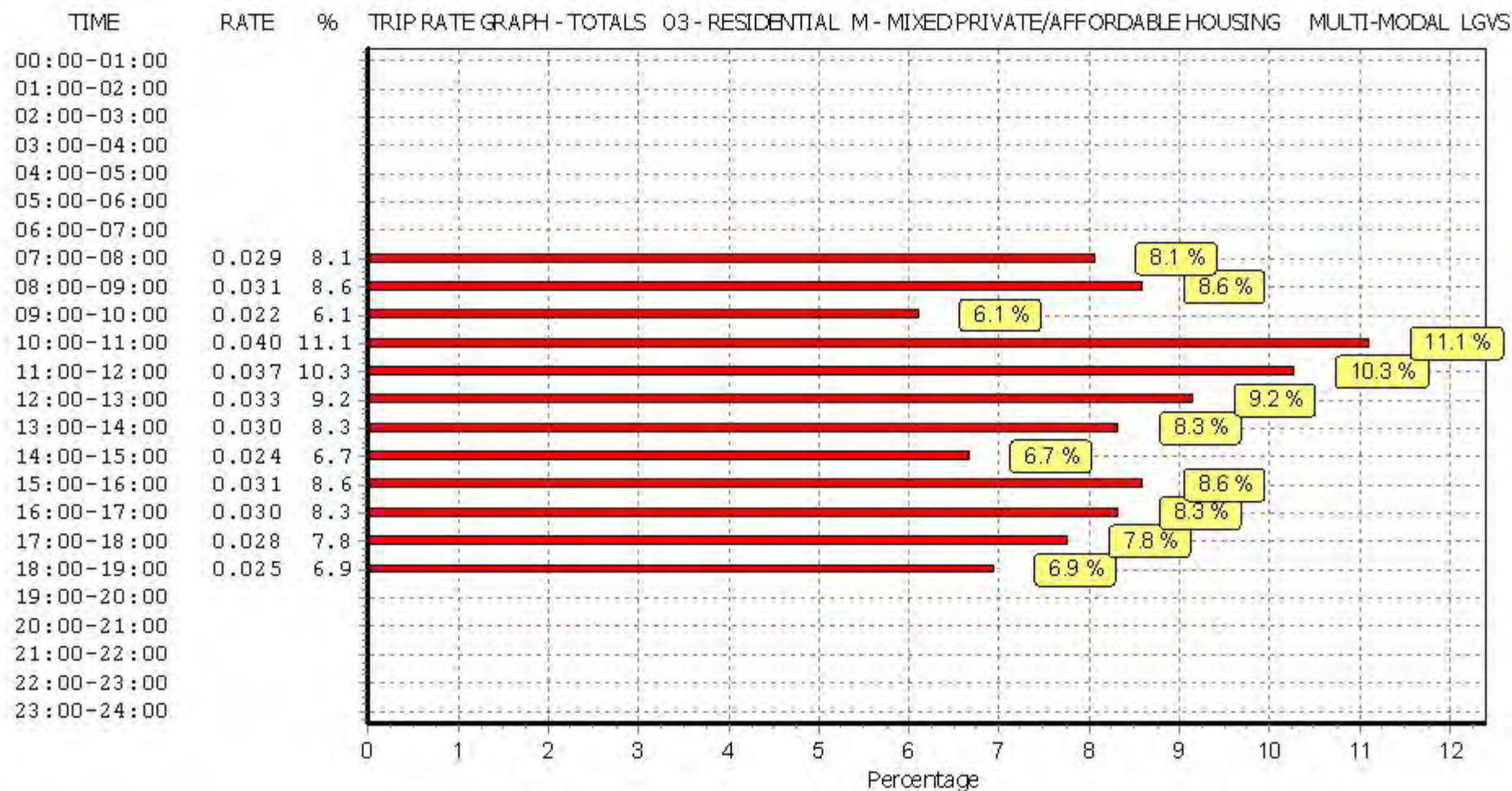


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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	265	0.001	7	265	0.004	7	265	0.005
08:00 - 09:00	7	265	0.001	7	265	0.002	7	265	0.003
09:00 - 10:00	7	265	0.001	7	265	0.004	7	265	0.005
10:00 - 11:00	7	265	0.001	7	265	0.001	7	265	0.002
11:00 - 12:00	7	265	0.001	7	265	0.002	7	265	0.003
12:00 - 13:00	7	265	0.001	7	265	0.001	7	265	0.002
13:00 - 14:00	7	265	0.002	7	265	0.002	7	265	0.004
14:00 - 15:00	7	265	0.001	7	265	0.001	7	265	0.002
15:00 - 16:00	7	265	0.001	7	265	0.001	7	265	0.002
16:00 - 17:00	7	265	0.003	7	265	0.000	7	265	0.003
17:00 - 18:00	7	265	0.004	7	265	0.000	7	265	0.004
18:00 - 19:00	7	265	0.002	7	265	0.001	7	265	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

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.

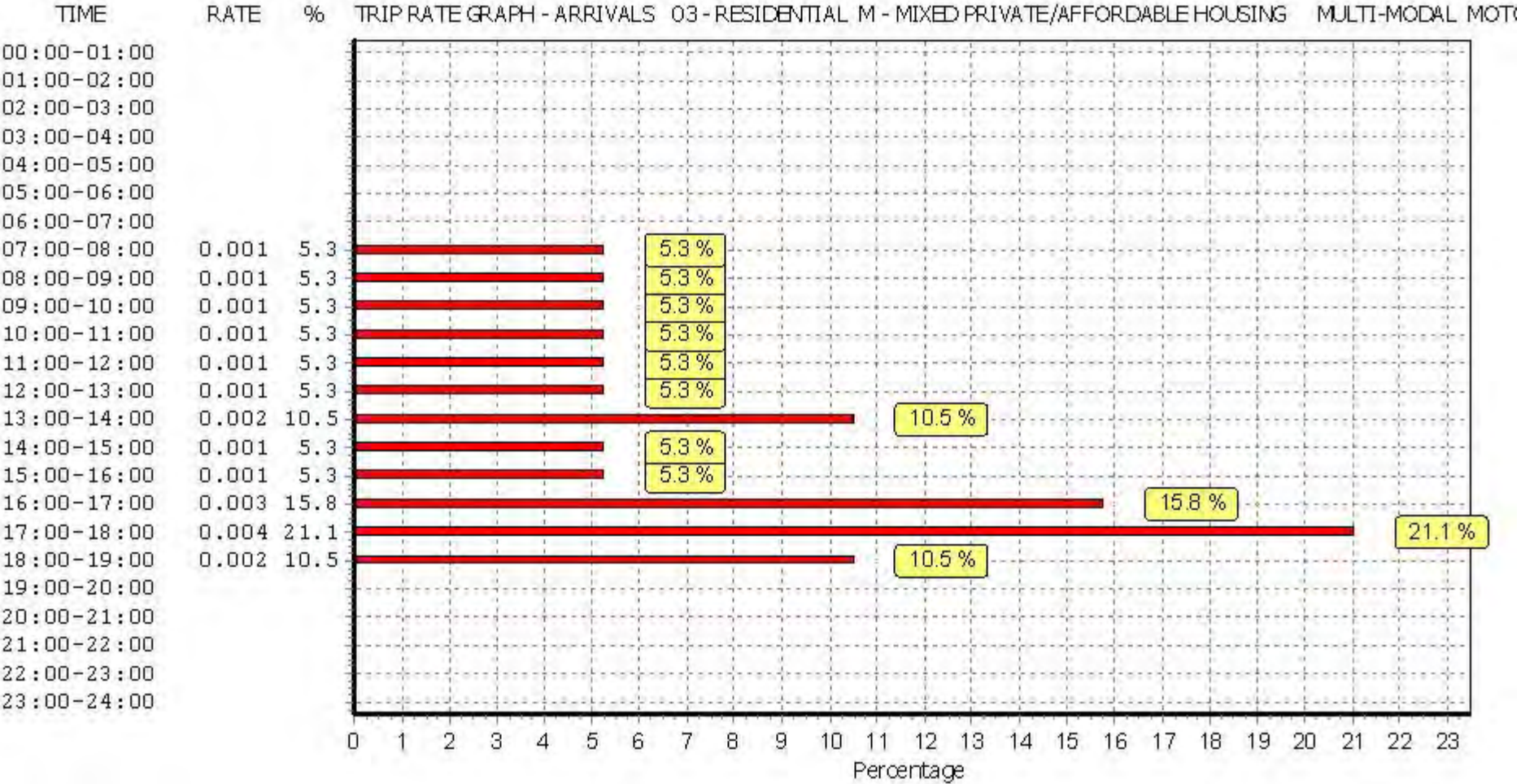
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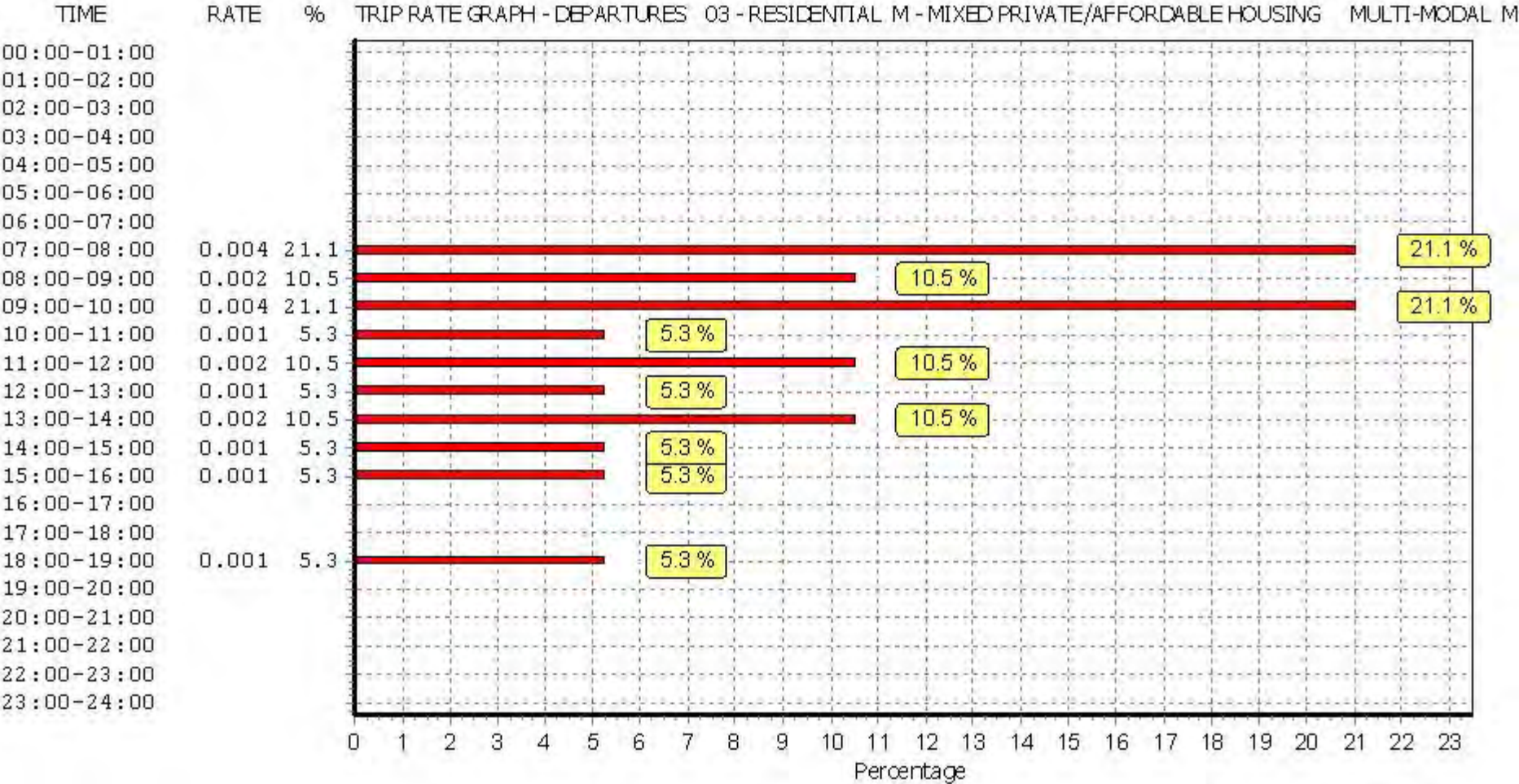
Parameter summary

Trip rate parameter range selected:	188 - 500 (units:)
Survey date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

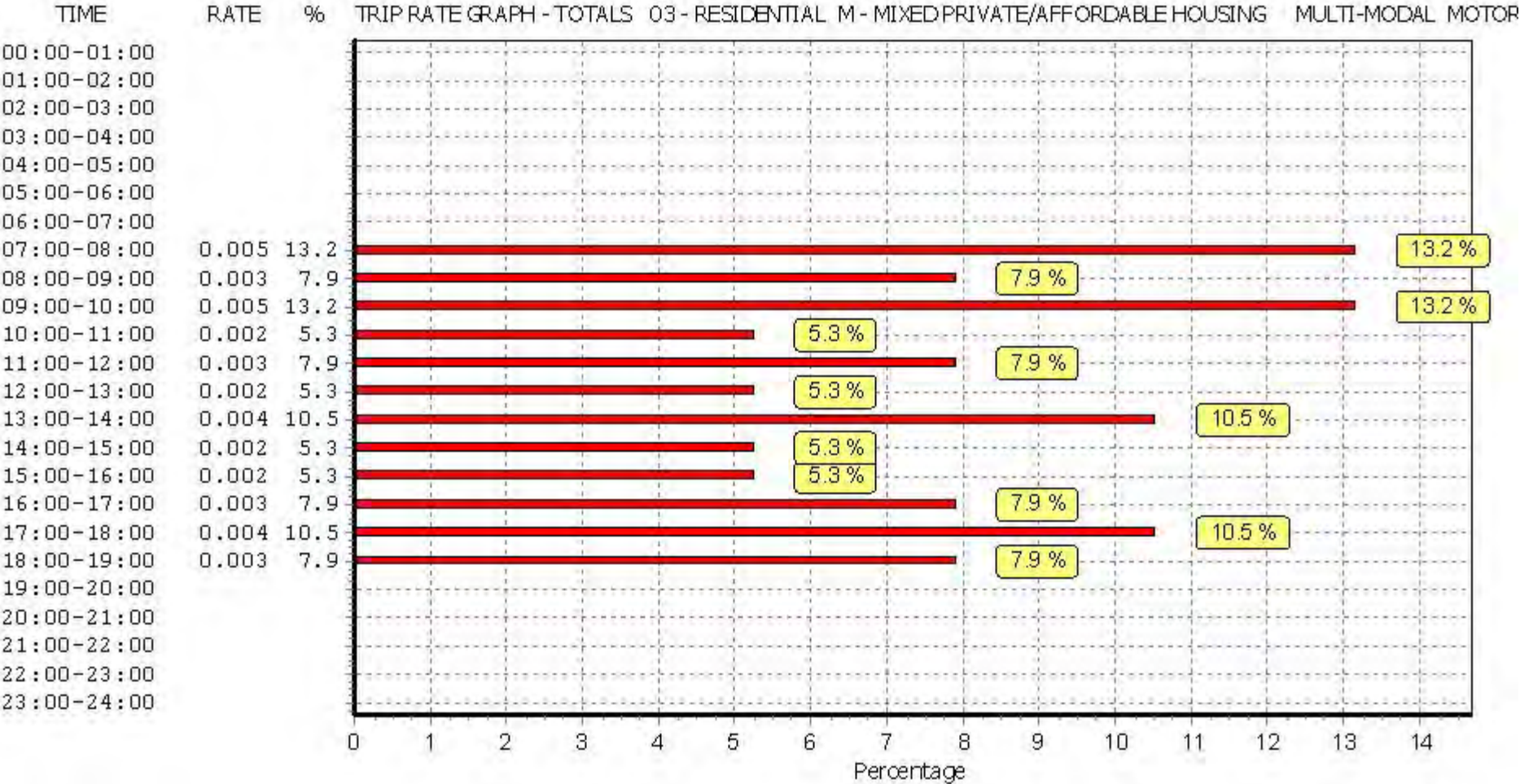
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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APPENDIX E. Site- Specific TRICS Outputs

Calculation Reference: AUDIT-236601-180601-0657

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
 HC HAMPSHIRE 1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 236 to 236 (units:)
 Range Selected by User: 236 to 236 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 21/03/17

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 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 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:

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 1 days

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

Population within 1 mile:

20,001 to 25,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000 1 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 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 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 1 days

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

LIST OF SITES relevant to selection parameters

1	HC-03-M-07	MIXED HOUSES & FLATS	HAMPSHIRE
	ALDERMASTON ROAD		
	BASINGSTOKE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	236	
	Survey date: TUESDAY	21/03/17	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	236	0.097	1	236	0.339	1	236	0.436
08:00 - 09:00	1	236	0.208	1	236	0.475	1	236	0.683
09:00 - 10:00	1	236	0.165	1	236	0.191	1	236	0.356
10:00 - 11:00	1	236	0.127	1	236	0.165	1	236	0.292
11:00 - 12:00	1	236	0.136	1	236	0.123	1	236	0.259
12:00 - 13:00	1	236	0.165	1	236	0.186	1	236	0.351
13:00 - 14:00	1	236	0.144	1	236	0.114	1	236	0.258
14:00 - 15:00	1	236	0.169	1	236	0.203	1	236	0.372
15:00 - 16:00	1	236	0.288	1	236	0.157	1	236	0.445
16:00 - 17:00	1	236	0.258	1	236	0.165	1	236	0.423
17:00 - 18:00	1	236	0.335	1	236	0.144	1	236	0.479
18:00 - 19:00	1	236	0.339	1	236	0.169	1	236	0.508
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.431			2.431			4.862	

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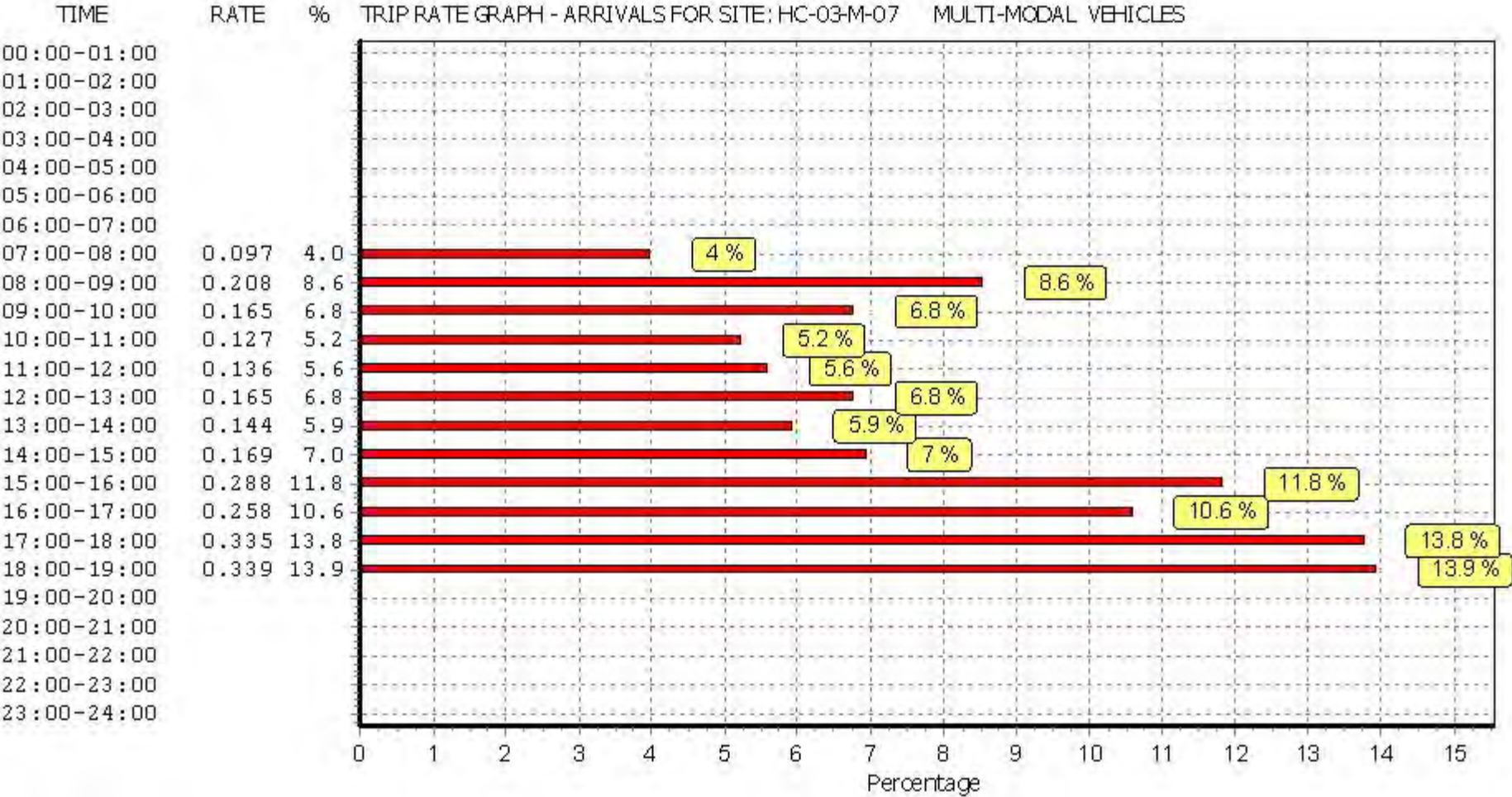
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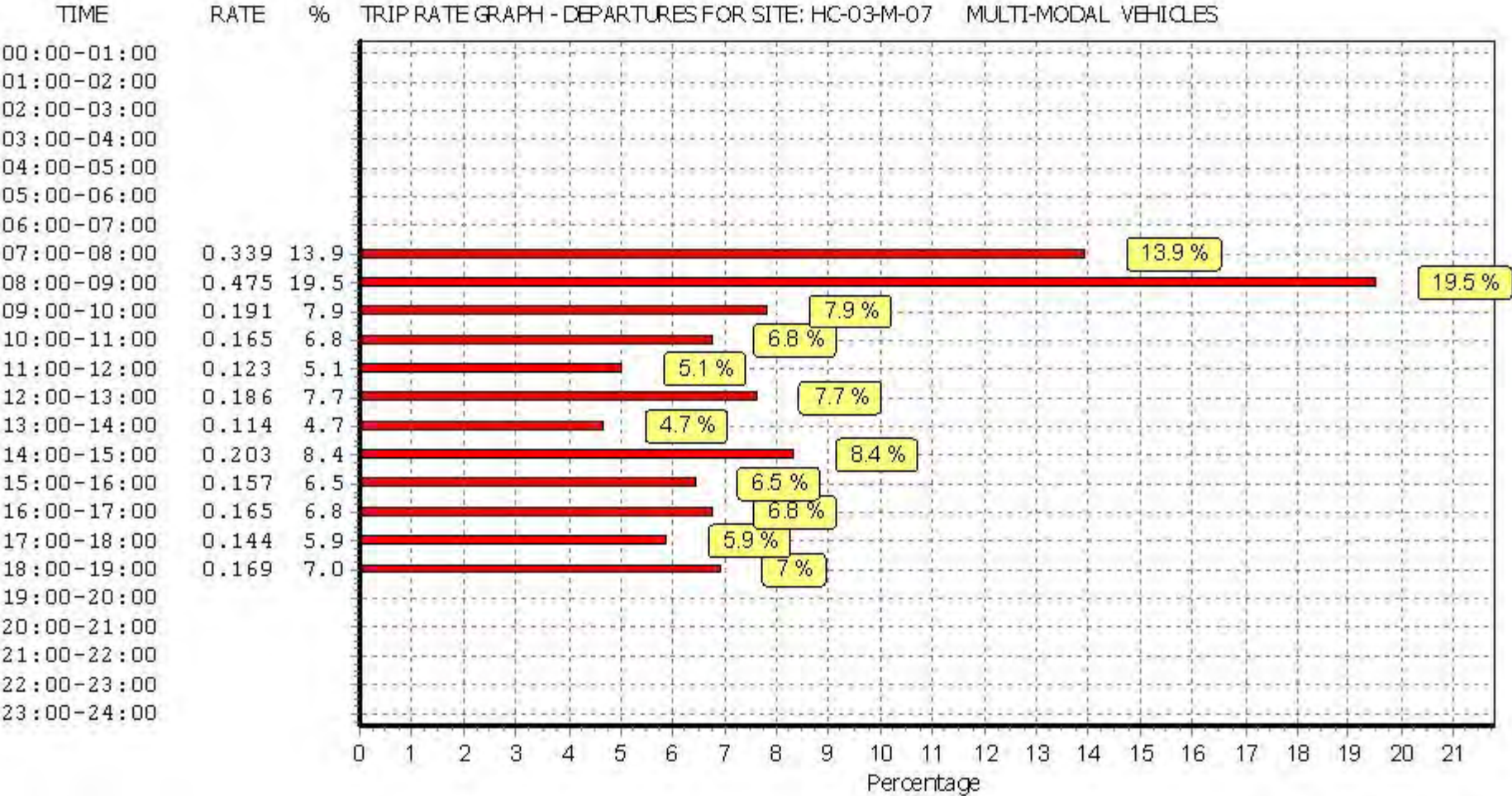
Parameter summary

Trip rate parameter range selected:	236 - 236 (units:)
Survey date date range:	01/01/10 - 21/03/17
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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