

## PHASE 1 STRATEGIC SPREADSHEET MODELLING



**SYSTRA**

# PURBECK DISTRICT TRAFFIC MODELLING

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## 1. INTRODUCTION

1.1.1 SYSTRA has been instructed by Purbeck District Council (PDC) to undertake traffic modelling to test the traffic impact of a range of potential growth scenarios relating to additional housing and employment within the village of Bere Regis.

1.1.2 This report sets out the scope, methodology, results and conclusions of the modelling work.

### 1.2 Background

1.2.1 As part of the Review of the Purbeck Local Plan Part 1 (PLP1), PDC commissioned Dorset County Council (DCC) in June 2016 to undertake a spatial transport model which considered impacts of the two extreme options of the Review; the option that focussed development in the north-east of the District and the option that focussed development in the south-west of the District.

1.2.2 The DCC modelling did not consider additional residential and employment growth in Bere Regis beyond that included in PLP1.

1.2.3 With the continued pressure for development across Purbeck District, it has become necessary to test the traffic impact of additional growth options in Bere Regis.

1.2.4 The first phase of the modelling work is to determine the traffic generation, distribution and broad impact across the highway network of the potential development sites; including the growth sites that form the two options of the Partial Review, and the potential additional growth in Bere Regis.

1.2.5 The second phase will be to undertake junction capacity assessments of five junctions on the Strategic Road Network (SRN), if identified as being necessary from the outcomes of this first phase, through consultation with Highways England who has responsibility for the SRN.

### 1.3 Scope of the Report

1.3.1 Following this Introduction chapter, the remainder of this report is structured as follows:

- Chapter 2: Scope
- Chapter 3: Methodology
- Chapter 4: Results
- Chapter 5: Analysis

## 2. SCOPE

### 2.1 Type of modelling

- 2.1.1 Through discussions with Highways England, PDC set the brief to comprise spreadsheet modelling to enable the predicted individual and cumulative impact of each of the potential growth sites to be identified on identified links and junctions.
- 2.1.2 The modelling considers development traffic alone; no background traffic is included at this stage.

### 2.1 Extent of modelled area

- 2.1.1 The geographical extent of the modelling work includes the road network within the whole of Purbeck District and extends west beyond the District boundary to include part of the A35 Dorchester Bypass, and to the east to include parts of Poole and the A31 Wimborne Bypass.
- 2.1.2 The study area includes the five SRN junctions that are of interest to Highways England namely:
  - Bere Regis Roundabout (A31/A35)
  - Max Gate (A35/A352, Dorchester)
  - Stinsford Roundabout (A35/Stinsford Hill/Hollow Hill, Dorchester)
  - Roundhouse Roundabout (A31/A350)
  - Lake Gates (A31/B3078, Wimborne)

### 2.2 Modelling scenarios

- 2.2.1 The spreadsheet modelling considers the number and distribution of the predicted traffic movements associated with the potential development sites in the weekday morning and afternoon peak traffic periods.
- 2.2.2 Two potential growth scenarios from the Purbeck Local Plan Partial Review form two 'reference case' scenarios:
  - Alternative Option 2 of the Purbeck Local Plan Review (maximise housing in south west Purbeck);
  - Alternative Option 3 of the Purbeck Local Plan Review (maximise housing in north east Purbeck);
- 2.2.3 On top of each of the two reference case scenarios four sequentially increasing residential extensions to Bere Regis have been added, in combination with two levels of employment development in the village:
  - 77 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
  - 100 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
  - 166 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
  - 244 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
  - Original employment site from PLP1 (approximately 0.7ha) at the top end of North Street, accessible from the roundabout, under B1 (office) use and mixed B1 (office), A5 (retail fast food) and C1 (tourist accommodation) ;

- Extended employment site (up to 1.9ha – not all developable due to steep slope up to the by-pass), being considered as part of the neighbourhood plan, at the top end of North Street, accessible from the roundabout, under B1 (office) use and mixed B1 (office), A5 (retail fast food) and C1 (tourist accommodation)

2.2.4 This results in a total of 16 assessment scenarios; four levels of residential growth in Bere Regis, each in combination with two levels of employment growth, each of which in combination with the two reference case scenarios.

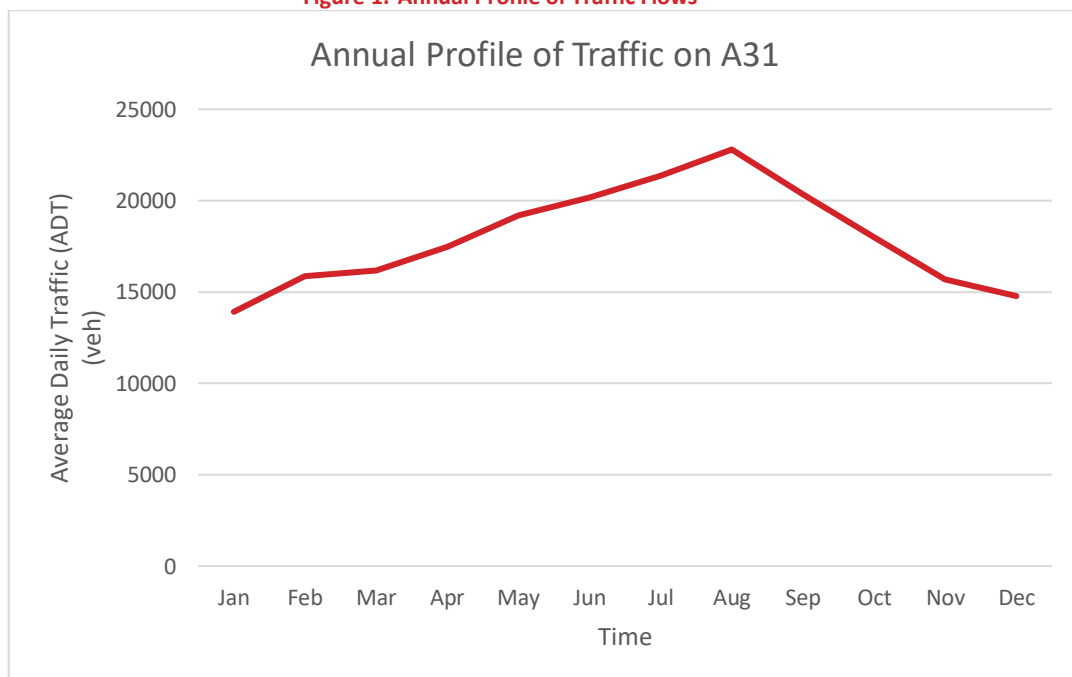
2.2.5 Two sensitivity test scenarios have also been modelled to assess the scenarios with:

- 100 new homes in Bere Regis with no employment development.
- 244 new homes in Bere Regis with no employment development.

### 2.3 Consideration of Summer Peak Traffic Levels

2.3.1 Using traffic flow data from Highways England’s TRIS website, Figure 1 demonstrates that at a data collection point on the A31 approximately one kilometre north-east of Bere Regis the annual traffic flows peak significantly in the summer months. During June, July and August, traffic flows on this section of the SRN are recorded as being in the region of 7,000 vehicles per day greater than during the winter months.

Figure 1. Annual Profile of Traffic Flows



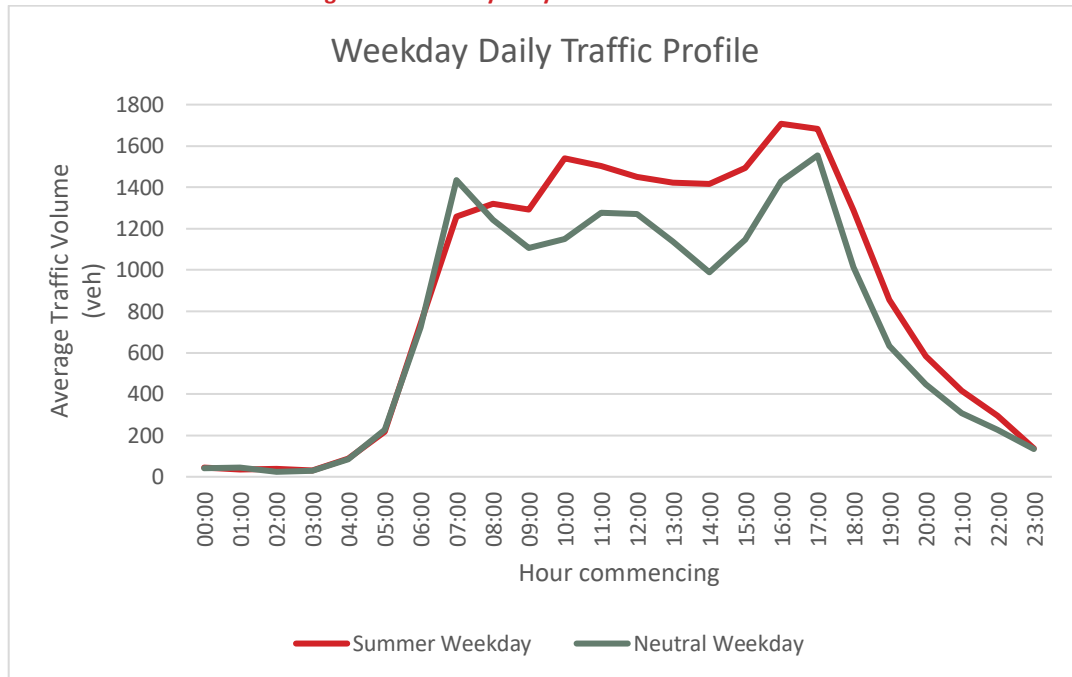
2.3.2 Figure 2 shows the summer weekday profile of traffic flows against the profile of a neutral weekday. The summer profile has been generated from the average of Tuesday 2<sup>nd</sup>, Wednesday 3<sup>rd</sup> and Thursday 4<sup>th</sup> August 2016 and the neutral profile from Tuesday 4<sup>th</sup>, Wednesday 5<sup>th</sup> and Thursday 6<sup>th</sup> April 2017, from the same data location as the annual profile.

2.3.3 The graph shows that while the summer traffic flow is generally greater across the middle of the day, when considering the morning and evening peak hours the difference between the summer and neutral flows is not so great.

2.3.4 Between 08:00 and 09:00 the neutral traffic flow is recorded as 1,242 vehicles; during the summer period it is 1,320 vehicles, representing a summer increase of approximately 6%.

- 2.3.5 Between 17:00 and 18:00 the neutral traffic flow is recorded as 1,554 vehicles; during the summer period it is 1,684 vehicles, representing a summer increase of approximately 8%.

**Figure 2. Weekday Daily Traffic Profile**



- 2.3.6 On the basis of the minimal seasonal fluctuation of peak hour traffic flows, it is not considered necessary to undertake an assessment of the development traffic against the summer peak traffic levels.

**2.4 Data sources**

- 2.4.1 The locations of the potential development sites have been taken from the maps presented within the “Purbeck Local Plan Partial Review Options Consultation”, June 2016, under Alternative Option 2 and Alternative Option 3.
- 2.4.2 The locations of the potential development sites within Bere Regis have been taken from maps provided to SYSTRA by PDC.
- 2.4.3 The predicted trip generation of the potential development sites has been derived from the TRICS database, the industry-standard database of trip generation data.
- 2.4.4 Journey times and journey purposes have been derived from the Department for Transport’s (DfT) National Travel Survey (NTS) data.
- 2.4.5 Mode of travel for commuting purposes has been derived from 2011 Census ‘Method of Travel to Work’ data at the Lower Super Output Area level, while mode of travel for education and shopping purposes has been derived from NTS data.
- 2.4.6 The origins and destinations of commuting trips have been derived from the Census 2011 Journey to Work (JtW) data at Middle Super Output Area (MSOA) level, as well as from a list of the locations of major employers within the District, provided by PDC.
- 2.4.7 The destinations of education-based trips have been derived from internet research into schools in and around the study area.



- 2.4.8 The destinations of shopping-based trips have been derived from internet research into key retail centres and locations in and around the study area.
- 2.4.9 The distribution and assignment of development trips on the road network has been derived from Geographical Information System (GIS) software and route-planning applications.

### 3. METHODOLOGY

#### 3.1 Reference case scenarios

3.1.1 As set out above, two potential growth scenarios from the Purbeck Local Plan Review will form two ‘reference case’ scenarios;

- Alternative Option 2 (maximise housing in south west Purbeck)
- Alternative Option 3 (maximise housing in north east Purbeck)

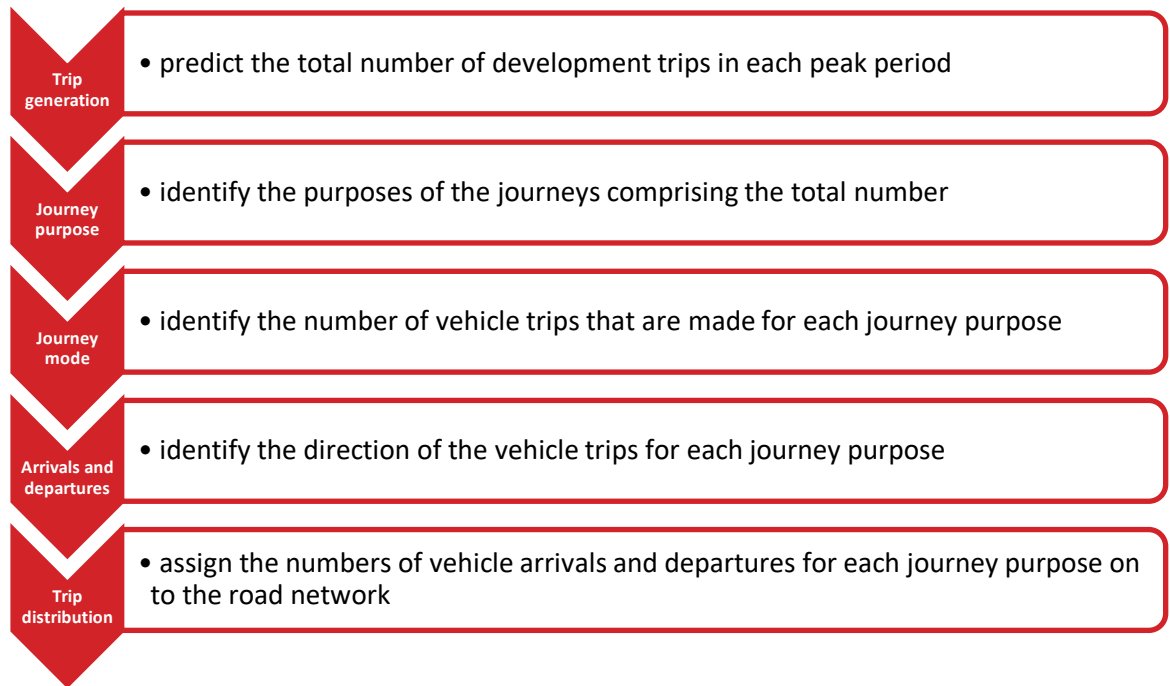
3.1.2 The following table presents the potential housing growth numbers for each settlement comprising the two reference cases. The data has been taken from the June 2016 Purbeck Local Plan Partial Review Options Consultation.

**Table 1. Housing growth by settlement comprising the two reference cases**

SETTLEMENT	APPROXIMATE NUMBER OF HOMES	
	Alternative Option 2 3,205 homes	Alternative Option 3 3,083 homes
Wool	1,000	1,000
Lytchett Minster	650	650
Moreton Station	600	0
Wareham Town	500	500
North Wareham	205	205
Upton	100	100
Lytchett Matravers	90	600
Langton Matravers	40	28
Harmans Cross	20	0

3.1.3 The locations of the various development sites have been assumed to be consistent with those presented in the “Purbeck Local Plan Partial Review Options Consultation”, June 2016.

3.1.4 In order to understand how much and where the development traffic will be distributed around the road network, a sequence of data analysis and processing has been followed, as illustrated below, and as set out in more detail in the following sections.



## Trip generation

- 3.1.5 The TRICS database has been used to predict the number of ‘multi-modal total people’ trips generated by the development sites during the AM peak hour (0800-0900) and the PM peak hour (1700-1800).
- 3.1.6 This provides the total number (arrivals and departures) of AM peak and PM peak trips generated by each individual development site.
- 3.1.7 A summary of the trip rates used for the purposes of this assessment is shown in Table 2. The full TRICS output data is presented in **Appendix A**.

Table 2. Trip Rates

	PERSON TRIP RATE (TRIPS PER DWELLING)	
	AM Peak hour	PM Peak Hour
Arrivals	0.189	0.521
Departures	0.628	0.197
<b>Two-way</b>	<b>0.817</b>	<b>0.718</b>

## Journey purpose

- 3.1.8 In order to understand the distribution of development traffic on the road network, we needed to understand the purposes and the associated destinations of the journeys that comprise the total number of AM and PM peak development trips. To understand the journey purposes, data from the NTS has been used.
- 3.1.9 NTS table NTS0502 2011-2015 “Start time by trip purpose” provides data on the trip purposes by each hour of the day. The data table is presented in **Appendix B**.

- 3.1.10 For the purposes of this modelling exercise, some assumptions have been made with regard to the raw data.
- 3.1.11 We have assumed that trips classified as ‘commuting’ and ‘business’ in the NTS data table will follow the same distribution patterns in the context of this modelling exercise, and we have therefore grouped both purposes together as ‘commuting’.
- 3.1.12 In the absence of any other origin-destination data, we have assumed that the 'Other escort', 'Personal business', 'Leisure', and 'Other including just walk' journeys will follow the same distribution patterns across the road network as the commuter trips. This assumption is based on the premise that the largest and most reliable dataset available for trip origins and destinations is the Census Journey to Work data. As such, these journey purposes have also been grouped under the ‘commuting’ category.
- 3.1.13 Table 3 shows the resultant proportionate split of journey purposes during the two peak hours.

**Table 3. Proportionate split of journey purposes during the peak hours**

JOURNEY PURPOSE	PROPORTION OF TRIPS	
	AM peak	PM peak
Commuting	46%	83%
Education	50%	4%
Shopping	4%	12%
Total	100%	100%

- 3.1.14 The total number of trips by all modes of transport made for each of these three categories of journey purposes has been calculated for each of the development sites.

**Journey mode**

- 3.1.15 In order to understand the number of vehicle trips generated for commuting purposes, data from the 2011 Census ‘Method of Travel to Work’ tables has been used, from the lower super output area level. The output areas which have been applied to each growth area is shown in Table 4. This has also been included in **Appendix D** for reference.

Table 4. Proportion of commuting trips undertaken by vehicle

GROWTH AREA	APPLICABLE LOWER SUPER OUTPUT AREA(S)	PROPORTION OF JOURNEYS BY VEHICLE
Wool	Purbeck 004C, 004D	77%
Lytchett Minster	Purbeck 004D	74%
Moreton Station	Purbeck 004B	78%
Wareham Town	Purbeck 004C, 003D, 003E, 003F	69%
North Wareham	Purbeck 004C, 003D, 003E, 003F	69%
Upton	Purbeck 002A, 002B, 002C, 002E	78%
Lytchett Matravers	Purbeck 001B, 001C	84%
Langton Matravers	Purbeck 005C	74%
Harmans Cross	Purbeck 005C	74%
Bere Regis	Purbeck 001A	81%

3.1.16 The data table shows that across the Purbeck area the proportion of commuting trips that are undertaken by vehicle varies between 69% and 84%.

3.1.17 NTS table NTS0409 2015 “NTS0409 Average Number of Trips by purpose and main mode” has been used to derive the proportion of vehicle trips for education and shopping trips; 22% of all education-based trips and 46% of all shopping trips are made by vehicle. Full data has been included in **Appendix C**.

3.1.18 The total number of vehicle trips made for each of the three journey purposes has been calculated for each of the development sites.

#### Arrivals and Departures

3.1.19 During each of the peak hours there will be trips both inbound and outbound from the development sites. In order to identify the split of arrivals and departures, the total number of vehicle trips made for each of the three journey purposes for each of the growth sites has been separated into arrivals (inbound) and departures (outbound) based on the respective proportionate split presented in the TRICS trip generation data.

#### Total Vehicle Trips

3.1.20 Table 5 shows the resulting total number of vehicle trips in the AM and PM peak hour for each development site across both Alternative Option 2 and Alternative Option 3.

Table 5. Total Vehicle Trips

SETTLEMENT	APPROXIMATE DWELLINGS		ALL VEH TRIPS		ALL VEH TRIPS	
			Alt Opt 2		Alt Opt 3	
	Option 2	Option 3	AM	PM	AM	PM
Wool	1000	1000	394	504	394	504
Lytchett Minster	650	650	249	316	249	316
Moreton Station	600	0	239	306	0	0
Wareham Town	500	500	182	228	182	228
North Wareham	205	205	75	94	75	94
Upton	100	100	40	51	40	51
Lytchett Matravers	90	600	38	49	252	328
Langton Matravers	40	28	15	19	11	14
Harmans Cross	20	0	8	10	0	0
Bere Regis	77	77	32	41	32	41
	100	100	41	53	41	53
	166	166	68	88	68	88
	244	244	100	129	100	129

**Trip distribution**

3.1.21 The modelling assumes that the distribution and assignment of development trips on the road network remains the same for arrivals and departures in both peak hours; the trip numbers and direction of flow will vary, however the proportions on the road network remain consistent.

### Commuting trips

- 3.1.22 The distribution of the commuting trips on the road network has been derived from Census 2011 JtW data. This dataset, presented in **Appendix D**, has been used to identify the destinations of commuting vehicle journeys, for each of the development sites.
- 3.1.23 The GIS application “Network Analyst”, a tool in ArcMap v10.3.1, has been used to generate the shortest network route between each of the development sites and the 534 JtW destinations of residents within Purbeck MSOAs 001, 002 , 003, 004 and 005. **Appendix E** contains a series of maps showing the geographical extent of the Purbeck MSOAs.
- 3.1.24 Population-weighted centroids for all MSOAs in England and Wales have been used to represent point locations for each of the commuting destinations. These centroids represent the spatial distribution of the population within each of the MSOAs, as recorded in the 2011 Census, as a single summary reference point on the ground as a proxy for the employment locations.
- 3.1.25 Network routes were then calculated between each of the development sites and the JtW destinations. The JtW data was assigned to these routes to show the proportion of the commuting trips that would travel on the study-area roads to reach their destination. These routes have been sense-checked using internet-based route-planning applications.
- 3.1.26 The Census JtW data shows that there are proportions of the population that live and work in the same MSOA, and that therefore make ‘internal’ trips within the origin MSOA. To account for these instances we have referred to data supplied by PDC listing the major employers’ locations within the district and surrounding area. This enabled us to consider the locations of the major employment sites, as an indicator of where future residents may be likely to work, in relation to the locations of the residential development sites and the routes between them.
- 3.1.27 The aim and scope of this modelling exercise is to understand at a strategic level the magnitude of traffic impact across the District’s road network, and in particular the impact at five junctions on the SRN. With this in mind, having considered the quantity and routing of potential ‘internal’ (within the same MSOA) traffic movements between the residential developments and the major employment locations, we have concluded that such movements will not have a material effect on the wider strategic-level picture nor on the movements at the SRN junctions.
- 3.1.28 Therefore it is considered appropriate to exclude the ‘internal’ trips from the modelling.

### Education trips

- 3.1.29 The NTS data identifies education-based trips as a significant proportion of the morning peak journeys. For the purposes of this modelling exercise we have interpreted these trips as being journeys to schools and colleges. To help identify the distribution of these trips, we have undertaken internet research to find the locations of all schools in and around Purbeck District that will likely include the development sites within their catchments.
- 3.1.30 We have excluded private schools and special schools. We have also excluded first schools and infant schools on the assumption that these schools will be local to the development sites and the trips will therefore not be ‘strategic-level’ trips.
- 3.1.31 Using web-based route-planning applications to consider journey time and distance, we have predicted the proportions of residents from each development site that will travel to each of the nearby schools, and the most likely routes that would be taken to each. A table showing

the respective proportions of education-based development trips to each of the schools is presented in **Appendix F**.

### Shopping trips

- 3.1.32 The NTS data identifies shopping trips as a proportion of the AM and PM peak-hour journeys. For the purposes of this modelling exercise we assumed these are trips to the nearest location in which there is a reasonable choice of shopping, excluding local convenience stores or similar.
- 3.1.33 To help identify the distribution of these trips, we have undertaken internet research to identify the most likely shopping destinations for residents of the potential developments. Using web-based route-planning applications to consider journey time and distance, we have predicted the proportions of residents from each development site that will travel to each, and the most likely routes that would be used. A table showing the respective proportions of shopping-related development trips to each of the locations is presented in **Appendix G**.

### **Spreadsheet network model**

- 3.1.34 A schematic highway network diagram was constructed on a Microsoft Excel spreadsheet, covering the extent of the study area. The network diagram represents all of the roads identified through the distribution and assignment process. This represents the main routes within the District; it does not necessarily include all minor routes.
- 3.1.35 A master copy of the network diagram was duplicated for each individual development site, and again for each journey purpose in each peak period.
- 3.1.36 The network diagrams show all possible turning movements at each junction within the network, and have been annotated to show the relative locations on the network of each of the development sites, each of the schools, and each of the shopping destinations.
- 3.1.37 The development traffic flows for each journey purpose, as identified through the trip generation calculations, were then assigned to the relevant turning movements on the network diagram, as identified by the trip distribution calculations.
- 3.1.38 This was done for each development site, and the respective constituent elements (i.e. JtW trips, education trips and shopping trips) were summed to result in a 'total development trips' network diagram for each development site.
- 3.1.39 A cumulative Alternative Option 2 network diagram was then created by summing the respective 'total development trips' of the constituent developments. The same was done for Alternative Option 3 to produce the two reference case scenario network diagrams.
- 3.1.40 The resultant reference case network diagrams are presented in **Appendix H**. The Excel files including the full calculations are available in electronic format accompanying this report.

## **3.2 Bere Regis assessment scenarios**

- 3.2.1 In addition to the two reference case scenarios four sequentially increasing residential extensions to Bere Regis have been tested, in combination with two levels of employment development in the village:
- 77 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
  - 100 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;



- 166 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
- 244 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
- Original employment site from PLP1 (approximately 0.7ha) at the top end of North Street, accessible from the roundabout, under B1 (office) use and mixed B1 (office), A5 (retail fast food) and C1 (tourist accommodation) ;
- Extended employment site (up to 1.9ha – not all developable due to steep slope up to the by-pass), being considered as part of the neighbourhood plan, at the top end of North Street, accessible from the roundabout, under B1 (office) use and mixed B1 (office), A5 (retail fast food) and C1 (tourist accommodation)

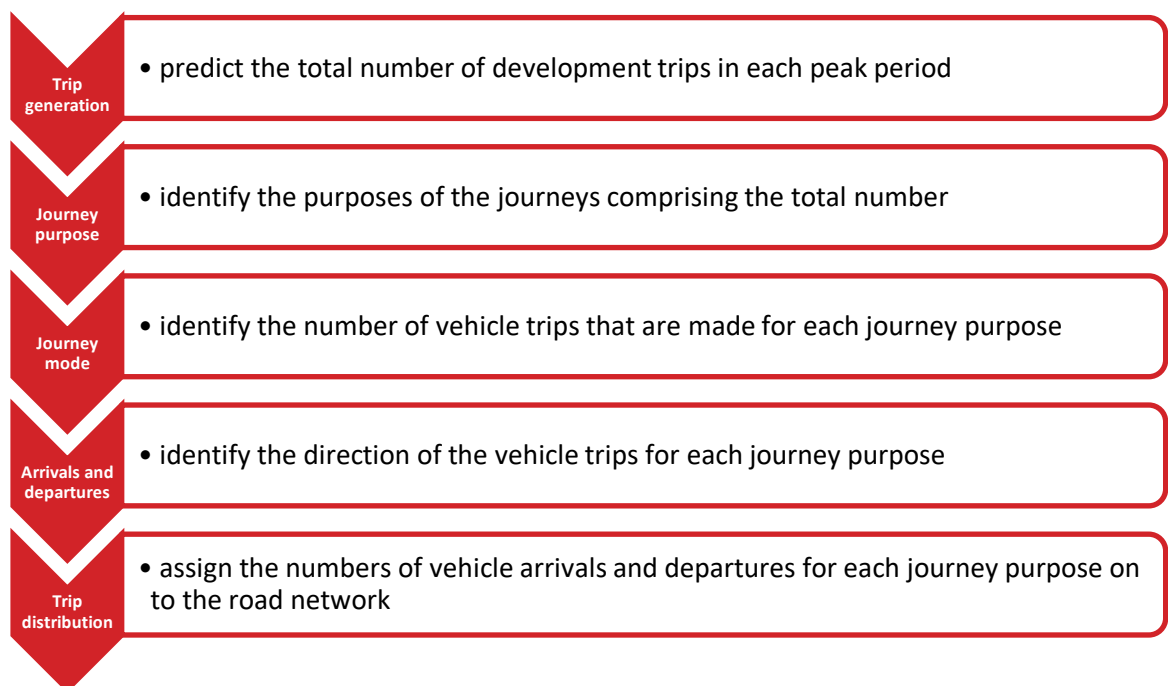
3.2.2 This results in a total of 18 assessment scenarios; four levels of residential growth in Bere Regis, each in combination with two levels of employment growth, each of which in combination with the two reference case scenarios. Additionally, two levels of residential-only development have been considered in combination with the Alternative Option 2 reference case.

### Residential growth

3.2.3 The potential residential growth in Bere Regis comprises varying numbers of homes on individual parcels of land within the village. In order to understand the traffic impact of these growth options on the roads through Bere Regis itself, we have considered each parcel of land separately.

3.2.4 A separate ‘Bere Regis only’ network diagram was created to enable a greater level of detail in the village to be included.

3.2.5 For each parcel of residential development that comprises the four levels of growth for Bere Regis, we have followed the same process as for the reference case scenarios;



3.2.6 As with the reference case developments, by summing the constituent elements of each individual parcel, and by summing each constituent parcel, we have compiled the network traffic distribution for each of the Bere Regis residential growth options.

## Employment development

3.2.7 The assessment options include two levels of growth at an existing employment site in Bere Regis; one at 0.7 hectares (ha) and one at 1.9ha. Both levels of growth apply to the same site location and are both described as comprising;

- B1 (office) use and mixed B1 (office)
- A5 (retail fast food)
- C1 (tourist accommodation)

### Trip Rate Assumptions

3.2.8 In order to calculate the predicted number of development trips for the employment site options, we have made a number of assumptions with regard to the constituent land uses.

3.2.9 We have assumed that half of the employment site will be B1 office use while the remaining half will accommodate a roadside fast food outlet and a budget hotel.

#### *B1 Office*

3.2.10 In land use planning a general rule of thumb is that approximately 40 percent of a site's area is occupied by the footprints of buildings; the remaining 60 percent comprising landscaping, car parking, open space, roads/footways etc.

3.2.11 On this basis, for the 0.7ha option:

Half of the site is assumed to accommodate B1 Offices = 0.35ha

40% of the 0.35ha is assumed to be office buildings = 0.14ha = 1,400 square metres (sqm)

3.2.12 For the 1.9ha option:

Half of the site is assumed to accommodate B1 Offices = 0.95ha

40% of the 0.95ha is assumed to be office buildings = 0.38ha = 3,800sqm

3.2.13 The TRICS database has again been used to derive the predicted trip numbers generated by the B1 Offices, based on the gross floor areas calculated above. This has provided vehicle arrival and departure numbers for both the AM and the PM peak hours. The full TRICS output data is presented in **Appendix I**.

#### *A5 Retail Fast Food*

3.2.14 Based on experience and knowledge of development sites elsewhere, we consider that for the 0.7ha development option, 400sqm is a reasonable assumption of the gross floor area of a roadside fast-food outlet in this location.

3.2.15 For the 1.9ha development option we have assumed a pro-rata increase in the gross floor area of this land use; either as a larger single outlet or as multiple outlets. This results in an assumed 1,086sqm of A5 retail fast food.

3.2.16 The TRICS database has again been used to derive the predicted trip numbers generated by the fast food outlet/s, based on the gross floor areas calculated above. We have used the TRICS land-use class "Hotel, food & drink" and category "Road-side food (eg. Little Chef)", which we consider is the most relevant for this site.

3.2.17 This has provided vehicle arrival and departure numbers for both the AM and the PM peak hours. The full TRICS output data is presented in **Appendix J**.

*C1 Tourist Accommodation*

3.2.18 Based on experience and knowledge of development sites elsewhere, we consider that for the 0.7ha development option, a 50-bed two-storey budget hotel is a reasonable assumption of the potential ‘tourist accommodation’ in this location.

3.2.19 For the 1.9ha development option we have assumed a pro-rata increase in the number of bedrooms. This results in an assumed 135-bedroom hotel.

3.2.20 The TRICS database has again been used to derive the predicted trip numbers generated by the hotel, based on the assumed room numbers described above. We have used the TRICS category “Hotels”.

3.2.21 This has provided vehicle arrival and departure numbers for both the AM and the PM peak hours. The full TRICS output data is presented in **Appendix K**.

Total Vehicle Trips

3.2.22 Table 6 shows the total number of vehicle trips related to the employment site at Bere Regis.

**Table 6. Total Vehicle Trips – Bere Regis Employment**

EMPLOYMENT SCENARIO	AM PEAK	PM PEAK
Scenario e) (0.7ha)	70	83
Scenario f) (1.9ha)	189	225

Trip Distribution

3.2.23 The process of calculating the distribution of employment development traffic on the road network is the same as for the residential developments. The modelling assumes that the distribution and assignment of development trips on the road network remains the same for arrivals and departures in both peak hours; the trip numbers and direction of flow vary, however the proportions on the road network remain consistent.

3.2.24 The distribution of the employment development trips on the road network has been derived from Census 2011 JtW data for journey destinations in the MSOA “Purbeck 001”, which contains Bere Regis,.

3.2.25 Population-weighted centroids for all MSOAs in England and Wales have been used to represent point locations for the origins of journeys to the employment site.

3.2.26 Network routes were then calculated between each origin and the employment site using the “Network Analyst” GIS application. The JtW data was assigned to these routes to show the proportion of the employment development trips that would travel on the study-area roads. These routes have been sense-checked using internet-based route-planning applications.

**Spreadsheet network model – Bere Regis excerpt**

3.2.27 An excerpt from the full highway network diagram was created, covering the Bere Regis area on an enlarged scale. This is to enable the individual development sites within the village to be included.

- 3.2.28 The Bere Regis excerpt is electronically linked to the full network diagram to maintain connection with the strategic traffic movements beyond the limits of the excerpt.
- 3.2.29 As with the reference case modelling, a master copy of the Bere Regis excerpt was duplicated for each individual development site, and again for each of the residential journey purposes in each peak period. It was also duplicated for each of the employment site options.
- 3.2.30 The development traffic flows, as identified through the trip generation calculations, were then assigned to the relevant turning movements on the network diagram, as identified by the trip distribution calculations.
- 3.2.31 This was done for each individual development site, and the respective constituent elements (i.e. JtW, education, and shopping trips for the residential trips, and commuting trips for the employment site) were summed to result in a 'total development trips' network diagram for each of the 18 Bere Regis scenarios.
- 3.2.32 No discount has been applied to the employment site trip generation with regard to 'internalised' trips between the Bere Regis employment sites and the Bere Regis residential growth sites.

## 4. RESULTS

### 4.1 Outputs

4.1.1 The outputs of the spreadsheet modelling are highway network diagrams showing the level of impact of the cumulative development traffic comprising each of the two reference case scenarios and each of the 18 Bere Regis assessment scenarios. The various outputs are summarised in Table 5, which shows the reference code for each scenario.

4.1.2 Each scenario is coded according to the following principles:

- Number – 2 or 3: referring to the corresponding reference case (i.e. Alternative Option 2 or Alternative Option 3)
- Lowercase Letter – a to d: referring to the corresponding level of residential growth in Bere Regis
- Lowercase Letter – e or f: referring to the corresponding level of employment growth in Bere Regis.

Therefore ‘2ae AM’ refers to the scenario of Alternative Option 2 (reference case) with 77 new homes and 0.7ha employment site in Bere Regis.

**Table 7. Summary of modelling scenario outputs**

REFERENCE CASE	ALTERNATIVE OPTION 2: maximise housing in south west Purbeck			ALTERNATIVE OPTION 3: maximise housing in north east Purbeck	
	2 AM 2 PM	2 AM 2 PM	g: zero employment growth	3 AM 3 PM	3 AM 3 PM
ASSESSMENT SCENARIOS	e: 0.7ha employment site	f: 1.9ha employment site		e: 0.7ha employment site	f: 1.9ha employment site
a: 77 new homes	<b>2ae AM</b> <b>2ae PM</b>	<b>2af AM</b> <b>2af PM</b>	-	<b>3ae AM</b> <b>3ae PM</b>	<b>3af AM</b> <b>3af PM</b>
b: 100 new homes	<b>2be AM</b> <b>2be PM</b>	<b>2bf AM</b> <b>2bf PM</b>	<b>2bg AM</b> <b>2bg PM</b>	<b>3be AM</b> <b>3be PM</b>	<b>3b+ AM</b> <b>3bf PM</b>
c: 166 new homes	<b>2ce AM</b> <b>2ce PM</b>	<b>2cf AM</b> <b>2cf PM</b>	-	<b>3ce AM</b> <b>3ce PM</b>	<b>3cf AM</b> <b>3cf PM</b>
d: 244 new homes	<b>2de AM</b> <b>2de PM</b>	<b>2df AM</b> <b>2df PM</b>	<b>2dg AM</b> <b>2dg PM</b>	<b>3de AM</b> <b>3de PM</b>	<b>3df AM</b> <b>3df PM</b>

### 4.2 Traffic impact

4.2.1 The network diagrams showing the traffic generation, distribution and broad impact of each of the modelled Bere Regis scenarios are presented in **Appendix L**.

4.2.2 The traffic increase at each of the five junctions on the SRN is summarised in the tables below, in terms of total additional traffic predicted to travel through each junction in each scenario.

**Table 8. Summary of total traffic increase at Bere Regis Roundabout**

<b>BERE REGIS ROUNDABOUT</b>		<b>ALTERNATIVE OPTION 2: maximise housing in south west Purbeck</b>		<b>ALTERNATIVE OPTION 3: maximise housing in north east Purbeck</b>	
Reference	AM	39		18	
Case	PM	61		28	
<b>ASSESSMENT SCENARIOS</b>		<b>e: 0.7ha employment site</b>	<b>f: 1.9ha employment site</b>	<b>e: 0.7ha employment site</b>	<b>f: 1.9ha employment site</b>
<b>a: 77 new homes</b>	AM	112	232	92	211
	PM	149	290	115	257
<b>b: 100 new homes</b>	AM	115	235	95	214
	PM	150	292	117	258
<b>c: 166 new homes</b>	AM	119	238	98	218
	PM	152	294	119	261
<b>d: 244 new homes</b>	AM	127	246	107	226
	PM	161	303	128	269

**Table 9. Summary of total traffic increase at Max Gate, Dorchester**

<b>MAX GATE, DORCHESTER</b>		<b>ALTERNATIVE OPTION 2: maximise housing in south west Purbeck</b>		<b>ALTERNATIVE OPTION 3: maximise housing in north east Purbeck</b>	
Reference	AM	129		60	
Case	PM	117		60	
<b>ASSESSMENT SCENARIOS</b>		<b>e: 0.7ha employment site</b>	<b>f: 1.9ha employment site</b>	<b>e: 0.7ha employment site</b>	<b>f: 1.9ha employment site</b>
<b>a: 77 new homes</b>	AM	134	138	65	69
	PM	122	127	65	70
<b>b: 100 new homes</b>	AM	135	139	66	70
	PM	123	128	66	71
<b>c: 166 new homes</b>	AM	137	141	68	72
	PM	125	130	68	73
<b>d: 244 new homes</b>	AM	137	141	68	72
	PM	125	130	68	73

**Table 10. Summary of total traffic increase at Stinsford Roundabout**

<b>STINSFORD ROUNDABOUT</b>		<b>ALTERNATIVE OPTION 2: maximise housing in south west Purbeck</b>		<b>ALTERNATIVE OPTION 3: maximise housing in north east Purbeck</b>	
Reference	AM	6		16	
Case	PM	9		26	
<b>ASSESSMENT SCENARIOS</b>		<b>e: 0.7ha employment site</b>	<b>f: 1.9ha employment site</b>	<b>e: 0.7ha employment site</b>	<b>f: 1.9ha employment site</b>
<b>a: 77 new homes</b>	AM	16	26	27	36
	PM	21	32	38	49
<b>b: 100 new homes</b>	AM	17	27	28	38
	PM	22	34	39	51
<b>c: 166 new homes</b>	AM	21	31	32	41
	PM	26	38	43	55
<b>d: 244 new homes</b>	AM	23	32	33	43
	PM	28	39	45	56



**Table 11. Summary of total traffic increase at Roundhouse Roundabout**

<b>ROUNDHOUSE ROUNDABOUT</b>		<b>ALTERNATIVE OPTION 2: maximise housing in south west Purbeck</b>		<b>ALTERNATIVE OPTION 3: maximise housing in north east Purbeck</b>	
Reference	AM	83		123	
Case	PM	132		195	
<b>ASSESSMENT SCENARIOS</b>		<b>e: 0.7ha employment site</b>	<b>f: 1.9ha employment site</b>	<b>e: 0.7ha employment site</b>	<b>f: 1.9ha employment site</b>
<b>a: 77 new homes</b>	AM	107	143	147	183
	PM	151	178	213	241
<b>b: 100 new homes</b>	AM	108	144	148	184
	PM	152	179	214	242
<b>c: 166 new homes</b>	AM	111	147	151	187
	PM	154	181	217	244
<b>d: 244 new homes</b>	AM	114	150	154	190
	PM	157	184	220	247

Table 12. Summary of total traffic increase at Lake Gates Roundabout, Wimborne

LAKE GATES ROUNDABOUT, WIMBORNE		ALTERNATIVE OPTION 2: maximise housing in south west Purbeck		ALTERNATIVE OPTION 3: maximise housing in north east Purbeck	
Reference	AM	71		85	
Case	PM	114		136	
ASSESSMENT SCENARIOS		e: 0.7ha employment site	f: 1.9ha employment site	e: 0.7ha employment site	f: 1.9ha employment site
a: 77 new homes	AM	82	94	96	108
	PM	126	140	148	162
b: 100 new homes	AM	83	95	97	109
	PM	126	141	148	163
c: 166 new homes	AM	85	98	99	112
	PM	129	143	151	165
d: 244 new homes	AM	89	101	103	115
	PM	132	146	154	168

4.2.3 In addition to the development traffic increase shown in the tables above, two sensitivity test scenarios have been assessed in which there is no employment growth in Bere Regis; only 100 new homes and 244 new homes have been assessed. These sensitivity tests use Alternative Option 2 as a reference case. These are scenarios 2bg (AM & PM) and 2dg (AM & PM) shown in Table 5.

4.2.4 The result of these sensitivity tests are shown in Table 11 and Table 12 below for 100 homes and 244 homes respectively. The overall increase in vehicles predicted at each of the five junctions is shown, as well as the difference from the respective 'with-employment' scenarios.

**Table 13. Summary of traffic increase through junctions, with no employment growth (Scenario 2bg)**

ALTERNATIVE OPTION 2 SCENARIO 2bg		b: 100 NEW HOMES IN BERE REGIS		
		g: zero employment growth	Difference from Employment Growth Scenario 2be (0.7ha)	Difference from Employment Growth Scenario 2bf (1.9ha)
Bere Regis Roundabout	AM	53	-62	-182
	PM	70	-80	-222
Max Gate	AM	132	-2	-7
	PM	120	-3	-8
Stinsford Roundabout	AM	11	-6	-15
	PM	15	-7	-18
Roundhouse Roundabout	AM	87	-21	-57
	PM	136	-16	-43
Lake Gates Roundabout	AM	75	-7	-20
	PM	118	-9	-23

Table 14. Summary of traffic increase through junctions, with no employment growth (Scenario 2dg)

ALTERNATIVE OPTION 2 SCENARIO 2dg		d: 244 NEW HOMES		
		g: No Employment Growth	Difference from Employment Growth Scenario 2de (0.7ha)	Difference from Employment Growth Scenario 2df (1.9ha)
<b>Bere Regis Roundabout</b>	AM	53	-74	-158
	PM	81	-80	-176
<b>Max Gate</b>	AM	135	-2	-7
	PM	122	-3	-8
<b>Stinsford Roundabout</b>	AM	17	-6	-15
	PM	21	-7	-18
<b>Roundhouse Roundabout</b>	AM	93	-21	-57
	PM	141	-16	-43
<b>Lake Gates Roundabout</b>	AM	82	-7	-20
	PM	123	-9	-23

### 4.3 Impact on the C6 Southbrook / Rye Hill in Bere Regis

- 4.3.1 Table 13 shows the impact on Southbrook / Rye Hill to the south of Bere Regis. This is a minor road which is situated to the south of Bere Regis. Within the village it is referred to as Southbrook, and is referred to as Rye Hill further to the south.

**Table 15. Development traffic increase on the C6 Southbrook/Rye Hill**

<b>LAKE GATES ROUNDABOUT, WIMBORNE</b>		<b>ALTERNATIVE OPTION 2:</b> maximise housing in south west Purbeck		<b>ALTERNATIVE OPTION 3:</b> maximise housing in north east Purbeck	
Reference	AM	18		19	
Case	PM	28		31	
<b>ASSESSMENT SCENARIOS</b>		<b>e: 0.7ha</b> employment site	<b>f: 1.9ha</b> employment site	<b>e: 0.7ha</b> employment site	<b>f: 1.9ha</b> employment site
<b>a: 77 new homes</b>	AM	25	35	26	36
	PM	36	38	39	51
<b>b: 100 new homes</b>	AM	25	35	27	37
	PM	37	38	39	51
<b>c: 166 new homes</b>	AM	26	36	28	38
	PM	37	39	40	52
<b>d: 244 new homes</b>	AM	28	38	29	39
	PM	39	40	41	53

- 4.3.2 Considering the scenario of maximum housing and employment growth in Bere Regis, as well as Alternative Option 3 growth across PDC there is forecasted to be an increase of 39 additional vehicles on the C6 Southbrook/Rye Hill in the AM peak hour and 53 additional vehicles in the PM peak hour.
- 4.3.3 Considering the scenario of minimum housing and employment growth in Bere Regis, as well as Alternative Option 2 growth across PDC there is forecasted to be an increase of 25 additional vehicles on the C6 Southbrook/Rye Hill in the AM peak hour and 36 additional vehicles in the PM peak hour.
- 4.3.4 Between the maximum and minimum growth in Bere Regis there is an increase of 13 in the AM peak, and four in the PM peak with Alternative Option 2 growth across PDC. Between the maximum and minimum growth in Bere Regis there is an increase of 13 in the AM peak, and 14 in the PM peak with Alternative Option 3 growth across PDC.

## 5. CONCLUSION

- 5.1.1 SYSTRA has been instructed by Purbeck District Council (PDC) to undertake traffic modelling to test the traffic impact of a range of potential growth scenarios relating to additional housing and employment within the village of Bere Regis.
- 5.1.2 The brief was set to comprise spreadsheet modelling to enable the predicted individual and cumulative impact of each of the potential growth sites to be identified on identified links and junctions.
- 5.1.3 The spreadsheet modelling considers the number and distribution of the predicted traffic movements associated with the potential development sites in the weekday morning and afternoon peak traffic periods.
- 5.1.4 The modelling considers development traffic alone; no background traffic is included at this stage.
- 5.1.5 The geographical extent of the modelling work includes the road network within the whole of Purbeck District and extends west beyond the District boundary to include part of the A35 Dorchester Bypass, and to the east to include parts of Poole and the A31 Wimborne Bypass.
- 5.1.6 The study area includes the five SRN junctions that are of interest to Highways England namely:
- Bere Regis Roundabout (A31/A35)
  - Max Gate (A35/A352, Dorchester)
  - Stinsford Roundabout (A35/Stinsford Hill/Hollow Hill, Dorchester)
  - Roundhouse Roundabout (A31/A350)
  - Lake Gates (A31/B3078, Wimborne)
- 5.1.7 Two potential growth scenarios from the Purbeck Local Plan Partial Review form two 'reference case' scenarios:
- Alternative Option 2 of the Purbeck Local Plan Partial Review (maximise housing in south west Purbeck);
  - Alternative Option 3 of the Purbeck Local Plan Partial Review (maximise housing in north east Purbeck);
- 5.1.8 On top of each of the two reference case scenarios four sequentially increasing residential extensions to Bere Regis have been added, in combination with two levels of employment development in the village.
- 5.1.9 This report has set out the scope, methodology and assumptions, and the results of the modelling.
- 5.1.10 The results are presented in the form of area-wide highway network diagrams showing the predicted turning movements of development traffic in the two reference case scenarios (in **Appendix H**) and the 16 Bere Regis assessment scenarios (in **Appendix L**).
- 5.1.11 These results can be used to help understand how the predicted additional traffic will impact upon the highway network in and around Purbeck District.
- 5.1.12 Summary tables for each of the five SRN junctions show the respective traffic increases in each of the scenarios.

5.1.13 These summary tables can be used to understand the predicted level of impact at these key junctions in the context of the existing background traffic levels. This will form Phase 2 of this study.

**APPENDICES**



**Appendix A**

**Appendix A – TRICS outputs for Private Dwellings**

Calculation Reference: AUDIT-700704-170403-0426

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST WS WEST SUSSEX	1 days
03	SOUTH WEST SM SOMERSET	1 days
04	EAST ANGLIA NF NORFOLK SF SUFFOLK	1 days 1 days
06	WEST MIDLANDS SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	2 days

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

## Secondary Filtering selection:

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

Parameter: Number of dwellings  
 Actual Range: 10 to 151 (units: )  
 Range Selected by User: 6 to 491 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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

Selected survey days:

Tuesday	1 days
Wednesday	3 days
Thursday	4 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	8
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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	7
No Sub Category	1

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

## Secondary Filtering selection:

Use Class:

C3	8 days
----	--------

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

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	1 days
No	7 days

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-03 HALING WAY	DETACHED HOUSES		NORFOLK
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
2	NY-03-A-10 BOROUGHBRIDGE ROAD	HOUSES AND FLATS		NORTH YORKSHIRE
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		71	
	Survey date: TUESDAY		17/09/13	Survey Type: MANUAL
3	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		23	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
4	SF-03-A-05 VALE LANE	DETACHED HOUSES		SUFFOLK
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
5	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD	SEMI-DETACHED/TERRACED		SHROPSHIRE
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: THURSDAY		24/10/13	Survey Type: MANUAL
6	SH-03-A-06 ELLESMERE ROAD	BUNGALOWS		SHROPSHIRE
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date: THURSDAY		22/05/14	Survey Type: MANUAL
7	SM-03-A-01 WEMBDON ROAD NORTHFIELD BRIDGWATER	DETACHED & SEMI		SOMERSET
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-03-A-04 MIXED HOUSES WEST SUSSEX  
 HILLS FARM LANE  
 BROADBRIDGE HEATH  
 HORSHAM  
 Edge of Town  
 Residential Zone  
 Total Number of dwellings: 151  
 Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-03-A-10	Conurbation
SC-03-A-04	Proximity to M25
WK-03-A-02	Large City

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.088	8	47	0.263	8	47	0.351
08:00 - 09:00	8	47	0.128	8	47	0.343	8	47	0.471
09:00 - 10:00	8	47	0.136	8	47	0.170	8	47	0.306
10:00 - 11:00	8	47	0.138	8	47	0.144	8	47	0.282
11:00 - 12:00	8	47	0.128	8	47	0.154	8	47	0.282
12:00 - 13:00	8	47	0.133	8	47	0.128	8	47	0.261
13:00 - 14:00	8	47	0.149	8	47	0.144	8	47	0.293
14:00 - 15:00	8	47	0.133	8	47	0.160	8	47	0.293
15:00 - 16:00	8	47	0.226	8	47	0.197	8	47	0.423
16:00 - 17:00	8	47	0.261	8	47	0.144	8	47	0.405
17:00 - 18:00	8	47	0.322	8	47	0.117	8	47	0.439
18:00 - 19:00	8	47	0.199	8	47	0.144	8	47	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.041</b>			<b>2.108</b>			<b>4.149</b>

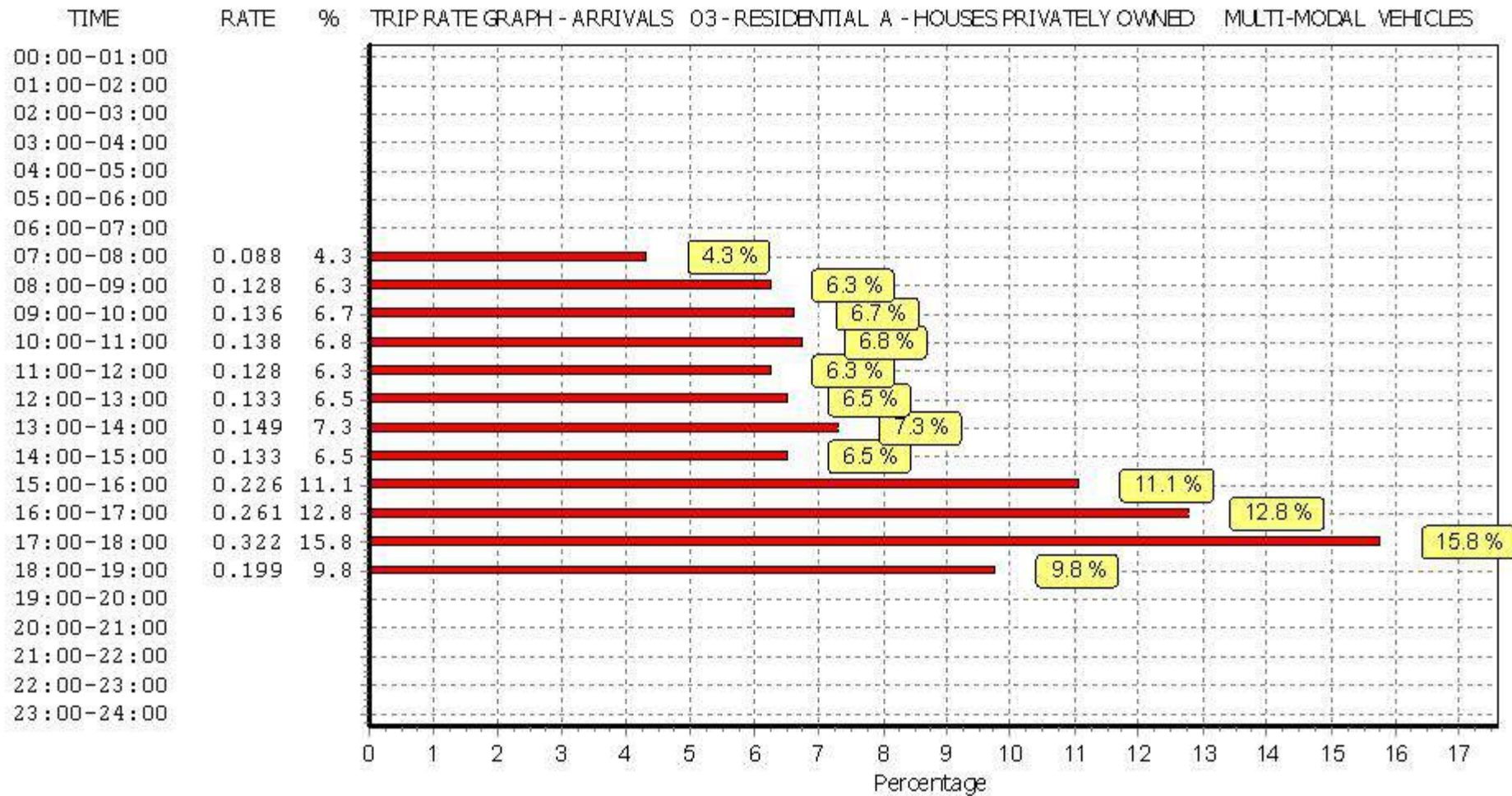
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

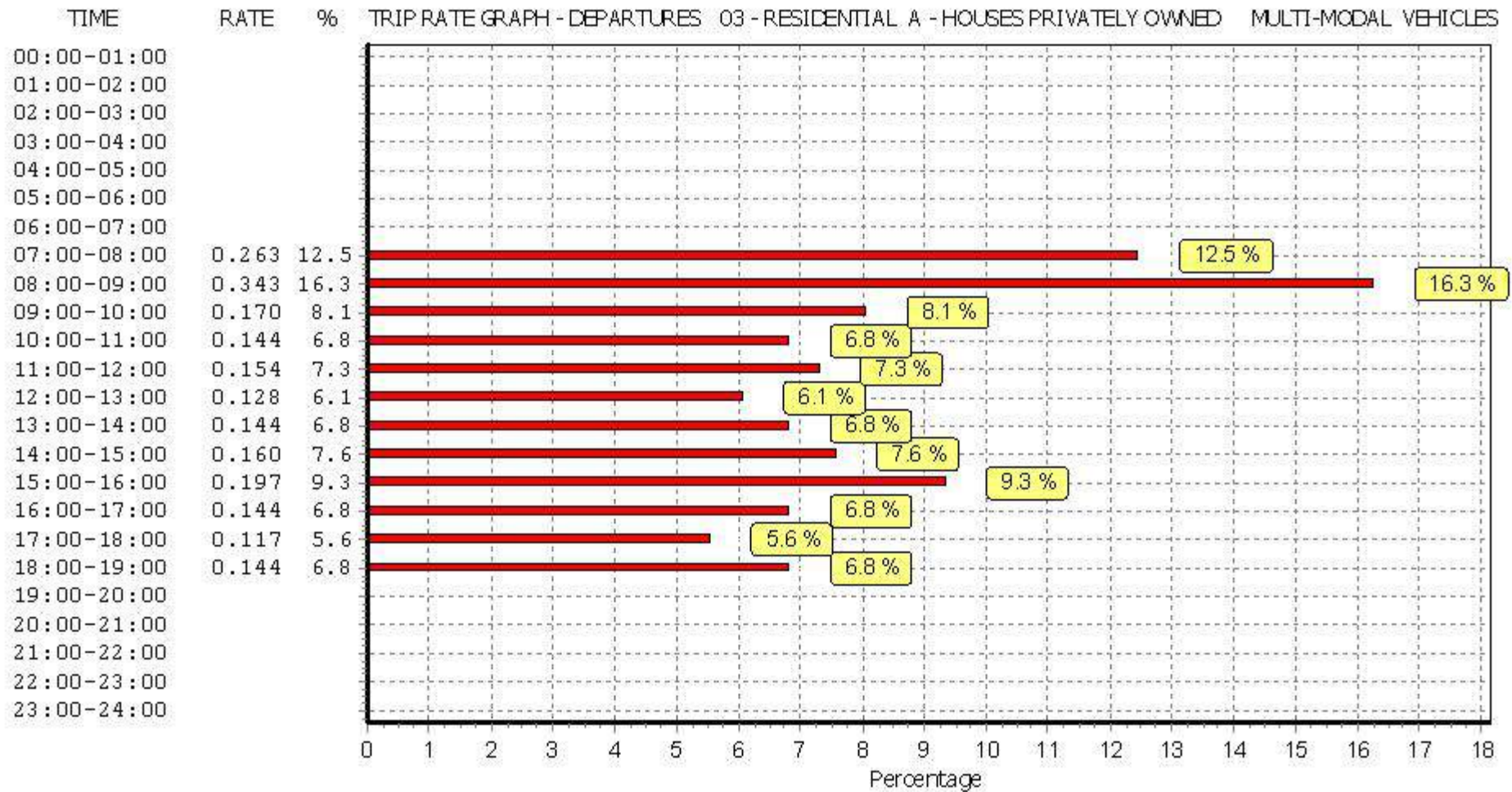
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

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

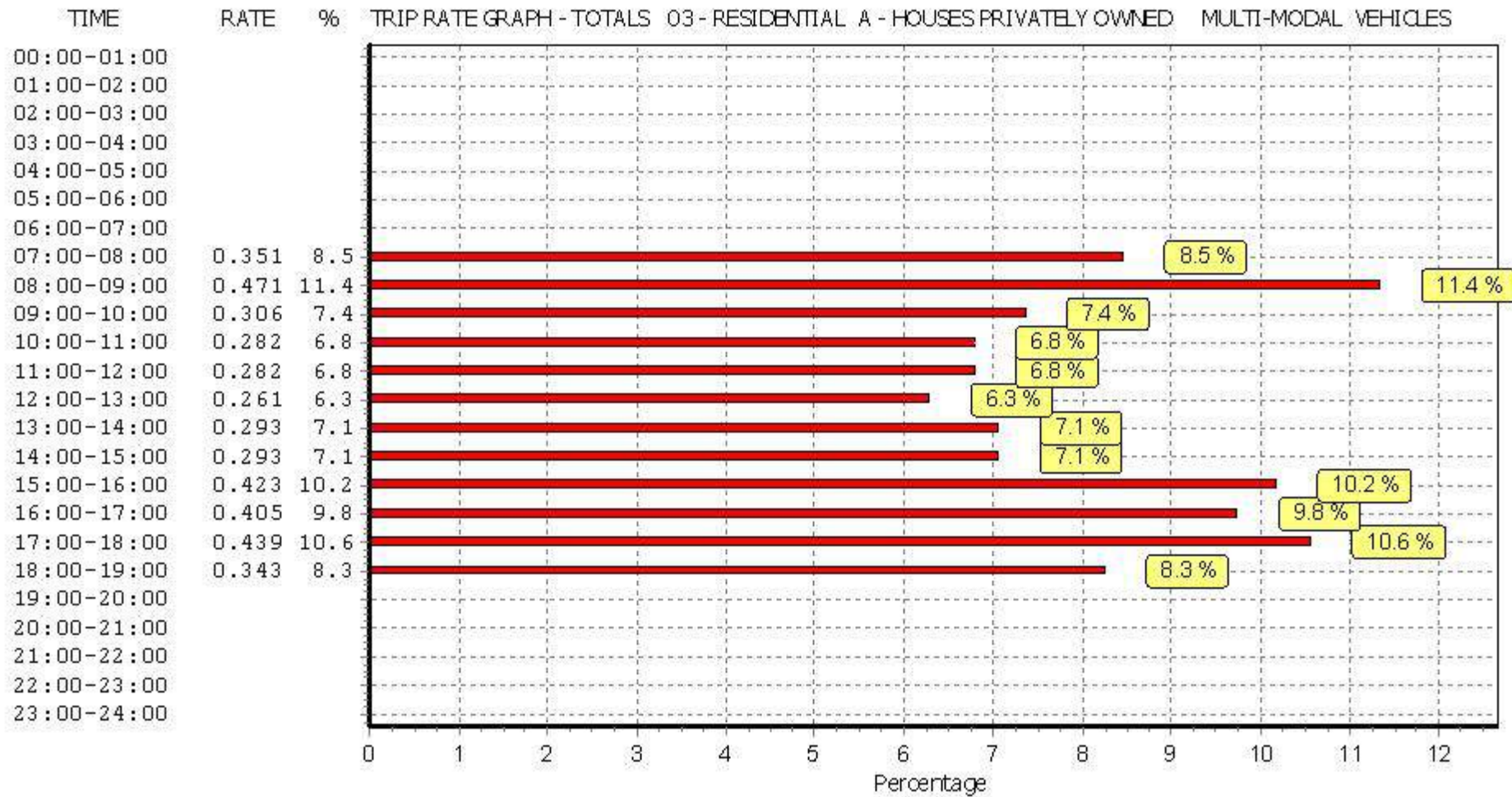


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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





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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.013	8	47	0.013	8	47	0.026
08:00 - 09:00	8	47	0.005	8	47	0.005	8	47	0.010
09:00 - 10:00	8	47	0.003	8	47	0.003	8	47	0.006
10:00 - 11:00	8	47	0.003	8	47	0.003	8	47	0.006
11:00 - 12:00	8	47	0.005	8	47	0.005	8	47	0.010
12:00 - 13:00	8	47	0.003	8	47	0.003	8	47	0.006
13:00 - 14:00	8	47	0.003	8	47	0.003	8	47	0.006
14:00 - 15:00	8	47	0.005	8	47	0.005	8	47	0.010
15:00 - 16:00	8	47	0.019	8	47	0.016	8	47	0.035
16:00 - 17:00	8	47	0.000	8	47	0.003	8	47	0.003
17:00 - 18:00	8	47	0.003	8	47	0.003	8	47	0.006
18:00 - 19:00	8	47	0.003	8	47	0.003	8	47	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.065			0.065			0.130

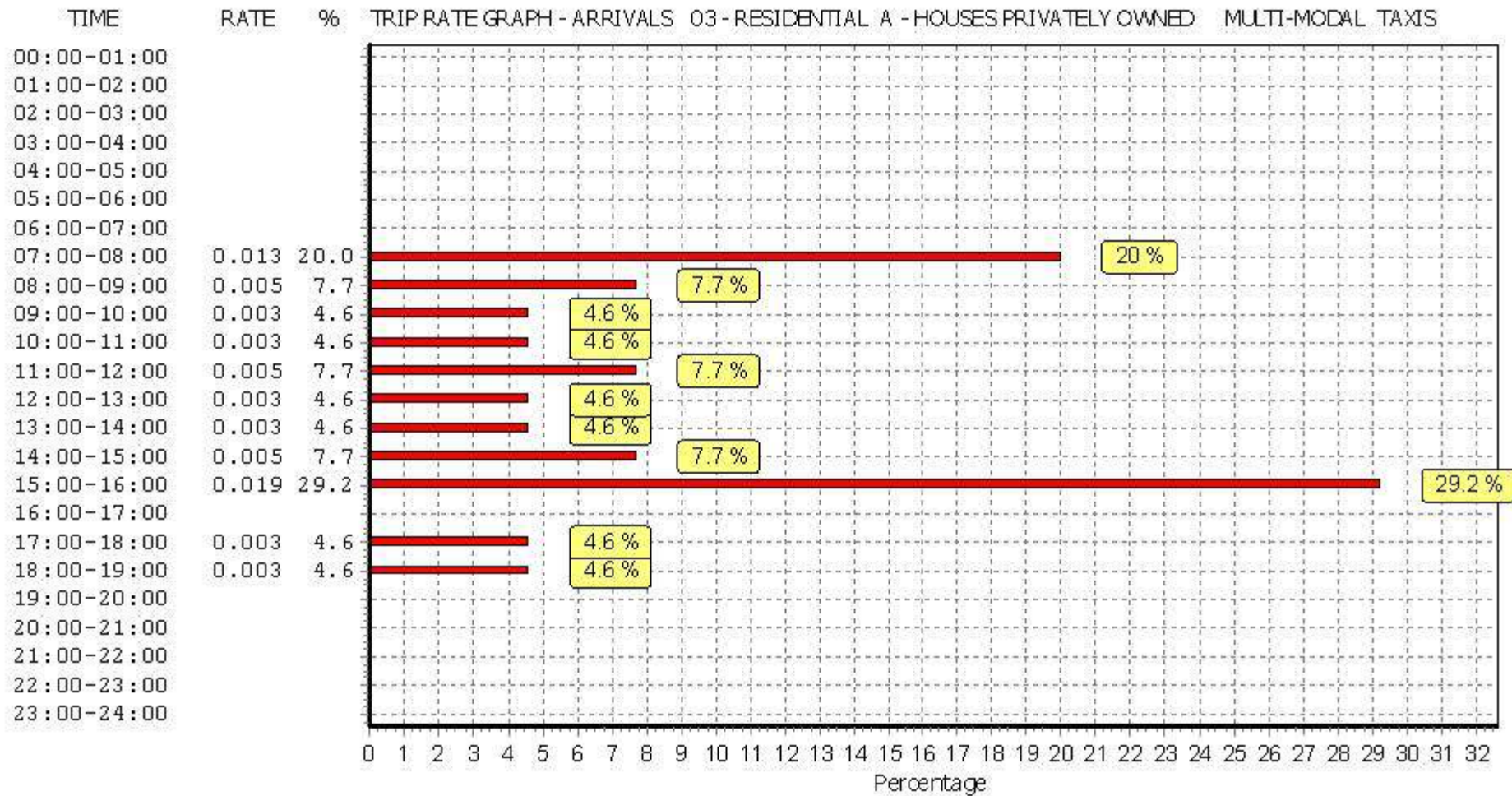
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

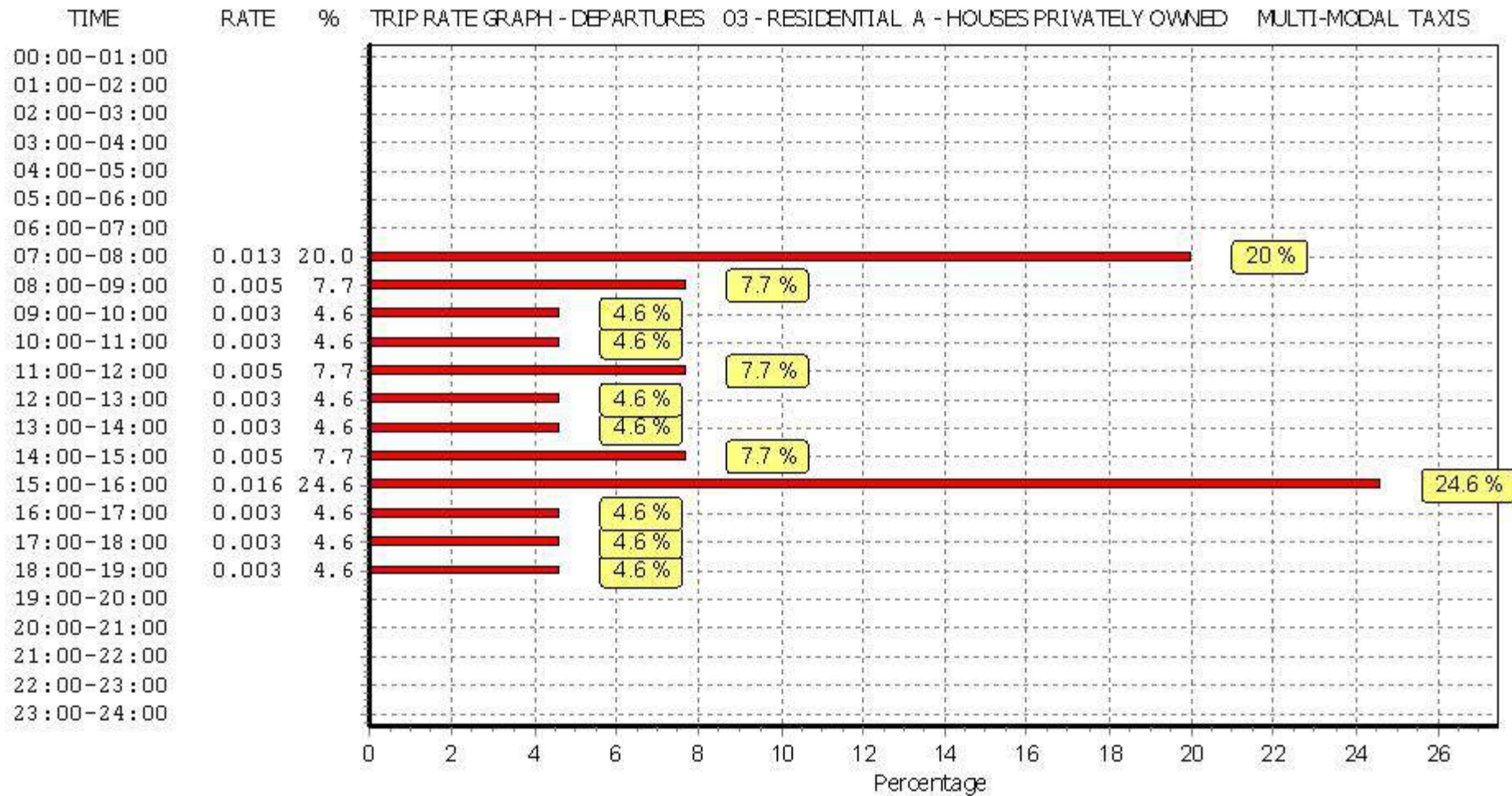
#### Parameter summary

Trip rate parameter range selected:	10 - 151 (units: )
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

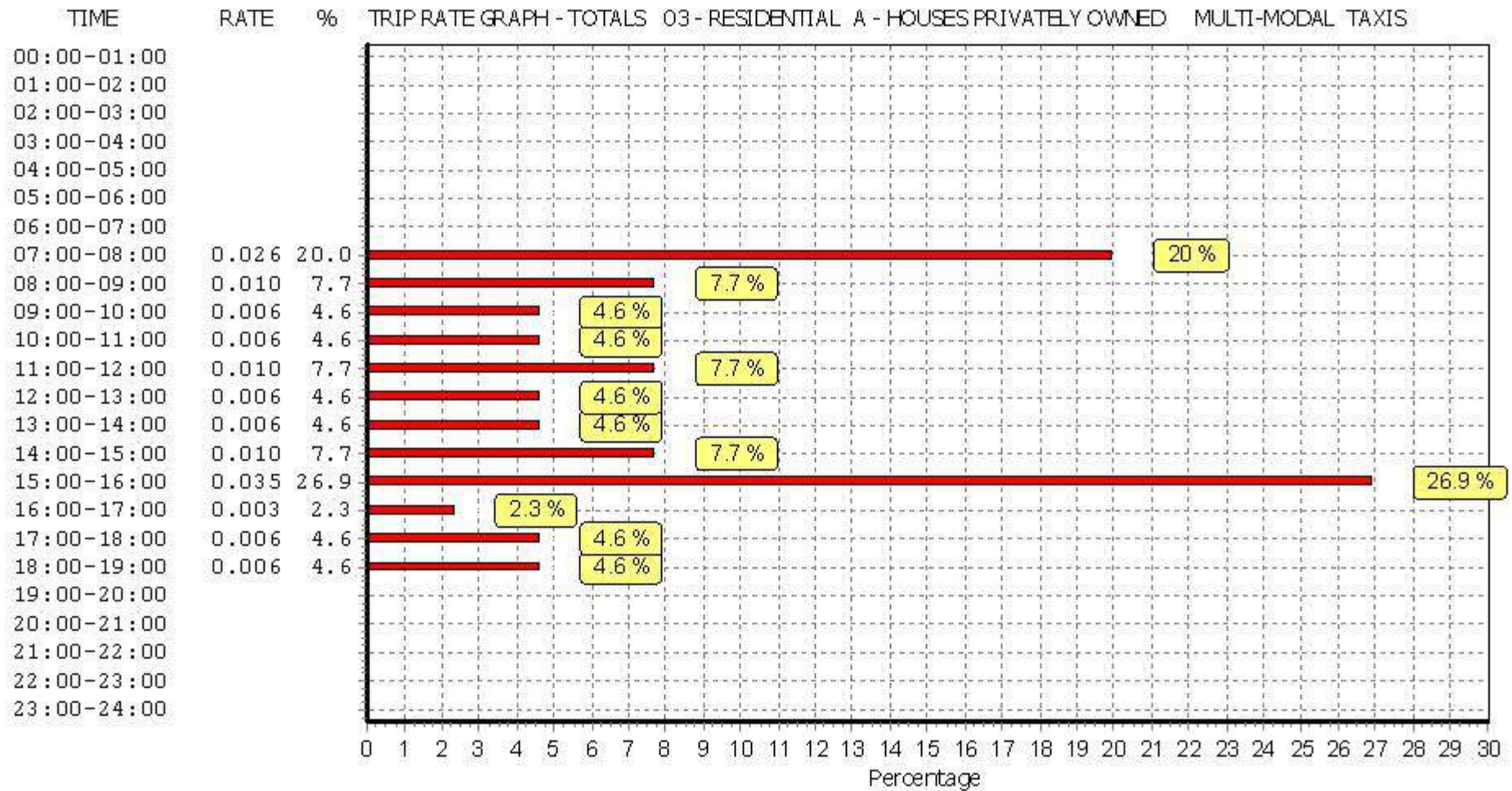
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.000	8	47	0.000	8	47	0.000
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.003	8	47	0.000	8	47	0.003
10:00 - 11:00	8	47	0.005	8	47	0.003	8	47	0.008
11:00 - 12:00	8	47	0.003	8	47	0.003	8	47	0.006
12:00 - 13:00	8	47	0.000	8	47	0.003	8	47	0.003
13:00 - 14:00	8	47	0.003	8	47	0.000	8	47	0.003
14:00 - 15:00	8	47	0.000	8	47	0.003	8	47	0.003
15:00 - 16:00	8	47	0.003	8	47	0.000	8	47	0.003
16:00 - 17:00	8	47	0.000	8	47	0.003	8	47	0.003
17:00 - 18:00	8	47	0.003	8	47	0.003	8	47	0.006
18:00 - 19:00	8	47	0.000	8	47	0.000	8	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.020</b>			<b>0.018</b>			<b>0.038</b>

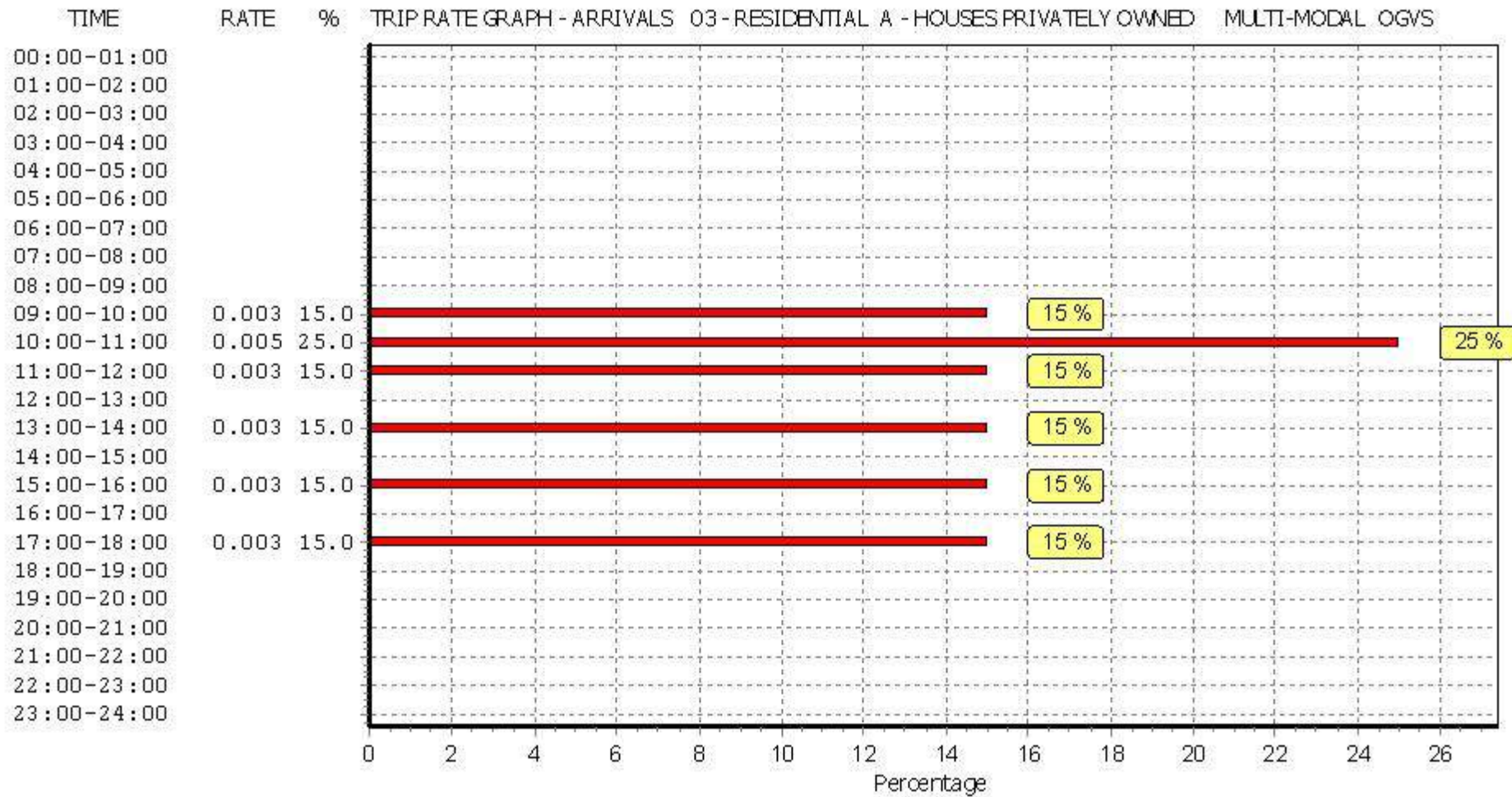
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

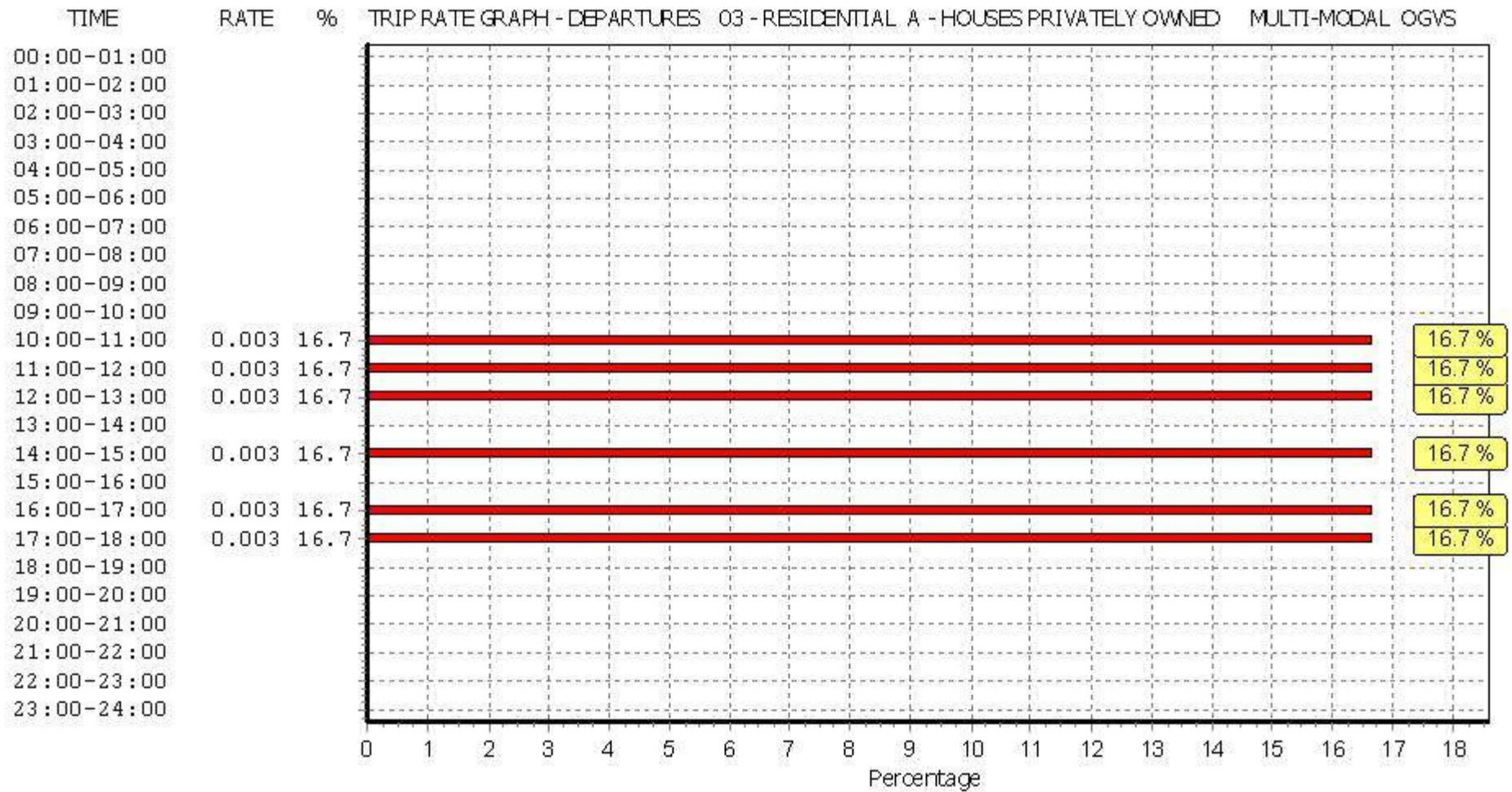
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

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

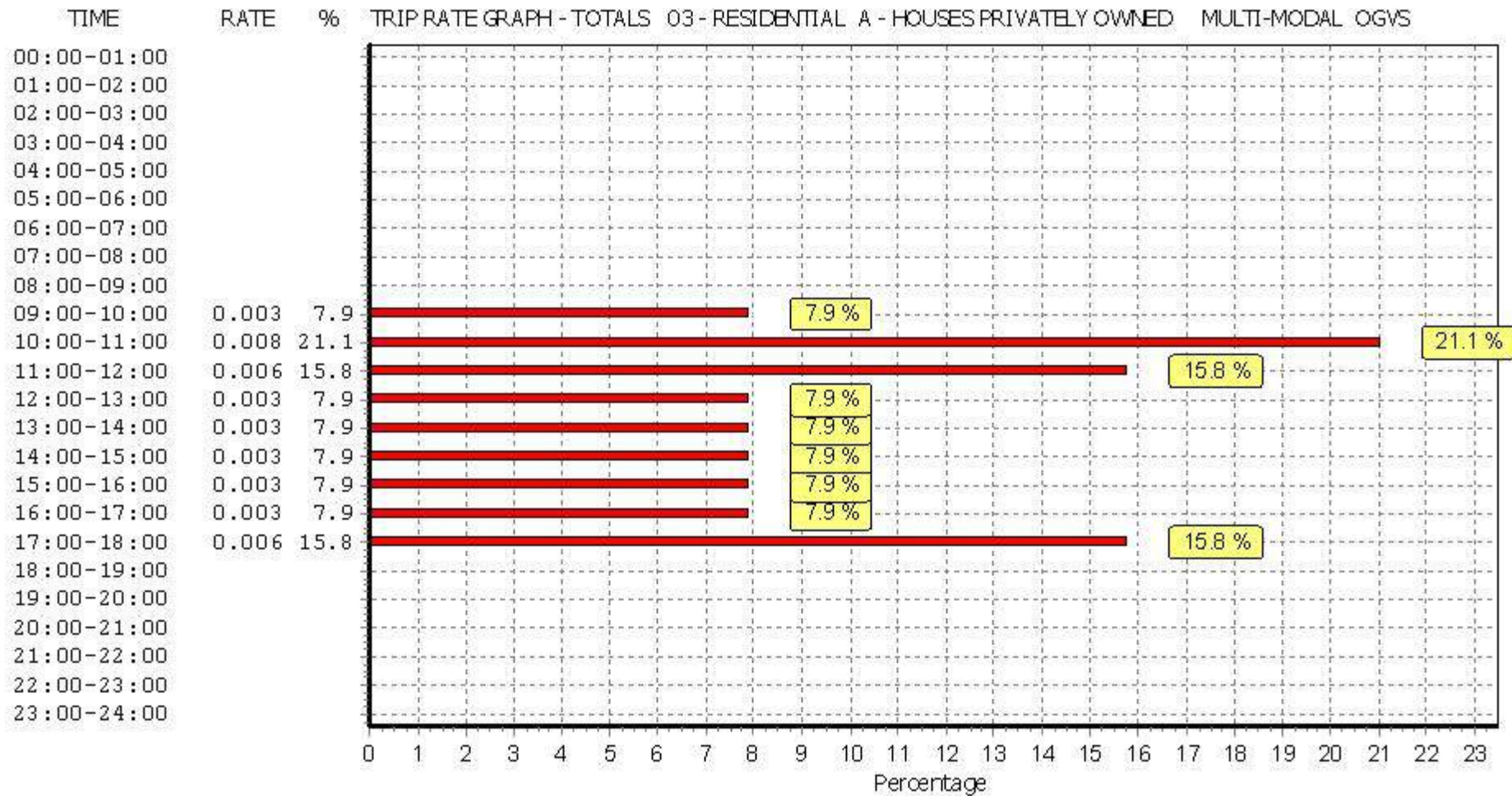


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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





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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.000	8	47	0.000	8	47	0.000
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.000	8	47	0.000
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.005	8	47	0.005	8	47	0.010
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.000	8	47	0.000	8	47	0.000
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.000	8	47	0.000	8	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.005</b>			<b>0.005</b>			<b>0.010</b>

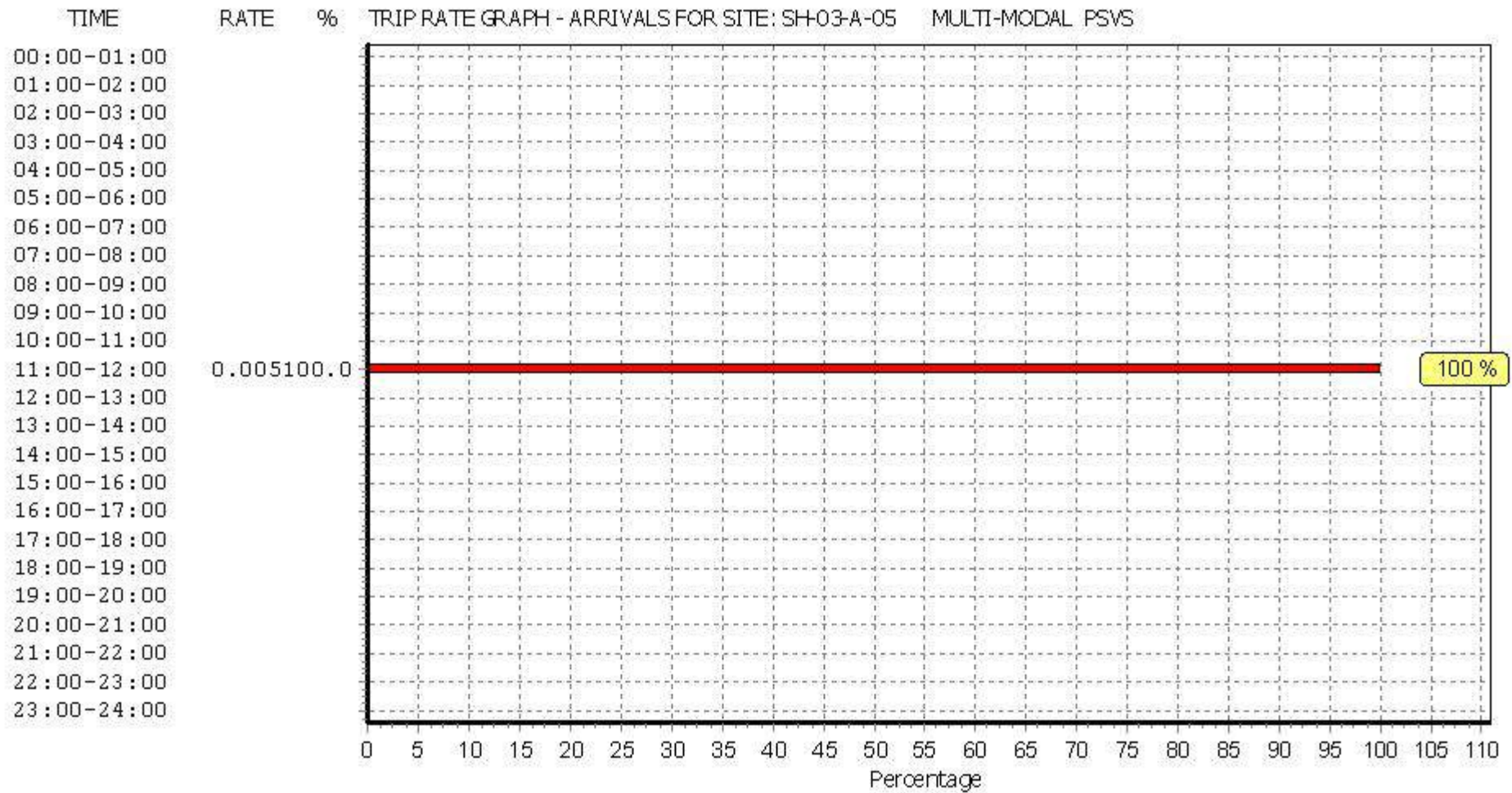
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

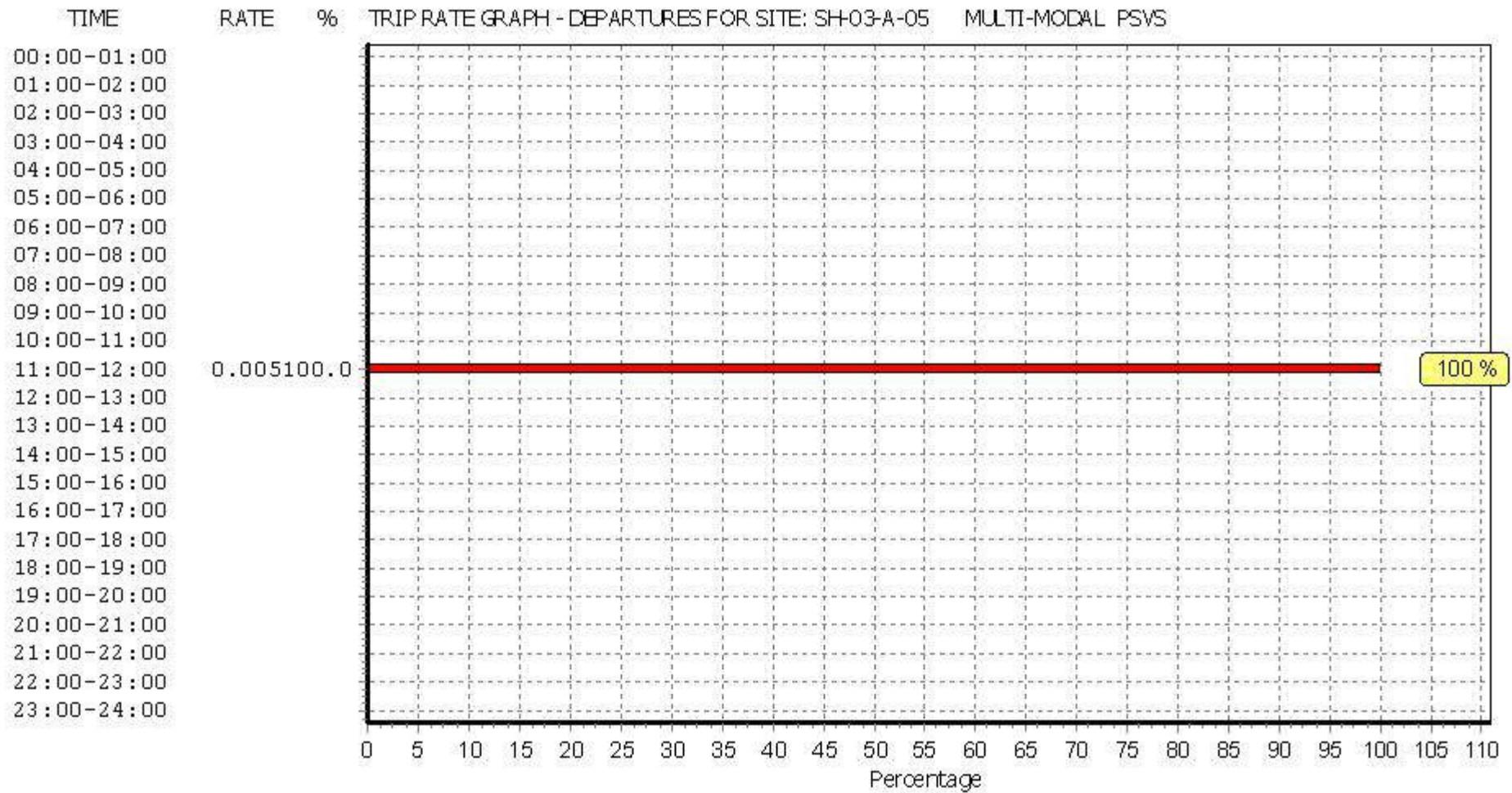
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

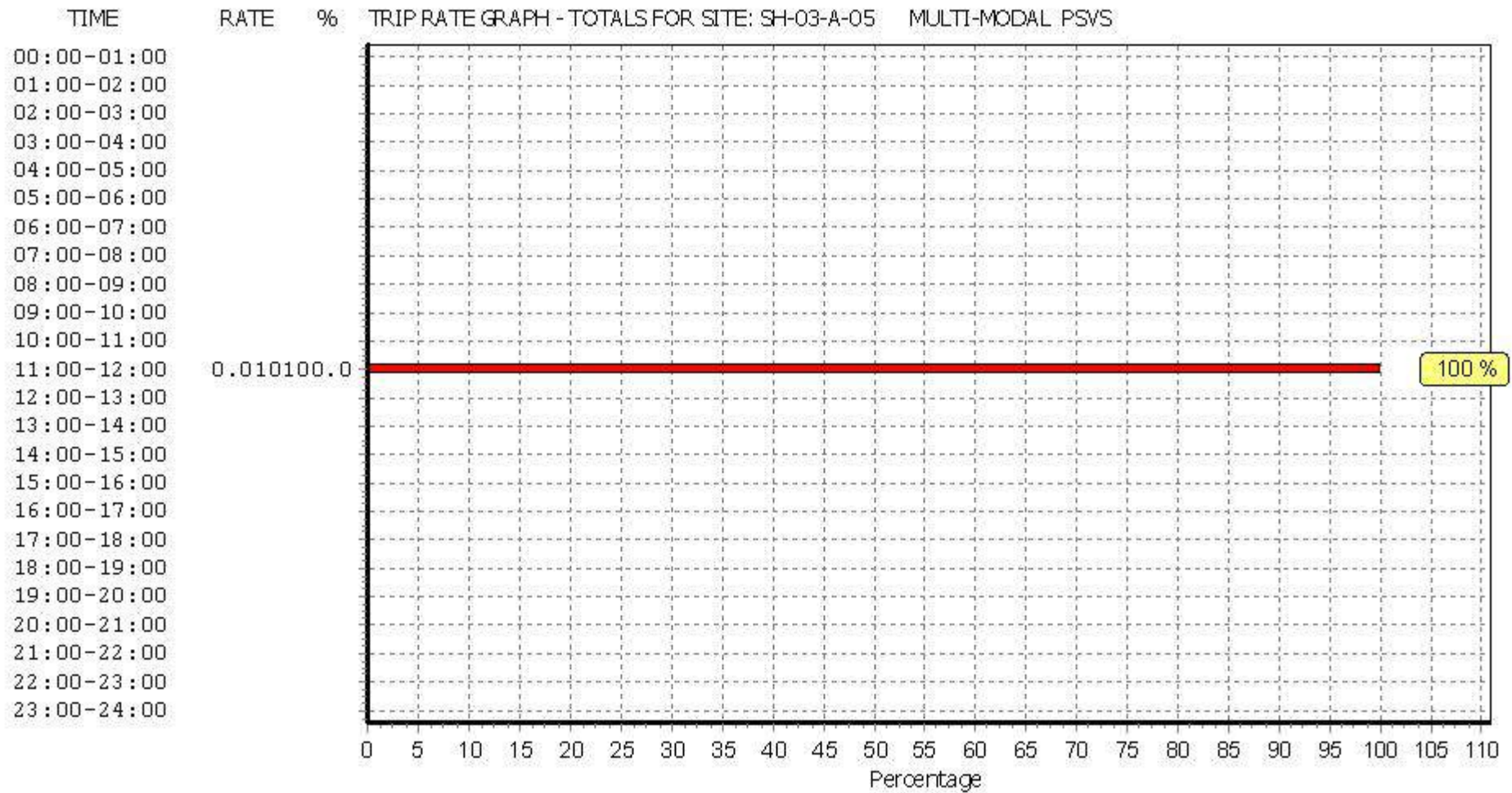
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.008	8	47	0.013	8	47	0.021
08:00 - 09:00	8	47	0.000	8	47	0.032	8	47	0.032
09:00 - 10:00	8	47	0.000	8	47	0.008	8	47	0.008
10:00 - 11:00	8	47	0.005	8	47	0.013	8	47	0.018
11:00 - 12:00	8	47	0.000	8	47	0.005	8	47	0.005
12:00 - 13:00	8	47	0.013	8	47	0.005	8	47	0.018
13:00 - 14:00	8	47	0.011	8	47	0.003	8	47	0.014
14:00 - 15:00	8	47	0.008	8	47	0.003	8	47	0.011
15:00 - 16:00	8	47	0.013	8	47	0.005	8	47	0.018
16:00 - 17:00	8	47	0.021	8	47	0.011	8	47	0.032
17:00 - 18:00	8	47	0.029	8	47	0.008	8	47	0.037
18:00 - 19:00	8	47	0.005	8	47	0.003	8	47	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.113			0.109			0.222

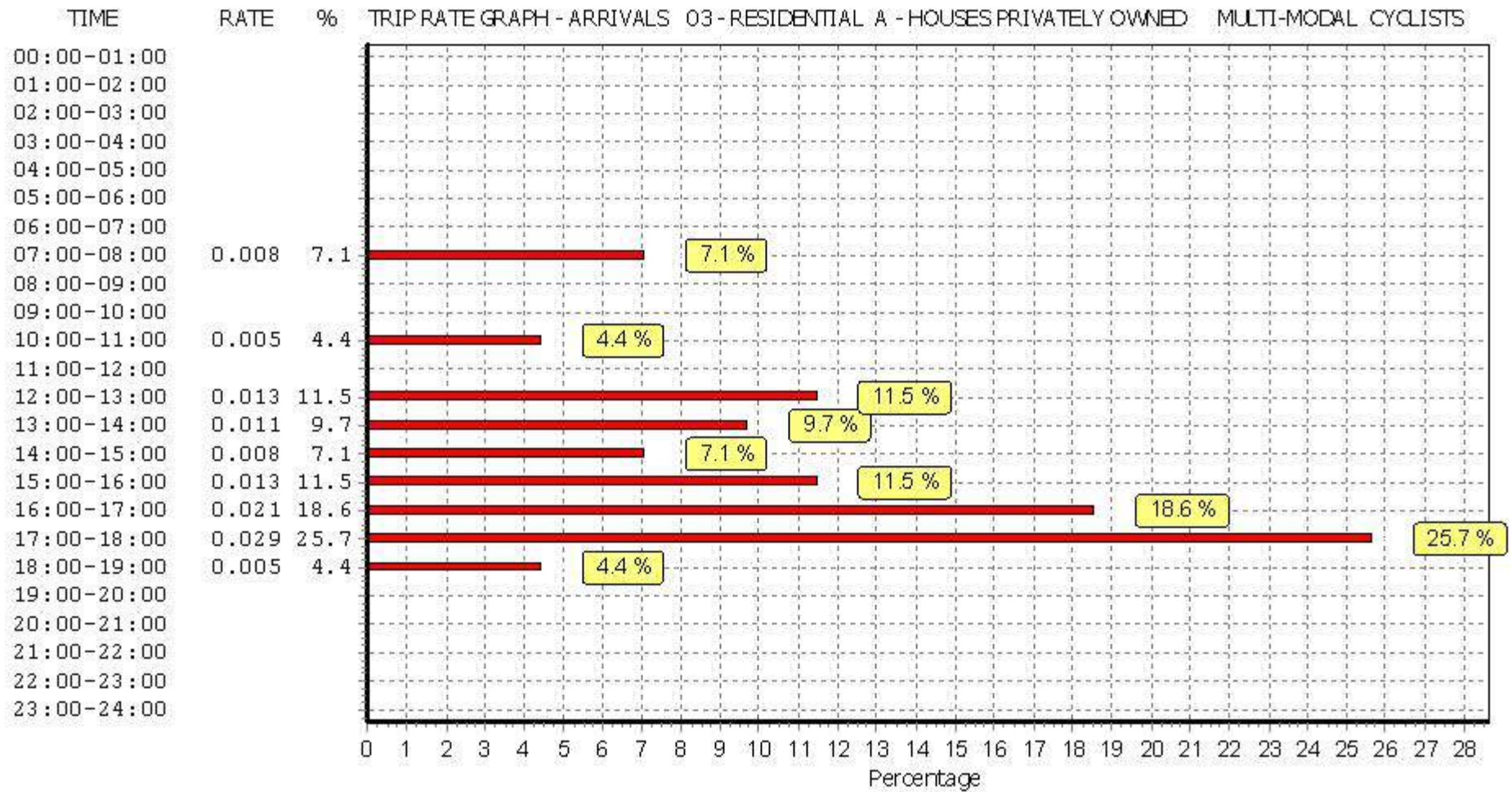
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

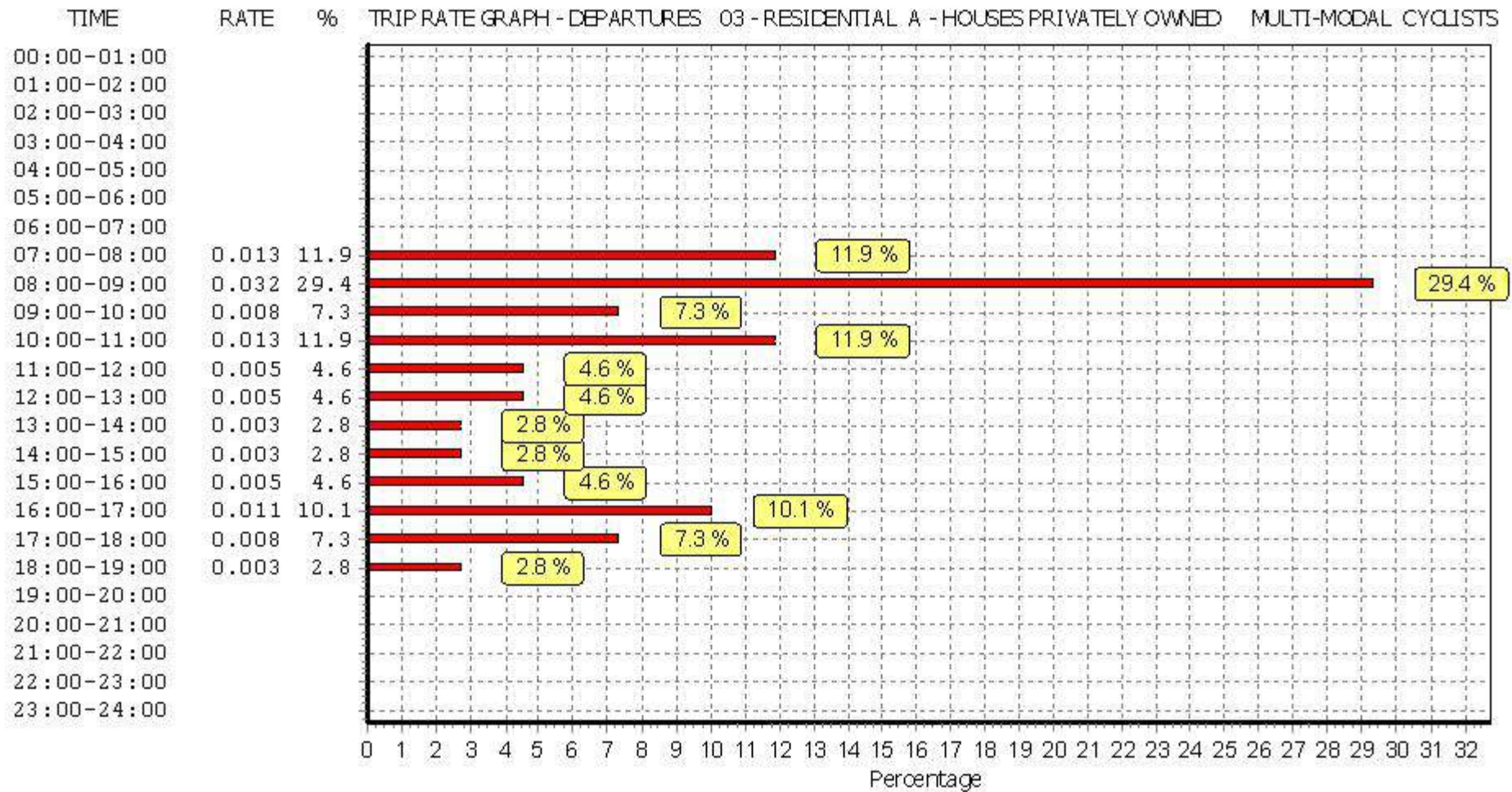
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

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

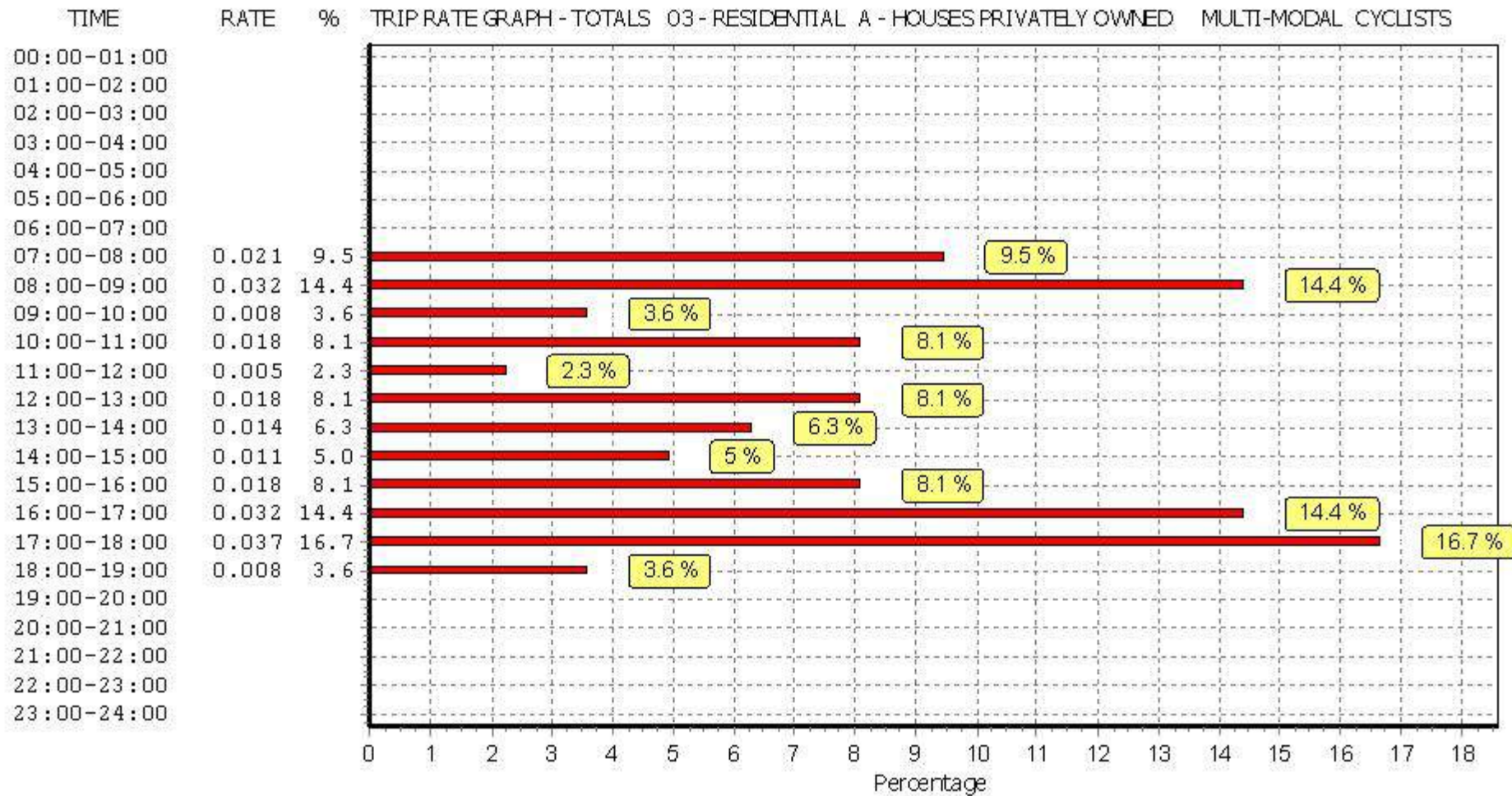


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.090	8	47	0.367	8	47	0.457
08:00 - 09:00	8	47	0.152	8	47	0.521	8	47	0.673
09:00 - 10:00	8	47	0.176	8	47	0.223	8	47	0.399
10:00 - 11:00	8	47	0.168	8	47	0.189	8	47	0.357
11:00 - 12:00	8	47	0.186	8	47	0.194	8	47	0.380
12:00 - 13:00	8	47	0.176	8	47	0.170	8	47	0.346
13:00 - 14:00	8	47	0.205	8	47	0.194	8	47	0.399
14:00 - 15:00	8	47	0.173	8	47	0.199	8	47	0.372
15:00 - 16:00	8	47	0.338	8	47	0.234	8	47	0.572
16:00 - 17:00	8	47	0.359	8	47	0.173	8	47	0.532
17:00 - 18:00	8	47	0.436	8	47	0.149	8	47	0.585
18:00 - 19:00	8	47	0.237	8	47	0.197	8	47	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.696</b>			<b>2.810</b>			<b>5.506</b>

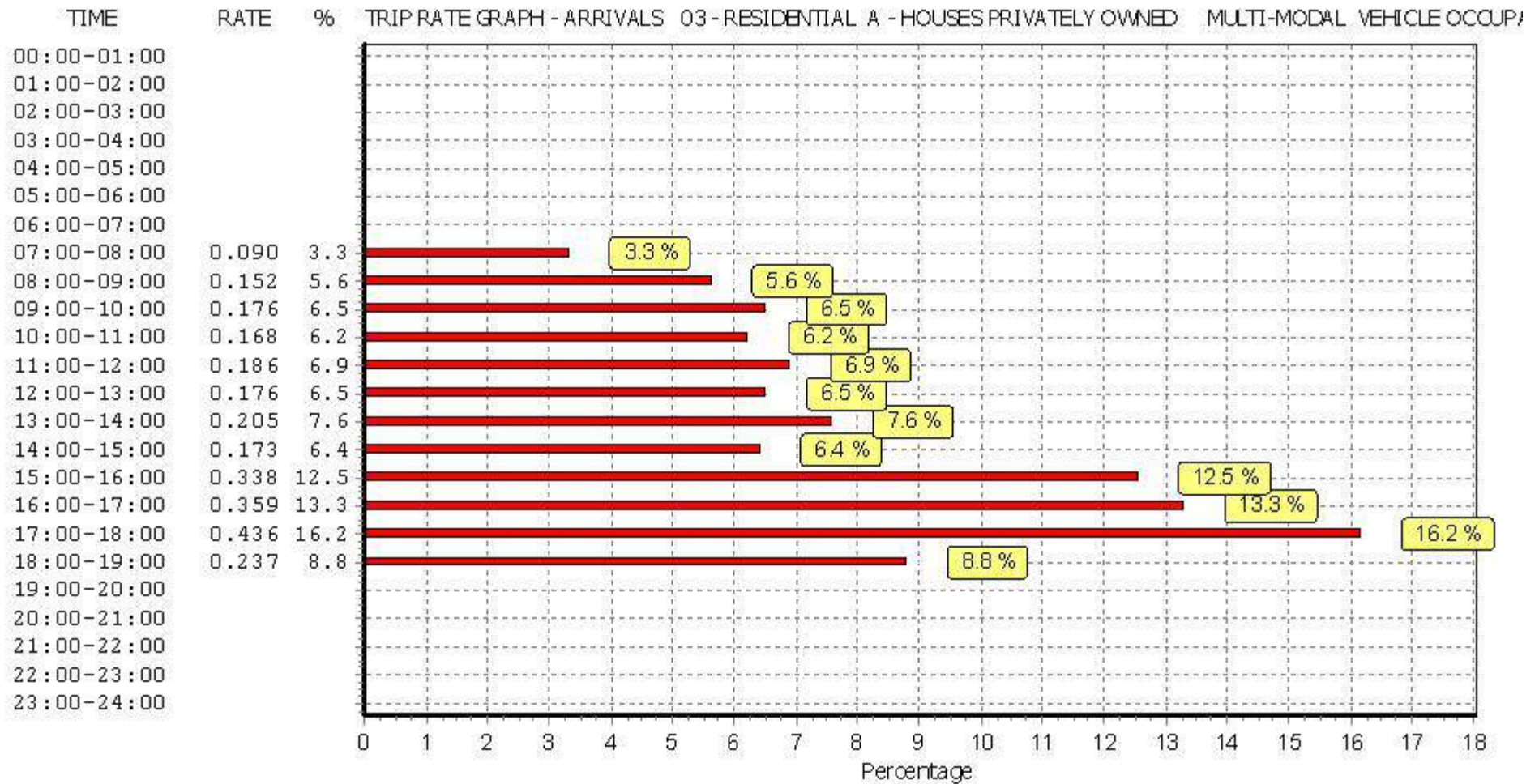
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

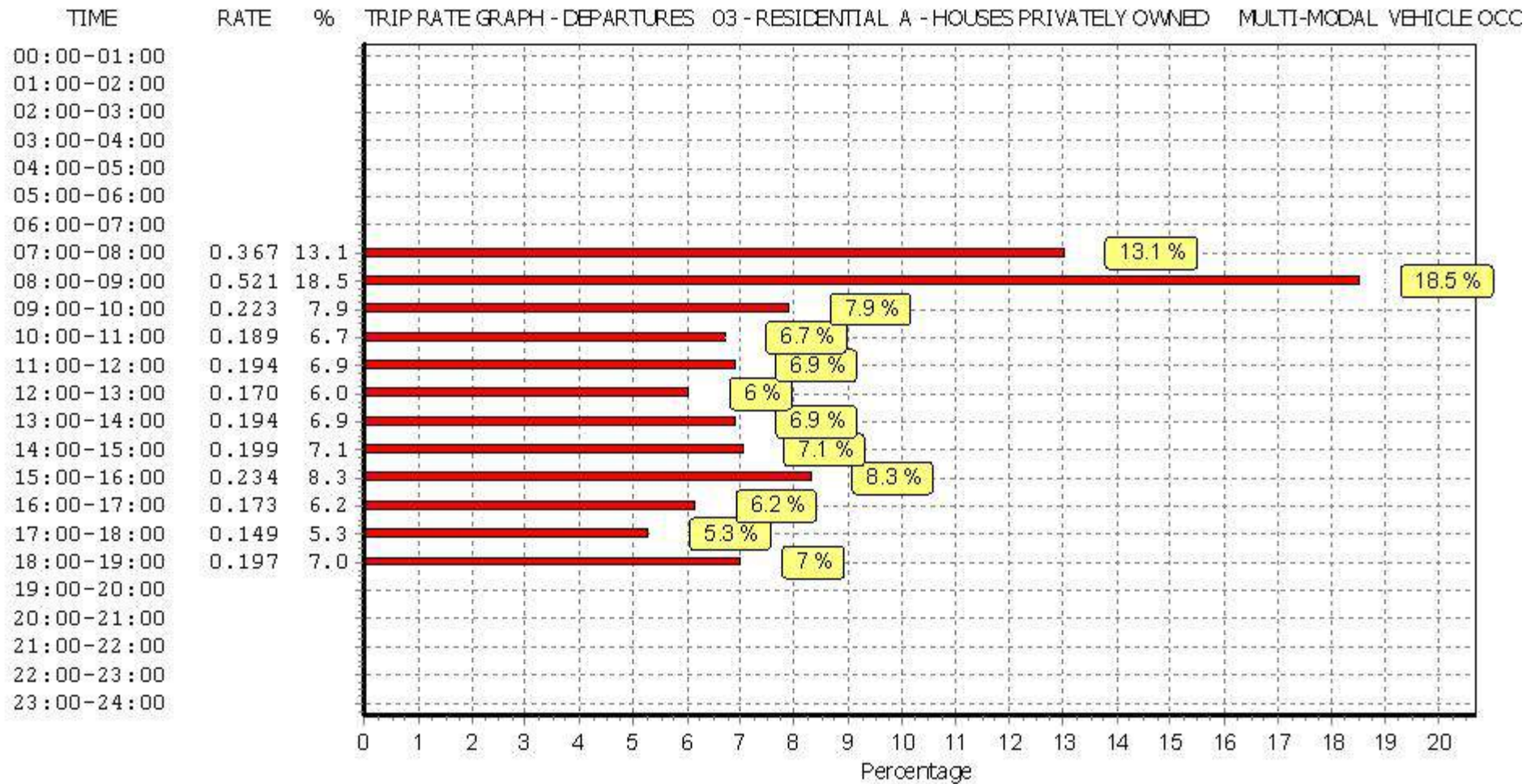
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

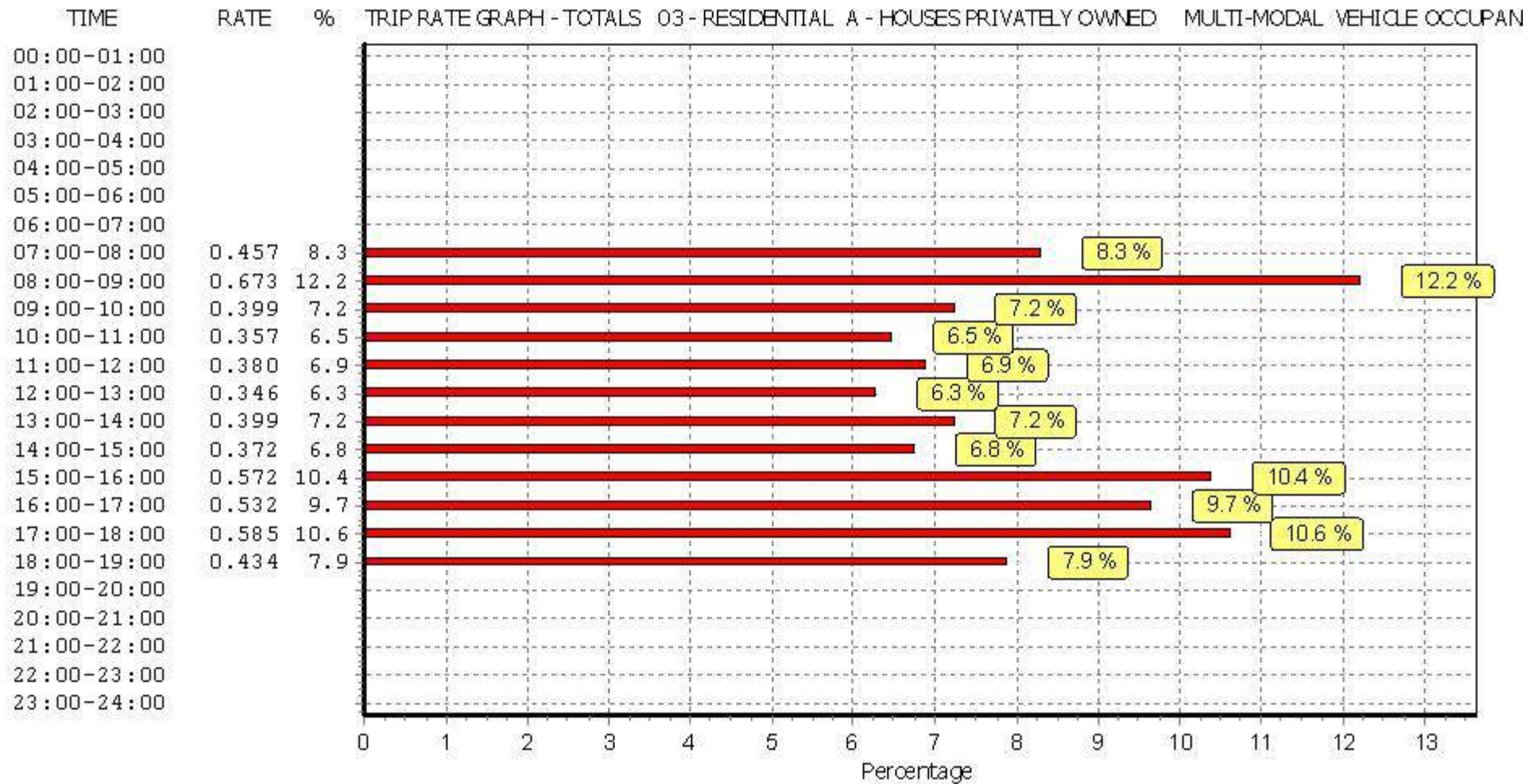
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.032	8	47	0.056	8	47	0.088
08:00 - 09:00	8	47	0.037	8	47	0.074	8	47	0.111
09:00 - 10:00	8	47	0.019	8	47	0.053	8	47	0.072
10:00 - 11:00	8	47	0.059	8	47	0.045	8	47	0.104
11:00 - 12:00	8	47	0.021	8	47	0.019	8	47	0.040
12:00 - 13:00	8	47	0.013	8	47	0.021	8	47	0.034
13:00 - 14:00	8	47	0.045	8	47	0.027	8	47	0.072
14:00 - 15:00	8	47	0.059	8	47	0.051	8	47	0.110
15:00 - 16:00	8	47	0.096	8	47	0.040	8	47	0.136
16:00 - 17:00	8	47	0.077	8	47	0.056	8	47	0.133
17:00 - 18:00	8	47	0.056	8	47	0.040	8	47	0.096
18:00 - 19:00	8	47	0.048	8	47	0.045	8	47	0.093
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.562</b>			<b>0.527</b>			<b>1.089</b>

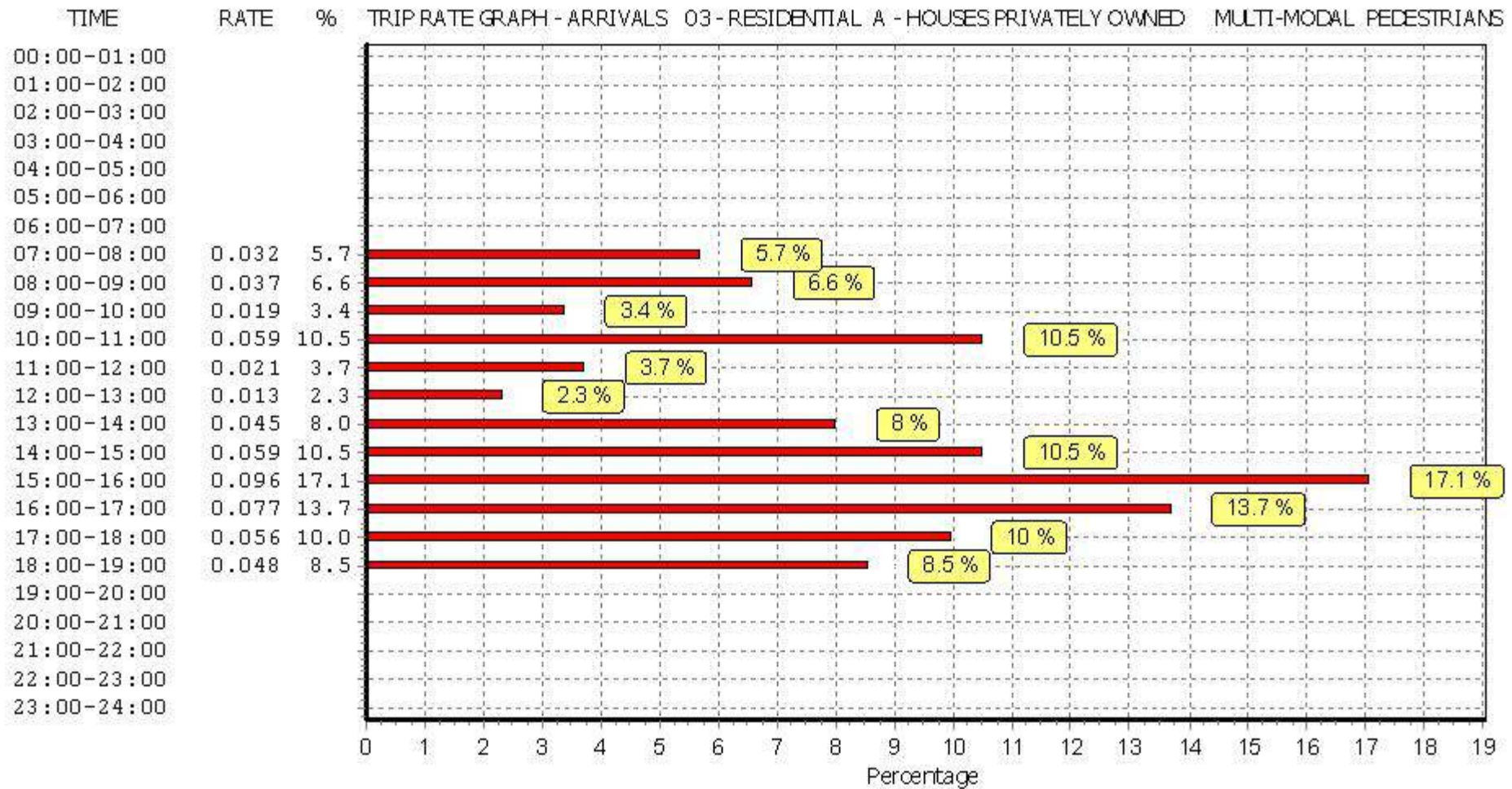
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

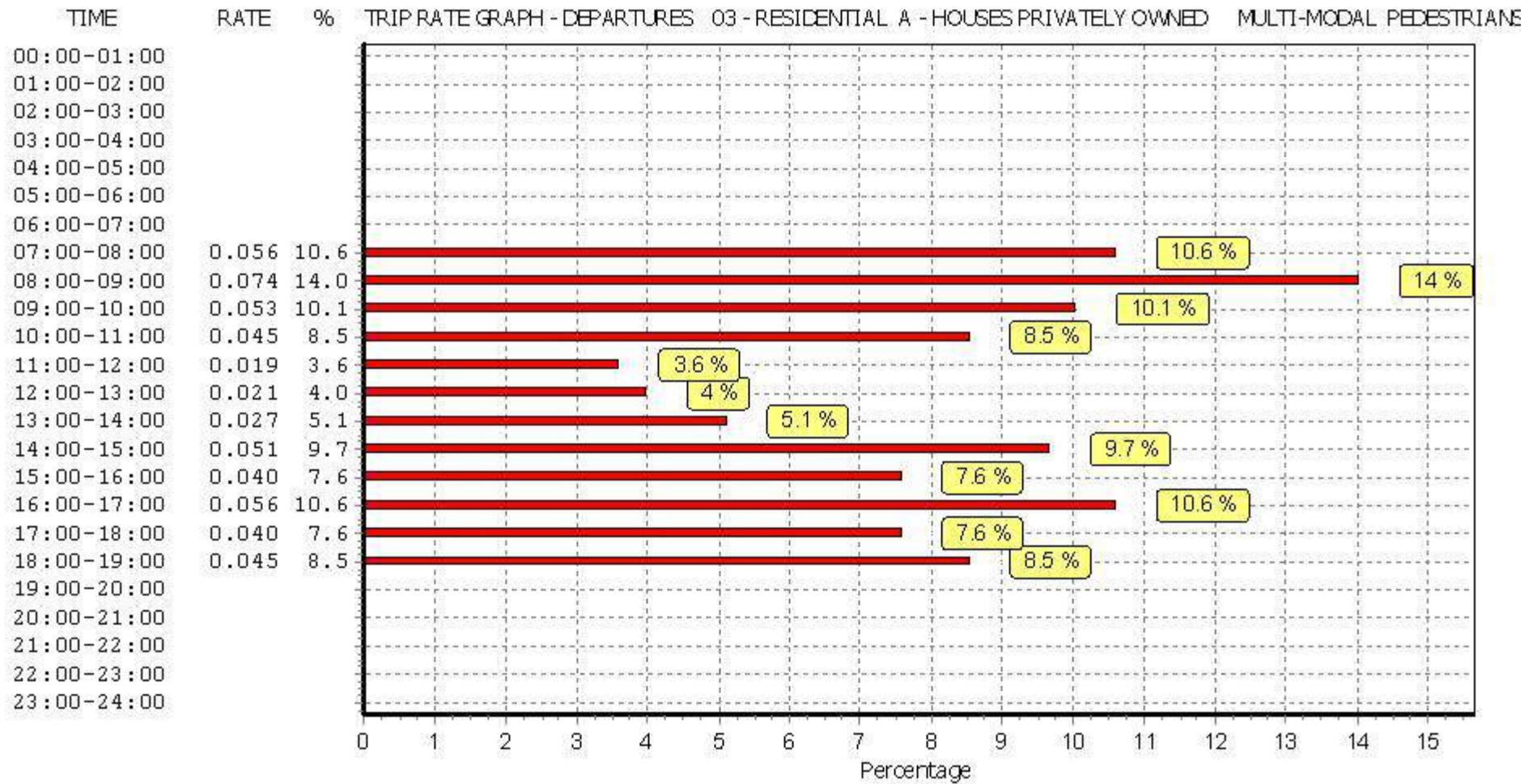
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

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

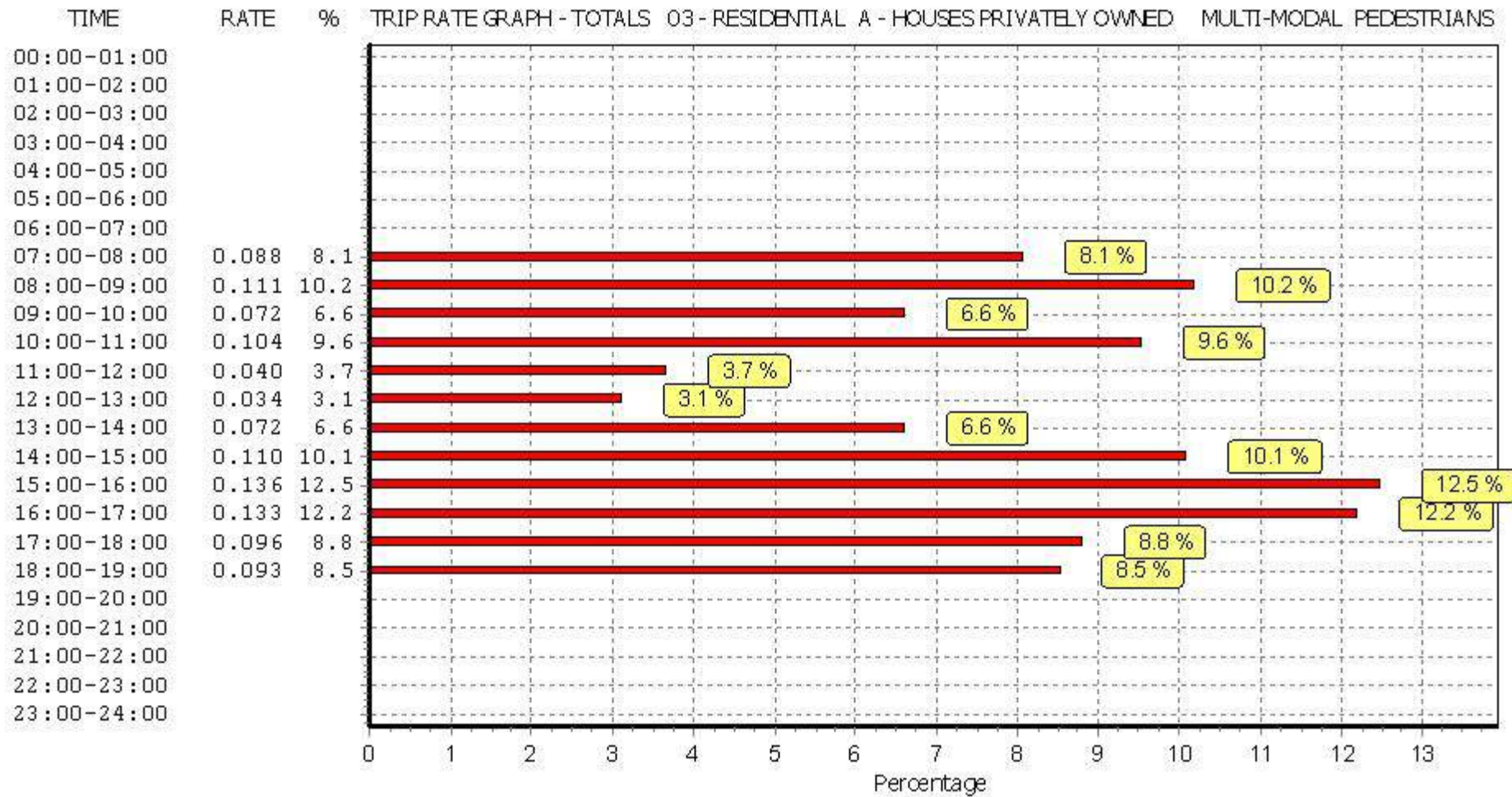


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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





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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.000	8	47	0.003	8	47	0.003
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.003	8	47	0.003
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.000	8	47	0.000	8	47	0.000
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.005	8	47	0.000	8	47	0.005
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.003	8	47	0.000	8	47	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.008</b>			<b>0.006</b>			<b>0.014</b>

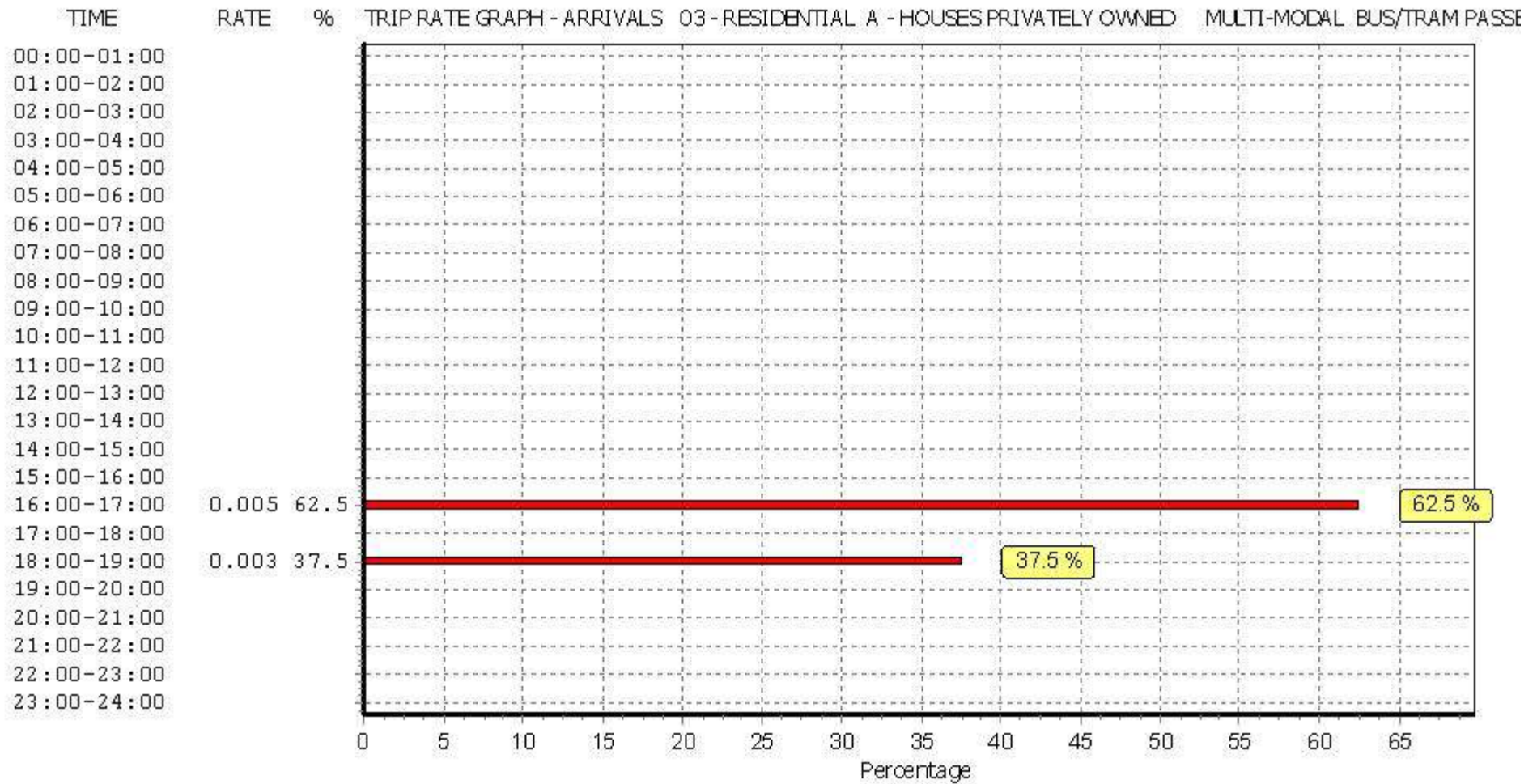
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

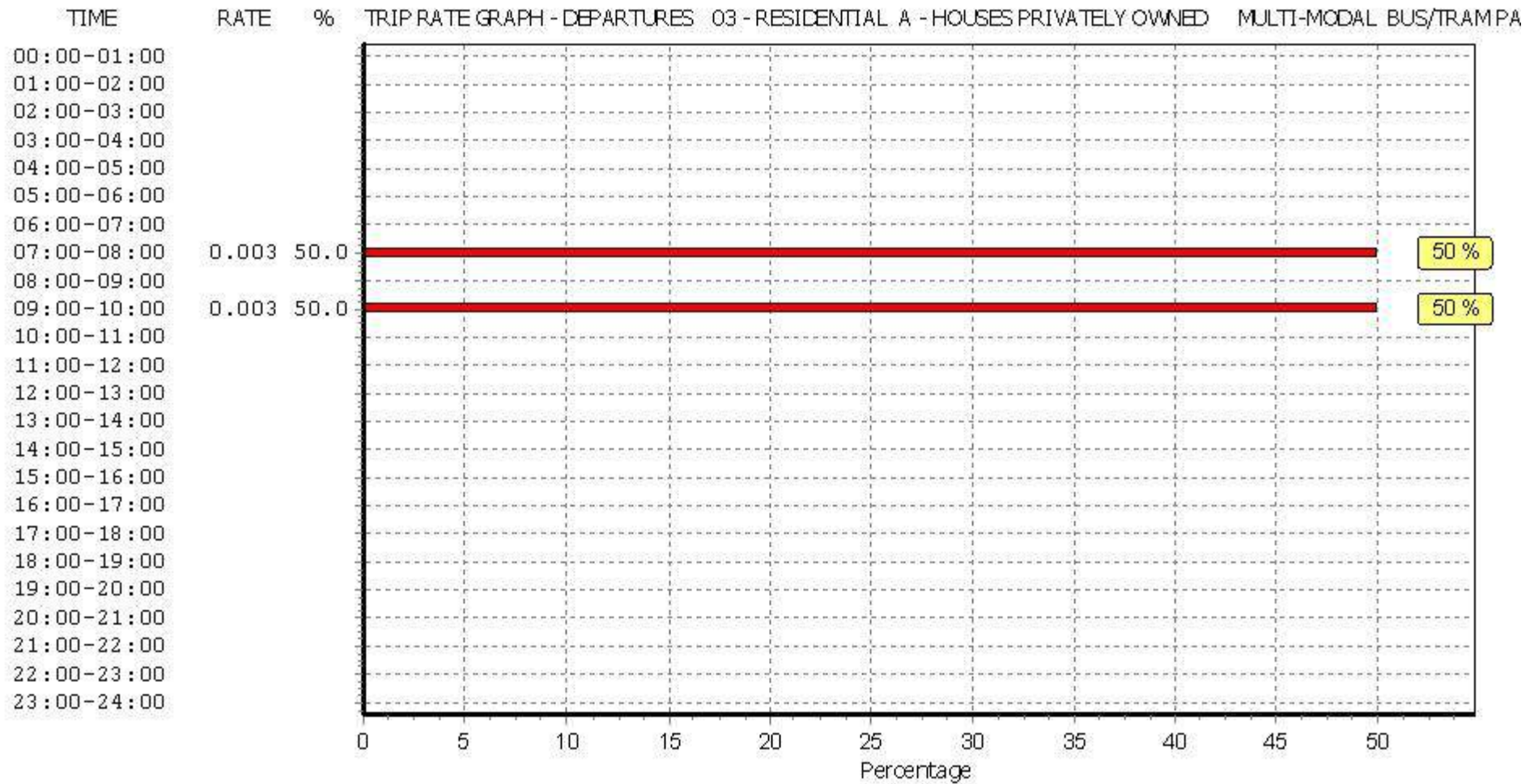
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

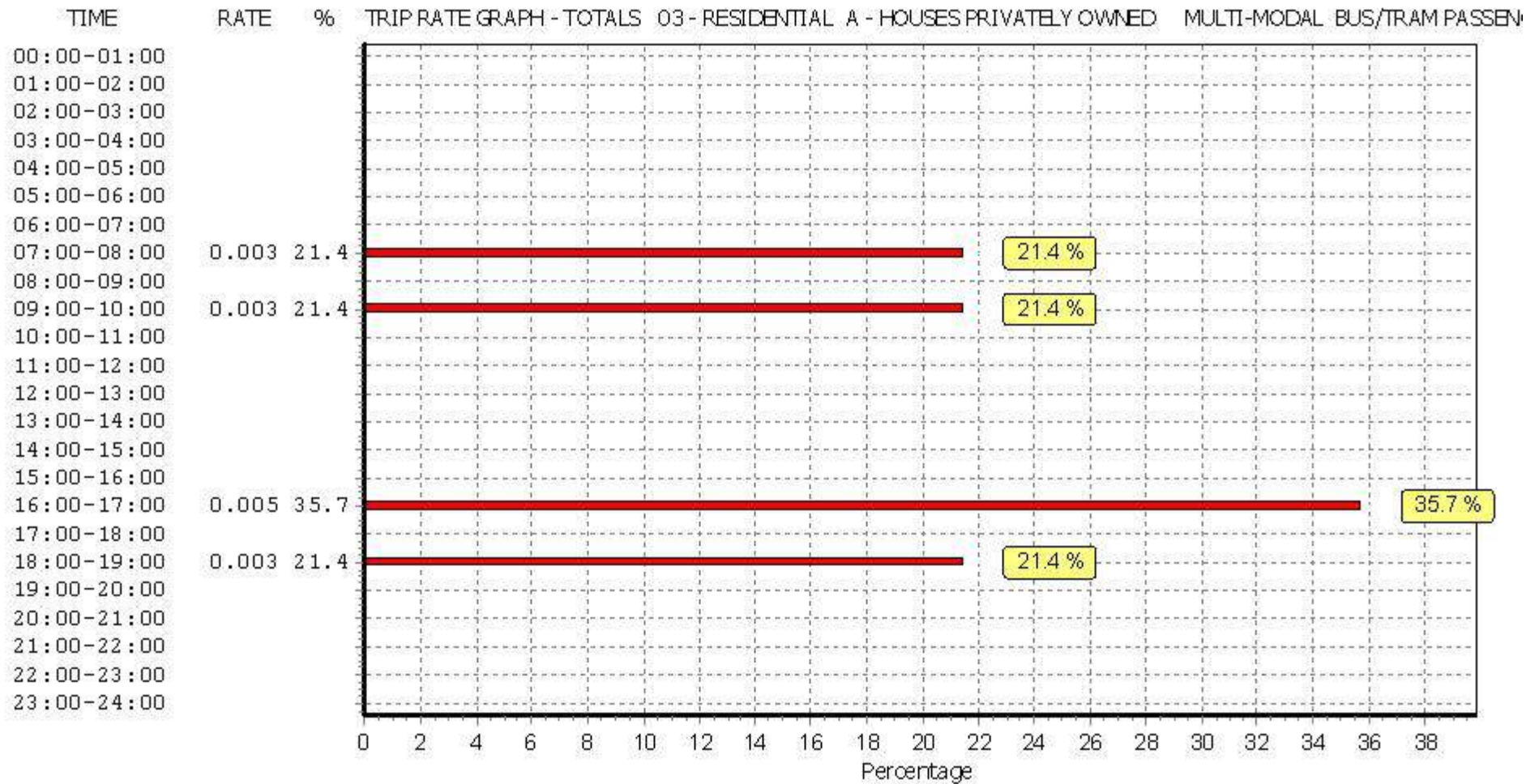
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.000	8	47	0.000	8	47	0.000
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.000	8	47	0.000
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.000	8	47	0.000	8	47	0.000
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.000	8	47	0.000	8	47	0.000
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.000	8	47	0.000	8	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.000			0.000			0.000

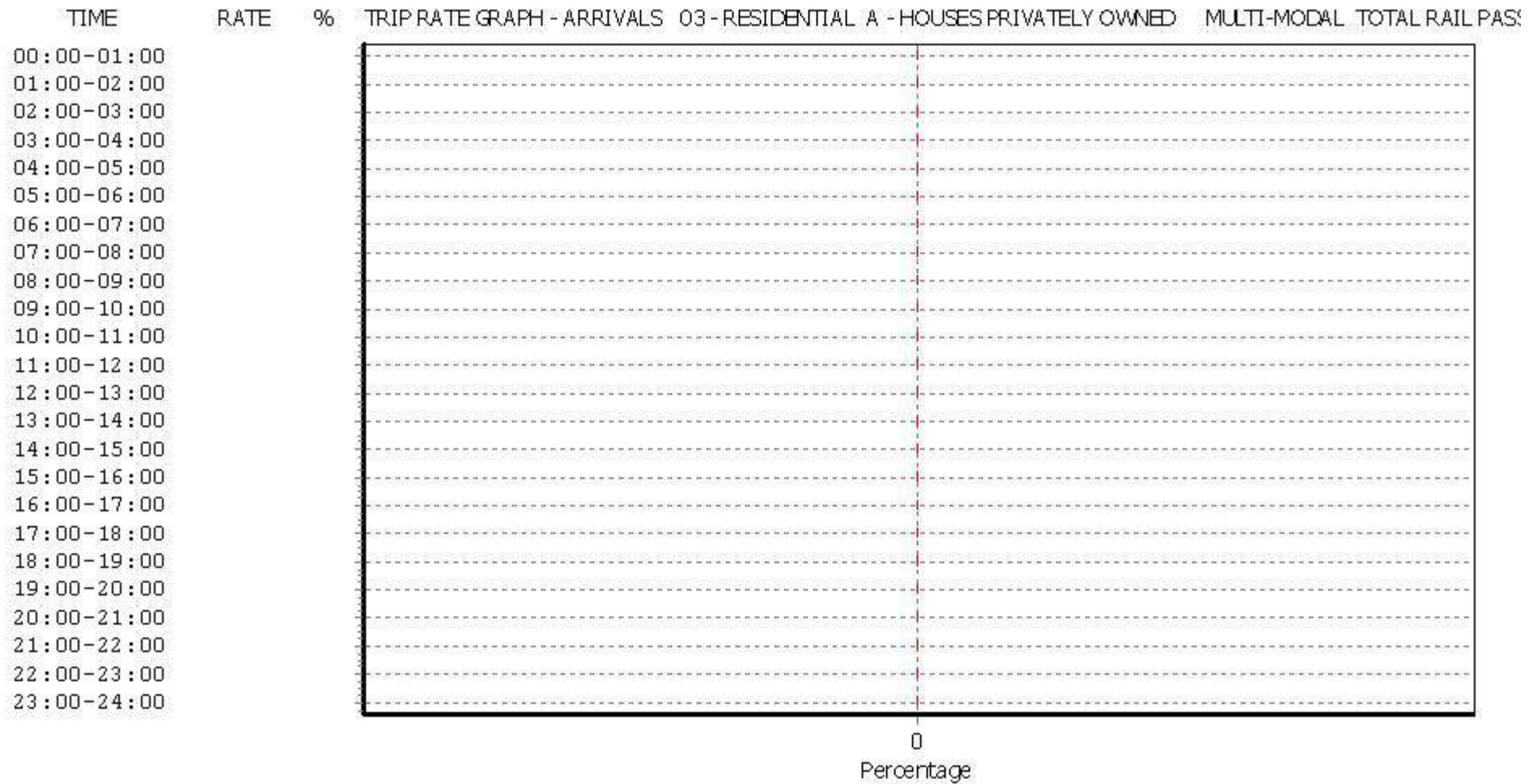
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

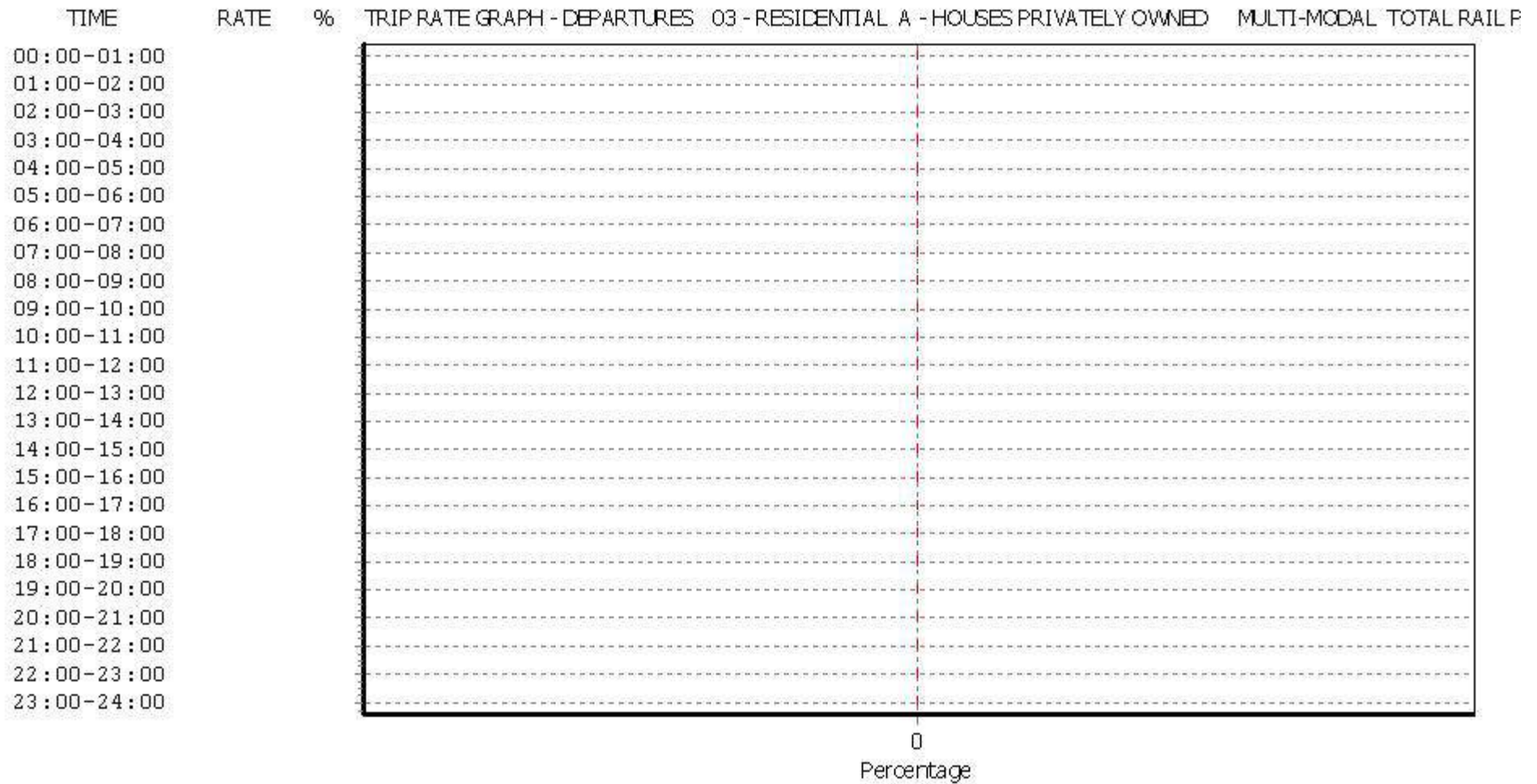
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

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

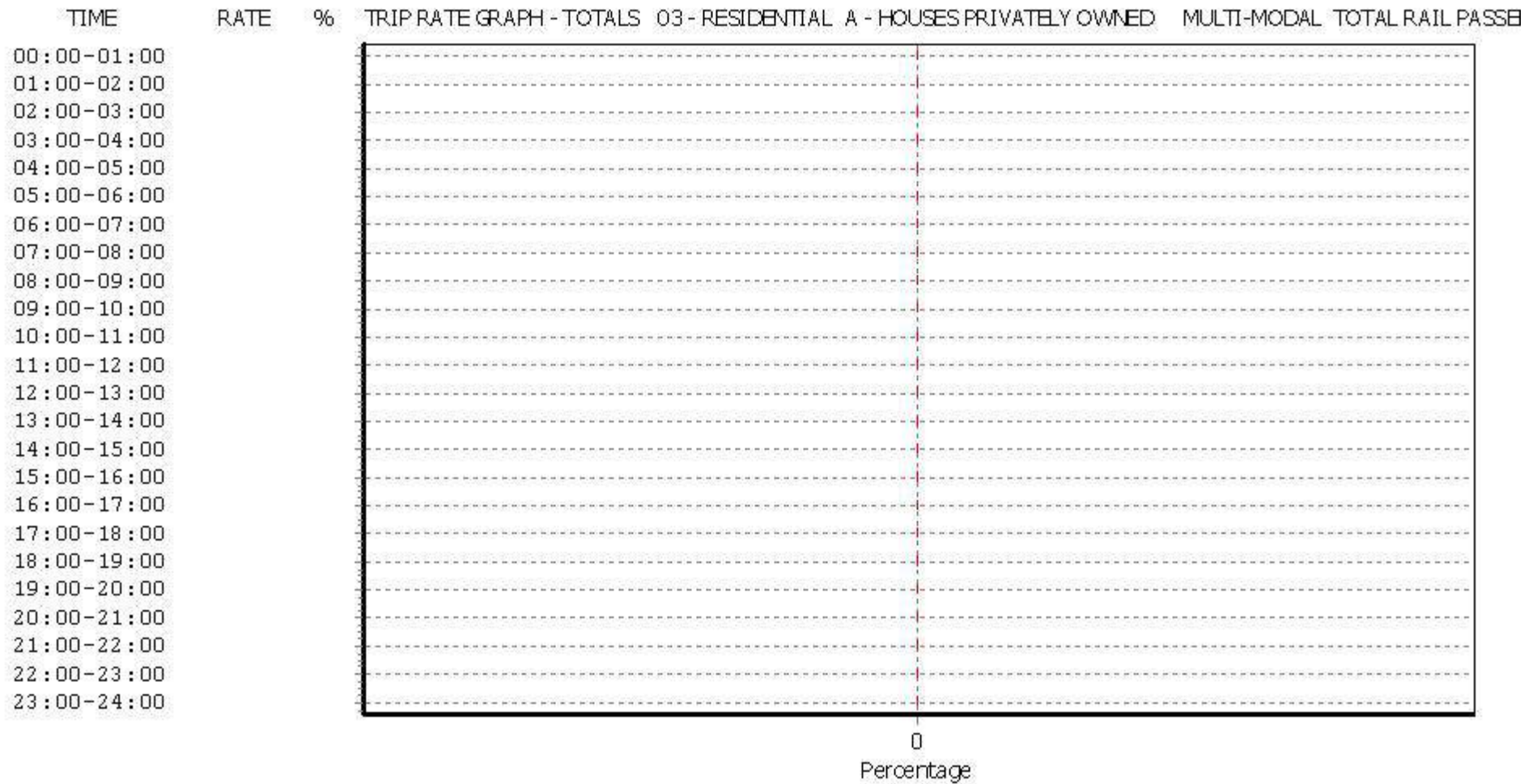


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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





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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.000	8	47	0.000	8	47	0.000
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.000	8	47	0.000
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.000	8	47	0.000	8	47	0.000
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.000	8	47	0.000	8	47	0.000
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.000	8	47	0.000	8	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

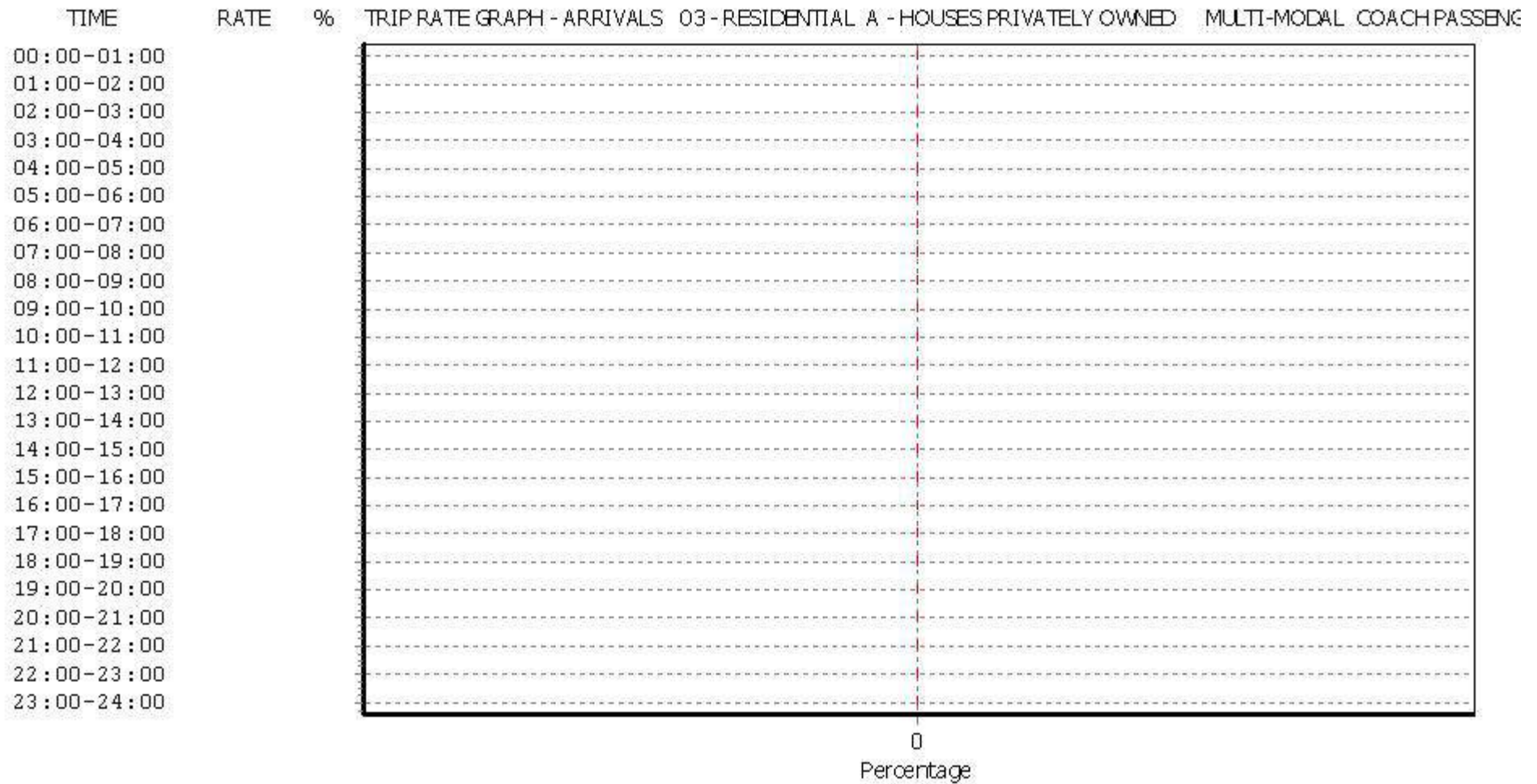
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

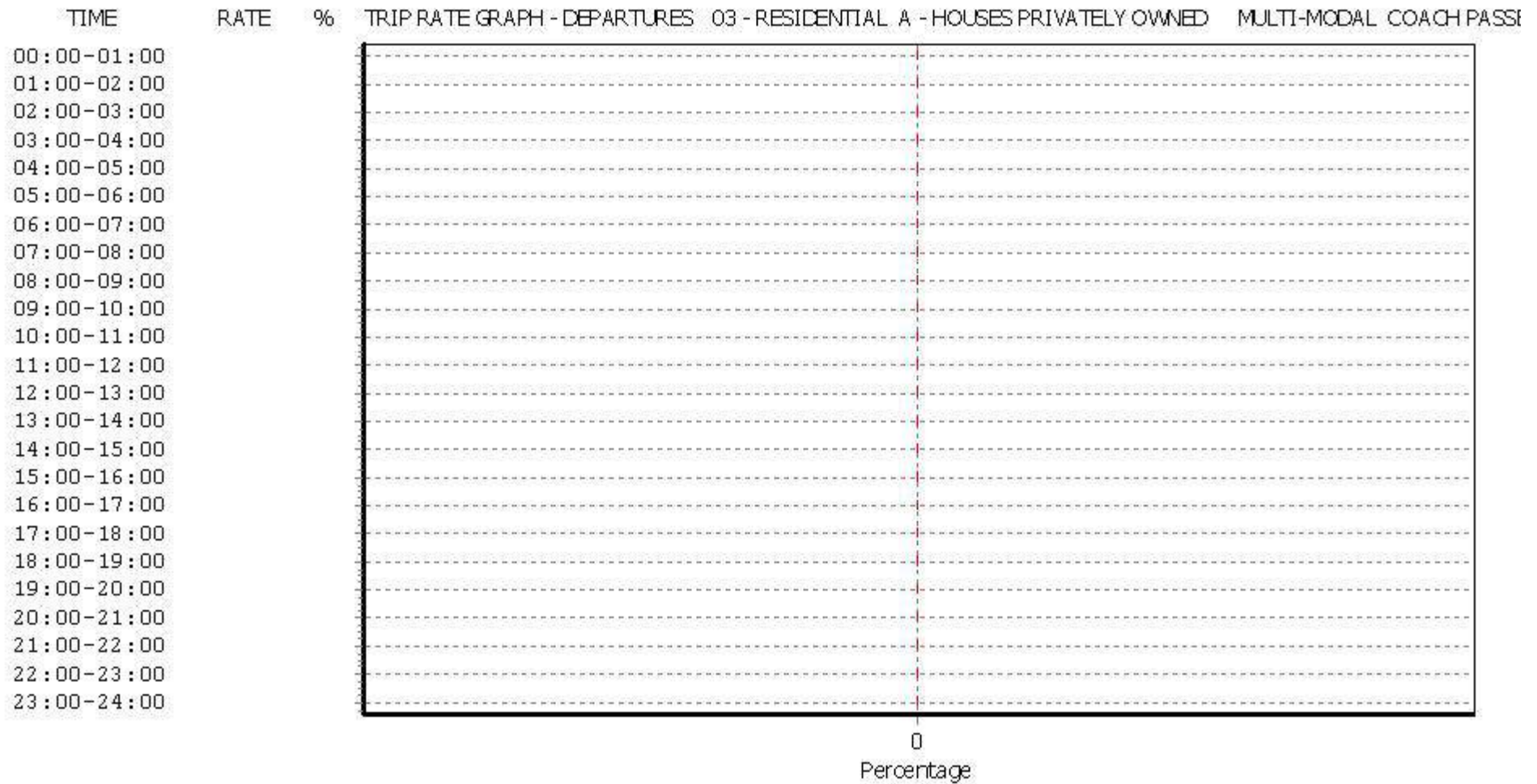
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

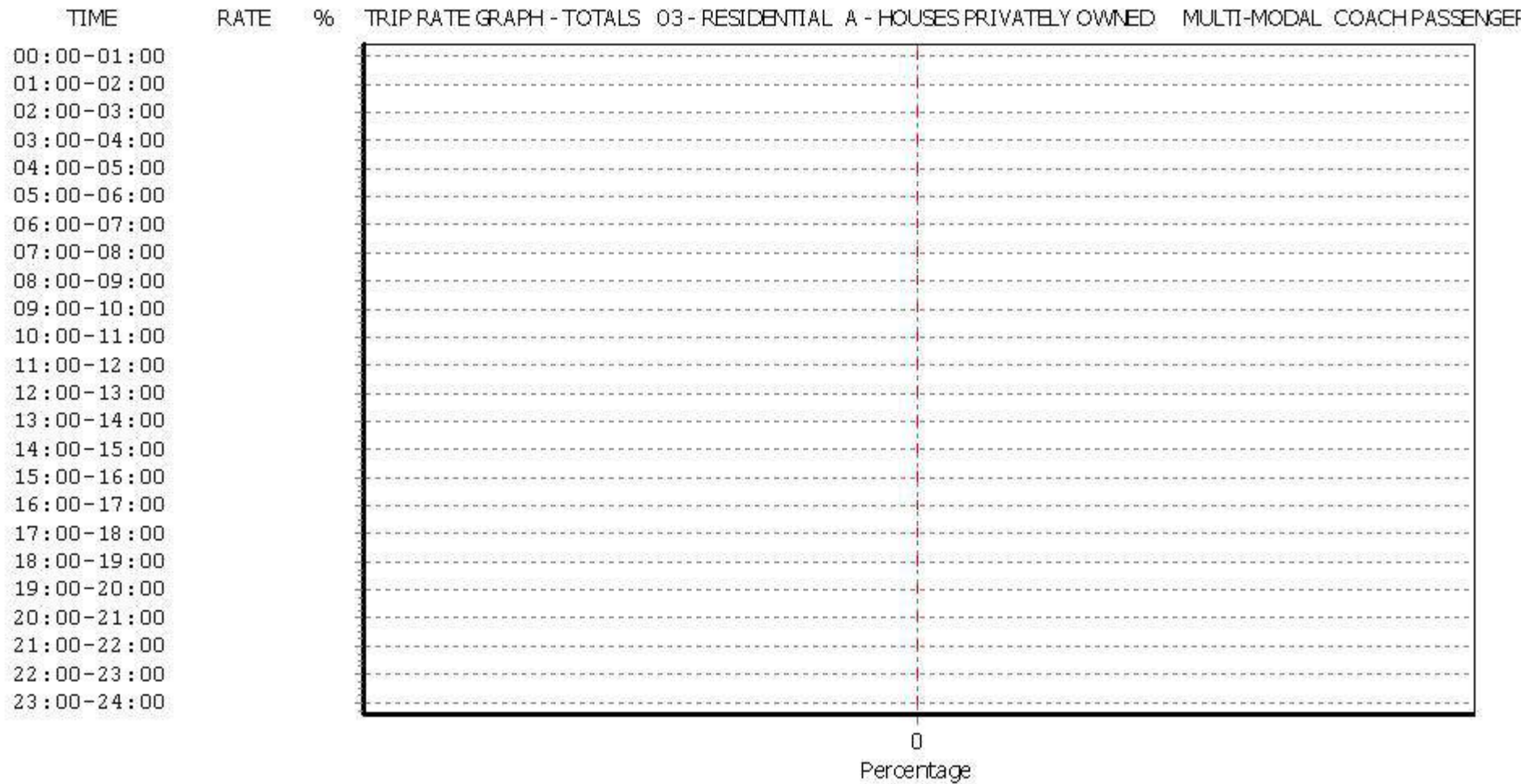
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.000	8	47	0.003	8	47	0.003
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.003	8	47	0.003
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.000	8	47	0.000	8	47	0.000
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.005	8	47	0.000	8	47	0.005
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.003	8	47	0.000	8	47	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.008</b>			<b>0.006</b>			<b>0.014</b>

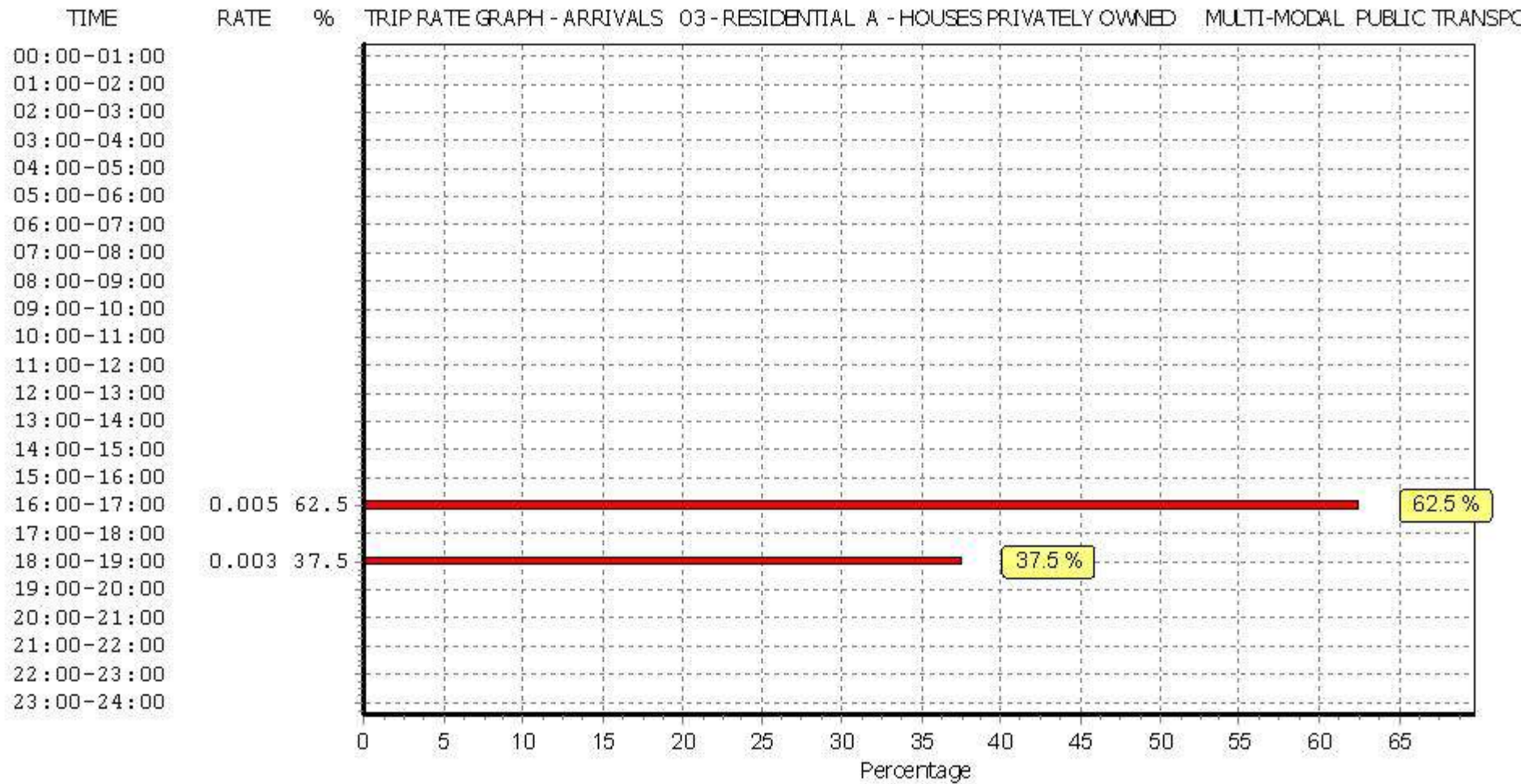
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

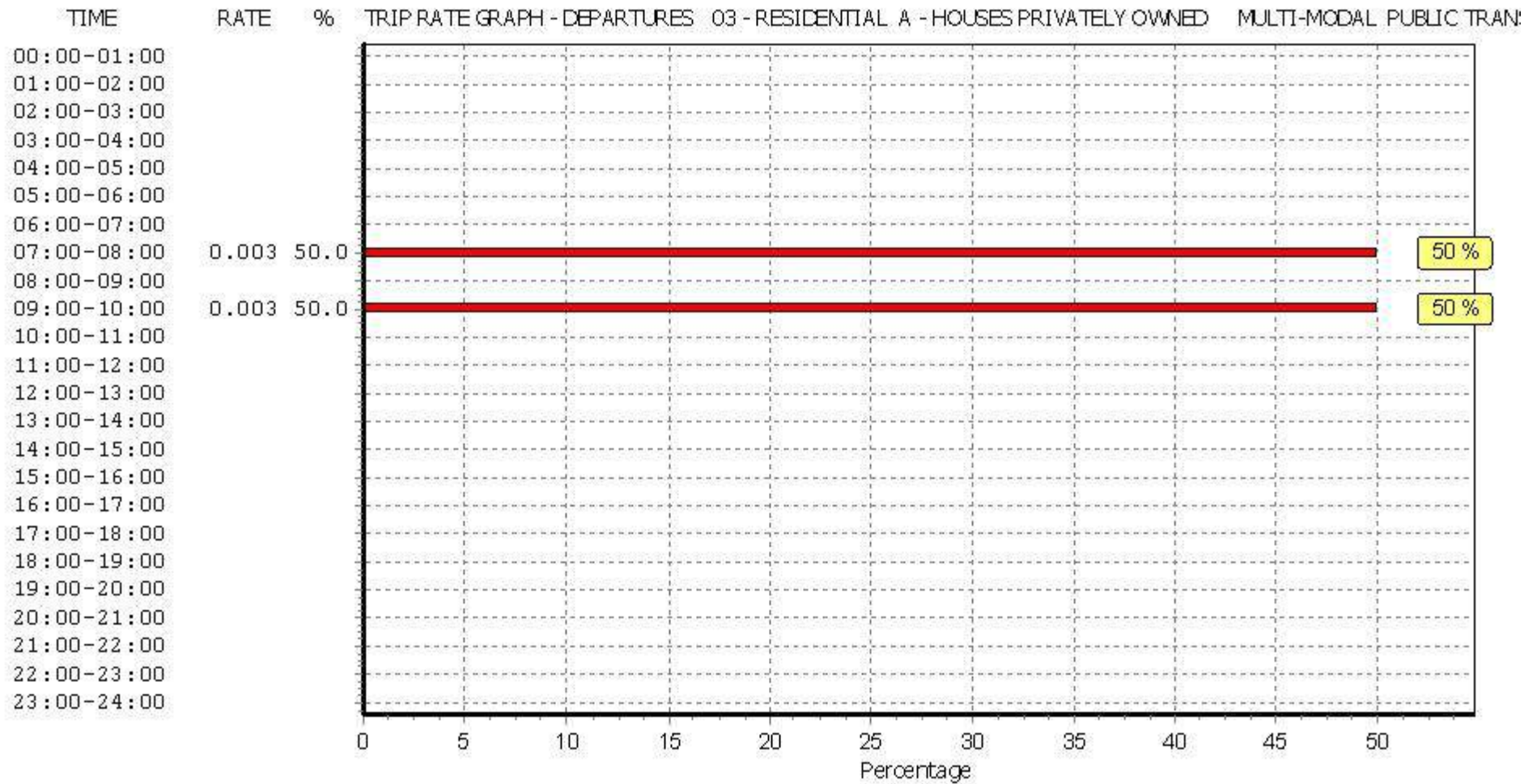
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

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

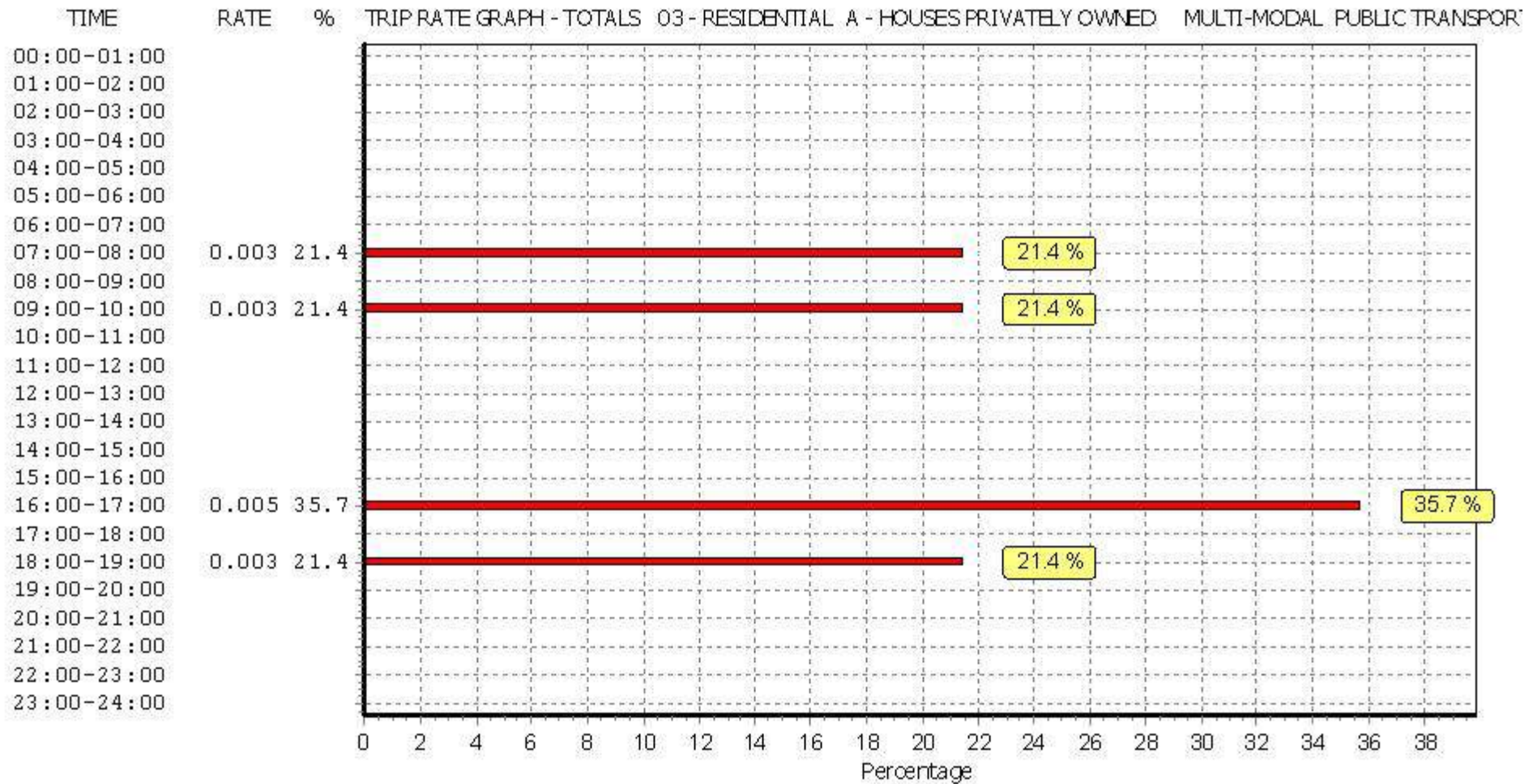


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	47	0.130	8	47	0.439	8	47	0.569
08:00 - 09:00	8	47	0.189	8	47	0.628	8	47	0.817
09:00 - 10:00	8	47	0.194	8	47	0.287	8	47	0.481
10:00 - 11:00	8	47	0.231	8	47	0.247	8	47	0.478
11:00 - 12:00	8	47	0.207	8	47	0.218	8	47	0.425
12:00 - 13:00	8	47	0.202	8	47	0.197	8	47	0.399
13:00 - 14:00	8	47	0.261	8	47	0.223	8	47	0.484
14:00 - 15:00	8	47	0.239	8	47	0.253	8	47	0.492
15:00 - 16:00	8	47	0.447	8	47	0.279	8	47	0.726
16:00 - 17:00	8	47	0.463	8	47	0.239	8	47	0.702
17:00 - 18:00	8	47	0.521	8	47	0.197	8	47	0.718
18:00 - 19:00	8	47	0.293	8	47	0.245	8	47	0.538
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.377</b>			<b>3.452</b>			<b>6.829</b>

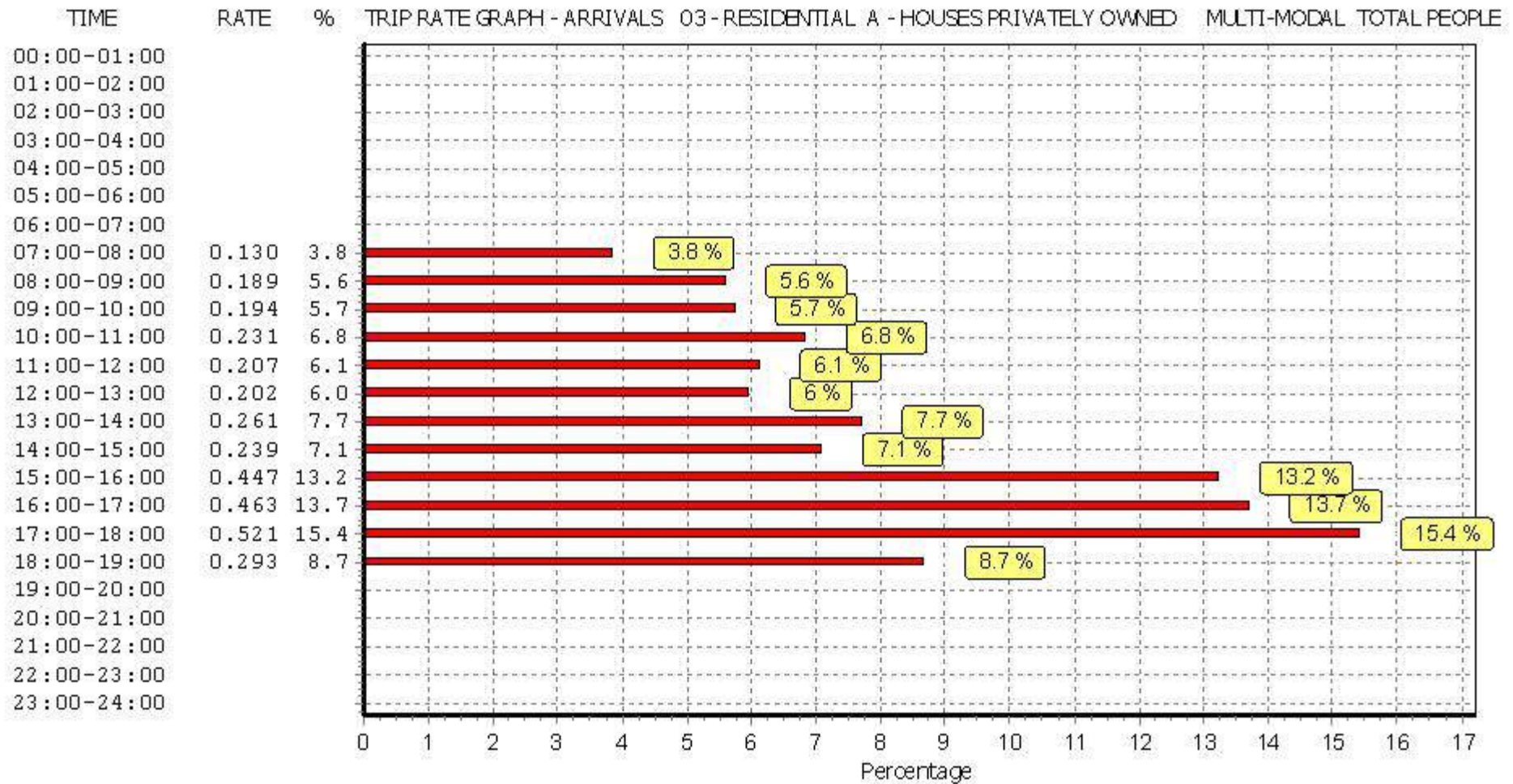
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

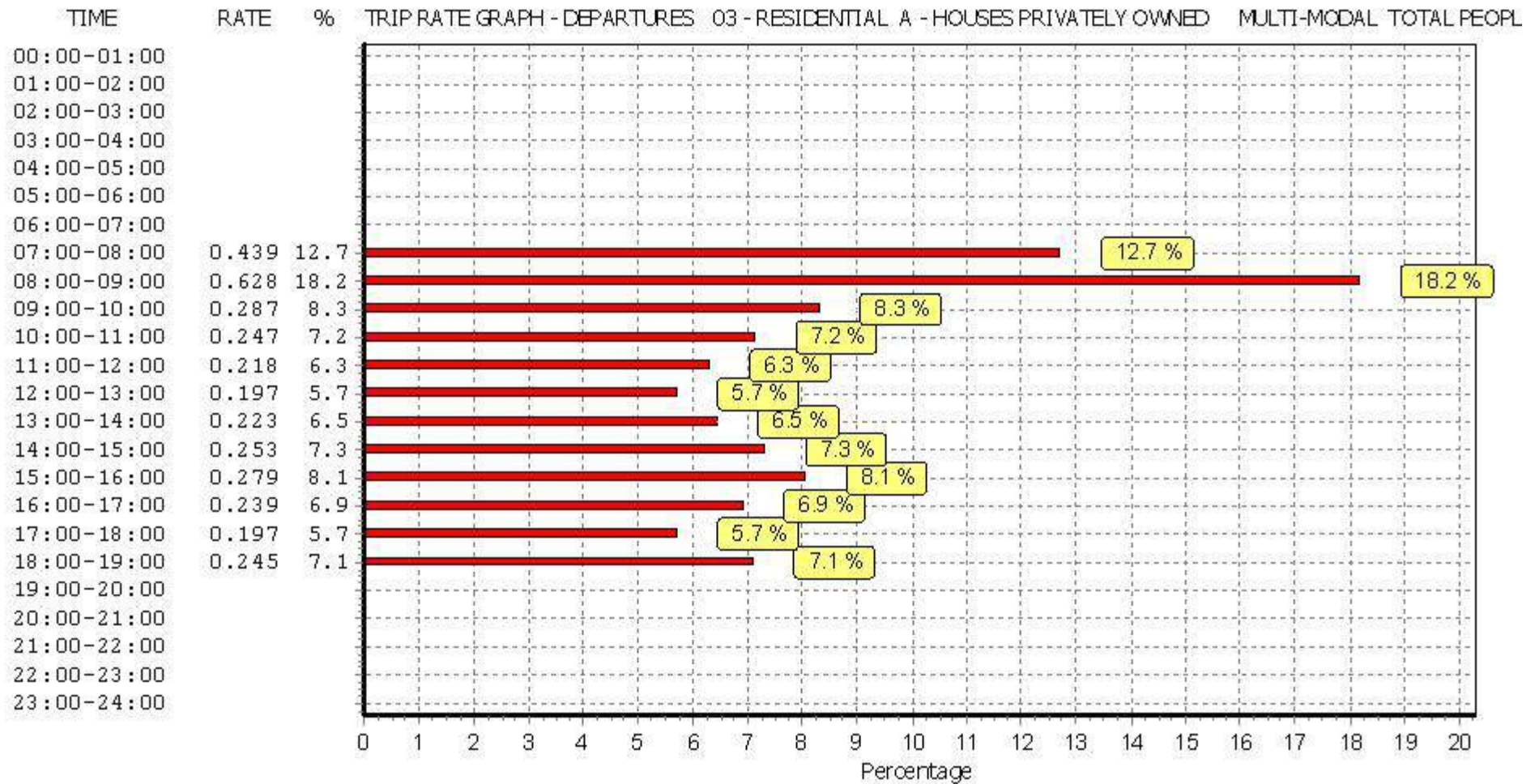
#### Parameter summary

Trip rate parameter range selected: 10 - 151 (units: )  
 Survey date date range: 01/01/09 - 29/11/16  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

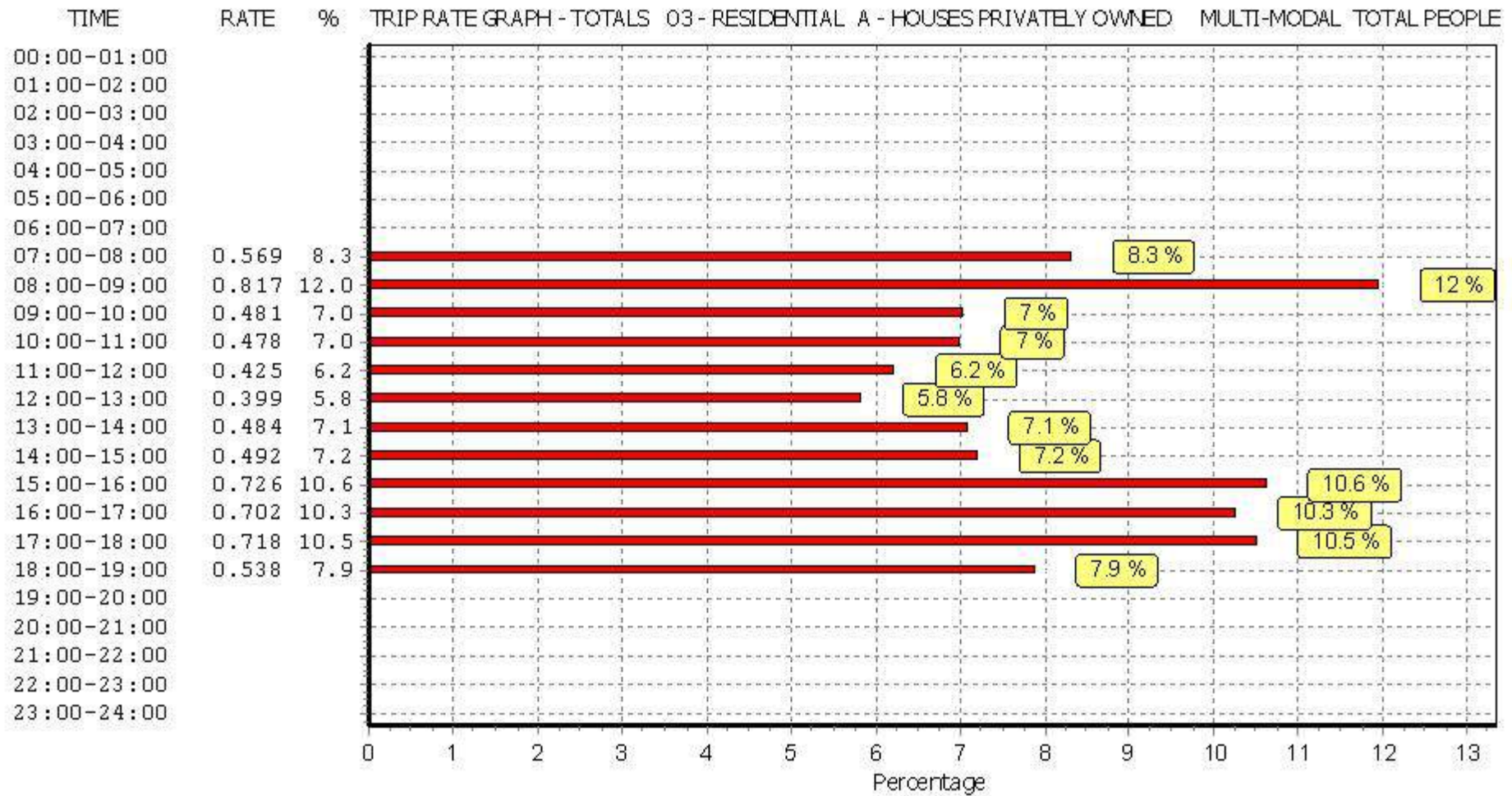
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

**Appendix B**

**Appendix B – NTS data “Start time by trip purpose”**

Department for Transport statistics

[National Travel Survey](#)

Table NTS0502

Trip start time by trip purpose (Monday to Friday only): England, 2011/15<sup>1</sup>

Start time	Percentage										Unweighted sample size (trips '000s)
	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes		
0000 - 0059	34	4	-	-	2	11	43	5	100	1	
0100 - 0159	49	3	1	0	3	8	32	4	100	1	
0200 - 0259	59	3	0	-	1	8	23	7	100	-	
0300 - 0359	58	6	-	2	1	8	17	8	100	1	
0400 - 0459	71	8	-	-	1	9	3	8	100	1	
0500 - 0559	77	6	-	-	1	7	2	6	100	7	
0600 - 0659	69	7	1	-	2	8	4	8	100	19	
0700 - 0759	52	6	13	4	3	14	4	4	100	56	
<b>0800 - 0859</b>	<b>22</b>	<b>3</b>	<b>29</b>	<b>21</b>	<b>4</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>100</b>	<b>123</b>	
0900 - 0959	11	5	3	8	22	27	14	9	100	61	
1000 - 1059	5	4	2	1	35	26	16	11	100	63	
1100 - 1159	5	4	2	2	35	25	18	9	100	66	
1200 - 1259	7	5	3	2	31	25	20	8	100	63	
1300 - 1359	11	5	2	1	30	24	19	8	100	59	
1400 - 1459	10	4	4	10	26	21	18	9	100	65	
1500 - 1559	7	3	25	21	13	14	12	6	100	118	
1600 - 1659	22	4	6	4	16	22	18	8	100	81	
<b>1700 - 1759</b>	<b>34</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>12</b>	<b>20</b>	<b>19</b>	<b>6</b>	<b>100</b>	<b>81</b>	
1800 - 1859	22	3	1	1	15	18	32	8	100	59	
1900 - 1959	12	2	1	-	15	19	42	9	100	40	
2000 - 2059	12	2	1	1	13	18	45	8	100	26	
2100 - 2159	14	3	1	-	8	17	51	7	100	18	
2200 - 2259	20	3	-	-	4	12	56	5	100	12	
2300 - 2359	20	2	-	-	3	11	58	5	100	7	
<b>All day</b>	<b>19</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>17</b>	<b>19</b>	<b>18</b>	<b>7</b>	<b>100</b>	<b>1,029</b>	

<sup>1</sup> Five survey years combined: 2011 to 2015.

Telephone: 020 7944 3097  
 Email: [national.travelsurvey@dft.gsi.gov.uk](mailto:national.travelsurvey@dft.gsi.gov.uk)  
[Notes & definitions](#)

Source: National Travel Survey  
 Last updated: 8 September 2016  
 Next update: Summer 2017

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

**Appendix C**

**Appendix C – NTS data “Average Number of Trips by purpose and main mode”**



Department for Transport statistics

[National Travel Survey](#)

Table NTS0409

Average number of trips (trip rates) by purpose and main mode: England, 2015

Purpose	Trips per person per year										
	Walk	Bicycle	Car / van driver	Car / van passenger	Motorcycle	Other private transport <sup>1</sup>	Local bus	London Underground	Surface rail <sup>2</sup>	Other public transport <sup>3</sup>	All modes
Commuting	16	6	79	12	2	-	12	4	9	2	142
Business	2	-	22	2	*	-	1	1	2	-	31
Education / escort education	42	2	24	26	-	2	11	1	1	1	111
Shopping	37	2	81	37	-	1	16	-	1	2	177
Other escort	9	-	47	24	-	-	2	-	-	1	83
Personal business	18	1	39	22	-	1	6	1	1	2	89
Leisure <sup>4</sup>	33	5	89	81	-	2	13	2	5	6	237
Other including just walk	43	0	-	-	0	0	0	0	0	0	43
<b>All purposes</b>	<b>200</b>	<b>17</b>	<b>381</b>	<b>204</b>	<b>3</b>	<b>7</b>	<b>61</b>	<b>9</b>	<b>20</b>	<b>13</b>	<b>914</b>
<b>Unweighted sample size: trips ('000s)</b>	<b>58</b>	<b>5</b>	<b>108</b>	<b>58</b>	<b>1</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>259</b>

1 Mostly private hire bus (including school buses).

2 Surface rail includes London Overground.

3 Non-local bus, taxi / minicab and other public transport (air, ferries, light rail, trams).

4 Visit friends at home and elsewhere, entertainment, sport, holiday and day trip.

Telephone: 020 7944 3097

Email: [national.travelsurvey@dft.gsi.gov.uk](mailto:national.travelsurvey@dft.gsi.gov.uk)

[Notes & definitions](#)

Source: National Travel Survey

Last updated: 8 September 2016

Next update: Summer 2017

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

## Appendix D

**Appendix D – Census 2011 Journey to Work data**

**Appendix D – Census 2011 Method of Travel to Work data**











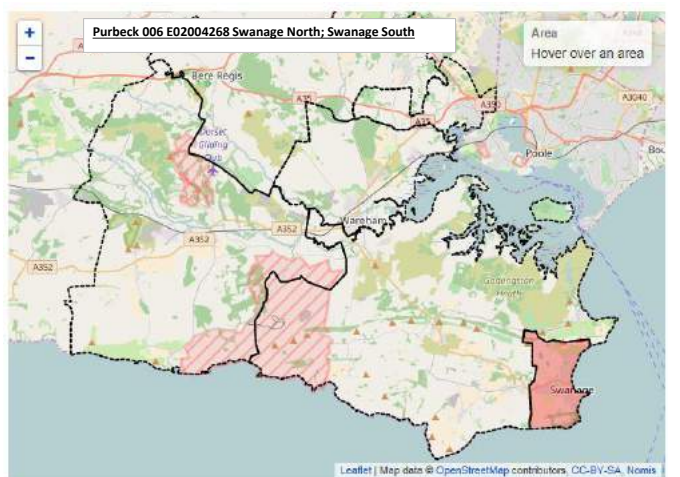
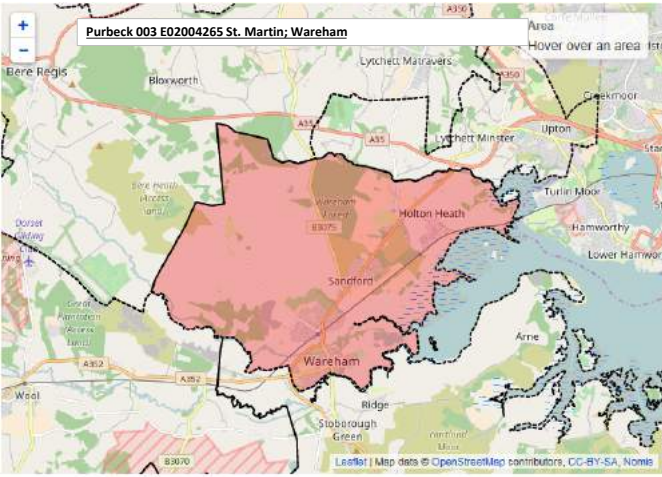
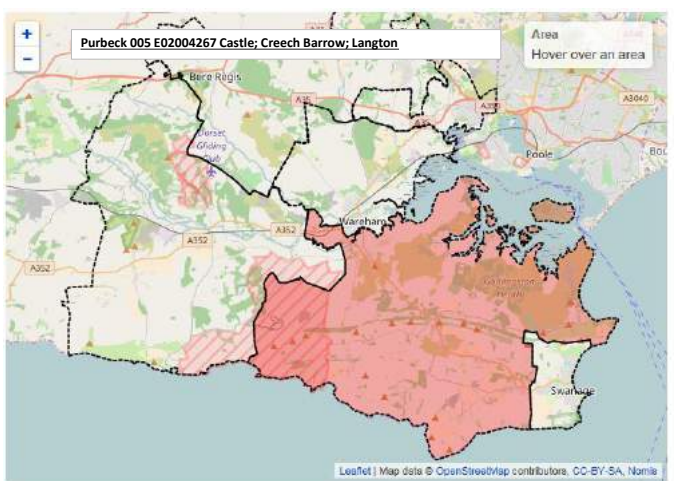
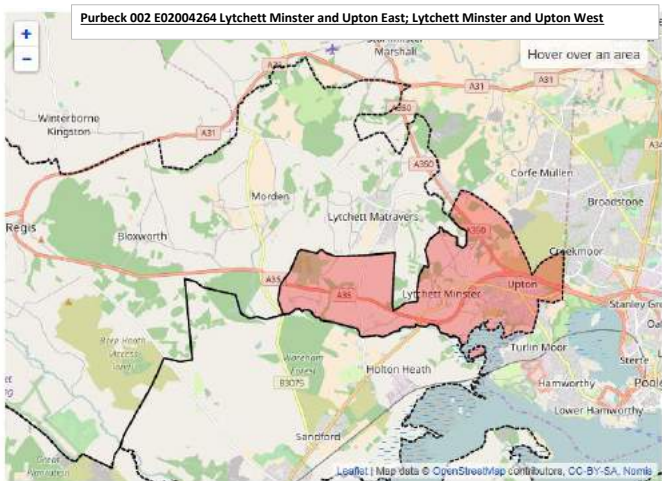
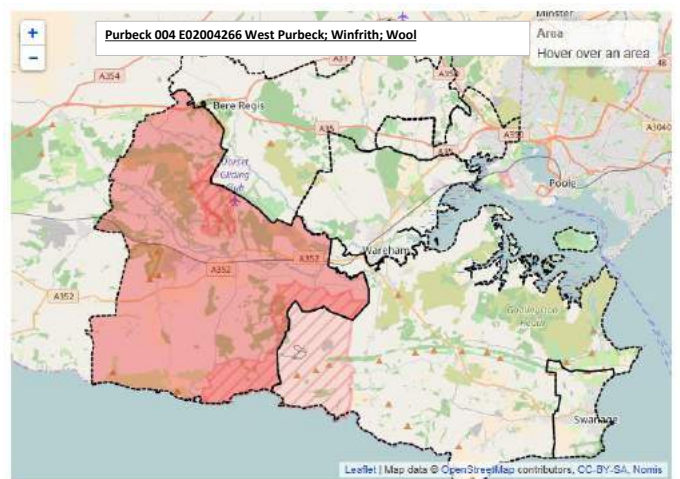
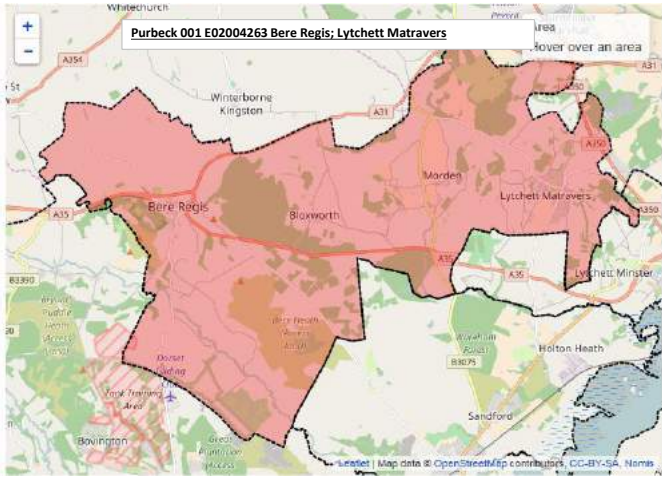
<b>2011 super output area - lower layer</b>	<b>All categories: Method of travel to work</b>	<b>All Travelling</b>	<b>All Travelling by Vehicle</b>	<b>% Travel to Work by Vehicle</b>
E01020465 : Purbeck 001A	1,451	928	754	81%
E01020469 : Purbeck 001B	1,347	894	748	84%
E01020470 : Purbeck 001C	1,353	779	661	85%
E01020471 : Purbeck 002A	993	671	517	77%
E01020472 : Purbeck 002B	998	632	486	77%
E01020473 : Purbeck 002C	1,084	705	547	78%
E01020474 : Purbeck 002D	1,234	765	620	81%
E01020475 : Purbeck 002E	1,477	998	796	80%
E01020485 : Purbeck 003C	1,004	554	343	62%
E01020486 : Purbeck 003D	916	533	339	64%
E01020487 : Purbeck 003E	965	635	495	78%
E01020488 : Purbeck 003F	1,059	665	474	71%
E01020490 : Purbeck 004B	1,209	730	571	78%
E01020491 : Purbeck 004C	1,147	738	583	79%
E01020492 : Purbeck 004D	812	479	355	74%
E01020468 : Purbeck 005C	1,051	542	402	74%



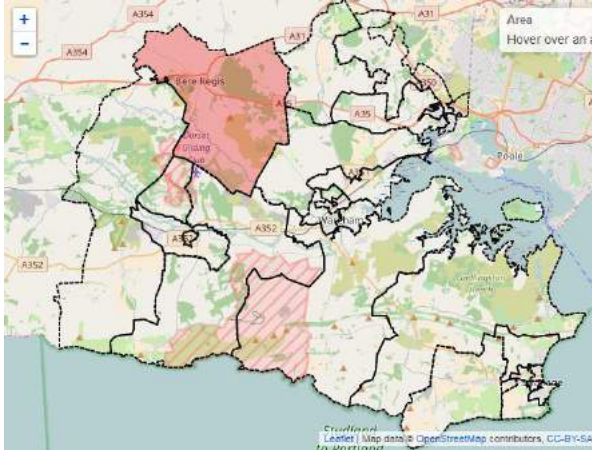
**Appendix E**

**Appendix E – Purbeck District Middle Super Output Areas maps**

**Appendix E – Purbeck District Super Output Areas (Lower Layer) maps**



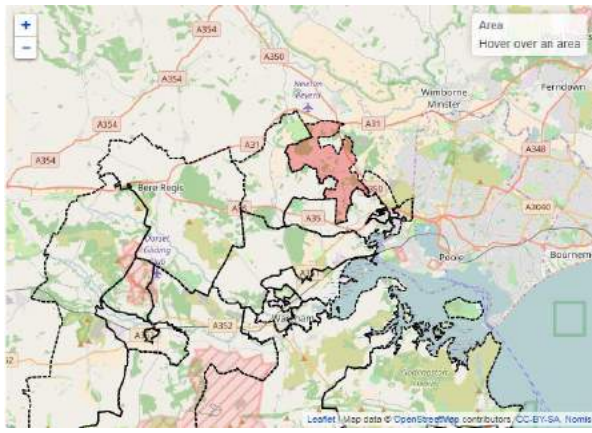
E01020465 : Purbeck 001A



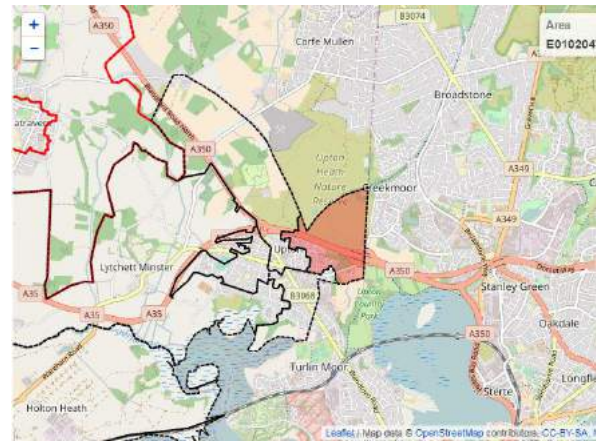
E01020469 : Purbeck 001B



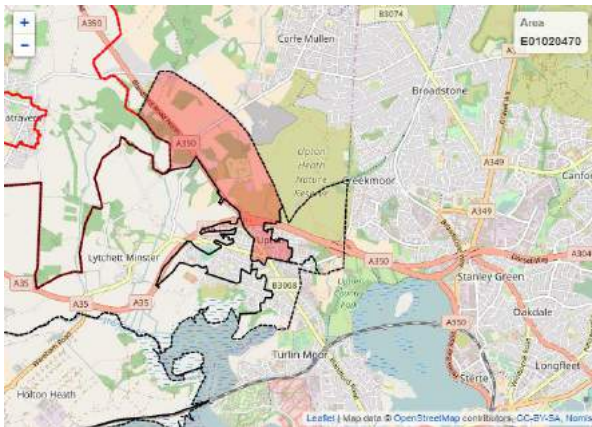
E01020470 : Purbeck 001C



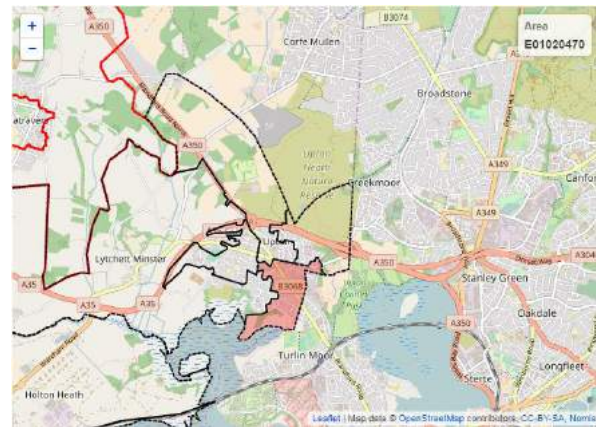
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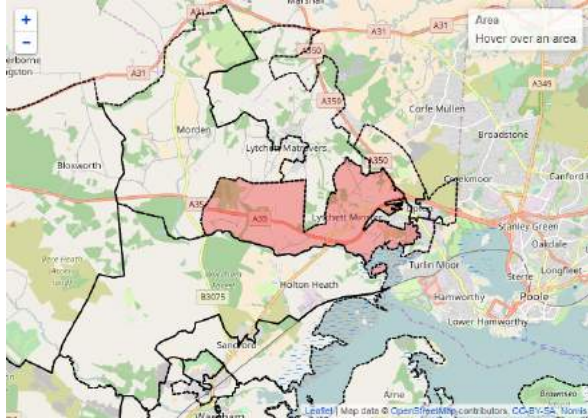
E01020472 : Purbeck 002B



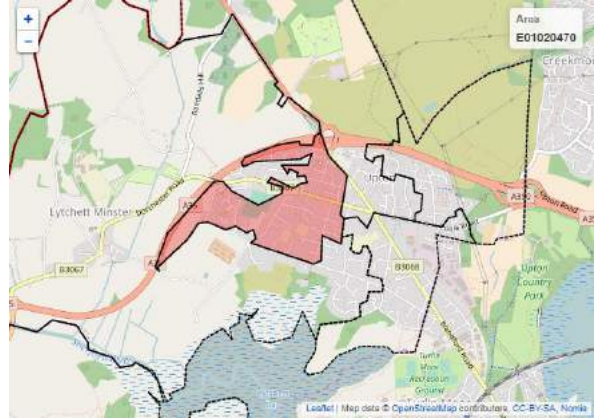
E01020473 : Purbeck 002C



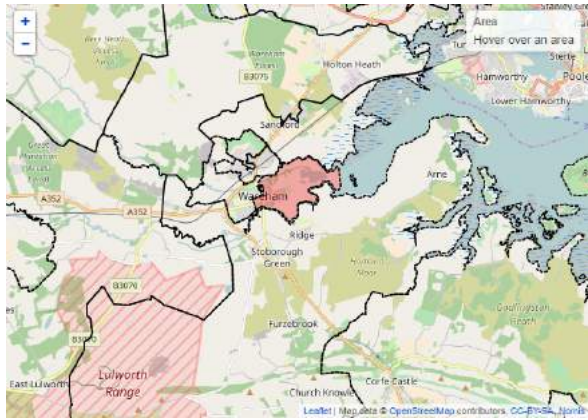
E01020474 : Purbeck 002D



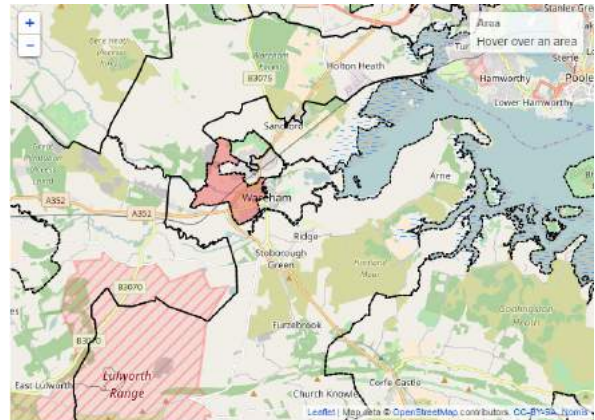
E01020475 : Purbeck 002E



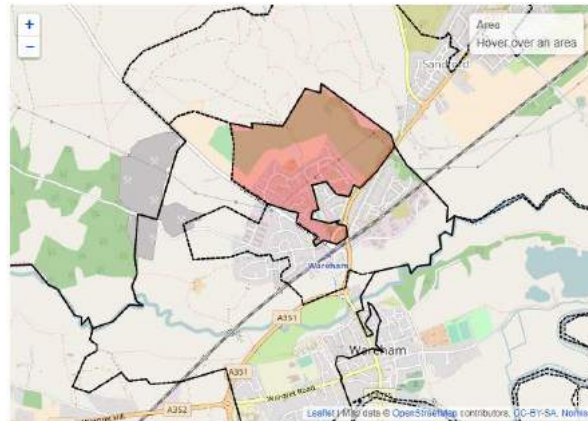
E01020485 : Purbeck 003C



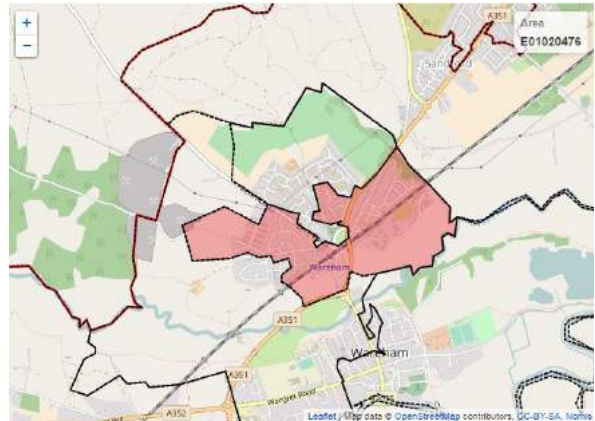
E01020486 : Purbeck 003D



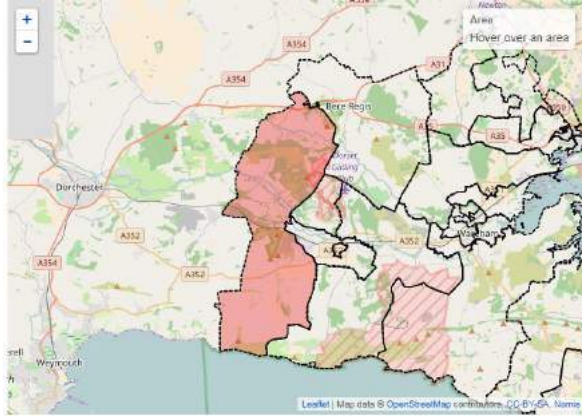
E01020487 : Purbeck 003E



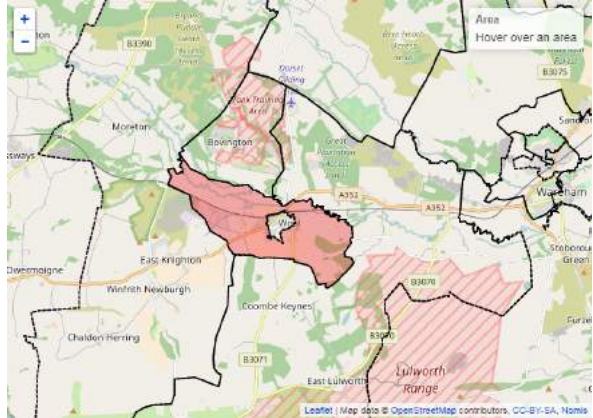
E01020488 : Purbeck 003F



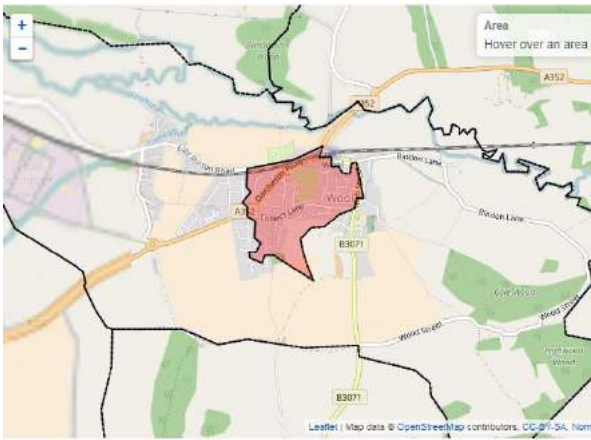
E01020490 : Purbeck 004B



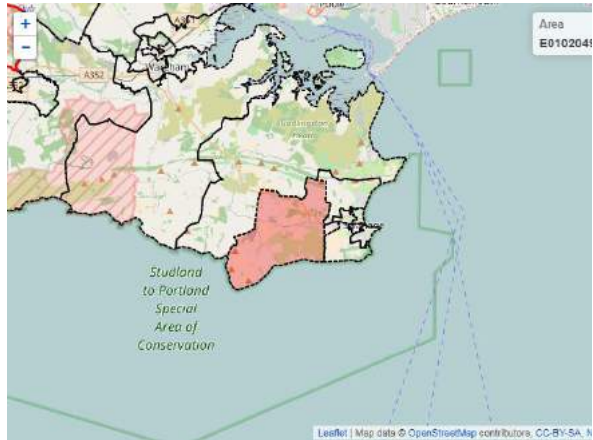
E01020491 : Purbeck 004C



E01020492 : Purbeck 004D



E01020468 : Purbeck 005C



**Appendix F**

**Appendix F – Distribution of education-based journeys**

Proportion of education trips from origin development location

Schools	Location	Moreton Station	Bere Regis	Wool	North Wareham	Wareham	Harmans Cross	Langton Matravers	Lytchett Matravers	Lytchett Minster	Upton
Purbeck School	Wareham		18%	22%	46%	46%	27%	17%	67%	17%	
Swanage School	Swanage			19%	26%	26%	73%	83%	33%		
Lynchett Minster School	Lytchett Minster		16%	19%	28%	28%				20%	22%
The Dorchester Middle School	Dorchester	25%	16%								
The Thomas Hardy School	Dorchester	24%	16%	19%							
Yarells Prep School	Upton									18%	24%
Hamworthy Middle School	Hamworthy										20%
Poole High School	Poole									14%	16%
Parkstone Grammer School	Waterloo									15%	18%
St Osmunds CE Middle School	Dorchester		16%								
Corfe Hills School	Broadstone									17%	
Sunninghill Prep	Dorchester	26%	17%								
Weymouth College	Weymouth	24%		20%							
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Not including specialist schools e.g. performing arts

**Appendix G**

**Appendix G – Distribution of shopping-based journeys**

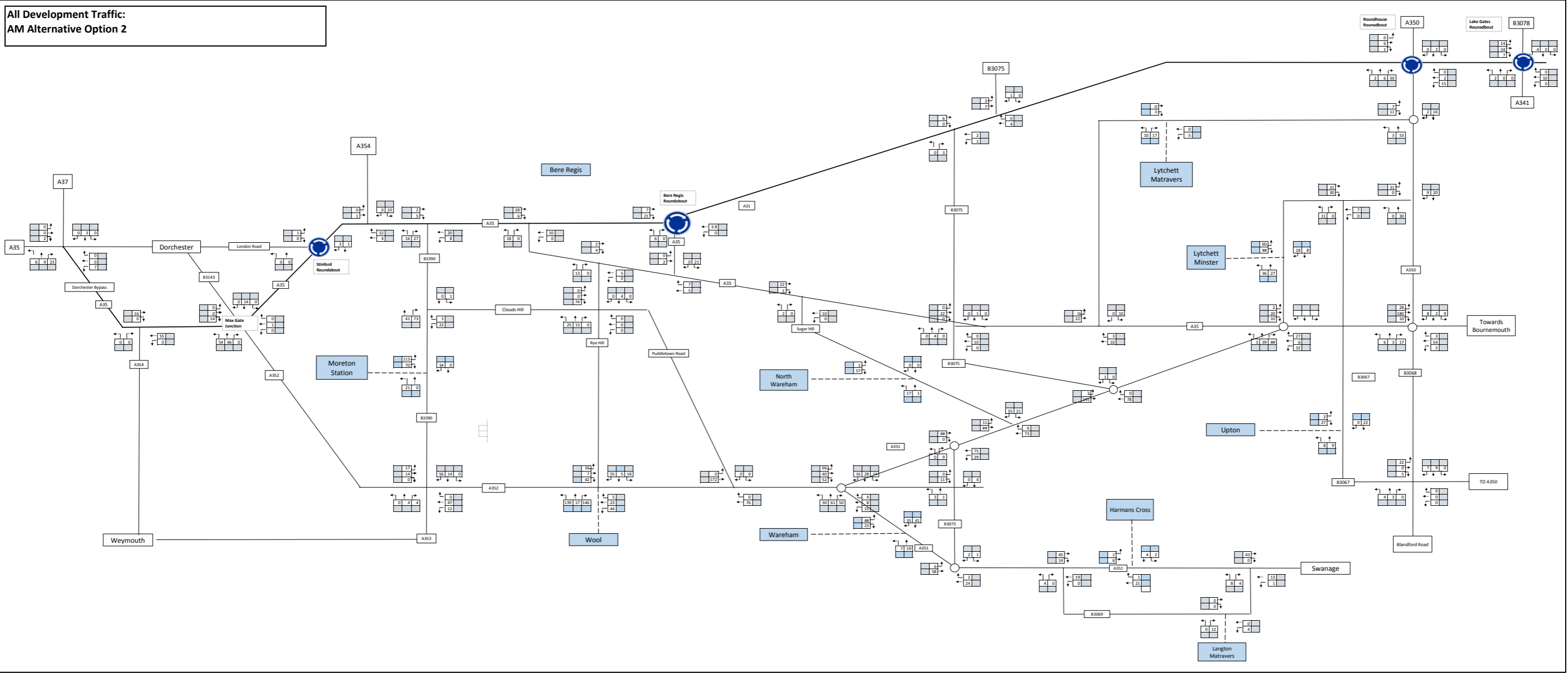




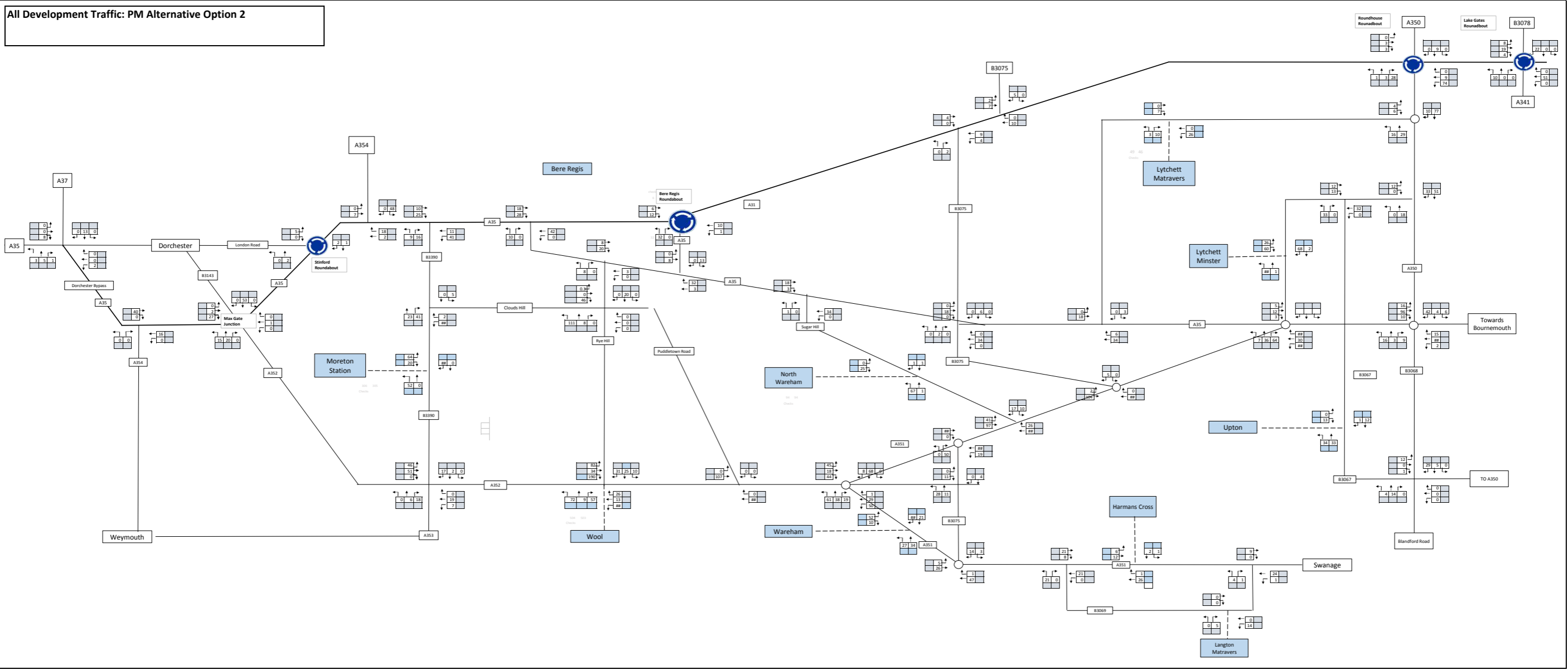
**Appendix H**

**Appendix H – Reference Case highway network diagrams**

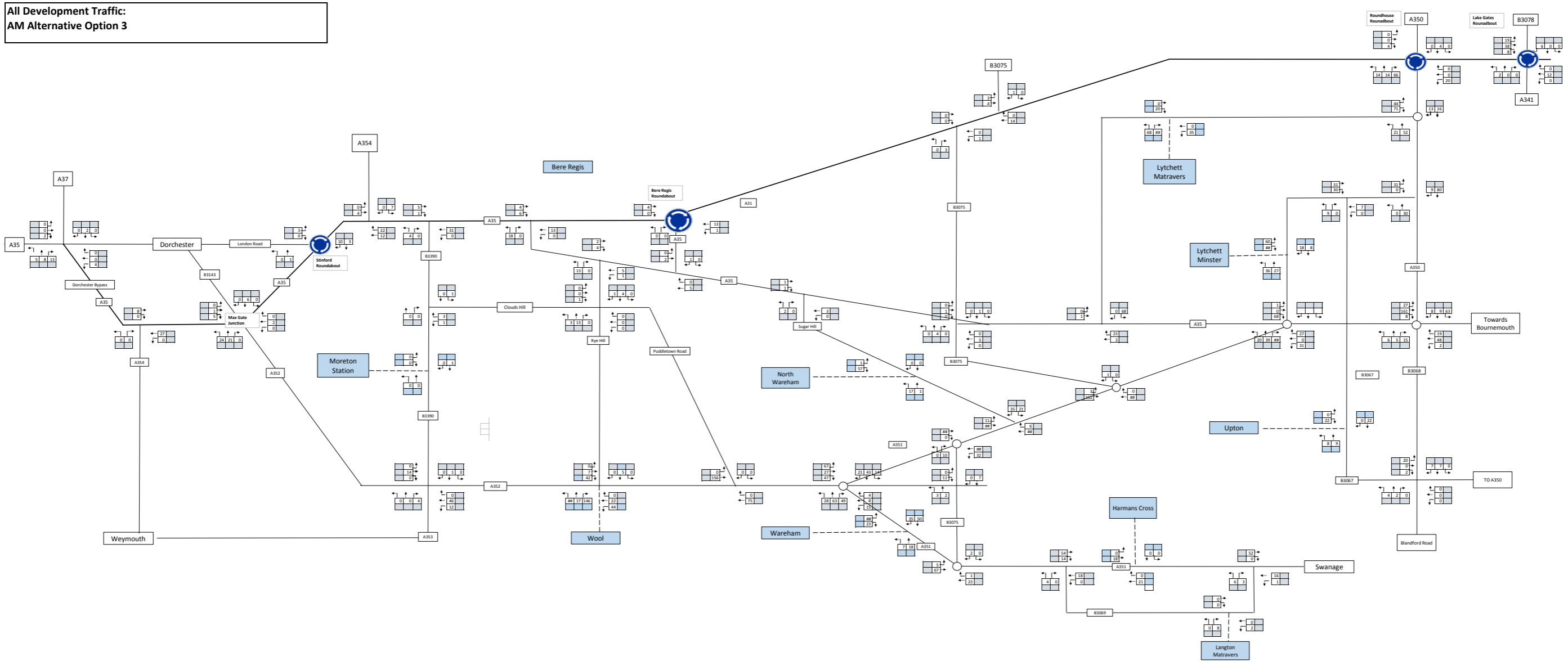
All Development Traffic:  
AM Alternative Option 2



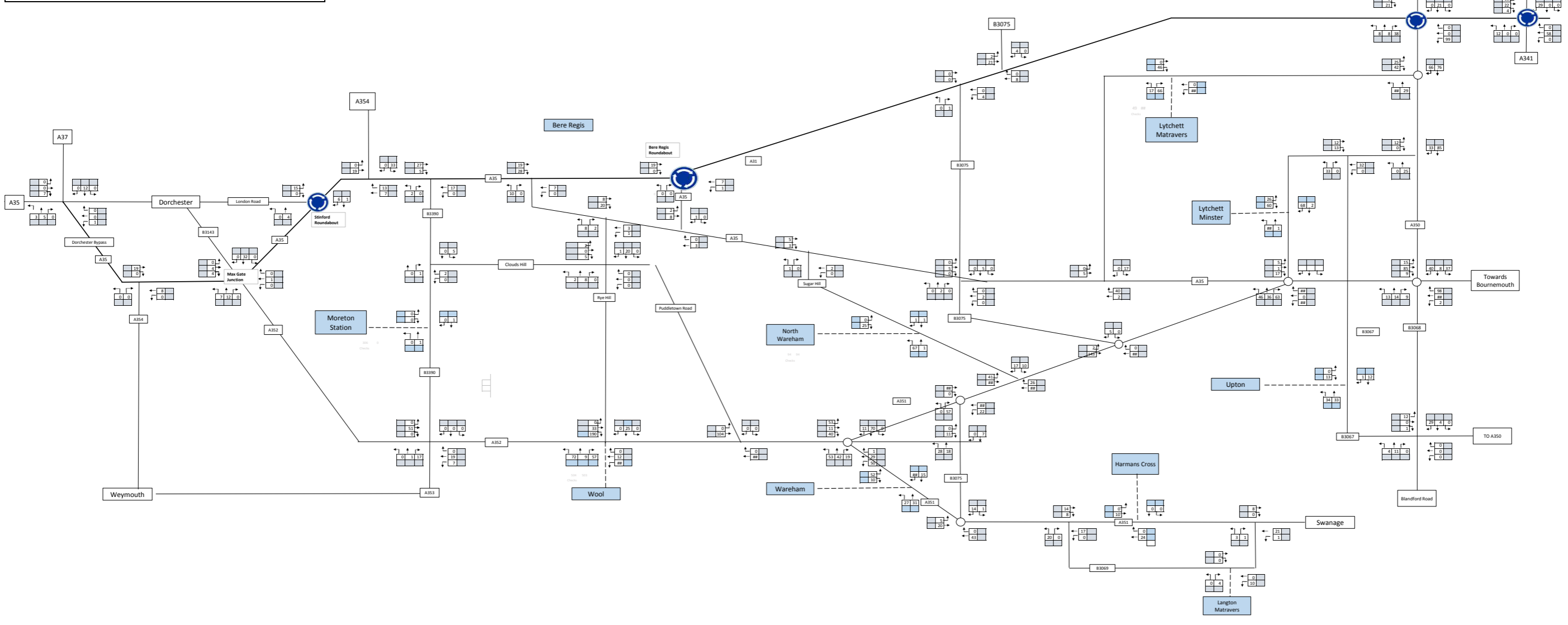
All Development Traffic: PM Alternative Option 2



All Development Traffic:  
AM Alternative Option 3



All Development Traffic: PM Alternative Option 3



**Appendix I**

**Appendix I – TRICS outputs: Office**

Calculation Reference: AUDIT-700704-170515-0513

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : A - OFFICE  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	SC SURREY	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 186 to 2000 (units: sqm)  
 Range Selected by User: 186 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/11/15

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Built-Up Zone	2
No Sub Category	1

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



## Secondary Filtering selection:

Use Class:

B1	7 days
----	--------

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	5 days

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD	OFFICES		BEDFORDSHIRE
	BEDFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:		1469 sqm	
	Survey date:	MONDAY	14/10/13	Survey Type: MANUAL
2	DH-02-A-02 DURHAM ROAD	CONSTRUCTION COMPANY		DURHAM
	BOWBURN			
	NEAR DURHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		2000 sqm	
	Survey date:	TUESDAY	27/11/12	Survey Type: MANUAL
3	ES-02-A-11 THE SIDINGS	HOUSING COMPANY		EAST SUSSEX
	ORE VALLEY			
	HASTINGS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		186 sqm	
	Survey date:	TUESDAY	17/11/15	Survey Type: MANUAL
4	HF-02-A-03 60 VICTORIA STREET	OFFICE		HERTFORDSHIRE
	ST ALBANS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		610 sqm	
	Survey date:	WEDNESDAY	16/10/13	Survey Type: MANUAL
5	KC-02-A-09 SANDLING ROAD	COUNCIL OFFICES		KENT
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1500 sqm	
	Survey date:	WEDNESDAY	19/10/11	Survey Type: MANUAL
6	SC-02-A-15 BOXGROVE ROAD	ACCOUNTANTS		SURREY
	GUILDFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1896 sqm	
	Survey date:	TUESDAY	05/10/10	Survey Type: MANUAL
7	TW-02-A-05 DELTA BANK ROAD	TELEVISION CO.		TYNE & WEAR
	METRO RIVERSIDE PARK			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:		1500 sqm	
	Survey date:	TUESDAY	29/09/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL VEHICLES  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.720	7	1309	0.164	7	1309	0.884
08:00 - 09:00	7	1309	2.085	7	1309	0.229	7	1309	2.314
09:00 - 10:00	7	1309	1.375	7	1309	0.306	7	1309	1.681
10:00 - 11:00	7	1309	0.568	7	1309	0.469	7	1309	1.037
11:00 - 12:00	7	1309	0.317	7	1309	0.393	7	1309	0.710
12:00 - 13:00	7	1309	0.579	7	1309	0.611	7	1309	1.190
13:00 - 14:00	7	1309	0.720	7	1309	0.404	7	1309	1.124
14:00 - 15:00	7	1309	0.568	7	1309	0.371	7	1309	0.939
15:00 - 16:00	7	1309	0.262	7	1309	0.426	7	1309	0.688
16:00 - 17:00	7	1309	0.317	7	1309	1.517	7	1309	1.834
17:00 - 18:00	7	1309	0.360	7	1309	2.500	7	1309	2.860
18:00 - 19:00	7	1309	0.131	7	1309	0.633	7	1309	0.764
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>8.002</b>			<b>8.023</b>			<b>16.025</b>

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
08:00 - 09:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
09:00 - 10:00	7	1309	0.022	7	1309	0.011	7	1309	0.033
10:00 - 11:00	7	1309	0.000	7	1309	0.011	7	1309	0.011
11:00 - 12:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
12:00 - 13:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
13:00 - 14:00	7	1309	0.033	7	1309	0.033	7	1309	0.066
14:00 - 15:00	7	1309	0.022	7	1309	0.011	7	1309	0.033
15:00 - 16:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
16:00 - 17:00	7	1309	0.022	7	1309	0.033	7	1309	0.055
17:00 - 18:00	7	1309	0.022	7	1309	0.022	7	1309	0.044
18:00 - 19:00	7	1309	0.022	7	1309	0.022	7	1309	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.187</b>			<b>0.187</b>			<b>0.374</b>

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:	186 - 2000 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL OGVS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
08:00 - 09:00	7	1309	0.011	7	1309	0.000	7	1309	0.011
09:00 - 10:00	7	1309	0.011	7	1309	0.022	7	1309	0.033
10:00 - 11:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
11:00 - 12:00	7	1309	0.022	7	1309	0.011	7	1309	0.033
12:00 - 13:00	7	1309	0.000	7	1309	0.011	7	1309	0.011
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
15:00 - 16:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
16:00 - 17:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
17:00 - 18:00	7	1309	0.022	7	1309	0.022	7	1309	0.044
18:00 - 19:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.099</b>			<b>0.099</b>			<b>0.198</b>

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL PSVS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
08:00 - 09:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
09:00 - 10:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
10:00 - 11:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
11:00 - 12:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
12:00 - 13:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
15:00 - 16:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
16:00 - 17:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
17:00 - 18:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
18:00 - 19:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL CYCLISTS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.011	7	1309	0.000	7	1309	0.011
08:00 - 09:00	7	1309	0.022	7	1309	0.000	7	1309	0.022
09:00 - 10:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
10:00 - 11:00	7	1309	0.011	7	1309	0.000	7	1309	0.011
11:00 - 12:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
12:00 - 13:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
15:00 - 16:00	7	1309	0.000	7	1309	0.011	7	1309	0.011
16:00 - 17:00	7	1309	0.011	7	1309	0.033	7	1309	0.044
17:00 - 18:00	7	1309	0.011	7	1309	0.022	7	1309	0.033
18:00 - 19:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.077</b>			<b>0.077</b>			<b>0.154</b>

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.797	7	1309	0.186	7	1309	0.983
08:00 - 09:00	7	1309	2.391	7	1309	0.186	7	1309	2.577
09:00 - 10:00	7	1309	1.506	7	1309	0.437	7	1309	1.943
10:00 - 11:00	7	1309	0.579	7	1309	0.535	7	1309	1.114
11:00 - 12:00	7	1309	0.371	7	1309	0.448	7	1309	0.819
12:00 - 13:00	7	1309	0.720	7	1309	0.688	7	1309	1.408
13:00 - 14:00	7	1309	0.797	7	1309	0.448	7	1309	1.245
14:00 - 15:00	7	1309	0.644	7	1309	0.415	7	1309	1.059
15:00 - 16:00	7	1309	0.306	7	1309	0.491	7	1309	0.797
16:00 - 17:00	7	1309	0.306	7	1309	1.626	7	1309	1.932
17:00 - 18:00	7	1309	0.415	7	1309	2.838	7	1309	3.253
18:00 - 19:00	7	1309	0.153	7	1309	0.699	7	1309	0.852
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>8.985</b>			<b>8.997</b>			<b>17.982</b>

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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



TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.076	7	1309	0.022	7	1309	0.098
08:00 - 09:00	7	1309	0.404	7	1309	0.044	7	1309	0.448
09:00 - 10:00	7	1309	0.611	7	1309	0.196	7	1309	0.807
10:00 - 11:00	7	1309	0.317	7	1309	0.317	7	1309	0.634
11:00 - 12:00	7	1309	0.120	7	1309	0.240	7	1309	0.360
12:00 - 13:00	7	1309	0.720	7	1309	1.386	7	1309	2.106
13:00 - 14:00	7	1309	1.102	7	1309	0.633	7	1309	1.735
14:00 - 15:00	7	1309	0.349	7	1309	0.207	7	1309	0.556
15:00 - 16:00	7	1309	0.098	7	1309	0.087	7	1309	0.185
16:00 - 17:00	7	1309	0.065	7	1309	0.338	7	1309	0.403
17:00 - 18:00	7	1309	0.186	7	1309	0.437	7	1309	0.623
18:00 - 19:00	7	1309	0.022	7	1309	0.098	7	1309	0.120
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>4.070</b>			<b>4.005</b>			<b>8.075</b>

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.087	7	1309	0.000	7	1309	0.087
08:00 - 09:00	7	1309	0.262	7	1309	0.011	7	1309	0.273
09:00 - 10:00	7	1309	0.284	7	1309	0.087	7	1309	0.371
10:00 - 11:00	7	1309	0.164	7	1309	0.022	7	1309	0.186
11:00 - 12:00	7	1309	0.076	7	1309	0.120	7	1309	0.196
12:00 - 13:00	7	1309	0.044	7	1309	0.044	7	1309	0.088
13:00 - 14:00	7	1309	0.033	7	1309	0.120	7	1309	0.153
14:00 - 15:00	7	1309	0.055	7	1309	0.087	7	1309	0.142
15:00 - 16:00	7	1309	0.055	7	1309	0.076	7	1309	0.131
16:00 - 17:00	7	1309	0.000	7	1309	0.251	7	1309	0.251
17:00 - 18:00	7	1309	0.000	7	1309	0.207	7	1309	0.207
18:00 - 19:00	7	1309	0.011	7	1309	0.044	7	1309	0.055
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.071			1.069			2.140

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.033	7	1309	0.000	7	1309	0.033
08:00 - 09:00	7	1309	0.087	7	1309	0.000	7	1309	0.087
09:00 - 10:00	7	1309	0.065	7	1309	0.011	7	1309	0.076
10:00 - 11:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
11:00 - 12:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
12:00 - 13:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
15:00 - 16:00	7	1309	0.000	7	1309	0.011	7	1309	0.011
16:00 - 17:00	7	1309	0.000	7	1309	0.109	7	1309	0.109
17:00 - 18:00	7	1309	0.000	7	1309	0.033	7	1309	0.033
18:00 - 19:00	7	1309	0.000	7	1309	0.011	7	1309	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.196			0.186			0.382

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL COACH PASSENGERS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
08:00 - 09:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
09:00 - 10:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
10:00 - 11:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
11:00 - 12:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
12:00 - 13:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
15:00 - 16:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
16:00 - 17:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
17:00 - 18:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
18:00 - 19:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	0.120	7	1309	0.000	7	1309	0.120
08:00 - 09:00	7	1309	0.349	7	1309	0.011	7	1309	0.360
09:00 - 10:00	7	1309	0.349	7	1309	0.098	7	1309	0.447
10:00 - 11:00	7	1309	0.175	7	1309	0.033	7	1309	0.208
11:00 - 12:00	7	1309	0.076	7	1309	0.120	7	1309	0.196
12:00 - 13:00	7	1309	0.044	7	1309	0.044	7	1309	0.088
13:00 - 14:00	7	1309	0.033	7	1309	0.120	7	1309	0.153
14:00 - 15:00	7	1309	0.055	7	1309	0.087	7	1309	0.142
15:00 - 16:00	7	1309	0.055	7	1309	0.087	7	1309	0.142
16:00 - 17:00	7	1309	0.000	7	1309	0.360	7	1309	0.360
17:00 - 18:00	7	1309	0.000	7	1309	0.240	7	1309	0.240
18:00 - 19:00	7	1309	0.011	7	1309	0.055	7	1309	0.066
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.267			1.255			2.522

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: 186 - 2000 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1309	1.004	7	1309	0.207	7	1309	1.211
08:00 - 09:00	7	1309	<b>3.166</b>	7	1309	0.240	7	1309	3.406
09:00 - 10:00	7	1309	2.467	7	1309	0.731	7	1309	3.198
10:00 - 11:00	7	1309	1.081	7	1309	0.884	7	1309	1.965
11:00 - 12:00	7	1309	0.568	7	1309	0.808	7	1309	1.376
12:00 - 13:00	7	1309	1.495	7	1309	2.129	7	1309	3.624
13:00 - 14:00	7	1309	1.932	7	1309	1.201	7	1309	3.133
14:00 - 15:00	7	1309	1.048	7	1309	0.710	7	1309	1.758
15:00 - 16:00	7	1309	0.458	7	1309	0.677	7	1309	1.135
16:00 - 17:00	7	1309	0.382	7	1309	2.358	7	1309	2.740
17:00 - 18:00	7	1309	0.611	7	1309	3.537	7	1309	4.148
18:00 - 19:00	7	1309	0.186	7	1309	0.851	7	1309	1.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>14.398</b>			<b>14.333</b>			<b>28.731</b>

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: 186 - 2000 (units: sqm)  
 Survey date range: 01/01/09 - 17/11/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

**Appendix J**

**Appendix J – TRICS outputs: Hotel, food & drink > Road-side food (eg. Little Chef)**

Calculation Reference: AUDIT-700704-170515-0537

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : E - ROAD-SIDE FOOD (eg. Little Chef)  
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 289 to 375 (units: sqm)  
 Range Selected by User: 130 to 400 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/11/12

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

Selected survey days:

Friday	3 days
Saturday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

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	1
Village	1
Out of Town	3

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



## Secondary Filtering selection:

Use Class:

Not Known	1 days
A3	4 days

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

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	2 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-06-E-01	L. CHEF/BURG. KING		CAMBRIDGESHIRE
	CAMBRIDGE ROAD			
	FENSTANTON			
	NEAR ST IVES			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Gross floor area:		375 sqm	
	Survey date:	SATURDAY	17/10/09	Survey Type: MANUAL
2	NY-06-E-01	LITTLE CHEF		NORTH YORKSHIRE
	A1			
	SKEEBY			
	RICHMOND			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Gross floor area:		300 sqm	
	Survey date:	FRIDAY	10/06/11	Survey Type: MANUAL
3	NY-06-E-02	LITTLE CHEF		NORTH YORKSHIRE
	TOPLIFFE COMMON			
	TOPCLIFFE			
	NEAR THIRSK			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Gross floor area:		289 sqm	
	Survey date:	FRIDAY	21/10/11	Survey Type: MANUAL
4	TW-06-E-02	LITTLE CHEF & BURGER KING		TYNE & WEAR
	A194			
	WARDLEY			
	GATESHEAD			
	Edge of Town			
	Out of Town			
	Total Gross floor area:		320 sqm	
	Survey date:	SATURDAY	17/11/12	Survey Type: MANUAL
5	WM-06-E-01	LITTLE CHEF		WEST MIDLANDS
	KIDD'MINSTER RD. SOUTH			
	HAGLEY			
	STOURBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		350 sqm	
	Survey date:	FRIDAY	05/06/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

### VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	305	0.657	2	305	0.493	2	305	1.150
07:00 - 08:00	5	327	1.714	5	327	1.346	5	327	3.060
08:00 - 09:00	5	327	2.815	5	327	2.632	5	327	5.447
09:00 - 10:00	5	327	3.917	5	327	3.917	5	327	7.834
10:00 - 11:00	5	327	5.508	5	327	4.590	5	327	10.098
11:00 - 12:00	5	327	5.814	5	327	5.875	5	327	11.689
12:00 - 13:00	5	327	8.140	5	327	7.650	5	327	15.790
13:00 - 14:00	5	327	7.711	5	327	8.629	5	327	16.340
14:00 - 15:00	5	327	7.283	5	327	6.916	5	327	14.199
15:00 - 16:00	5	327	5.508	5	327	6.304	5	327	11.812
16:00 - 17:00	5	327	5.630	5	327	5.386	5	327	11.016
17:00 - 18:00	5	327	4.529	5	327	4.774	5	327	9.303
18:00 - 19:00	5	327	4.957	5	327	4.468	5	327	9.425
19:00 - 20:00	5	327	3.978	5	327	3.733	5	327	7.711
20:00 - 21:00	5	327	3.060	5	327	3.794	5	327	6.854
21:00 - 22:00	5	327	1.224	5	327	1.346	5	327	2.570
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>72.445</b>			<b>71.853</b>			<b>144.298</b>

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:	289 - 375 (units: sqm)
Survey date date range:	01/01/09 - 17/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	305	0.000	2	305	0.000	2	305	0.000
07:00 - 08:00	5	327	0.000	5	327	0.000	5	327	0.000
08:00 - 09:00	5	327	0.000	5	327	0.000	5	327	0.000
09:00 - 10:00	5	327	0.000	5	327	0.000	5	327	0.000
10:00 - 11:00	5	327	0.061	5	327	0.000	5	327	0.061
11:00 - 12:00	5	327	0.122	5	327	0.122	5	327	0.244
12:00 - 13:00	5	327	0.122	5	327	0.184	5	327	0.306
13:00 - 14:00	5	327	0.184	5	327	0.184	5	327	0.368
14:00 - 15:00	5	327	0.367	5	327	0.306	5	327	0.673
15:00 - 16:00	5	327	0.245	5	327	0.306	5	327	0.551
16:00 - 17:00	5	327	0.122	5	327	0.061	5	327	0.183
17:00 - 18:00	5	327	0.306	5	327	0.306	5	327	0.612
18:00 - 19:00	5	327	0.551	5	327	0.612	5	327	1.163
19:00 - 20:00	5	327	0.428	5	327	0.367	5	327	0.795
20:00 - 21:00	5	327	1.040	5	327	1.102	5	327	2.142
21:00 - 22:00	5	327	0.122	5	327	0.122	5	327	0.244
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.670</b>			<b>3.672</b>			<b>7.342</b>

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: 289 - 375 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/12  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 2  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	305	0.000	2	305	0.000	2	305	0.000
07:00 - 08:00	5	327	0.000	5	327	0.000	5	327	0.000
08:00 - 09:00	5	327	0.000	5	327	0.000	5	327	0.000
09:00 - 10:00	5	327	0.061	5	327	0.000	5	327	0.061
10:00 - 11:00	5	327	0.061	5	327	0.122	5	327	0.183
11:00 - 12:00	5	327	0.061	5	327	0.061	5	327	0.122
12:00 - 13:00	5	327	0.061	5	327	0.061	5	327	0.122
13:00 - 14:00	5	327	0.061	5	327	0.061	5	327	0.122
14:00 - 15:00	5	327	0.061	5	327	0.000	5	327	0.061
15:00 - 16:00	5	327	0.000	5	327	0.061	5	327	0.061
16:00 - 17:00	5	327	0.000	5	327	0.000	5	327	0.000
17:00 - 18:00	5	327	0.061	5	327	0.061	5	327	0.122
18:00 - 19:00	5	327	0.000	5	327	0.000	5	327	0.000
19:00 - 20:00	5	327	0.000	5	327	0.000	5	327	0.000
20:00 - 21:00	5	327	0.000	5	327	0.000	5	327	0.000
21:00 - 22:00	5	327	0.000	5	327	0.000	5	327	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.427			0.427			0.854

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:	289 - 375 (units: sqm)
Survey date date range:	01/01/09 - 17/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	305	0.164	2	305	0.164	2	305	0.328
07:00 - 08:00	5	327	0.000	5	327	0.000	5	327	0.000
08:00 - 09:00	5	327	0.000	5	327	0.000	5	327	0.000
09:00 - 10:00	5	327	0.000	5	327	0.000	5	327	0.000
10:00 - 11:00	5	327	0.000	5	327	0.000	5	327	0.000
11:00 - 12:00	5	327	0.000	5	327	0.000	5	327	0.000
12:00 - 13:00	5	327	0.000	5	327	0.000	5	327	0.000
13:00 - 14:00	5	327	0.000	5	327	0.000	5	327	0.000
14:00 - 15:00	5	327	0.000	5	327	0.000	5	327	0.000
15:00 - 16:00	5	327	0.000	5	327	0.000	5	327	0.000
16:00 - 17:00	5	327	0.000	5	327	0.000	5	327	0.000
17:00 - 18:00	5	327	0.000	5	327	0.000	5	327	0.000
18:00 - 19:00	5	327	0.000	5	327	0.000	5	327	0.000
19:00 - 20:00	5	327	0.000	5	327	0.000	5	327	0.000
20:00 - 21:00	5	327	0.000	5	327	0.000	5	327	0.000
21:00 - 22:00	5	327	0.000	5	327	0.000	5	327	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.164</b>			<b>0.164</b>			<b>0.328</b>

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:	289 - 375 (units: sqm)
Survey date date range:	01/01/09 - 17/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

### CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	305	0.000	2	305	0.000	2	305	0.000
07:00 - 08:00	5	327	0.000	5	327	0.000	5	327	0.000
08:00 - 09:00	5	327	0.000	5	327	0.000	5	327	0.000
09:00 - 10:00	5	327	0.000	5	327	0.000	5	327	0.000
10:00 - 11:00	5	327	0.000	5	327	0.000	5	327	0.000
11:00 - 12:00	5	327	0.000	5	327	0.000	5	327	0.000
12:00 - 13:00	5	327	0.000	5	327	0.000	5	327	0.000
13:00 - 14:00	5	327	0.000	5	327	0.000	5	327	0.000
14:00 - 15:00	5	327	0.000	5	327	0.000	5	327	0.000
15:00 - 16:00	5	327	0.000	5	327	0.000	5	327	0.000
16:00 - 17:00	5	327	0.000	5	327	0.000	5	327	0.000
17:00 - 18:00	5	327	0.000	5	327	0.000	5	327	0.000
18:00 - 19:00	5	327	0.000	5	327	0.000	5	327	0.000
19:00 - 20:00	5	327	0.000	5	327	0.000	5	327	0.000
20:00 - 21:00	5	327	0.000	5	327	0.000	5	327	0.000
21:00 - 22:00	5	327	0.000	5	327	0.000	5	327	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			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: 289 - 375 (units: sqm)  
 Survey date date range: 01/01/09 - 17/11/12  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 2  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

**Appendix K**

**Appendix K – TRICS outputs: Hotels**



Calculation Reference: AUDIT-700704-170515-0528

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : A - HOTELS  
 MULTI-MODAL VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE  
 WY WEST YORKSHIRE 1 days

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

## Secondary Filtering selection:

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

Parameter: Number of bedrooms  
 Actual Range: 24 to 24 (units: )  
 Range Selected by User: 24 to 50 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 11/06/10

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

Selected survey days:

Friday 1 days

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

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

## Secondary Filtering selection:

Use Class:

C1 1 days

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000

1 days

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

Population within 5 miles:

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1	WY-06-A-02	HOTEL	WEST YORKSHIRE
	CLIFF ROAD		
	HEADINGLEY		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	24	
	Survey date: FRIDAY	11/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.167	1	24	0.125	1	24	0.292
08:00 - 09:00	1	24	0.083	1	24	0.083	1	24	0.166
09:00 - 10:00	1	24	0.083	1	24	0.208	1	24	0.291
10:00 - 11:00	1	24	0.083	1	24	0.000	1	24	0.083
11:00 - 12:00	1	24	0.000	1	24	0.042	1	24	0.042
12:00 - 13:00	1	24	0.000	1	24	0.042	1	24	0.042
13:00 - 14:00	1	24	0.083	1	24	0.083	1	24	0.166
14:00 - 15:00	1	24	0.125	1	24	0.083	1	24	0.208
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.125	1	24	0.125	1	24	0.250
17:00 - 18:00	1	24	0.083	1	24	0.083	1	24	0.166
18:00 - 19:00	1	24	0.042	1	24	0.000	1	24	0.042
19:00 - 20:00	1	24	0.000	1	24	0.042	1	24	0.042
20:00 - 21:00	1	24	0.083	1	24	0.000	1	24	0.083
21:00 - 22:00	1	24	0.000	1	24	0.042	1	24	0.042
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.957</b>			<b>0.958</b>			<b>1.915</b>

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:	24 - 24 (units: )
Survey date date range:	01/01/09 - 11/06/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

MULTI-MODAL TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.042	1	24	0.042	1	24	0.084
08:00 - 09:00	1	24	0.000	1	24	0.042	1	24	0.042
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.042	1	24	0.042	1	24	0.084
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.042	1	24	0.042	1	24	0.084
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.126</b>			<b>0.168</b>			<b>0.294</b>

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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.000	1	24	0.000	1	24	0.000
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

MULTI-MODAL PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.000	1	24	0.000	1	24	0.000
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.000	1	24	0.000	1	24	0.000
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.042	1	24	0.042
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000
15:00 - 16:00	1	24	0.042	1	24	0.000	1	24	0.042
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.042			0.042			0.084

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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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



TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 BEDRMS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.167	1	24	0.083	1	24	0.250
08:00 - 09:00	1	24	0.125	1	24	0.083	1	24	0.208
09:00 - 10:00	1	24	0.125	1	24	0.333	1	24	0.458
10:00 - 11:00	1	24	0.083	1	24	0.000	1	24	0.083
11:00 - 12:00	1	24	0.000	1	24	0.042	1	24	0.042
12:00 - 13:00	1	24	0.000	1	24	0.083	1	24	0.083
13:00 - 14:00	1	24	0.083	1	24	0.125	1	24	0.208
14:00 - 15:00	1	24	0.292	1	24	0.083	1	24	0.375
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.167	1	24	0.125	1	24	0.292
17:00 - 18:00	1	24	0.083	1	24	0.042	1	24	0.125
18:00 - 19:00	1	24	0.042	1	24	0.000	1	24	0.042
19:00 - 20:00	1	24	0.000	1	24	0.042	1	24	0.042
20:00 - 21:00	1	24	0.083	1	24	0.000	1	24	0.083
21:00 - 22:00	1	24	0.000	1	24	0.083	1	24	0.083
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.250			1.124			2.374

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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 1 BEDRMS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.042	1	24	0.000	1	24	0.042
08:00 - 09:00	1	24	0.042	1	24	0.208	1	24	0.250
09:00 - 10:00	1	24	0.042	1	24	0.083	1	24	0.125
10:00 - 11:00	1	24	0.000	1	24	0.125	1	24	0.125
11:00 - 12:00	1	24	0.125	1	24	0.042	1	24	0.167
12:00 - 13:00	1	24	0.000	1	24	0.042	1	24	0.042
13:00 - 14:00	1	24	0.000	1	24	0.042	1	24	0.042
14:00 - 15:00	1	24	0.083	1	24	0.167	1	24	0.250
15:00 - 16:00	1	24	0.042	1	24	0.083	1	24	0.125
16:00 - 17:00	1	24	0.042	1	24	0.000	1	24	0.042
17:00 - 18:00	1	24	0.000	1	24	0.042	1	24	0.042
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.125	1	24	0.000	1	24	0.125
20:00 - 21:00	1	24	0.000	1	24	0.042	1	24	0.042
21:00 - 22:00	1	24	0.042	1	24	0.000	1	24	0.042
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.585</b>			<b>0.876</b>			<b>1.461</b>

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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS  
 MULTI-MODAL BUS/TRAM PASSENGERS  
 Calculation factor: 1 BEDRMS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.000	1	24	0.000	1	24	0.000
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.042	1	24	0.042
12:00 - 13:00	1	24	0.000	1	24	0.042	1	24	0.042
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.084</b>			<b>0.084</b>

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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS  
 MULTI-MODAL TOTAL RAIL PASSENGERS  
 Calculation factor: 1 BEDRMS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.000	1	24	0.000	1	24	0.000
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS  
 MULTI-MODAL COACH PASSENGERS  
 Calculation factor: 1 BEDRMS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.000	1	24	0.000	1	24	0.000
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 1 BEDRMS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.000	1	24	0.000	1	24	0.000
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.042	1	24	0.042
12:00 - 13:00	1	24	0.000	1	24	0.042	1	24	0.042
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.084</b>			<b>0.084</b>

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: 24 - 24 (units: )  
 Survey date date range: 01/01/09 - 11/06/10  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.208	1	24	0.083	1	24	0.291
08:00 - 09:00	1	24	0.167	1	24	0.292	1	24	0.459
09:00 - 10:00	1	24	0.167	1	24	0.417	1	24	0.584
10:00 - 11:00	1	24	0.083	1	24	0.167	1	24	0.250
11:00 - 12:00	1	24	0.125	1	24	0.125	1	24	0.250
12:00 - 13:00	1	24	0.000	1	24	0.167	1	24	0.167
13:00 - 14:00	1	24	0.083	1	24	0.167	1	24	0.250
14:00 - 15:00	1	24	0.375	1	24	0.250	1	24	0.625
15:00 - 16:00	1	24	0.083	1	24	0.083	1	24	0.166
16:00 - 17:00	1	24	0.208	1	24	0.125	1	24	0.333
17:00 - 18:00	1	24	0.083	1	24	0.083	1	24	0.166
18:00 - 19:00	1	24	0.042	1	24	0.000	1	24	0.042
19:00 - 20:00	1	24	0.125	1	24	0.042	1	24	0.167
20:00 - 21:00	1	24	0.083	1	24	0.042	1	24	0.125
21:00 - 22:00	1	24	0.042	1	24	0.083	1	24	0.125
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.874			2.126			4.000

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:	24 - 24 (units: )
Survey date date range:	01/01/09 - 11/06/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

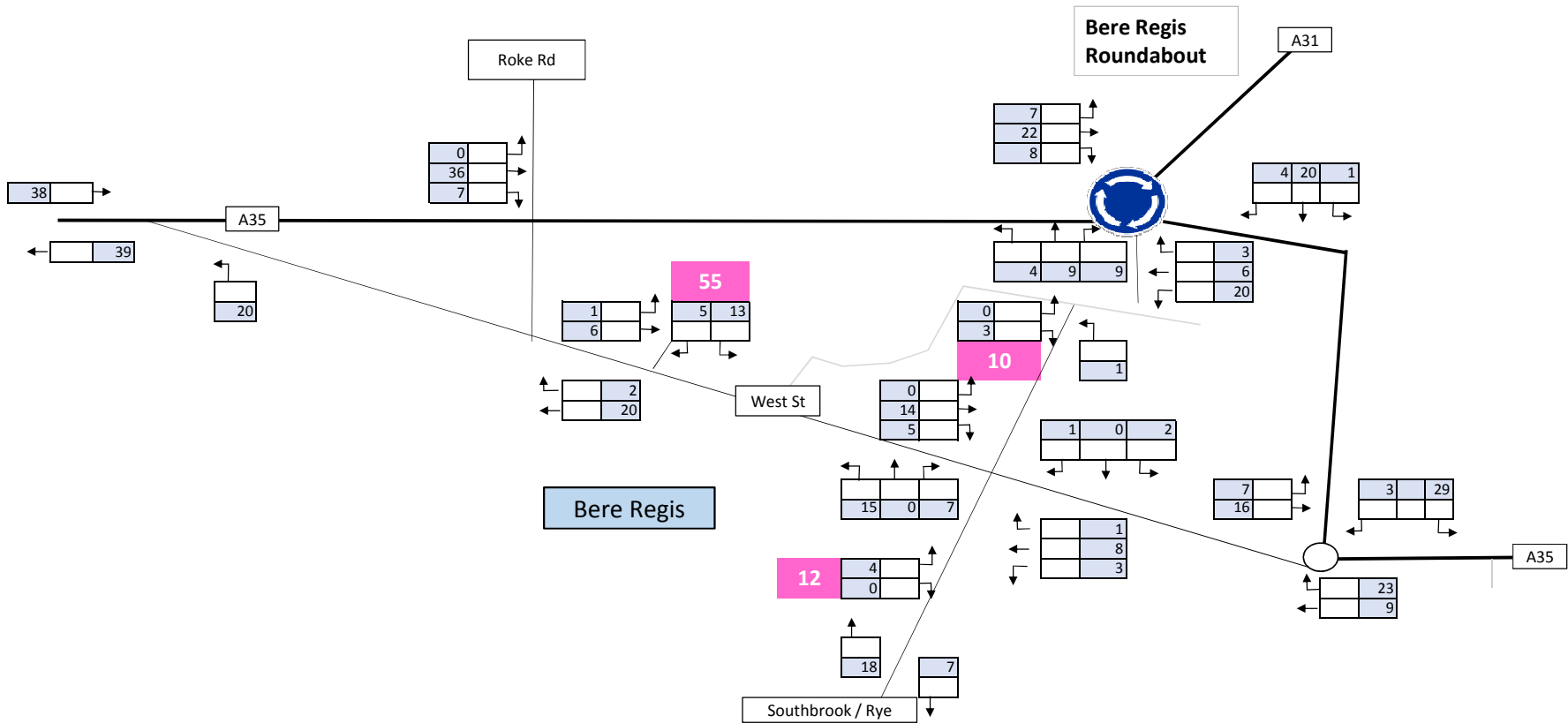
**Appendix L**

**Appendix L – Network diagrams of the Bere Regis scenarios**



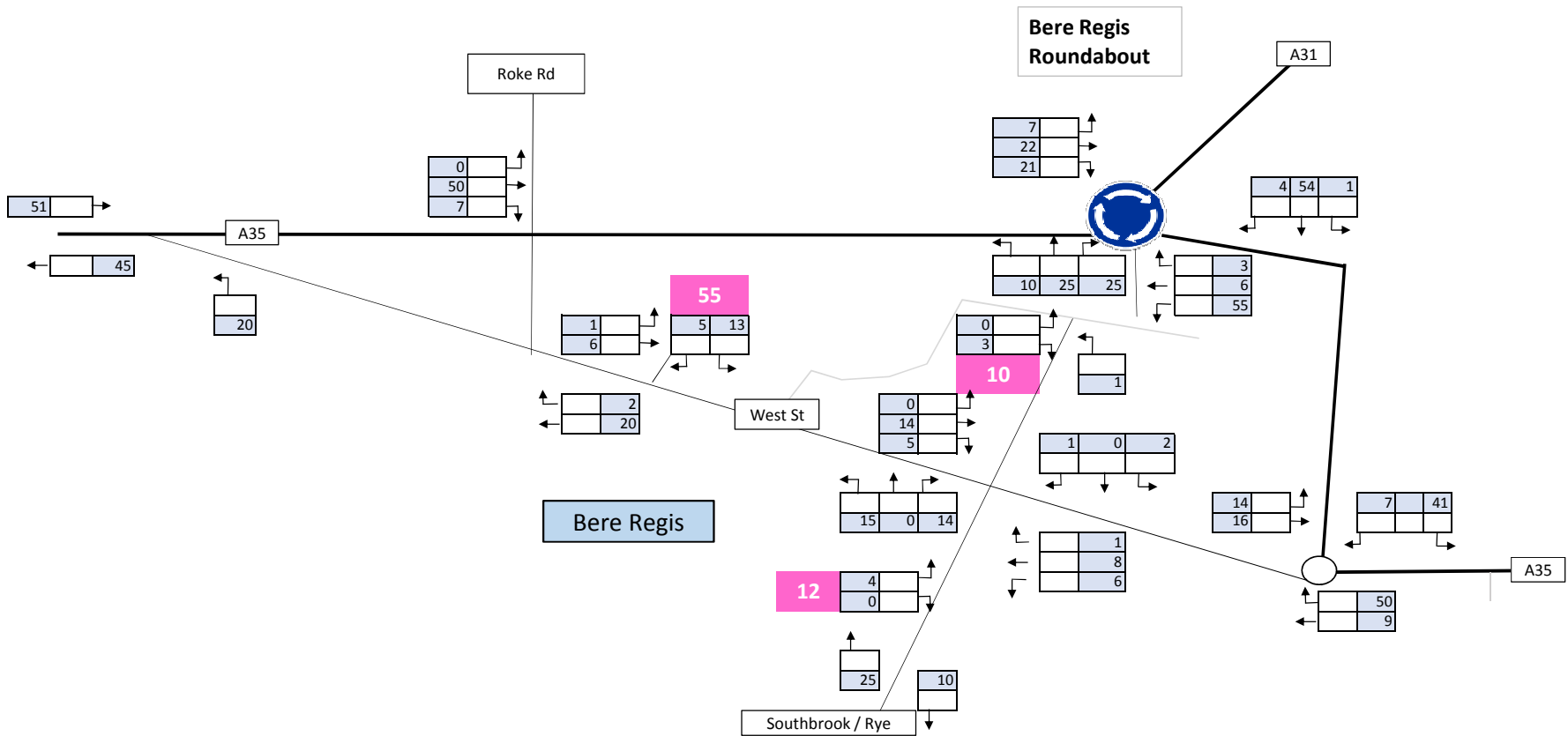
# Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 AM

	Distribution
	Trip Number
	Bere Regis Sites



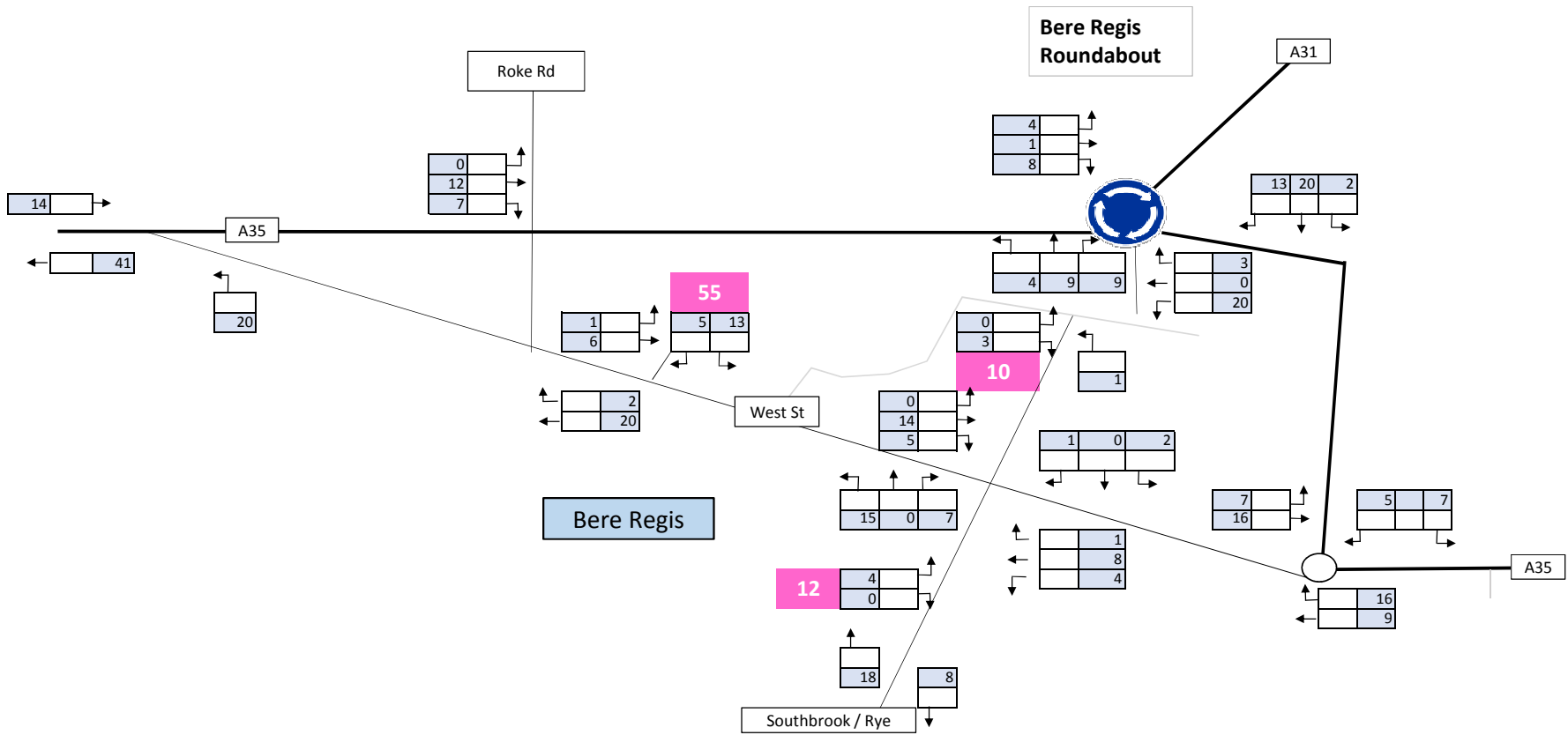
## Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario e) + Alternative Option 2 AM

	Distribution
	Trip Number
	Bere Regis Sites



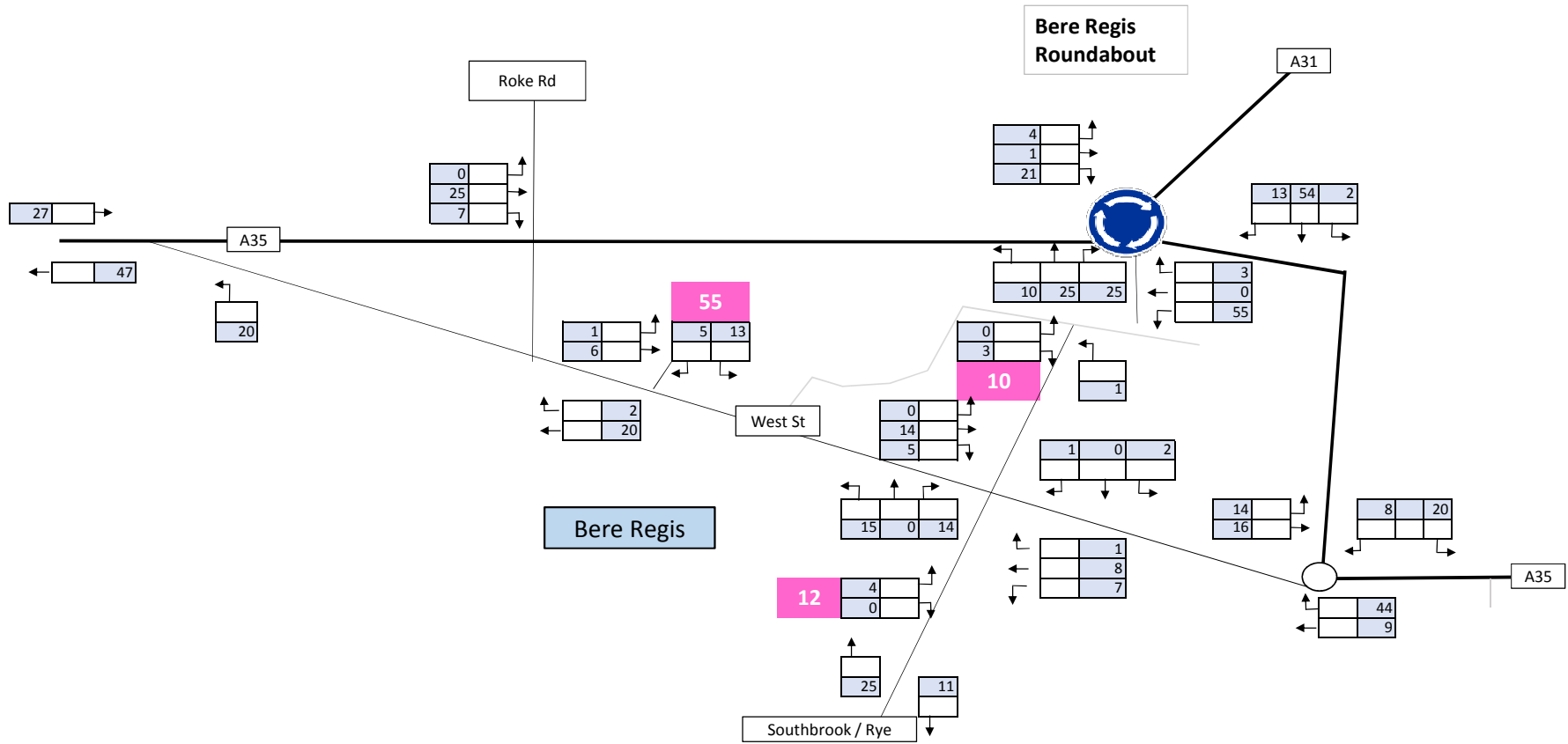
# Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 3 AM

	Distribution
	Trip Number
	Bere Regis Sites



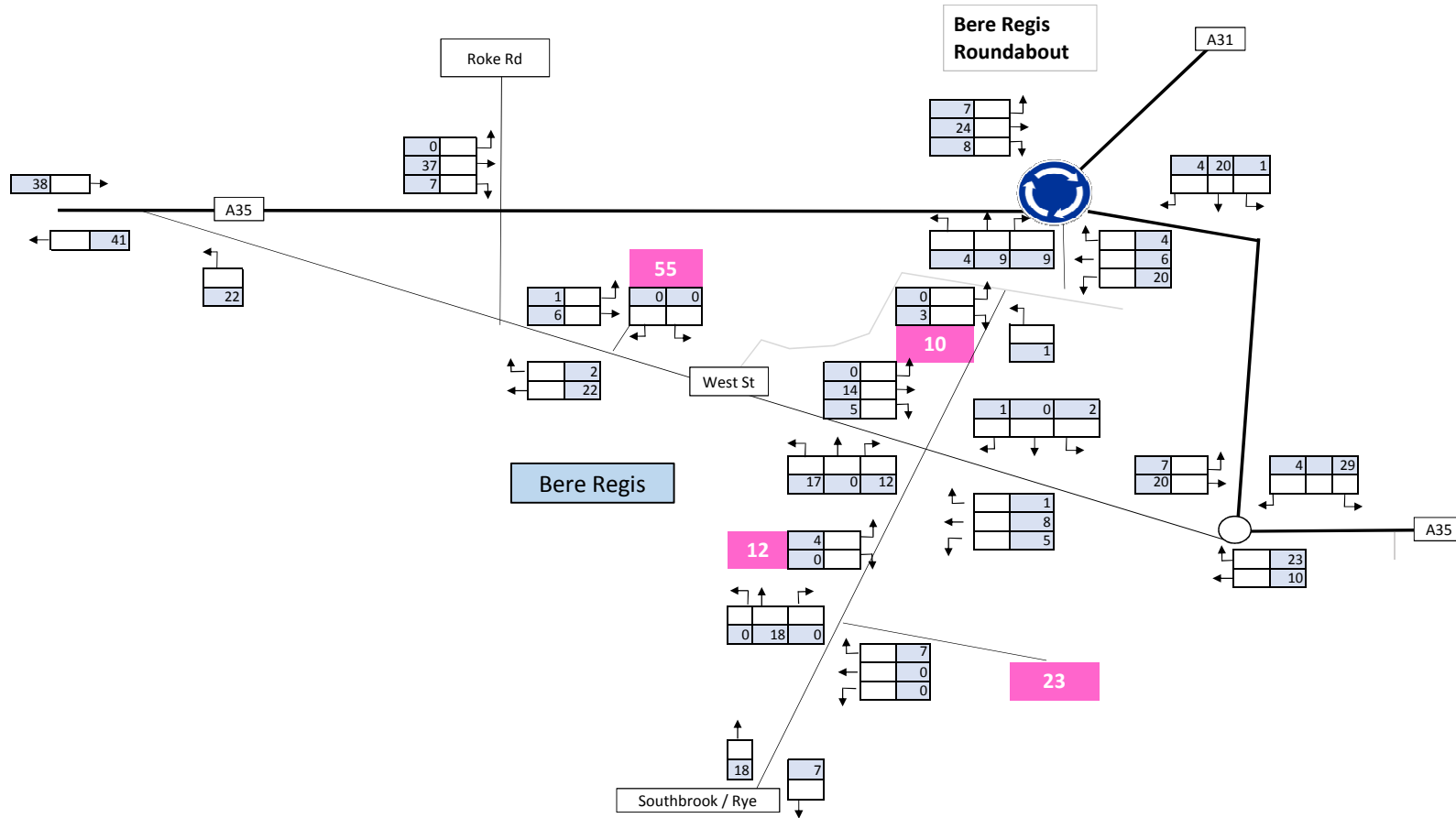
**Bere Regis Scenario a) - 77 Dwellings  
+ 1.9ha Employment Scenario f) + Alternative Option 3 AM**

	Distribution
	Trip Number
	Bere Regis Sites



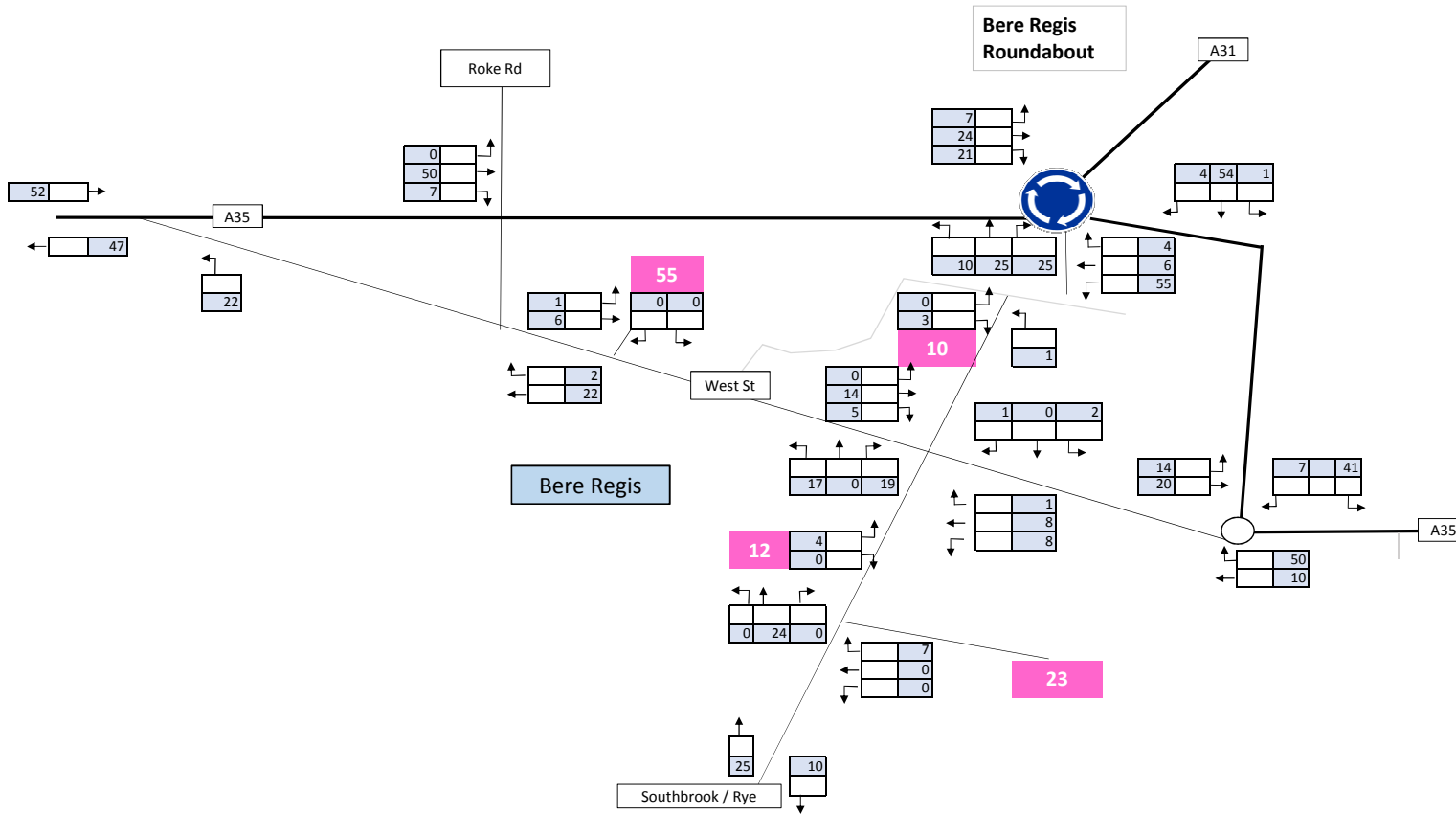
**Bere Regis Scenario a) - 77 Dwellings  
+ 0.7ha Employment Scenario e) + Alternative Option 2 AM**

- Distribution
- Trip Number
- Bere Regis Sites



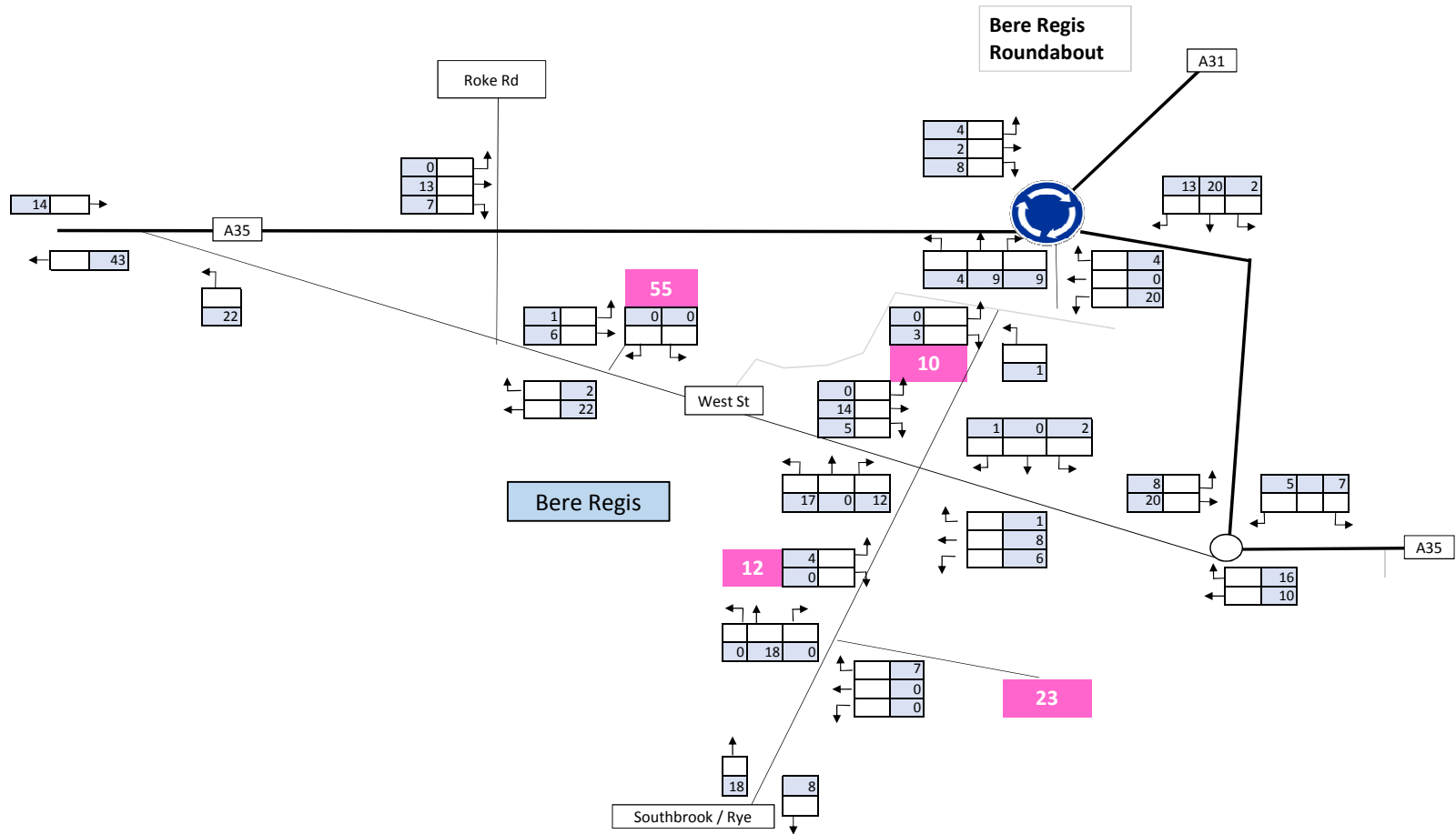
**Bere Regis Scenario a) - 77 Dwellings  
+ 1.9ha Employment Scenario f) + Alternative Option 2 AM**

	Distribution
	Trip Number
	Bere Regis Sites



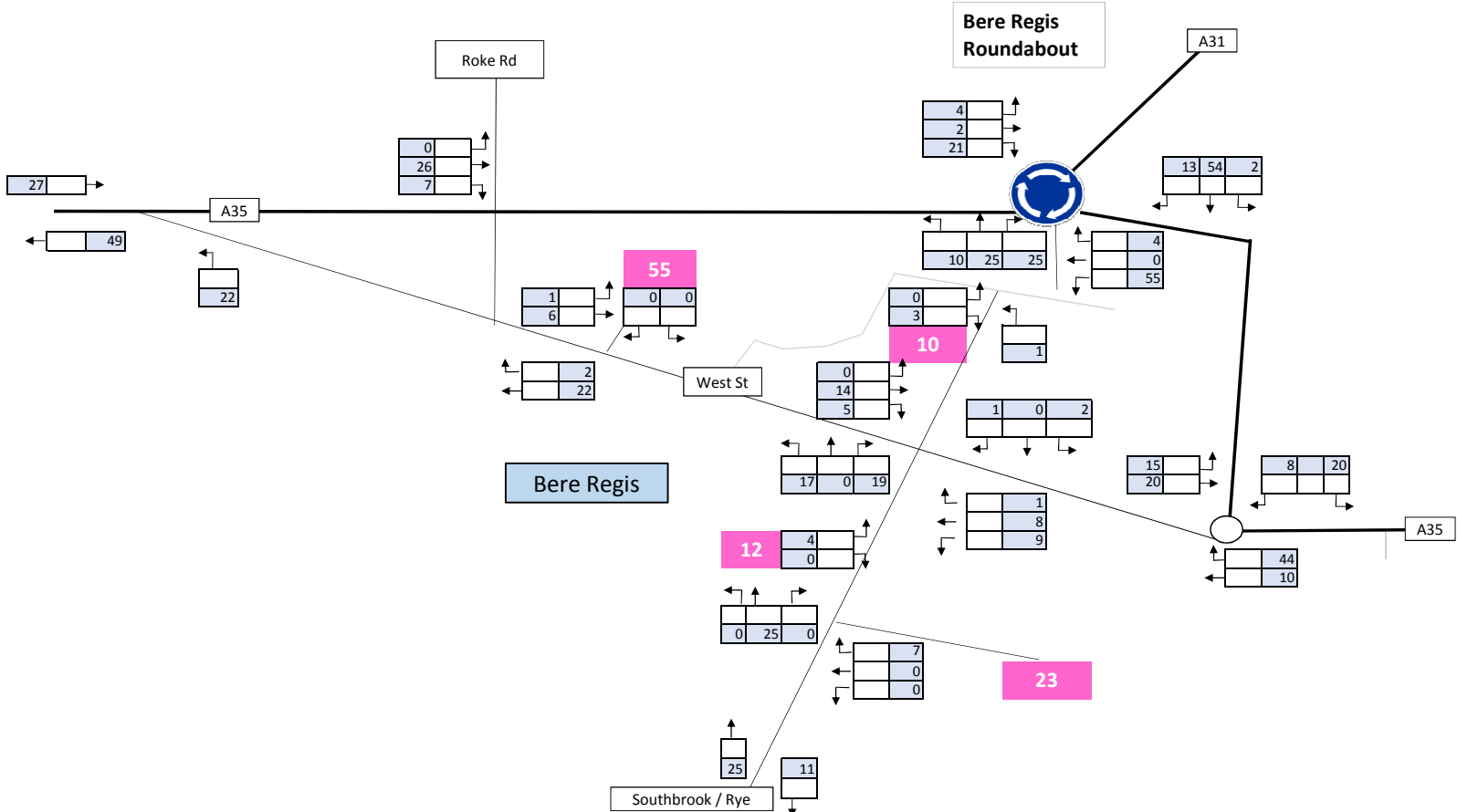
**Bere Regis Scenario a) - 77 Dwellings  
+ 0.7ha Employment Scenario e) + Alternative Option 2 AM**

- Distribution
- Trip Number
- Bere Regis Sites



**Bere Regis Scenario a) - 77 Dwellings  
+ 1.9ha Employment Scenario f) + Alternative Option 2 AM**

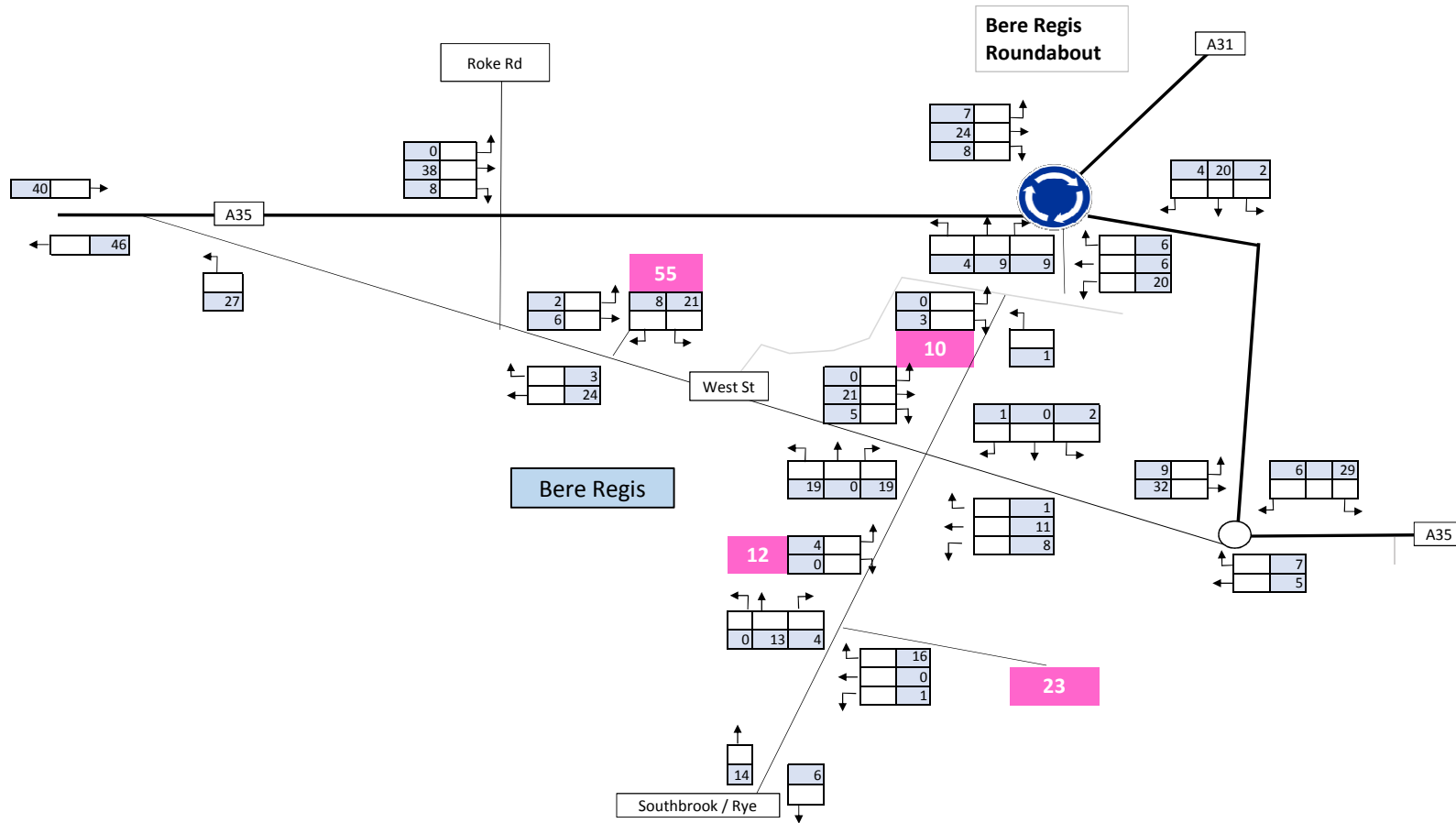
	Distribution
	Trip Number
	Bere Regis Sites





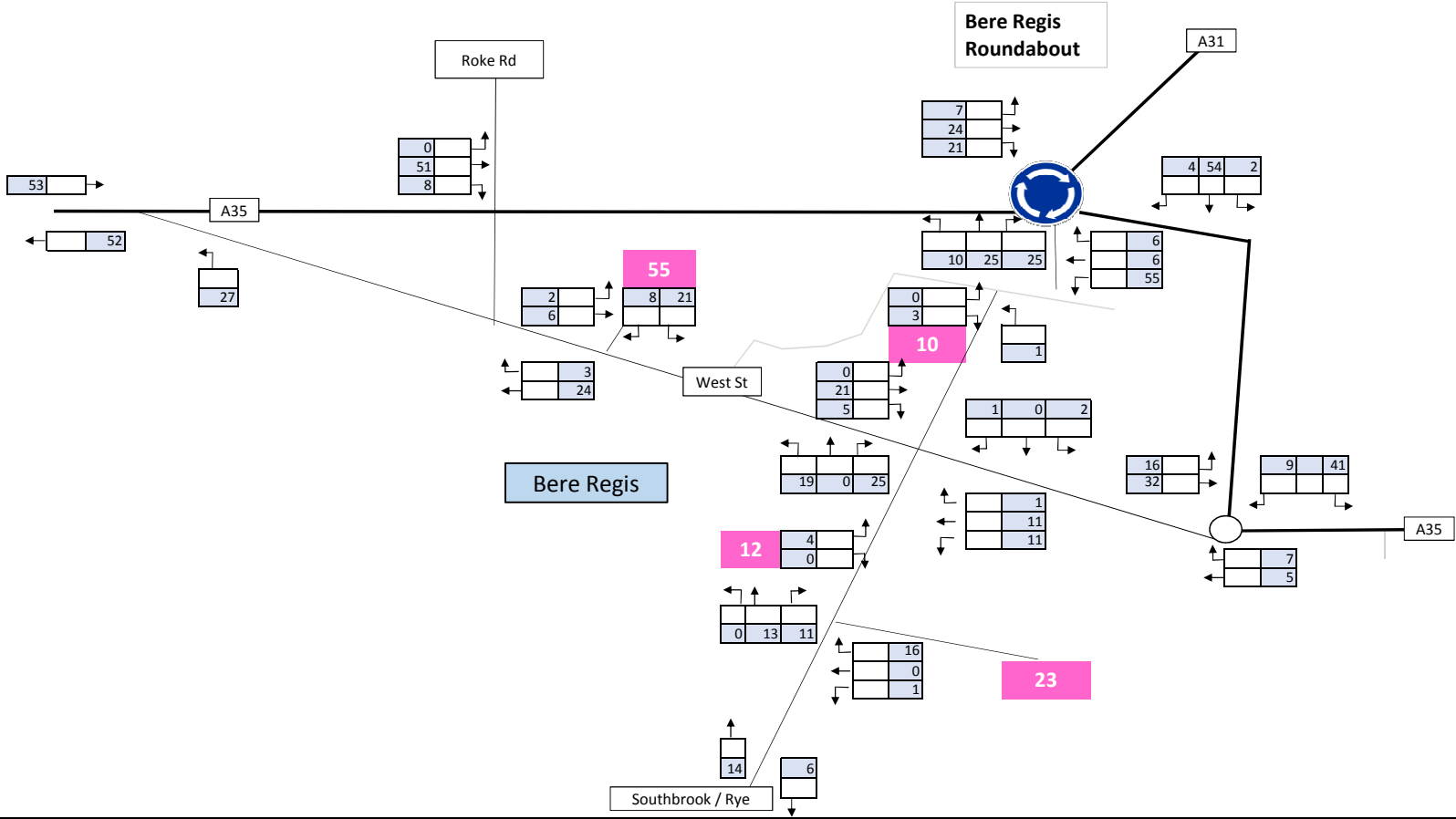
**Bere Regis Scenario a) - 77 Dwellings  
+ 0.7ha Employment Scenario e) + Alternative Option 2 AM**

	Distribution
	Trip Number
	Bere Regis Sites



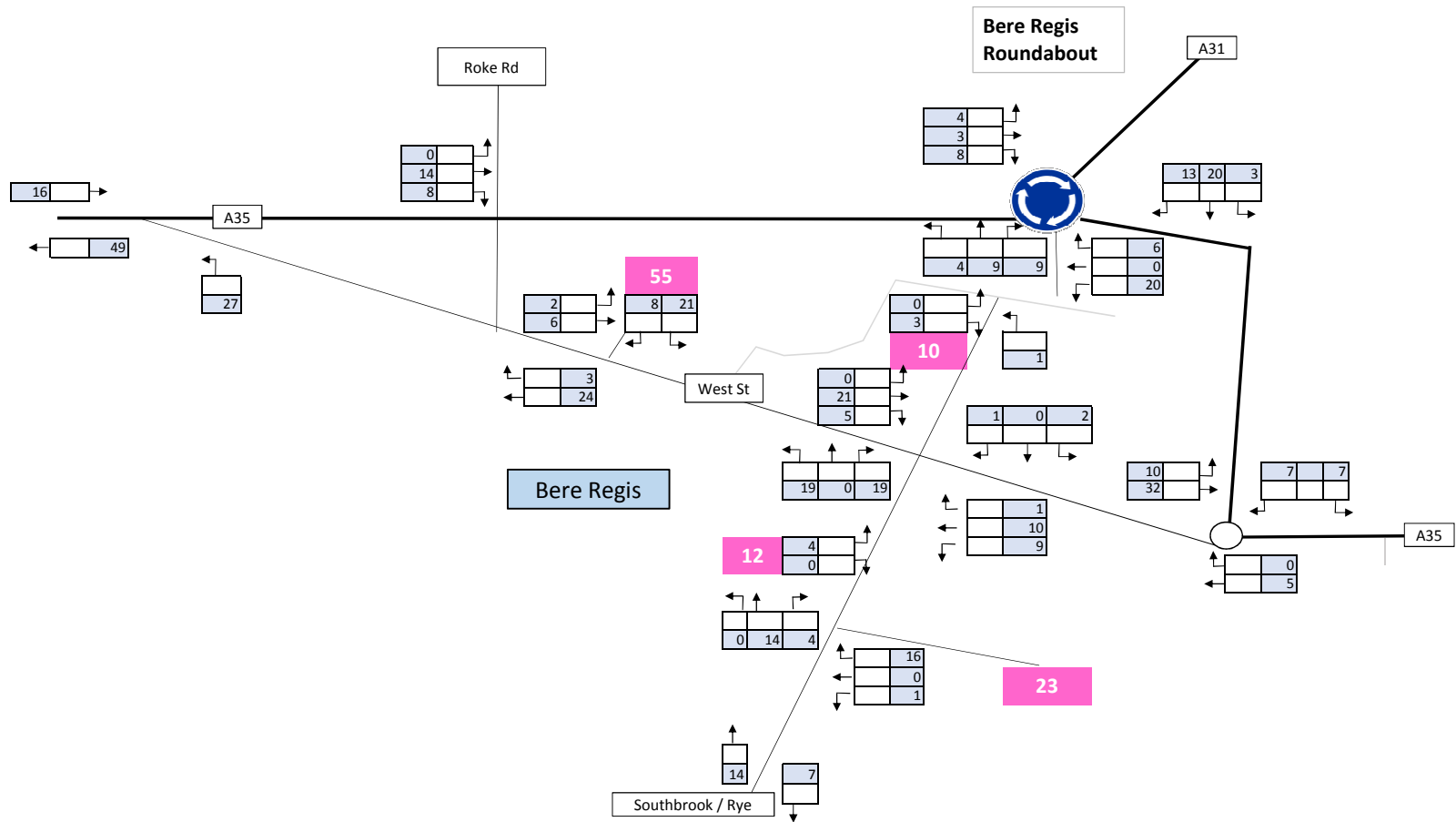
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	Distribution
	Trip Number
	Bere Regis Sites



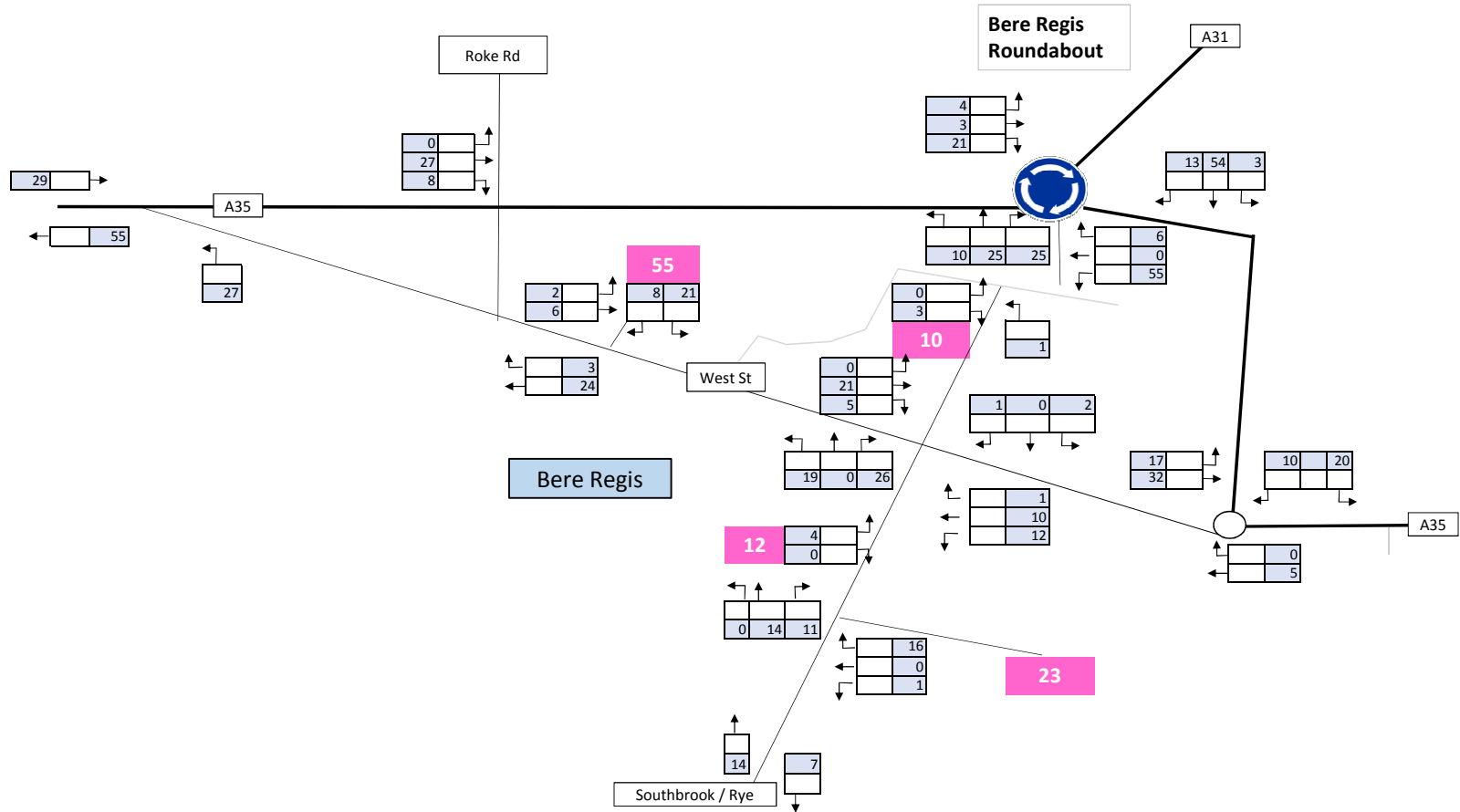
**Bere Regis Scenario a) - 77 Dwellings  
+ 0.7ha Employment Scenario e) + Alternative Option 2 AM**

	Distribution
	Trip Number
	Bere Regis Sites



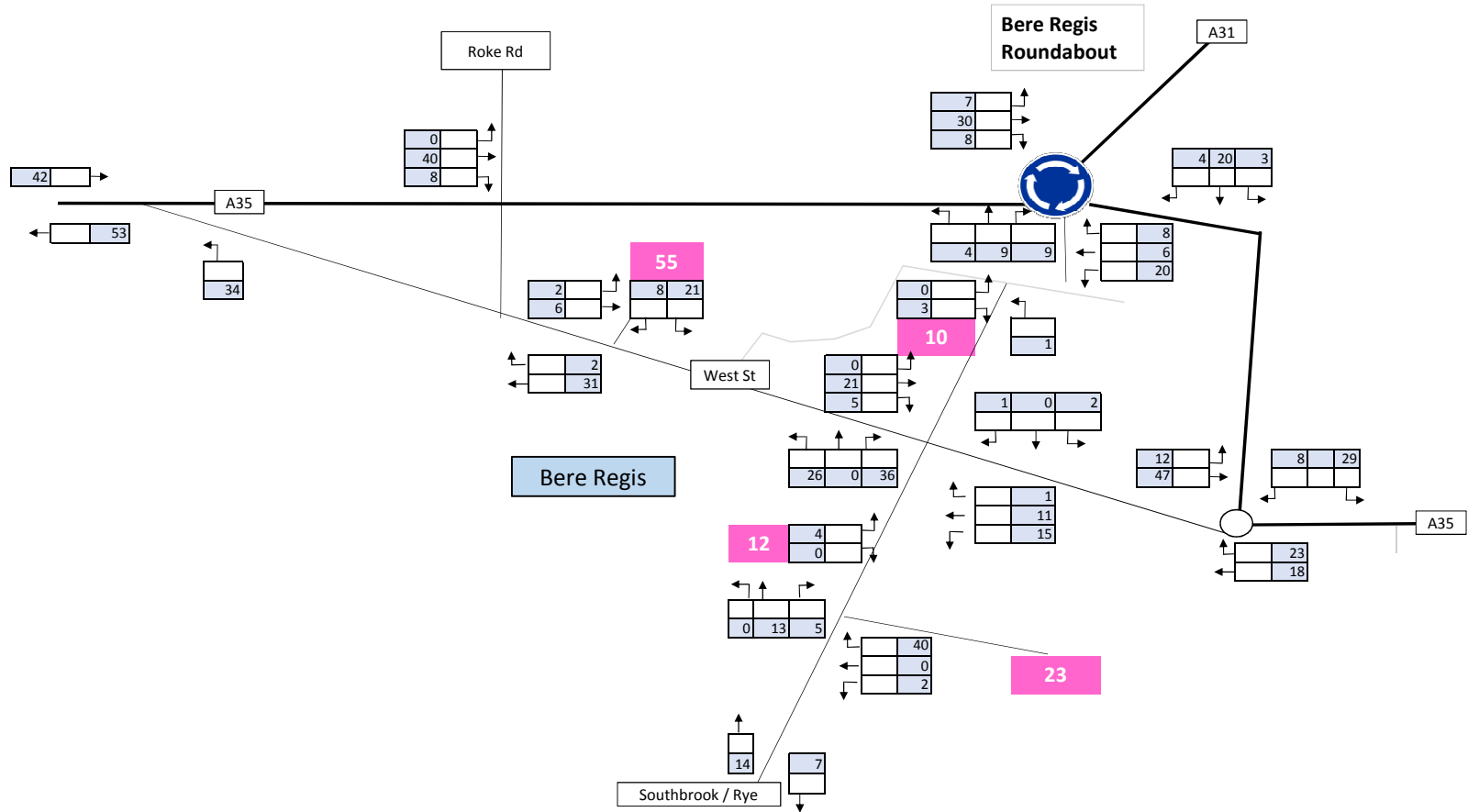
**Bere Regis Scenario a) - 77 Dwellings**  
**+ 1.9ha Employment Scenario f) + Alternative Option 2 AM**

	Distribution
	Trip Number
	Bere Regis Sites



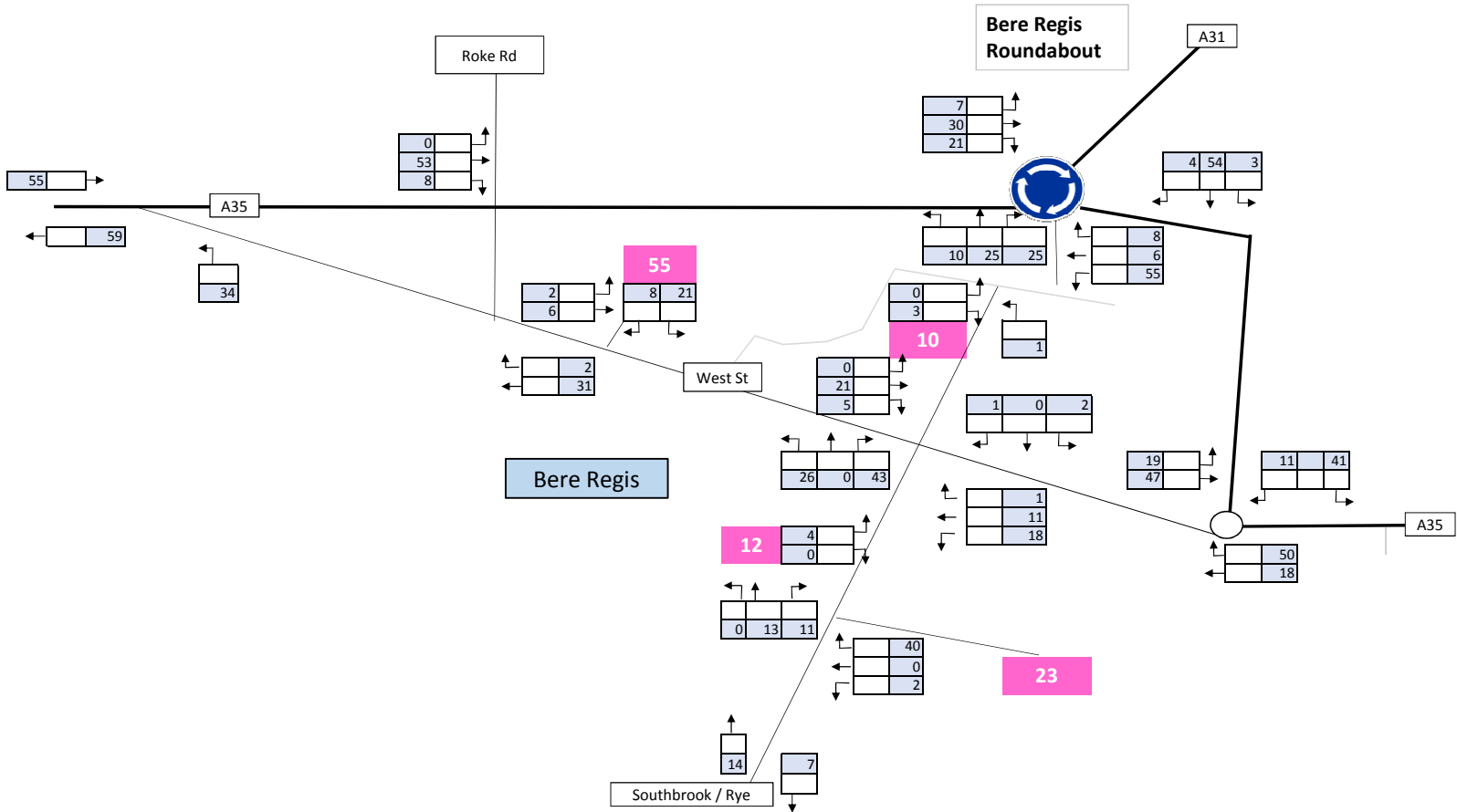
**Bere Regis Scenario a) - 77 Dwellings  
+ 0.7ha Employment Scenario e) + Alternative Option 2 AM**

	Distribution
	Trip Number
	Bere Regis Sites



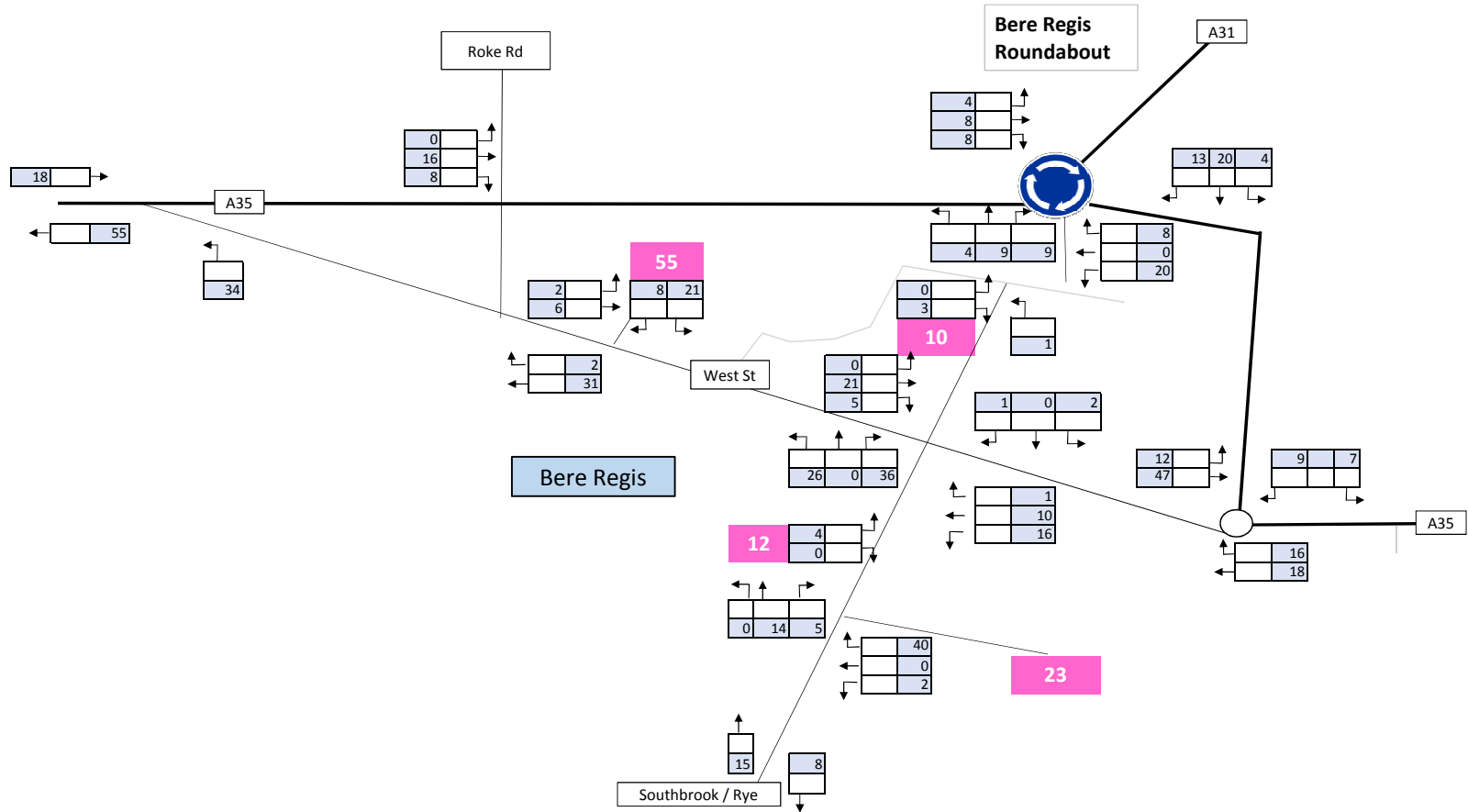
**Bere Regis Scenario a) - 77 Dwellings  
+ 1.9ha Employment Scenario f) + Alternative Option 2 AM**

	Distribution
	Trip Number
	Bere Regis Sites



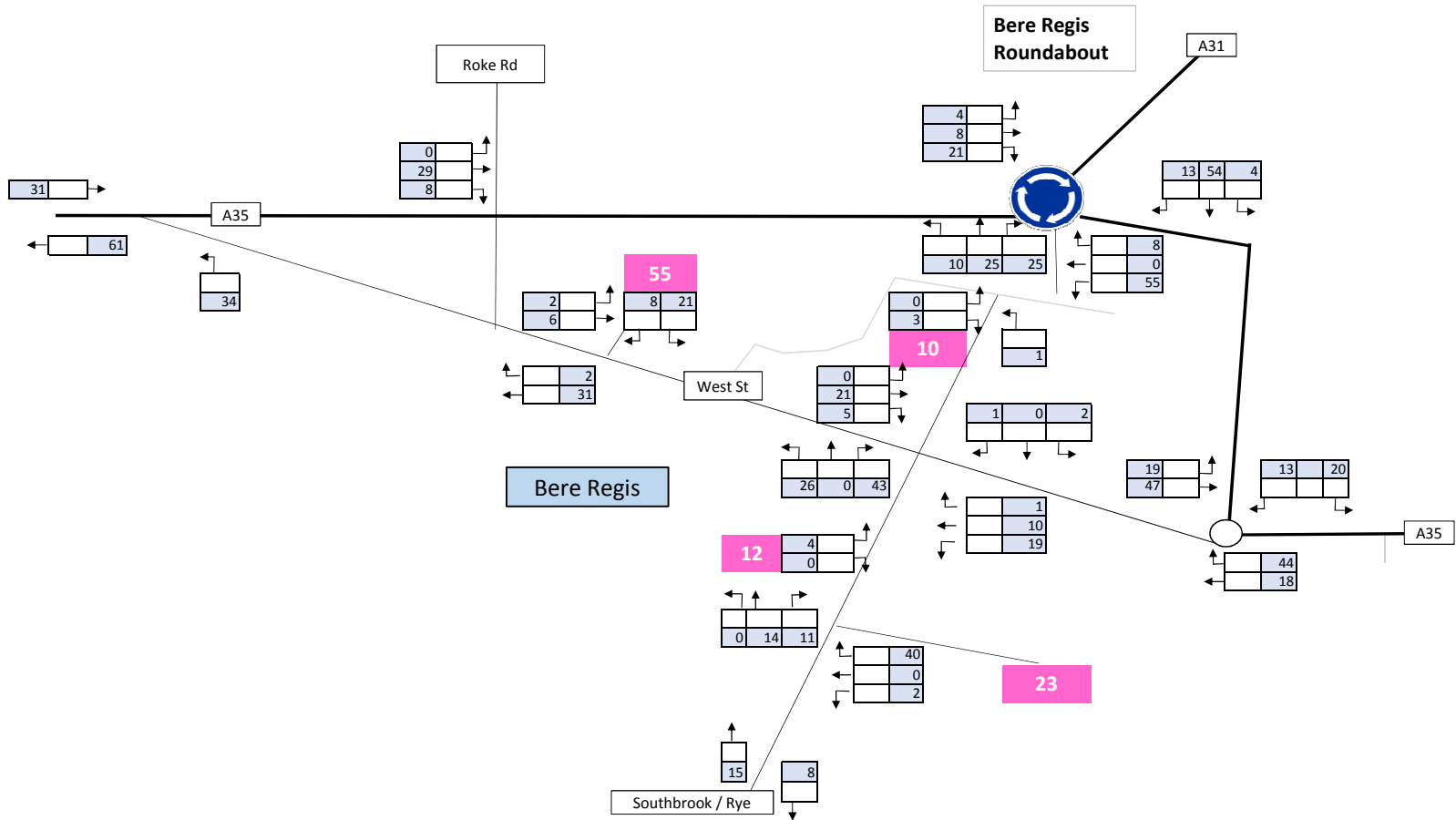
**Bere Regis Scenario a) - 77 Dwellings  
+ 0.7ha Employment Scenario e) + Alternative Option 2 AM**

	Distribution
	Trip Number
	Bere Regis Sites



**Bere Regis Scenario a) - 77 Dwellings  
+ 1.9ha Employment Scenario f) + Alternative Option 2 AM**

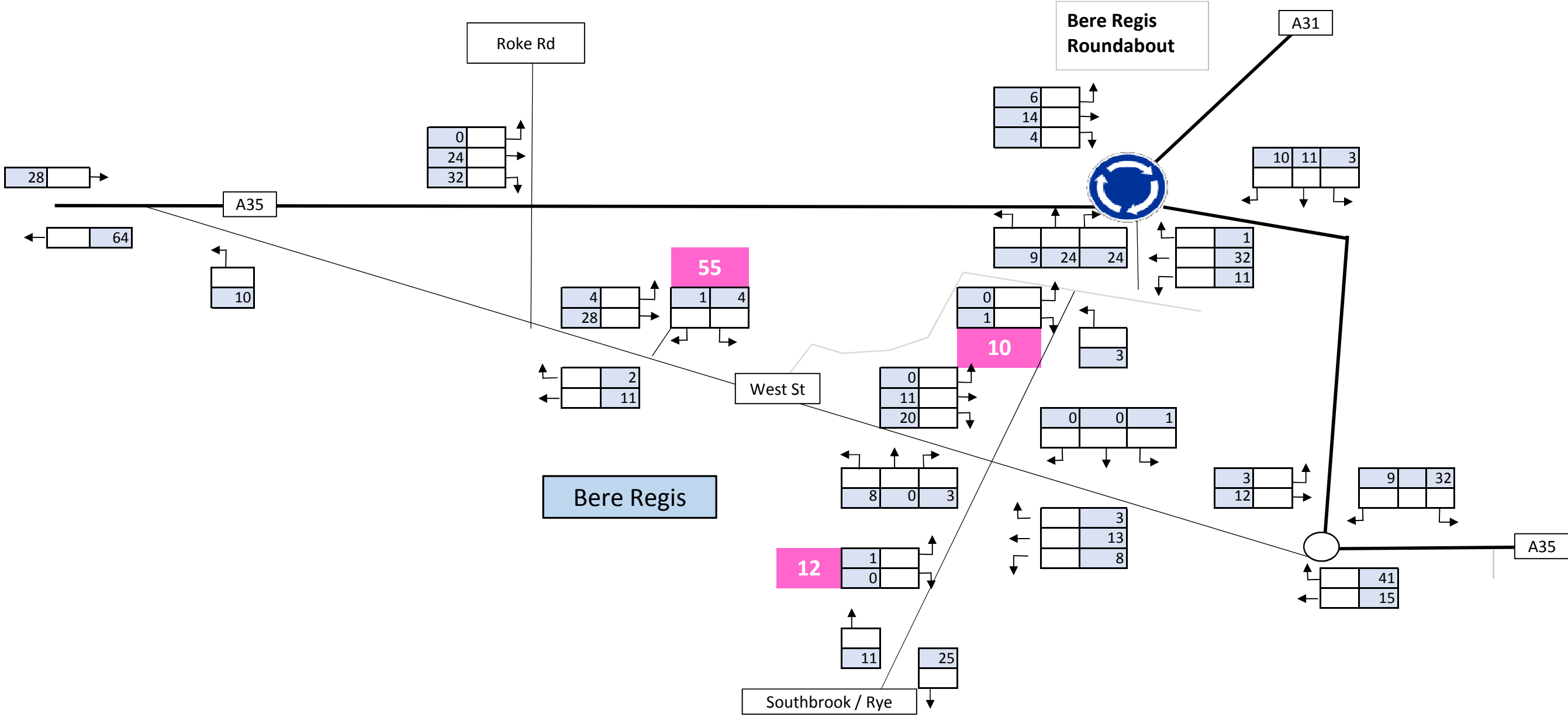
	Distribution
	Trip Number
	Bere Regis Sites





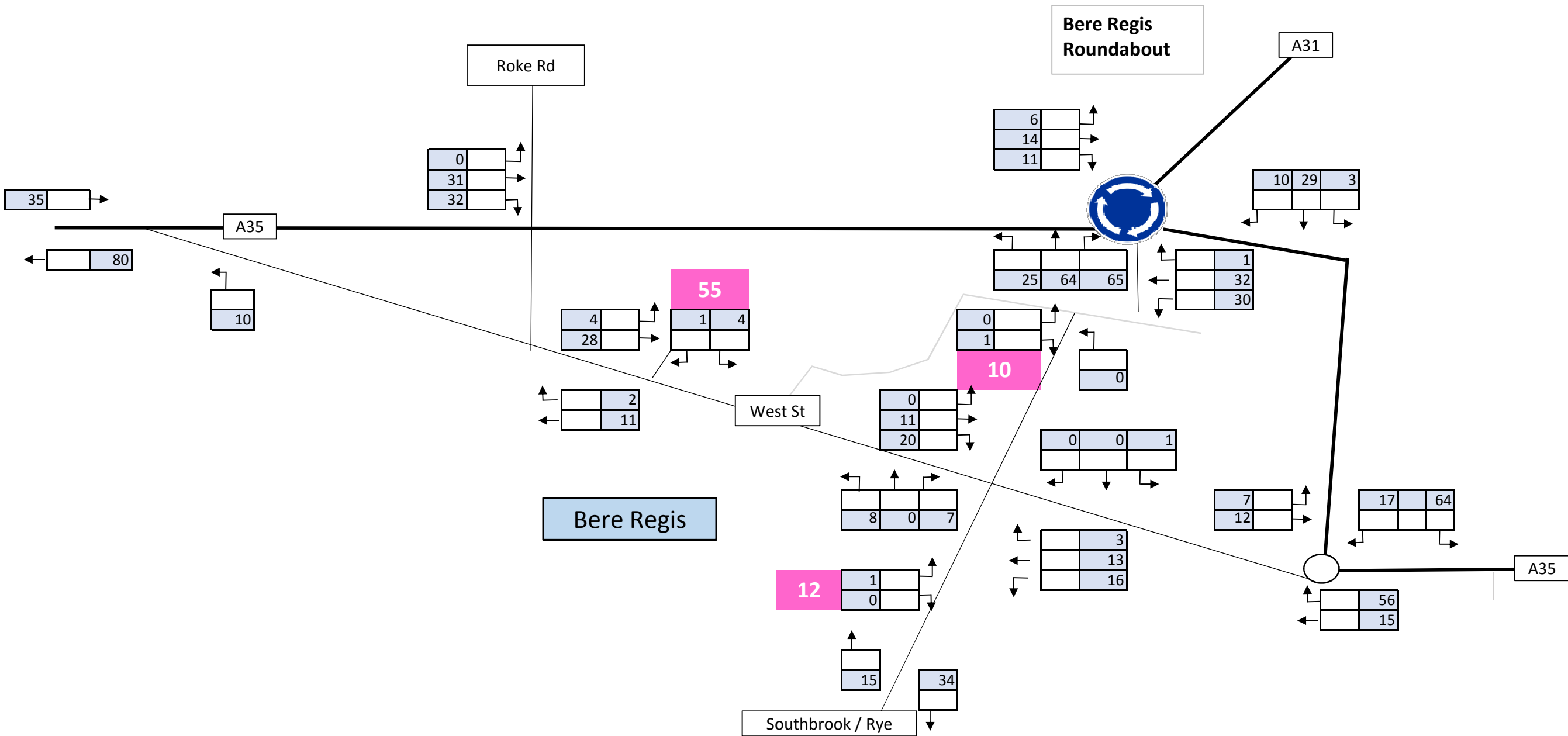
# Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 PM

	Distribution
	Trip Number
	Bere Regis Sites



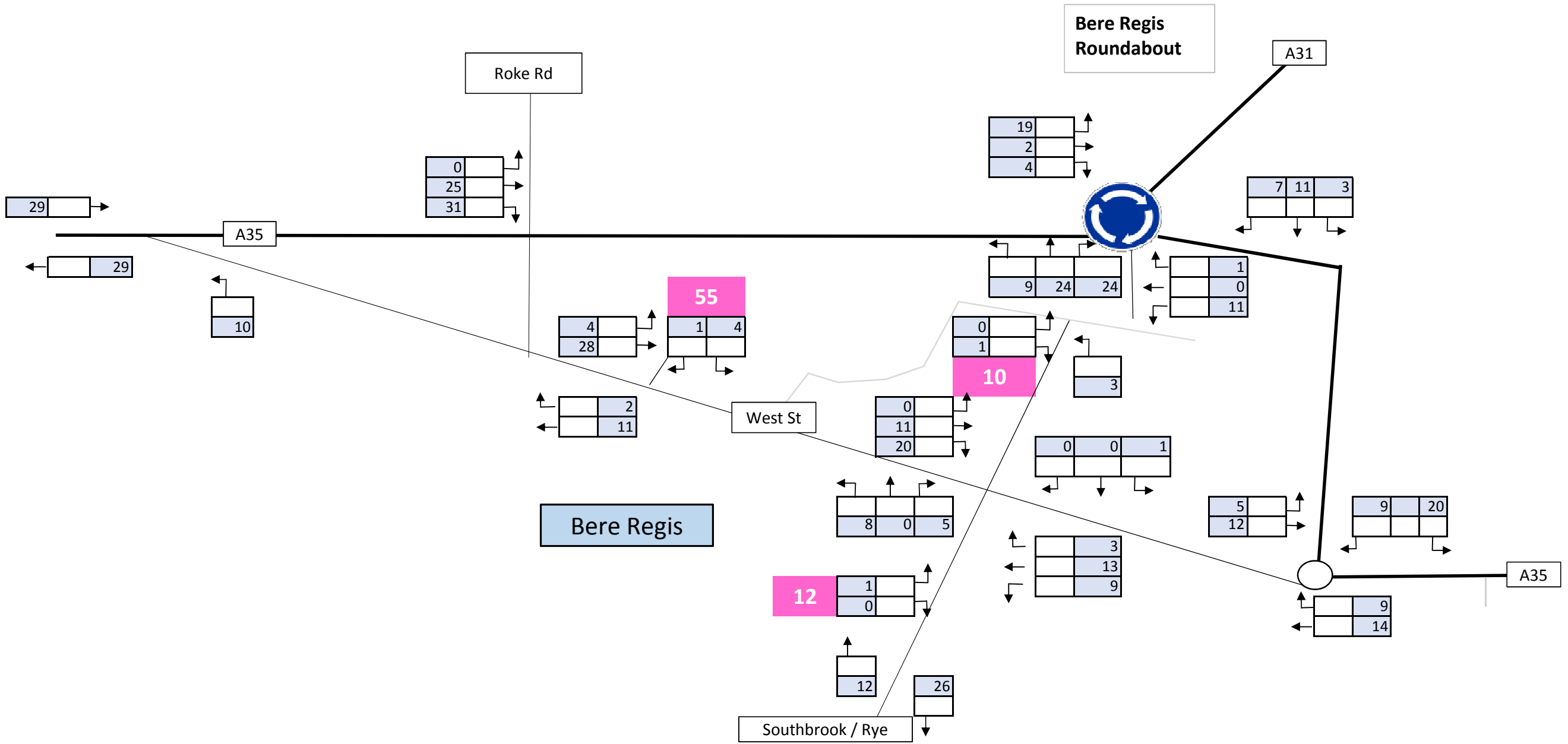
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	Distribution
	Trip Number
	Bere Regis Sites



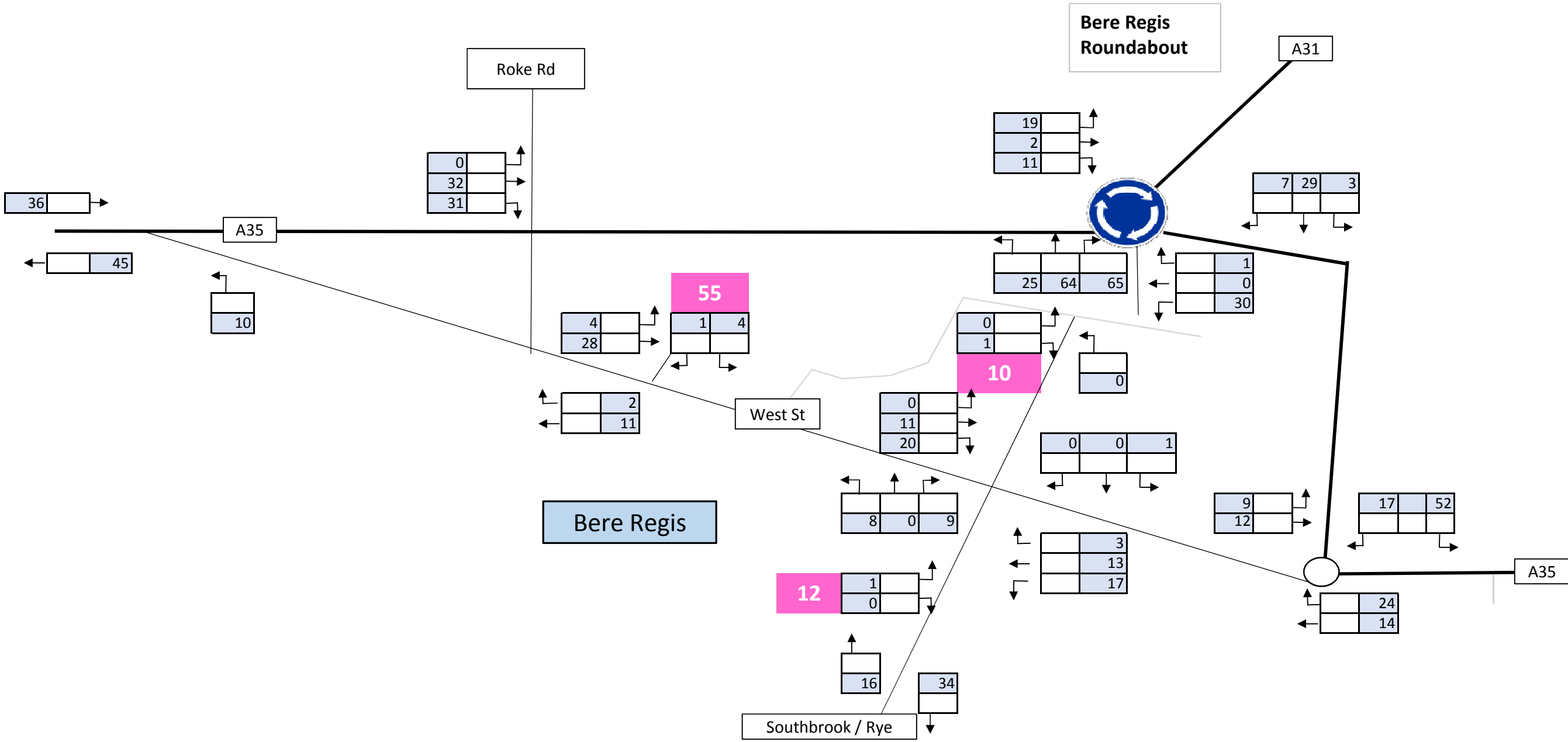
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	Distribution
	Trip Number
	Bere Regis Sites



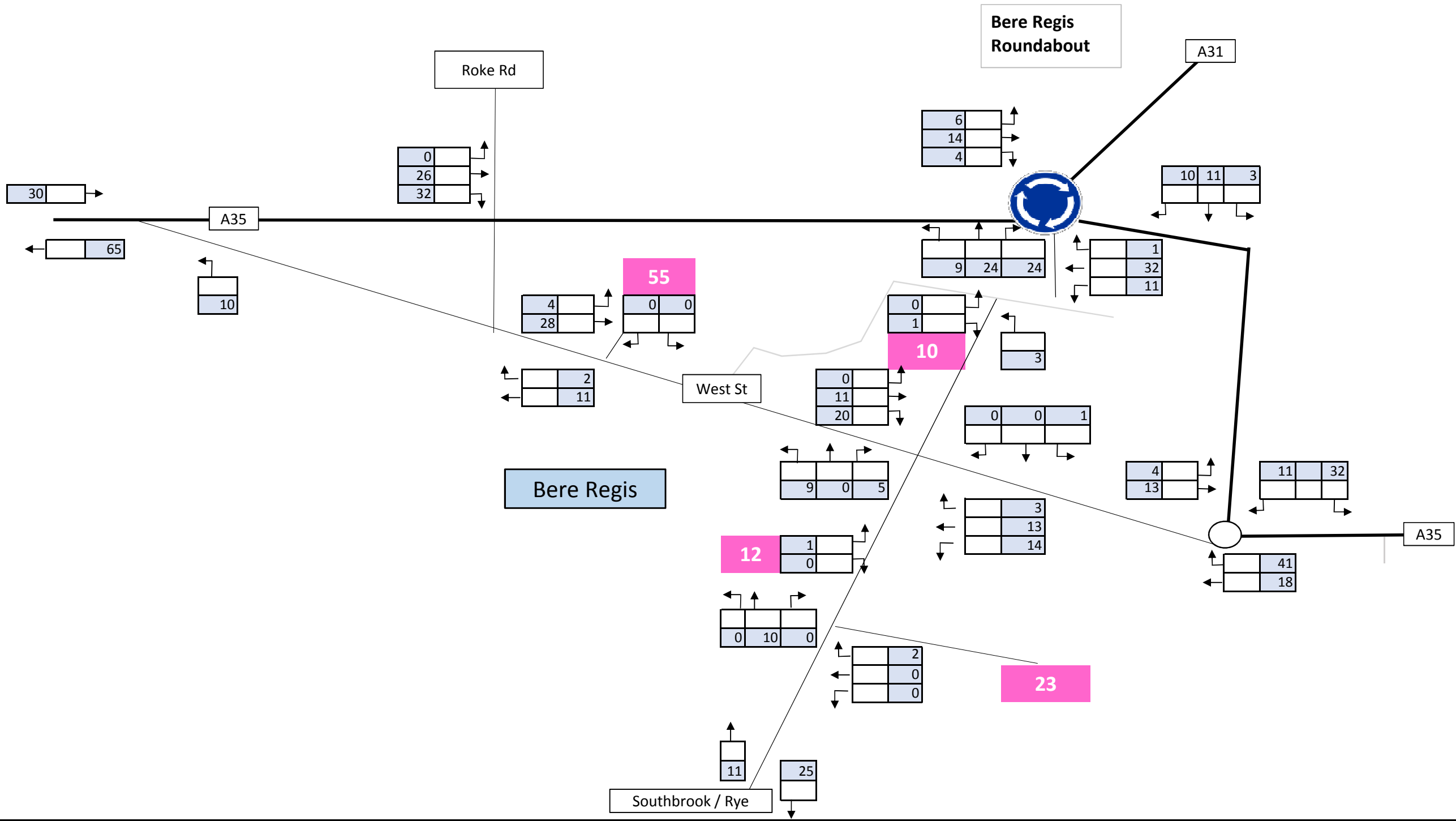
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	Distribution
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	Bere Regis Sites



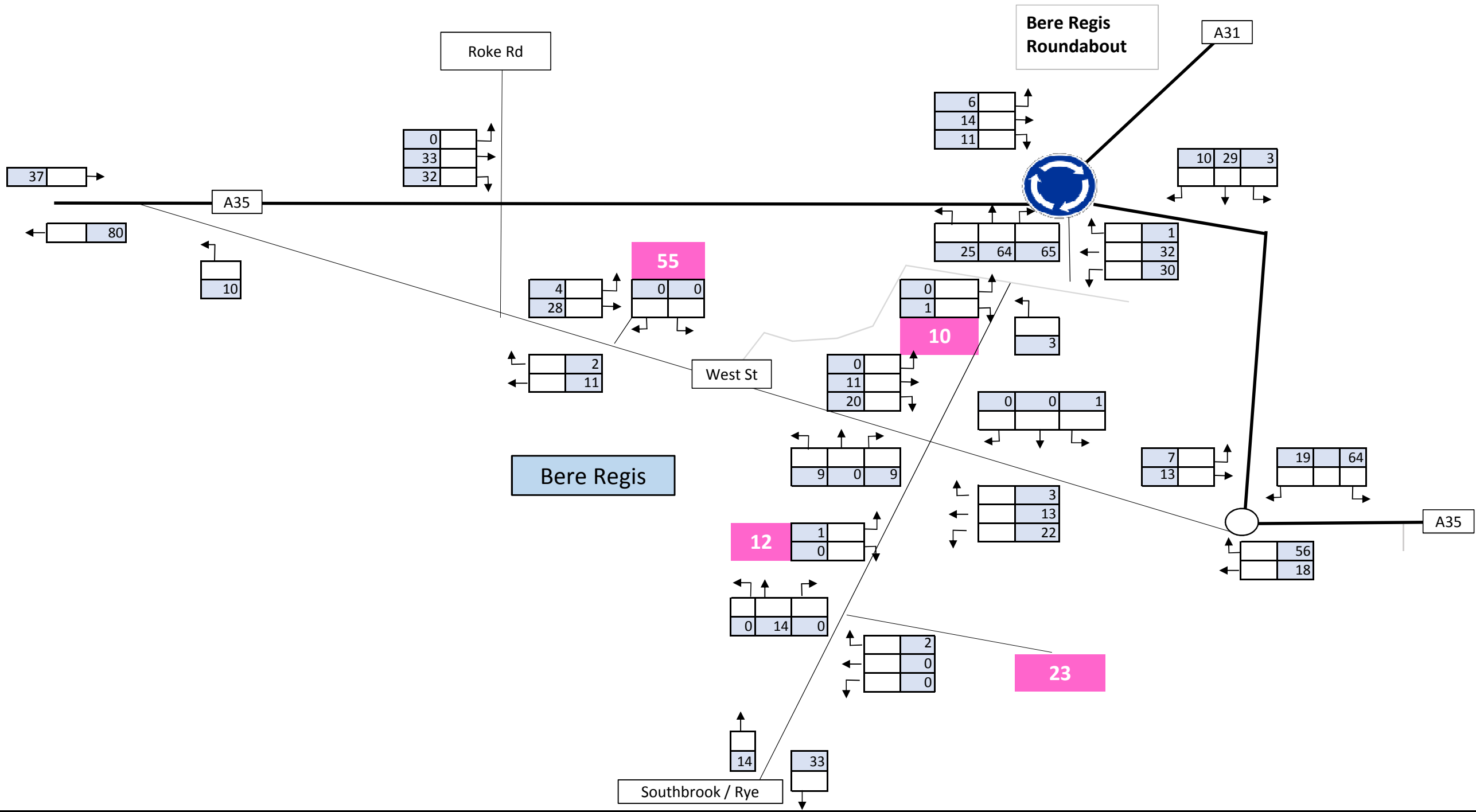
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	Distribution
	Trip Number
	Bere Regis Sites



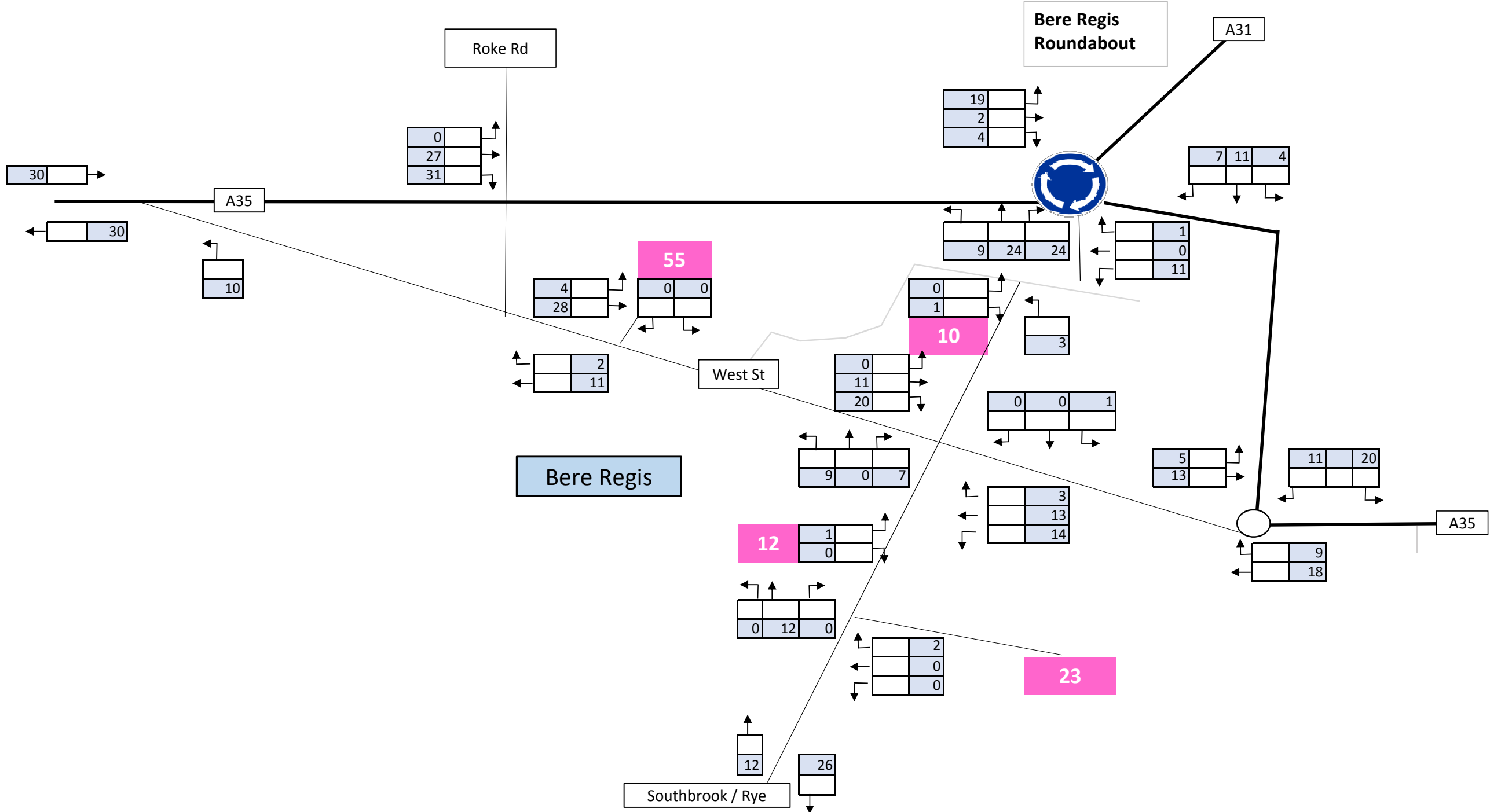
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	Distribution
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	Bere Regis Sites



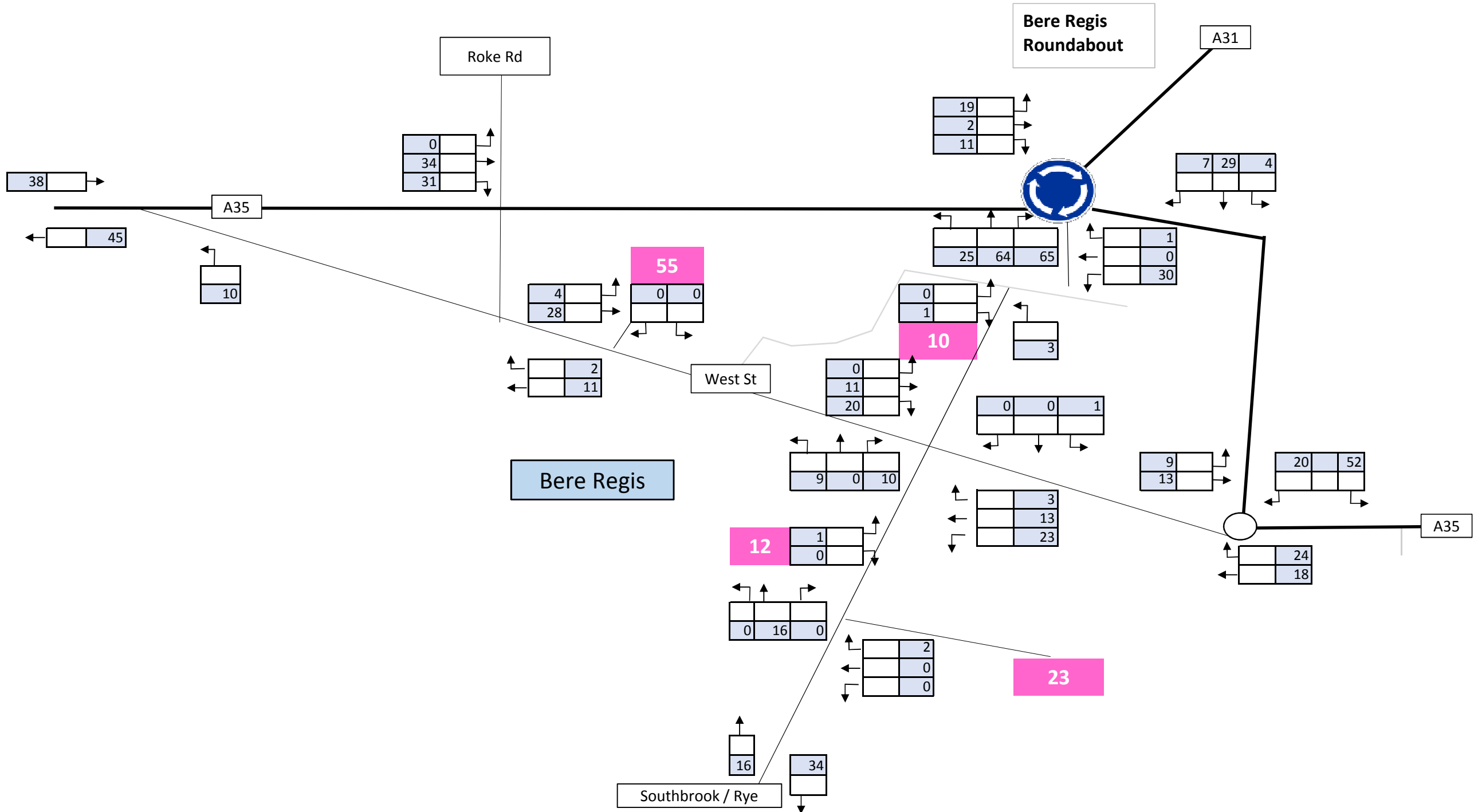
# Bere Regis Scenario b) - 100 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 3 PM

	Distribution
	Trip Number
	Bere Regis Sites



# Bere Regis Scenario b) - 100 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 3 PM

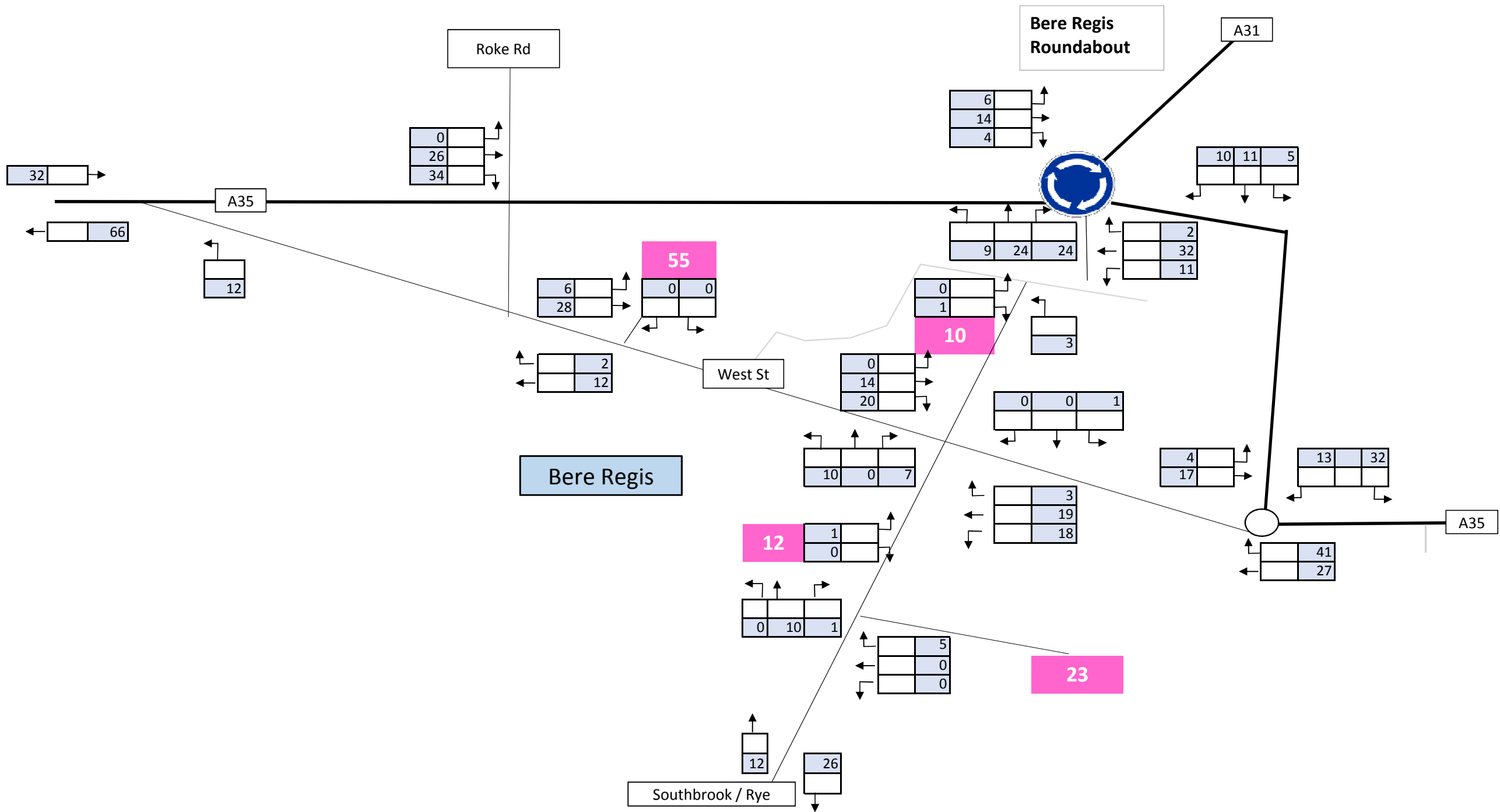
	Distribution
	Trip Number
	Bere Regis Sites





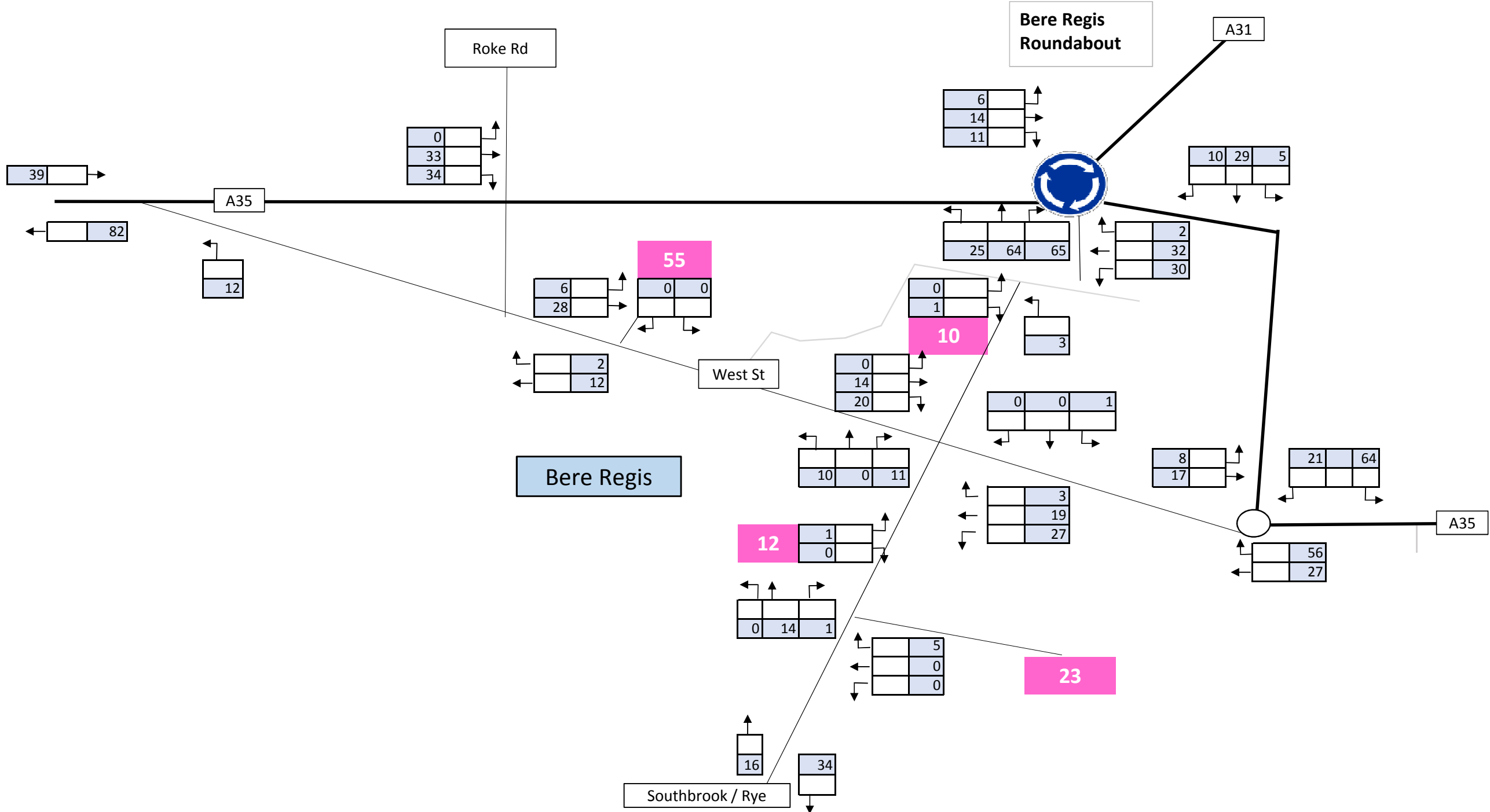
# Bere Regis Scenario c) - 166 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 PM

	Distribution
	Trip Number
	Bere Regis Sites



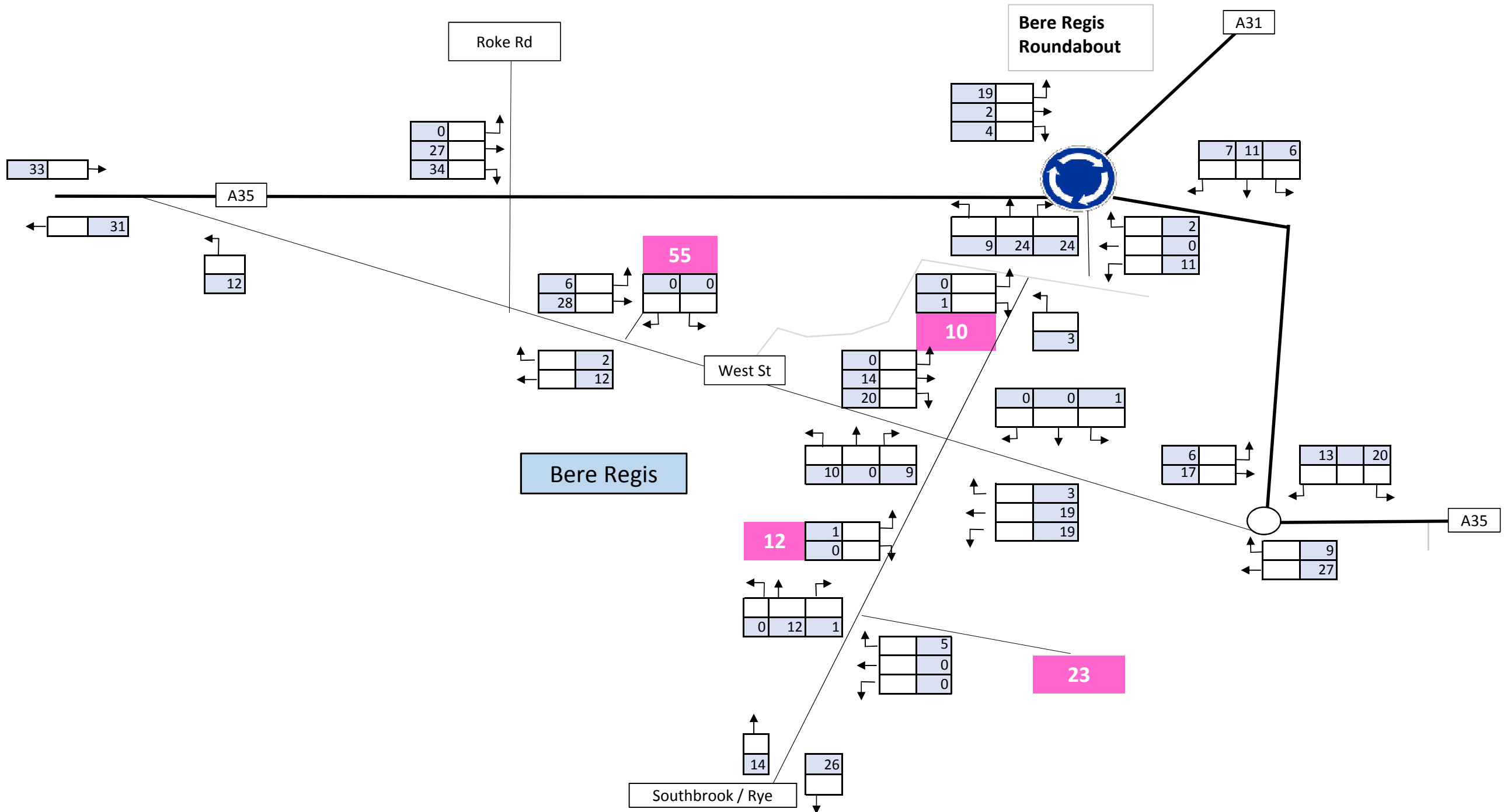
# Bere Regis Scenario c) - 166 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 PM

	Distribution
	Trip Number
	Bere Regis Sites



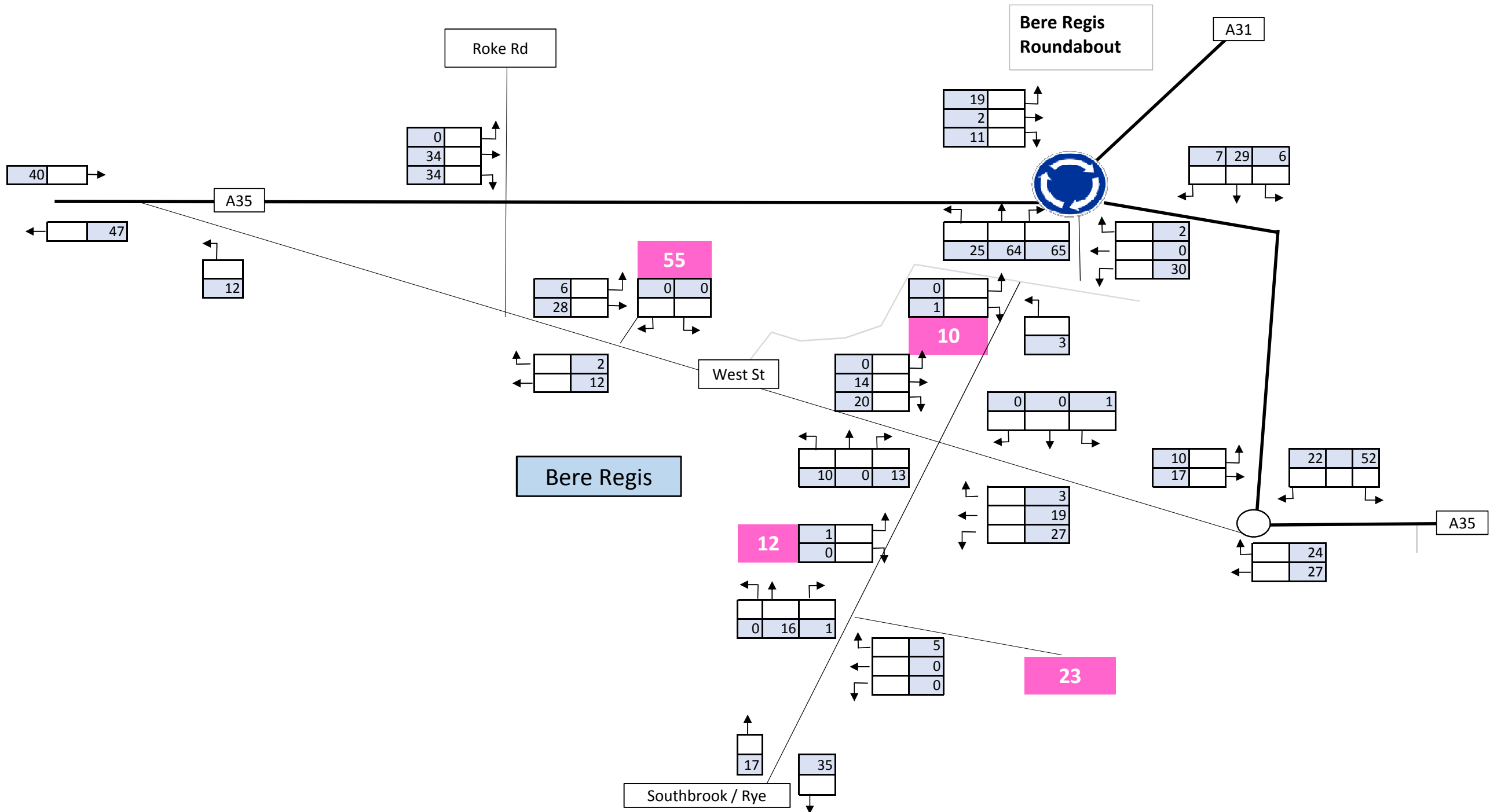
# Bere Regis Scenario c) - 166 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 3 PM

	Distribution
	Trip Number
	Bere Regis Sites



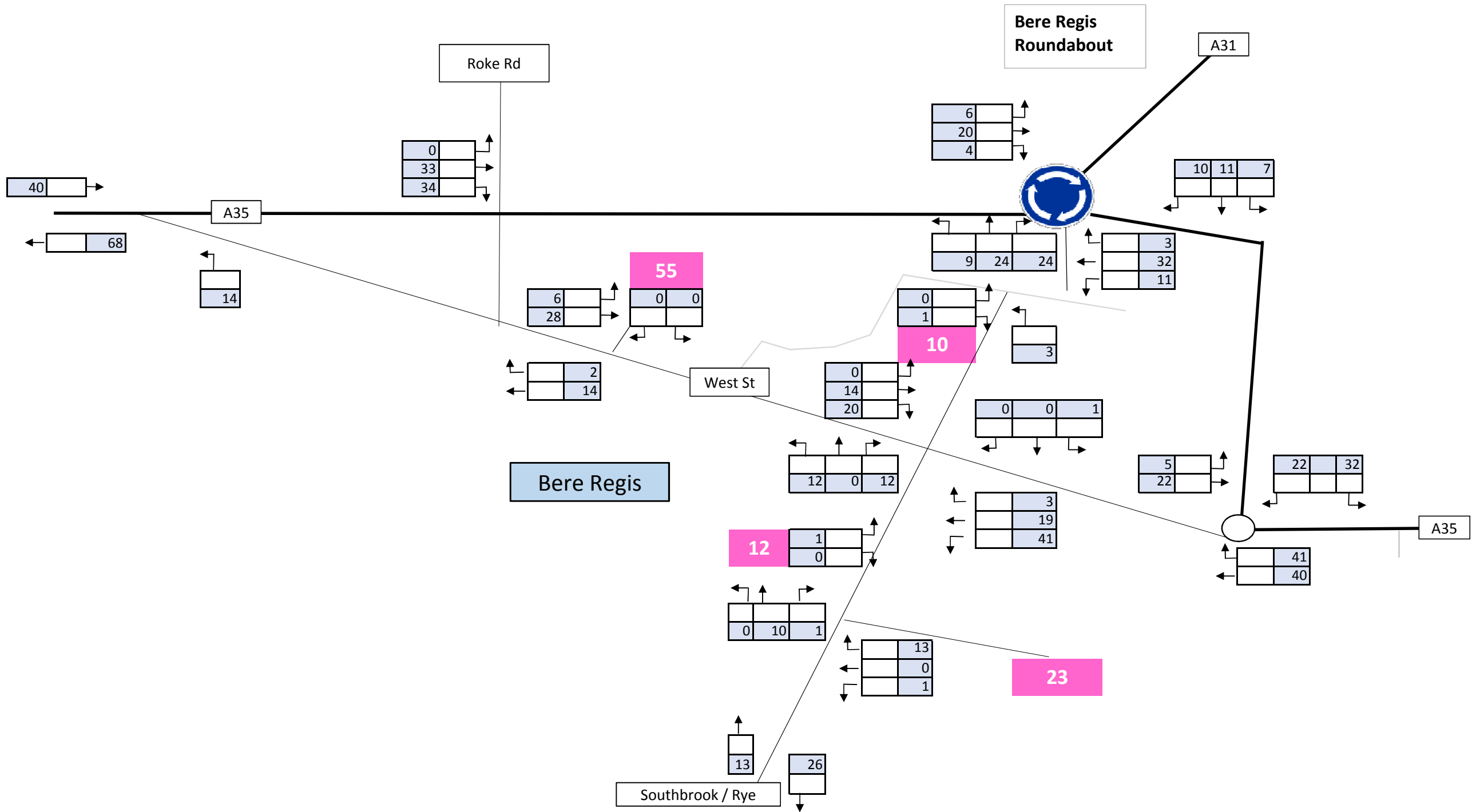
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	Distribution
	Trip Number
	Bere Regis Sites



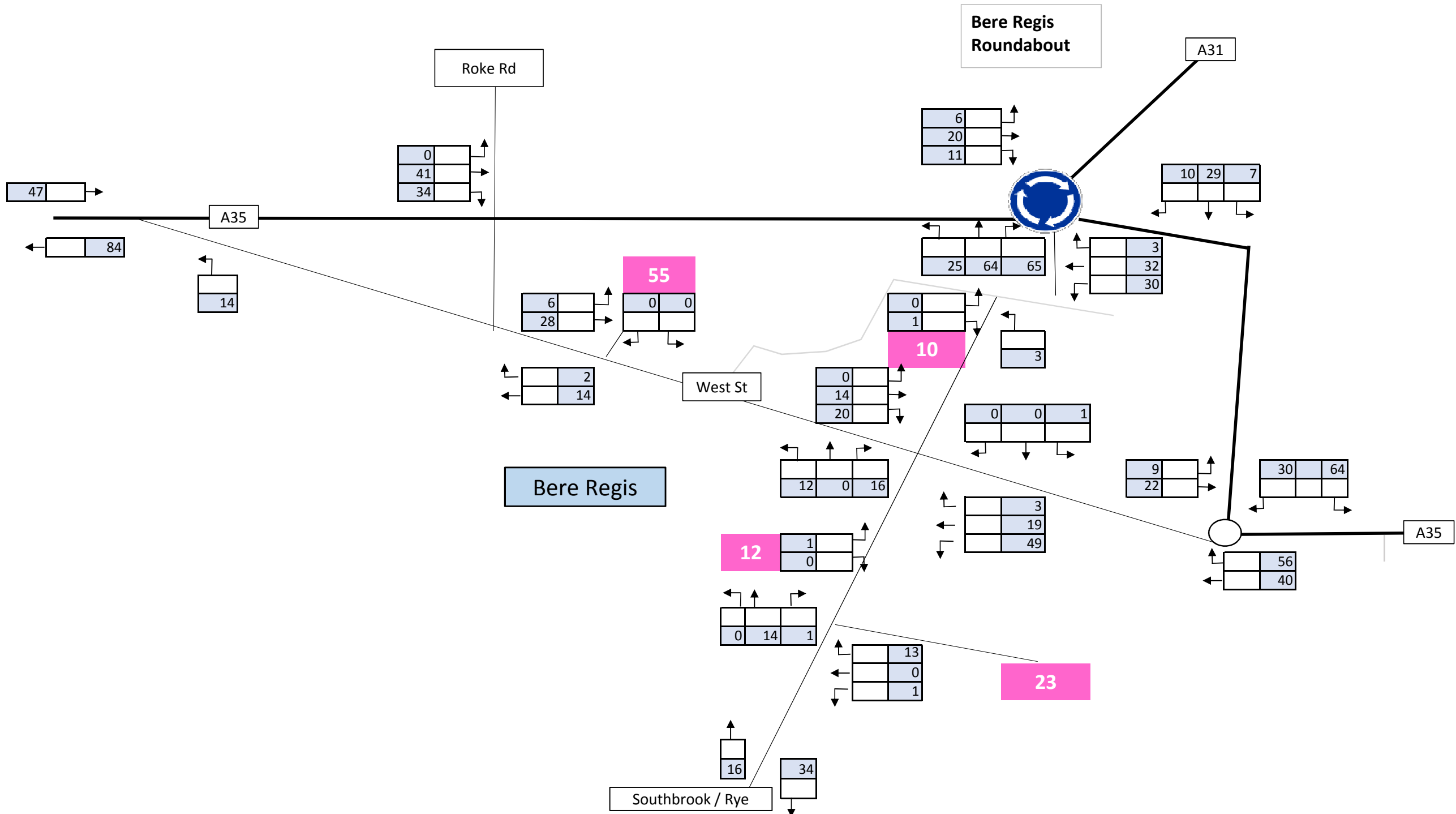
# Bere Regis Scenario d) - 244 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 PM

	Distribution
	Trip Number
	Bere Regis Sites



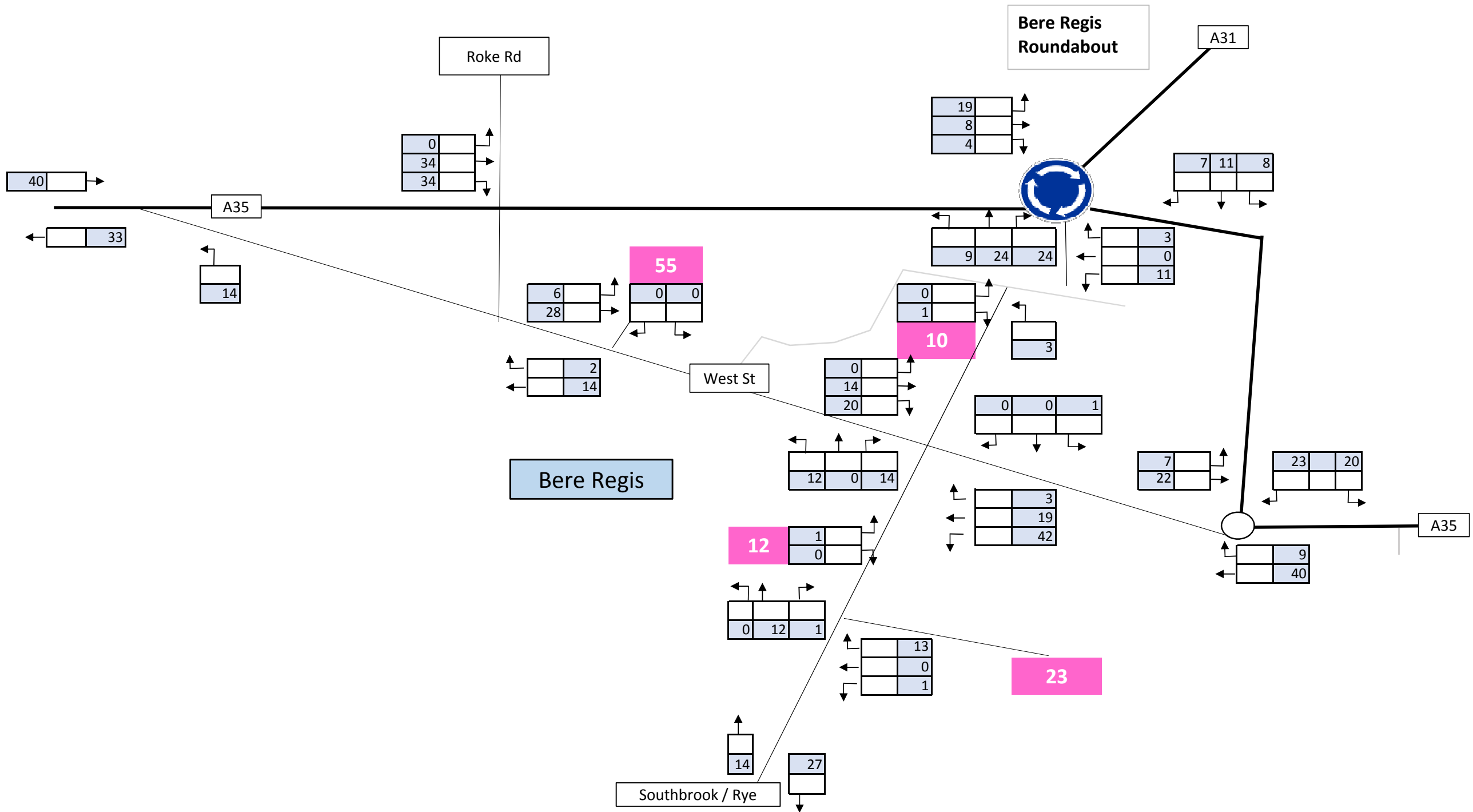
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	Bere Regis Sites



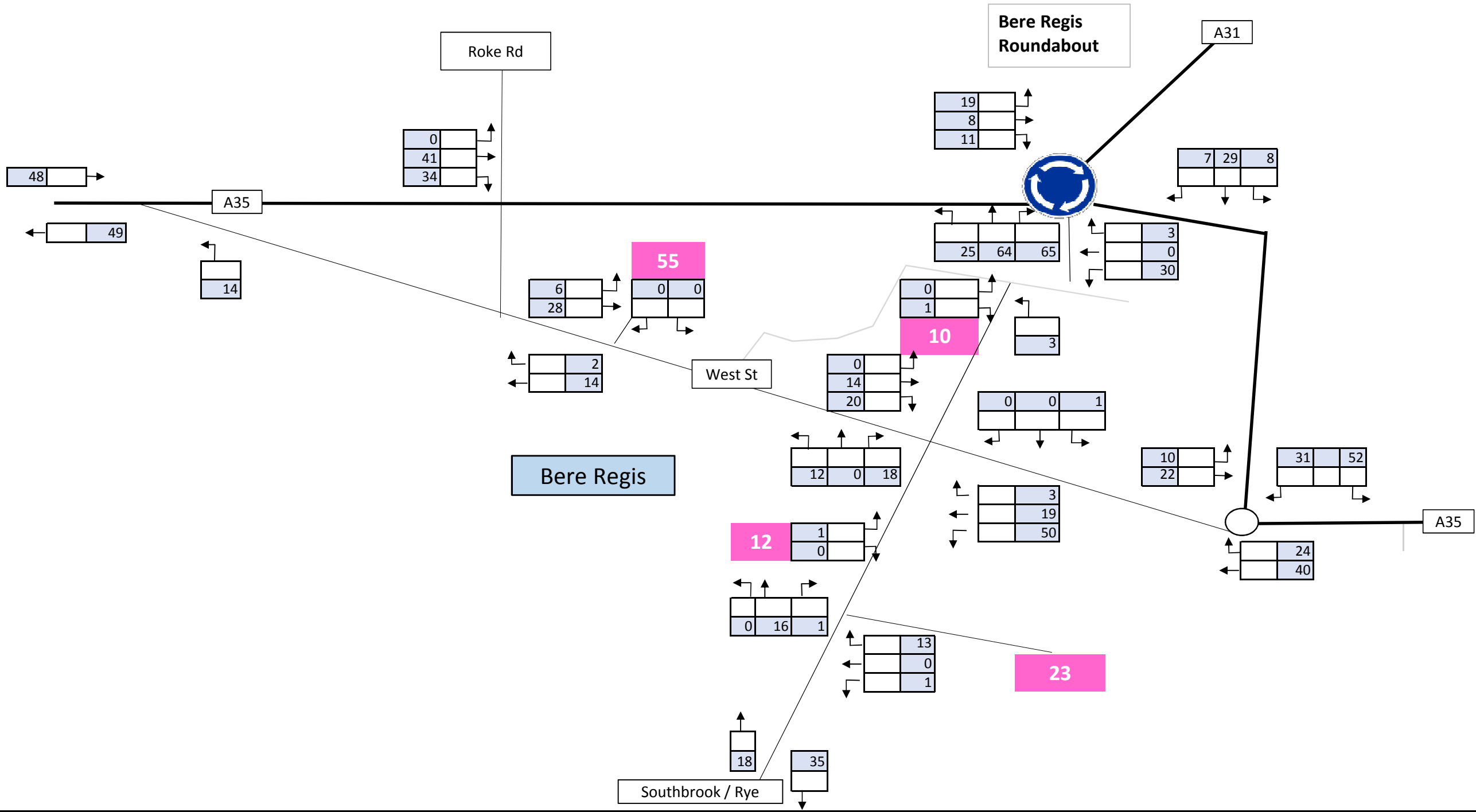
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	Bere Regis Sites



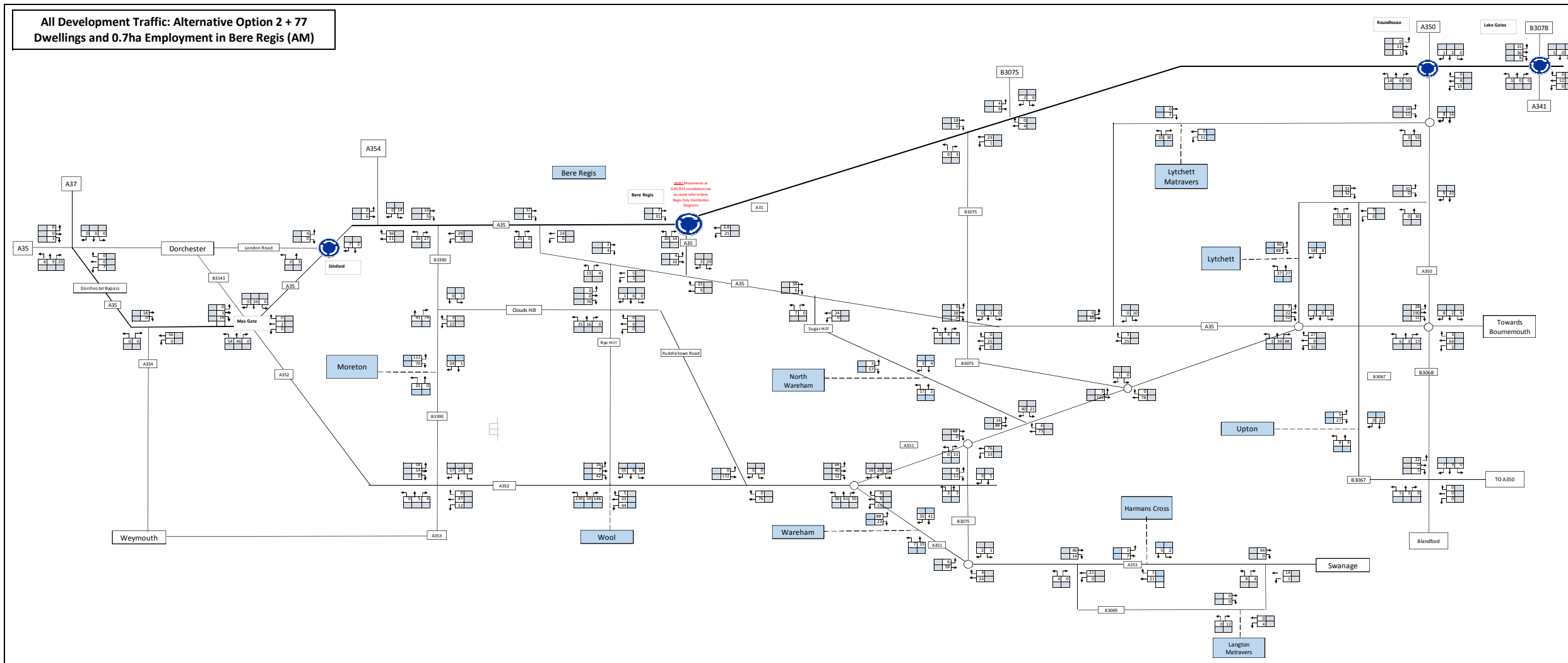
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	Distribution
	Trip Number
	Bere Regis Sites

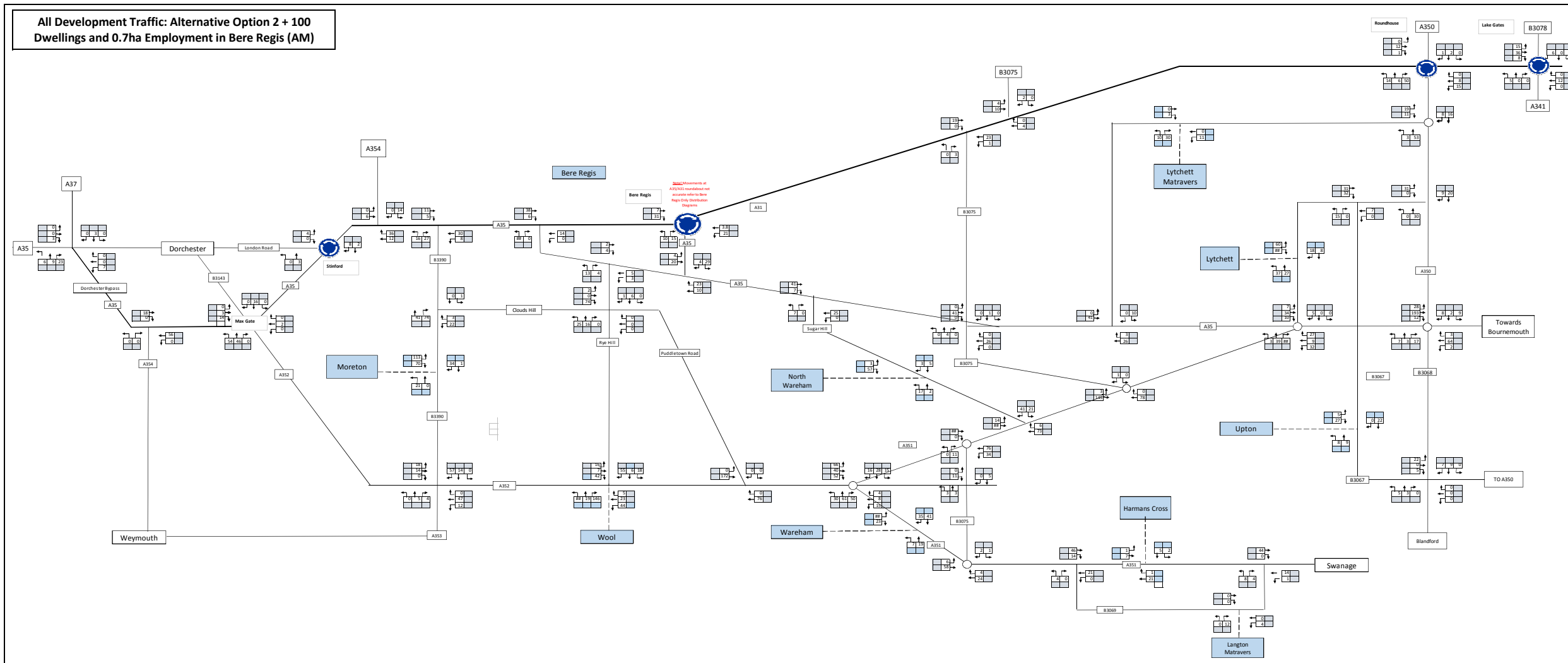




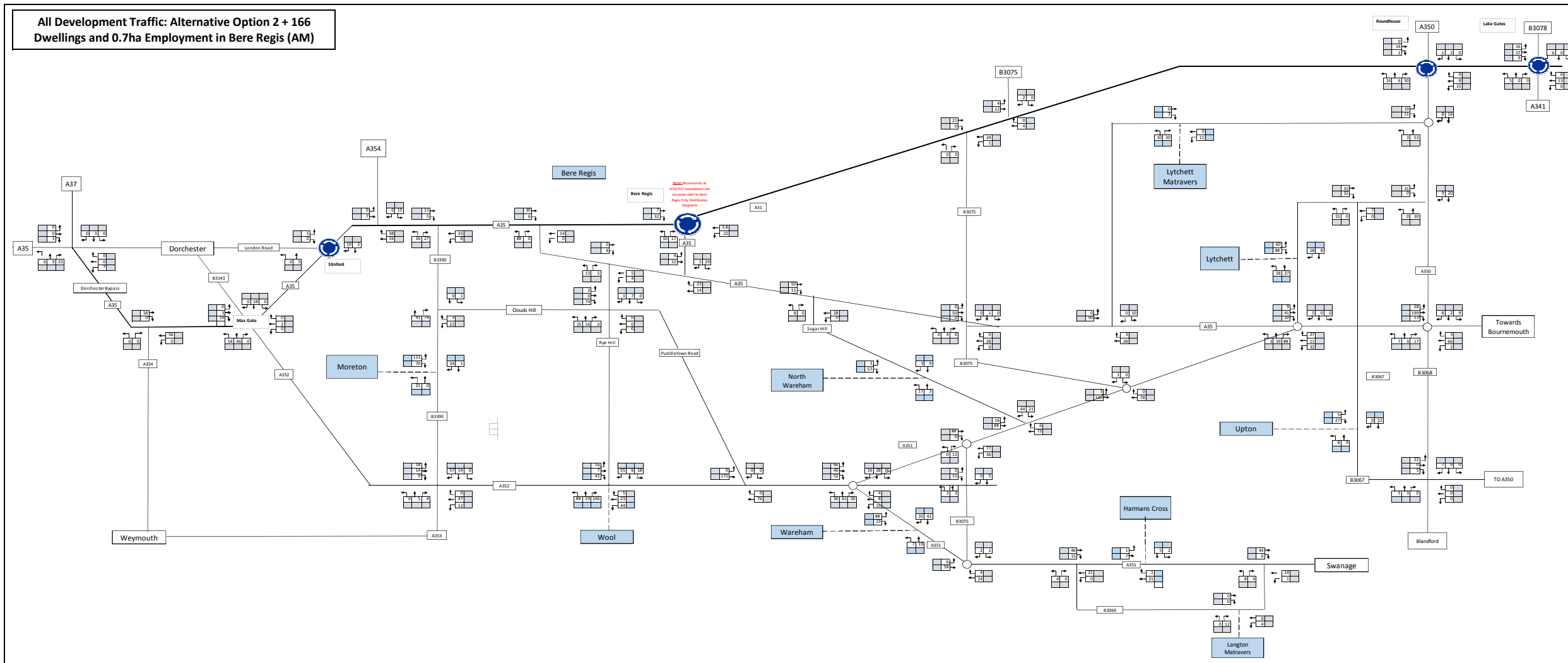
All Development Traffic: Alternative Option 2 + 77 Dwellings and 0.7ha Employment in Bere Regis (AM)



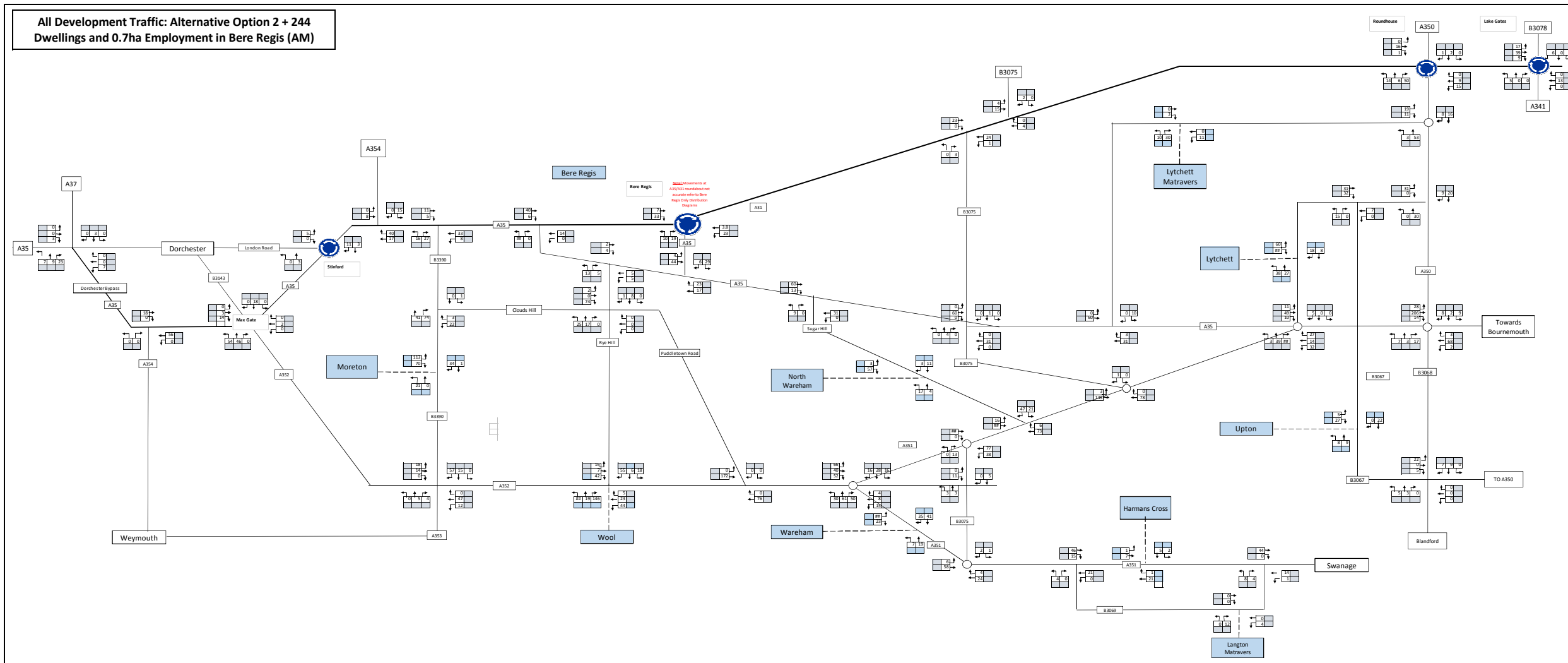
All Development Traffic: Alternative Option 2 + 100 Dwellings and 0.7ha Employment in Bere Regis (AM)



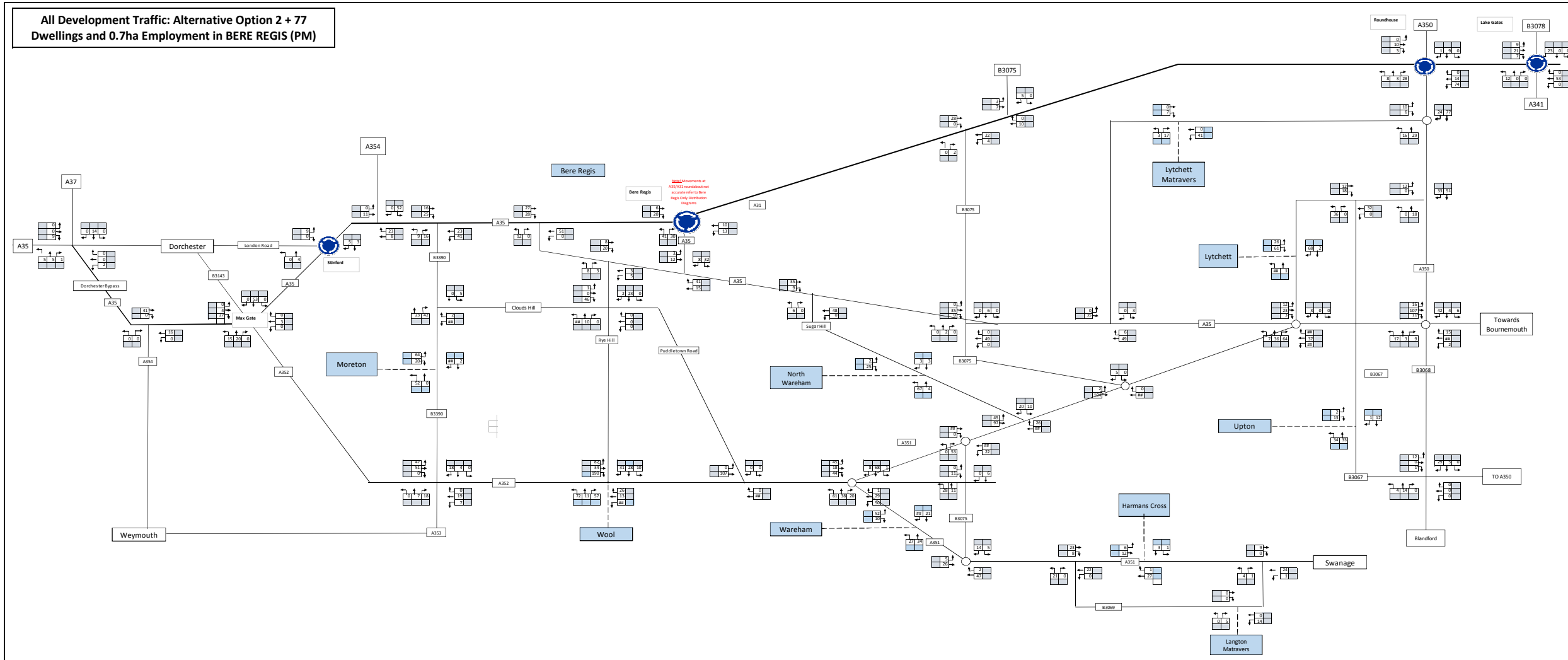
All Development Traffic: Alternative Option 2 + 166 Dwellings and 0.7ha Employment in Bere Regis (AM)



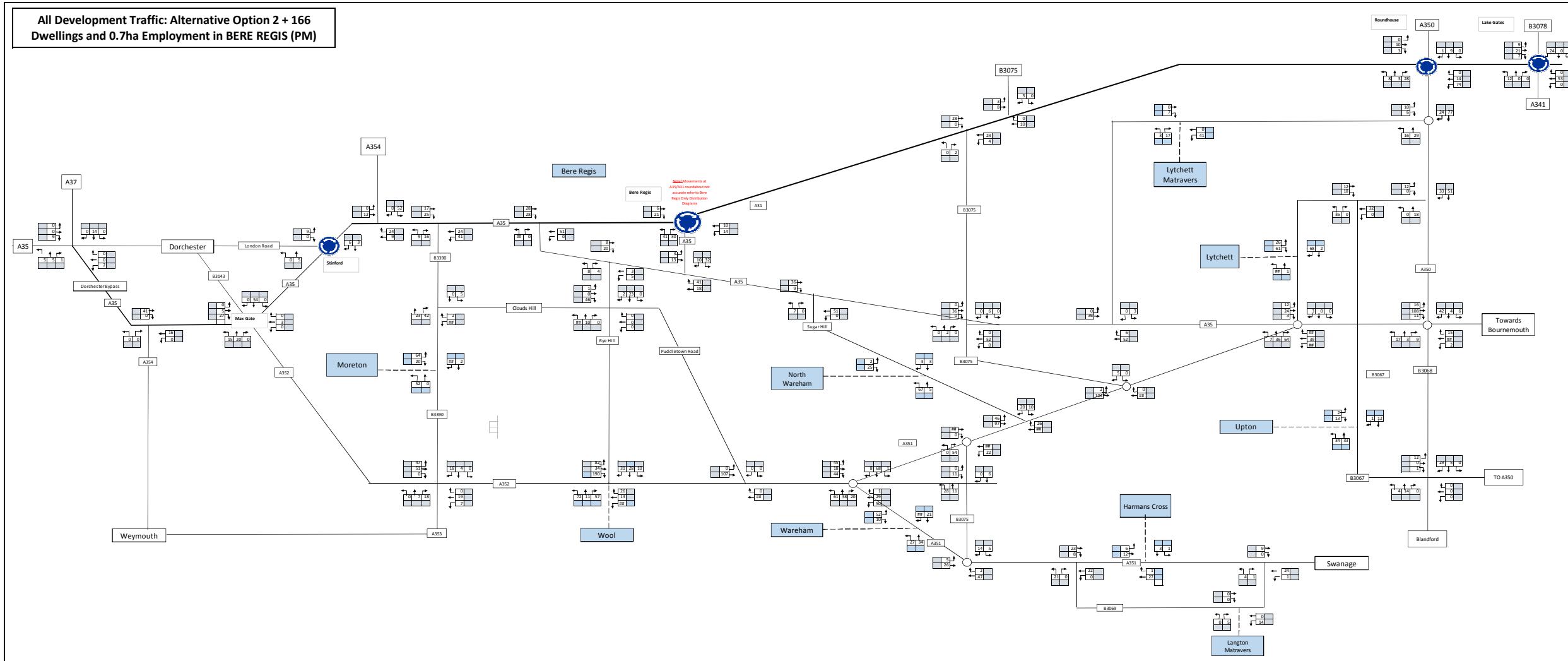
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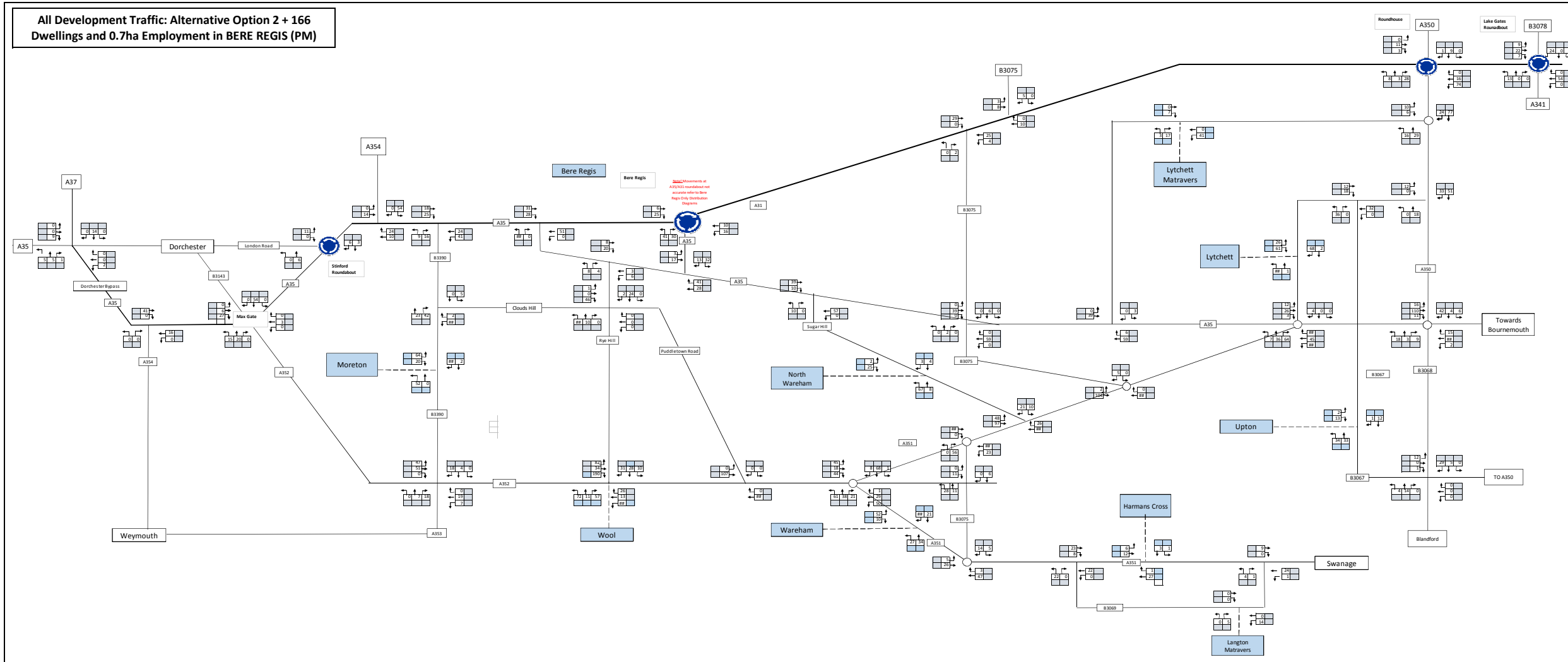
**All Development Traffic: Alternative Option 2 + 77  
Dwellings and 0.7ha Employment in BERE REGIS (PM)**



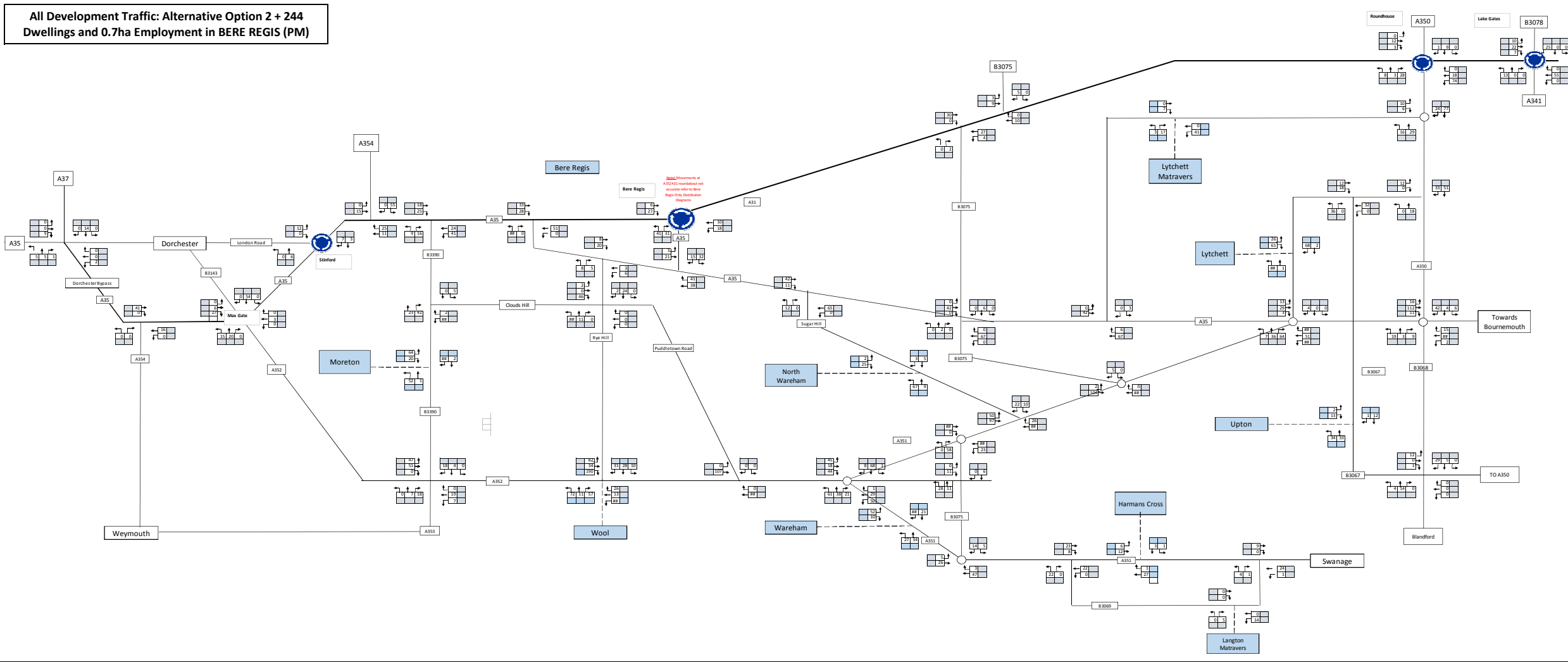
All Development Traffic: Alternative Option 2 + 166 Dwellings and 0.7ha Employment in BERE REGIS (PM)



All Development Traffic: Alternative Option 2 + 166 Dwellings and 0.7ha Employment in BERE REGIS (PM)

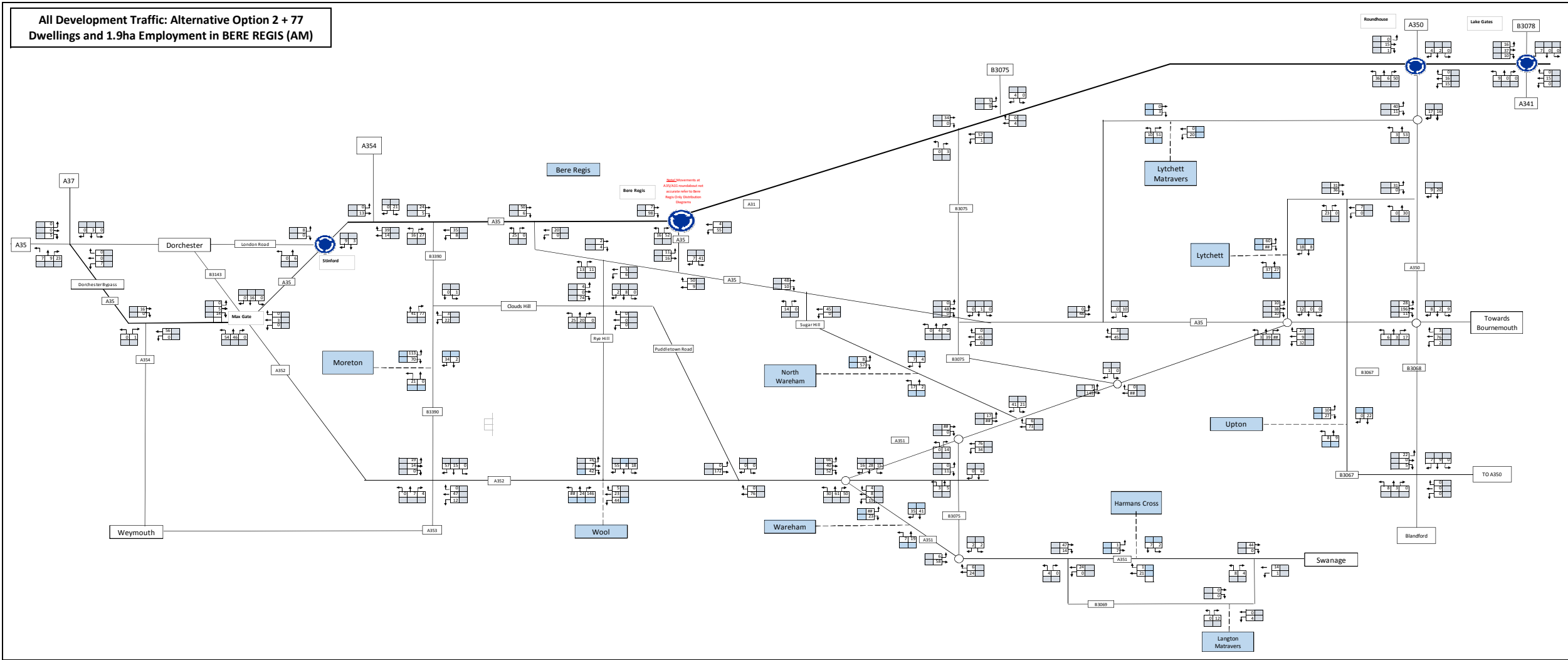


**All Development Traffic: Alternative Option 2 + 244 Dwellings and 0.7ha Employment in BERE REGIS (PM)**

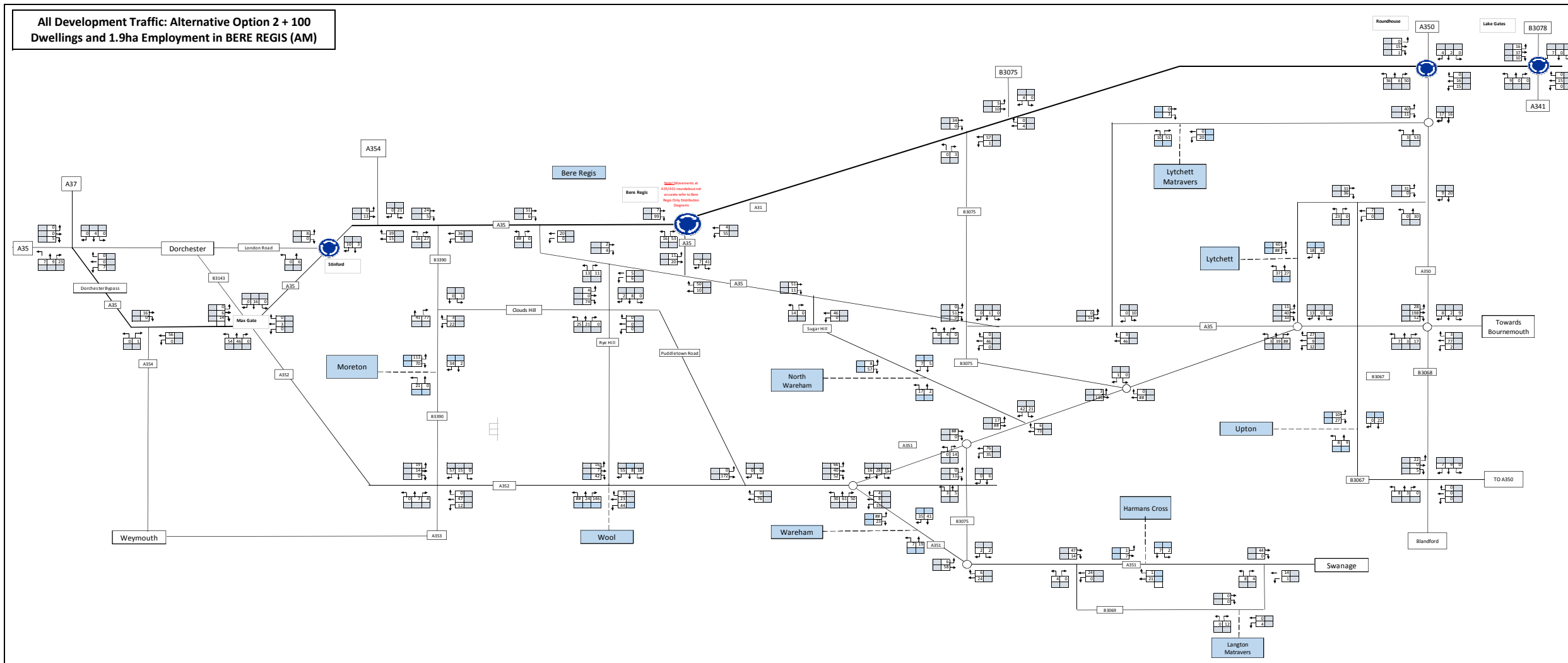




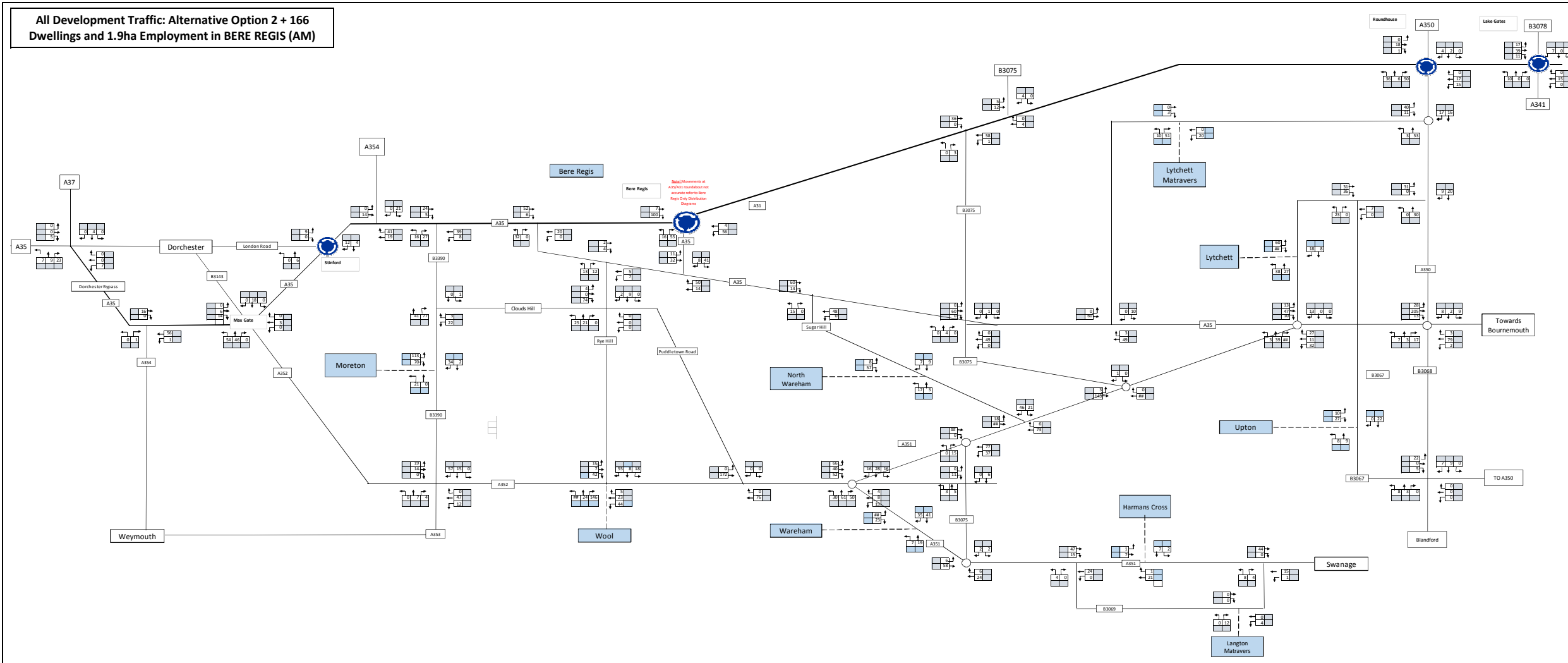
All Development Traffic: Alternative Option 2 + 77  
Dwellings and 1.9ha Employment in BERE REGIS (AM)



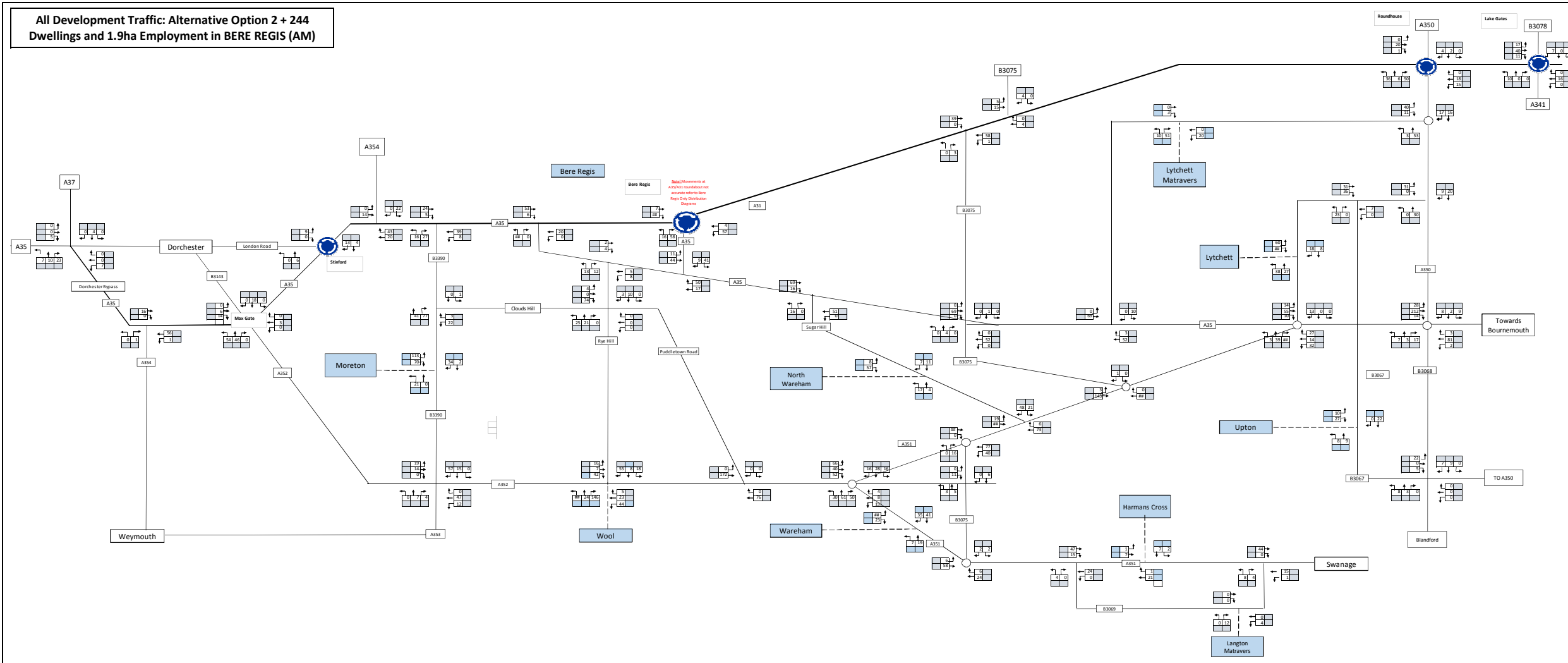
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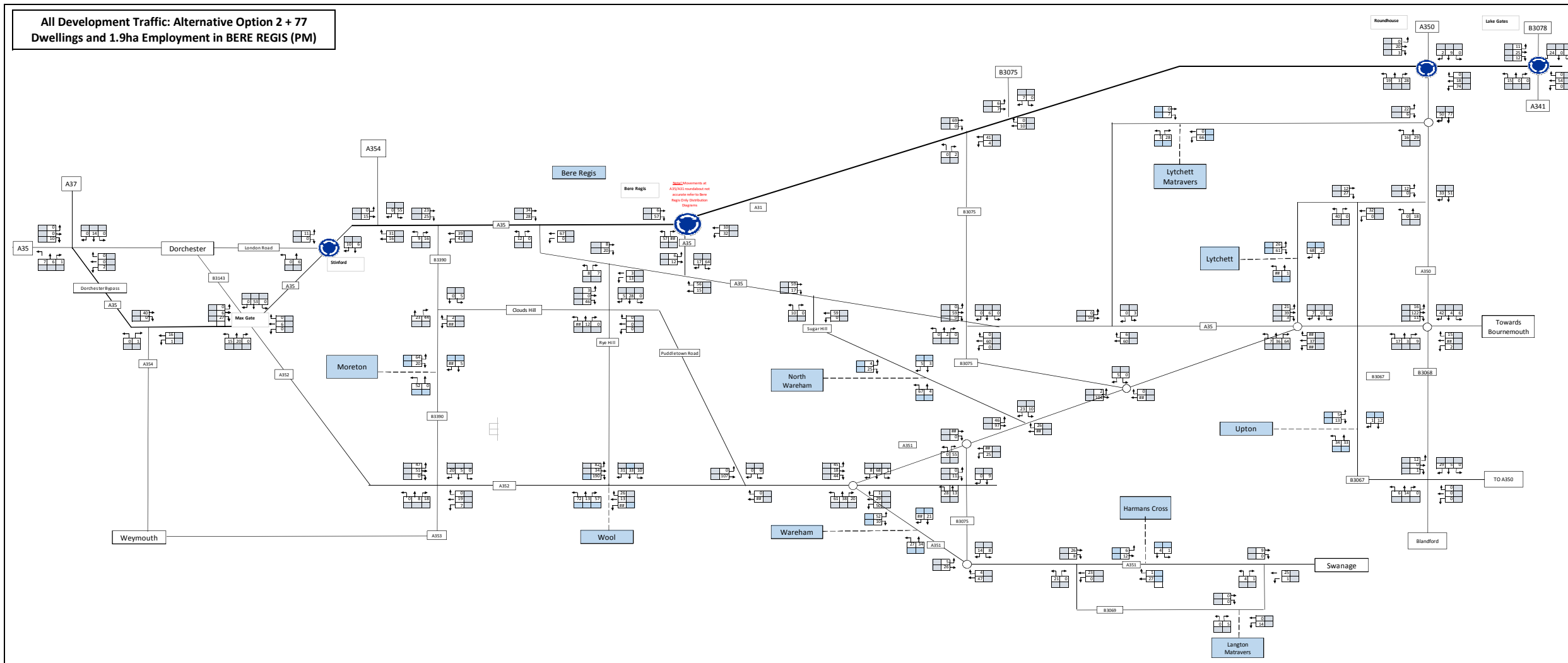
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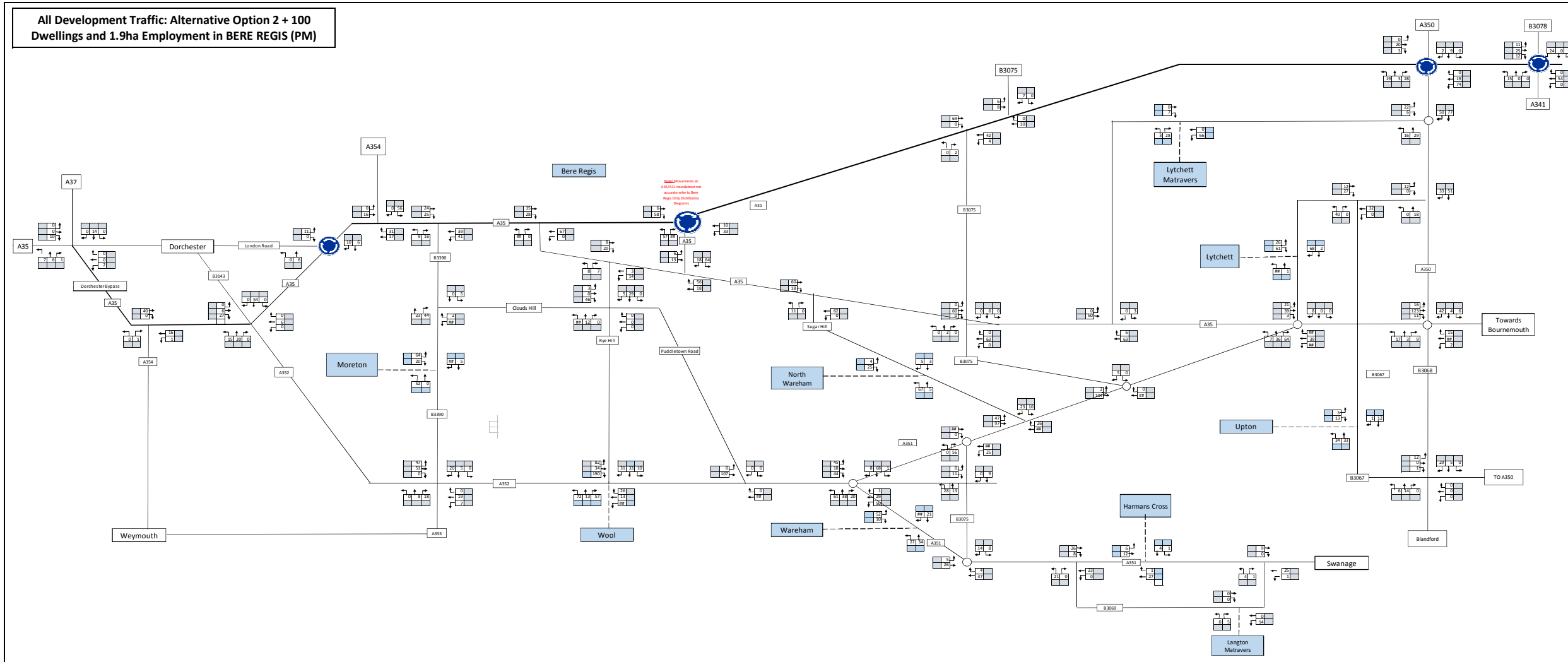
**All Development Traffic: Alternative Option 2 + 244 Dwellings and 1.9ha Employment in BERE REGIS (AM)**



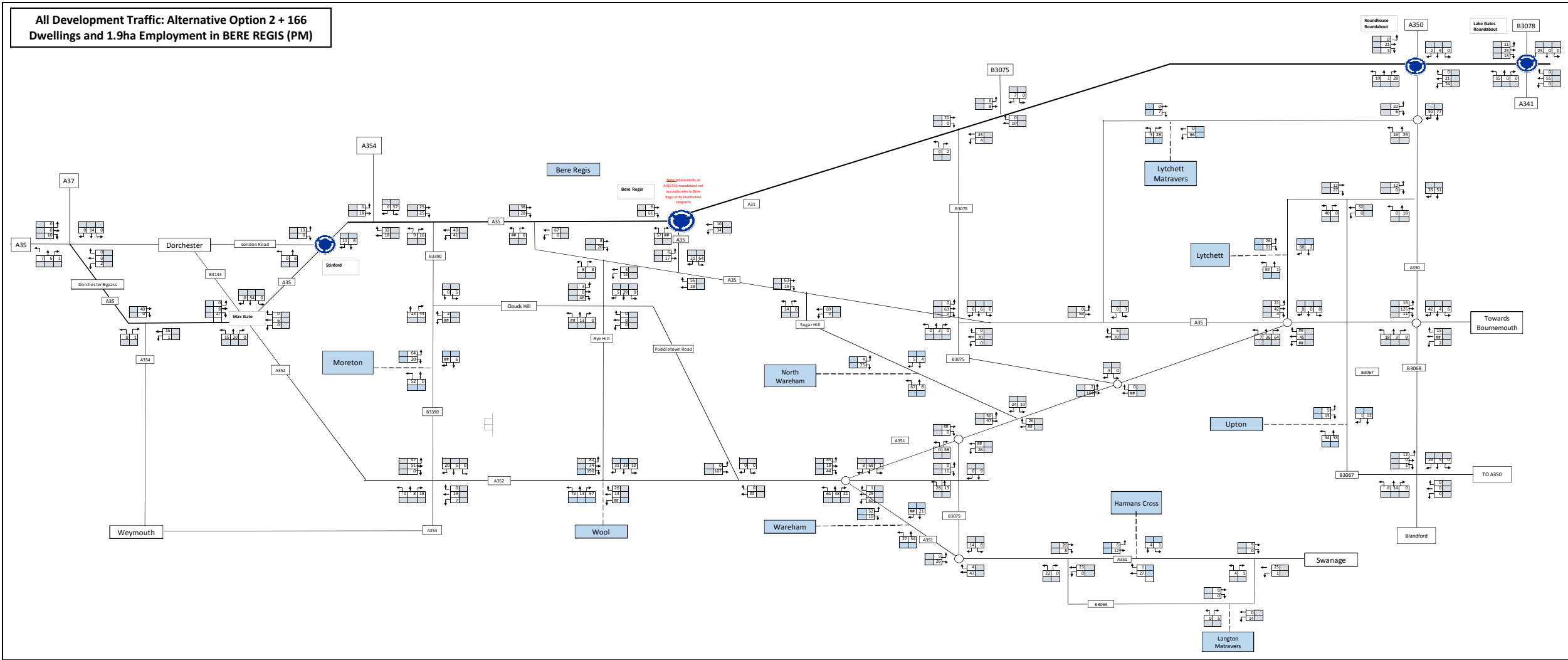
All Development Traffic: Alternative Option 2 + 77 Dwellings and 1.9ha Employment in BERE REGIS (PM)



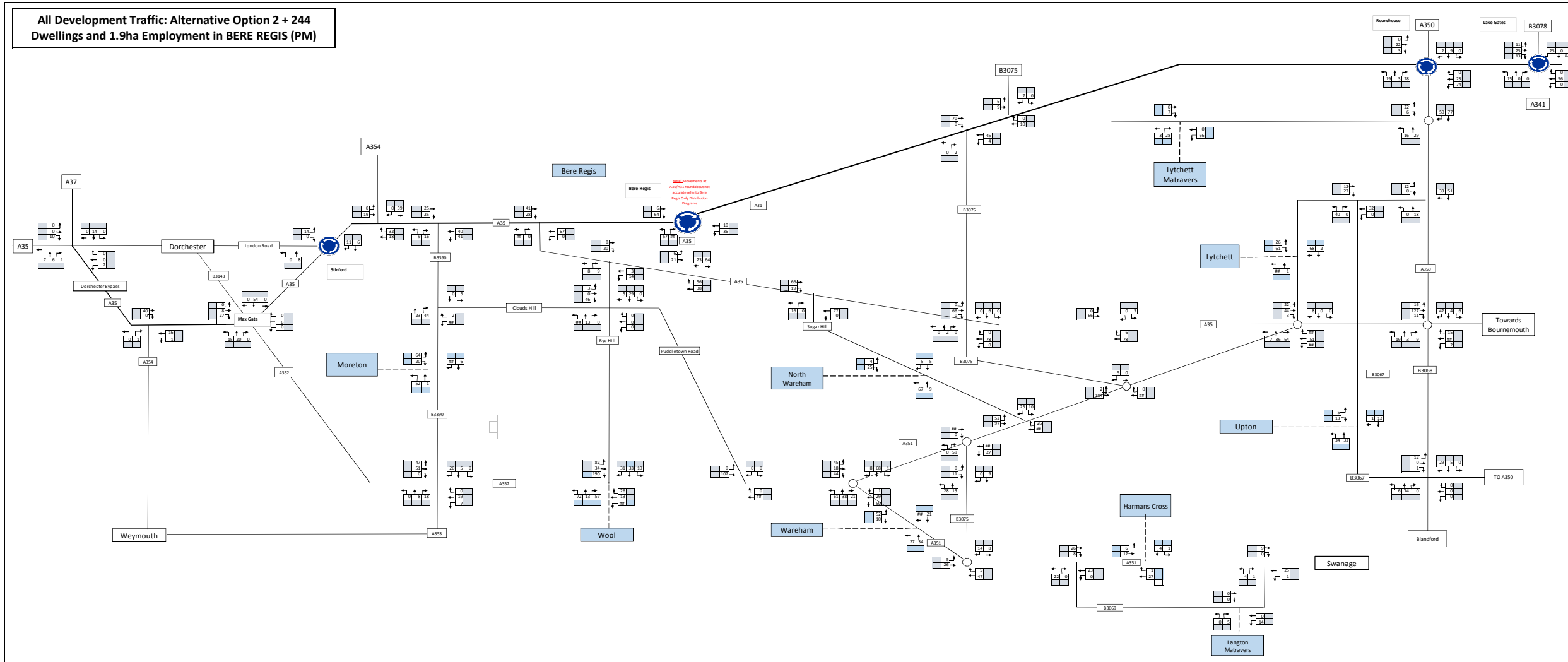
All Development Traffic: Alternative Option 2 + 100 Dwellings and 1.9ha Employment in BERE REGIS (PM)



All Development Traffic: Alternative Option 2 + 166 Dwellings and 1.9ha Employment in BERE REGIS (PM)

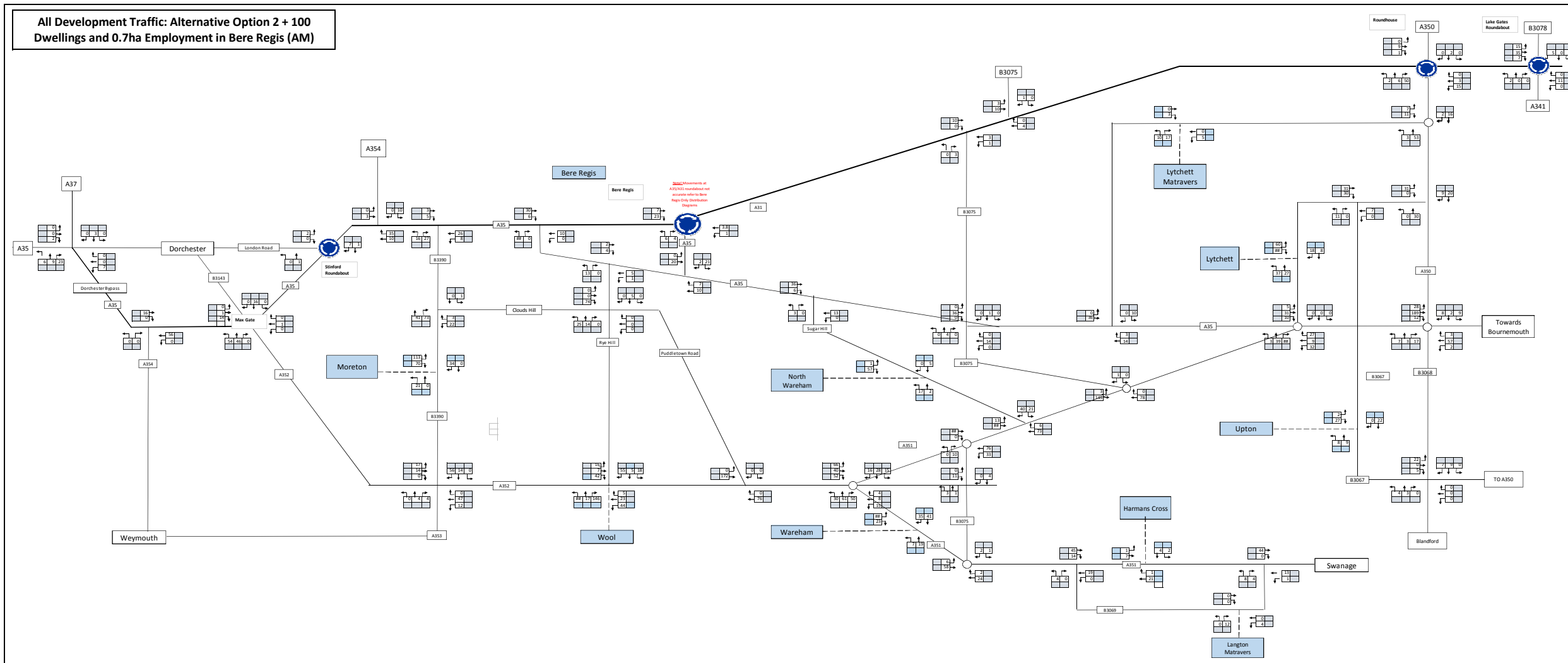


All Development Traffic: Alternative Option 2 + 244 Dwellings and 1.9ha Employment in BERE REGIS (PM)

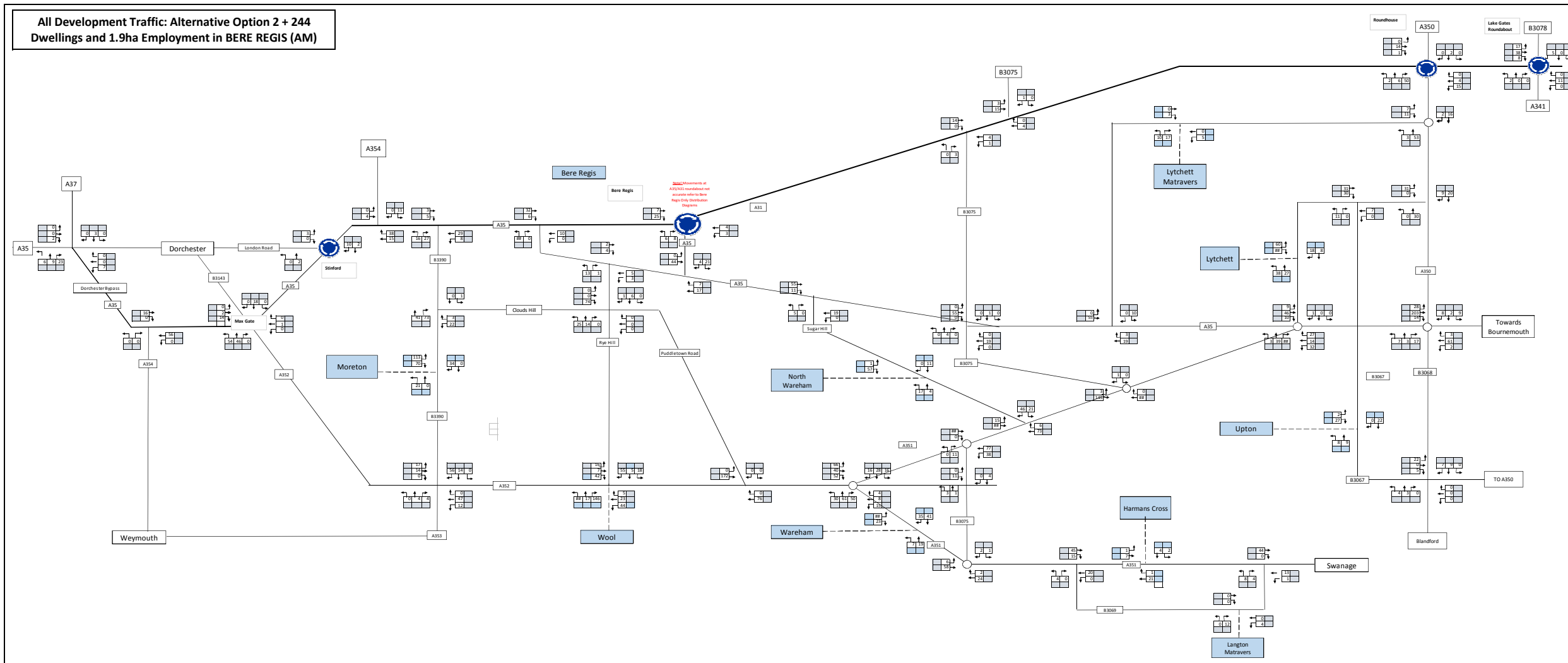




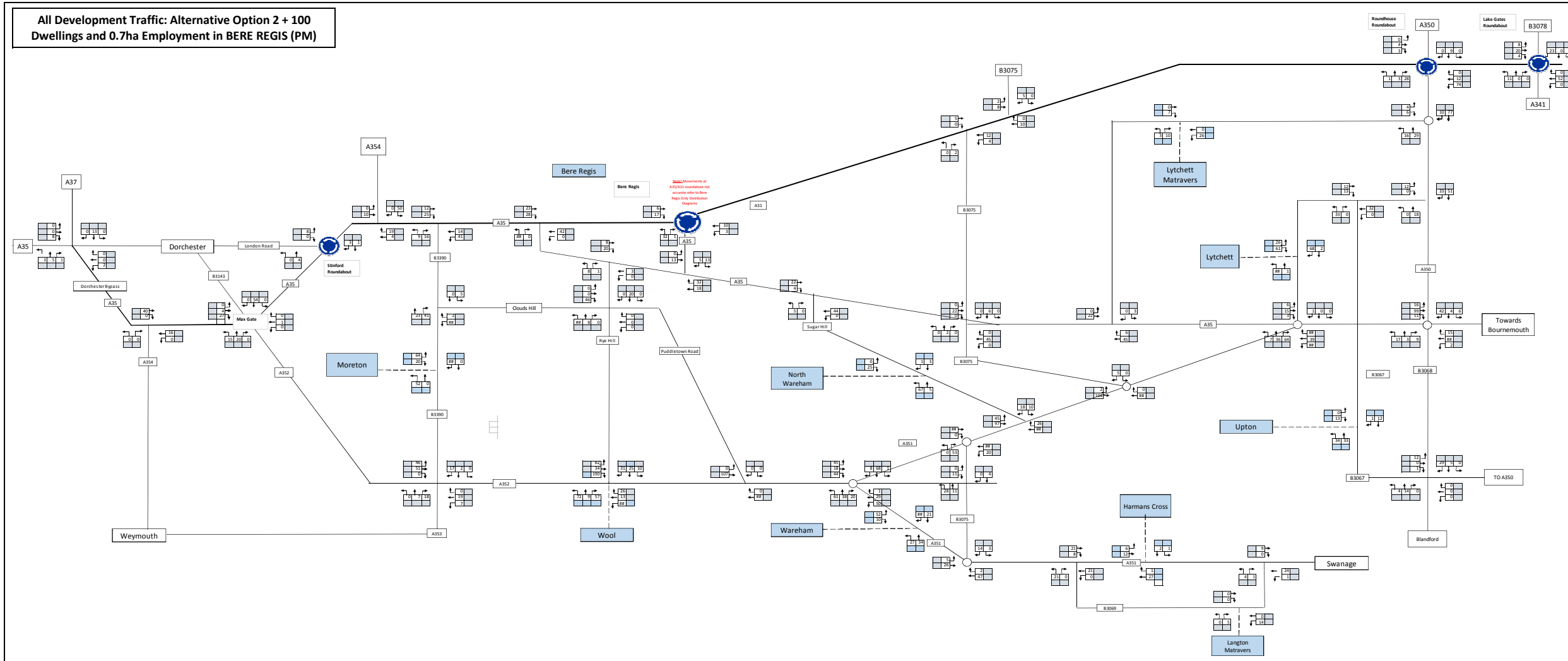
All Development Traffic: Alternative Option 2 + 100 Dwellings and 0.7ha Employment in Bere Regis (AM)



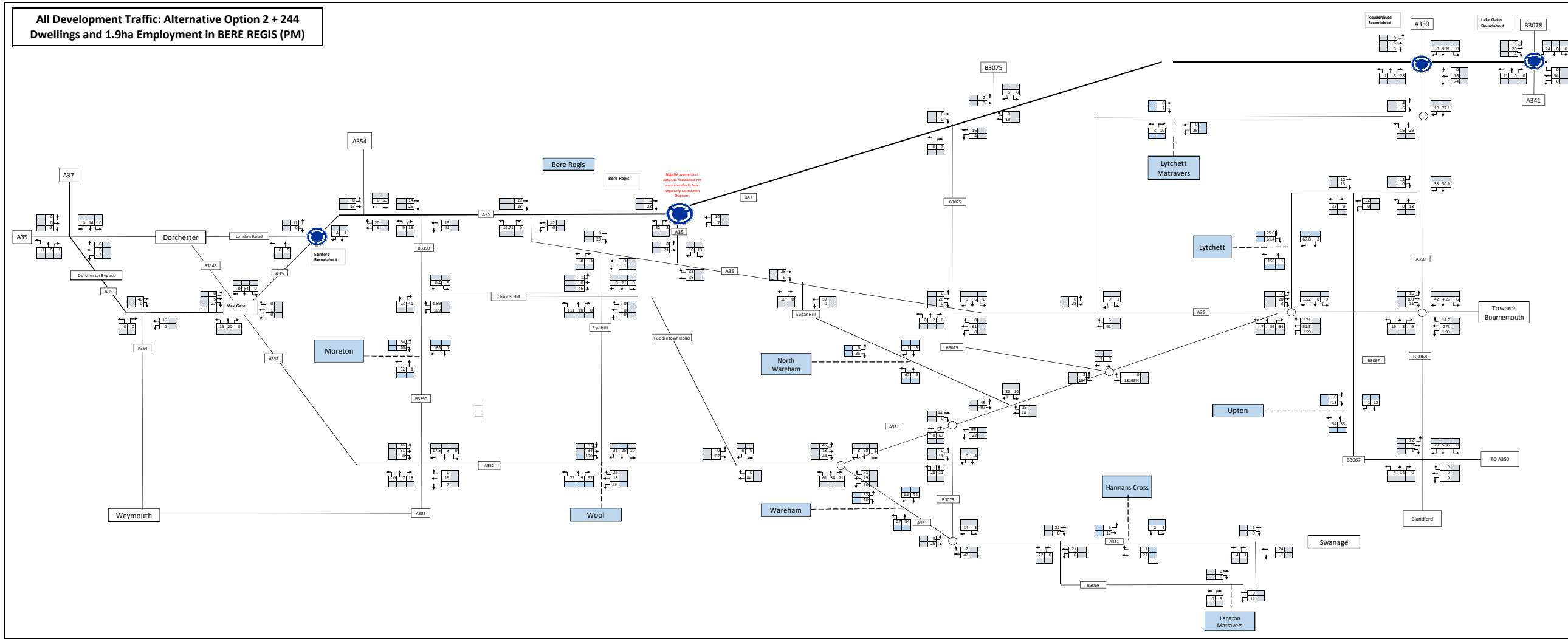
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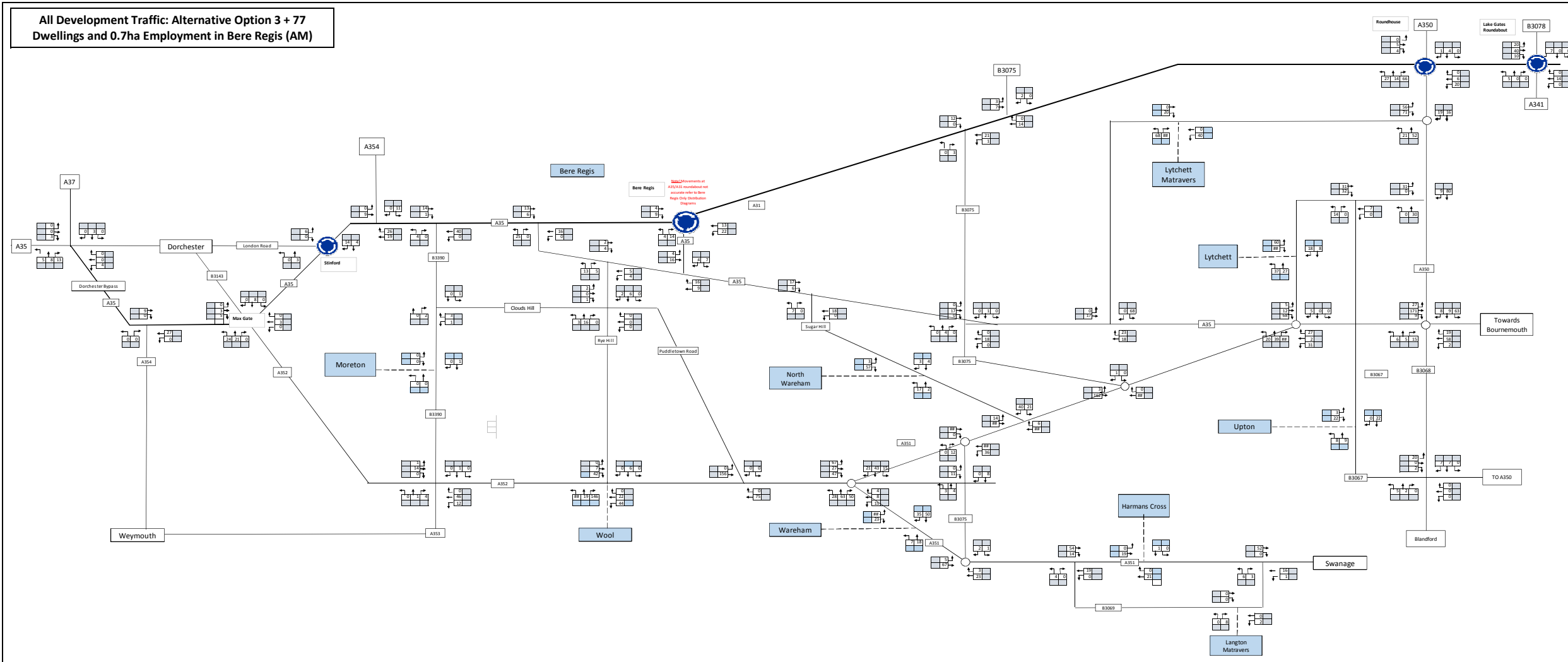
All Development Traffic: Alternative Option 2 + 100 Dwellings and 0.7ha Employment in BERE REGIS (PM)



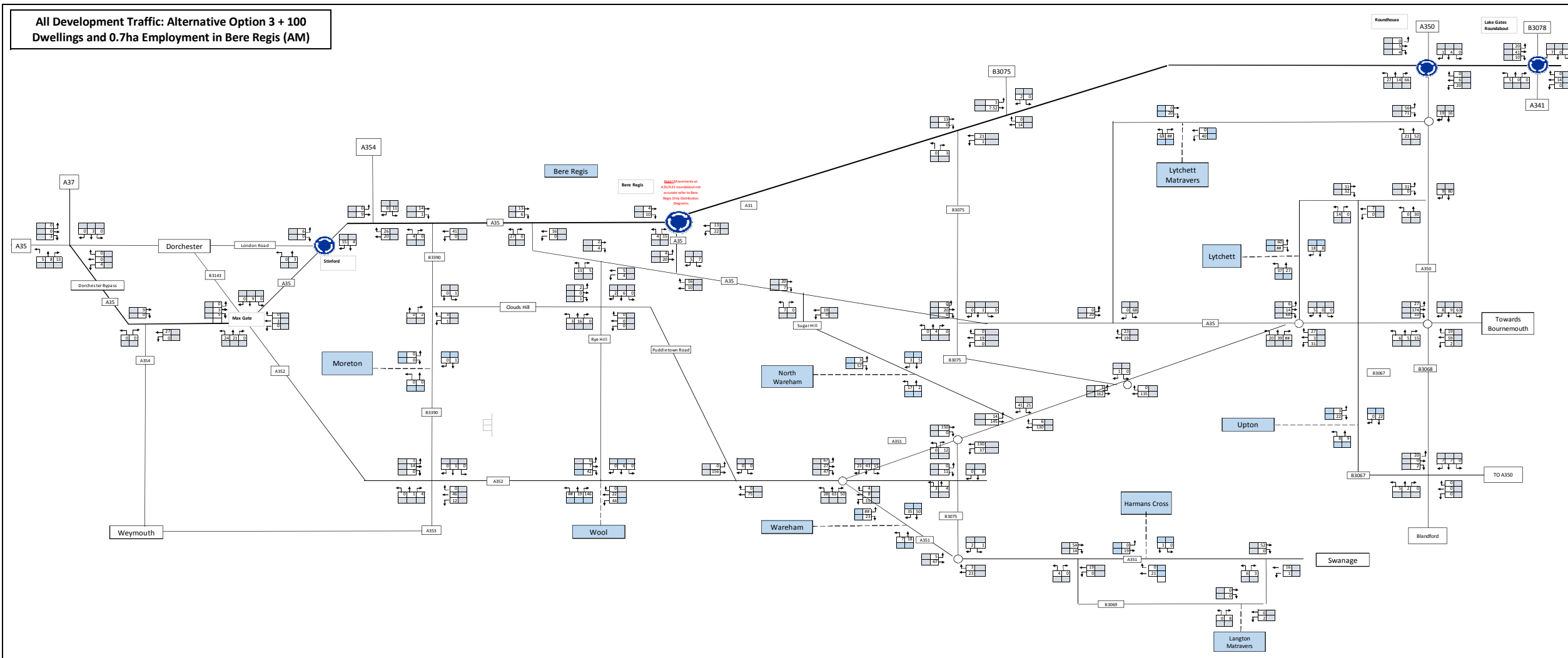
All Development Traffic: Alternative Option 2 + 244 Dwellings and 1.9ha Employment in BERE REGIS (PM)



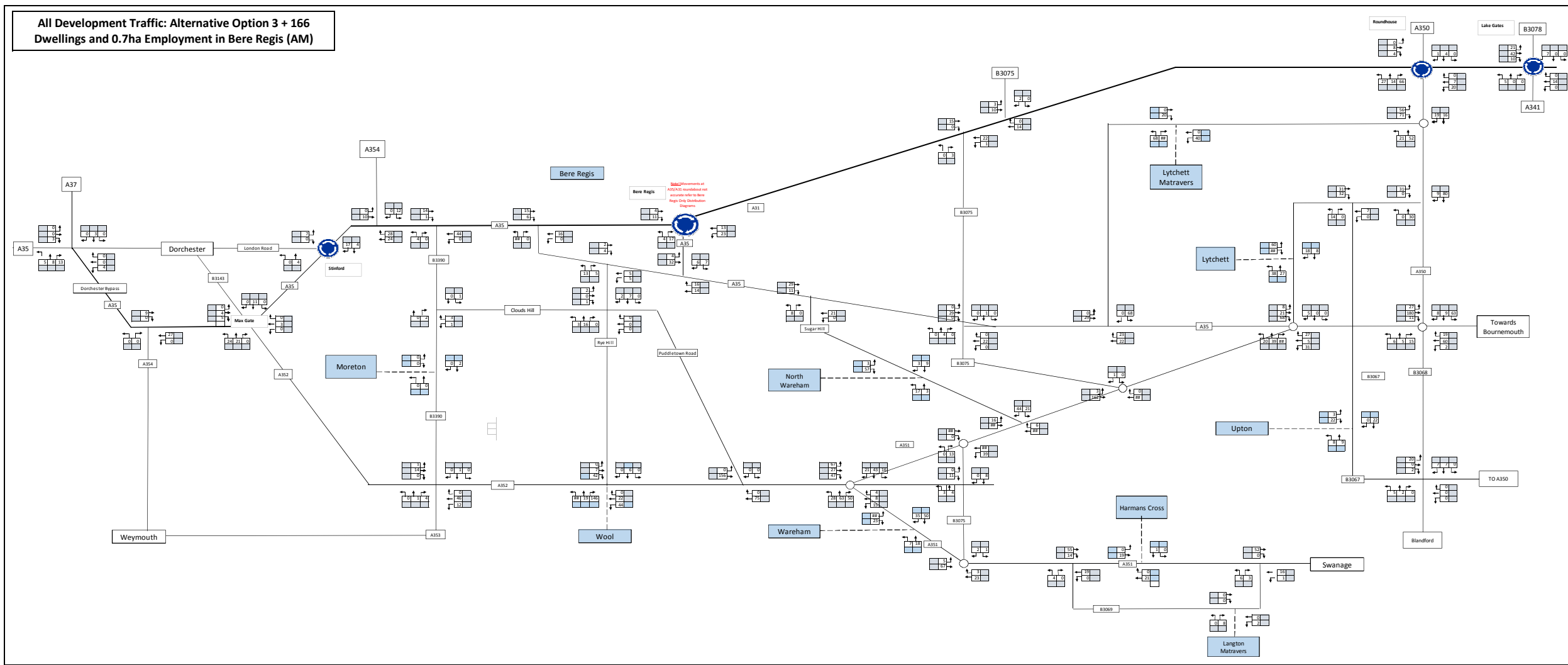
All Development Traffic: Alternative Option 3 + 77 Dwellings and 0.7ha Employment in Bere Regis (AM)



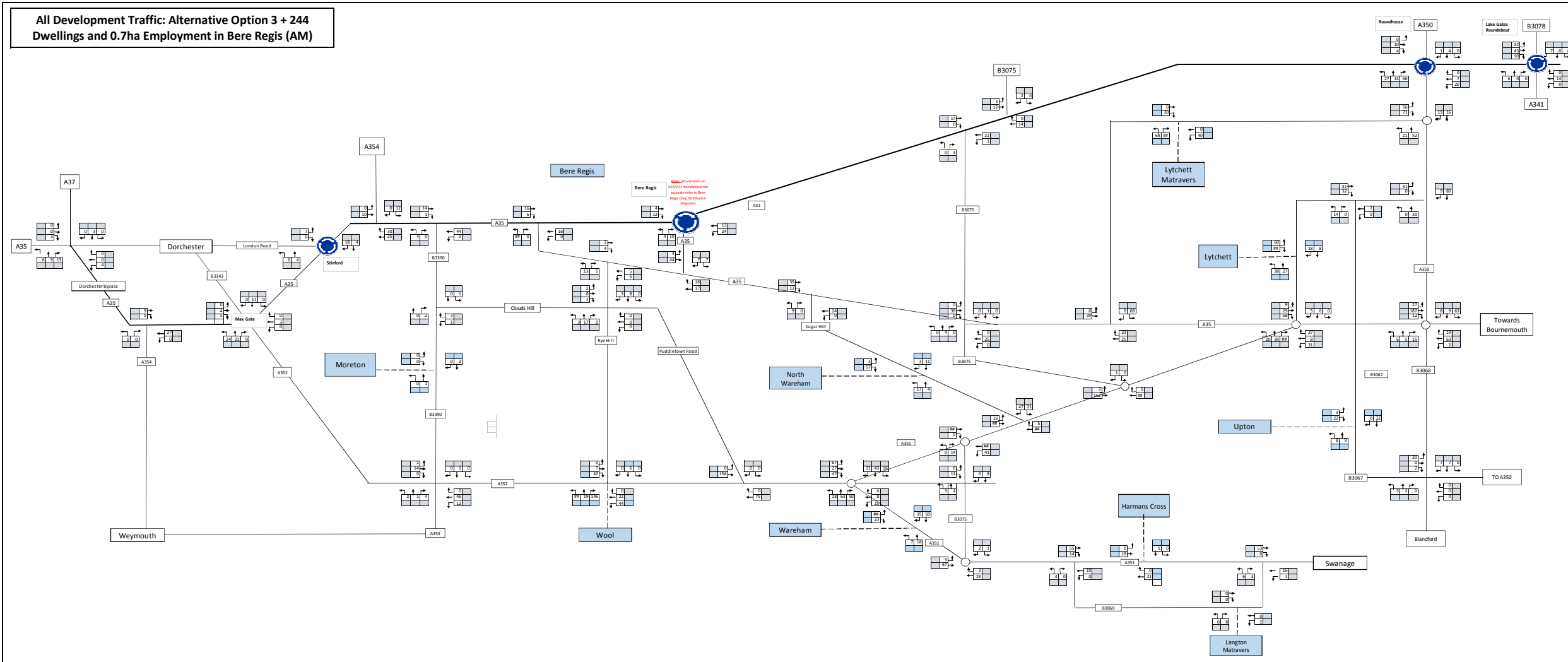
All Development Traffic: Alternative Option 3 + 100 Dwellings and 0.7ha Employment in Bere Regis (AM)



All Development Traffic: Alternative Option 3 + 166 Dwellings and 0.7ha Employment in Bere Regis (AM)

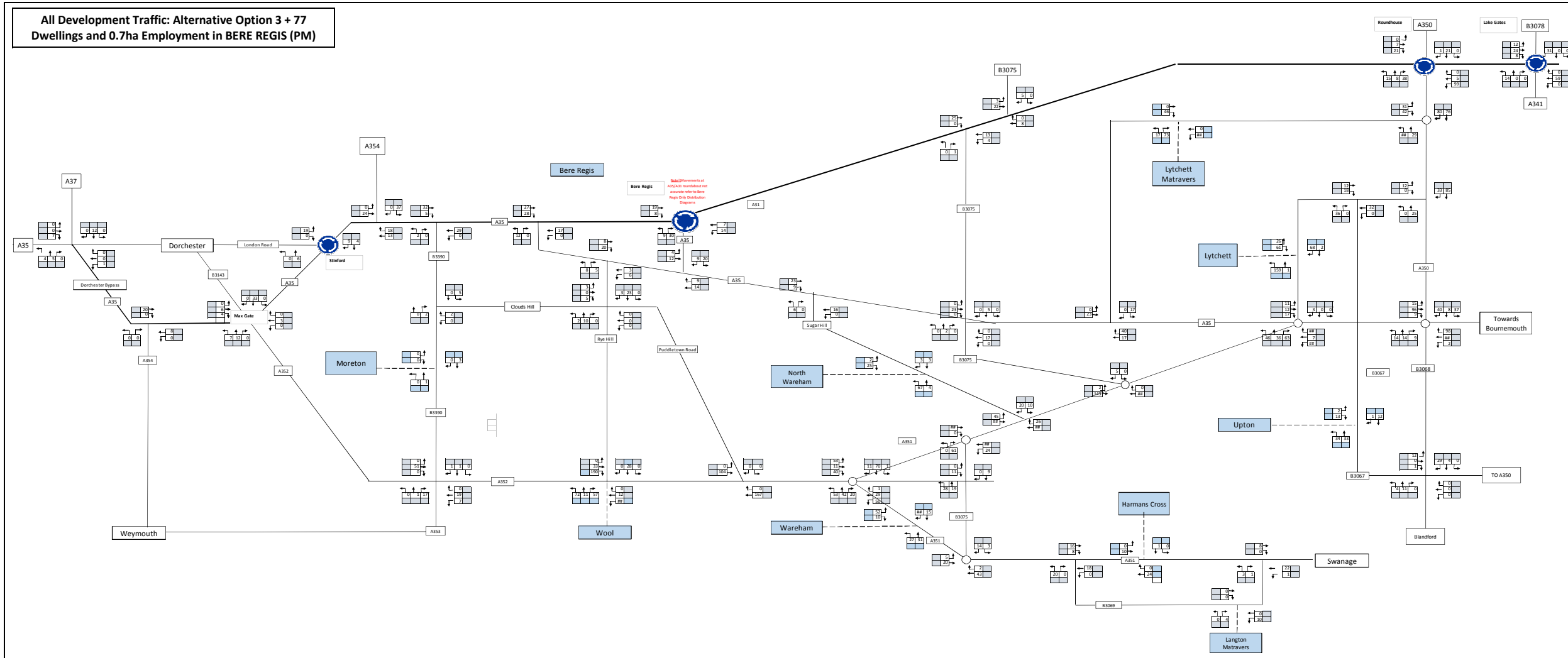


All Development Traffic: Alternative Option 3 + 244 Dwellings and 0.7ha Employment in Bere Regis (AM)





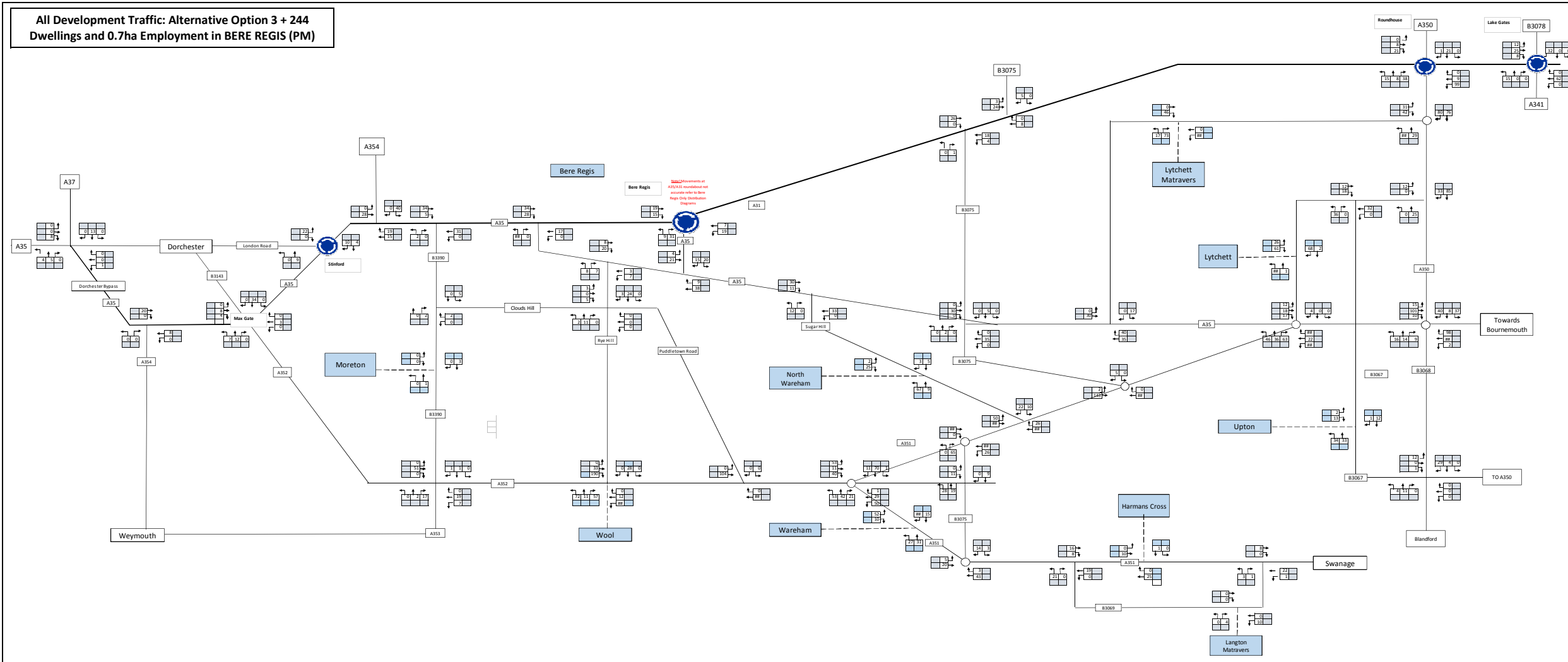
**All Development Traffic: Alternative Option 3 + 77 Dwellings and 0.7ha Employment in BERE REGIS (PM)**



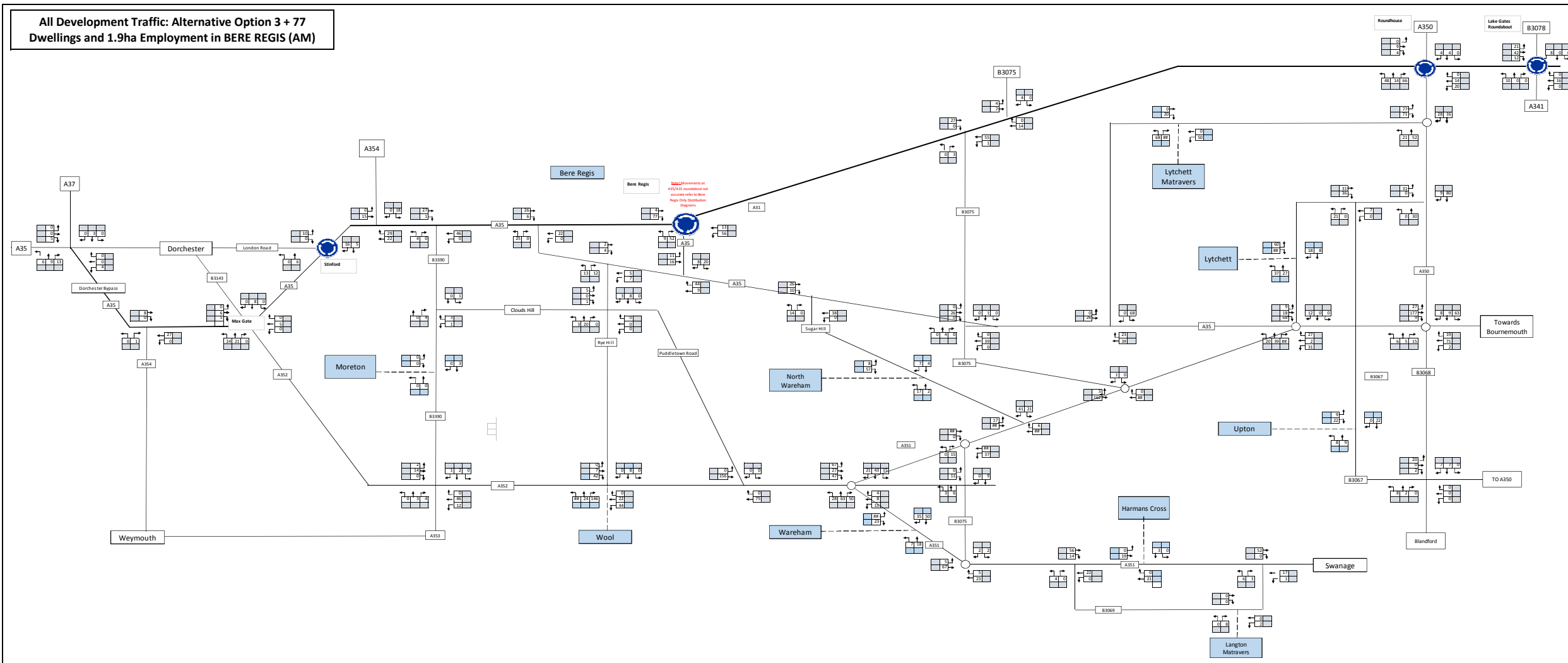




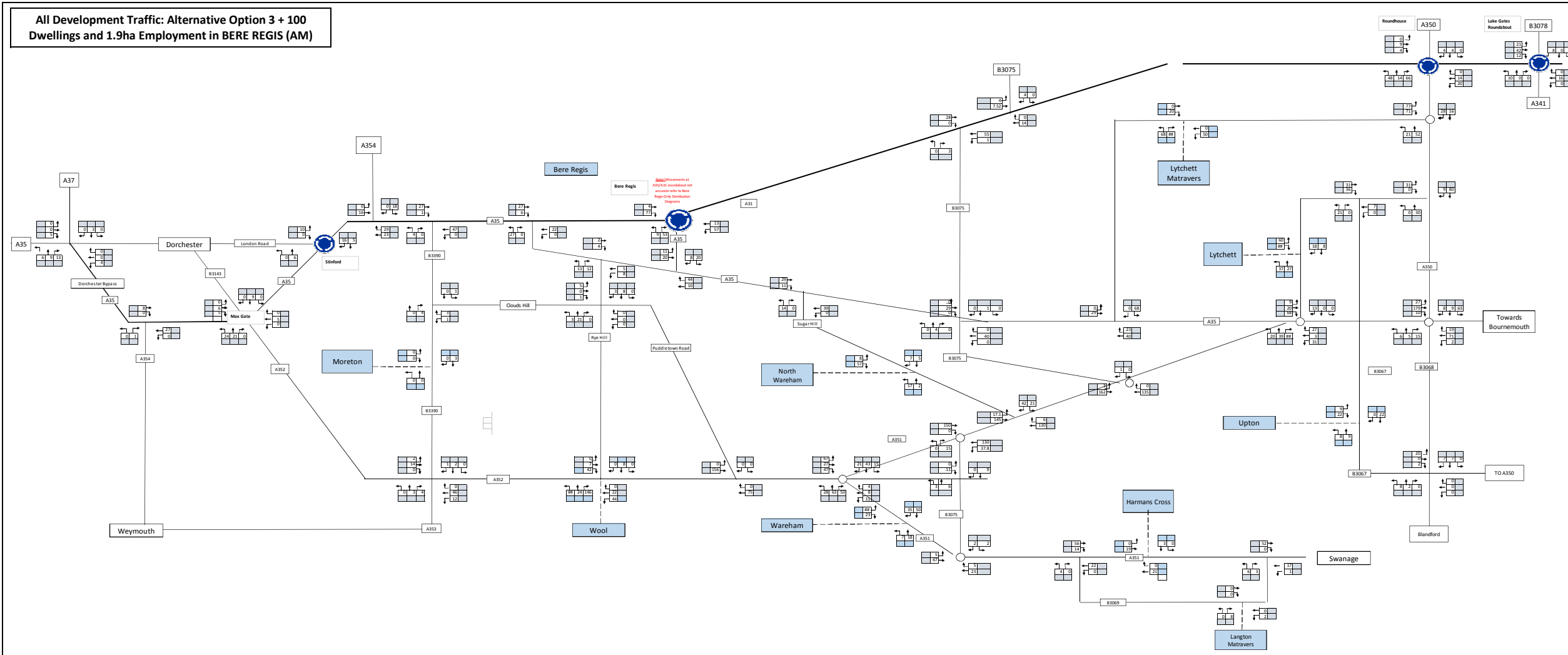
All Development Traffic: Alternative Option 3 + 244 Dwellings and 0.7ha Employment in BERE REGIS (PM)



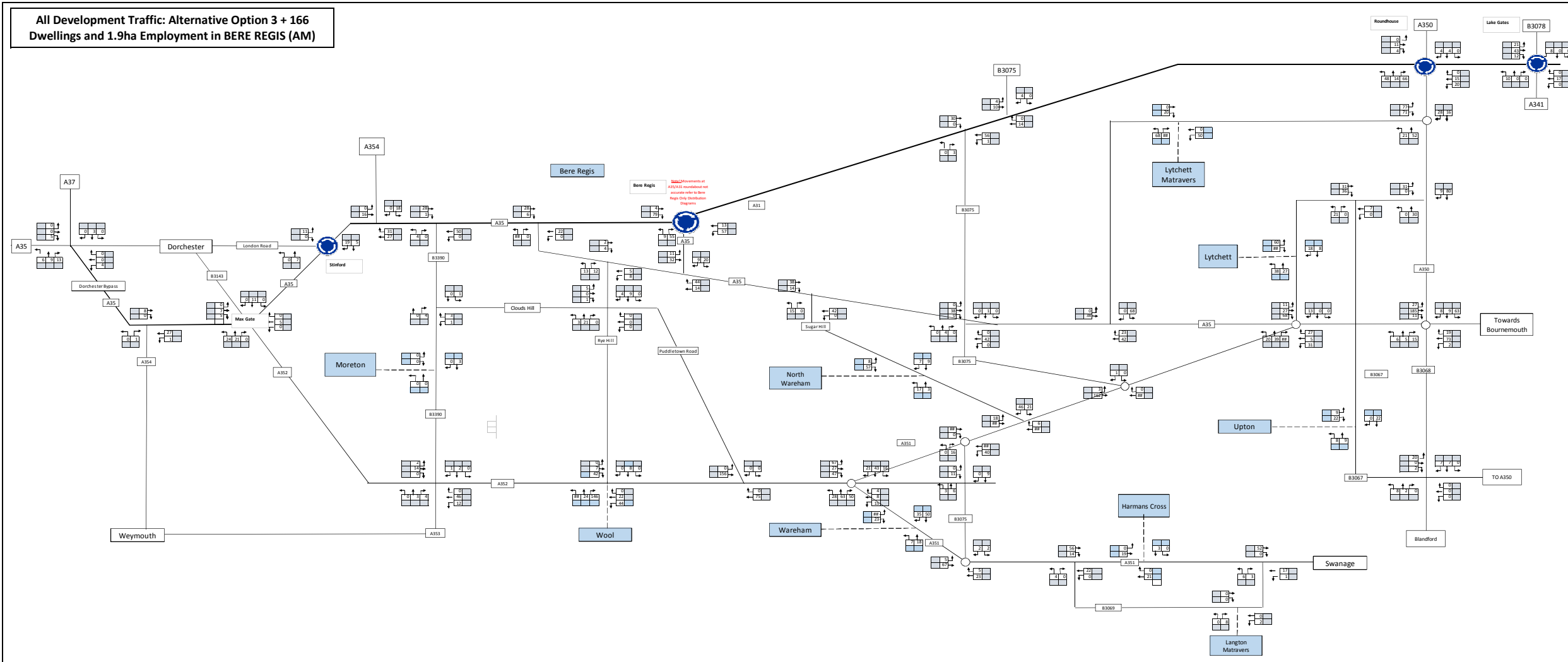
All Development Traffic: Alternative Option 3 + 77 Dwellings and 1.9ha Employment in BERE REGIS (AM)



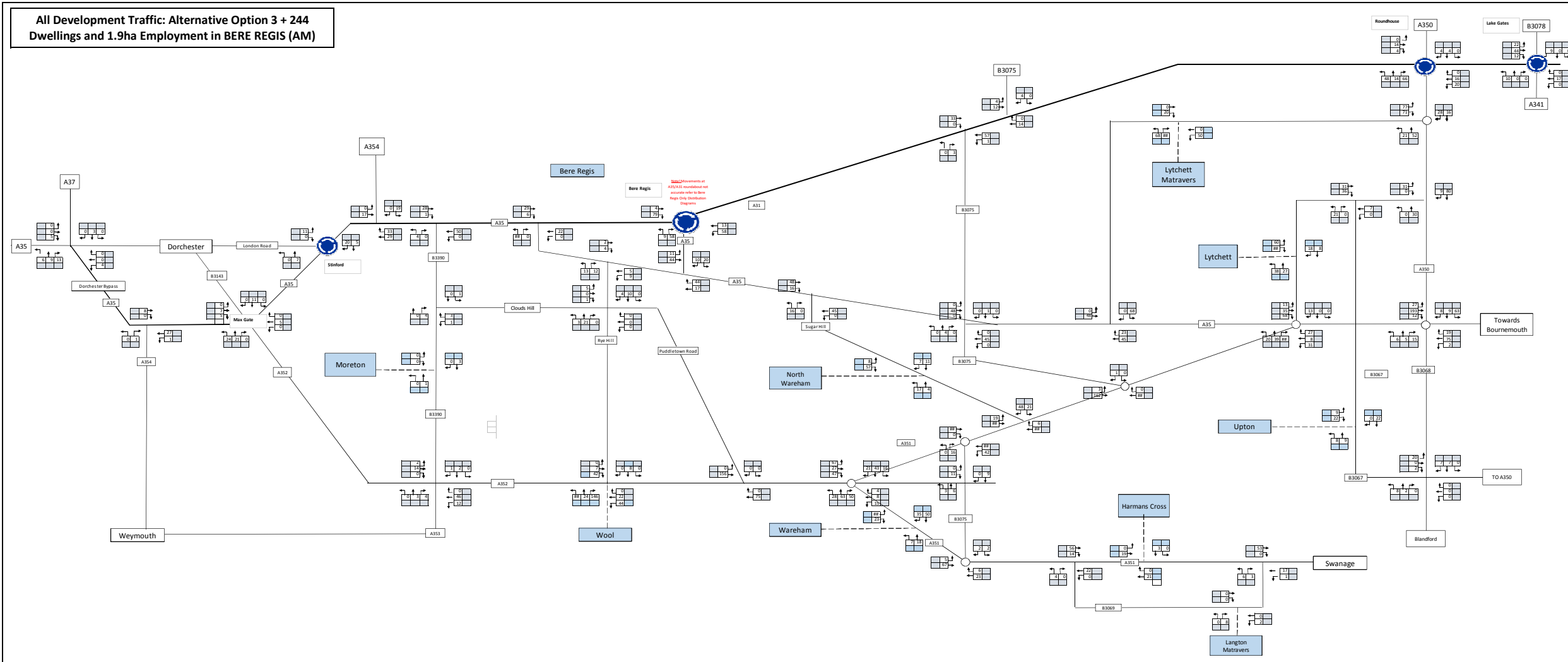
All Development Traffic: Alternative Option 3 + 100 Dwellings and 1.9ha Employment in BERE REGIS (AM)



All Development Traffic: Alternative Option 3 + 166 Dwellings and 1.9ha Employment in BERE REGIS (AM)

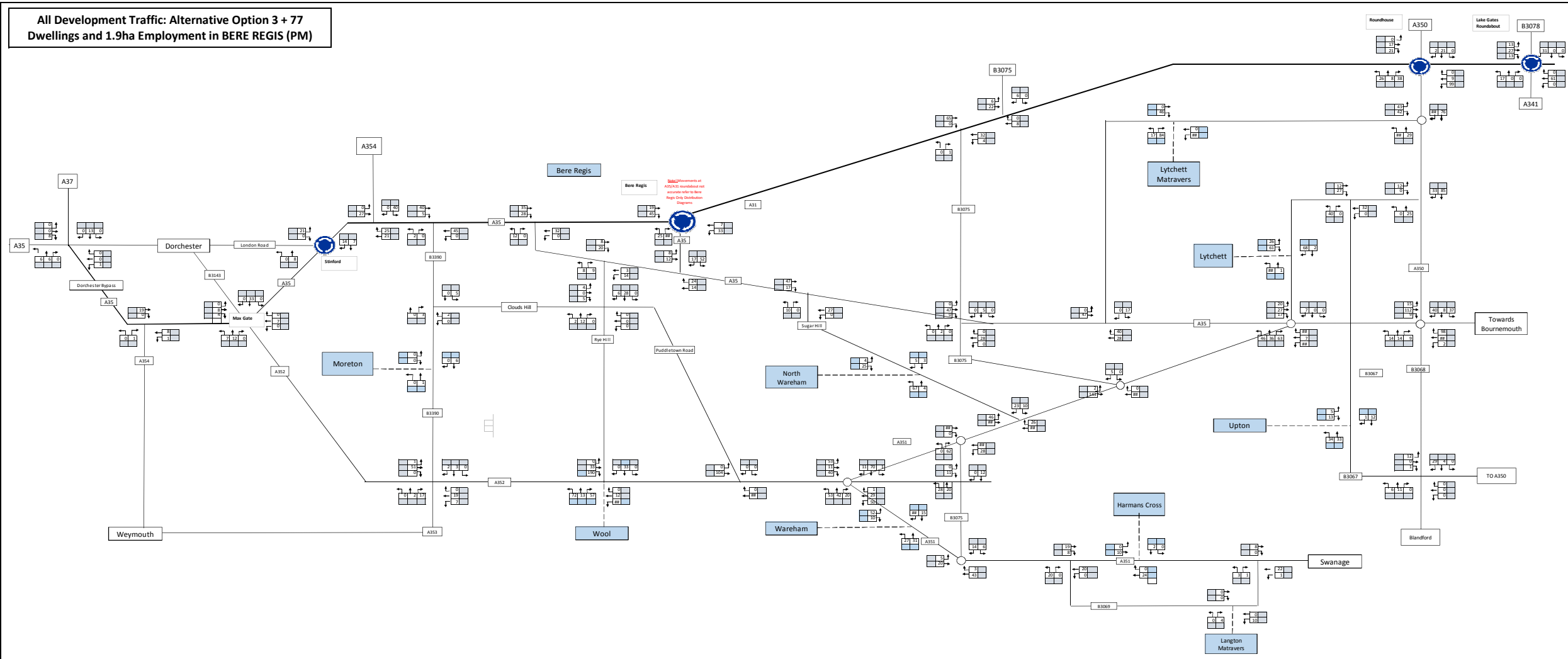


All Development Traffic: Alternative Option 3 + 244 Dwellings and 1.9ha Employment in BERE REGIS (AM)

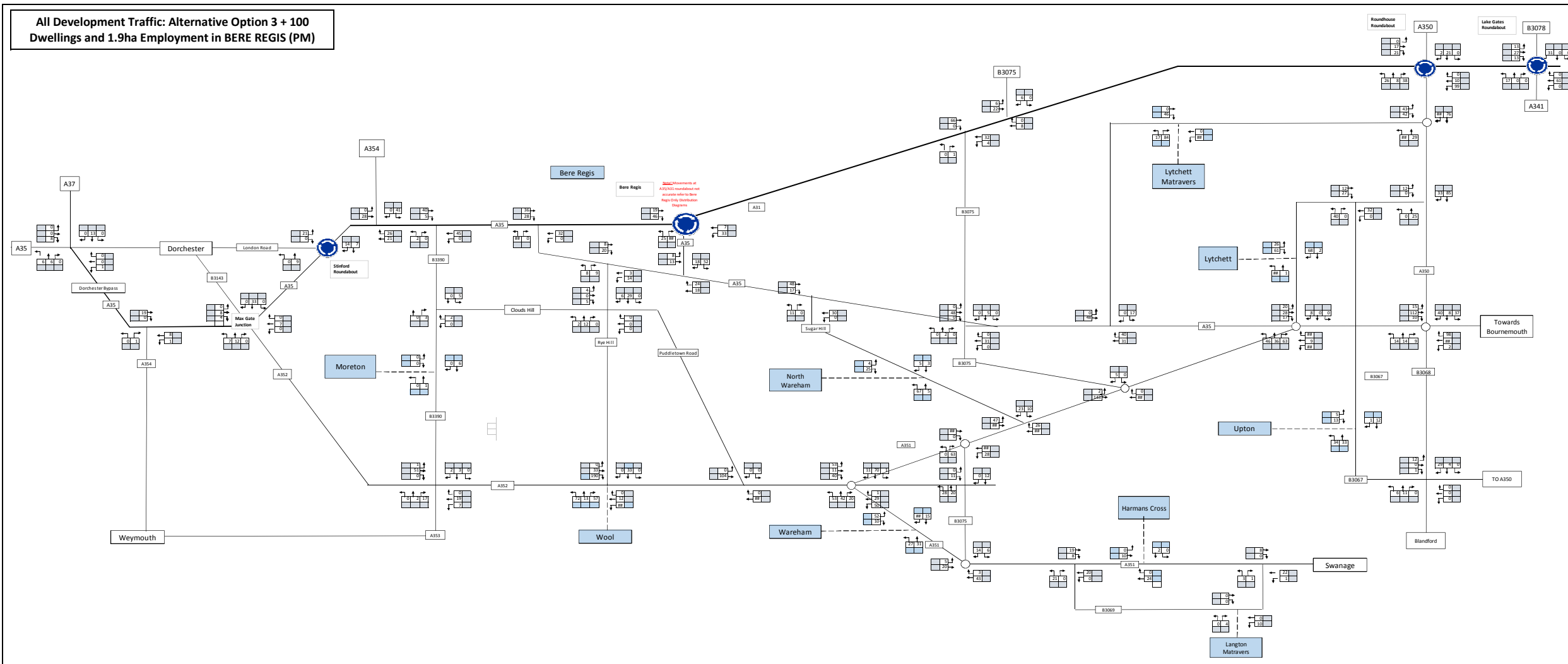




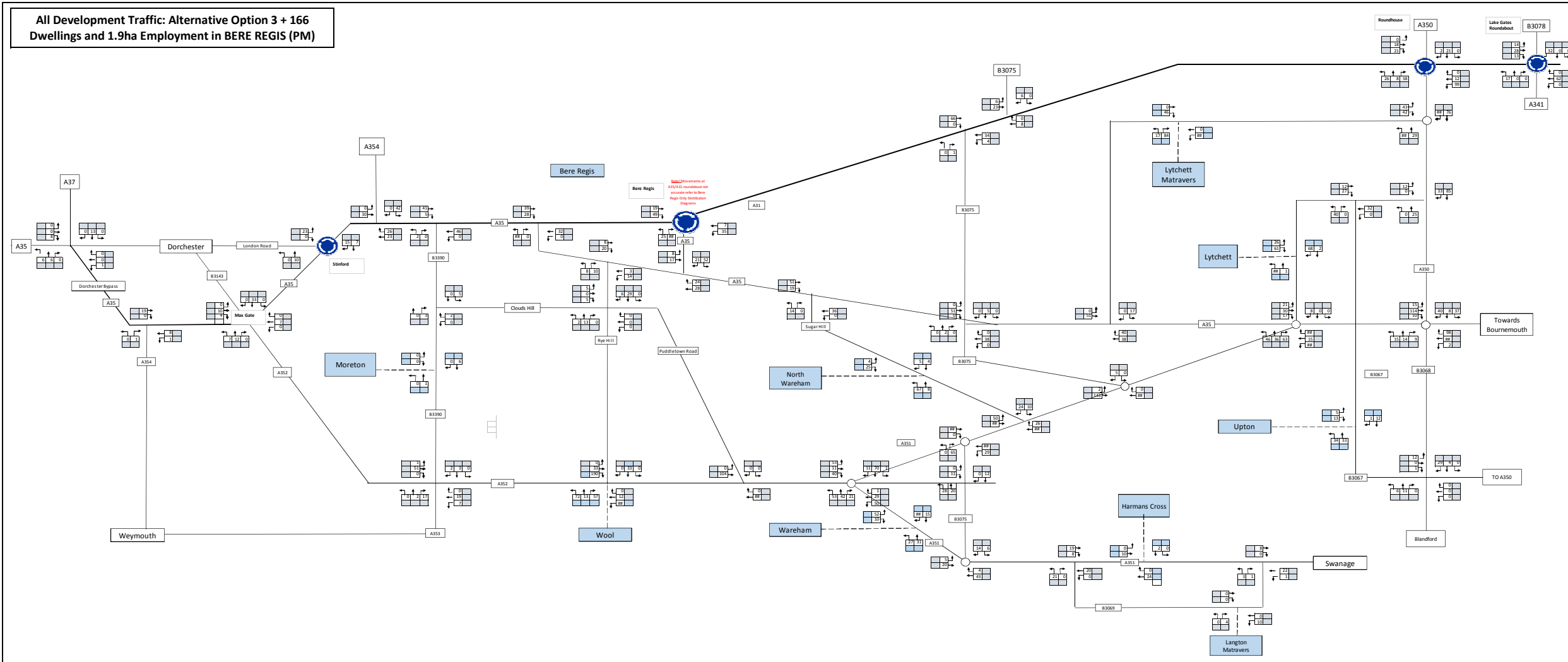
All Development Traffic: Alternative Option 3 + 77 Dwellings and 1.9ha Employment in BERE REGIS (PM)



All Development Traffic: Alternative Option 3 + 100 Dwellings and 1.9ha Employment in BERE REGIS (PM)



All Development Traffic: Alternative Option 3 + 166 Dwellings and 1.9ha Employment in BERE REGIS (PM)



All Development Traffic: Alternative Option 3 + 244 Dwellings and 1.9ha Employment in BERE REGIS (PM)

