

Phoenix Community Housing

Riverpark Gardens

Transport Statement

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		Initials	AL	тс	NMcA
		Signature			

Executive Summary

This Transport Statement (TS) sets out the assessment of the likely impact of the proposed development which comprises the redevelopment of land at Riverpark Gardens within the London Borough of Bromley (LBB).

The site currently comprises commercial property with a residential unit above (both currently unoccupied), three garages, an electricity substation, storage facility and parking. Access to the site is via Riverpark Gardens.

The proposed development comprises eight residential units with associated landscaping and car parking.

There is good access to public transport with frequent bus services on Farnaby Road and rail services at Ravensbourne Railway Station within recommended walking distances, providing good sustainable transport options to areas within the borough.

Pedestrians and cyclists have been considered and catered for in the design of the scheme which includes on-site cycle parking facilities, in line with LBB's Unitary Development Plan (UDP).

Car parking in the area has been considered and it is proposed to modify the existing highway within the proposals to provide for the current demand on site and the proposed residential units.

All travel to and from the development can be accommodated within the existing facilities which surround the site.

Cundall Transportation conclude that there are no traffic or transportation reasons that should prevent the granting of planning permission for the proposed development.

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1. Introduction

This TS has been prepared by Cundall, on behalf of Phoenix Community Housing, to accompany the planning application for the proposed residential development located on Riverpark Gardens, Bromley. The development site is located on land which currently accommodates:

- One commercial property and residential unit which are unoccupied;
- Three garages, with manoeuvring space;
- Electricity substation;
- A storage facility; and
- Car parking.

The development currently experiences car parking associated with the local residential units and visitors to Warren Avenue Playing fields to the east of the site, which can be accessed via a pedestrian footpath adjacent to the site.

The redeveloped land will comprise of eight residential units with associated gardens and car parking. The site is bounded by recreational land to the east and north and further residential areas to the south and west. The location of the site is shown in Diagram 1 below and the proposed site layout, as supplied by Bell Phillips Architects, is contained within Appendix A.



Diagram 1 Site location plan

The TS has been undertaken taking due cognisance of the methodology contained in 'Guidance on Transport Assessment', issued by the Department for Transportation in March 2007 and Transport for London's 'Transport assessment best practice' and sets out the results of the our assessment of the traffic and transportation impacts of the development proposals.

2. Existing Conditions

2.1 Site surroundings

The site is located in an area which contains a mix of land uses, including residential and recreational land. The development is bounded by recreational land to the east and north and further residential areas to the south and west. The location of the site can be seen in Diagram 1 in Section 1 above.

2.2 On-site observations

A site visit was undertaken on Tuesday 5th August 2014 to consider the existing arrangements in terms of transportation. The following photographs show the site and the current use of the site.



Photograph 1 Proposed site



Photograph 2 Existing site access and car parking



Photograph 3 Existing garages

2.3 Pedestrian facilities

The footways in the area are generally wide with dropped kerbs and tactile paving present at key crossing points, street lighting is also present. The surrounding footways lead to public transport nodes, recreational land in the area and neighbouring residential areas.



Photograph 4 Footways in vicinity of site showing dropped kerbs at crossing points

The IHT publication 'Providing for Journeys on Foot' (IHT 2000) suggests acceptable walking distances for various land uses. The desirable walking distance to a bus stop is considered to be up to 400m. The upper limit for regular commuting on foot is considered to be in the region of 2.5km.



However, TfL's 'Transport assessment best practice – Guidance document' dated April 2010 details that the maximum distance people would walk (in London) for a bus is 640m and 960m for a railway station, with a walk speed of 80m per minute.

Table 1 below summarises approximate distances from the site to the public transport stops and the approximate walking times (TfL's 'Transport assessment best practice – Guidance document' dated April 2010.

Walking distances	to access public	transport
	Walking distance (m)	Walking time (mins) TfL Guidance
Farnaby Road (bus stop)	220	3
Ravensborne Road (bus stop)	400	5
Ravensbourne Railway Station	250	3.5

Table 1 Walking distances from site to public transport nodes

Diagram 2 below illustrates the reach of 1km from the site.



Diagram 2 1km walking isochrone

The existing public transport stops are conveniently located within these guidelines and it is considered that the use of public transport is a viable option for residents and their visitors.

2.3.1 Pedestrian summary

Pedestrian facilities within the surrounding area are generally provided adjacent to carriageways, these facilities provide direct access to public transport and leisure / retail facilities and employment areas close to the site, such as Bromley and Beckenham town centres.

2.4 Cycle facilities

The site is well connected with a number of on and off road cycle routes in the vicinity of the site. There are over 100 miles of cycle routes across the borough, with 12 designated routes in the borough which link all town centres using mainly quiet roads and in some areas off-road routes. Ravensbourne Avenue and Foxgrove Road / Crab Hill to the west of the site provide on-road routes, while off-road routes are available within the recreational land to the north of the site, accessed via Ravensbourne Avenue. The streets available to link to these are lightly trafficked and would be suitable for the majority of cyclists.

A Transport for London Road Network (TLRN) cycle route is available to the east of the site on Bromley Hill / London Road. Diagram 3 below shows the cycle routes in the vicinity of the site.



Diagram 3 Cycle routes

The routes in the vicinity of the site provide access to areas such as Beckenham, Sydenham, Lewisham and Hayes. These routes connect to the main employment areas, schools, retail and leisure activities within the surrounding areas.

2.4.1 Cycle summary

There are good cycle facilities within the surrounding area and these are generally provided on carriageway, these facilities provide direct access to the town centre, public transport and leisure / retail facilities and employment areas close to the site.

2.5 Public transport facilities

2.5.1 Buses

The site has good access to public transport in the form of regular bus services, as such there are a number of bus stops located close to the site. The nearest facilities are located on Farnaby Road approximately 220m to south of the site. These bus stops benefit from a shelter and timetable information. Bus route 354 serves this site with a 20 minute frequency during the day.



Photograph 5 Bus stop on Farnaby Road

This service provides access to locations such as Bromley Town Hall, Beckenham, Croydon Road and Crystal Palace. The location of the bus stops described above are shown on Diagram 4 below.



Diagram 4 Bus stop locations

Further services are available in the Bromley Hill / London Road area which is approximately 1km to the east of the site providing services to the neighbouring boroughs and further afield.

2.5.2 Rail facilities

The closest railway station to the site is Ravensbourne Railway Station (RRS) which is located on Crab Hill, approximately 250m to the west of the site. RRS is within Zone 4 and is operated by Southeastern, providing half hourly services to Kentish Town, Sevenoaks and via connections within the majority of London.



Photograph 6 Ravensbourne Railway Station

Further information on the rail services from RRS can be found on Southeastern's website <u>www.southeasternrailway.co.uk</u>.

2.5.3 Public transport summary

There are good public transport choices within the surrounding area with good pedestrian and cycle links to local bus and rail facilities. The public transport provision provides access to the local neighbourhoods, the town centre and rail destinations available on the Southeastern Line.

2.6 Sustainable transport summary

The site has excellent access to walking and cycling routes in the area both of which connect to the main employment areas, schools, retail and leisure facilities in the surrounding areas. The walking routes also provide good access to the public transport facilities which serve the site.

The location of the site makes it very accessible to the public transport services in the area, providing residents and visitors with many alternatives to car use. To provide a permeable walking environment the sustainable transport options ensure that the site will be accessible to other residential and commercial areas in and around the borough.

2.7 PTAL Rating

Cundall have consulted TfL's website to establish the PTAL (Public Transport Accessibility Level) rating for the site. The site has a current rating of 1b, a PTAL rating of 1 indicates a low level of accessibility to public transport, whilst a PTAL rating of 6 shows a high level of accessibility.

The London PTAL index generally considers that Underground stations offer the highest public transport accessibility because of connectivity and frequency of service. As the service in south London relies more on overground rail and bus, much of south London is characterised by lower PTAL levels than north of the Thames. It should also be noted that over 40% of outer London populations live in areas with a PTAL level of 1 or below.

LBB's UDP does provide guidance on the suitability of proposed development and their locations related to PTAL levels. This guidance states that residential developments would be acceptable in principle in areas with low PTAL levels.

Cundall would contend that the easily accessible and frequent public transport services would ensure that this site would have good opportunities for the more sustainable modes of transport.

2.8 Vehicle traffic

Vehicle access to the existing site is via Riverpark Gardens, a cul-de-sac accessed via Ravensmead Road. The local road network is subject to a maximum speed limit of 30mph, although an advisory 5mph sign is present at the entrance to Riverpark Gardens.



Photograph 7 Road sign at Riverpark Gardens

The junction of Riverpark Gardens with Ravensmead Road has parking restrictions in the form of double yellow lines, no other parking restrictions are present on Riverpark Gardens.

2.9 Car parking

Parking is available within the existing site in the form of three garages and additional space for approximately 10 vehicles to park, as described in Section 1 above.

During the site visit, car parking in the area was observed. The site contained a maximum of four parked cars during the site visit and no cars were observed entering or leaving any of the garages.

Parking was observed on Riverpark Gardens with parking both on and off road, as shown in Photograph 8 below.



Photograph 8 Car parking on Riverpark Gardens

2.10 Car parking surveys

In order to determine the existing demand for car parking in the area, LBB requested that a parking survey was undertaken. A survey of vehicles parking in the area was conducted on Tuesday 7th October 2014 between 06:00 and 22:00 and a copy of the survey results can be found in Appendix B.

The survey collected data regarding the number of vehicles that were parked at the start of the survey and the number of cars that utilised the parking areas available during the survey period, Diagram 5 below shows the car parking areas.



Diagram 5 Car parking areas

A maximum of 105 spaces are available within the areas detailed in Diagram 5 above. Table 2 below shows the total number of spaces that are available in each area.

Section	Location	No. of spaces available
1	Riverpark Gardens Garages North	4
2	Riverpark Gardens Northwest	12
3	Riverpark Gardens Northeast	6
4	Riverpark Gardens South	11
5	Ravensmead Road West	11
6	Riverpark Gardens Garages South (site)	10
7	Ravensmead Road North	24
8	Ravensmead Road South	27
TOTAL		105

Cundall have also determined the maximum occupancy of the car parking areas throughout the survey period. Graph 1 below shows the results and the maximum occupancy of 55 vehicles, with a reserve capacity for 50 vehicles.



Graph 1 No. of vehicles parked in all sections

It can be seen from Graph 1 that the parking profile for the area is consistent with residential parking demands, with peak demands for parking associated with early morning and late evening with the demand for parking decreasing within the morning. There is also a small increase during lunch hours and then an increased demand late afternoon, which is again consistent with normal residential parking demand patterns.

There was an inconsistent pattern within Section 4 when a demand for 11 vehicles between 11:30 and 12:00 was observed. This spike is considered inconsistent with a normal residential parking profile and is not replicated in any of the other surveyed sections, as such Cundall expect that this spike is not likely to be a usual daily occurrence and as such have used "best fit trend lines" to assess parking demand.

From the data, Cundall were able to determine the peak hour periods for parking in the area throughout the survey period, as shown in Table 3 below.

Table 3 Peak periods

	Peak period	No. of vehicles
AM peak	06:00 - 07:00	54
PM Peak	19:00 – 20:00	56

The peak hours identified in Table 3 above are considered to be consistent with residential parking profiles.

Although the results show spare capacity is available within the areas surveyed, this capacity is in areas which are furthest from the site. Cundall have analysed each survey area in more detail and the results are shown below, commencing with those closest to the site.

2.10.1 Section 6 – Riverpark Gardens Garages (proposed site)

Graph 2 below shows the number of vehicles parked compared to the capacity available in this section.



Graph 2 No. of vehicles parked in Section 6 during survey

It can be seen that 10 vehicles are able to be parked within this section and it was close to capacity as nine vehicles being parked during the peak periods, as detailed in Table 3 above. It should be noted that vehicles are not currently permitted to park in this area.

2.10.2 Section 4 – Riverpark Gardens South

Graph 3 below shows the number of vehicles parked in Section 4 compared to the capacity available in this section.



Graph 3 No. of vehicles parked in Section 4 during survey

It can be seen that Section 4 has capacity for 11 vehicles and reaches its capacity between 11:30 and 12:00. This is inconsistent with the parking profiles for other adjacent sections and Cundall consider that this is likely to be as a result of an unusual event on the day of the survey. During the rest of the survey period the maximum number of vehicles parked is eight, resulting in a spare capacity of three spaces.

2.10.3 Section 5 – Ravensmead Road West

Graph 4 below shows the number of vehicles parked in Section 5 compared to the capacity available in this section.



Graph 4 No. of vehicles in Section 5 during the survey

It can be seen that Section 5 has capacity for 11 vehicles and reaches this level at a number of times throughout the survey period. This section experiences levels close to its capacity during the majority of the survey period with a maximum of four spaces available between 09:30 and 10:30. Due to the proximity of this section to Ravensbourne Avenue which experiences a parking demand associated with commuters parking and travelling onwards via train, it is likely that Section 5 experiences a demand from commuters. This is shown in Graph 4 as the parking profile is not consistent with the other surveyed sections and usual residential parking profiles. Cundall would consider this area to be at maximum capacity.

2.10.4 Section 3 – Riverpark Gardens Northeast

Graph 5 below shows the results of the survey for Section 3 compared to the capacity available in this section.





It can be seen that Section 3 has capacity for six vehicles and reaches this level towards the end of the survey period. This section experiences levels close to its capacity during the majority of the survey period with an average of four spaces being used throughout the survey period and as such does not afford much scope to accommodate additional parking.

2.10.5 Section 2 – Riverpark Gardens Northwest

Graph 6 below shows the number of vehicles parked in Section 2 compared to the capacity available in this section.



Graph 6 No. of vehicles parked in Section 2

It can be seen that Section 2 has capacity for 12 spaces with occupancy reaching 10 spaces for the majority of the survey period, due to the level of parking observed in this section Cundall would consider that this section reaches its capacity and there is little scope to increase parking in this section.

2.10.6 Section 1 – Riverpark Gardens Garages North

Graph 7 below shows the number of vehicles parked in Section 1 compared to the capacity available in this section.



Graph 7 No. of vehicles parked in Section 1

It can be seen that Section 1 has capacity for four vehicles with a maximum occupancy of four during early morning and late evening with three spaces occupied for the majority of the survey period and as such does not afford much scope to accommodate additional parking.

2.10.7 Section 7 – Ravensmead Road North

Graph 8 below shows the number of vehicles parked in Section 7 compared to the capacity available in this section.





Section 7 has capacity for 24 vehicles with occupancy reaching a maximum of 13 spaces between 13:00 and 13:30. Although this section shows spaces available for parking, it is likely, as these spaces are up to 100m from the site, that residents and visitors would be likely to seek a space closer to the proposed development.

2.10.8 Section 8 – Ravensmead Road South

Graph 9 below shows the number of vehicles parking in Section 8 compared to the capacity available in this section.





It can be seen that Section 8 has capacity for 27 vehicles with occupancy reaching between four and five spaces for the majority of the day with an average of four spaces being utilised for the survey period. It is unlikely that residents and visitors to the development would utilise spaces in this section due to the distance (up to 200m) from the proposed site.

2.11 Car parking summary

Considering the number of residential properties within Riverpark Gardens (46 no.) and the maximum demand for 35 vehicles to park, Cundall have determined that the car ownership for the residents of Riverpark Gardens is approximately 0.76 vehicles per unit.

3. Proposed Development

The proposed development will provide the opportunity for the area to be improved whilst extending the residential provision in the area. The proposals for the site include the construction of eight residential flats with associated gardens and car parking.

3.1 Pedestrian facilities

The main pedestrian entrance to the site will be via Riverpark Gardens, to the west of the site but central to the building. Pedestrians will be able to negotiate around the site environs through the provision of the footways adjacent to the existing highway network, which provide access to the local public transport facilities.

3.2 Cyclist facilities

Cyclists will be able to utilise the existing cycle routes in the area, as described in Section 2.3.1 above. A cycle store will be provided within the site which can accommodate up to 16 cycles. The location of the cycle store can be seen on the proposed site layout within Appendix A.

3.3 Public transport

Public transport services will continue to be in the form of bus and rail services, the pedestrian routes from the site provide access to these nodes and can satisfactorily accommodate residents and visitors using the public transport facilities.

3.4 Proposed access

The main vehicle access to the site and proposed car parking will be via Riverpark Gardens.

It is proposed to modify the local highway adjacent to the development site to accommodate car parking for the proposed development and the removed garages. The car parking is to be provided perpendicular to the carriageway in marked bays. Riverpark Gardens will be modified to ensure a 6m running carriageway behind the bays to provide adequate manoeuvring for vehicles entering and exiting the car parking. A plan showing the proposed layout is included within Appendix A.

3.5 Servicing arrangements

The site will continue to be serviced from Riverpark Gardens.

3.6 Emergency access

The proposed development has been designed to ensure that emergency vehicles can manoeuvre around the flats and access all areas and buildings in the immediate vicinity of the site.

3.7 Proposed parking strategy

3.7.1 Cycle parking

In line with LBB's cycle parking standards which states for Residential (Use Class C3) 'secure cycle parking space(s) internal or external to each unit' is to be provided, the proposals include an internal cycle store which will provide secure cycle parking for residents. A total of 16 spaces are proposed, equating to two per dwelling.

3.7.2 Car parking

Cundall have considered LBB's car parking standards which state that the maximum car parking standard for flats is one space per unit, this would result in a maximum provision of eight car parking spaces for the development. During pre-application discussions with planning officers of LBB is was requested that the development provide nine car parking spaces.

In addition to the proposed car parking for the development the proposals will re-provide the car parking lost through the removal of the existing garages within the site, although it is understood that they are not currently used. As such, the development will provide 12 car parking spaces on Riverpark Gardens.

As determined in Section 2.11 above, the existing residential units generate a maximum car parking demand of 0.76 vehicles per unit. Cundall believe that it is likely that the proposed development would generate a similar demand for car parking for the proposed units, this would equate to a demand for seven additional vehicles within Riverpark Gardens (8 units x 0.76 = 6.08 vehicles).

Car parking associated with the proposed residential units can be accommodated within the proposed provision, and it is likely that there will be an element of spare capacity to would allow for daily variations in demand for parking within the Riverpark Gardens area and if on occasion the demand for parking exceeds the proposed provision, additional capacity would be available within the local area.

4. Trip Generation

In order to determine the trip generation that would be anticipated from the proposed development the TRICS 7.1.3 database has been interrogated.

Multi-modal trip rates for "Flats privately owned" have been considered and in line with TRICS best practice the following parameters have been used in determining suitable surveys:

- Sites located in Scotland, Ireland and Wales were discounted;
- Edge of Town Centre and Suburban locations only;
- Date of surveys post 2006; and
- Number of dwellings no greater than 30.

Table 6 below shows the total people daily arrivals and departures extrapolated from the TRICS database with the full TRICS outputs contained in Appendix C. . Please note that the TRICS database only contained data between the hours of 07:00 and 22:00, and therefore reference to "total trips" pertains to this time period only.

	Total arrivals	Total departures	Total
Trip rate (per dwelling)	2.857	2.719	5.576
Trip generation	23	22	45

4.1 Modal Share

In addition to the trip rates extracted from the TRICS database shown in Table 6 above, mode share information has also been extracted. Table 7 below shows the modal split extracted from TRICS and the total number of daily trips associated with each mode.

	Percentage	Total Trips
Pedestrians	40.5%	18
Cycle	3%	1.5
Public Transport	16.2%	7.5
Car	40.3%	18
TOTAL	100%	45

Table 5 Modal share

4.1.1 Pedestrians

The proposed development is forecast to generate a total of 18 two-way (walk only) pedestrian trips during the survey period.

4.1.2 Cycling

The TRICS database has forecast 1.5 trips for the proposed development by cycle, the fraction of a trip is generated as a result of low residential unit levels, we have therefore assumed that anyone who departs by cycle will also arrive resulting in two cycle trips.

4.1.3 Public transport

The development is predicted to generate a total of 7.5 trips by public transport, the fraction of a trip is generated as a result of low residential unit levels, we have therefore assumed that the development will generate eight public transport trips. This would include a combination of bus and rail trips. These eight two way public transport trips would generate pedestrian trips from the proposed development to the neighbouring public transport facilities, resulting in 26 additional pedestrian two way daily trips.

Due to the low number of trips and the frequency of public transport services in the area, Cundall Transportation conclude that these trips will not have a detrimental impact on the operation of existing public transport services.

4.1.4 Vehicles

The proposed development is forecast to generate 18 two-way vehicle trips daily trips. It should be noted that a proportion of this includes vehicles which will be travelling to or from the site for deliveries and will not be remaining at the site for the duration of the day.

4.2 Conclusion

Cundall Transportation conclude that the likely trips generated by the proposed development will be accommodated within the local network without any adverse impact. A predicted 45 two-way trips will be generated for all modes of transport. Due to the close proximity of the development to local transport facilities it is likely that the increase of trips will be accommodated satisfactorily.

5. Conclusion

The proposed residential development has access to public transport with bus and rail services in the local area, providing sustainable transport options for residents and their visitors.

Cycle parking facilities will be provided within the building with sufficient space to accommodate residents and visitor cycles in a secure location.

Vehicular trips generated by the development will be low and it is unlikely that these will be noticeable within the daily fluctuations of vehicle flows on the local highway network. A high proportion of the trips will be by sustainable modes, including public transport, however due to the low number of trips overall there will not be a detrimental impact on the local public transport provision.

Car parking will be provided for the residents and their visitors as agreed with and in line with LBB's car parking standards.



Appendix A





Appendix B



4377 / BROMLEY OCTOBER 2014 PARKING SURVEY

SITE: AII

Bromley

DAY: Tuesday

DATE: 7th October 2014

SECTION: 1

Riverpark Gardens Garages North

N ated available park

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Total length of parking (m)	48 4	48 4	48	48 4	48	48	48	48	48	48	48	48	48	48 . 4	18 4	8	18	48	48	48	48	48	48	48	48	48	48	48	48	48	8	m
Length of occupied parking (m)	20 2	20	15	15	15	15	10	10	15	15	15	15	15	15 :	15 1	5	15	15	15	15	15	15	15	15	15	15	15	15	15 :	15	5 2	0
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SECTION: 2																																

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Total length of parking (m)	87	87	87	87	87	87 6	87 8	7 8.	7 87	. 87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87 8	7 8	.8	
Length of occupied parking (m)	50	50	50	50	20	50	45 4	5 3(0 3C	30	35	35	35	35	30	30	30	30	30	30	30	35	40	35	50	50	20	50 5	0	20	
Total number of vehicles parked	10	10	10	10	10	10	6	9 6	9	9	7	7	7	7	9	9	9	9	9	9	9	7	∞	7	10	10	10	10 1	0	10	
Length of unoccupied parking (m)	37	37	37	37	37	37	42 4	2 5.	7 57	57	52	52	52	52	57	57	57	57	57	57	57	52	47	52	37	37	37	37 3	7 3.	7 37	
Calculated number of available parking bays (m)	2	2	2	2	2	2	3	3 6	9	9	ഹ	2	Ω	2	9	9	9	9	9	9	9	2	4	2	2	2	2	2	2	2	
Calculated Parking stress (%)	83%	83%	83%	83% {	33% 8	33% 7	5% 75	50 50	% 50	% 50%	6 58%	58%	6 58%	58%	50%	50%	50%	50%	50%	50%	50%	58%	67%	58%	83%	83%	83% : 8	33% = 8:	% 83	% 83	~
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4377 / BROMLEY OCTOBER 2014 PARKING SURVEY

SITE: AII Bromley

DAY: Tuesday

DATE: 7th October 2014

SECTION: 4

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Length of occupied parking (m)	35	30	40	40	25	25	20	15	15	15	15	55	20	20	25	25	25	25	15	5	2	2 0	20	20	25	20	20	20	20	2	0	0	0	25
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Calculated number of available parking bays (m)	4	ۍ	÷	ę	9	9	2	œ	∞	œ	∞	0	2	7	9	9	9	9	8				7	7	9	7	7	7	7		-		-	9
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Total length of parking (m)	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	3	2 2	12	35	35	35	35	35	35	35	3	5	5	ي. ي	35
Length of occupied parking (m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0					0
Total number of vehicles parked	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	_		0
Length of unoccupied parking (m)	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	5 3.	5 3	5 3	35	35	35	35	35	35	35	31	5 3.	5 3	2	35
Calculated number of available parking bays (m)	7	7	7	7	7	7	-	1	1	7	7	7	1	1	-	1	7		7		~		7		7	7	7	7	1				: /	7

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Calculated Parking stress (%)

DY	m
N	11
Ravensmead Road West	Calculated available parking space

												Raven	smead	Road V	Vest																			Г
Unrestricted	06:00 C	36:30 : \	07:00	07:30	08:00	08:30	00:60	09:30	10:00	0 10:30	0 11:0	0 11:3	0 12:C	30 12:	30 13	:00 13	:30 14	1:00:1	1:30 1.	5:00 1	5:30 1	6:00 1	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	0 20:3	0 : 21:0	21:	õ
Total length of parking (m)	55	55	55	55	55	55	55	55	55	55	55	55	55	2	5	2	22	55	55	55	55	55	55	55	55	55	55	55	55	55	55	22	26	
Length of occupied parking (m)	50	45	45	40	40	45	35	35	20	50	55	55	20	4	2 2	9 0	0	45	20	40	40	40	40	50	55	55	50	50	45	50	45	45	34	
Total number of vehicles parked	10	6	6	00	∞	6	7	7	10	10	11	11	10	6	1	0	0	6	10	∞	∞	∞	∞	10	11	11	10	10	6	10	6	6	6	
Length of unoccupied parking (m)	ۍ	10	10	15	15	10	20	20	2	2	0	0	2	Ĩ	0	2	5	10	2	15	15	15	15	2	0	0	2	ۍ	10	ഹ	10	10	10	_
Calculated number of available parking bays (m)	-	2	2	с	ę	2	4	4	-	-	0	0	-	~		-		2		с С	с С	с С	с С	-	0	0	-	-	2	-	2	2	2	
Calculated Parking stress (%)	91%	82%	82%	73%	73%	82%	64%	64%	91%	5 91%	5 1005	% 100%	% 915	% 82	% 91	1% 9	1% 8.	2% 9	.1%	73%	73%	73%	73%	91%	100%	100%	91%	91%	82%	91%	82%	6 829	% 82	%
												Raven.	smead	Road V	Vest																			
Double Yellow	00:90	76:30	07:00	07:30	08:00	08:30	00:60	. 09:30	10:01	0 10:3	0 11:0	0 11:3	12:C	70 12:	30 13:	:00 13	:30 14	1:00 1	1:30 1.	5:00 1	5:30 1	6:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	0 20:00	0 20:3	0 21:0	21:	õ
Total length of parking (m)	16	16	16	16	16	16	16	16	16	16	16	16	16	1	6 1.	9	9	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
Length of occupied parking (m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total number of vehicles parked	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0		0		0	0	0	0	0	0	0	0	0	0	0	

%0 16

16

16

16 3 0%

ength of unoccupied parking (m) Calculated number of available parking bays (m) Calculated Parking stress (%)

%0



4377 / BROMLEY OCTOBER 2014 PARKING SURVEY

SITE: AII Bromley

DAY: Tuesday

DATE: 7th October 2014

SECTION: 6

N	10	
Riverpark Gardens Garages South	Calculated available parking space	

											×	iverpark	Garde.	ns Gari	ages So	outh																		
iverpark Gardens Garages South	00:90	06:30 <u>0</u>	1 :00:70	07:30	08:00	08:30	0:60 0	09:3 C	0 10:0	00 10	:30 1	1:00 11	:30 1	2:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	7 18:0(0 18:30	0 19:0	0 19:0	30 20:	20: 20:	30 21	:00 2	1:30
otal length of parking (m)	51	51	51	51	51	51	51	51	5	دی 	51	51 5	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	<u>م</u> 	<u>م</u>	- 		51
ength of occupied parking (m)	45	45	30	35	35	35	35	35	35		35 :	25 25	25	15	15	15	20	20	20	20	20	25	25	30	30	25	40	45	40	. 4(. 4	ب	45
otal number of vehicles parked	6	6	9	7	7	2	-	7	7		7	2 2	2	 	 3	3	4	4	4	4	4	ഹ	ß	9	9	ى ع	∞	6	œ 					6
ength of unoccupied parking (m)	9	9	21	16	16	16	16	16	16		. 91	26 2	. 9.	36	36	36	31	31	31	31	31	26	26	21	21	26	11	9		÷–				9
calculated number of available parking bays (m)	1	1	4	3	3	3	3	3	3		3	5	2	7	7	7	9	9	9	9	9	5	2	4	4	2	2	1	2	2	: 2			1
Calculated Parking stress (%)	%06	90% 6	%09	70%	70%	70%	3 70%	70%	5 705	% T	0% 5	0% 51	0% 3	. %0	30%	30%	40%	40%	40%	40%	40%	50%	50%	%09	%09	50%	80%	60%	% 80%	% 80	% 80	% 9(3% 6	0%

SECTION: 7

. 19) UN DY	Dace 24 2
Ravensmead Road (North of No.	Calculated available parking sp

											Raver	smead	Road (N	lorth of	No. 19)																		
Inrestricted	00:90	06:30	07:00	07:30	08:00	08:30	00:60	06:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	0 15:30	16:0	16:30	17:0	0 17:3	0 18:00	18:30	19:00	19:30	0 20:00	20:30	21:00	21:30	
otal length of parking (m)	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	12'	121	121	121	121	121	121	121	121	
ength of occupied parking (m)	30	30	30	30	35	35	40	40	45	45	55	09	22	55	92	09	20	50	20	50	55	55	55	09	55	55	55	09	50	20	25	30	
otal number of vehicles parked	9	9	9	9	7	7	œ	œ	6	6	11	12	11	11	13	12	10	10	10	10	11	11	11	12	11	11	11	12	10	10	2	9	
ength of unoccupied parking (m)	91	91	91	91	98	86	81	81	76	76	99	61	99	99	56	61	71	71	17	71	99	99	99	61	99	99	99	61	71	71	96	61	
Calculated number of available parking bays (m)	18	18	18	18	17	17	16	16	15	15	13	12	13	13	11	12	14	14	14	14	13	13	13	12	13	13	13	12	14	14	19	18	
Calculated Parking stress (%)	25%	25%	25%	25%	29%	29%	33%	33%	38%	38%	46%	50%	46%	46%	54%	50%	42%	42%	42%	42%	46%	46%	46%	503	46%	46%	46%	50%	42%	42%	21%	25%	_
											Raver	smead	Road (N	lorth of	No. 19)																		
Double Yellow	00.90	06:30	07:00	07-30	08.00	08-30	00.60	08:60	10:00	E 10-30	11:00	11:30	12.00	12:30	13.00	13.30	14:00	14-30	= 15:00	15-3	16:0	16-30	0.17.0	0 17:3	0 = 18-00	18-3C	19·0C	19-30	00.00	20.30	21.00	21-30	_

ouble Yellow	00:90	06:30	07:00	07:30	08:0	0 08::	30 09.5	00 00	30 1	00:0	10:30	11:00	11:30	12:00	12:3	0 13:0	0 13:3.	0 14:0	14:	30 15	00	5:30	16:00	16:30	17:0	0 17:	30 18	00	8:30	19:00	19:30	20:00	20:30	21:	0	00 21:
otal length of parking (m)	6	6	6	6	6	6	6			6	6	6	6	6	6	6	6	6	6			6	6	6	6	6 			6	6	6	6	6	6		
ength of occupied parking (m)	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0			0	0	0	0	0			0	0	0	0	0	0		
otal number of vehicles parked	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0			0	0	0	0	0	0		0
ength of unoccupied parking (m)	6	6	6	6	6	6	6		6	6	6	6	6	6	6	6	6	6	6		6	6	6	6	6	6		6	6	6	6	6	6	6		6
alculated number of available parking bays (m)	2	2	2	2	2	2	2		2	2	2	2	2	2	2	2	2	2	2		2	2	2	2	2	2		2	2	2	2	2	2	2		2
calculated Parking stress (%)	%0	%0	%0	%0	%0	60	§0 9) <u> </u>		0%	%0	%0	%0	%0	%0	%0	%0	0%	50 5	9 E 9	3%	0%	%0	%0	%0	50	% <u>0</u>) %	∃ %C	%0	%0	%0	%0	%0		60
FCTION: 8																																				

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nsmead Road (South of No. 19)	ad available narking snace

08:00 08:30 09:00 09:30 1000 10:30 11:30 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137	08:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 10:00 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 11:01 <th< th=""><th>Ravensmead Road (South of No. 19) Ravensmead Road (South of No. 19) 130 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137</th><th>0800 08:30 09:30 09:30 09:30 10:30 11:30 11:30 12:30 13:30 13:70 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137</th></th<> <th>0800 0830 0930 0930 0930 0930 0930 0930 1030 1130 1230 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 1337 <th< th=""><th>0800 08:30 09:30 09:30 09:30 10:30 11:30 13:30 14:30 15:30 15:30 16:30 17:30 17:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30</th><th>Raversmead Road (South of No. 19) Raversmead Road (South of No. 19) Raversmead Road (South of No. 19) 130 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 1</th><th>Revensimeed Road (South of No. 19) Revensimeed Road (South of No. 19) 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137</th></th<></th>	Ravensmead Road (South of No. 19) Ravensmead Road (South of No. 19) 130 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 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1337 1337 1337 1337 1337 1337 1337 1337 <th< th=""><th>0800 08:30 09:30 09:30 09:30 10:30 11:30 13:30 14:30 15:30 15:30 16:30 17:30 17:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30</th><th>Raversmead Road (South of No. 19) Raversmead Road (South of No. 19) Raversmead Road (South of No. 19) 130 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 1</th><th>Revensimeed Road (South of No. 19) Revensimeed Road (South of No. 19) 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137 137</th></th<>	0800 08:30 09:30 09:30 09:30 10:30 11:30 13:30 14:30 15:30 15:30 16:30 17:30 17:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 13:30 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4377 / BROMLEY OCTOBER 2014 PARKING SURVEY

SITE: All

Bromley

DAY: Tuesday

DATE: 7th October 2014

SECTION: ALL

All Sections UN DY Calculated available parking space 105 12

Ilated Parking



Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas: 01 GREATER LONDON

01	GREA		
	CN	CAMDEN	1 days
	HG	HARINGEY	1 days
	HO	HOUNSLOW	1 days
	ΗV	HAVERING	1 days
	IS	ISLINGTON	2 days
	KI	KINGSTON	1 days
	KN	KENSINGTON AND CHELSEA	3 days
	RD	RICHMOND	1 days
	TH	TOWER HAMLETS	3 days
	WH	WANDSWORTH	1 days
02	SOUT	H EAST	
	EX	ESSEX	2 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	3 days
03	SOUT	'H WEST	
	BR	BRISTOL CITY	1 days
	DC	DORSET	2 days
04	EAST	ANGLIA	
	CA	CAMBRIDGESHIRE	1 days
05	EAST	MIDLANDS	
	DS	DERBYSHIRE	2 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST	MIDLANDS	
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORK	SHIRE & NORTH LINCOLNSHIRE	
	WY	WEST YORKSHIRE	1 days
80	NORT	TH WEST	
	СН	CHESHIRE	1 days
09	NORT	Н	
	ΤV	TEES VALLEY	2 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	6 to 530 (units:)
Range Selected by User:	6 to 30 (units:)

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/06 to 03/09/14

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.

6 days
7 days
9 days
4 days
6 days
3 days
1 days

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

Selected survey types:	
Manual count	36 days
Directional ATC Count	0 days

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

Selected Locations:	
Edge of Town Centre	14
Suburban Area (PPS6 Out of Centre)	22

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	24
Built-Up Zone	5
No Sub Category	7

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.

Filtering Stage 3 selection:

<u>Use Class:</u>	
C1	1 days
C3	34 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:	
1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	7 days
15,001 to 20,000	2 days
20,001 to 25,000	4 days
25,001 to 50,000	11 days
50,001 to 100,000	6 days
101,000 or More	2 days

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

3 days
2 days
11 days
8 days
12 days

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

Car ownership within 5 miles:	
0.5 or Less	6 days
0.6 to 1.0	8 days
1.1 to 1.5	22 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.

<u>Travel Plan:</u>	
Yes	1 days
No	35 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.

LIST OF SITES relevant to selection parameters

1	BR-03-C-01 Clarence Road	FLATS & TERRACED		BRISTOL CITY
2	BRISTOL Suburban Area (PPS Residential Zone Total Number of dwo <i>Survey date:</i> CA-03-C-02 WESTFIELD ROAD NETHERTON PETERBOROUGH Suburban Area (PPS	6 Out of Centre) ellings: <i>MONDAY</i> BLOCK OF FLATS	102 <i>09/11/09</i>	Survey Type: MANUAL CAMBRIDGESHIRE
3	No Sub Category Total Number of dwo Survey date: CH-03-C-01 NEW CRANE STREE	ellings: <i>TUESDAY</i> BLOCKS OF FLATS	44 18/10/11	Survey Type: MANUAL CHESHIRE
4	CHESTER Edge of Town Centro Residential Zone Total Number of dwo <i>Survey date:</i> CN-03-C-01 OVAL ROAD	e ellings: <i>FRIDAY</i> BLOCK OF FLATS	60 17/10/08	Survey Type: MANUAL CAMDEN
5	REGENTS PARK Suburban Area (PPS Residential Zone Total Number of dwo <i>Survey date:</i> DC-03-C-01 ABBOTSBURY ROAD	6 Out of Centre) ellings: <i>FRIDAY</i> BLOCKS OF FLATS	12 <i>07/11/08</i>	Survey Type: MANUAL DORSET
6	WEYMOUTH Edge of Town Centro Residential Zone Total Number of dwo <i>Survey date:</i> DC-03-C-02 PALM COURT SPA POAD	e ellings: <i>TUESDAY</i> FLATS IN BLOCKS	27 08/07/08	Survey Type: MANUAL DORSET
7	WEYMOUTH Suburban Area (PPS Residential Zone Total Number of dwo <i>Survey date:</i> DS-03-C-01 DRAGE STREET LITTLE CHESTER	6 Out of Centre) ellings: <i>FRIDAY</i> BLOCK OF FLATS	14 <i>28/03/14</i>	Survey Type: MANUAL DERBYSHIRE
	DERBY Suburban Area (PPS No Sub Category Total Number of dwo Survey date:	6 Out of Centre) ellings: <i>THURSDAY</i>	8 <i>25/06/09</i>	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DS-03-C-02 BURTON ROAD NEW NORMANTON DERBY	FLATS		DERBYSHIRE
	Suburban Area (PPS6	Out of Centre)		
	Total Number of dwe	llings	28	
	Survey date:	SATURDAY	09/07/11	Survey Type: MANUAL
9	EX-03-C-01 WESTCLIFF PARADE WESTCLIFF	FLATS		ESSEX
	SOUTHEND-ON-SEA Edge of Town Centre Residential Zone	llings	4	
	Survey date	THESDAY	22/10/13	Survey Type: MANUAL
10	EX-03-C-02 WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA	BLOCK OF FLATS		ESSEX
11	Edge of Town Centre Residential Zone Total Number of dwe <i>Survey date:</i>	llings: TUESDAY	94 22/10/13	Survey Type: MANUAL
	WORTING ROAD	FLATS		HAMPSHIRE
12	BASINGSTOKE Suburban Area (PPS6 Residential Zone Total Number of dwe <i>Survey date:</i> HF-03-C-02 BRIDGE ROAD EAST	Out of Centre) Ilings: THURSDAY FLATS	16 21/10/10	Survey Type: MANUAL HERTFORDSHIRE
10	WELWYN GARDEN Cl Suburban Area (PPS6 No Sub Category Total Number of dwe <i>Survey date:</i>	ITY Out of Centre) Ilings: WEDNESDAY	86 1 <i>6/07/08</i>	Survey Type: MANUAL
13	HG-03-C-01 CHADWELL LANE NEW RIVER VILLAGE HORNSEY Suburban Area (PPS6 Residential Zone	o Out of Centre)		HARINGEY
		nings: THESDAV	25 27/10/09	SURVEY TYPE MANIIAI
14	HO-03-C-01 VINE PLACE	BLOCK OF FLATS	27710/07	HOUNSLOW
	HOUNSLOW Edge of Town Centre No Sub Category			
	Total Number of dwe	llings: אחסטיע	15 19/06/10	SURVAY TUDA: MANULAL
	Survey uale.		17/00/10	Survey Type. WANDAL

LIST OF SITES relevant to selection parameters (Cont.)

15	HV-03-C-01 BLOCKS OF FLATS WATERLOO ROAD		HAVERING
16	ROMFORD Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i> IS-03-C-01 FLATS RAMSEY WALK	530 <i>25/06/14</i>	Survey Type: MANUAL ISLINGTON
17	ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY IS-03-C-03 BLOCK OF FLATS FLORENCE STREET	31 <i>04/11/08</i>	Survey Type: MANUAL ISLINGTON
18	ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: THURSDAY KI-03-C-02 BLOCK OF FLATS SOPWITH WAY	9 21/11/13	Survey Type: MANUAL KINGSTON
19	KINGSTON UPON THAMES Edge of Town Centre No Sub Category Total Number of dwellings: Survey date: MONDAY KN-03-C-01 BLOCKS OF FLATS UXBRIDGE STREET	132 <i>14/06/10</i>	Survey Type: MANUAL KENSINGTON AND CHELSEA
20	NOTTING HILL Edge of Town Centre Residential Zone Total Number of dwellings: Survey date: THURSDAY KN-03-C-02 BLOCK OF FLATS BECKFORD CLOSE	16 15/10/09	Survey Type: MANUAL KENSINGTON AND CHELSEA
21	SOUTH KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings: Survey date: TUESDAY KN-03-C-03 BLOCK OF FLATS ALLEN STREET	294 15/06/10	Survey Type: MANUAL KENSINGTON AND CHELSEA
22	KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings: Survey date: FRIDAY NR-03-C-01 BLOCK OF FLATS ROCKINGHAM ROAD	72 11/05/12	Survey Type: MANUAL NORTHAMPTONSHIRE
	CORBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: FRIDAY	20 <i>21/11/08</i>	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	OX-03-C-01 OXFORD ROAD COWLEY OXFORD Suburban Area (PPS6 Residential Zone	BLOCK OF FLATS		OXFORDSHIRE
24	Total Number of dwe Survey date: 1 RD-03-C-02 B306 QUEENS RIDE	llings: WEDNESDAY BLOCK OF FLATS	14 <i>20/10/10</i>	Survey Type: MANUAL RICHMOND
25	BARNES Suburban Area (PPS6 Residential Zone Total Number of dwe <i>Survey date: I</i> SC-03-C-01 HEATHCOTE ROAD	Out of Centre) Ilings: MONDAY FLATS	28 29/01/07	Survey Type: MANUAL SURREY
26	CAMBERLEY Edge of Town Centre Residential Zone Total Number of dwe <i>Survey date: I</i> SC-03-C-02 CONSTITUTION HILL	llings: MONDAY FLATS	140 <i>21/07/08</i>	Survey Type: MANUAL SURREY
27	WOKING Suburban Area (PPS6 Built-Up Zone Total Number of dwe <i>Survey date:</i> 1 SC-03-C-03 KINGS ROAD	Out of Centre) llings: <i>WEDNESDAY</i> FLATS	36 23/07/08	Survey Type: MANUAL SURREY
28	WOKING Suburban Area (PPS6 Residential Zone Total Number of dwe <i>Survey date: S</i> ST-03-C-01 ETRURIA COURT HUMBERT ROAD	Out of Centre) llings: SATURDAY BLOCKS OF FLATS	52 19/07/08	Survey Type: MANUAL STAFFORDSHIRE
29	STOKE-ON-TRENT Suburban Area (PPS6 No Sub Category Total Number of dwe <i>Survey date:</i> TH-03-C-01 BACK CHURCH LANE	Out of Centre) Ilings: WEDNESDAY BLOCK OF FLATS	33 26/11/08	Survey Type: MANUAL TOWER HAMLETS
	ALDGATE Edge of Town Centre Built-Up Zone Total Number of dwe Survey date: S	llings: SUNDAY	32 09/11/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	TH-03-C-02 BURNHAM STREET	FLATS		TOWER HAMLETS
31	BETHNAL GREEN Suburban Area (PPS Built-Up Zone Total Number of dwo <i>Survey date:</i> TH-03-C-03 PALMERS ROAD	6 Out of Centre) ellings: <i>MONDAY</i> FLATS	24 10/11/08	Survey Type: MANUAL TOWER HAMLETS
	BETHNAL GREEN Suburban Area (PPS Residential Zone Total Number of dwo Survey date:	6 Out of Centre) ellings: <i>WEDNESDAY</i>	69 12/11/08	Survey Type: MANUAI
32	TV-03-C-01 OXFORD ROAD LINTHORPE MIDDLESBROUGH Suburban Area (PPS	6 Out of Centre)	S	TEES VALLEY
33	Residential Zone Total Number of dwo Survey date: TV-03-C-02 ACKLAM ROAD	ellings: MONDAY FLATS	85 <i>06/10/08</i>	Survey Type: MANUAL TEES VALLEY
34	LINTHORPE MIDDLESBROUGH Suburban Area (PPS Residential Zone Total Number of dwo <i>Survey date:</i> WH-03-C-01 AMIES STREET	6 Out of Centre) ellings: WEDNESDAY BLOCKS OF FLATS	85 29/06/11	Survey Type: MANUAL WANDSWORTH
35	CLAPHAM JUNCTION Edge of Town Centro Residential Zone Total Number of dwo <i>Survey date:</i> WM-03-C-03 LODE LANE	N e ellings: <i>WEDNESDAY</i> FLATS	30 <i>09/05/12</i>	Survey Type: MANUAL WEST MIDLANDS
	SOLIHULL Edge of Town Centro No Sub Category Total Number of dwo Survey date:	e ellings: <i>FRIDAY</i>	60 21/09/07	Survey Type: MANUAL
36	WY-03-C-02 KINGS MILL LANE ASPLEY HUDDERSFIELD Edge of Town Centro Built-Up Zone	BLOCK OF FLATS		WEST YÓRKSHIRE
	Total Number of dwo	ellings:	12	

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.

Survey Type: MANUAL

13/09/06

Survey date: WEDNESDAY

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

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.026	36	65	0.095	36	65	0.121
08:00 - 09:00	36	65	0.057	36	65	0.167	36	65	0.224
09:00 - 10:00	36	65	0.054	36	65	0.074	36	65	0.128
10:00 - 11:00	36	65	0.056	36	65	0.066	36	65	0.122
11:00 - 12:00	36	65	0.061	36	65	0.061	36	65	0.122
12:00 - 13:00	36	65	0.066	36	65	0.073	36	65	0.139
13:00 - 14:00	36	65	0.070	36	65	0.073	36	65	0.143
14:00 - 15:00	36	65	0.060	36	65	0.069	36	65	0.129
15:00 - 16:00	36	65	0.094	36	65	0.062	36	65	0.156
16:00 - 17:00	36	65	0.092	36	65	0.072	36	65	0.164
17:00 - 18:00	36	65	0.150	36	65	0.080	36	65	0.230
18:00 - 19:00	36	65	0.107	36	65	0.075	36	65	0.182
19:00 - 20:00	3	108	0.096	3	108	0.071	3	108	0.167
20:00 - 21:00	3	108	0.059	3	108	0.034	3	108	0.093
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.181			1.172			2.353

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

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.

Licence No: 830401







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

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.003	36	65	0.003	36	65	0.006
08:00 - 09:00	36	65	0.006	36	65	0.006	36	65	0.012
09:00 - 10:00	36	65	0.005	36	65	0.005	36	65	0.010
10:00 - 11:00	36	65	0.002	36	65	0.001	36	65	0.003
11:00 - 12:00	36	65	0.003	36	65	0.003	36	65	0.006
12:00 - 13:00	36	65	0.004	36	65	0.005	36	65	0.009
13:00 - 14:00	36	65	0.002	36	65	0.002	36	65	0.004
14:00 - 15:00	36	65	0.003	36	65	0.003	36	65	0.006
15:00 - 16:00	36	65	0.003	36	65	0.004	36	65	0.007
16:00 - 17:00	36	65	0.004	36	65	0.003	36	65	0.007
17:00 - 18:00	36	65	0.003	36	65	0.004	36	65	0.007
18:00 - 19:00	36	65	0.003	36	65	0.003	36	65	0.006
19:00 - 20:00	3	108	0.006	3	108	0.006	3	108	0.012
20:00 - 21:00	3	108	0.009	3	108	0.009	3	108	0.018
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.057			0.113

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

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.



Licence No: 830401



Licence No: 830401



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

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.001	36	65	0.000	36	65	0.001
08:00 - 09:00	36	65	0.001	36	65	0.001	36	65	0.002
09:00 - 10:00	36	65	0.000	36	65	0.000	36	65	0.000
10:00 - 11:00	36	65	0.002	36	65	0.002	36	65	0.004
11:00 - 12:00	36	65	0.003	36	65	0.002	36	65	0.005
12:00 - 13:00	36	65	0.002	36	65	0.002	36	65	0.004
13:00 - 14:00	36	65	0.001	36	65	0.002	36	65	0.003
14:00 - 15:00	36	65	0.001	36	65	0.000	36	65	0.001
15:00 - 16:00	36	65	0.000	36	65	0.001	36	65	0.001
16:00 - 17:00	36	65	0.001	36	65	0.001	36	65	0.002
17:00 - 18:00	36	65	0.000	36	65	0.000	36	65	0.000
18:00 - 19:00	36	65	0.000	36	65	0.000	36	65	0.000
19:00 - 20:00	3	108	0.000	3	108	0.000	3	108	0.000
20:00 - 21:00	3	108	0.000	3	108	0.000	3	108	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.011			0.023

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

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.

Licence No: 830401







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

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.000	36	65	0.000	36	65	0.000
08:00 - 09:00	36	65	0.000	36	65	0.000	36	65	0.000
09:00 - 10:00	36	65	0.000	36	65	0.000	36	65	0.000
10:00 - 11:00	36	65	0.000	36	65	0.000	36	65	0.000
11:00 - 12:00	36	65	0.000	36	65	0.000	36	65	0.000
12:00 - 13:00	36	65	0.000	36	65	0.000	36	65	0.000
13:00 - 14:00	36	65	0.000	36	65	0.000	36	65	0.000
14:00 - 15:00	36	65	0.000	36	65	0.000	36	65	0.000
15:00 - 16:00	36	65	0.000	36	65	0.000	36	65	0.000
16:00 - 17:00	36	65	0.000	36	65	0.000	36	65	0.000
17:00 - 18:00	36	65	0.000	36	65	0.000	36	65	0.000
18:00 - 19:00	36	65	0.000	36	65	0.000	36	65	0.000
19:00 - 20:00	3	108	0.000	3	108	0.000	3	108	0.000
20:00 - 21:00	3	108	0.000	3	108	0.000	3	108	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

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.

5.00

0 Percentage

22:00-23:00

23:00-24:00

20:00-21:00 21:00-22:00

TIME	RATE	%	TRIP RATE GRAPH - DEPARTURES 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL PSVS	
00:00-01:00				1
01:00-02:00				
12:00-03:00				
04:00-05:00				
02:00-06:00				1
00:00-02:00				-
07:00-08:00				-
00:60-00:80				1
00:00-10:00				1
10:00-11:00				
11:00-12:00				+
12:00-13:00				
13:00-14:00				1
14:00-15:00				1
15:00-16:00				1
16:00-17:00			22.40.40.40.40.40.40.40.40.40.40.40.40.40.	
17:00-18:00				1
18:00-19:00				
19:00-20:00				1
20:00-21:00				-
21:00-22:00				
22:00-23:00				
23:00-24:00				3
			-0	

Percentage

EMIT	RATE	% TRU	IP RATE GRAPH - TOTALS 03 - RESIDENTIAL C - FLATS	S PRIVATELY OWNED MULTI-MODAL PSVS
00:10-00:00		1		
01:00-02:00 02:00-03:00		++		
03:00-04:00				
05:00-06:00				
06:00-07:00				
00:00-00:00				
09:00-10:00				
10:00-11:00		t in the second		
12:00-13:00				
13:00-14:00			***************************************	***************************************
14:00-15:00				
15:00-17:00		1 1		
17:00-18:00				
18:00-19:00				
20:00-20:00 20:00-21:00				
21:00-22:00		1		
22:00-23:00				
23:00-24:00		14.1		444-944-944-944-944-944-944-944-944-944
			- 0	

Percentage

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

	ARRIVALS			[DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.003	36	65	0.007	36	65	0.010	
08:00 - 09:00	36	65	0.003	36	65	0.012	36	65	0.015	
09:00 - 10:00	36	65	0.001	36	65	0.005	36	65	0.006	
10:00 - 11:00	36	65	0.003	36	65	0.006	36	65	0.009	
11:00 - 12:00	36	65	0.002	36	65	0.004	36	65	0.006	
12:00 - 13:00	36	65	0.004	36	65	0.003	36	65	0.007	
13:00 - 14:00	36	65	0.003	36	65	0.003	36	65	0.006	
14:00 - 15:00	36	65	0.004	36	65	0.003	36	65	0.007	
15:00 - 16:00	36	65	0.004	36	65	0.003	36	65	0.007	
16:00 - 17:00	36	65	0.006	36	65	0.003	36	65	0.009	
17:00 - 18:00	36	65	0.006	36	65	0.003	36	65	0.009	
18:00 - 19:00	36	65	0.011	36	65	0.003	36	65	0.014	
19:00 - 20:00	3	108	0.015	3	108	0.012	3	108	0.027	
20:00 - 21:00	3	108	0.006	3	108	0.000	3	108	0.006	
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.071			0.067			0.138	

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

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.

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

	ARRIVALS			[DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.032	36	65	0.114	36	65	0.146	
08:00 - 09:00	36	65	0.065	36	65	0.229	36	65	0.294	
09:00 - 10:00	36	65	0.062	36	65	0.094	36	65	0.156	
10:00 - 11:00	36	65	0.073	36	65	0.084	36	65	0.157	
11:00 - 12:00	36	65	0.072	36	65	0.080	36	65	0.152	
12:00 - 13:00	36	65	0.085	36	65	0.091	36	65	0.176	
13:00 - 14:00	36	65	0.089	36	65	0.095	36	65	0.184	
14:00 - 15:00	36	65	0.070	36	65	0.088	36	65	0.158	
15:00 - 16:00	36	65	0.146	36	65	0.082	36	65	0.228	
16:00 - 17:00	36	65	0.118	36	65	0.091	36	65	0.209	
17:00 - 18:00	36	65	0.193	36	65	0.114	36	65	0.307	
18:00 - 19:00	36	65	0.138	36	65	0.096	36	65	0.234	
19:00 - 20:00	3	108	0.108	3	108	0.105	3	108	0.213	
20:00 - 21:00	3	108	0.065	3	108	0.049	3	108	0.114	
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			1.583			1.512			3.095	

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

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







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

	ARRIVALS			[DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.023	36	65	0.070	36	65	0.093	
08:00 - 09:00	36	65	0.033	36	65	0.118	36	65	0.151	
09:00 - 10:00	36	65	0.033	36	65	0.056	36	65	0.089	
10:00 - 11:00	36	65	0.037	36	65	0.062	36	65	0.099	
11:00 - 12:00	36	65	0.048	36	65	0.048	36	65	0.096	
12:00 - 13:00	36	65	0.058	36	65	0.059	36	65	0.117	
13:00 - 14:00	36	65	0.050	36	65	0.050	36	65	0.100	
14:00 - 15:00	36	65	0.049	36	65	0.058	36	65	0.107	
15:00 - 16:00	36	65	0.084	36	65	0.044	36	65	0.128	
16:00 - 17:00	36	65	0.076	36	65	0.046	36	65	0.122	
17:00 - 18:00	36	65	0.109	36	65	0.060	36	65	0.169	
18:00 - 19:00	36	65	0.089	36	65	0.049	36	65	0.138	
19:00 - 20:00	3	108	0.080	3	108	0.025	3	108	0.105	
20:00 - 21:00	3	108	0.077	3	108	0.062	3	108	0.139	
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.846			0.807			1.653	

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

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.




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

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.005	36	65	0.026	36	65	0.031
08:00 - 09:00	36	65	0.007	36	65	0.044	36	65	0.051
09:00 - 10:00	36	65	0.003	36	65	0.015	36	65	0.018
10:00 - 11:00	36	65	0.002	36	65	0.010	36	65	0.012
11:00 - 12:00	36	65	0.004	36	65	0.009	36	65	0.013
12:00 - 13:00	36	65	0.006	36	65	0.011	36	65	0.017
13:00 - 14:00	36	65	0.008	36	65	0.008	36	65	0.016
14:00 - 15:00	36	65	0.005	36	65	0.010	36	65	0.015
15:00 - 16:00	36	65	0.020	36	65	0.006	36	65	0.026
16:00 - 17:00	36	65	0.027	36	65	0.013	36	65	0.040
17:00 - 18:00	36	65	0.024	36	65	0.003	36	65	0.027
18:00 - 19:00	36	65	0.019	36	65	0.004	36	65	0.023
19:00 - 20:00	3	108	0.034	3	108	0.006	3	108	0.040
20:00 - 21:00	3	108	0.019	3	108	0.000	3	108	0.019
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.183			0.165			0.348

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

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

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.001	36	65	0.041	36	65	0.042
08:00 - 09:00	36	65	0.004	36	65	0.049	36	65	0.053
09:00 - 10:00	36	65	0.005	36	65	0.020	36	65	0.025
10:00 - 11:00	36	65	0.003	36	65	0.010	36	65	0.013
11:00 - 12:00	36	65	0.003	36	65	0.011	36	65	0.014
12:00 - 13:00	36	65	0.003	36	65	0.005	36	65	0.008
13:00 - 14:00	36	65	0.004	36	65	0.008	36	65	0.012
14:00 - 15:00	36	65	0.008	36	65	0.003	36	65	0.011
15:00 - 16:00	36	65	0.007	36	65	0.003	36	65	0.010
16:00 - 17:00	36	65	0.013	36	65	0.006	36	65	0.019
17:00 - 18:00	36	65	0.026	36	65	0.004	36	65	0.030
18:00 - 19:00	36	65	0.034	36	65	0.006	36	65	0.040
19:00 - 20:00	3	108	0.049	3	108	0.003	3	108	0.052
20:00 - 21:00	3	108	0.015	3	108	0.000	3	108	0.015
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.175			0.169			0.344

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

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

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.000	36	65	0.000	36	65	0.000
08:00 - 09:00	36	65	0.000	36	65	0.000	36	65	0.000
09:00 - 10:00	36	65	0.000	36	65	0.000	36	65	0.000
10:00 - 11:00	36	65	0.000	36	65	0.000	36	65	0.000
11:00 - 12:00	36	65	0.000	36	65	0.000	36	65	0.000
12:00 - 13:00	36	65	0.000	36	65	0.000	36	65	0.000
13:00 - 14:00	36	65	0.000	36	65	0.000	36	65	0.000
14:00 - 15:00	36	65	0.000	36	65	0.000	36	65	0.000
15:00 - 16:00	36	65	0.000	36	65	0.000	36	65	0.000
16:00 - 17:00	36	65	0.000	36	65	0.000	36	65	0.000
17:00 - 18:00	36	65	0.000	36	65	0.000	36	65	0.000
18:00 - 19:00	36	65	0.000	36	65	0.000	36	65	0.000
19:00 - 20:00	3	108	0.000	3	108	0.000	3	108	0.000
20:00 - 21:00	3	108	0.000	3	108	0.000	3	108	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1

: 00-01: 00 : 00-03: 00 : 00-04: 00 : 00-05: 00 : 00-05: 00 : 00-05: 00 : 00-01: 00 : 00-02: 00 : 00-01: 00 : 00-01: 00 : 00-01: 00 : 00-10: 00 : 00-11: 00 : 00-12: 00 : 00-12: 00 : 00-12: 00 : 00-12: 00 : 00-12: 00 : 00-12: 00 : 00-12: 00 : 00-13: 00 : 00-14: 00 : 00-15: 00 : 00-16: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-19: 00 : 00-10: 00 : 00-10: 00	
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED **MULTI-MODAL PUBLIC TRANSPORT USERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period**

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.006	36	65	0.067	36	65	0.073
08:00 - 09:00	36	65	0.011	36	65	0.094	36	65	0.105
09:00 - 10:00	36	65	0.008	36	65	0.035	36	65	0.043
10:00 - 11:00	36	65	0.005	36	65	0.021	36	65	0.026
11:00 - 12:00	36	65	0.006	36	65	0.020	36	65	0.026
12:00 - 13:00	36	65	0.009	36	65	0.016	36	65	0.025
13:00 - 14:00	36	65	0.012	36	65	0.016	36	65	0.028
14:00 - 15:00	36	65	0.013	36	65	0.013	36	65	0.026
15:00 - 16:00	36	65	0.027	36	65	0.009	36	65	0.036
16:00 - 17:00	36	65	0.040	36	65	0.018	36	65	0.058
17:00 - 18:00	36	65	0.050	36	65	0.007	36	65	0.057
18:00 - 19:00	36	65	0.053	36	65	0.010	36	65	0.063
19:00 - 20:00	3	108	0.083	3	108	0.009	3	108	0.092
20:00 - 21:00	3	108	0.034	3	108	0.000	3	108	0.034
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.357			0.335			0.692

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1



Licence No: 830401



Licence No: 830401



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

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	36	65	0.063	36	65	0.258	36	65	0.321
08:00 - 09:00	36	65	0.112	36	65	0.452	36	65	0.564
09:00 - 10:00	36	65	0.105	36	65	0.189	36	65	0.294
10:00 - 11:00	36	65	0.117	36	65	0.172	36	65	0.289
11:00 - 12:00	36	65	0.128	36	65	0.152	36	65	0.280
12:00 - 13:00	36	65	0.156	36	65	0.170	36	65	0.326
13:00 - 14:00	36	65	0.154	36	65	0.164	36	65	0.318
14:00 - 15:00	36	65	0.136	36	65	0.161	36	65	0.297
15:00 - 16:00	36	65	0.261	36	65	0.138	36	65	0.399
16:00 - 17:00	36	65	0.240	36	65	0.158	36	65	0.398
17:00 - 18:00	36	65	0.358	36	65	0.185	36	65	0.543
18:00 - 19:00	36	65	0.291	36	65	0.158	36	65	0.449
19:00 - 20:00	3	108	0.287	3	108	0.151	3	108	0.438
20:00 - 21:00	3	108	0.182	3	108	0.111	3	108	0.293
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.857			2.719			5.576

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

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

Parameter summary

Trip rate parameter range selected:	6 - 530 (units:)
Survey date date range:	01/01/06 - 03/09/14
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	3
Number of Sundays:	1
Surveys manually removed from selection:	1





Cundall

