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.

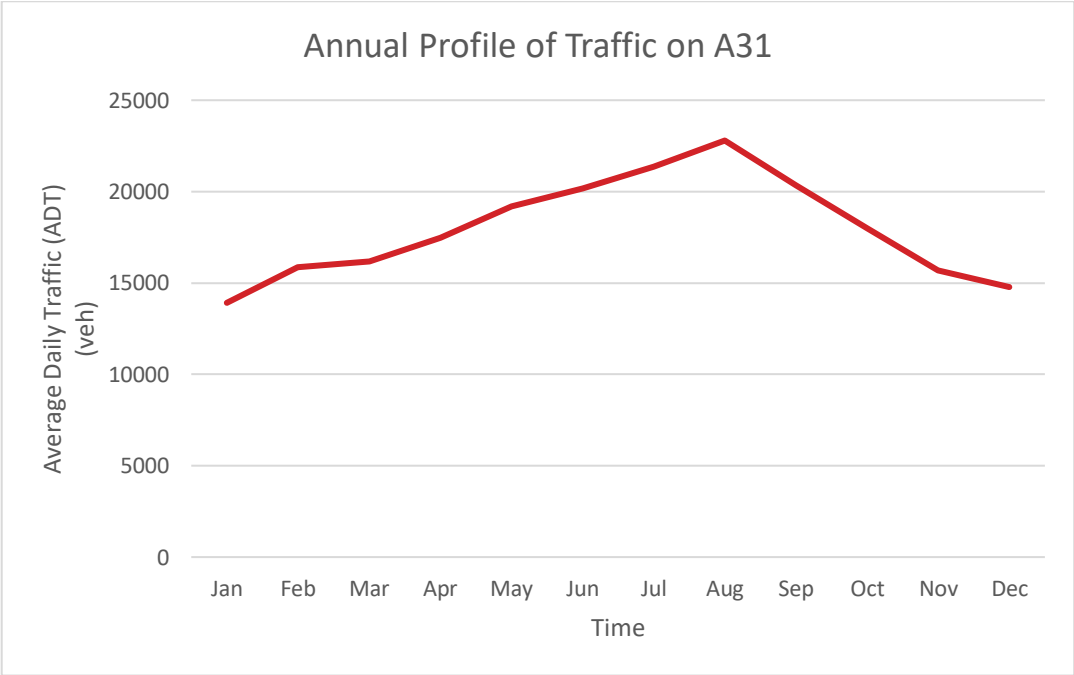
2.2.5 Two sensitivity test scenarios have also been modelled to assess the scenarios with:

- 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



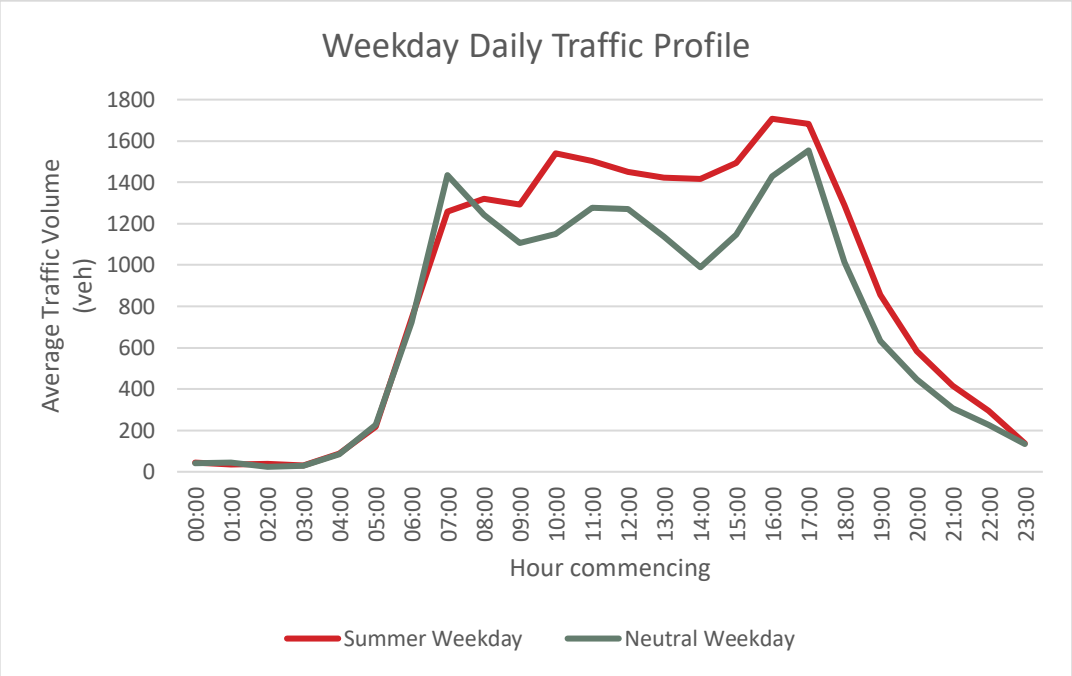
2.3.2 Figure 2 shows the summer weekday profile of traffic flows against the profile of a neutral weekday. The summer profile has been generated from the average of Tuesday 2nd, Wednesday 3rd and Thursday 4th August 2016 and the neutral profile from Tuesday 4th, Wednesday 5th and Thursday 6th April 2017, 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)

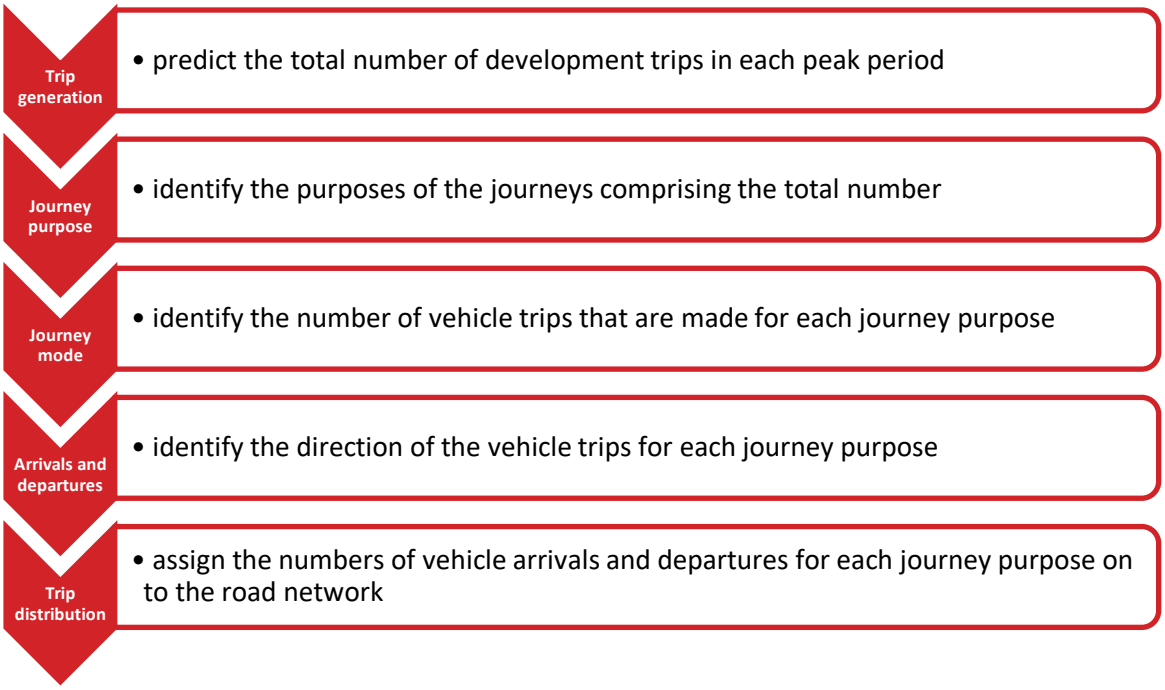
3.1.2 The following table presents the potential housing growth numbers for each settlement comprising the two reference cases. The data has been taken from the June 2016 Purbeck Local Plan Partial Review Options Consultation.

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
Two-way	**0.817**	**0.718**

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 routeing 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)

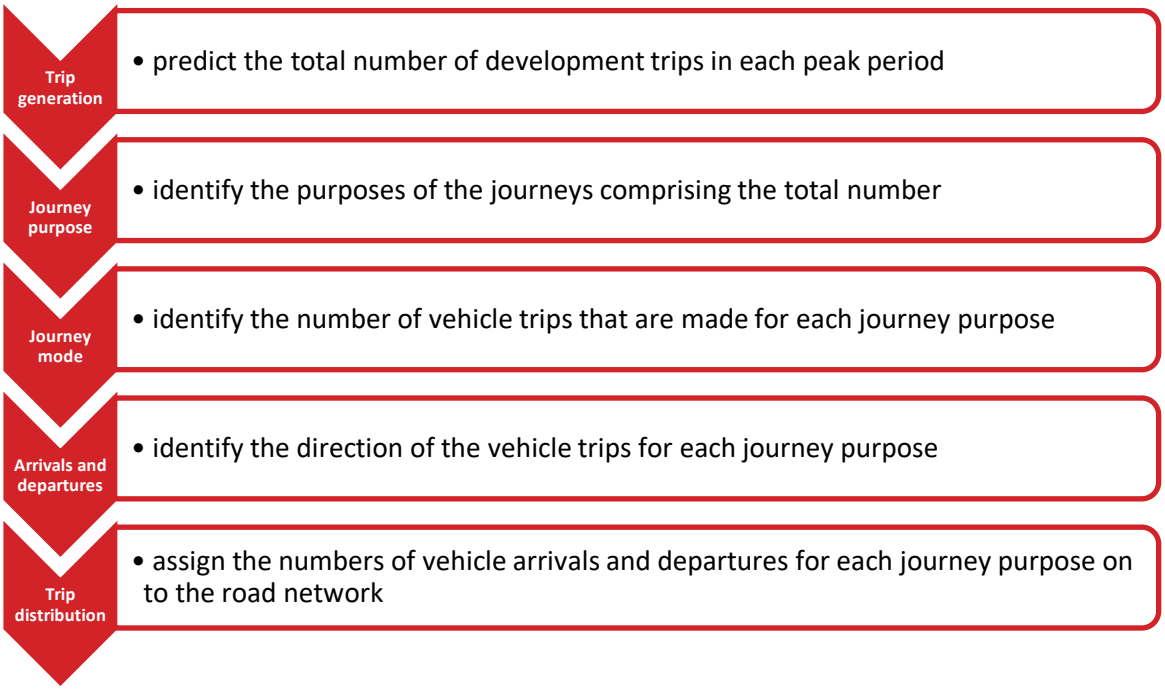
3.2.2 This results in a total of 18 assessment scenarios; four levels of residential growth in Bere Regis, each in combination with two levels of employment growth, each of which in combination with the two reference case scenarios. Additionally, two levels of residential-only development have been considered 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**			**3 AM** **3 PM**	
ASSESSMENT SCENARIOS	**e:** 0.7ha employment site	**f:** 1.9ha employment site	**g:** zero employment growth	**e:** 0.7ha employment site	**f:** 1.9ha employment site
a: 77 new homes	**2ae AM** **2ae PM**	**2af AM** **2af PM**	-	**3ae AM** **3ae PM**	**3af AM** **3af PM**
b: 100 new homes	**2be AM** **2be PM**	**2bf AM** **2bf PM**	**2bg AM** **2bg PM**	**3be AM** **3be PM**	**3b+ AM** **3bf PM**
c: 166 new homes	**2ce AM** **2ce PM**	**2cf AM** **2cf PM**	-	**3ce AM** **3ce PM**	**3cf AM** **3cf PM**
d: 244 new homes	**2de AM** **2de PM**	**2df AM** **2df PM**	**2dg AM** **2dg PM**	**3de AM** **3de PM**	**3df AM** **3df PM**

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

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

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

MAX GATE, DORCHESTER		ALTERNATIVE OPTION 2: maximise housing in south west Purbeck		ALTERNATIVE OPTION 3: maximise housing in north east Purbeck	
Reference Case	AM	129		60	
	PM	117		60	
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	134	138	65	69
	PM	122	127	65	70
b: 100 new homes	AM	135	139	66	70
	PM	123	128	66	71
c: 166 new homes	AM	137	141	68	72
	PM	125	130	68	73
d: 244 new homes	AM	137	141	68	72
	PM	125	130	68	73

Table 10. Summary of total traffic increase at Stinsford Roundabout

STINSFORD ROUNDABOUT		ALTERNATIVE OPTION 2: maximise housing in south west Purbeck		ALTERNATIVE OPTION 3: maximise housing in north east Purbeck	
Reference Case	AM	6		16	
	PM	9		26	
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	16	26	27	36
	PM	21	32	38	49
b: 100 new homes	AM	17	27	28	38
	PM	22	34	39	51
c: 166 new homes	AM	21	31	32	41
	PM	26	38	43	55
d: 244 new homes	AM	23	32	33	43
	PM	28	39	45	56

Table 11. Summary of total traffic increase at Roundhouse Roundabout

ROUNDHOUSE ROUNDABOUT		ALTERNATIVE OPTION 2: maximise housing in south west Purbeck		ALTERNATIVE OPTION 3: maximise housing in north east Purbeck	
Reference Case	AM	83		123	
	PM	132		195	
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	107	143	147	183
	PM	151	178	213	241
b: 100 new homes	AM	108	144	148	184
	PM	152	179	214	242
c: 166 new homes	AM	111	147	151	187
	PM	154	181	217	244
d: 244 new homes	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 Case	AM	71		85	
	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 Roundsbout	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)**
Bere Regis Roundabout	AM	53	-74	-158
	PM	81	-80	-176
Max Gate	AM	135	-2	-7
	PM	122	-3	-8
Stinsford Roundabout	AM	17	-6	-15
	PM	21	-7	-18
Roundhouse Roundabout	AM	93	-21	-57
	PM	141	-16	-43
Lake Gates Roundsbout	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

LAKE GATES ROUNDABOUT, WIMBORNE		ALTERNATIVE OPTION 2: maximise housing in south west Purbeck		ALTERNATIVE OPTION 3: maximise housing in north east Purbeck	
Reference Case	AM	18		19	
	PM	28		31	
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	25	35	26	36
	PM	36	38	39	51
b: 100 new homes	AM	25	35	27	37
	PM	37	38	39	51
c: 166 new homes	AM	26	36	28	38
	PM	37	39	40	52
d: 244 new homes	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	1 days
	SF	SUFFOLK	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 undertaking using machines.

Selected Locations:

Edge of Town	8

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 DETACHED HOUSES NORFOLK
HALING WAY

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 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

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 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

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 DETACHED HOUSES SUFFOLK
VALE LANE

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 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

6 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD

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 DETACHED & SEMI SOMERSET
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			2.041			2.108			4.149

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.

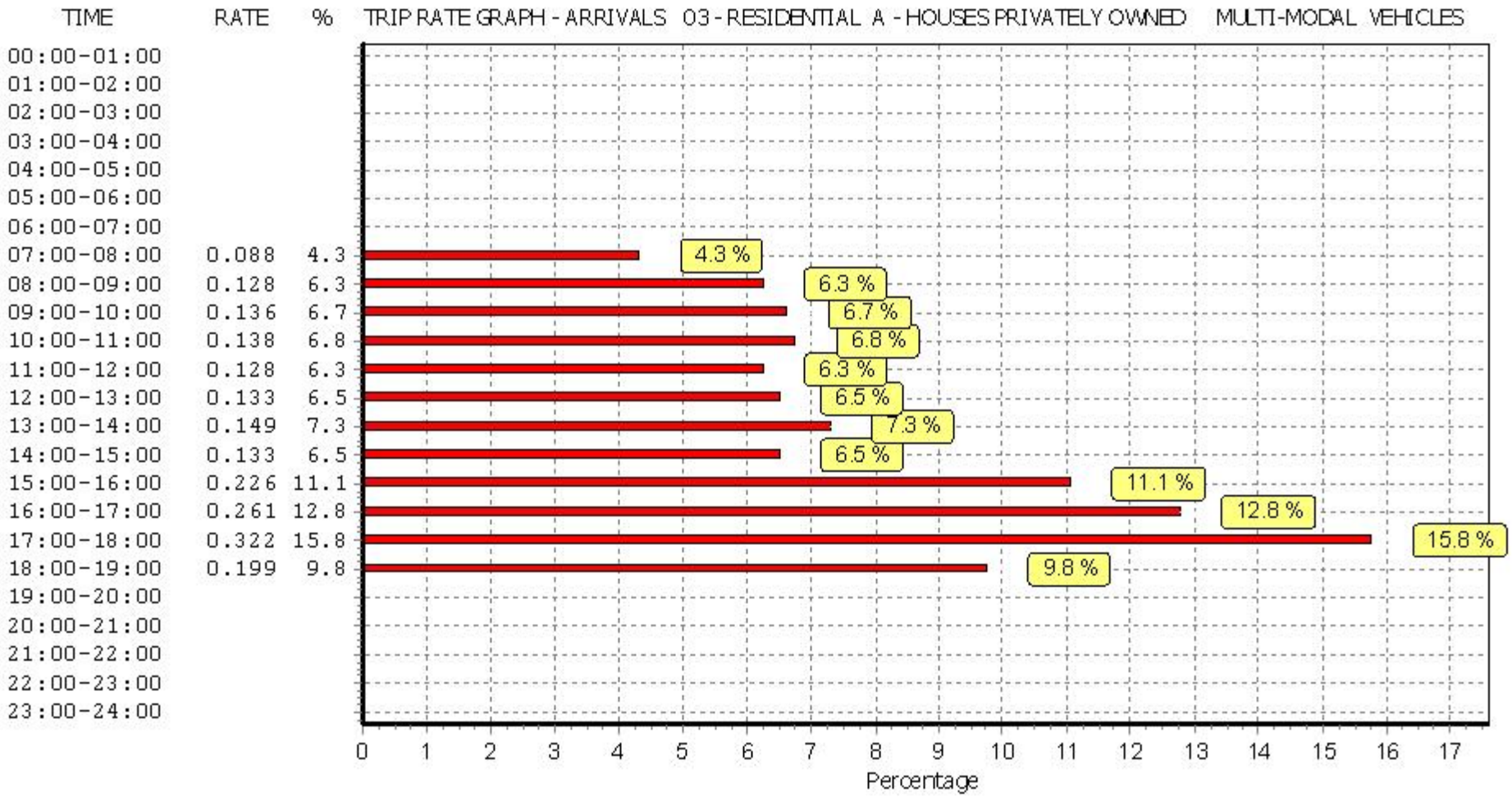
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

SYSTRA Ltd 10 Victoria Street Bristol Licence No: 700704



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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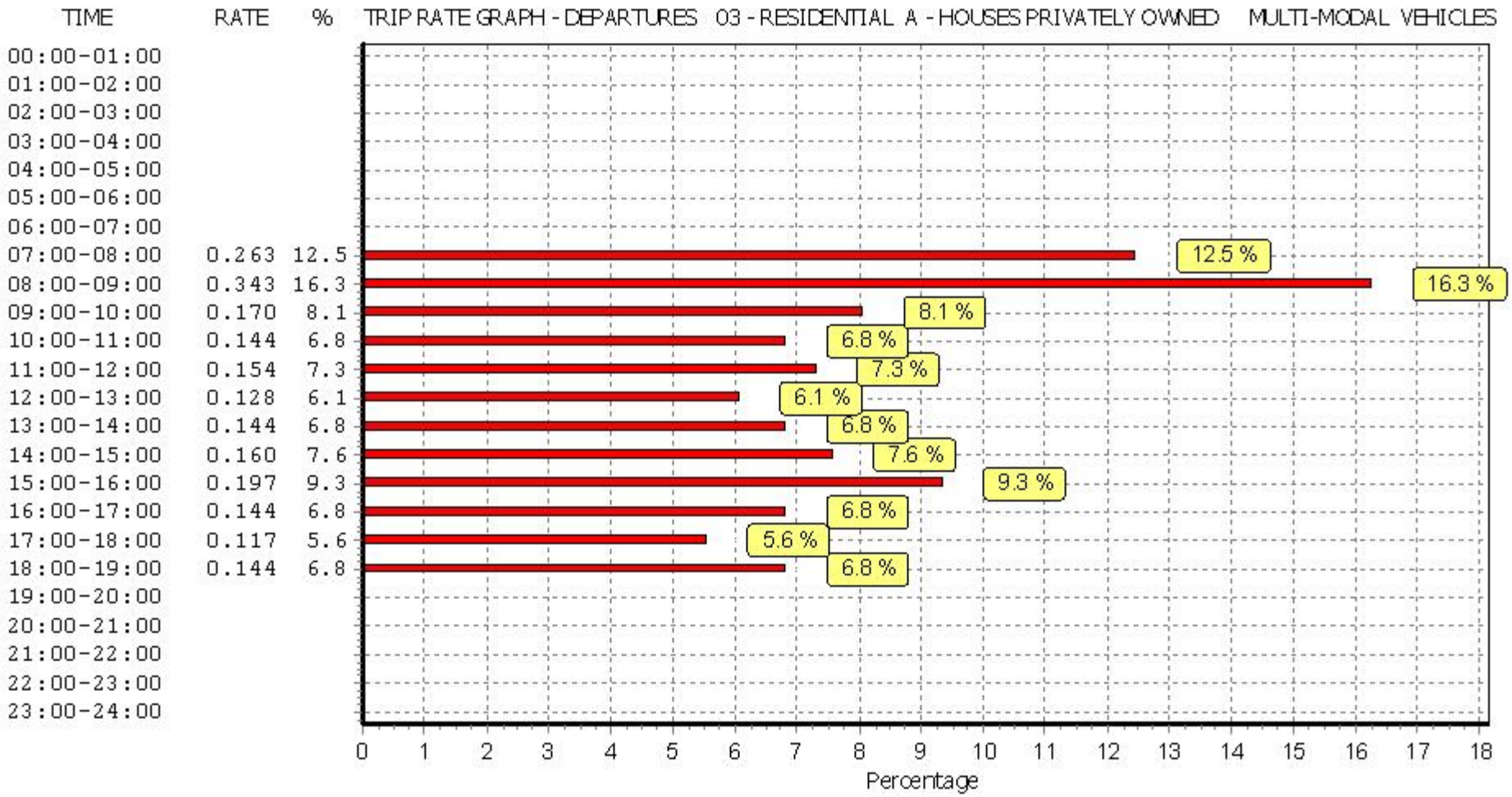
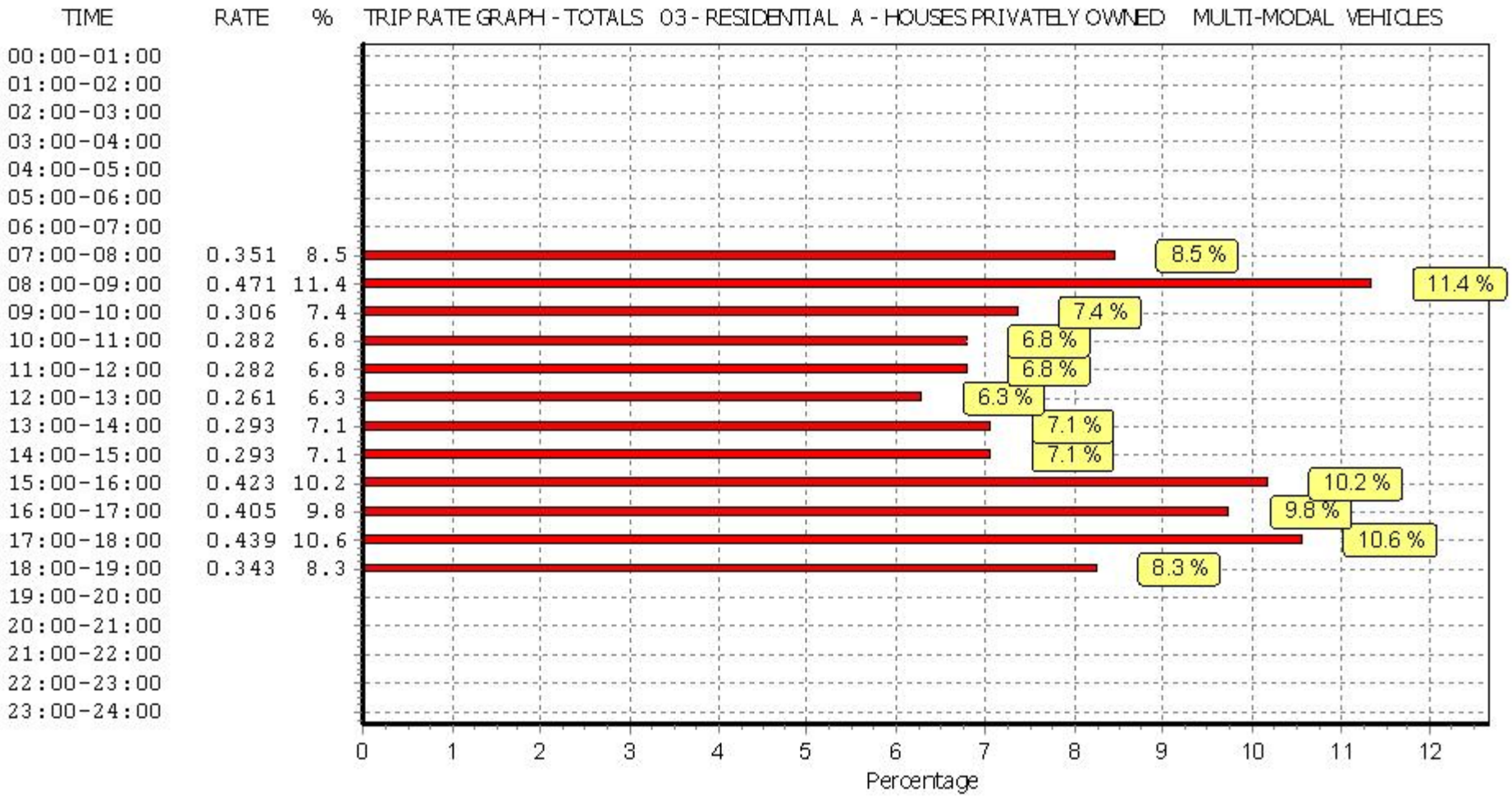


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.065			0.065			0.130

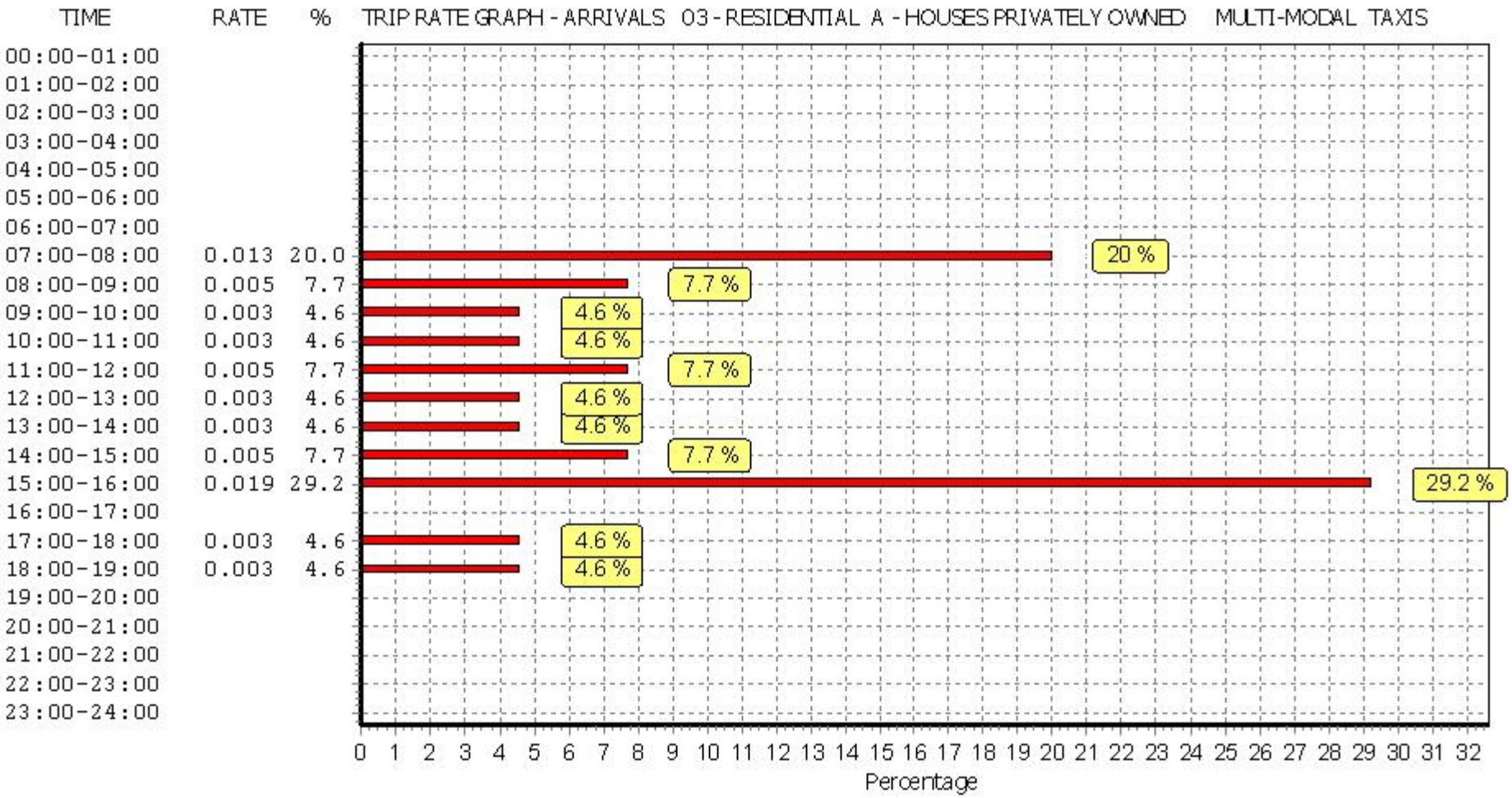
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

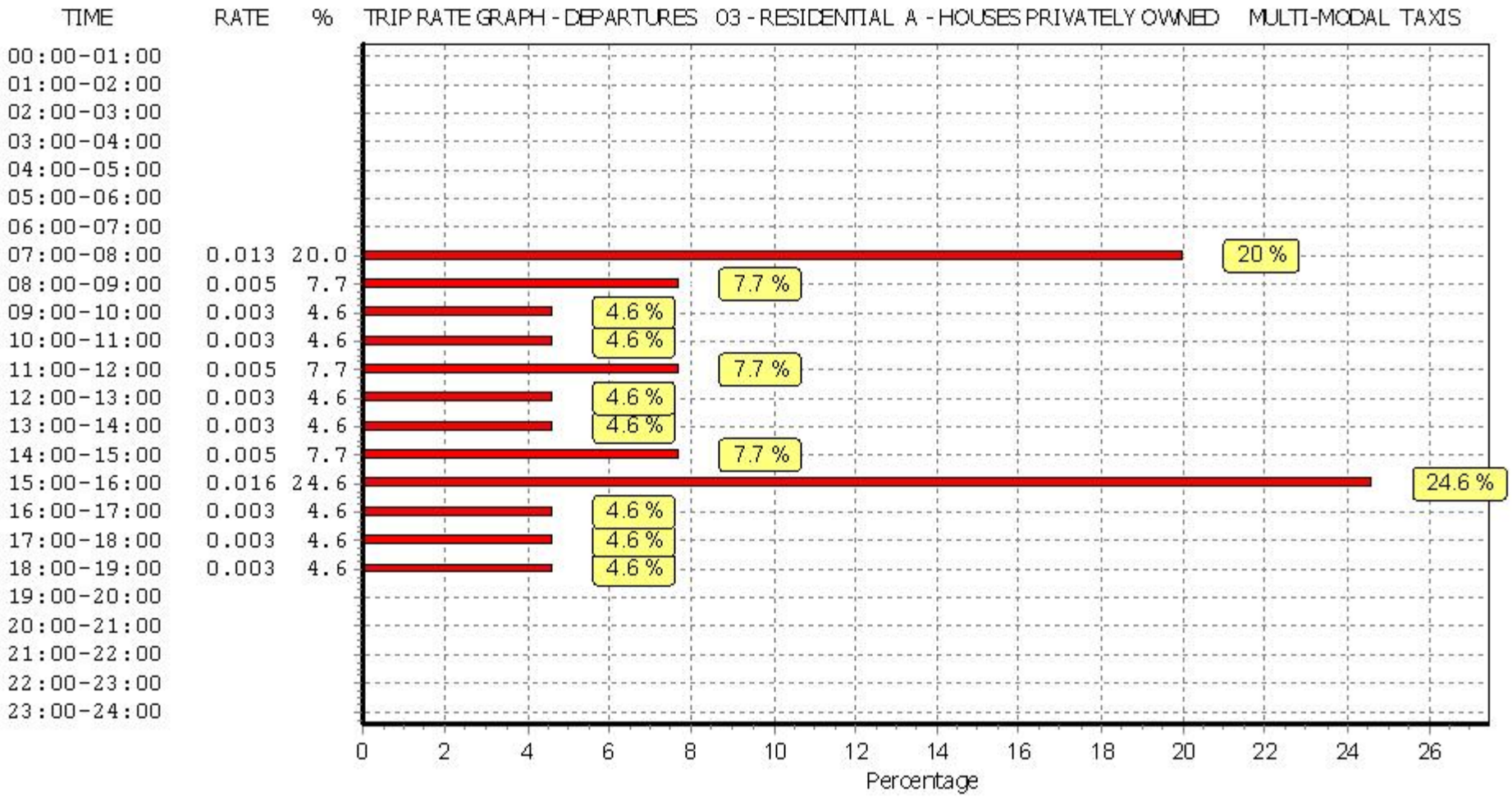
Parameter summary

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

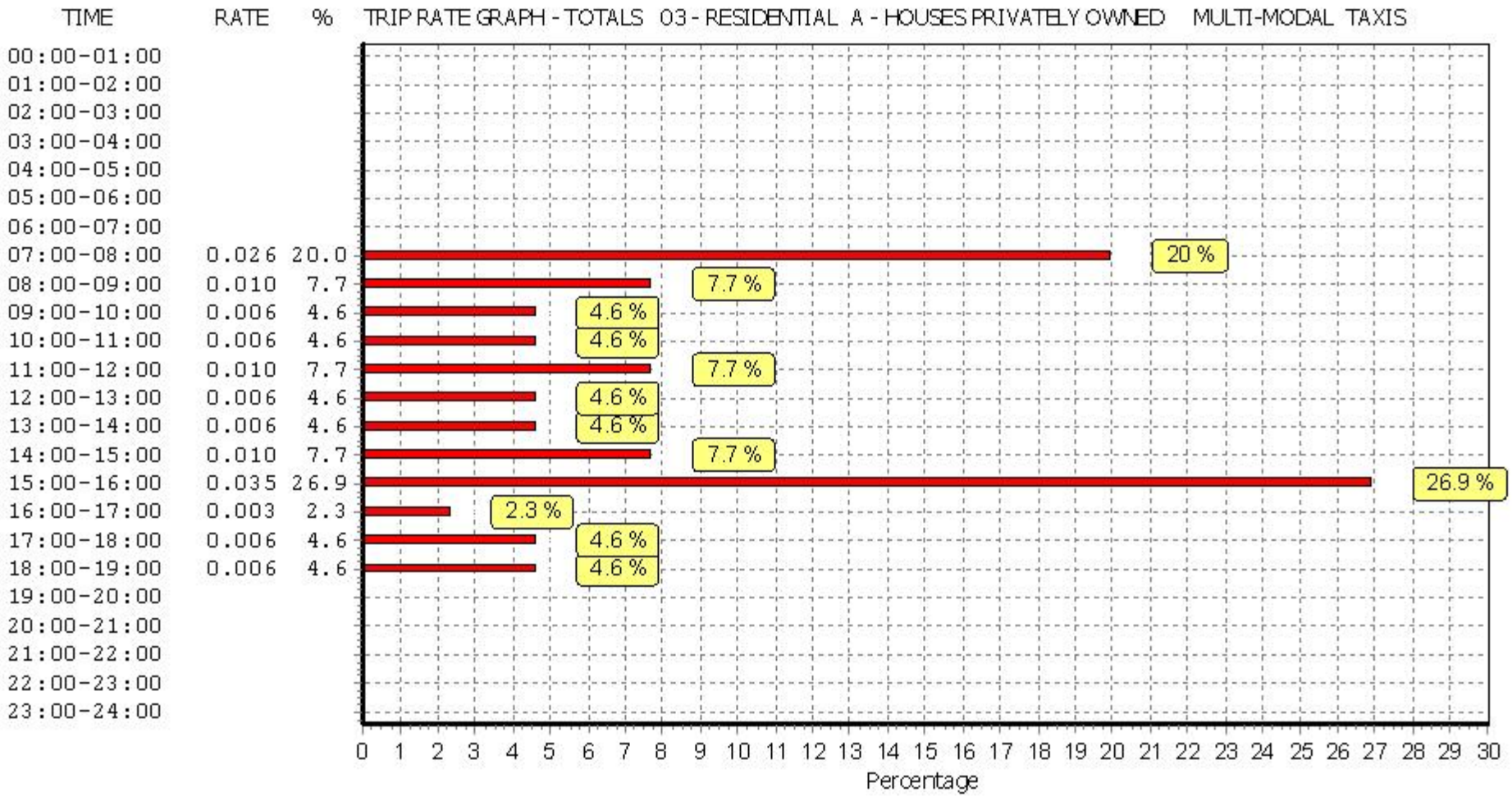
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.020			0.018			0.038

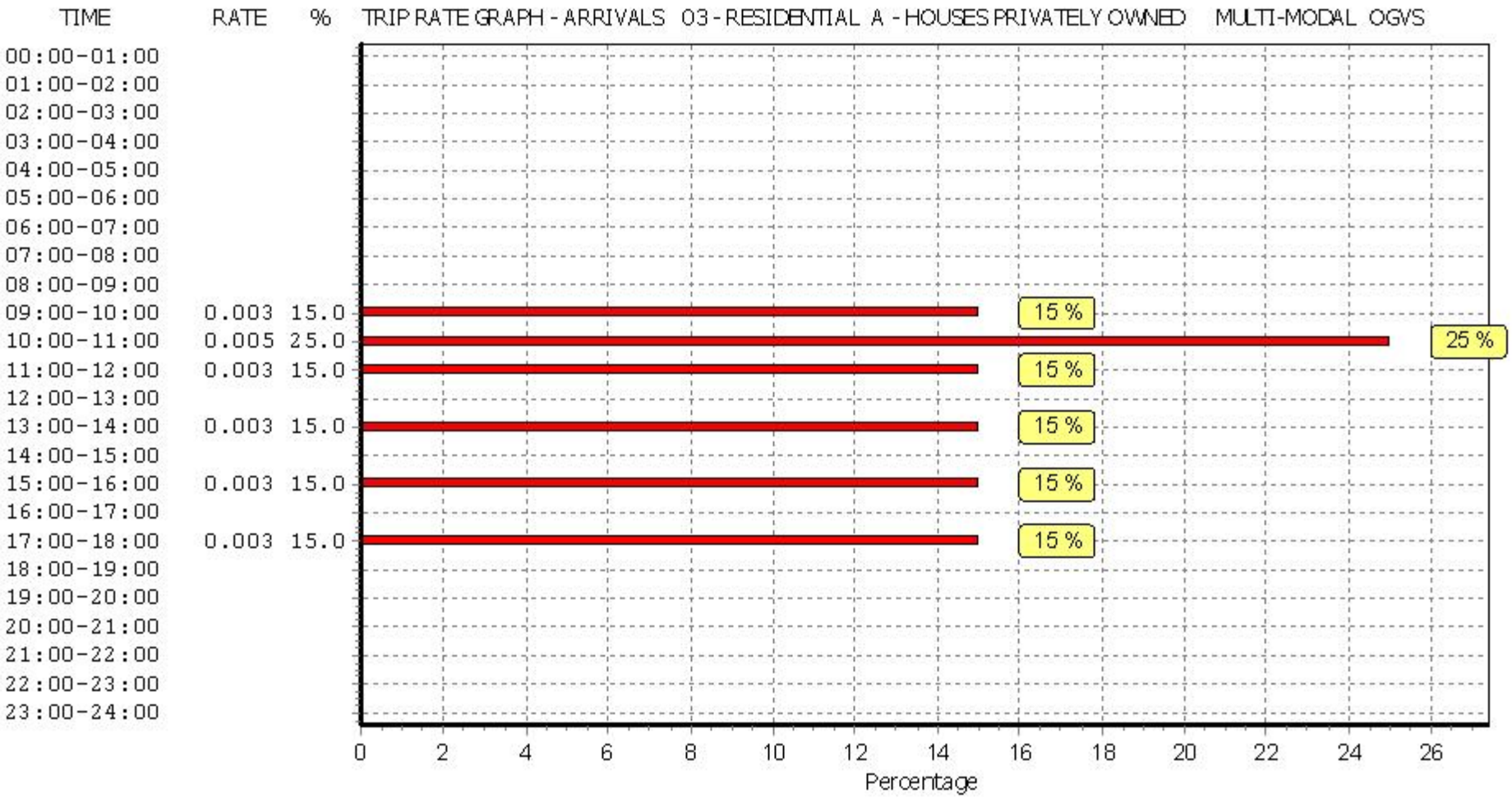
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

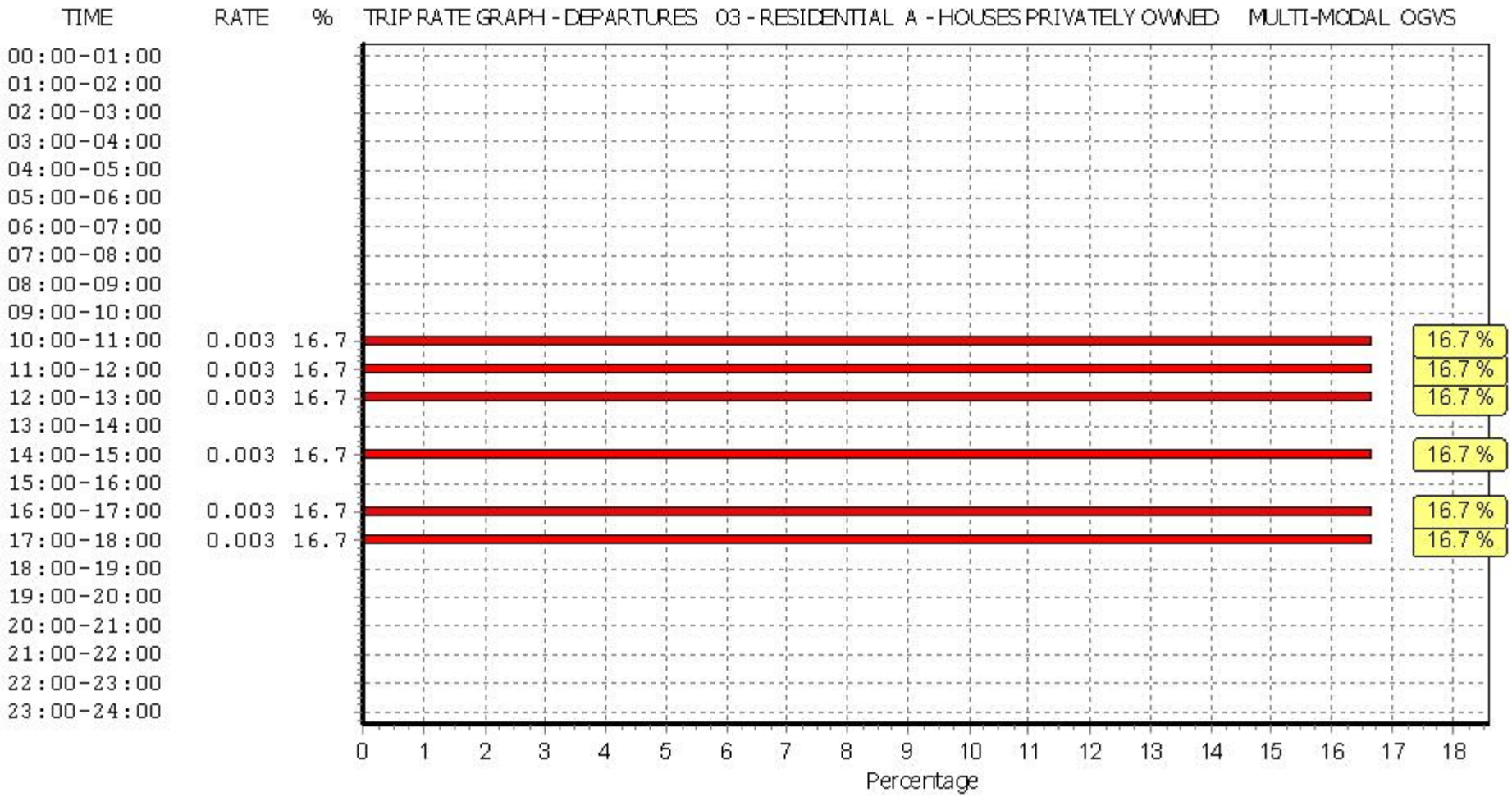
Parameter summary

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

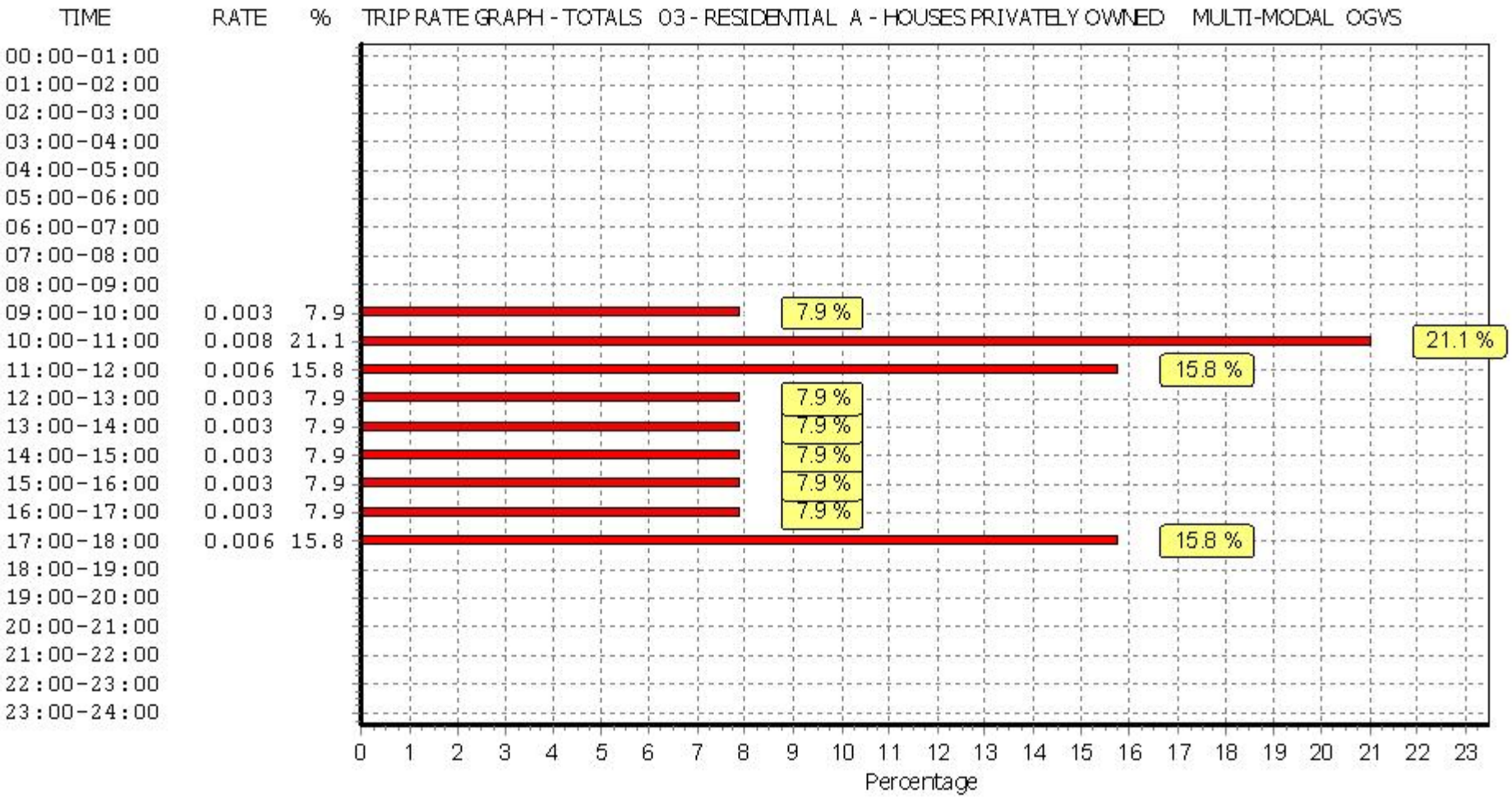
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.005			0.005			0.010

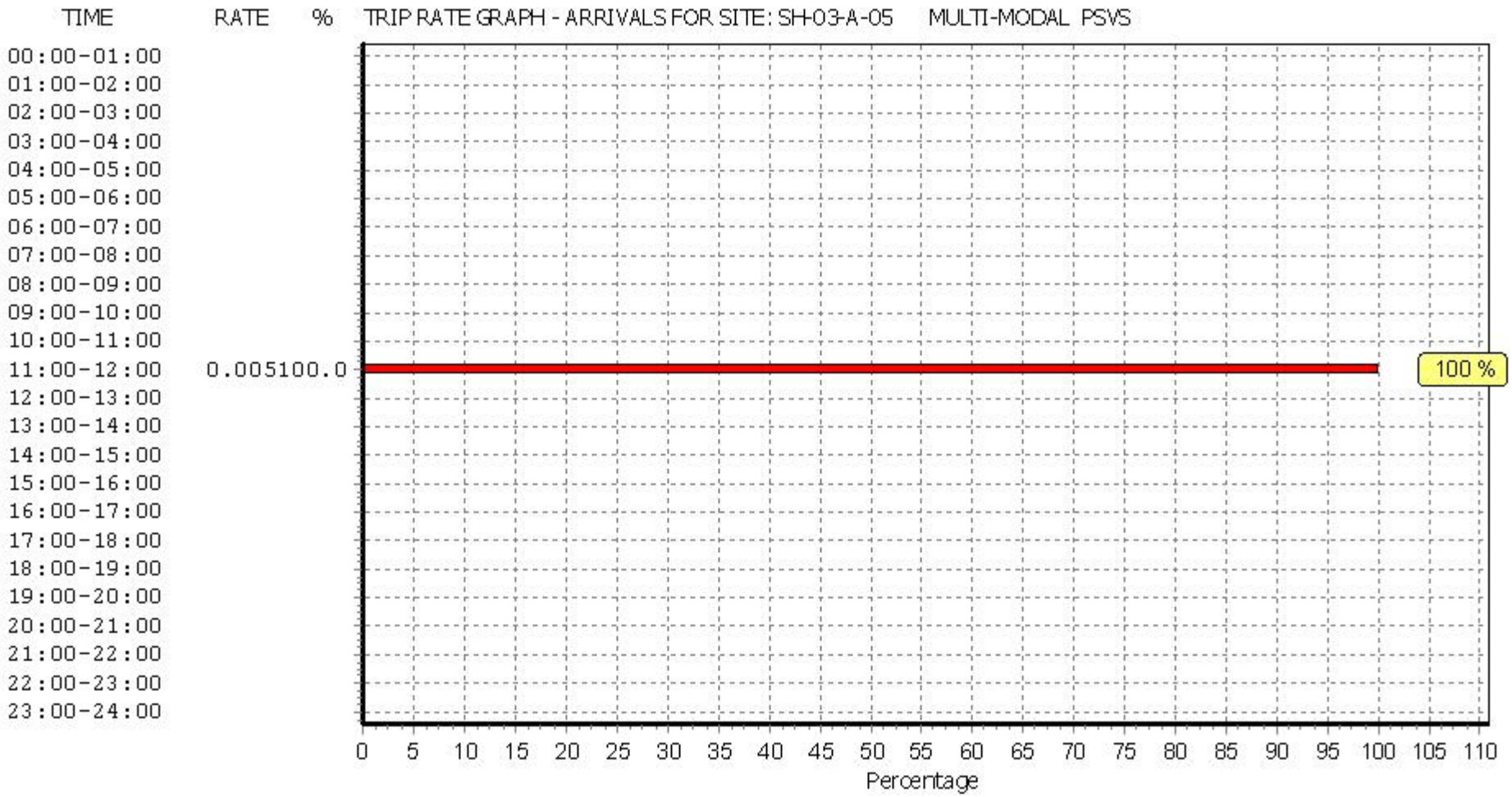
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

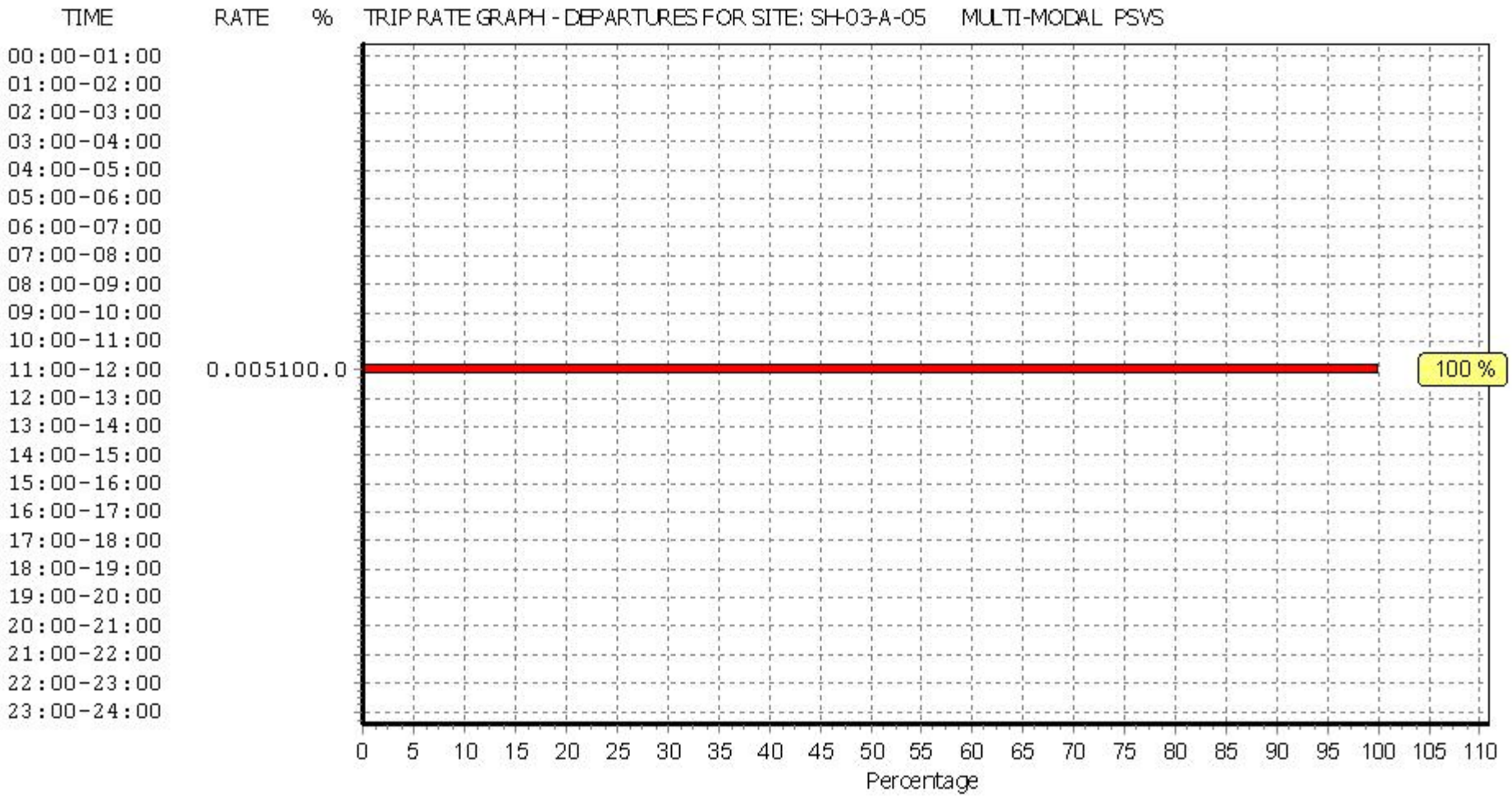
Parameter summary

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

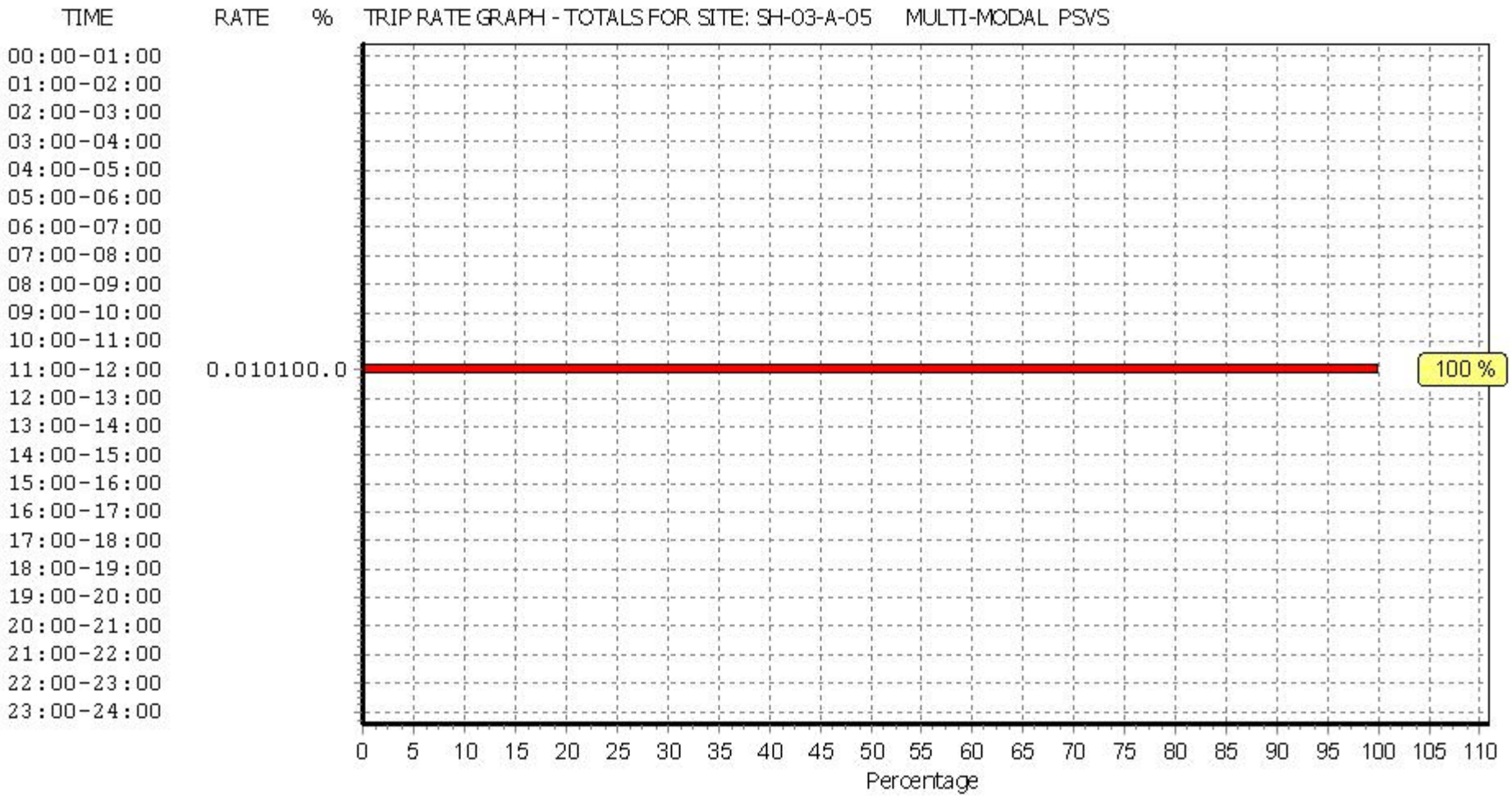
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.113			0.109			0.222

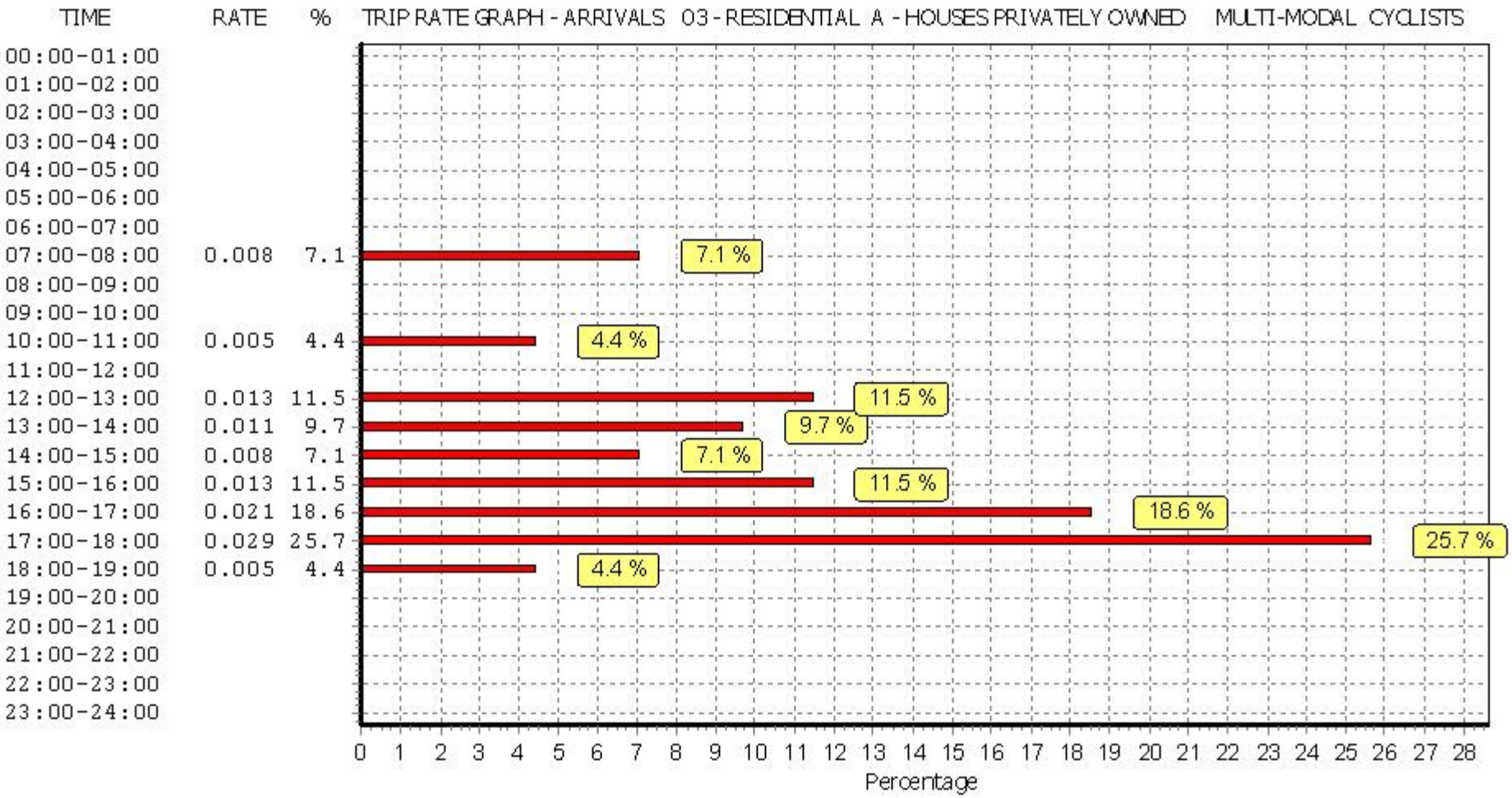
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

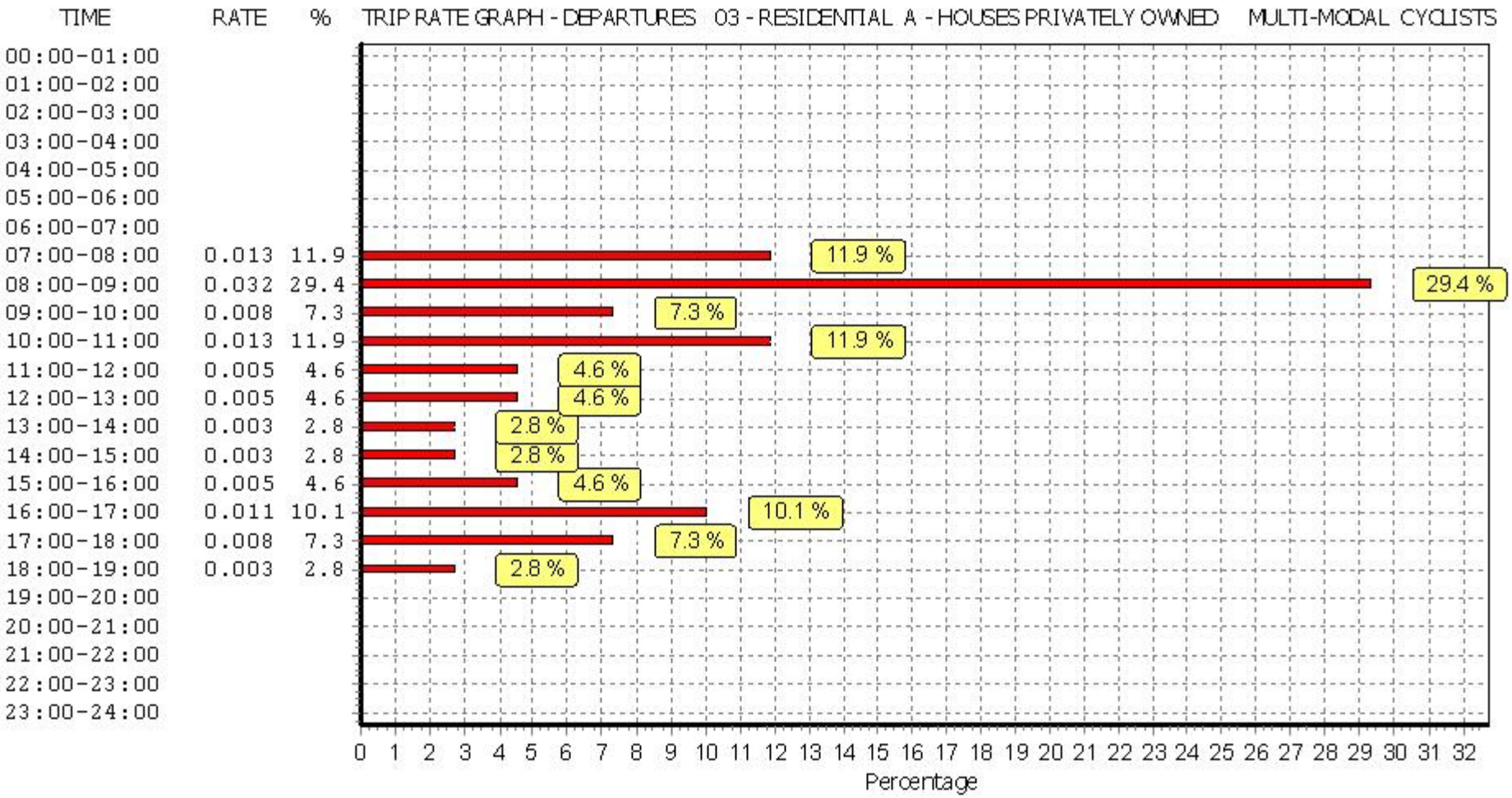
Parameter summary

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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



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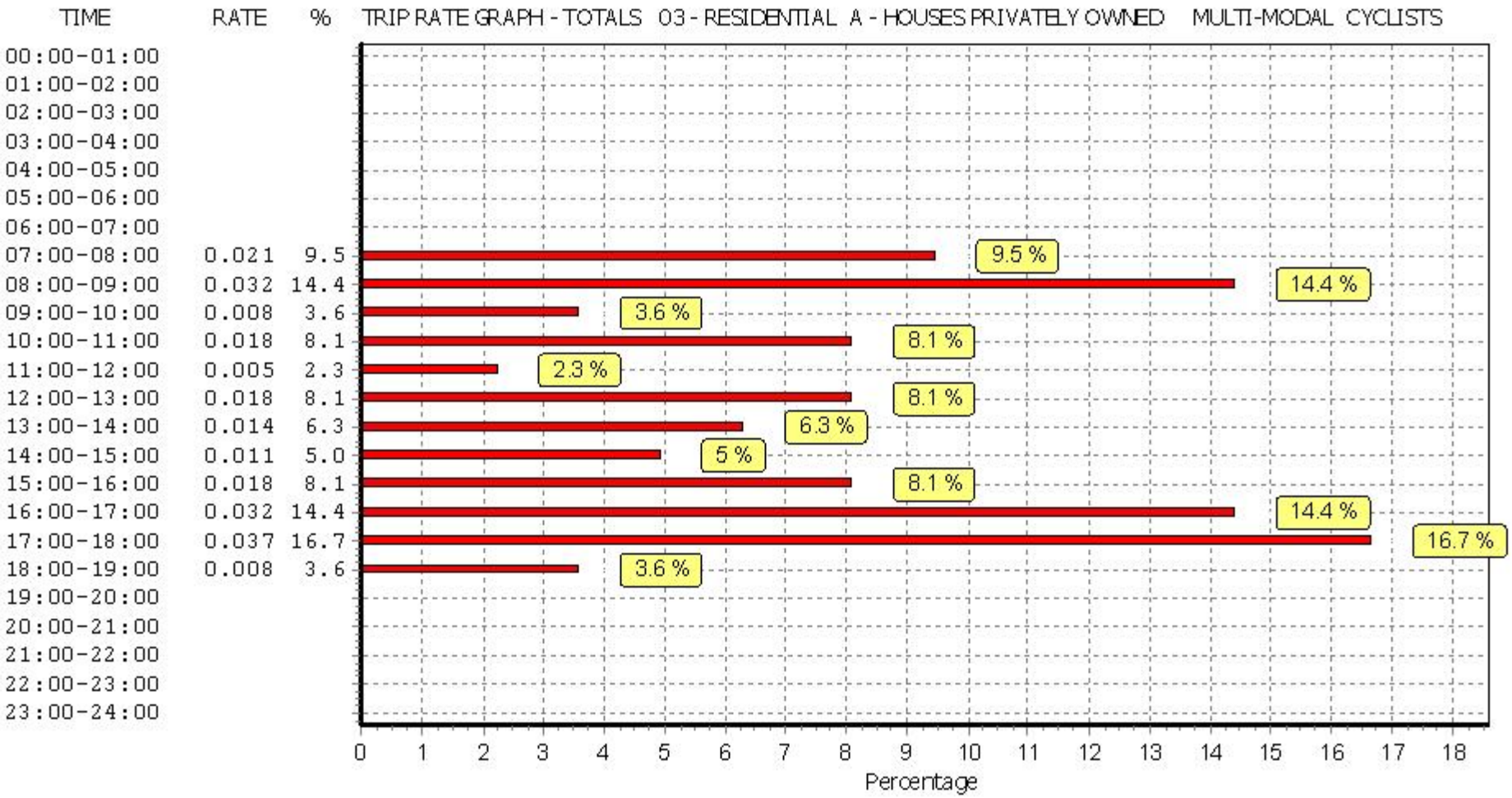

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			2.696			2.810			5.506

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

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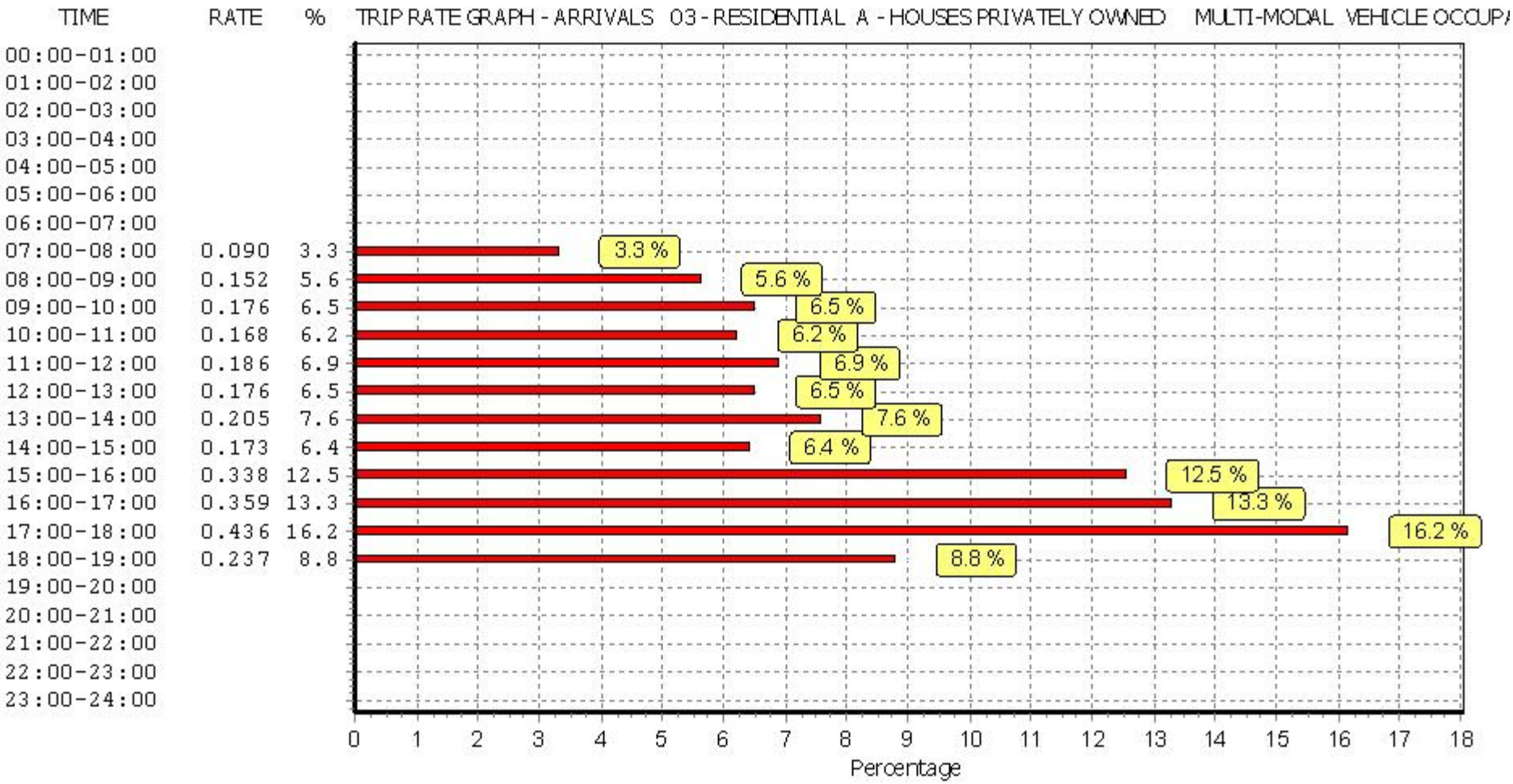
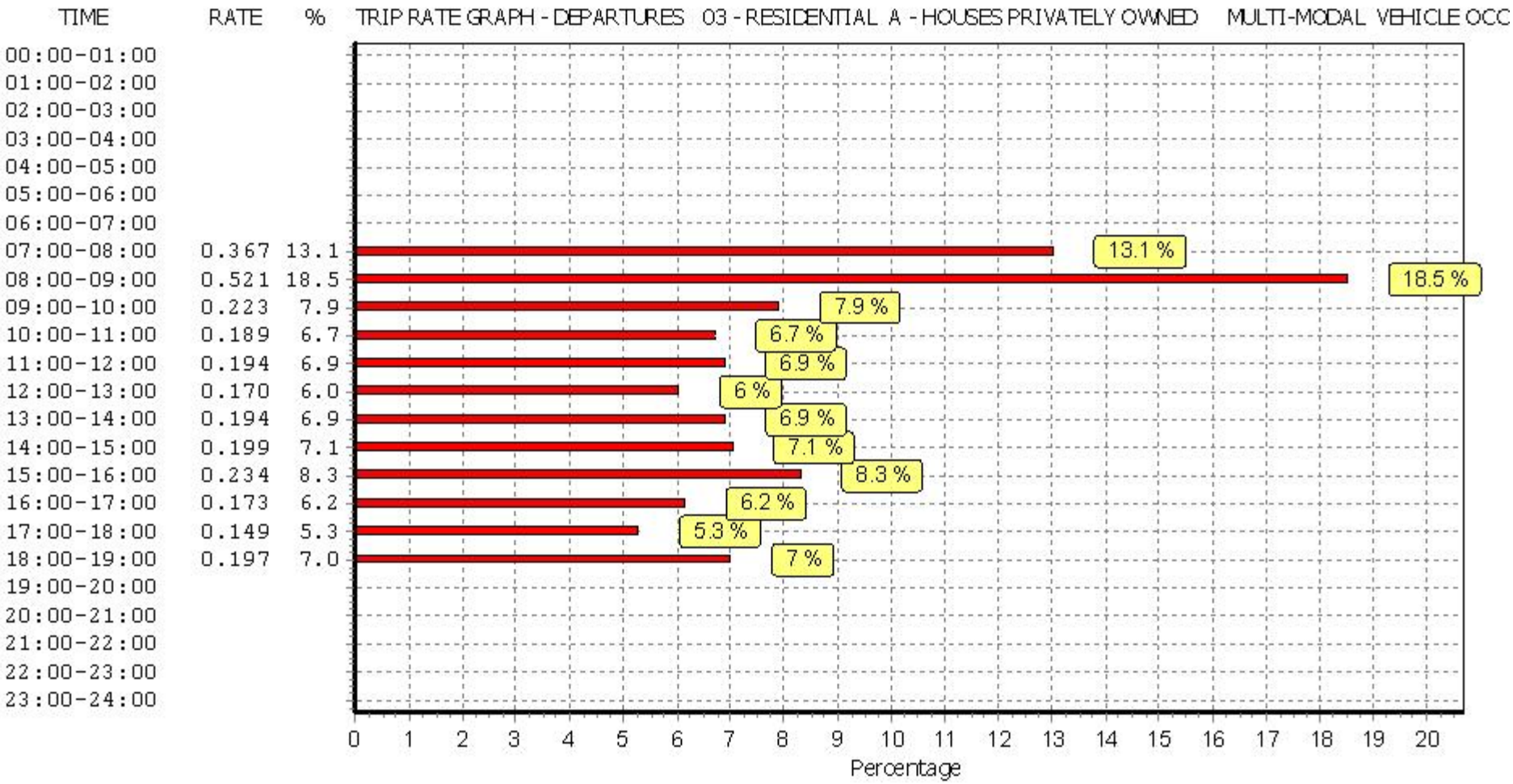
Parameter summary

Trip rate parameter range selected:	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

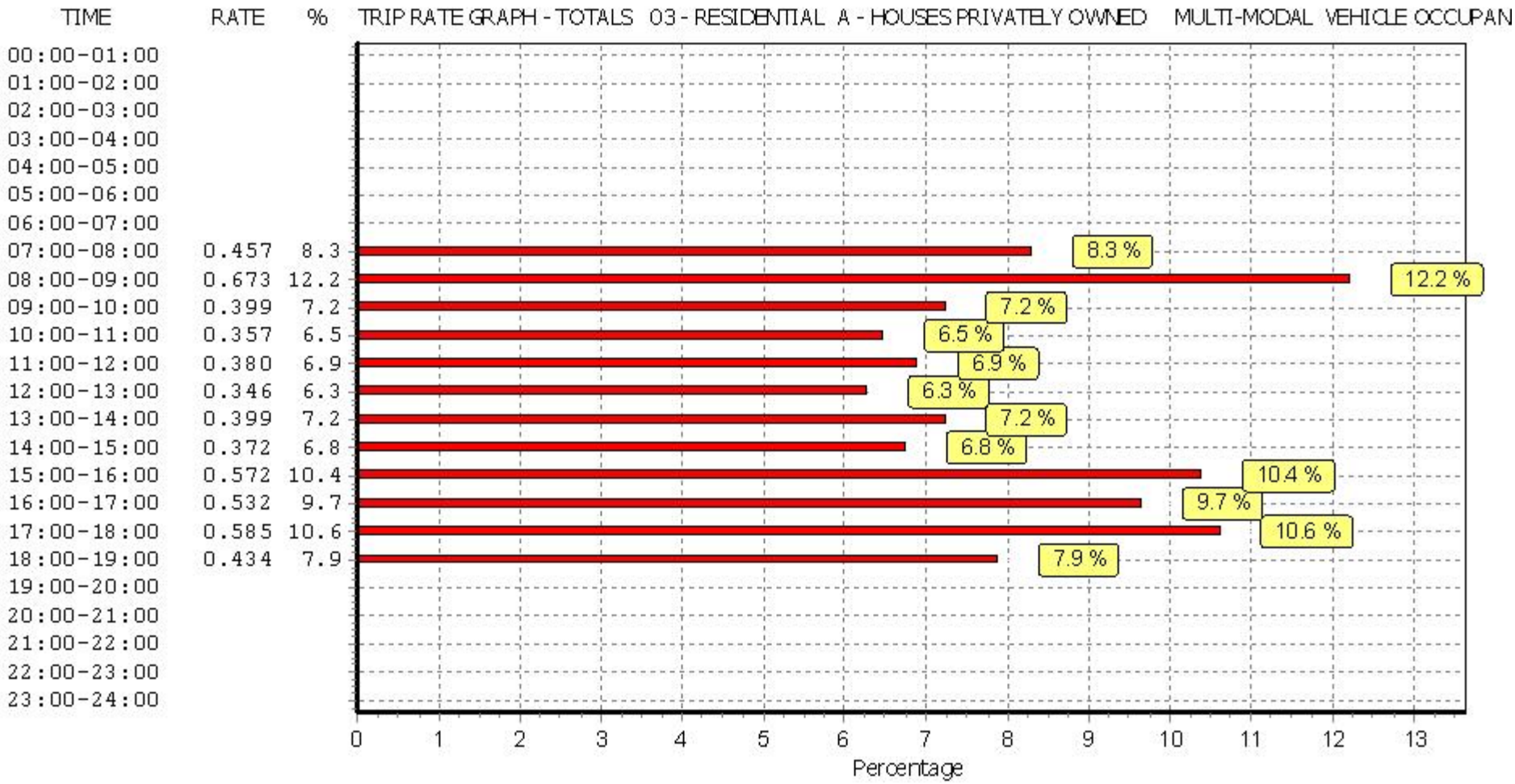
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.562			0.527			1.089

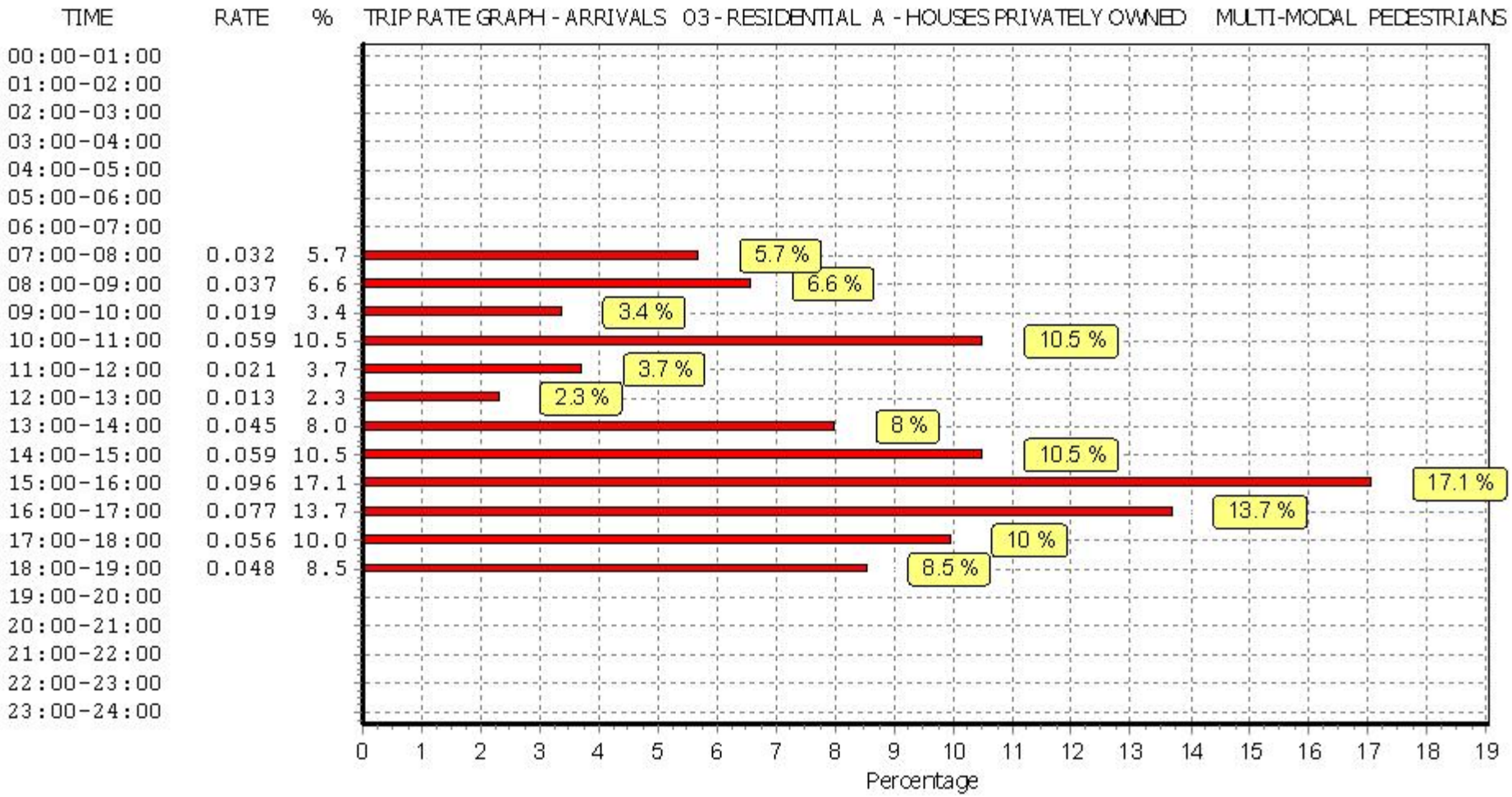
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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.

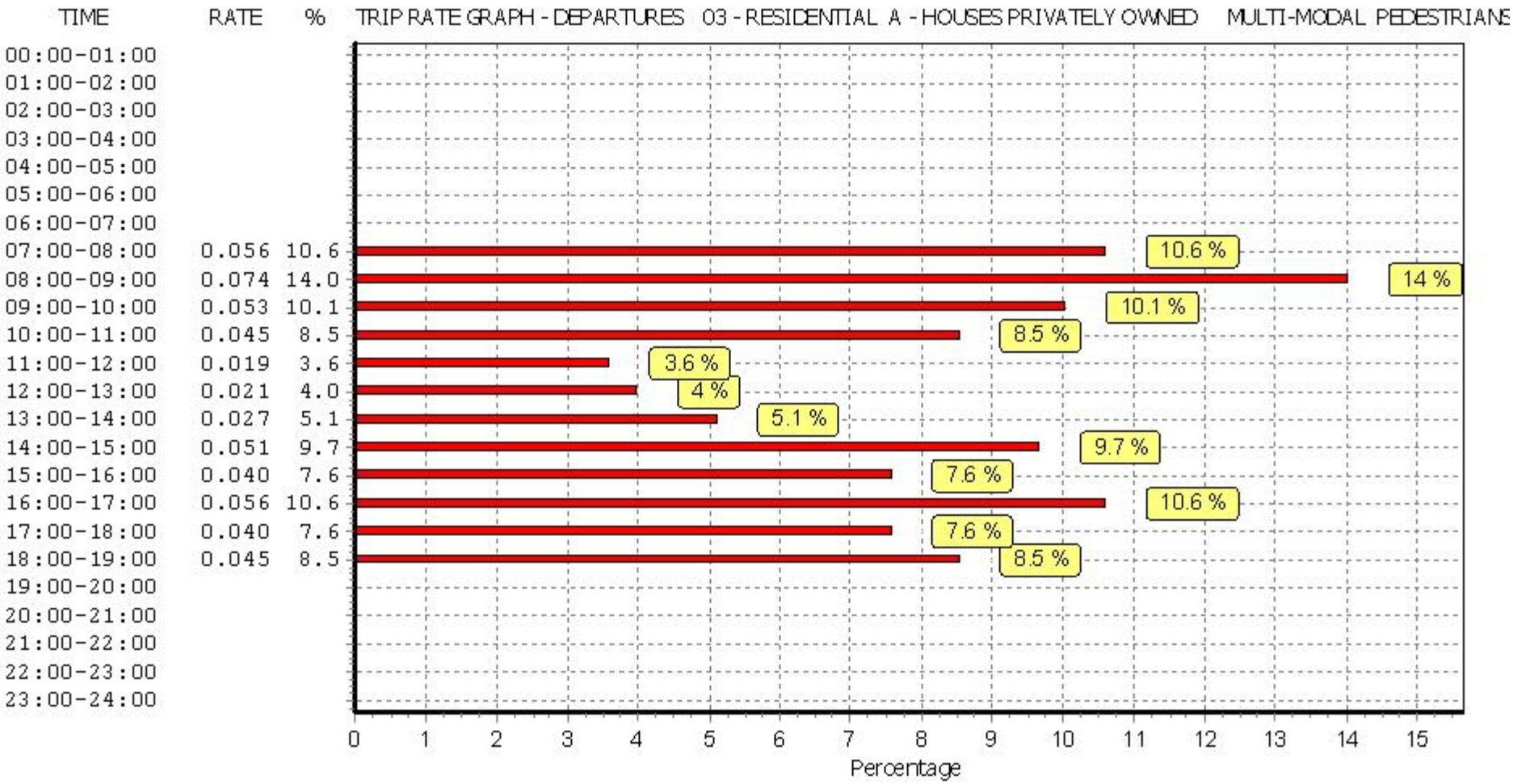
Parameter summary

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

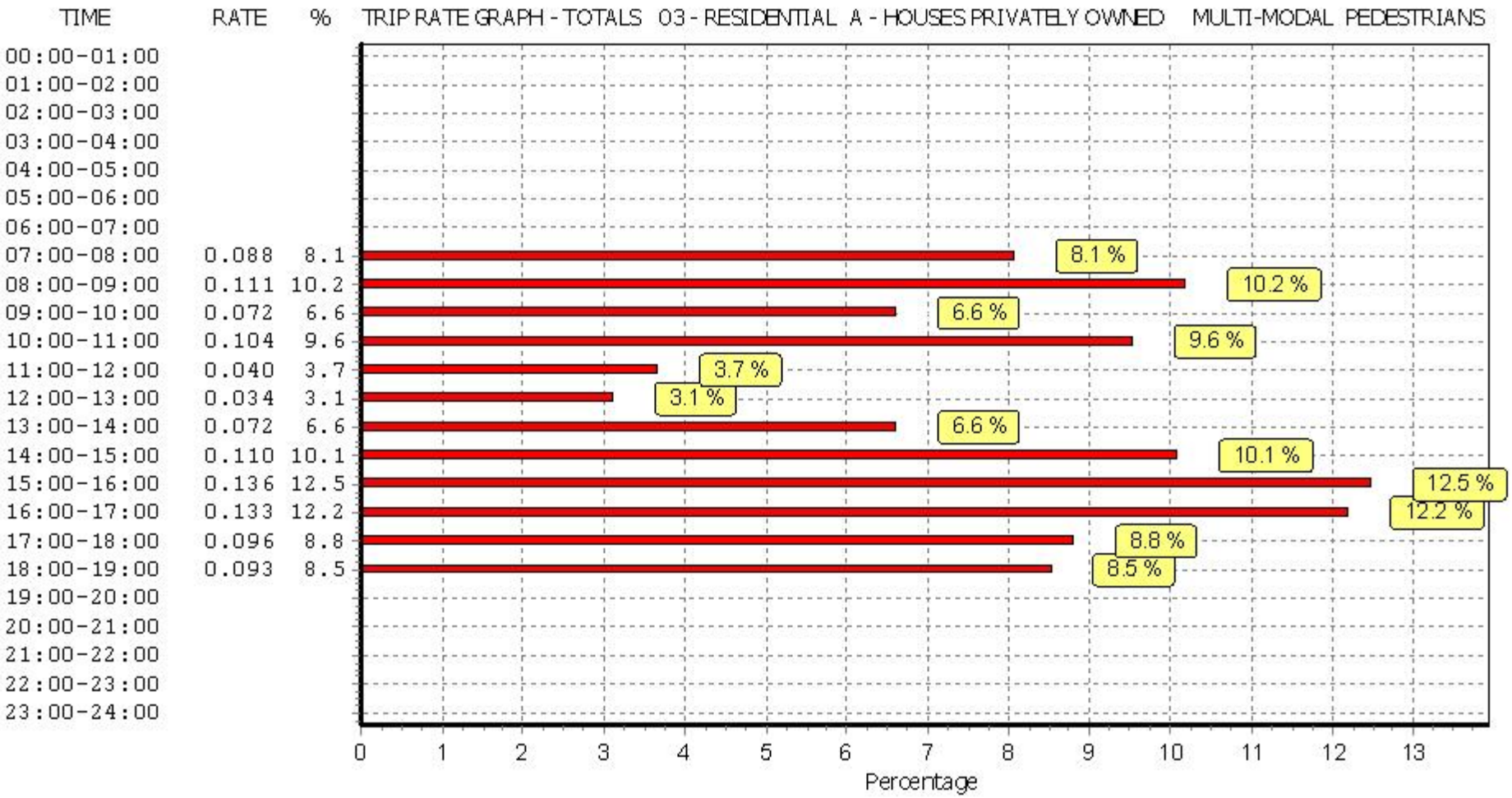
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.008			0.006			0.014

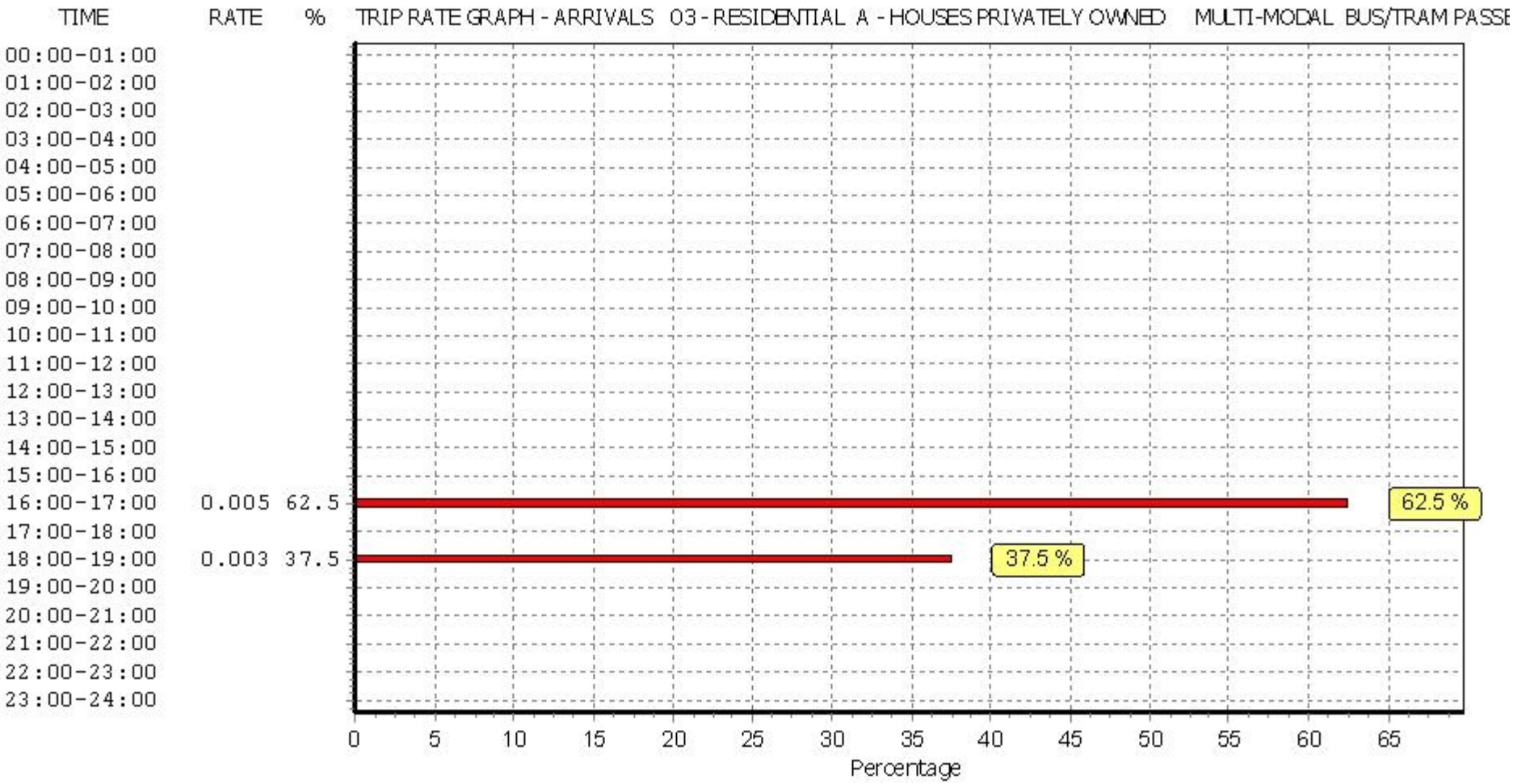
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

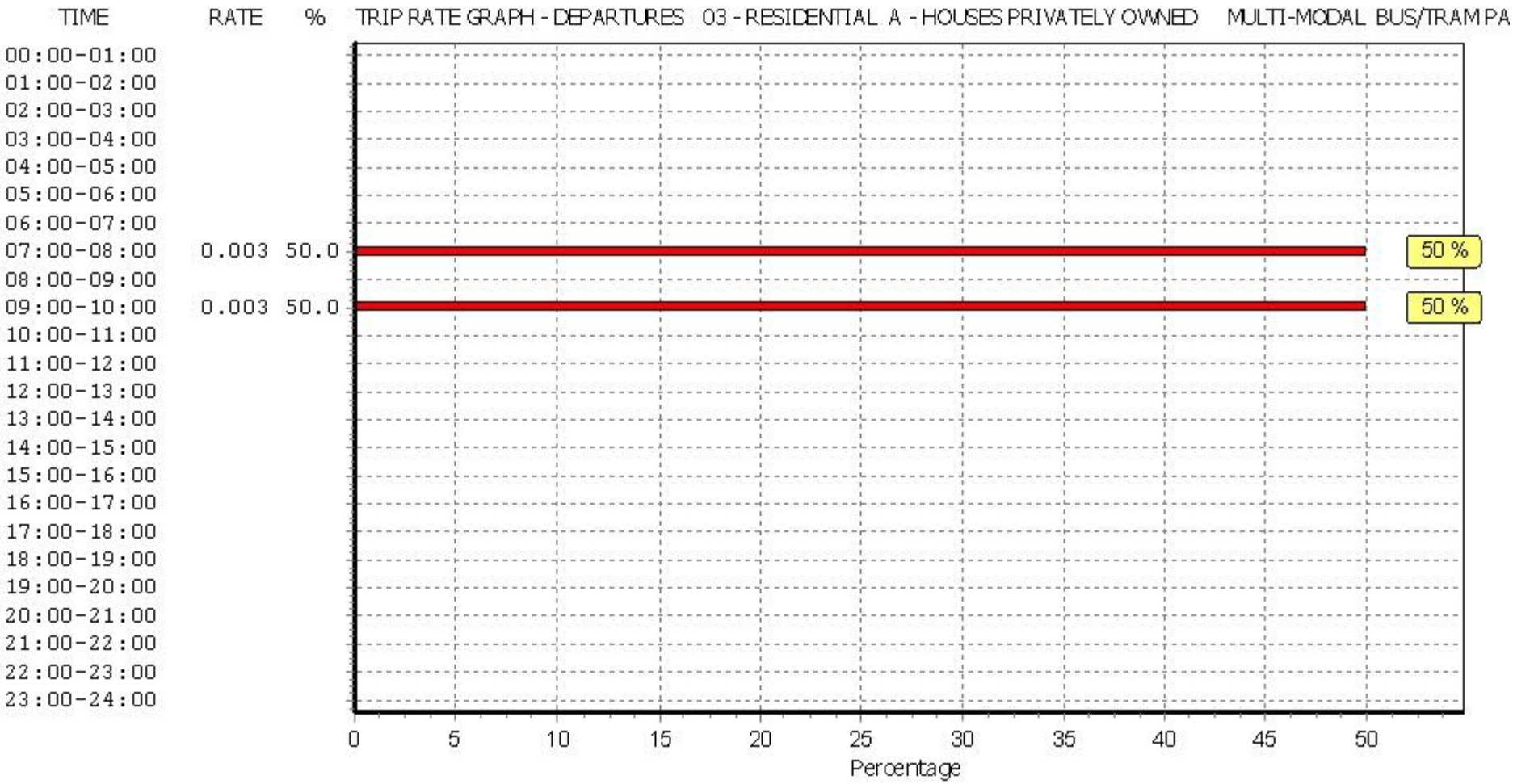
Parameter summary

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

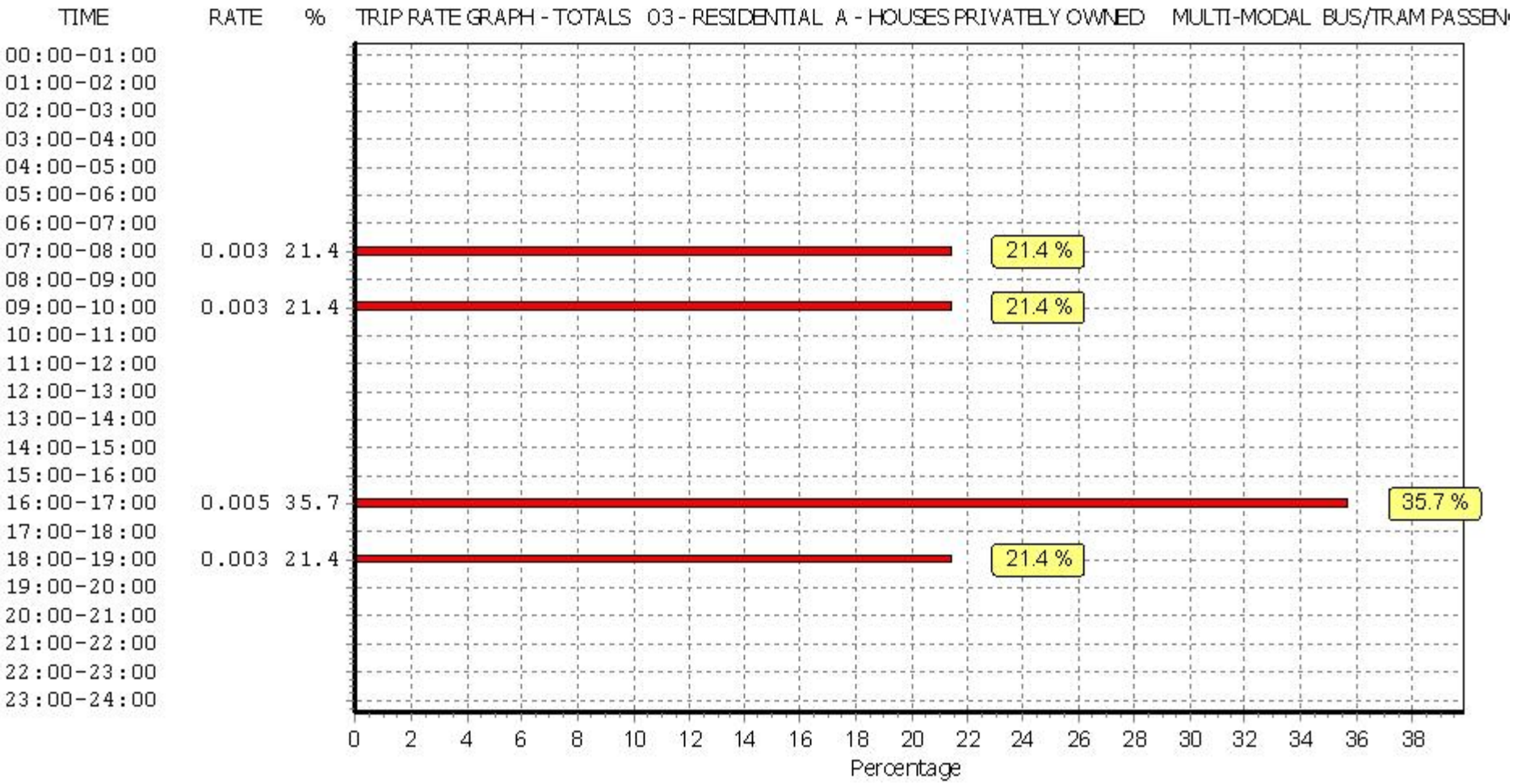
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
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.

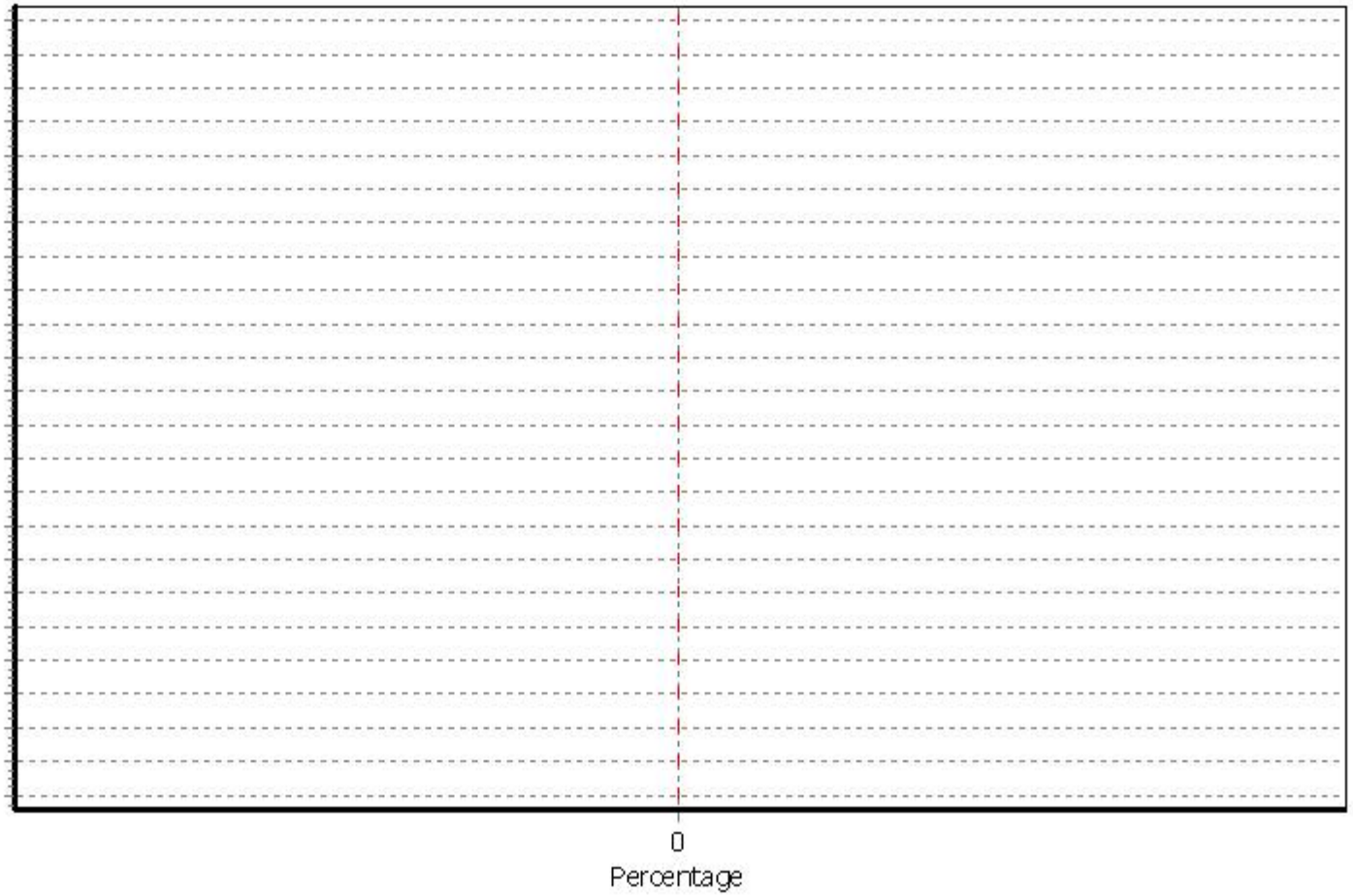
Parameter summary

Trip rate parameter range selected:	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

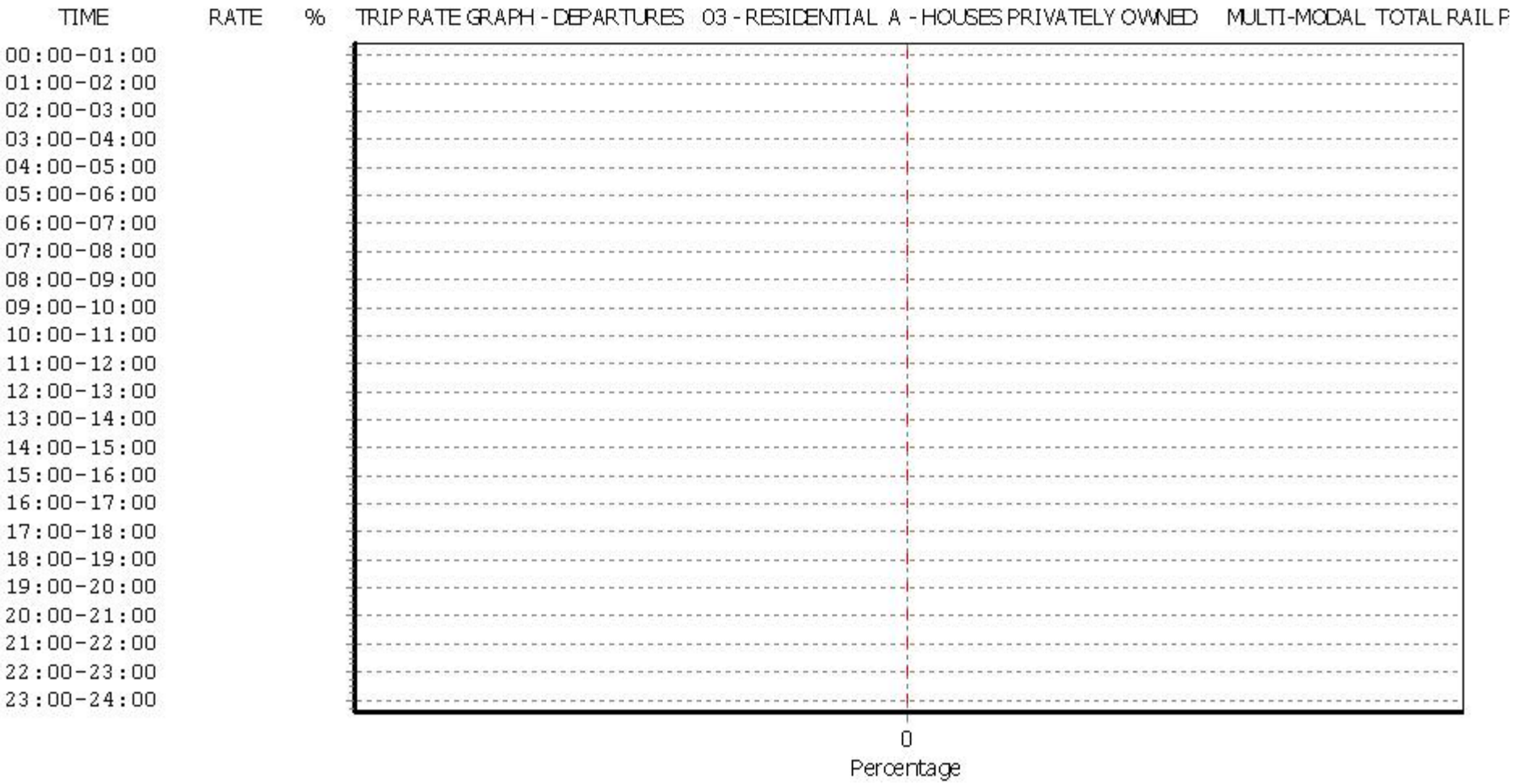
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

TRIP RATE GRAPH - ARRIVALS 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED MULTI-MODAL TOTAL RAIL PASS

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

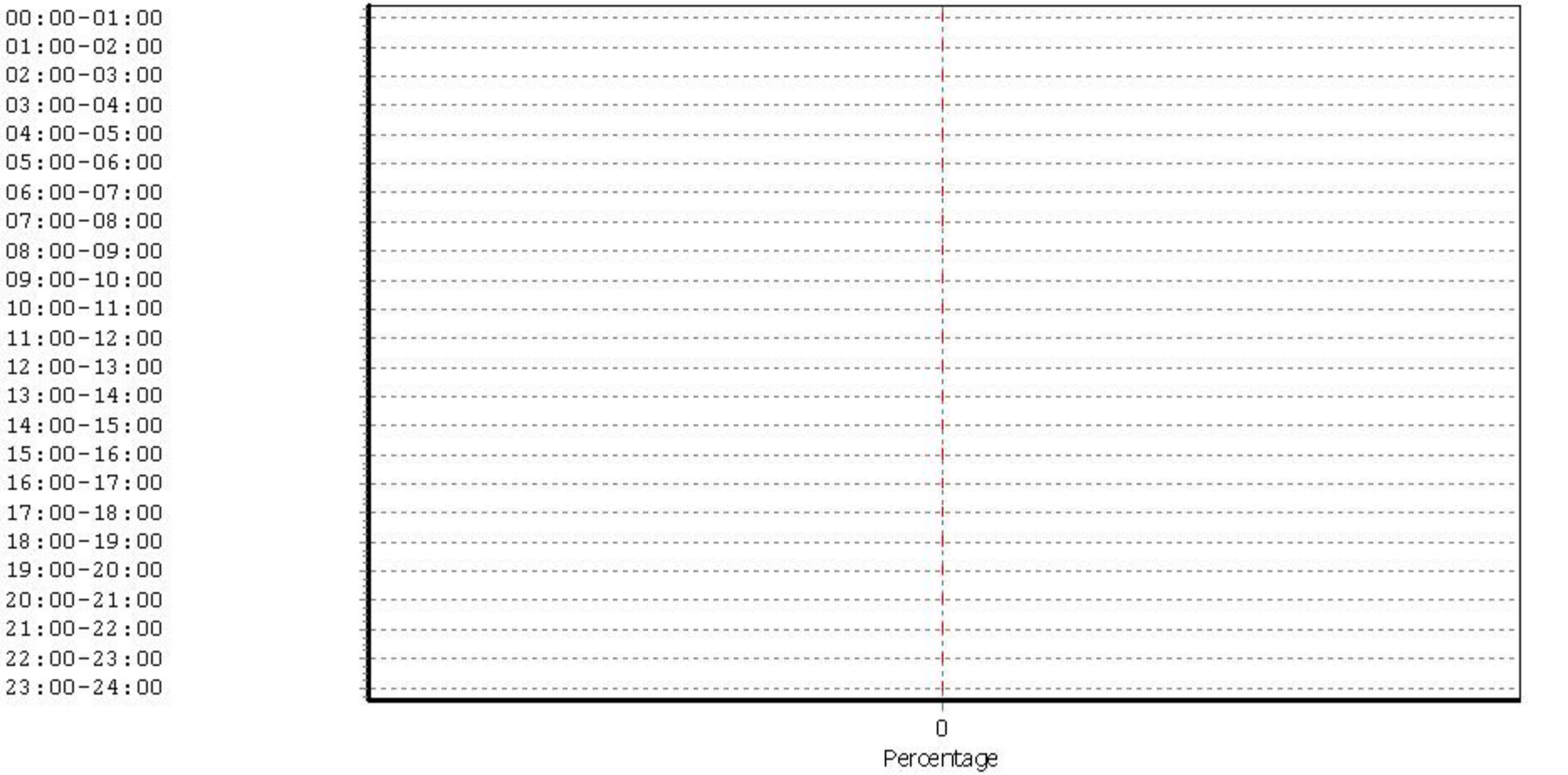


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TIME RATE % TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED MULTI-MODAL TOTAL RAIL PASSE



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
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.

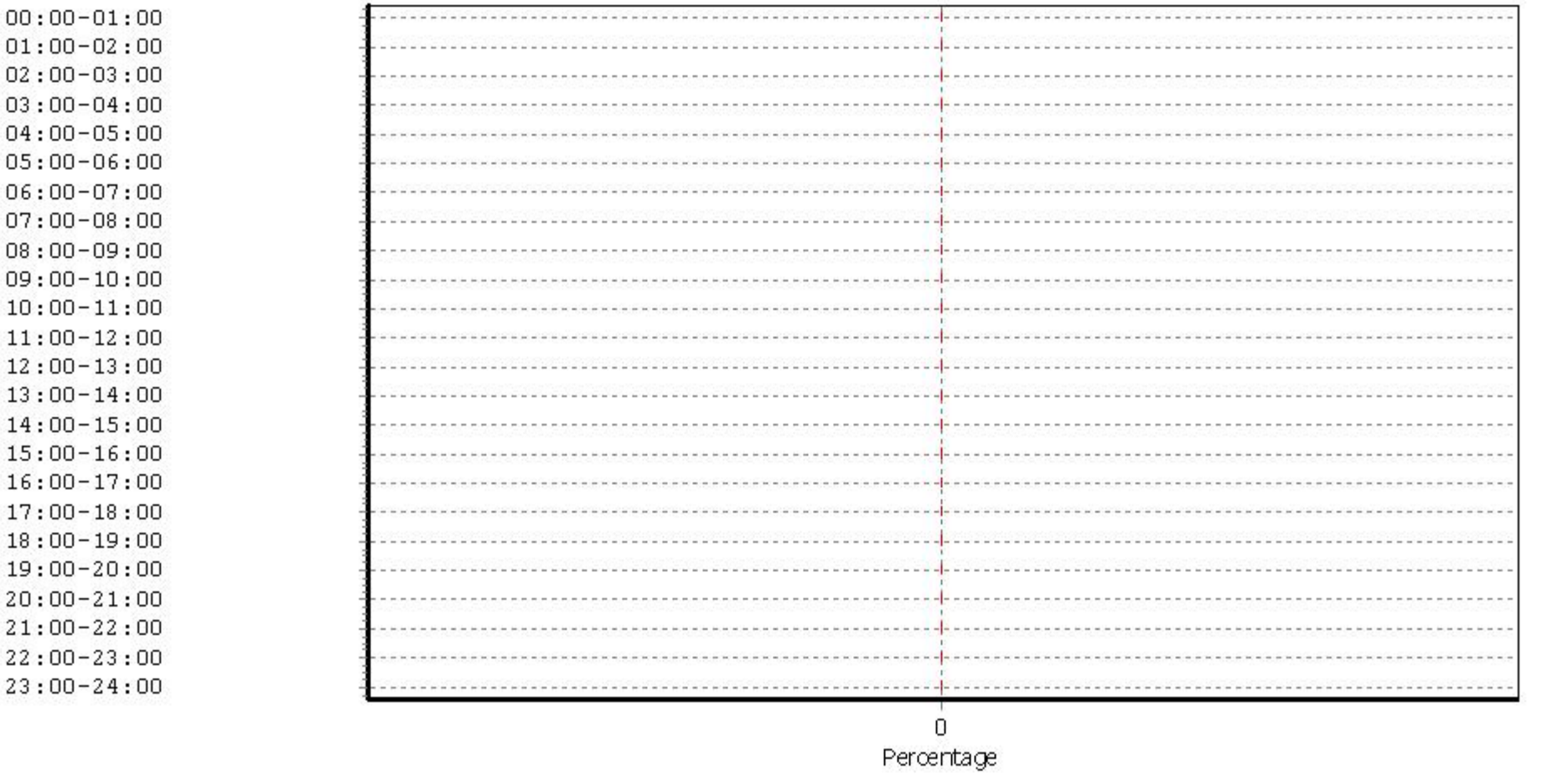
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

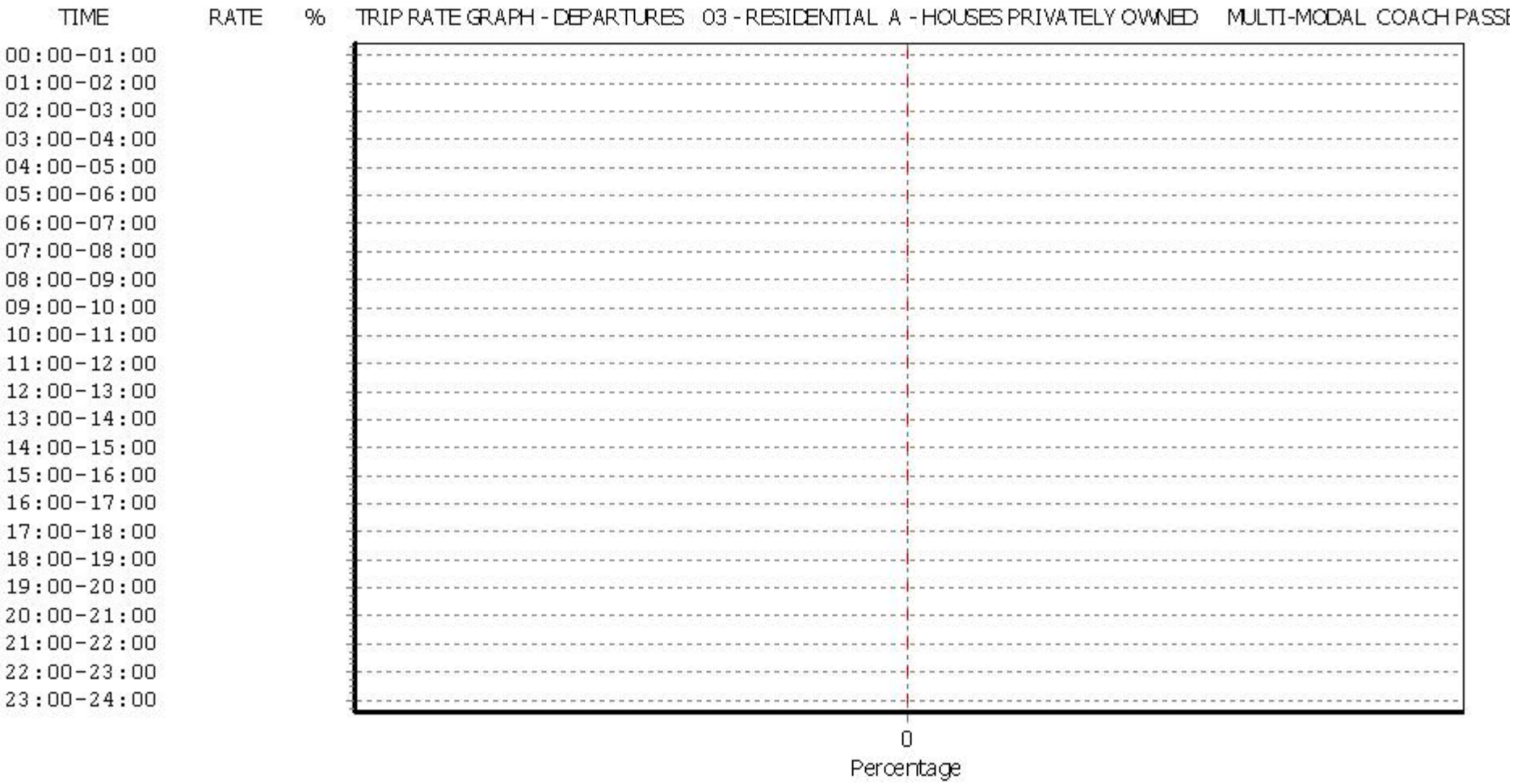
Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TIME RATE % TRIP RATE GRAPH - ARRIVALS 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED MULTI-MODAL COACH PASSENG

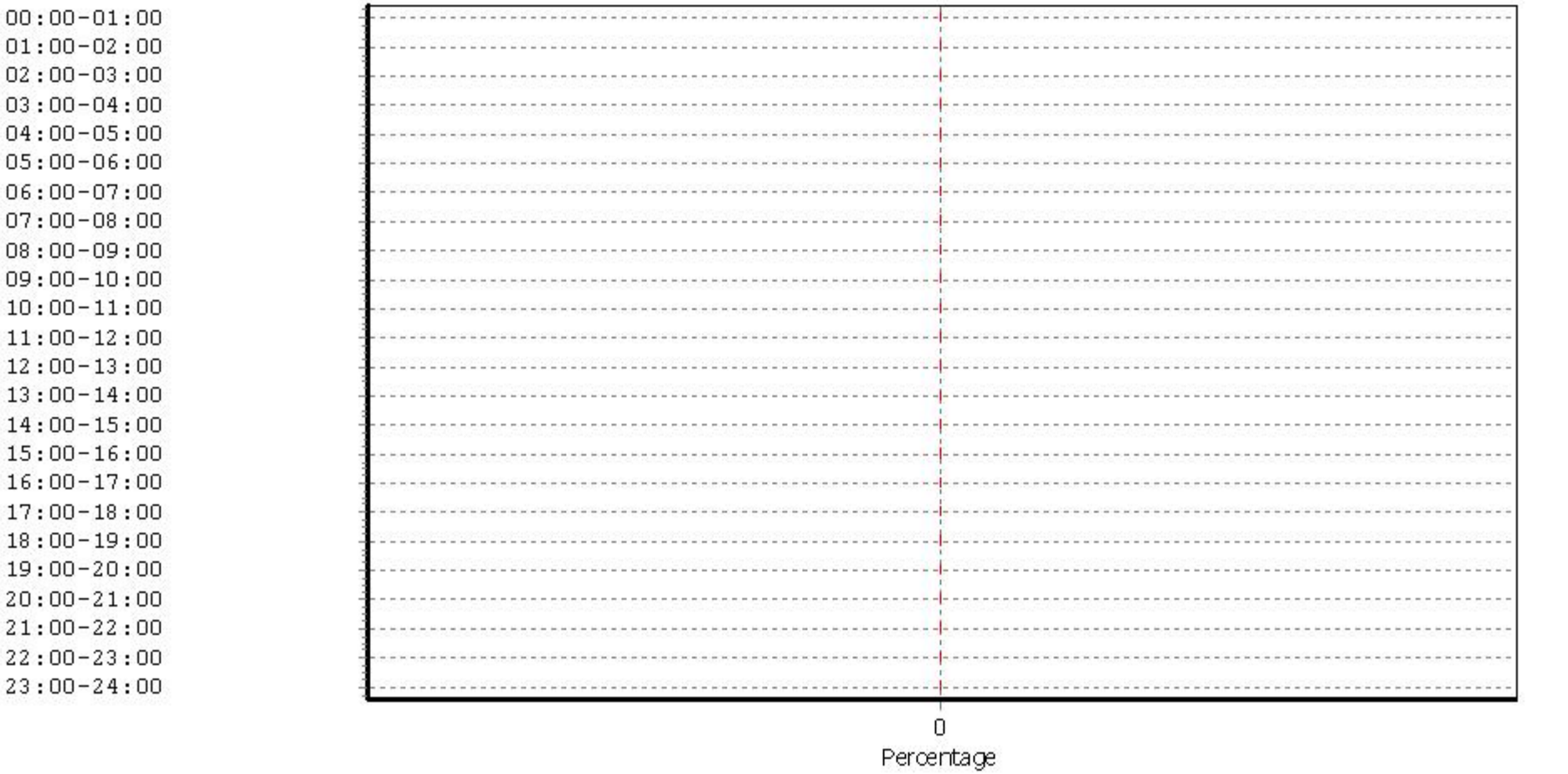


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TIME RATE % TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED MULTI-MODAL COACH PASSENGEF



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.008			0.006			0.014

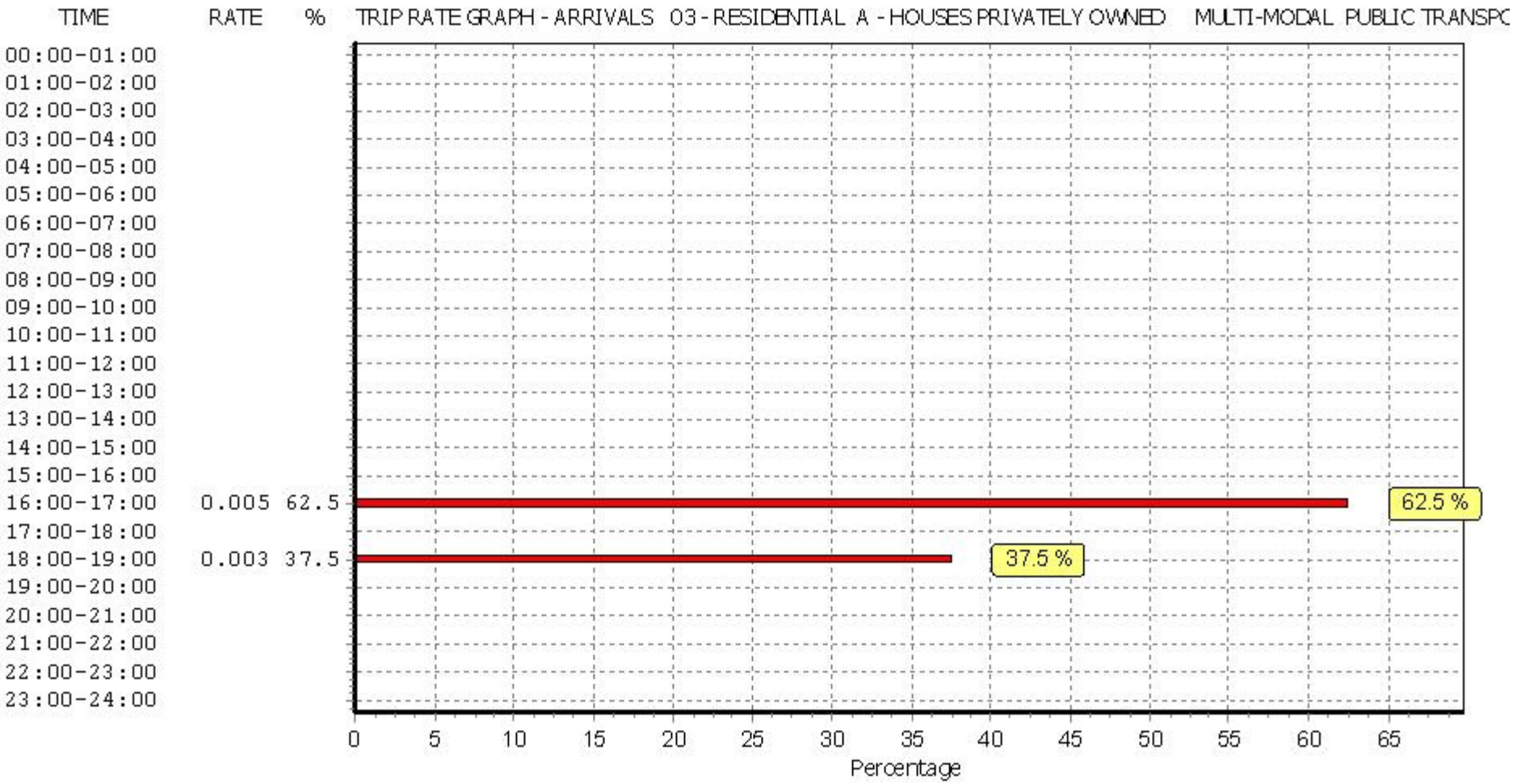
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

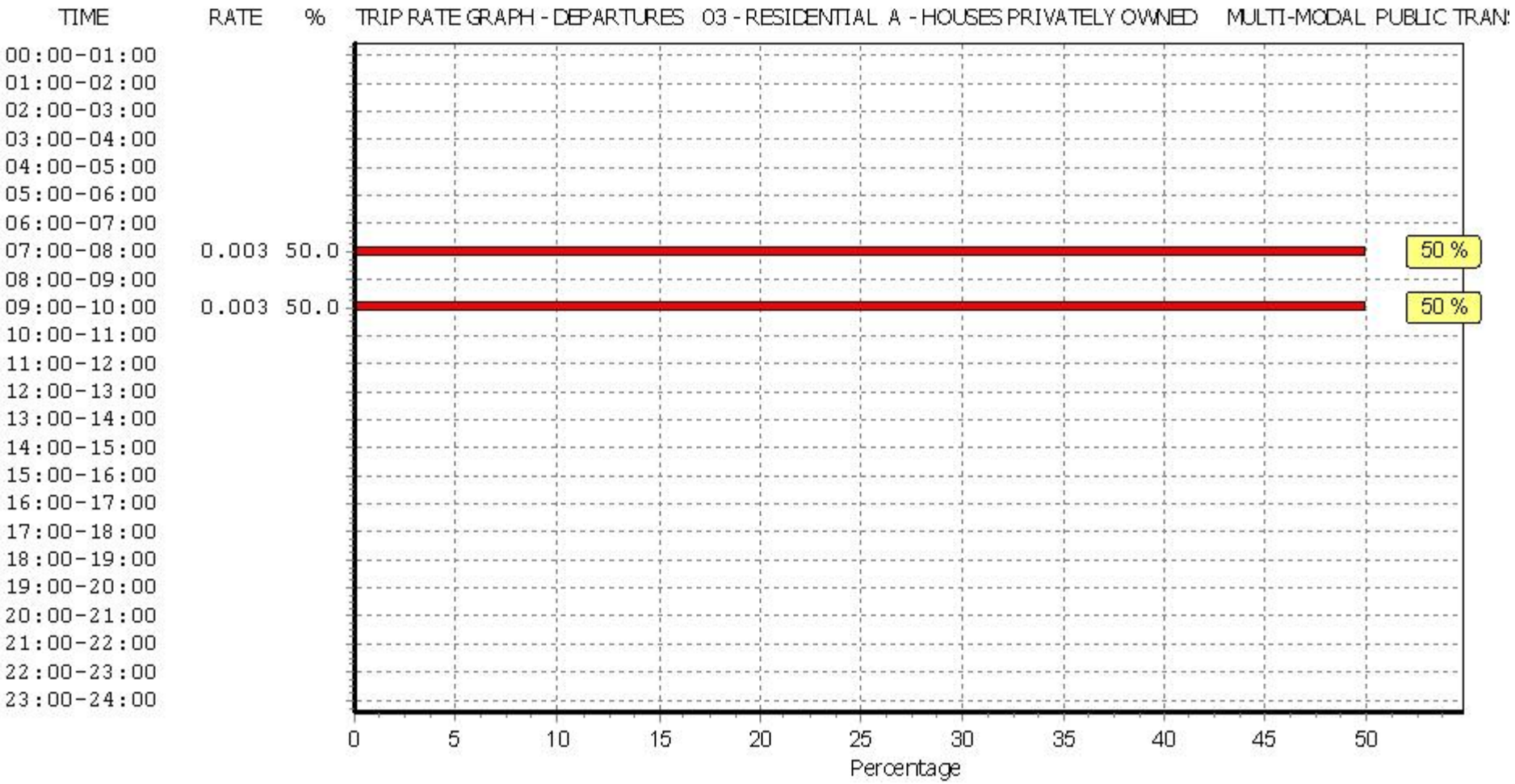
Parameter summary

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

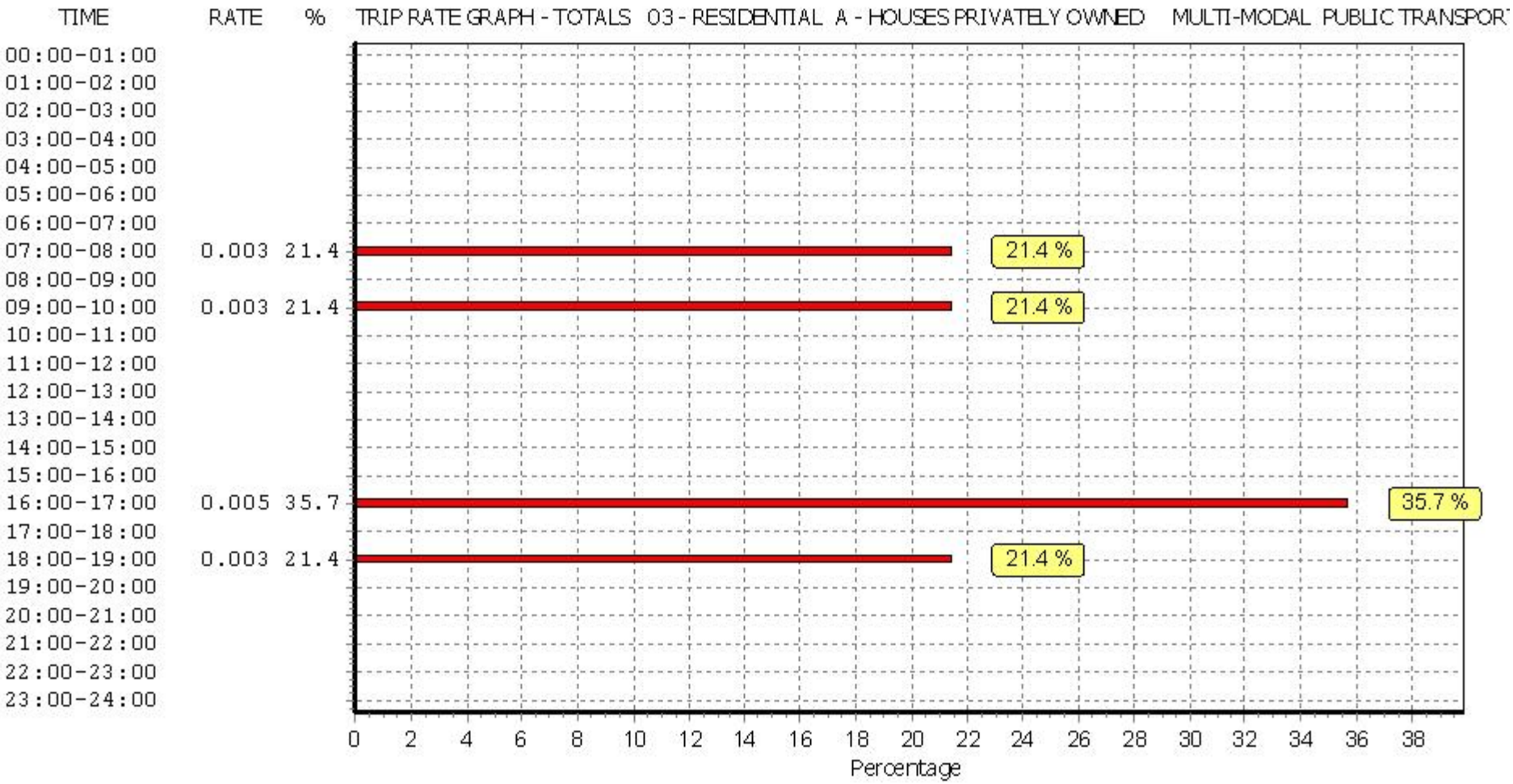
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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 PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			3.377			3.452			6.829

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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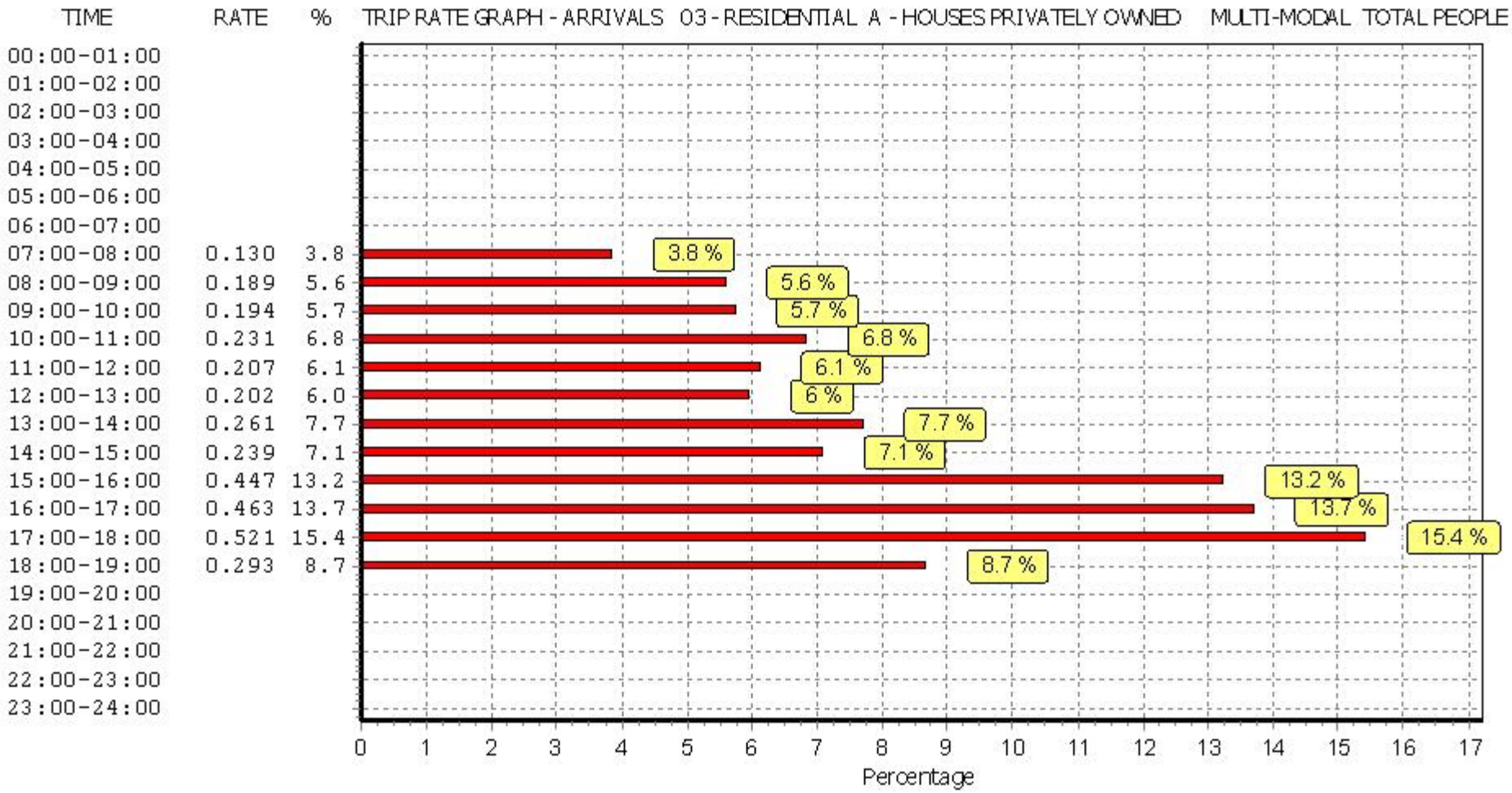
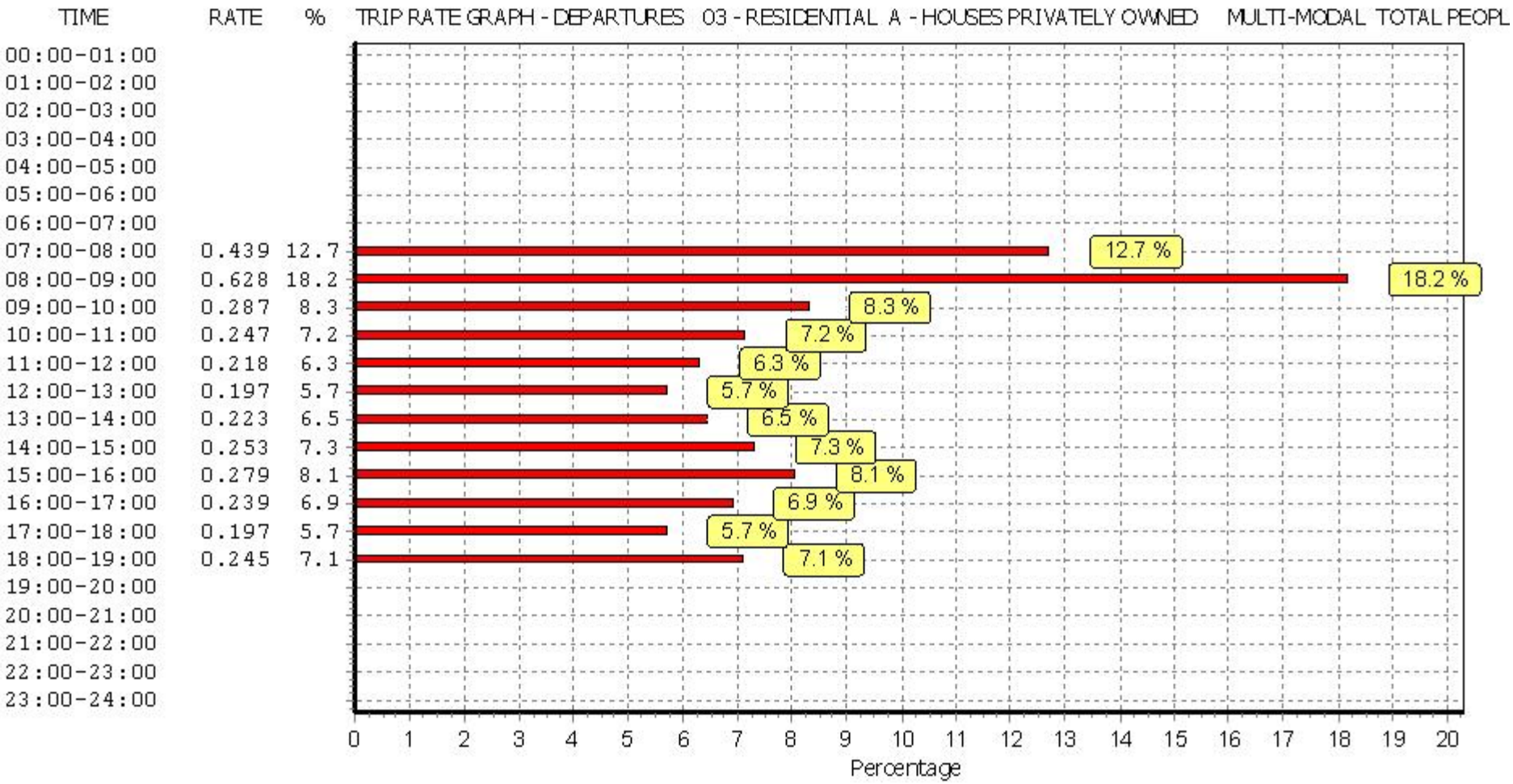
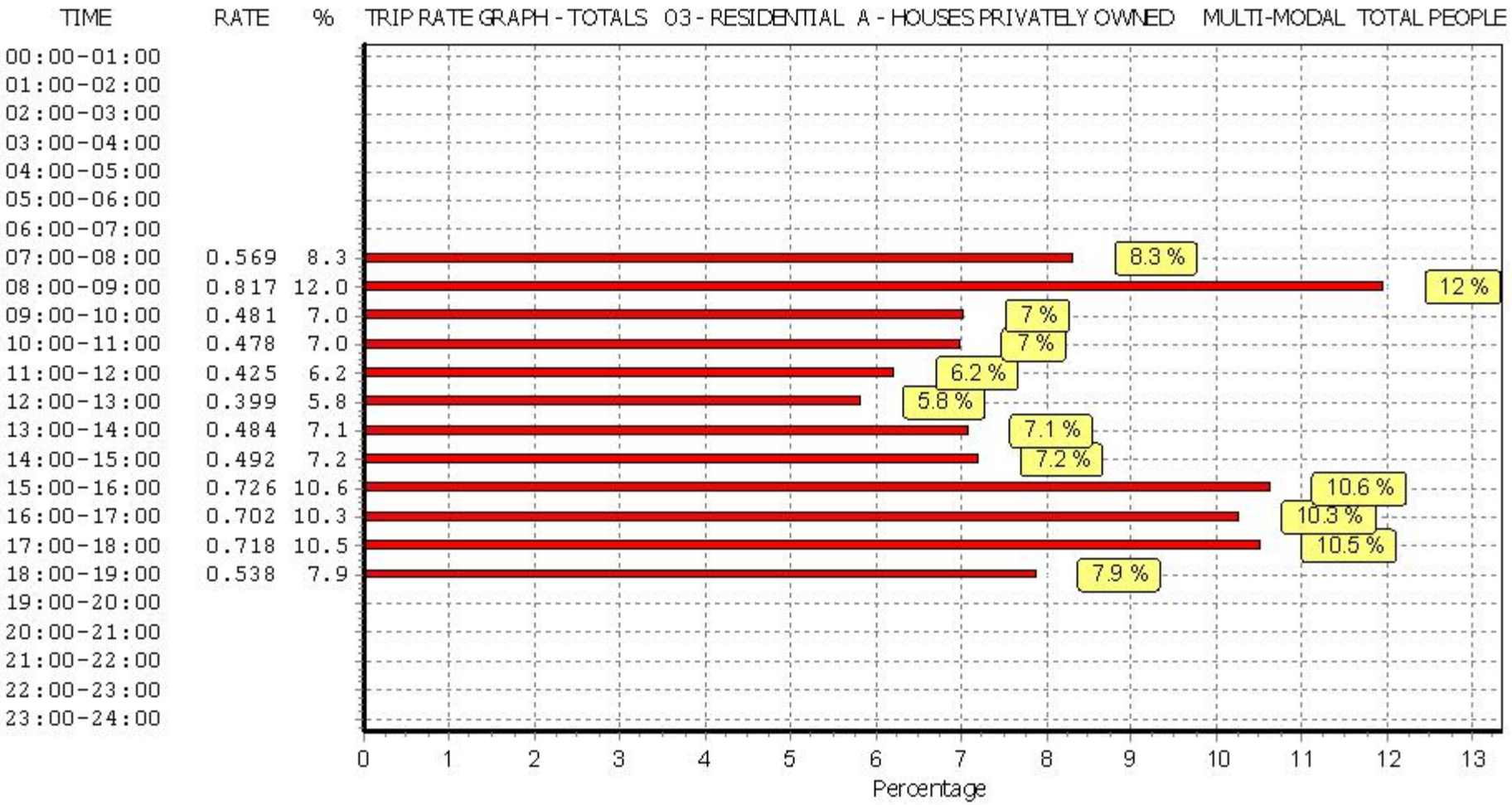


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through 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 – 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[1]

Percentage

Start time	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	Unweighted sample size (trips '000s)
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
0800 - 0859	*22*	*3*	*29*	*21*	*4*	*14*	*3*	*3*	*100*	123
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
1700 - 1759	*34*	*4*	*3*	*2*	*12*	*20*	*19*	*6*	*100*	81
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
All day	*19*	*4*	*9*	*7*	*17*	*19*	*18*	*7*	*100*	1,029

1 Five survey years combined: 2011 to 2015.

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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 – 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

	Trips per person per year										
Purpose	**Walk**	**Bicycle**	**Car / van driver**	**Car / van passenger**	**Motorcycle**	**Other private transport[1]**	**Local bus**	**London Underground**	**Surface rail[2]**	**Other public transport[3]**	**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[4]	33	5	89	81	-	2	13	2	5	6	237
Other including just walk	43	0	-	-	0	0	0	0	0	0	43
All purposes	200	17	381	204	3	7	61	9	20	13	914
Unweighted sample size: trips ('000s)	58	5	108	58	1	2	17	2	5	4	259

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.

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Email: 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

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to	All categories: Method of travel to work (2001 specification)

Alternative Option 2		Alternative Option 3		Bere Regis Option	
Wool	E02004266 : Purbeck 004	Wool	E02004266 : Purbeck 004	Bere Regis	E02004263 : Purbeck 001
Lychett Minster	E02004264 : Purbeck 002	Lychett Minster	E02004264 : Purbeck 002 E02004263 : Purbeck		
Moreton Station	E02004266 : Purbeck 004	Lychett Matravers	001		
Wareham Town	E02004265 : Purbeck 003	Wareham Town	E02004265 : Purbeck 003		
North Wareham	E02004265 : Purbeck 003	North Wareham	E02004265 : Purbeck 003		
Upton	E02004264 : Purbeck 002	Upton	E02004264 : Purbeck 002		
Lychett Matravers	E02004263 : Purbeck 001	Langton Matravers	E02004267 : Purbeck 005		
Langton Matravers	E02004267 : Purbeck 005				
Harmans Cross	E02004267 : Purbeck 005				

usual residence

place of work : 2011 super		Purbeck 001 E02004263		Purbeck 002 E02004264		Purbeck 003 E02004265		Purbeck 004 E02004266		Purbeck 005 E02004267		All Purbeck MSOAs	
		Total	%	Total	%	Total	%	Total	%	Total	%	Total	Percentage
Purbeck 003	E02004265	192	9%	215	7%	1,019	33%	319	10%	213	15%	1,959	15%
Purbeck 004	E02004266	91	4%	72	2%	276	9%	1,346	41%	73	5%	1,859	14%
Poole 015	E02003208	260	12%	543	17%	214	7%	134	4%	80	5%	1,231	9%
Purbeck 005	E02004267	33	2%	26	1%	138	4%	59	2%	340	23%	596	4%
West Dorset 009	E02004277	87	4%	32	1%	84	3%	236	7%	38	3%	477	4%
Purbeck 006	E02004268	21	1%	33	1%	121	4%	60	2%	196	13%	431	3%
Poole 004	E02003197	63	3%	166	5%	78	3%	43	1%	11	1%	361	3%
Poole 006	E02003199	70	3%	164	5%	78	3%	23	1%	12	1%	347	3%
Purbeck 002	E02004264	51	2%	225	7%	32	1%	12	0%	11	1%	331	2%
Poole 014	E02003207	46	2%	184	6%	41	1%	22	1%	11	1%	304	2%
Purbeck 001	E02004263	167	8%	42	1%	35	1%	34	1%	14	1%	292	2%
Poole 011	E02003204	70	3%	104	3%	53	2%	23	1%	20	1%	270	2%
Poole 008	E02003201	37	2%	90	3%	43	1%	17	1%	17	1%	204	2%
Bournemouth 017	E02003188	36	2%	59	2%	45	1%	32	1%	14	1%	186	1%
North Dorset 006	E02004260	47	2%	22	1%	18	1%	76	2%	15	1%	178	1%
Poole 016	E02003209	23	1%	102	3%	18	1%	13	0%	10	1%	166	1%
East Dorset 009	E02004251	31	1%	61	2%	35	1%	24	1%	9	1%	160	1%
Poole 012	E02003205	34	2%	65	2%	36	1%	11	0%	11	1%	157	1%
Bournemouth 021	E02003192	26	1%	42	1%	52	2%	17	1%	17	1%	154	1%
East Dorset 010	E02004252	39	2%	57	2%	18	1%	18	1%	12	1%	144	1%
Poole 009	E02003202	21	1%	39	1%	39	1%	18	1%	14	1%	131	1%
Poole 018	E02003211	23	1%	60	2%	21	1%	16	0%	10	1%	130	1%
West Dorset 004	E02004272	19	1%	12	0%	16	1%	64	2%	9	1%	120	1%
North Dorset 007	E02004261	40	2%	20	1%	17	1%	21	1%	14	1%	112	1%
Poole 003	E02003196	24	1%	54	2%	15	0%	8	0%	6	0%	107	1%
East Dorset 012	E02004254	24	1%	30	1%	24	1%	9	0%	4	0%	91	1%
Poole 007	E02003200	14	1%	47	1%	14	0%	11	0%	4	0%	90	1%
Bournemouth 011	E02003182	26	1%	30	1%	16	1%	11	0%	6	0%	89	1%
Poole 002	E02003195	24	1%	31	1%	20	1%	9	0%	3	0%	87	1%
North Dorset 008	E02004262	43	2%	5	0%	8	0%	31	1%	0	0%	87	1%
West Dorset 011	E02004279	12	1%	4	0%	14	0%	48	1%	8	1%	86	1%
East Dorset 005	E02004247	25	1%	25	1%	14	0%	7	0%	12	1%	83	1%
Poole 017	E02003210	14	1%	40	1%	18	1%	2	0%	8	1%	82	1%
Bournemouth 002	E02003173	10	0%	33	1%	17	1%	7	0%	4	0%	71	1%
Poole 013	E02003206	11	1%	26	1%	8	0%	4	0%	1	0%	50	0%
Bournemouth 005	E02003176	10	0%	8	0%	14	0%	11	0%	1	0%	44	0%
Poole 005	E02003198	8	0%	19	1%	7	0%	7	0%	2	0%	43	0%
Christchurch 001	E02004236	10	0%	15	0%	12	0%	3	0%	3	0%	43	0%
West Dorset 012	E02004280	5	0%	6	0%	6	0%	22	1%	4	0%	43	0%
East Dorset 008	E02004250	13	1%	18	1%	6	0%	1	0%	4	0%	42	0%
Bournemouth 019	E02003190	10	0%	10	0%	10	0%	5	0%	6	0%	41	0%
West Dorset 010	E02004278	10	0%	0	0%	3	0%	23	1%	5	0%	41	0%
Westminster 018	E02000977	9	0%	9	0%	7	0%	7	0%	5	0%	37	0%
New Forest 012	E02004790	10	0%	13	0%	9	0%	2	0%	1	0%	35	0%
Weymouth and Por	E02004284	4	0%	3	0%	3	0%	21	1%	4	0%	35	0%
East Dorset 007	E02004249	11	1%	2	0%	10	0%	7	0%	3	0%	33	0%
Bournemouth 024	E02006885	6	0%	10	0%	6	0%	2	0%	5	0%	29	0%
Poole 001	E02003194	8	0%	13	0%	2	0%	5	0%	1	0%	29	0%
West Dorset 003	E02004271	3	0%	2	0%	7	0%	16	0%	1	0%	29	0%
Christchurch 006	E02004241	9	0%	11	0%	1	0%	4	0%	2	0%	27	0%
Bournemouth 023	E02006883	3	0%	12	0%	6	0%	4	0%	0	0%	25	0%
Poole 010	E02003203	5	0%	14	0%	5	0%	1	0%	0	0%	25	0%
North Dorset 003	E02004257	4	0%	4	0%	5	0%	2	0%	7	0%	22	0%
North Dorset 005	E02004259	6	0%	4	0%	5	0%	3	0%	4	0%	22	0%
West Dorset 006	E02004274	1	0%	4	0%	0	0%	17	1%	0	0%	22	0%
Weymouth and Por	E02004288	2	0%	1	0%	8	0%	10	0%	1	0%	22	0%
Bournemouth 008	E02003179	3	0%	13	0%	2	0%	1	0%	2	0%	21	0%
East Dorset 002	E02004244	6	0%	6	0%	4	0%	3	0%	1	0%	20	0%
East Dorset 004	E02004246	0	0%	10	0%	7	0%	2	0%	1	0%	20	0%
North Dorset 001	E02004255	9	0%	2	0%	1	0%	0	0%	8	1%	20	0%
West Dorset 008	E02004276	0	0%	5	0%	5	0%	9	0%	1	0%	20	0%
Weymouth and Por	E02004283	5	0%	3	0%	4	0%	7	0%	1	0%	20	0%
New Forest 010	E02004788	2	0%	8	0%	4	0%	3	0%	2	0%	19	0%
East Dorset 006	E02004248	4	0%	5	0%	2	0%	6	0%	2	0%	19	0%
Bournemouth 016	E02003187	3	0%	8	0%	5	0%	0	0%	2	0%	18	0%
East Dorset 003	E02004245	3	0%	7	0%	6	0%	2	0%	0	0%	18	0%
North Dorset 004	E02004258	4	0%	4	0%	6	0%	3	0%	1	0%	18	0%
Bournemouth 012	E02003183	6	0%	6	0%	1	0%	2	0%	2	0%	17	0%
Weymouth and Por	E02004285	2	0%	1	0%	4	0%	10	0%	0	0%	17	0%
Bournemouth 006	E02003177	2	0%	8	0%	3	0%	2	0%	1	0%	16	0%
Bournemouth 009	E02003180	3	0%	4	0%	6	0%	1	0%	1	0%	15	0%
Bournemouth 010	E02003181	1	0%	7	0%	3	0%	1	0%	3	0%	15	0%
Bournemouth 015	E02003186	5	0%	3	0%	3	0%	4	0%	0	0%	15	0%
Wiltshire 041	E02006643	1	0%	1	0%	1	0%	12	0%	0	0%	15	0%
City of London 001	E02000001	3	0%	1	0%	3	0%	4	0%	3	0%	14	0%
Southampton 023	E02003571	4	0%	3	0%	2	0%	4	0%	1	0%	14	0%
West Dorset 007	E02004275	1	0%	0	0%	3	0%	9	0%	1	0%	14	0%
Eastleigh 003	E02004714	7	0%	6	0%	0	0%	0	0%	0	0%	13	0%
Christchurch 004	E02004239	4	0%	6	0%	0	0%	1	0%	2	0%	13	0%
East Dorset 011	E02004253	3	0%	6	0%	3	0%	0	0%	1	0%	13	0%
Weymouth and Por	E02004282	0	0%	1	0%	2	0%	10	0%	0	0%	13	0%
Stroud 002	E02004652	1	0%	2	0%	1	0%	9	0%	0	0%	13	0%
Southampton 029	E02003577	2	0%	3	0%	2	0%	2	0%	3	0%	12	0%
North Dorset 002	E02004256	2	0%	3	0%	1	0%	1	0%	5	0%	12	0%
Wiltshire 042	E02006692	0	0%	2	0%	1	0%	8	0%	0	0%	11	0%
Westminster 013	E02000972	1	0%	1	0%	1	0%	3	0%	4	0%	10	0%
New Forest 001	E02004779	3	0%	4	0%	1	0%	2	0%	0	0%	10	0%
Bournemouth 013	E02003184	3	0%	4	0%	2	0%	1	0%	0	0%	10	0%
Bournemouth 020	E02003191	3	0%	2	0%	4	0%	1	0%	0	0%	10	0%

West Dorset 001	E02004269	1	0%	3	0%	2	0%	2	0%	2	0%	10	0%
Weymouth and Por	E02004289	0	0%	0	0%	2	0%	8	0%	0	0%	10	0%
Southampton 010	E02003558	4	0%	0	0%	1	0%	3	0%	1	0%	9	0%
New Forest 017	E02004795	0	0%	2	0%	4	0%	2	0%	1	0%	9	0%
New Forest 020	E02004798	2	0%	4	0%	1	0%	1	0%	1	0%	9	0%
Bournemouth 018	E02003189	0	0%	6	0%	2	0%	1	0%	0	0%	9	0%
Christchurch 005	E02004240	5	0%	4	0%	0	0%	0	0%	0	0%	9	0%
East Dorset 001	E02004243	5	0%	2	0%	2	0%	0	0%	0	0%	9	0%
New Forest 008	E02004786	1	0%	0	0%	1	0%	6	0%	0	0%	8	0%
Bournemouth 001	E02003172	2	0%	4	0%	2	0%	0	0%	0	0%	8	0%
Bournemouth 007	E02003178	2	0%	5	0%	1	0%	0	0%	0	0%	8	0%
Wiltshire 049	E02006664	1	0%	0	0%	2	0%	5	0%	0	0%	8	0%
Southampton 009	E02003557	1	0%	0	0%	2	0%	2	0%	2	0%	7	0%
Southampton 019	E02003567	1	0%	3	0%	1	0%	2	0%	0	0%	7	0%
Eastleigh 007	E02004718	0	0%	1	0%	6	0%	0	0%	0	0%	7	0%
New Forest 021	E02004799	0	0%	2	0%	2	0%	3	0%	0	0%	7	0%
Wiltshire 056	E02006671	3	0%	1	0%	1	0%	1	0%	1	0%	7	0%
Wiltshire 061	E02006676	2	0%	1	0%	1	0%	3	0%	0	0%	7	0%
Christchurch 003	E02004238	2	0%	1	0%	4	0%	0	0%	0	0%	7	0%
West Dorset 002	E02004270	0	0%	2	0%	1	0%	4	0%	0	0%	7	0%
South Somerset 00	E02006080	0	0%	0	0%	0	0%	6	0%	1	0%	7	0%
Tower Hamlets 033	E02006854	3	0%	0	0%	1	0%	0	0%	2	0%	6	0%
Hillingdon 031	E02000524	2	0%	1	0%	0	0%	2	0%	1	0%	6	0%
Southampton 022	E02003570	3	0%	0	0%	0	0%	2	0%	1	0%	6	0%
Vale of White Hors	E02005992	1	0%	3	0%	0	0%	1	0%	1	0%	6	0%
Bournemouth 003	E02003174	3	0%	3	0%	0	0%	0	0%	0	0%	6	0%
Bournemouth 004	E02003175	1	0%	3	0%	2	0%	0	0%	0	0%	6	0%
Wiltshire 055	E02006670	1	0%	1	0%	0	0%	0	0%	4	0%	6	0%
South Somerset 00	E02006079	3	0%	1	0%	0	0%	2	0%	0	0%	6	0%
Three Rivers 009	E02004964	0	0%	0	0%	4	0%	0	0%	1	0%	5	0%
St Edmundsbury 0(	E02006274	0	0%	0	0%	0	0%	5	0%	0	0%	5	0%
Westminster 019	E02000978	0	0%	0	0%	0	0%	3	0%	2	0%	5	0%
Windsor and Maide	E02003432	0	0%	0	0%	0	0%	5	0%	0	0%	5	0%
Aylesbury Vale 024	E02003675	4	0%	0	0%	1	0%	0	0%	0	0%	5	0%
Eastleigh 006	E02004717	0	0%	4	0%	1	0%	0	0%	0	0%	5	0%
New Forest 007	E02004785	0	0%	2	0%	1	0%	2	0%	0	0%	5	0%
Test Valley 015	E02004828	1	0%	1	0%	1	0%	1	0%	1	0%	5	0%
Winchester 013	E02004841	0	0%	2	0%	2	0%	1	0%	0	0%	5	0%
Plymouth 014	E02003135	2	0%	0	0%	0	0%	1	0%	2	0%	5	0%
Wiltshire 050	E02006665	2	0%	1	0%	1	0%	0	0%	1	0%	5	0%
Wiltshire 057	E02006672	1	0%	1	0%	1	0%	2	0%	0	0%	5	0%
Weymouth and Por	E02004286	0	0%	1	0%	0	0%	3	0%	1	0%	5	0%
South Somerset 01	E02006089	1	0%	1	0%	1	0%	2	0%	0	0%	5	0%
South Somerset 01	E02006092	0	0%	1	0%	1	0%	1	0%	2	0%	5	0%
Taunton Deane 01	E02006111	2	0%	1	0%	0	0%	0	0%	2	0%	5	0%
Harrogate 002	E02005762	0	0%	0	0%	0	0%	4	0%	0	0%	4	0%
Islington 022	E02000575	0	0%	0	0%	1	0%	1	0%	2	0%	4	0%
Portsmouth 004	E02003527	0	0%	3	0%	0	0%	0	0%	1	0%	4	0%
Portsmouth 013	E02003536	2	0%	2	0%	0	0%	0	0%	0	0%	4	0%
Reading 011	E02003399	1	0%	0	0%	3	0%	0	0%	0	0%	4	0%
Reading 017	E02003405	0	0%	2	0%	0	0%	1	0%	1	0%	4	0%
West Berkshire 011	E02003377	2	0%	0	0%	0	0%	1	0%	1	0%	4	0%
Hart 011	E02004761	0	0%	3	0%	0	0%	1	0%	0	0%	4	0%
New Forest 006	E02004784	0	0%	0	0%	3	0%	0	0%	1	0%	4	0%
New Forest 014	E02004792	1	0%	1	0%	1	0%	1	0%	0	0%	4	0%
New Forest 016	E02004794	1	0%	2	0%	1	0%	0	0%	0	0%	4	0%
Test Valley 005	E02004818	1	0%	1	0%	0	0%	1	0%	1	0%	4	0%
Winchester 005	E02004833	2	0%	2	0%	0	0%	0	0%	0	0%	4	0%
Winchester 009	E02004837	0	0%	0	0%	1	0%	1	0%	2	0%	4	0%
Bath and North Eas	E02003002	1	0%	0	0%	3	0%	0	0%	0	0%	4	0%
Bournemouth 014	E02003185	1	0%	1	0%	2	0%	0	0%	0	0%	4	0%
Wiltshire 062	E02006677	0	0%	2	0%	0	0%	2	0%	0	0%	4	0%
East Devon 014	E02004142	0	0%	1	0%	1	0%	1	0%	1	0%	4	0%
West Dorset 005	E02004273	0	0%	0	0%	2	0%	2	0%	0	0%	4	0%
South Somerset 01	E02006086	0	0%	1	0%	0	0%	2	0%	1	0%	4	0%
South Somerset 02	E02006095	0	0%	0	0%	0	0%	4	0%	0	0%	4	0%
Thurrock 002	E02003297	1	0%	2	0%	0	0%	0	0%	0	0%	3	0%
Camden 027	E02000192	0	0%	1	0%	0	0%	1	0%	1	0%	3	0%
Islington 023	E02000576	0	0%	0	0%	0	0%	1	0%	2	0%	3	0%
Southwark 003	E02000809	0	0%	0	0%	1	0%	0	0%	2	0%	3	0%
Brent 014	E02000106	0	0%	1	0%	2	0%	0	0%	0	0%	3	0%
Croydon 007	E02000200	0	0%	0	0%	3	0%	0	0%	0	0%	3	0%
Greenwich 038	E02006931	1	0%	0	0%	0	0%	0	0%	2	0%	3	0%
Hillingdon 027	E02000520	0	0%	0	0%	0	0%	3	0%	0	0%	3	0%
Portsmouth 016	E02003539	1	0%	0	0%	1	0%	1	0%	0	0%	3	0%
Southampton 015	E02003563	0	0%	3	0%	0	0%	0	0%	0	0%	3	0%
Basingstoke and D	E02004685	0	0%	1	0%	1	0%	1	0%	0	0%	3	0%
Fareham 002	E02004728	1	0%	1	0%	0	0%	1	0%	0	0%	3	0%
Fareham 008	E02004734	2	0%	0	0%	0	0%	0	0%	1	0%	3	0%
New Forest 023	E02004801	0	0%	1	0%	1	0%	1	0%	0	0%	3	0%
Test Valley 013	E02004826	2	0%	0	0%	0	0%	1	0%	0	0%	3	0%
Elmbridge 012	E02006328	0	0%	2	0%	1	0%	0	0%	0	0%	3	0%
Tandridge 003	E02006430	3	0%	0	0%	0	0%	0	0%	0	0%	3	0%
Crawley 004	E02006578	0	0%	0	0%	0	0%	2	0%	1	0%	3	0%
Mid Sussex 012	E02006615	0	0%	3	0%	0	0%	0	0%	0	0%	3	0%
South Gloucestersh	E02003106	0	0%	0	0%	1	0%	1	0%	1	0%	3	0%
Wiltshire 045	E02006661	0	0%	0	0%	1	0%	2	0%	0	0%	3	0%
Wiltshire 058	E02006673	1	0%	0	0%	0	0%	1	0%	1	0%	3	0%
Wiltshire 047	E02006695	0	0%	1	0%	0	0%	2	0%	0	0%	3	0%
Weymouth and Por	E02004281	0	0%	1	0%	0	0%	1	0%	1	0%	3	0%
Mendip 006	E02006052	1	0%	0	0%	2	0%	0	0%	0	0%	3	0%
South Somerset 00	E02006082	0	0%	0	0%	1	0%	2	0%	0	0%	3	0%
Warrington 004	E02002593	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Wirral 024	E02001490	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
East Riding of York	E02002693	0	0%	0	0%	1	0%	0	0%	1	0%	2	0%
Richmondshire 002	E02005783	1	0%	0	0%	0	0%	1	0%	0	0%	2	0%
Richmondshire 004	E02005785	1	0%	0	0%	0	0%	1	0%	0	0%	2	0%
Rotherham 026	E02001603	0	0%	2	0%	0	0%	0	0%	0	0%	2	0%
Sheffield 018	E02001628	0	0%	2	0%	0	0%	0	0%	0	0%	2	0%
Warwick 012	E02006530	1	0%	0	0%	0	0%	1	0%	0	0%	2	0%
Chelmsford 008	E02004492	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Welwyn Hatfield 00	E02004983	1	0%	1	0%	0	0%	0	0%	0	0%	2	0%
Welwyn Hatfield 01	E02004993	2	0%	0	0%	0	0%	0	0%	0	0%	2	0%
Hackney 027	E02000371	0	0%	1	0%	0	0%	1	0%	0	0%	2	0%
Hammersmith and	E02000384	0	0%	0	0%	0	0%	0	0%	2	0%	2	0%
Islington 021	E02000574	0	0%	1	0%	0	0%	0	0%	1	0%	2	0%
Kensington and Ch	E02000595	1	0%	0	0%	0	0%	0	0%	1	0%	2	0%
Lambeth 003	E02000620	0	0%	0	0%	0	0%	0	0%	2	0%	2	0%
Lambeth 036	E02006801	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Southwark 006	E02000812	0	0%	0	0%	0	0%	0	0%	2	0%	2	0%
Southwark 014	E02000820	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
Tower Hamlets 021	E02000884	1	0%	0	0%	0	0%	1	0%	0	0%	2	0%
Westminster 015	E02000974	0	0%	0	0%	0	0%	0	0%	2	0%	2	0%

Westminster 020	E02000979	1	0%	1	0%	0	0%	0	0%	0	0%	2	0%
Barking and Dagen	E02000016	0	0%	0	0%	2	0%	0	0%	0	0%	2	0%
Croydon 024	E02000217	0	0%	0	0%	0	0%	0	0%	2	0%	2	0%
Hillingdon 016	E02000509	0	0%	1	0%	0	0%	1	0%	0	0%	2	0%
Hounslow 005	E02000530	0	0%	2	0%	0	0%	0	0%	0	0%	2	0%
Hounslow 029	E02006792	2	0%	0	0%	0	0%	0	0%	0	0%	2	0%
Merton 009	E02000697	0	0%	1	0%	0	0%	1	0%	0	0%	2	0%
Merton 025	E02000713	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
Portsmouth 002	E02003525	0	0%	1	0%	0	0%	0	0%	1	0%	2	0%
Portsmouth 022	E02003545	0	0%	0	0%	1	0%	0	0%	1	0%	2	0%
Slough 014	E02003420	0	0%	0	0%	0	0%	0	0%	2	0%	2	0%
Aylesbury Vale 022	E02003673	1	0%	0	0%	1	0%	0	0%	0	0%	2	0%
South Bucks 001	E02003688	0	0%	0	0%	0	0%	1	0%	1	0%	2	0%
Basingstoke and D	E02004683	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Basingstoke and D	E02004694	2	0%	0	0%	0	0%	0	0%	0	0%	2	0%
Fareham 011	E02004737	1	0%	0	0%	0	0%	1	0%	0	0%	2	0%
New Forest 015	E02004793	0	0%	2	0%	0	0%	0	0%	0	0%	2	0%
Rushmoor 005	E02004806	1	0%	0	0%	0	0%	1	0%	0	0%	2	0%
Rushmoor 007	E02004808	0	0%	0	0%	1	0%	0	0%	1	0%	2	0%
Winchester 007	E02004835	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Winchester 014	E02004842	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
Canterbury 010	E02005019	0	0%	0	0%	2	0%	0	0%	0	0%	2	0%
Dover 013	E02005053	1	0%	0	0%	0	0%	1	0%	0	0%	2	0%
Maidstone 018	E02005085	0	0%	0	0%	0	0%	0	0%	2	0%	2	0%
South Oxfordshire	E02005968	0	0%	2	0%	0	0%	0	0%	0	0%	2	0%
Vale of White Hors	E02006886	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Runnymede 006	E02006398	0	0%	1	0%	0	0%	1	0%	0	0%	2	0%
Runnymede 008	E02006400	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
Spelthorne 004	E02006406	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
Waverley 001	E02006439	0	0%	2	0%	0	0%	0	0%	0	0%	2	0%
Arun 003	E02006544	0	0%	0	0%	0	0%	0	0%	2	0%	2	0%
Bath and North Eas	E02003009	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
North Somerset 00	E02003070	1	0%	0	0%	0	0%	1	0%	0	0%	2	0%
North Somerset 01	E02003075	0	0%	1	0%	0	0%	1	0%	0	0%	2	0%
South Gloucestersh	E02003097	0	0%	2	0%	0	0%	0	0%	0	0%	2	0%
South Gloucestersh	E02003100	1	0%	1	0%	0	0%	0	0%	0	0%	2	0%
Wiltshire 024	E02006636	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
Wiltshire 038	E02006642	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Wiltshire 048	E02006663	0	0%	1	0%	0	0%	1	0%	0	0%	2	0%
Wiltshire 053	E02006668	1	0%	0	0%	0	0%	0	0%	1	0%	2	0%
Wiltshire 059	E02006674	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Wiltshire 031	E02006684	0	0%	1	0%	1	0%	0	0%	0	0%	2	0%
Wiltshire 039	E02006690	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
East Devon 005	E02004133	0	0%	0	0%	0	0%	1	0%	1	0%	2	0%
Exeter 009	E02004157	0	0%	0	0%	2	0%	0	0%	0	0%	2	0%
North Devon 005	E02004179	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Weymouth and Por	E02004287	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Cheltenham 004	E02004603	0	0%	1	0%	0	0%	0	0%	1	0%	2	0%
Cheltenham 009	E02004608	0	0%	0	0%	0	0%	1	0%	1	0%	2	0%
Forest of Dean 009	E02004634	0	0%	0	0%	2	0%	0	0%	0	0%	2	0%
South Somerset 00	E02006076	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
South Somerset 01	E02006085	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
South Somerset 01	E02006091	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
South Somerset 02	E02006096	0	0%	0	0%	2	0%	0	0%	0	0%	2	0%
South Somerset 02	E02006097	0	0%	1	0%	0	0%	0	0%	1	0%	2	0%
Taunton Deane 01	E02006112	2	0%	0	0%	0	0%	0	0%	0	0%	2	0%
The Vale of Glamo	W02000250	0	0%	0	0%	1	0%	0	0%	1	0%	2	0%
Monmouthshire 00	W02000339	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Darlington 008	E02002566	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
County Durham 02	E02004310	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Middlesbrough 014	E02002509	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Cheshire East 038	E02003829	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Cheshire East 047	E02003836	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Cheshire West and	E02003878	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Warrington 002	E02002591	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Warrington 024	E02002613	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Carlisle 007	E02003993	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Bolton 034	E02001017	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Manchester 050	E02001094	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Manchester 057	E02006914	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
South Ribble 012	E02005298	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
West Lancashire 0	E02005313	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
East Riding of York	E02002719	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Kingston upon Hull	E02002671	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Craven 004	E02005745	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Selby 005	E02005813	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Sheffield 023	E02001633	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Sheffield 032	E02001642	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Bradford 038	E02002220	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Calderdale 015	E02002258	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Leeds 091	E02002420	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Nottingham 002	E02002869	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
South Kesteven 01	E02005486	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Herefordshire 014	E02002918	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Herefordshire 021	E02002925	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Stoke-on-Trent 015	E02002965	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Stoke-on-Trent 030	E02002980	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Telford and Wrekin	E02002950	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Staffordshire Moorl	E02006209	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Warwick 005	E02006523	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Birmingham 013	E02001839	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Birmingham 053	E02001879	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Birmingham 138	E02006899	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Dudley 012	E02002011	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Sandwell 020	E02002062	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Walsall 018	E02002127	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Bromsgrove 014	E02006709	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Worcester 010	E02006743	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Luton 014	E02003271	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Luton 019	E02003276	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Southend-on-Sea 0	E02003283	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
South Cambridgesh	E02003778	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Basildon 012	E02004435	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Harlow 004	E02004547	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Rochford 007	E02004569	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Broxbourne 010	E02004852	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Dacorum 015	E02004870	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Dacorum 018	E02004873	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Hertsmere 002	E02004897	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Hertsmere 009	E02004904	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
St Albans 011	E02004934	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
St Albans 020	E02004943	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Three Rivers 006	E02004961	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%

Breckland 001	E02005503	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Great Yarmouth 00	E02005543	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
King's Lynn and W	E02005564	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Suffolk Coastal 007	E02006293	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Waveney 005	E02006306	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Camden 008	E02000173	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Camden 026	E02000191	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Camden 028	E02000193	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Hackney 026	E02000370	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Hammersmith and	E02000394	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Haringey 007	E02000403	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Haringey 012	E02000408	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Haringey 015	E02000411	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Kensington and Ch	E02000587	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Kensington and Ch	E02000588	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Kensington and Ch	E02000597	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Lambeth 008	E02000625	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Lambeth 011	E02000628	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Newham 020	E02000733	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Newham 033	E02000746	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Southwark 021	E02000827	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Tower Hamlets 015	E02000878	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Wandsworth 006	E02000928	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Wandsworth 024	E02000946	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Westminster 010	E02000969	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Westminster 011	E02000970	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Westminster 016	E02000975	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Westminster 021	E02000980	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Westminster 024	E02000983	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Barking and Dagen	E02006799	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Barnet 016	E02000039	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Brent 003	E02000095	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Brent 017	E02000109	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Bromley 014	E02000140	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Ealing 011	E02000248	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Ealing 012	E02000249	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Ealing 029	E02000266	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Enfield 012	E02000288	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Greenwich 036	E02006929	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Harrow 007	E02000439	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Harrow 016	E02000448	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Hillingdon 015	E02000508	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Hillingdon 025	E02000518	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Hounslow 018	E02000543	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Kingston upon Thai	E02000604	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Richmond upon Th	E02000784	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Richmond upon Th	E02000785	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Bracknell Forest 00	E02003357	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Brighton and Hove	E02003511	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Isle of Wight 008	E02003588	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Isle of Wight 013	E02003593	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Isle of Wight 014	E02003594	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Isle of Wight 018	E02003598	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Medway 001	E02003314	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Milton Keynes 014	E02003472	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Portsmouth 009	E02003532	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Portsmouth 010	E02003533	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Portsmouth 012	E02003535	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Portsmouth 015	E02003538	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Reading 010	E02003398	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Slough 003	E02003409	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Slough 008	E02003414	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Southampton 001	E02003549	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Southampton 012	E02003560	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Southampton 020	E02003568	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
West Berkshire 002	E02003368	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
West Berkshire 015	E02003381	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
West Berkshire 015	E02003385	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
West Berkshire 021	E02003387	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Windsor and Maide	E02003430	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Aylesbury Vale 005	E02003656	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Chiltern 010	E02003685	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Chiltern 012	E02003687	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Chiltern 013	E02006823	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Wycombe 016	E02003711	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Wycombe 021	E02003716	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Eastbourne 004	E02004359	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Rother 004	E02004395	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Wealden 009	E02004411	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Basingstoke and D	E02004681	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Basingstoke and D	E02004682	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Basingstoke and D	E02004690	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Basingstoke and D	E02004696	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
East Hampshire 00	E02004697	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
East Hampshire 00	E02004700	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
East Hampshire 00	E02004704	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Eastleigh 004	E02004715	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Eastleigh 011	E02004722	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Eastleigh 015	E02004726	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Fareham 001	E02004727	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Fareham 004	E02004730	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Fareham 012	E02004738	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Fareham 013	E02004739	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Gosport 002	E02004742	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Gosport 007	E02004747	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Gosport 010	E02004750	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Hart 005	E02004755	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Hart 006	E02004756	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Havant 005	E02004766	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Havant 014	E02004775	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
New Forest 003	E02004781	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
New Forest 004	E02004782	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
New Forest 018	E02004796	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Test Valley 004	E02004817	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Test Valley 007	E02004820	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Test Valley 011	E02004824	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Winchester 002	E02004830	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Winchester 006	E02004834	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Winchester 010	E02004838	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Cherwell 016	E02005936	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Oxford 013	E02005952	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Oxford 018	E02005957	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
South Oxfordshire (	E02005973	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%

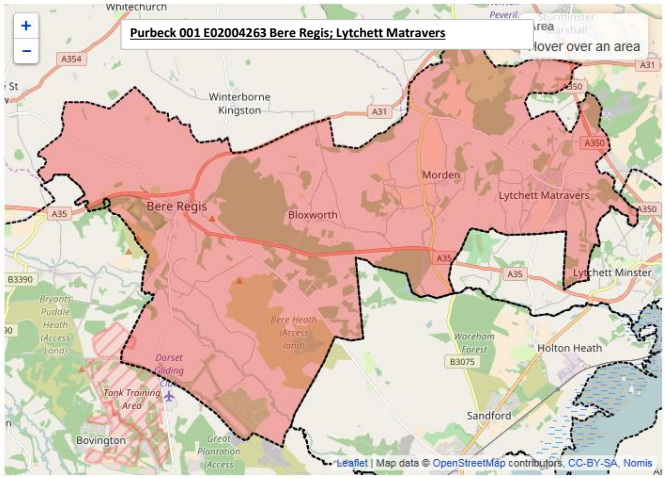
South Oxfordshire (	E02005974	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Vale of White Hors	E02005980	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
West Oxfordshire 0	E02006002	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
West Oxfordshire 0	E02006006	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Elmbridge 015	E02006331	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Elmbridge 017	E02006333	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Epsom and Ewell 0	E02006339	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Guildford 003	E02006346	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Guildford 007	E02006350	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Guildford 017	E02006360	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Mole Valley 003	E02006364	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Reigate and Banste	E02006381	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Reigate and Banste	E02006386	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Runnymede 010	E02006402	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Spelthorne 006	E02006408	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Surrey Heath 004	E02006419	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Surrey Heath 005	E02006420	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Surrey Heath 010	E02006425	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Surrey Heath 012	E02006427	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Waverley 003	E02006441	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Waverley 012	E02006450	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Woking 011	E02006466	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Arun 006	E02006547	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Arun 008	E02006549	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Arun 014	E02006555	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Arun 017	E02006558	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Chichester 006	E02006566	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Chichester 011	E02006571	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Crawley 011	E02006585	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Horsham 004	E02006591	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Horsham 014	E02006601	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Worthing 004	E02006624	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Worthing 010	E02006630	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Worthing 011	E02006631	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Bath and North Eas	E02002991	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Bath and North Eas	E02002996	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Bath and North Eas	E02003006	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Bath and North Eas	E02003010	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Bath and North Eas	E02003011	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Bristol 014	E02003025	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Bristol 016	E02003027	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Bristol 034	E02003045	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Bristol 035	E02003046	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Bristol 038	E02003049	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Bristol 045	E02003056	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Cornwall 043	E02003909	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
North Somerset 02:	E02003085	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
North Somerset 02	E02003088	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
North Somerset 02	E02006845	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Plymouth 031	E02003152	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
South Gloucestersh	E02003090	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
South Gloucestersh	E02003092	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
South Gloucestersh	E02003105	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Swindon 005	E02003216	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Swindon 012	E02003223	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Swindon 022	E02003233	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Swindon 025	E02003236	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Wiltshire 010	E02006653	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Wiltshire 054	E02006669	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Wiltshire 023	E02006681	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Wiltshire 030	E02006683	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Wiltshire 037	E02006689	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Wiltshire 040	E02006691	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
East Devon 007	E02004135	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
East Devon 019	E02004147	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Exeter 001	E02004149	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Exeter 011	E02004159	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Mid Devon 001	E02004164	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
North Devon 011	E02004185	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
South Hams 001	E02004189	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
South Hams 007	E02004195	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Teignbridge 002	E02004202	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Teignbridge 004	E02004204	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Teignbridge 013	E02004213	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Teignbridge 017	E02004217	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
West Devon 001	E02004229	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
West Devon 004	E02004232	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Christchurch 002	E02004237	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Christchurch 007	E02004242	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Gloucester 014	E02004649	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Stroud 004	E02004654	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Stroud 006	E02004656	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Stroud 015	E02004665	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Tewkesbury 007	E02004672	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Mendip 001	E02006047	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Mendip 005	E02006051	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Mendip 010	E02006056	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
South Somerset 00	E02006081	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
South Somerset 01	E02006087	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
South Somerset 01	E02006088	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
South Somerset 01	E02006093	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Taunton Deane 006	E02006104	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Taunton Deane 007	E02006105	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Taunton Deane 008	E02006106	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Taunton Deane 012	E02006110	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
West Somerset 004	E02006116	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Wrexham 004	W02000081	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Swansea 027	W02000194	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Cardiff 032	W02000398	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Cardiff 049	W02000423	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Merthyr Tydfil 006	W02000288	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Caerphilly 006	W02000295	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Monmouthshire 007	W02000342	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Monmouthshire 008	W02000343	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Newport 001	W02000347	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Newport 020	W02000366	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
		2,143	100%	3,282	100%	3,093	100%	3,323	100%	1,465	100%	13,310	100%

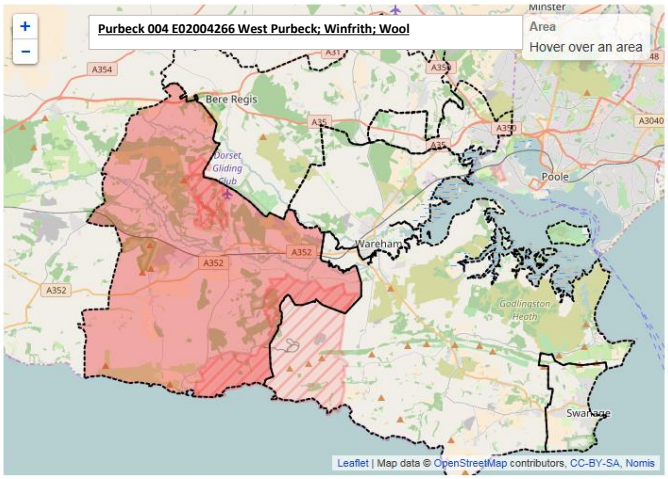
2011 super output area - lower layer	All categories: Method of travel to work	All Travelling	All Travelling by Vehicle	% Travel to Work by Vehicle
E01020465 : Purbeck 001A	1,451	928	754	81%
E01020469 : Purbeck 001B	1,347	894	748	84%
E01020470 : Purbeck 001C	1,353	779	661	85%
E01020471 : Purbeck 002A	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%

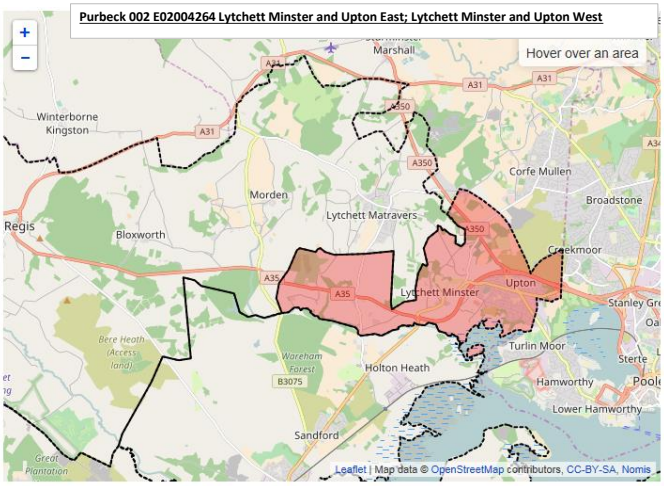
Appendix E

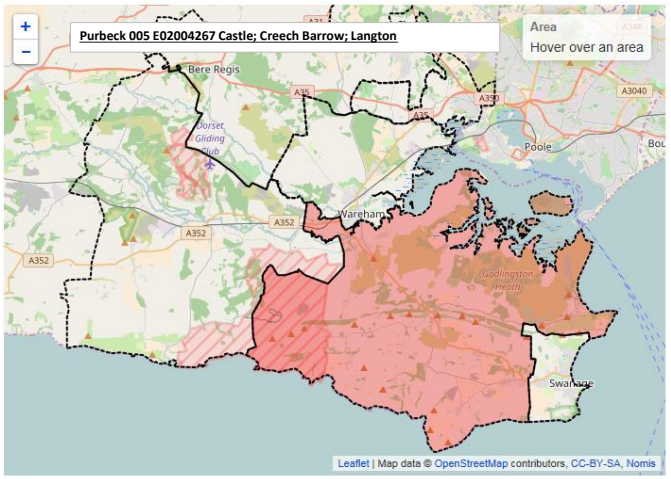
Appendix E – Purbeck District Middle Super Output Areas maps

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


Purbeck 001 E02004263 Bere Regis; Lytchett Matravers
Hover over an area
Whitechurch
Winterborne Kingston
Bere Regis
Bloxworth
Morden
Lytchett Matravers
Lytchett Minster
Holton Heath
Sandford
Bovington
Dorset Gliding
Tank Training Area
Wareham Forest
Leaflet | Map data © OpenStreetMap contributors, CC-BY-SA, Nomis


Purbeck 004 E02004266 West Purbeck; Winfrith; Wool
Area
Hover over an area
Bere Regis
Poole
Wareham
Swanage
Dorset Gliding Club
Godlingston Heath
Leaflet | Map data © OpenStreetMap contributors, CC-BY-SA, Nomis


Purbeck 002 E02004264 Lytchett Minster and Upton East; Lytchett Minster and Upton West
Hover over an area
Marshall
Winterborne Kingston
Corfe Mullen
Broadstone
Morden
Lytchett Matravers
Bloxworth
Creekmoor
Upton
Lytchett Minster
Turlin Moor
Holton Heath
Hamworthy
Lower Hamworthy
Sandford
Wareham Forest
Leaflet | Map data © OpenStreetMap contributors, CC-BY-SA, Nomis


Purbeck 005 E02004267 Castle; Creech Barrow; Langton
Area
Hover over an area
Bere Regis
Poole
Wareham
Swanage
Dorset Gliding Club
Godlingston Heath
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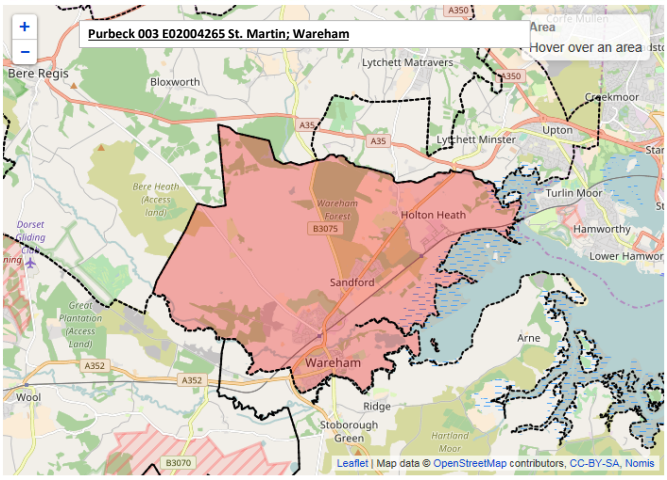
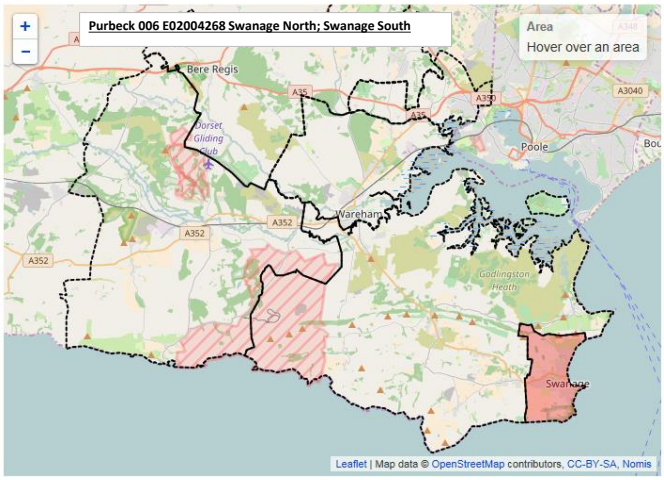
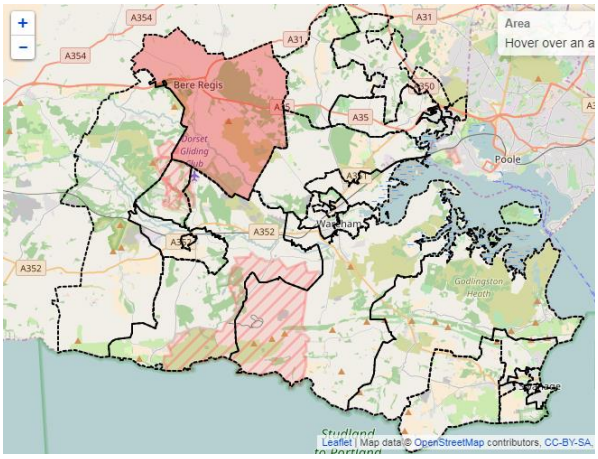
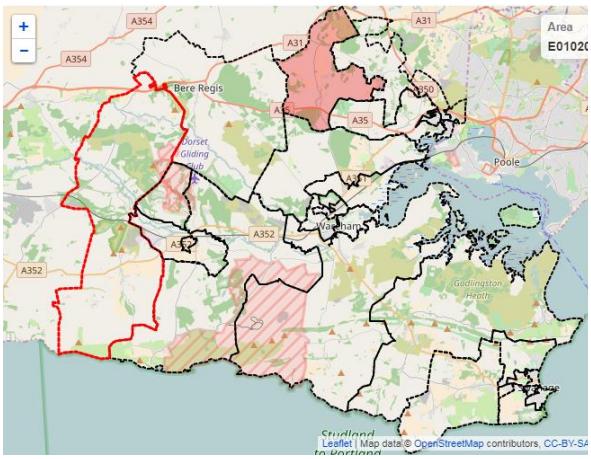

Purbeck 003 E02004265 St. Martin; Wareham
Area
Hover over an area
Bere Regis
Bloxworth
Lytchett Matravers
Creekmoor
Upton
Lytchett Minster
Turlin Moor
Holton Heath
Hamworthy
Sandford
Arne
Wareham
Wool
Ridge
Stoborough Green
Dorset Gliding
Wareham Forest
Leaflet | Map data © OpenStreetMap contributors, CC-BY-SA, Nomis


Purbeck 006 E02004268 Swanage North; Swanage South
Area
Hover over an area
Bere Regis
Poole
Wareham
Swanage
Dorset Gliding Club
Godlingston Heath
Leaflet | Map data © OpenStreetMap contributors, CC-BY-SA, Nomis

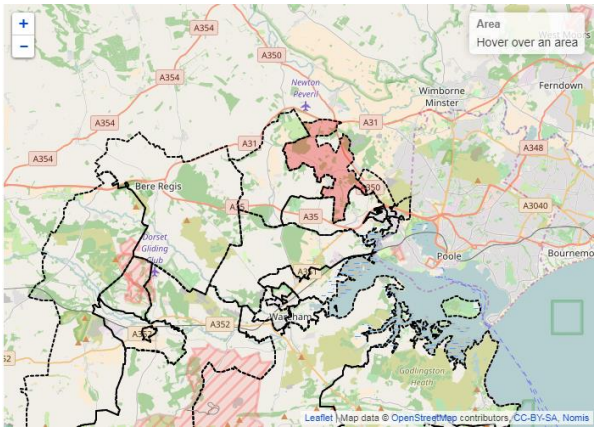
E01020465 : Purbeck 001A



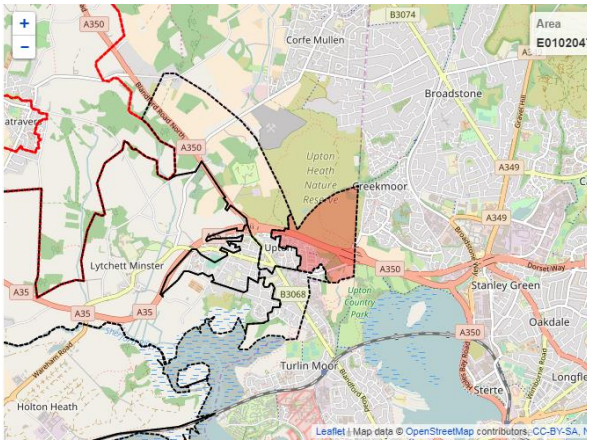
E01020469 : Purbeck 001B



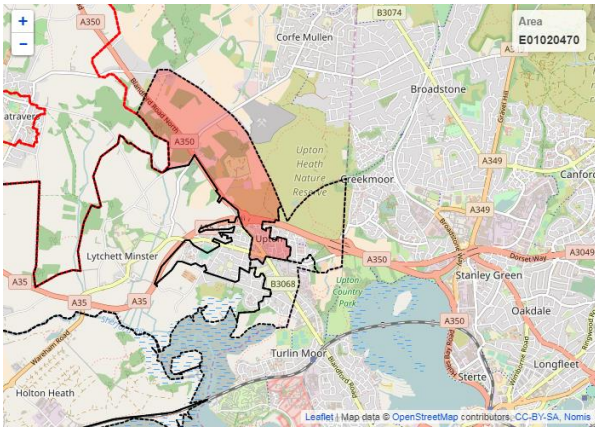
E01020470 : Purbeck 001C



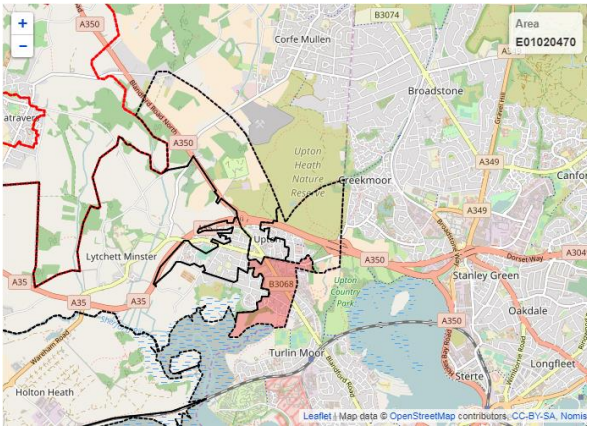
E01020471 : Purbeck 002A



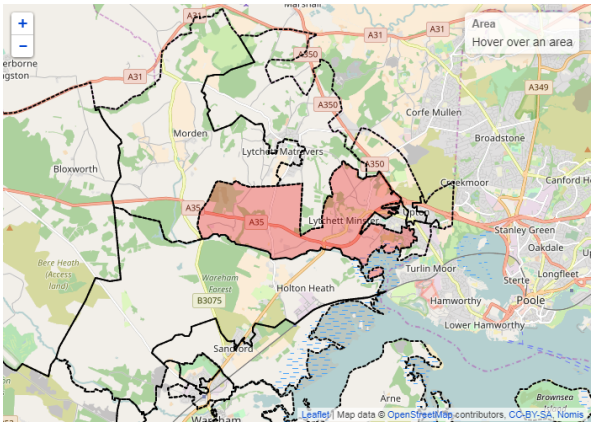
E01020472 : Purbeck 002B



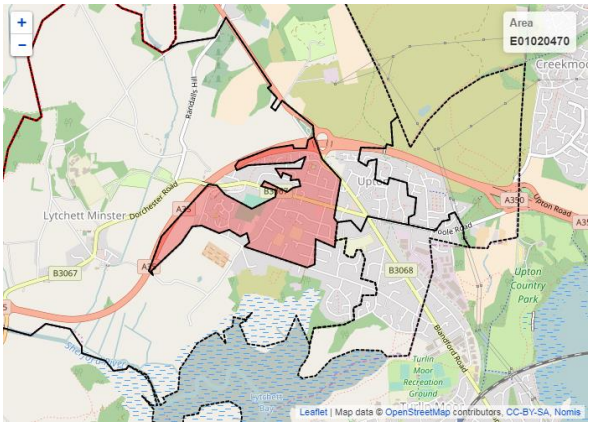
E01020473 : Purbeck 002C



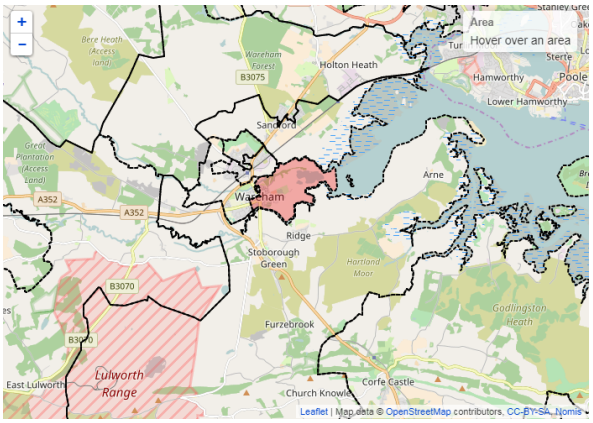
E01020474 : Purbeck 002D



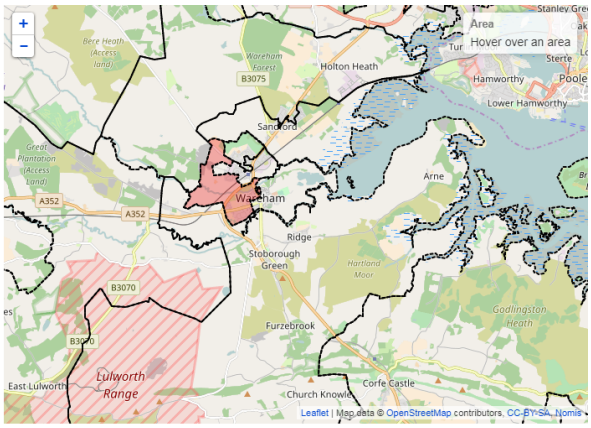
E01020475 : Purbeck 002E



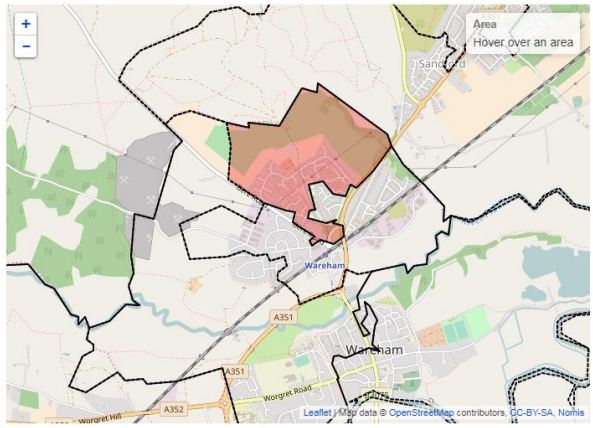
E01020485 : Purbeck 003C



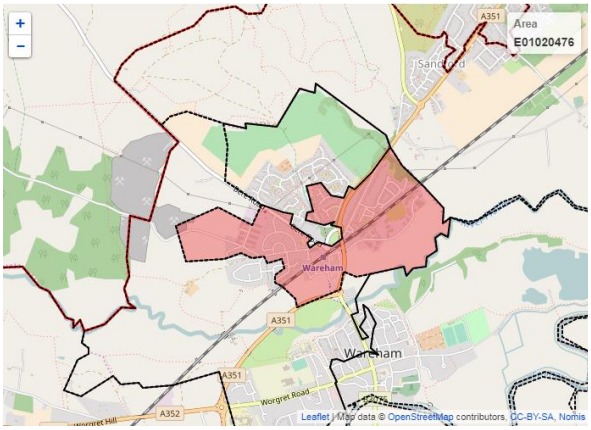
E01020486 : Purbeck 003D



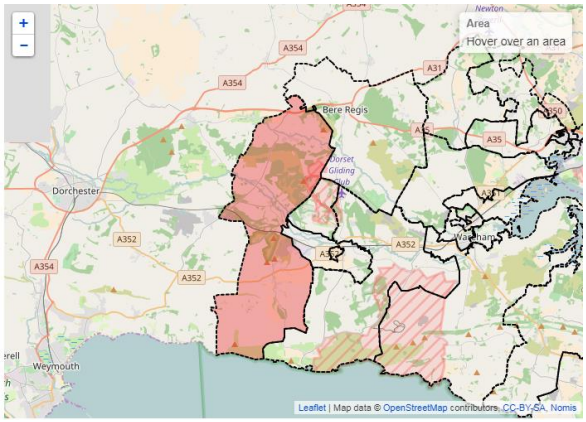
E01020487 : Purbeck 003E



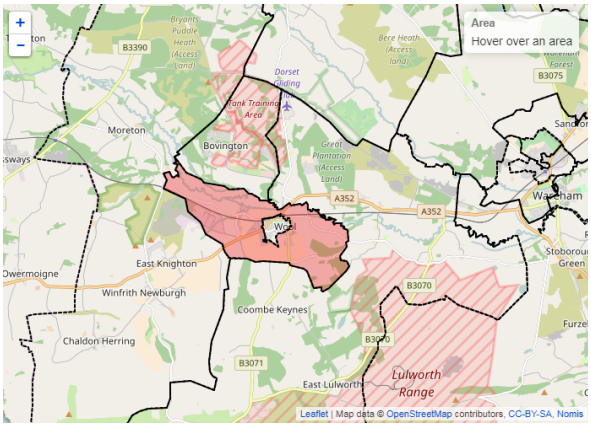
E01020488 : Purbeck 003F



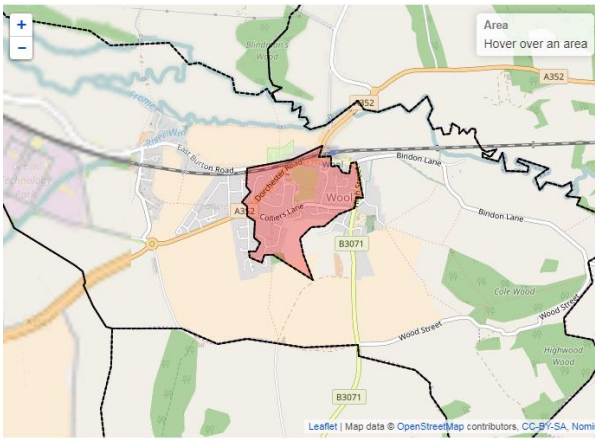
E01020490 : Purbeck 004B



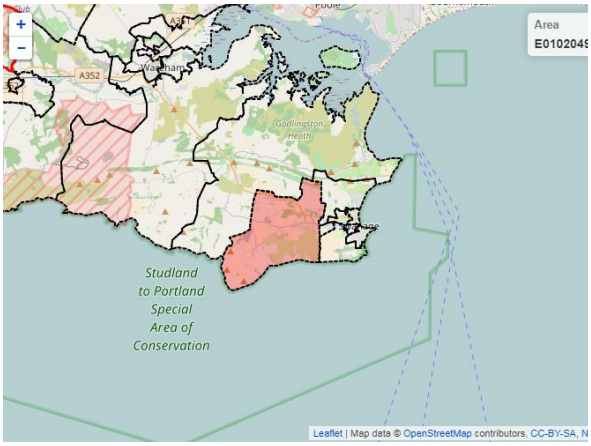
E01020491 : Purbeck 004C



E01020492 : Purbeck 004D



E01020468 : Purbeck 005C



Appendix F – 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 Hardye 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%

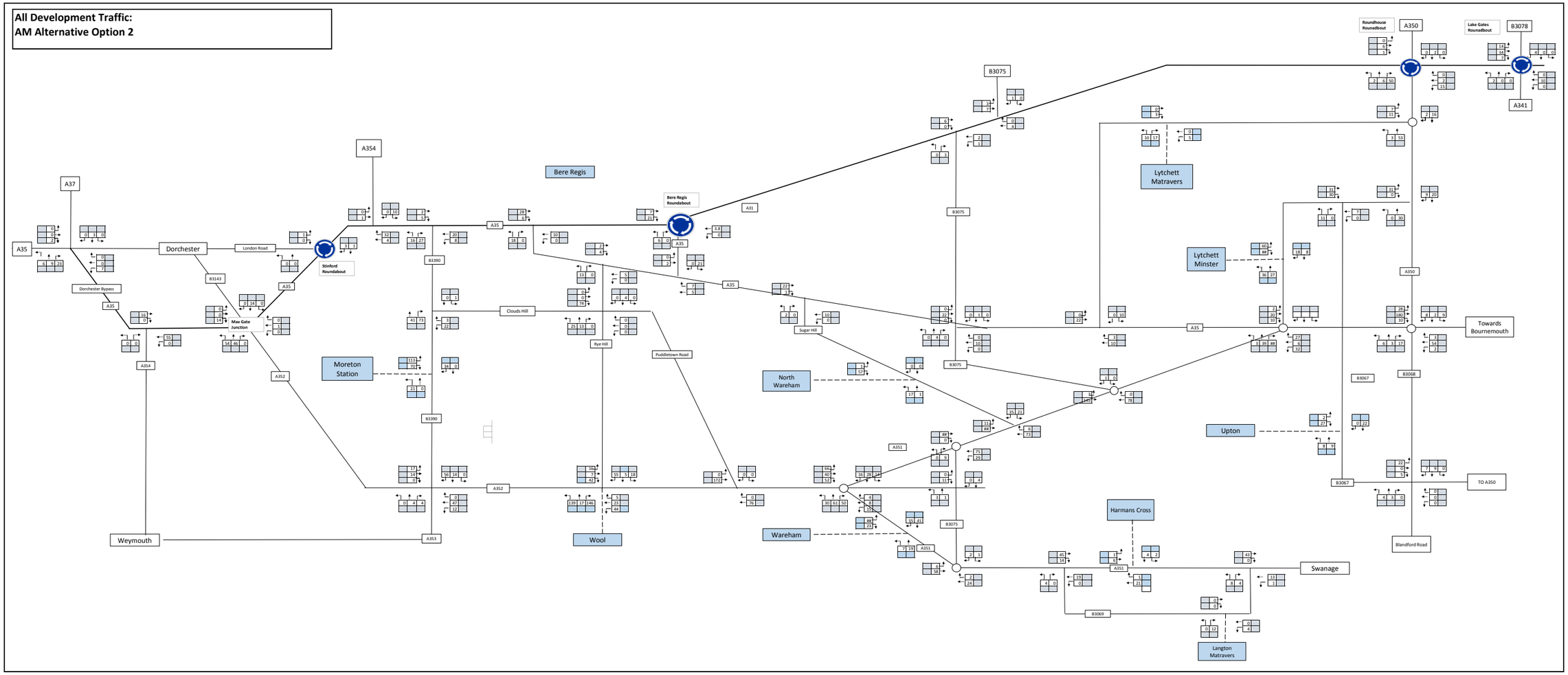
Not including specilist schools e.g. performaing arts

Appendix G – Distribution of shopping-based journeys

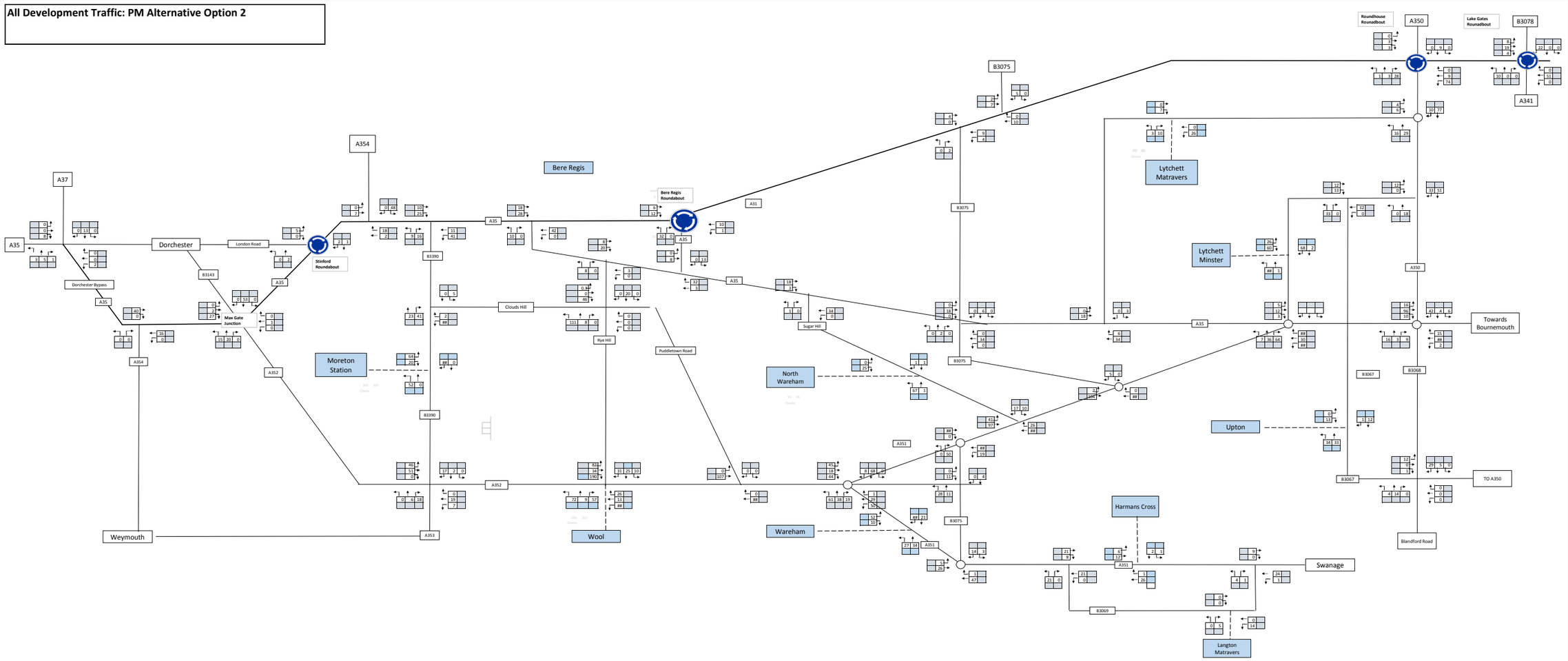
Shopping centres		Proportion of shopping-related development trips									
Name	**Location**	Moreton Station	Bere Regis	Wool	North Wareham	Wareham	Harmans Cross	Langton Matravers	Lytchett Matravers	Lytchett Minster	Upton
Sainsburys	Wareham		100%	100%	100%	100%			50%	50%	
Tesco	Parkstone								50%	50%	100%
Tesco	Dorchester	100%									
Co-op	Swanage						100%	100%			
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Appendix H – Reference Case highway network diagrams

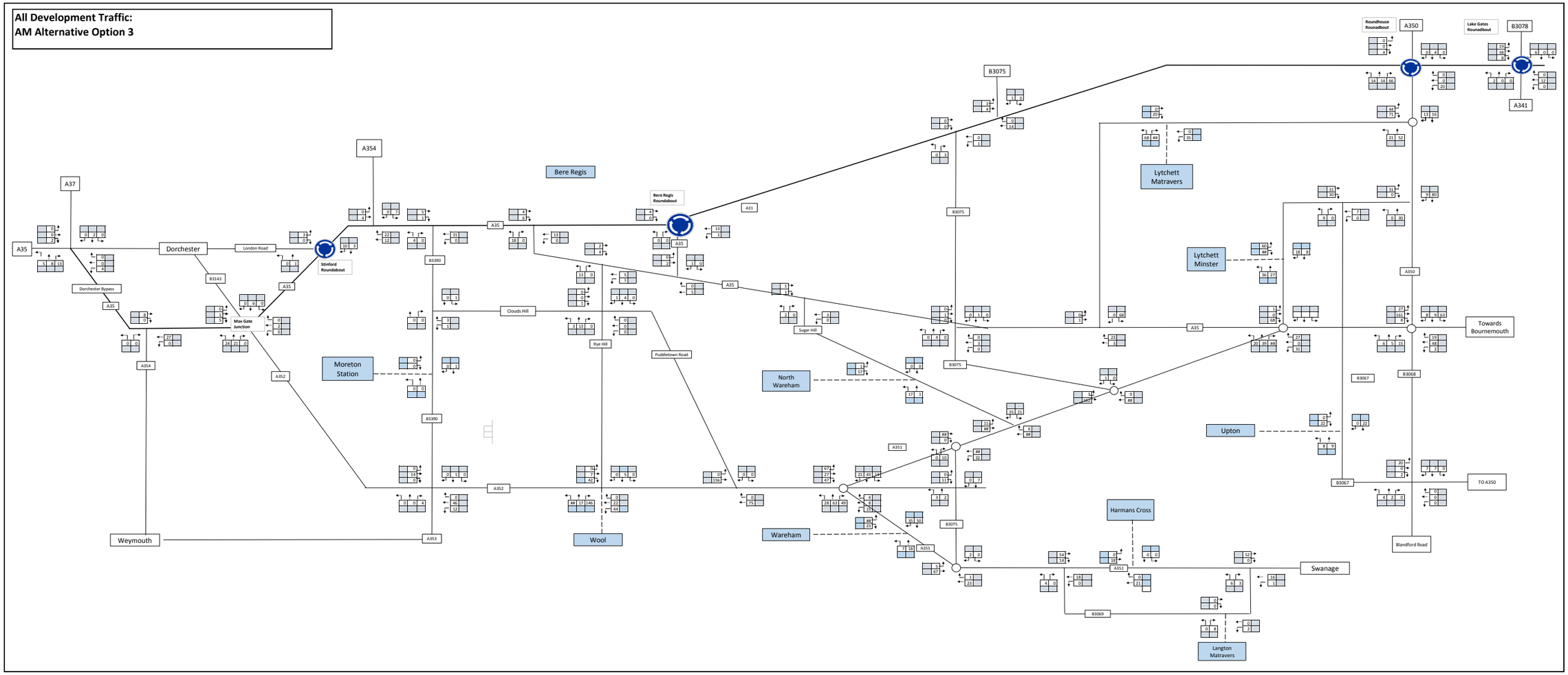
All Development Traffic:
AM Alternative Option 2



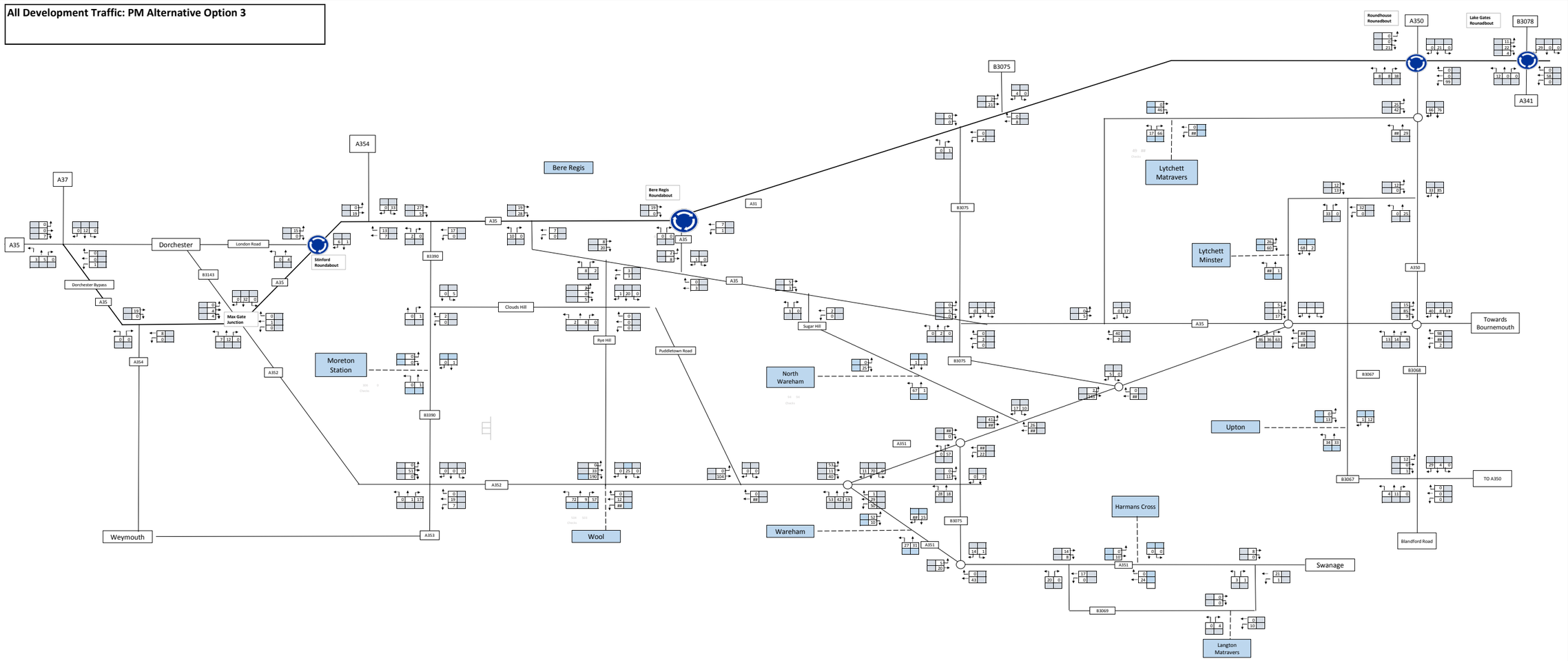
All Development Traffic: PM Alternative Option 2



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 undertaking 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	OFFICES		BEDFORDSHIRE
	BROMHAM ROAD			
	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	CONSTRUCTION COMPANY		DURHAM
	DURHAM ROAD			
	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	HOUSING COMPANY		EAST SUSSEX
	THE SIDINGS			
	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	OFFICE		HERTFORDSHIRE
	60 VICTORIA STREET			
	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	COUNCIL OFFICES		KENT
	SANDLING ROAD			
	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	ACCOUNTANTS		SURREY
	BOXGROVE ROAD			
	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	TELEVISION CO.		TYNE & WEAR
	DELTA BANK ROAD			
	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			8.002			8.023			16.025

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.187			0.187			0.374

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:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.099			0.099			0.198

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
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:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.077			0.077			0.154

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			8.985			8.997			17.982

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			4.070			4.005			8.075

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
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:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3.166	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									
Total Rates:			14.398			14.333			28.731

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 show. 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 – 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 undertaking 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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			72.445			71.853			144.298

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			3.670			3.672			7.342

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.164			0.164			0.328

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
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:	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 show. 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 – 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 undertaking 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 & DRINK/A - HOTELS
MULTI-MODAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.957			0.958			1.915

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.126			0.168			0.294

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 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									
Total Rates:			0.585			0.876			1.461

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.000			0.084			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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			0.000			0.084			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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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.

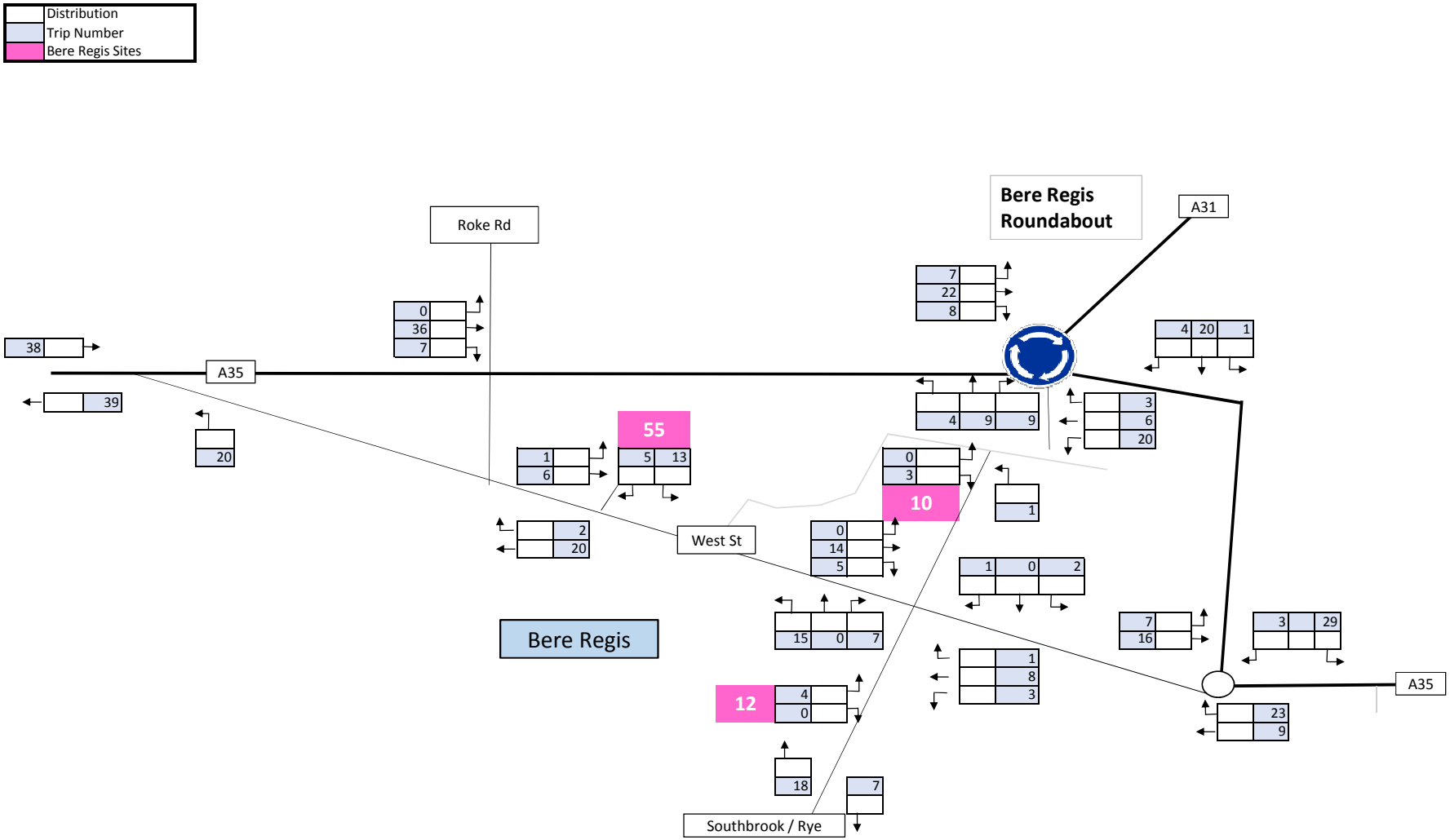
Parameter summary

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

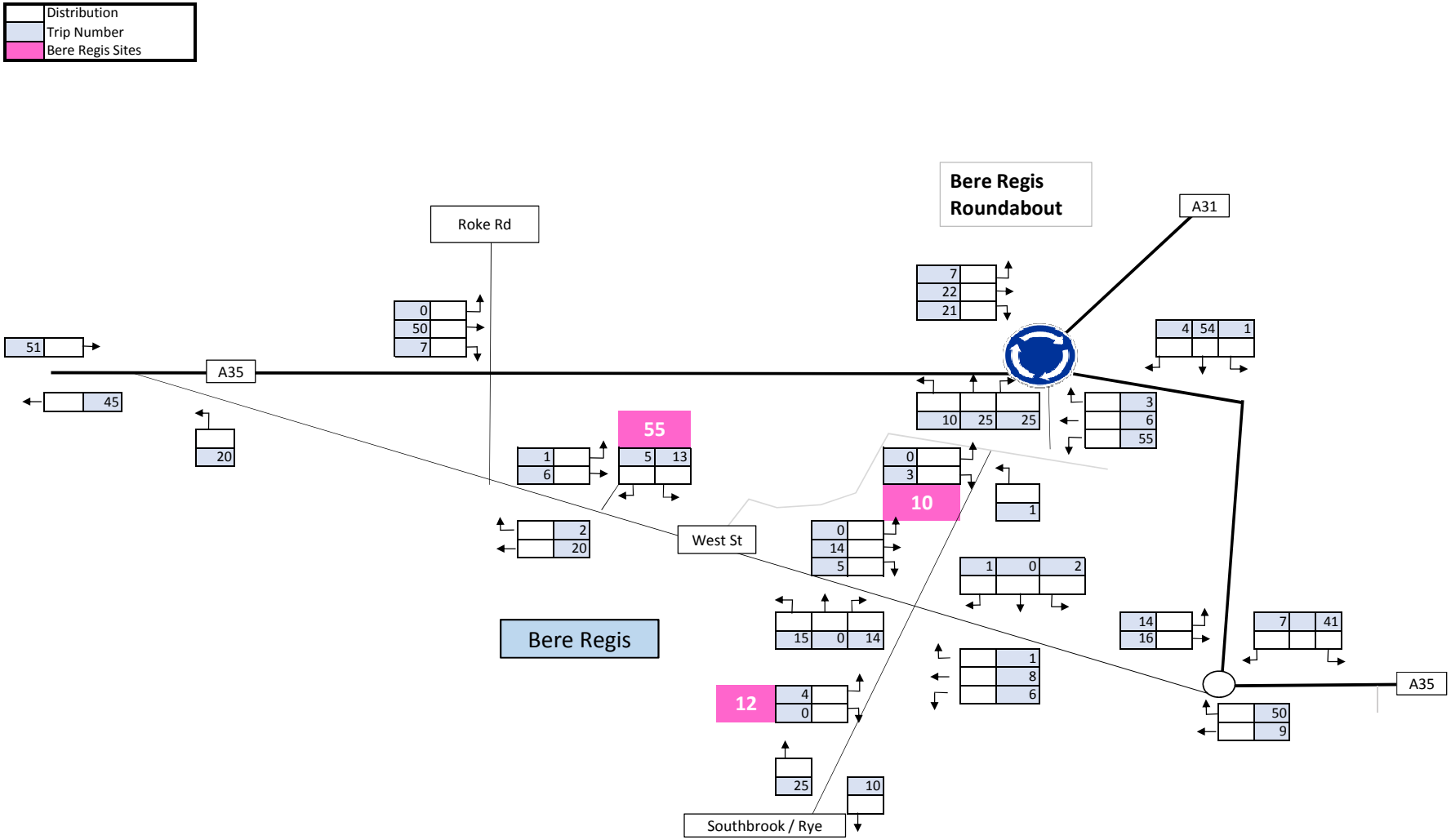
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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 – Network diagrams of the Bere Regis scenarios

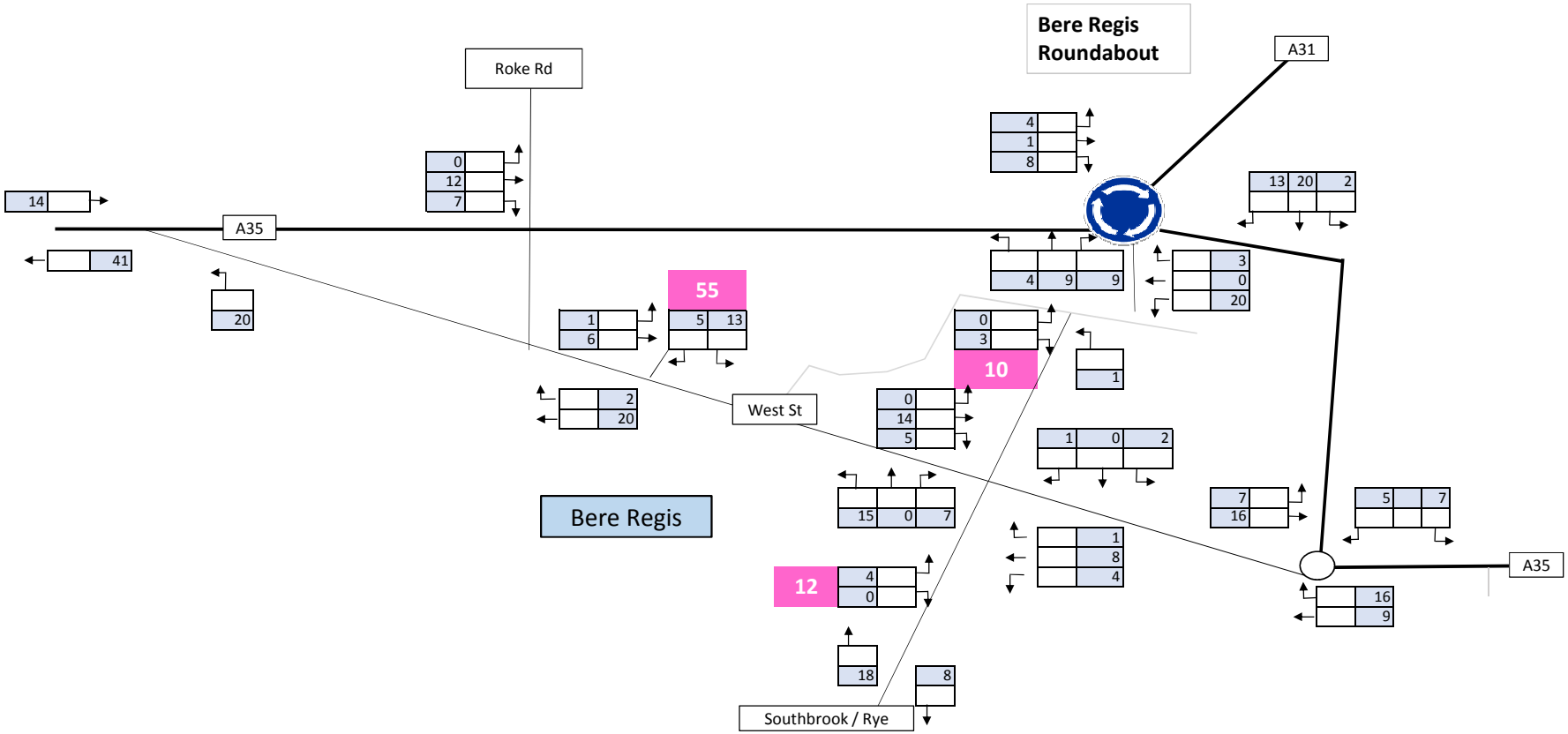
Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 AM



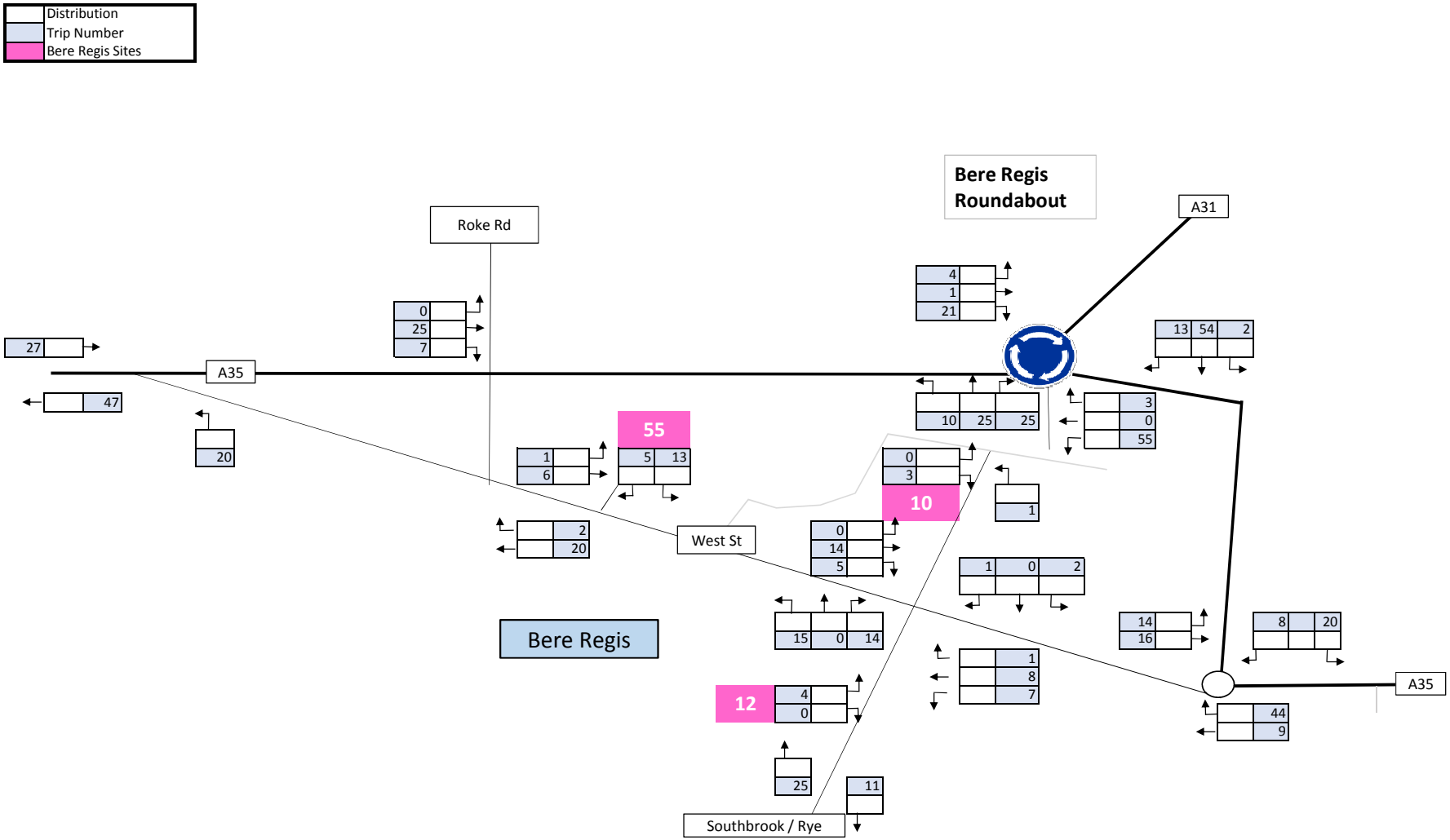
Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario e) + Alternative Option 2 AM



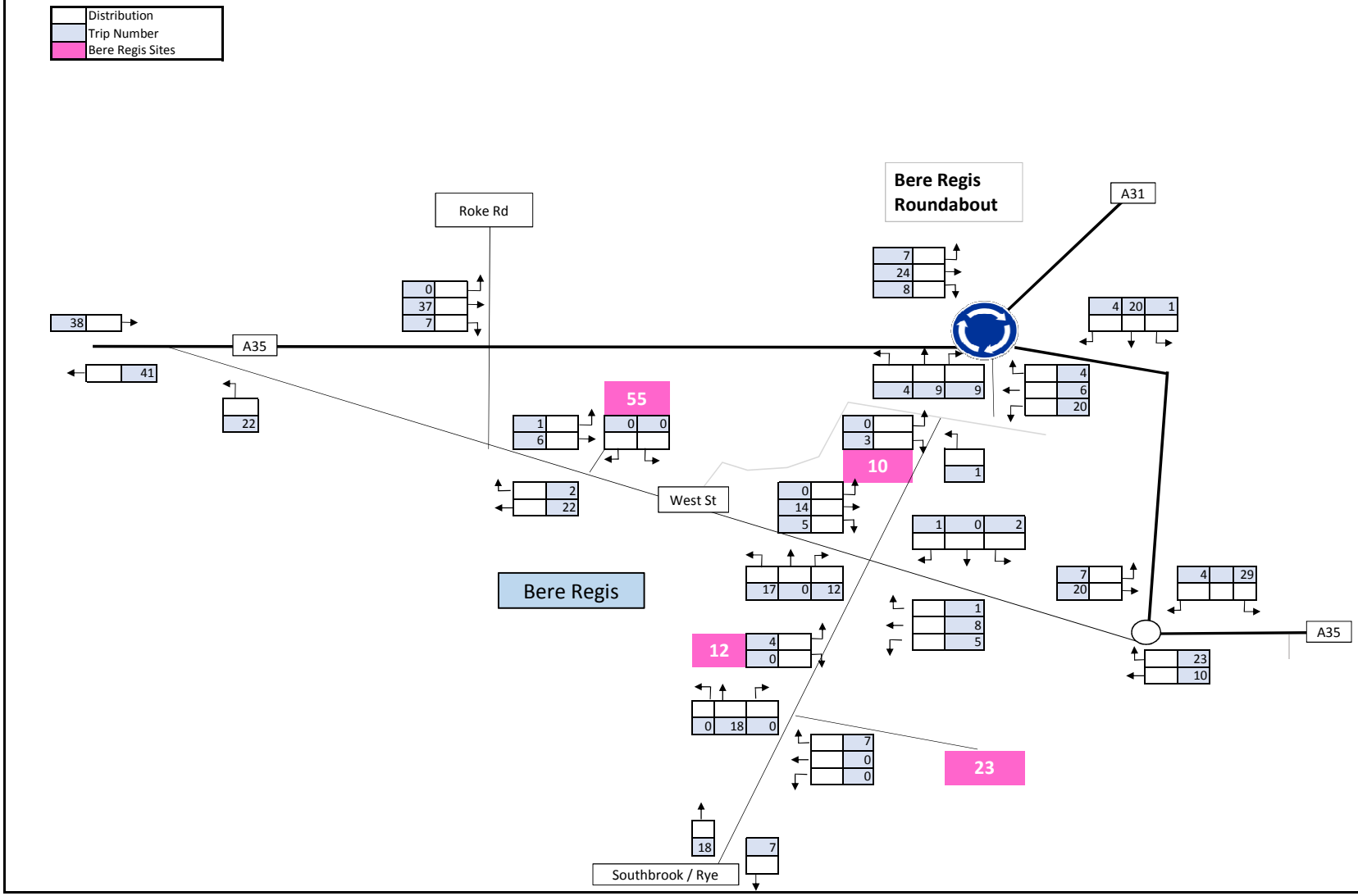
Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 3 AM



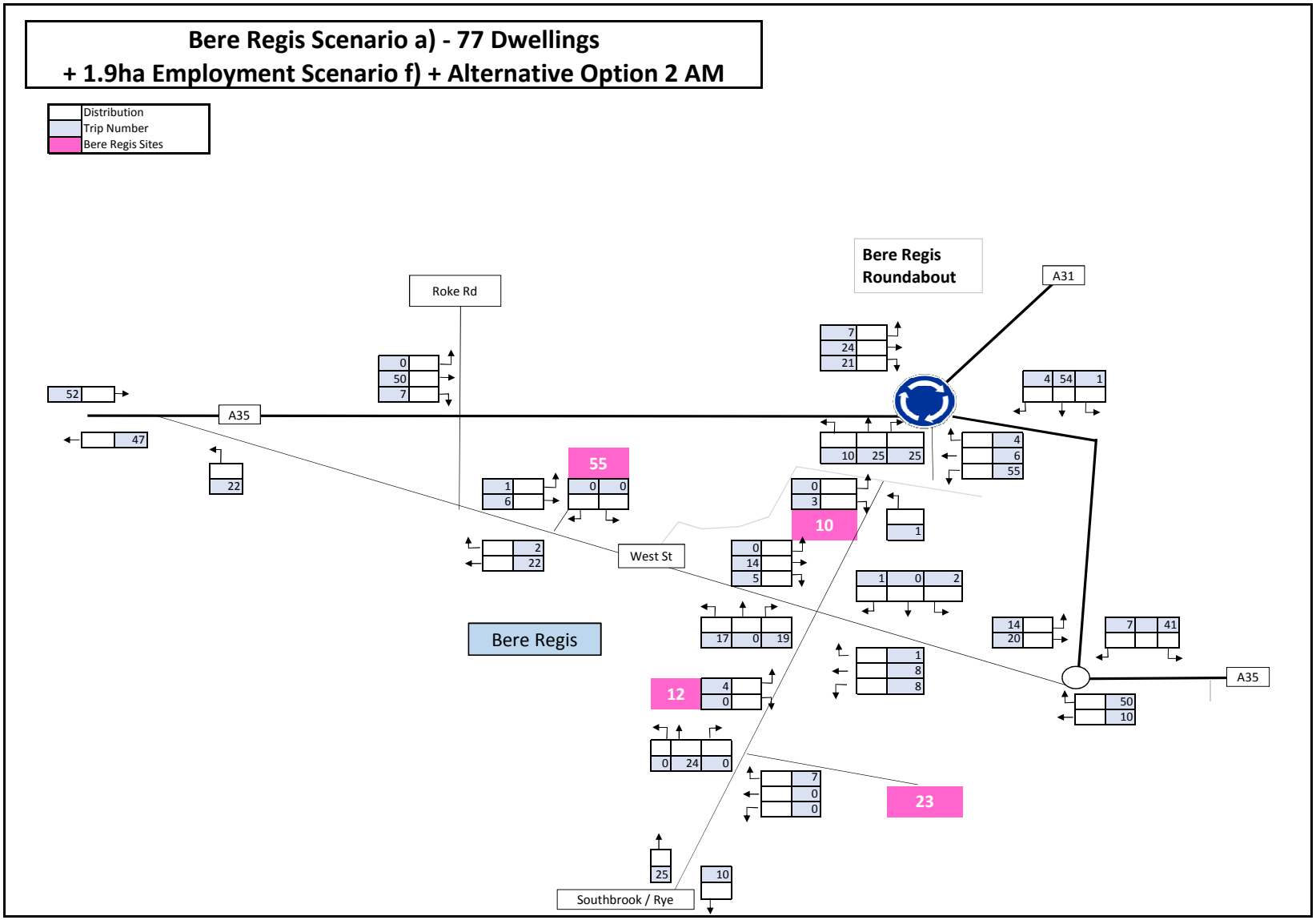
Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 3 AM



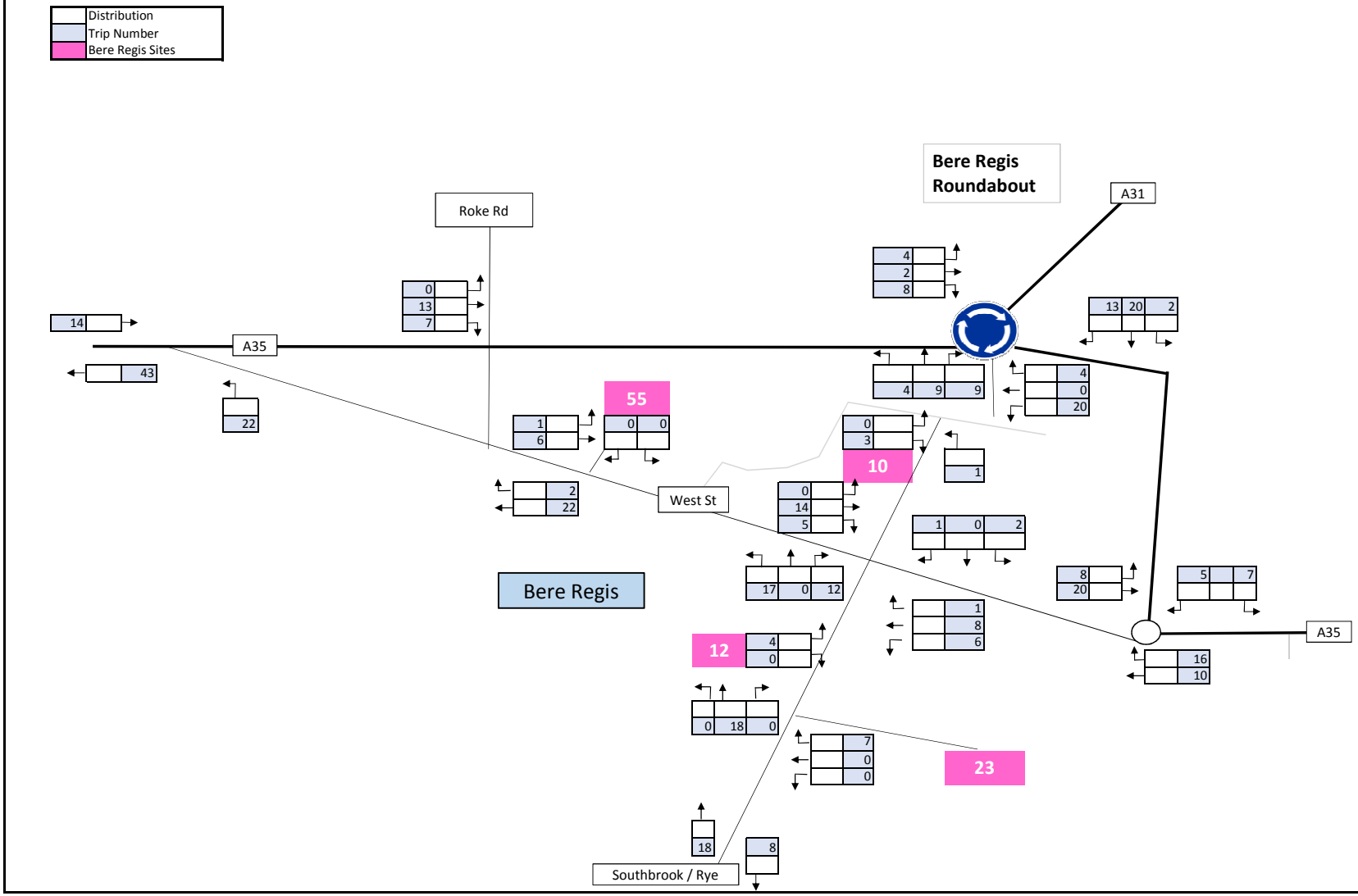
Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 AM



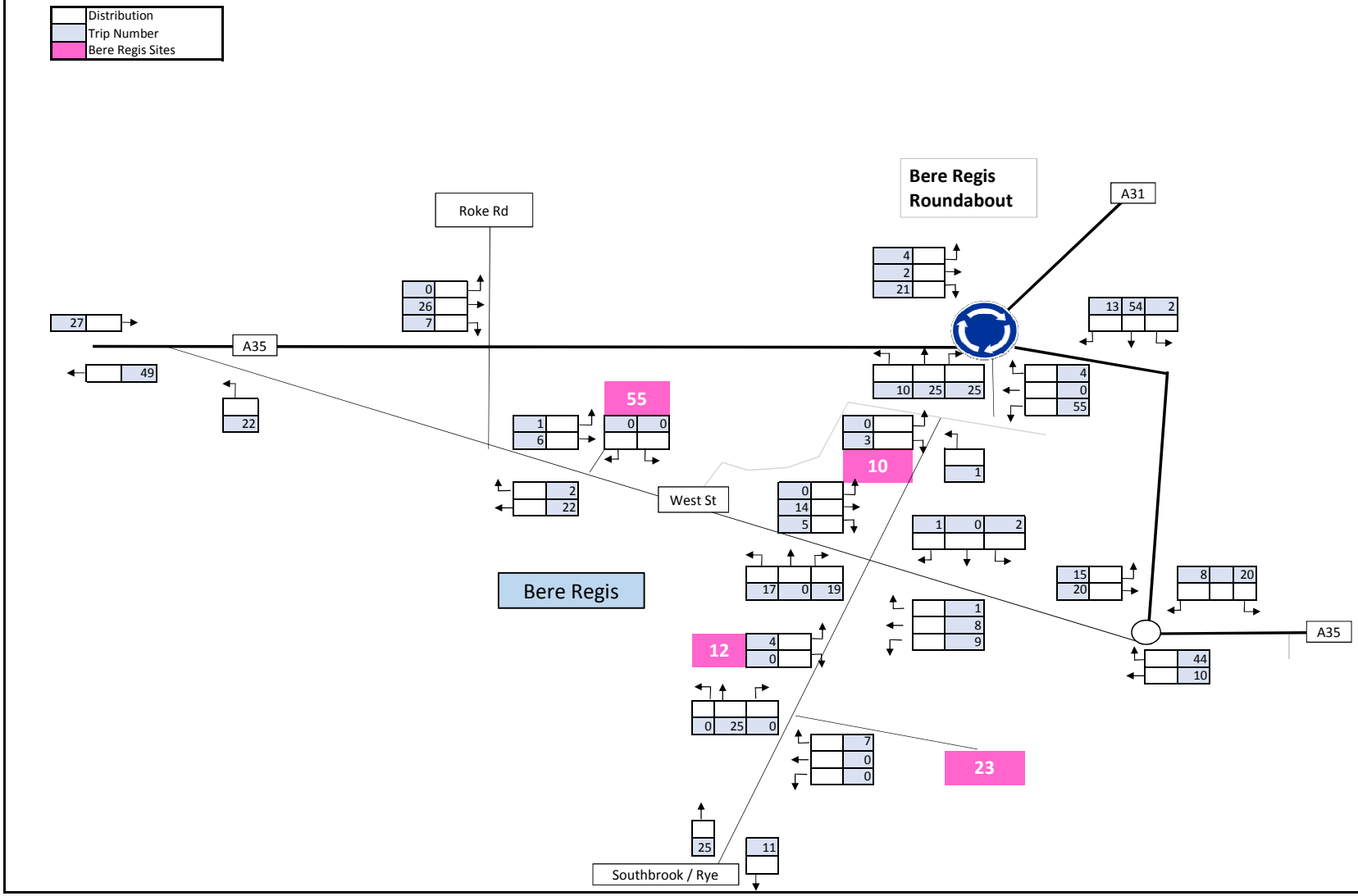
Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 AM



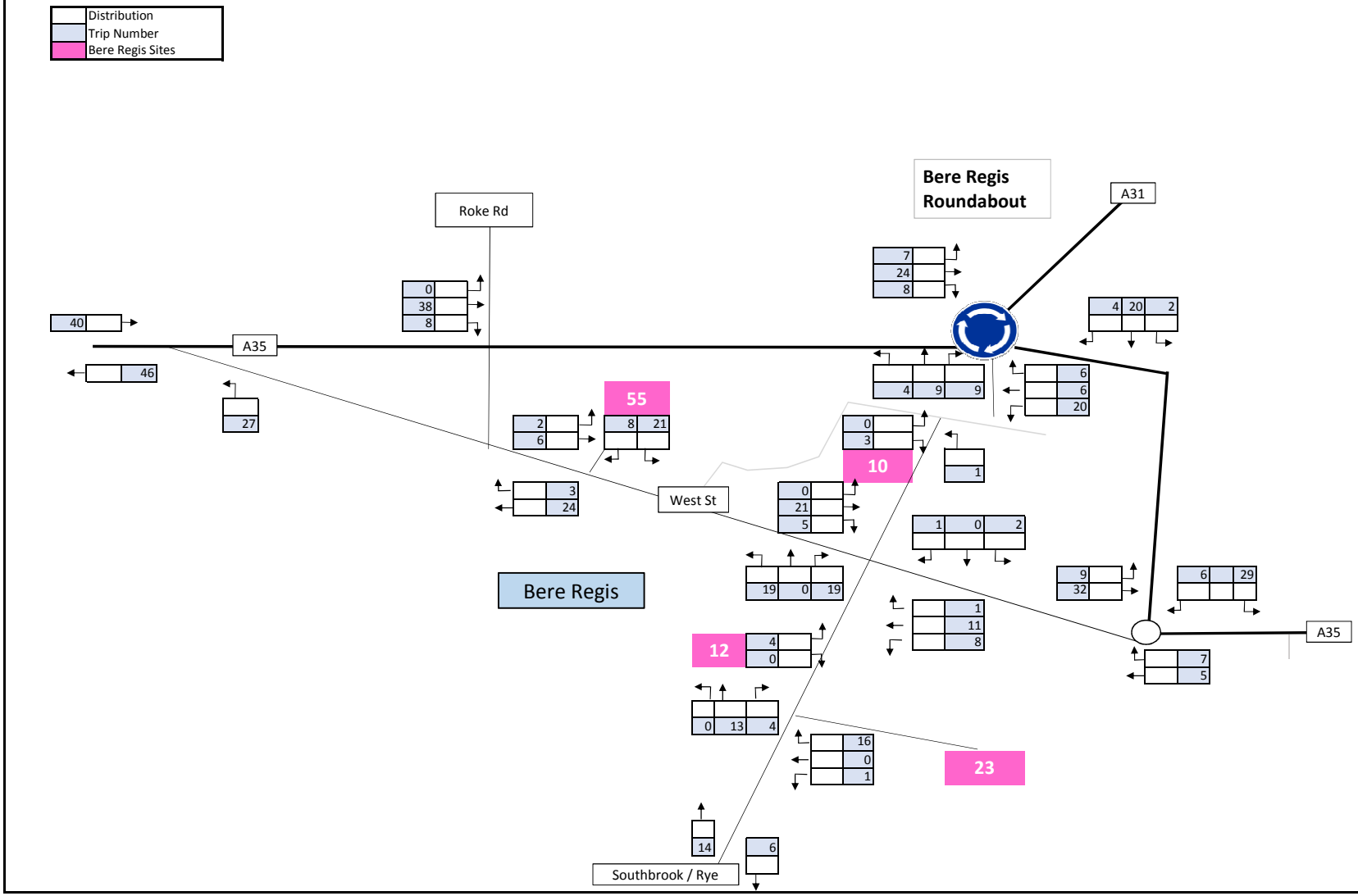
Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 AM



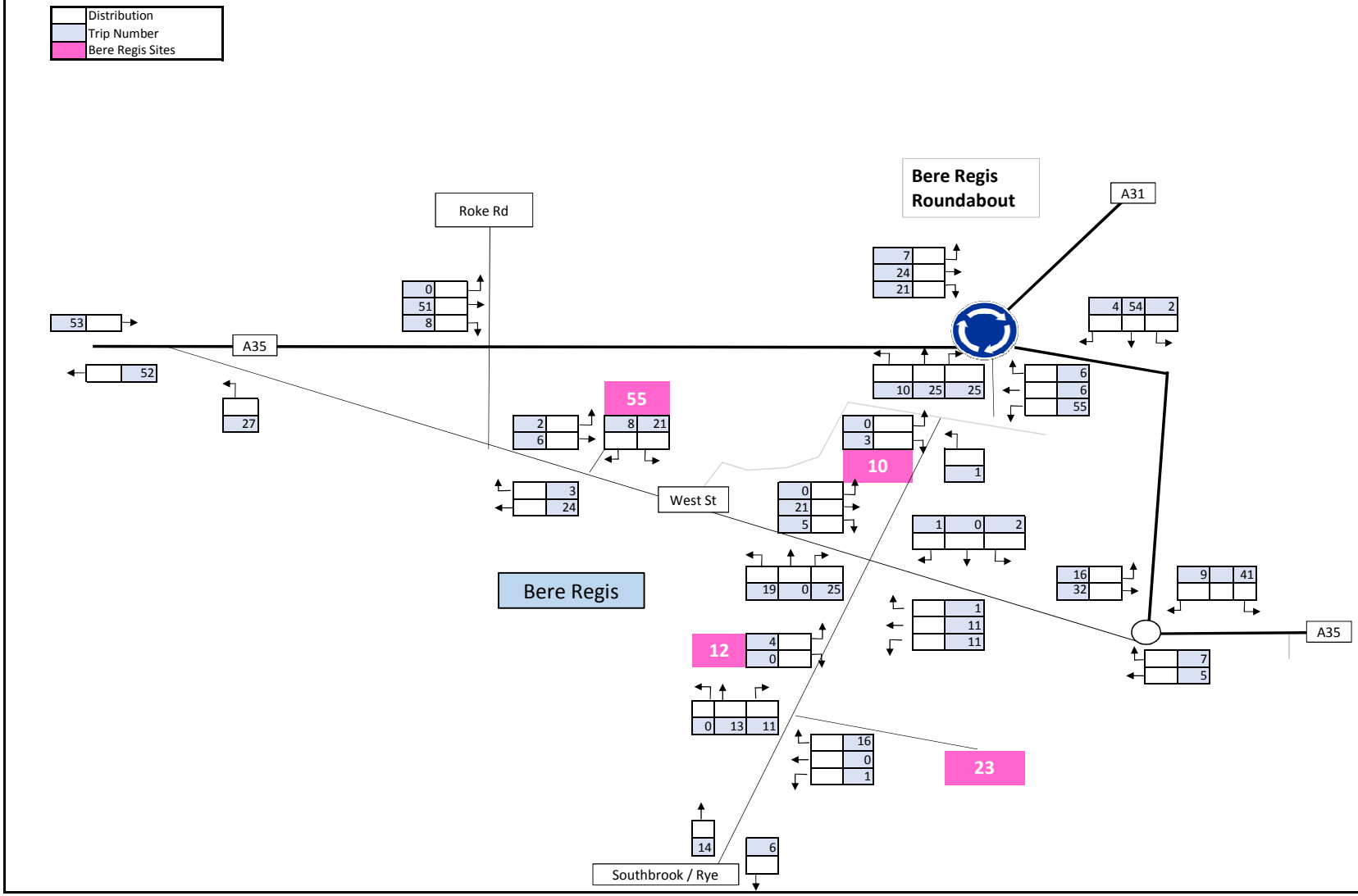
Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 AM



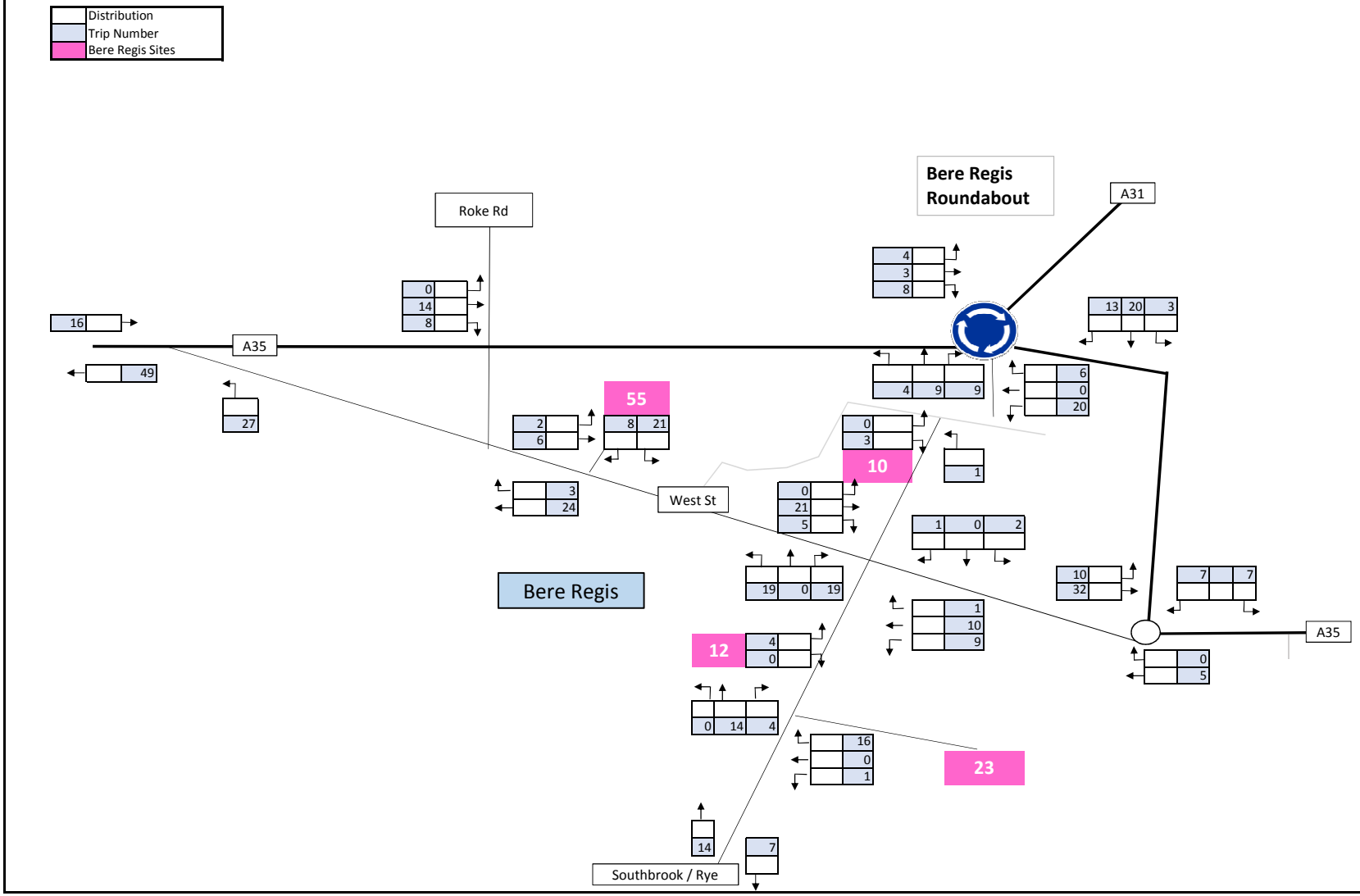
Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 AM



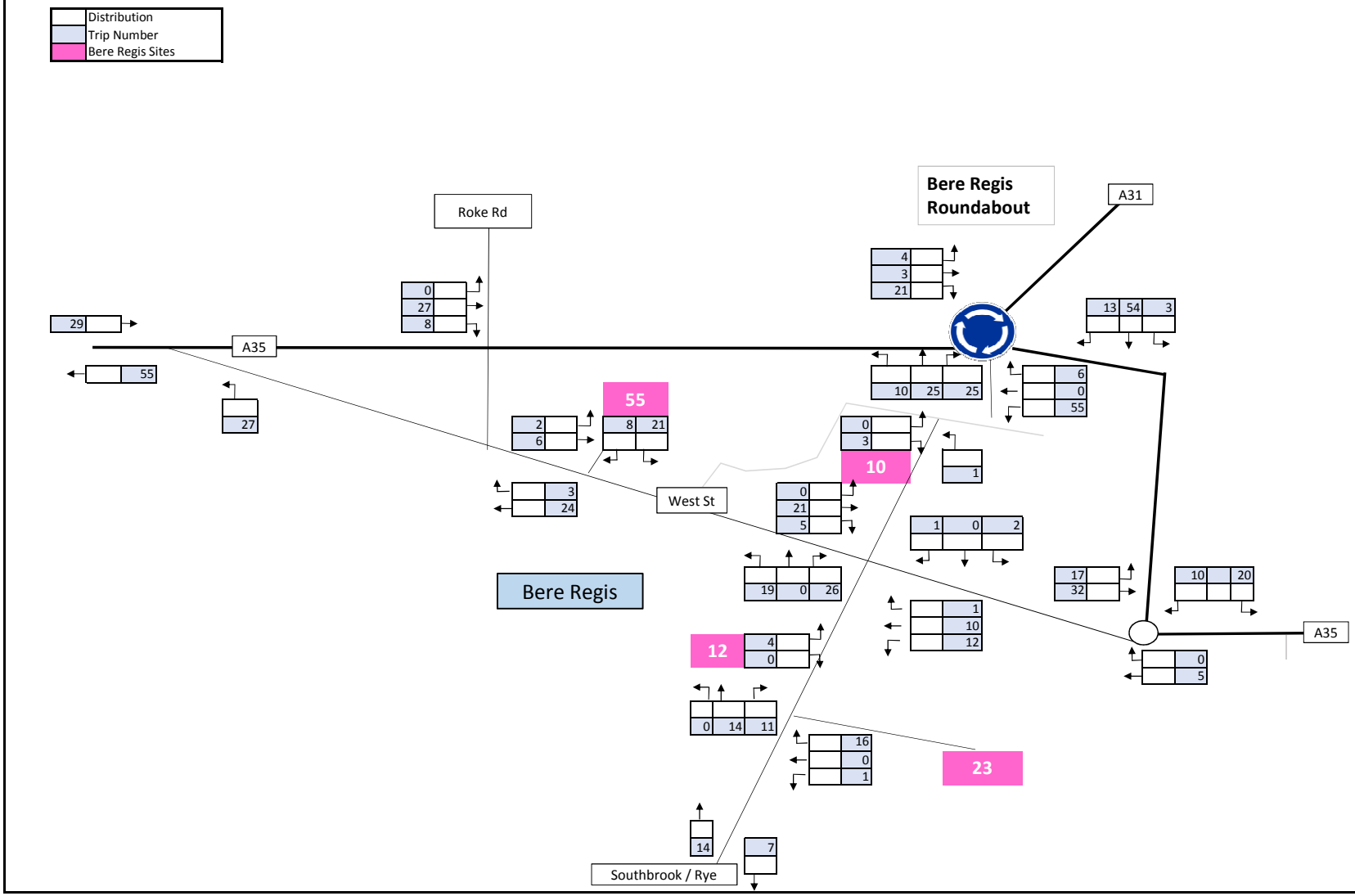
Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 AM



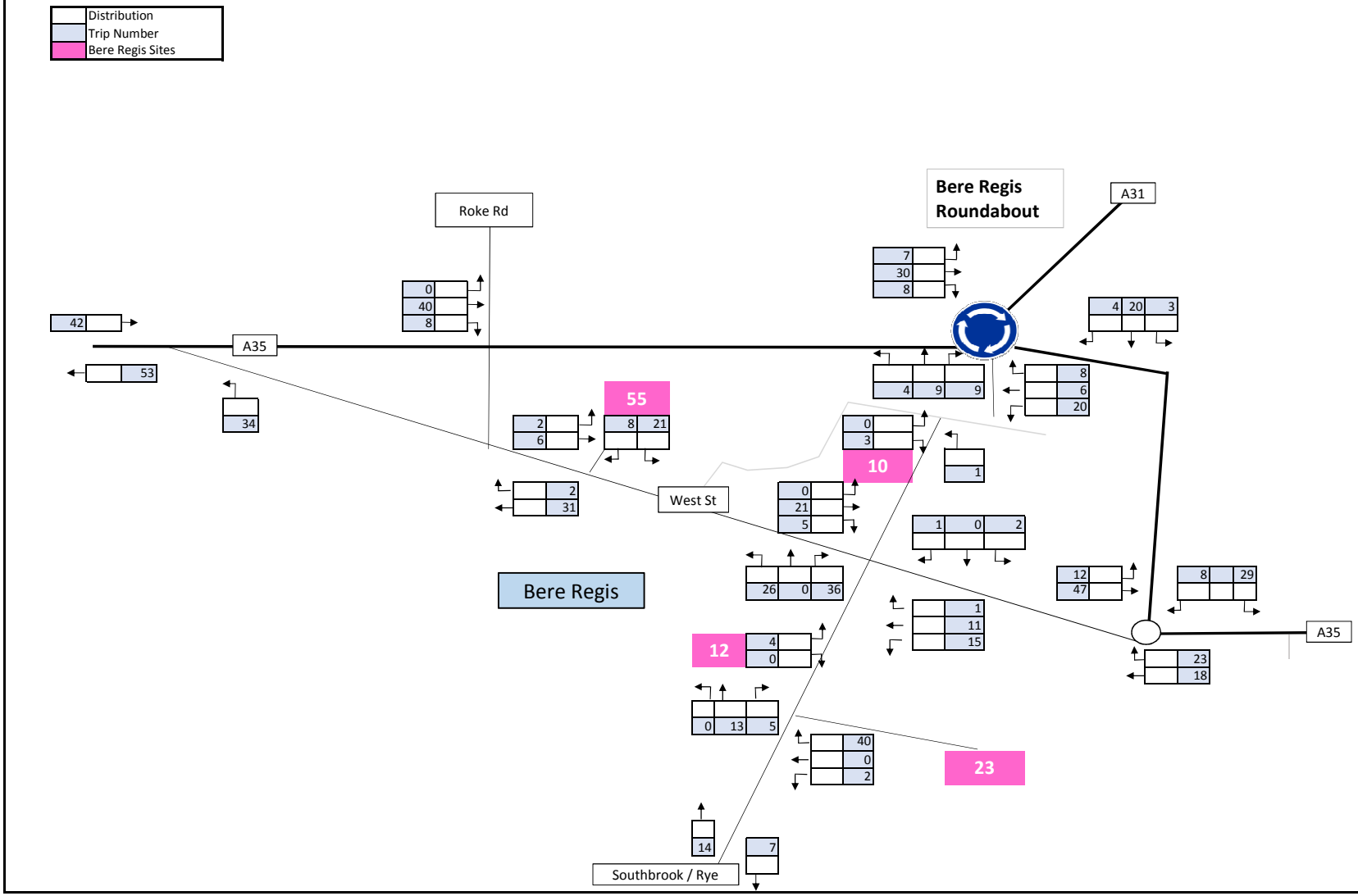
Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 AM



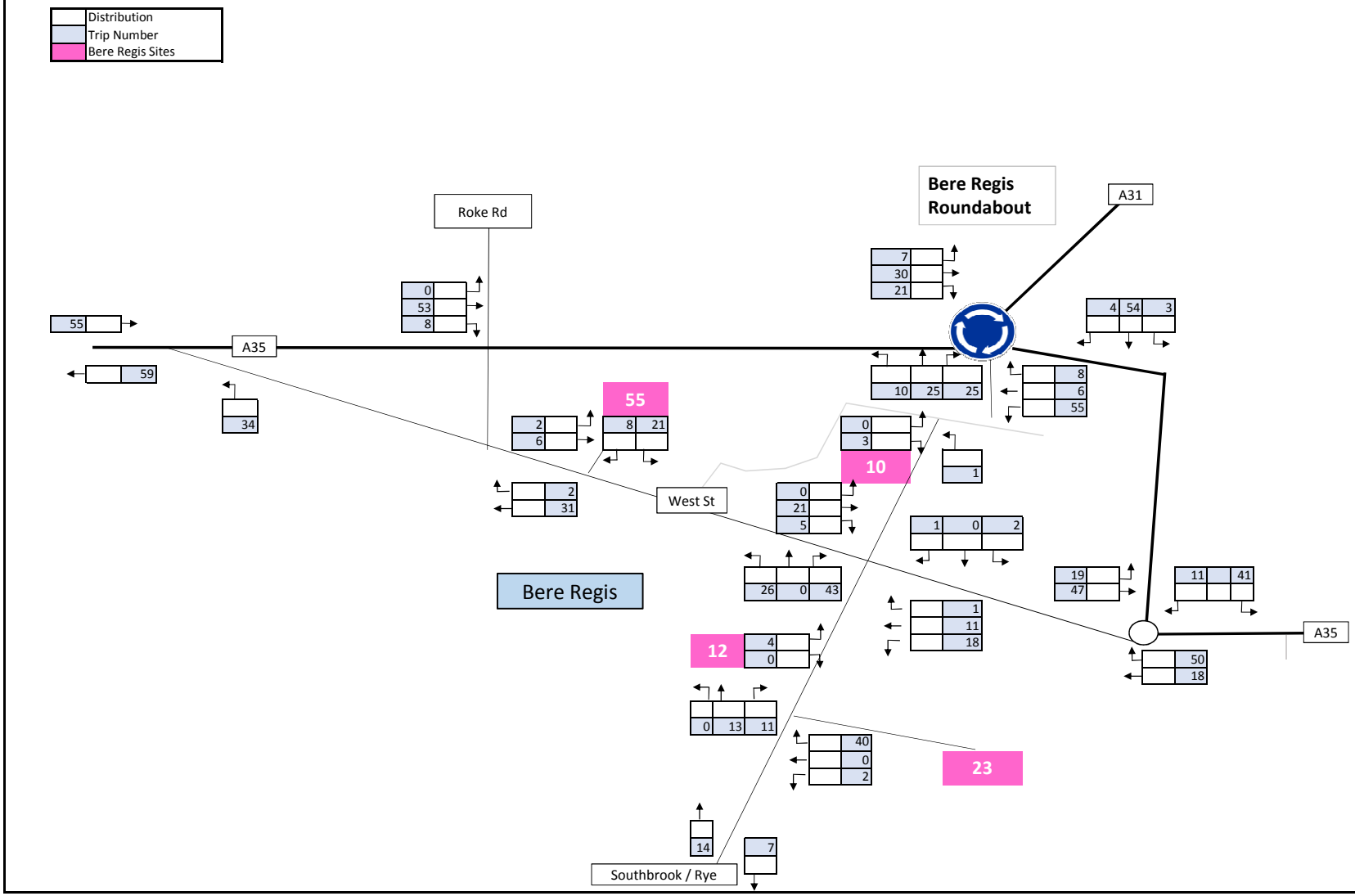
Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 AM



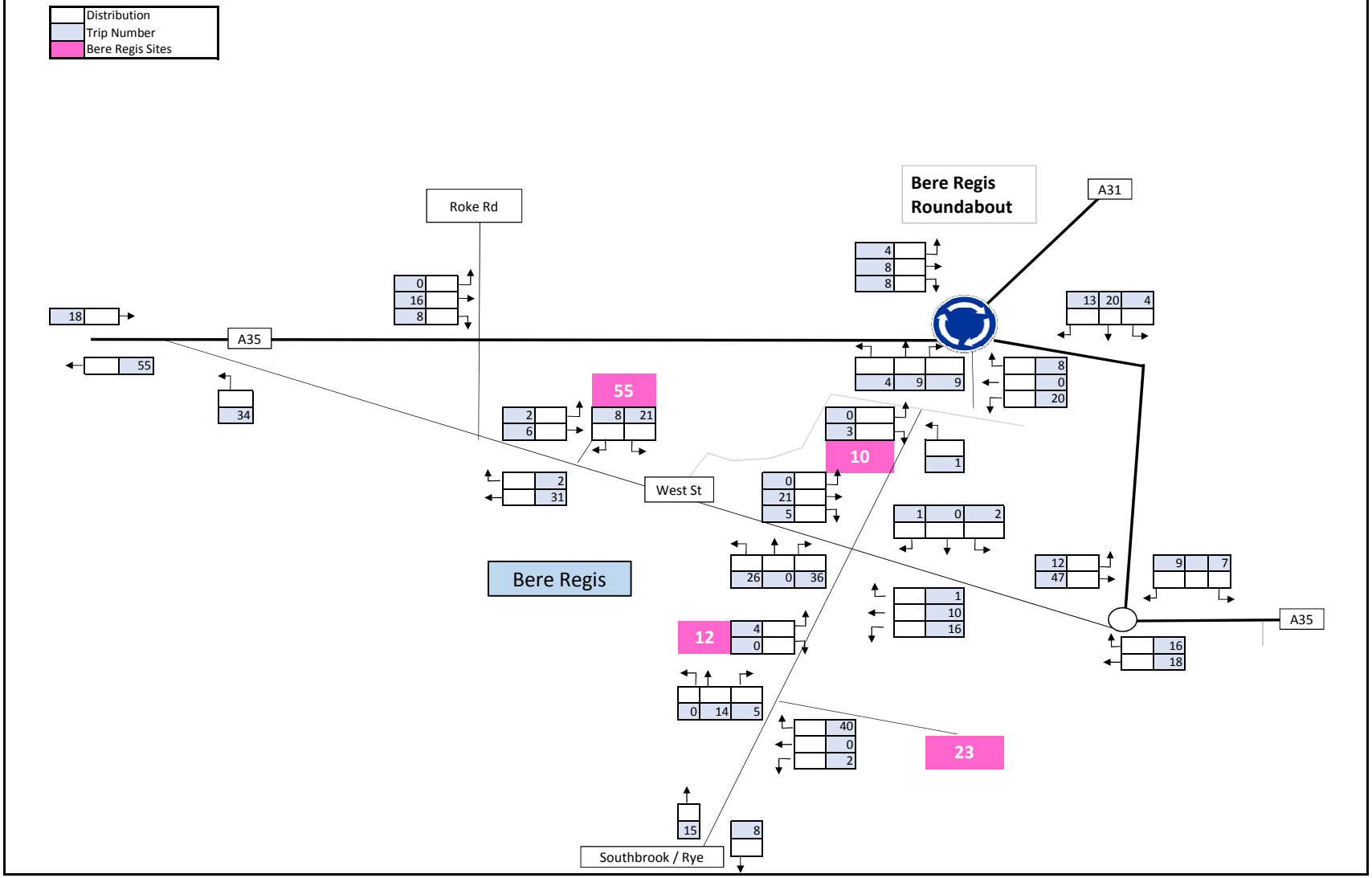
Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 AM



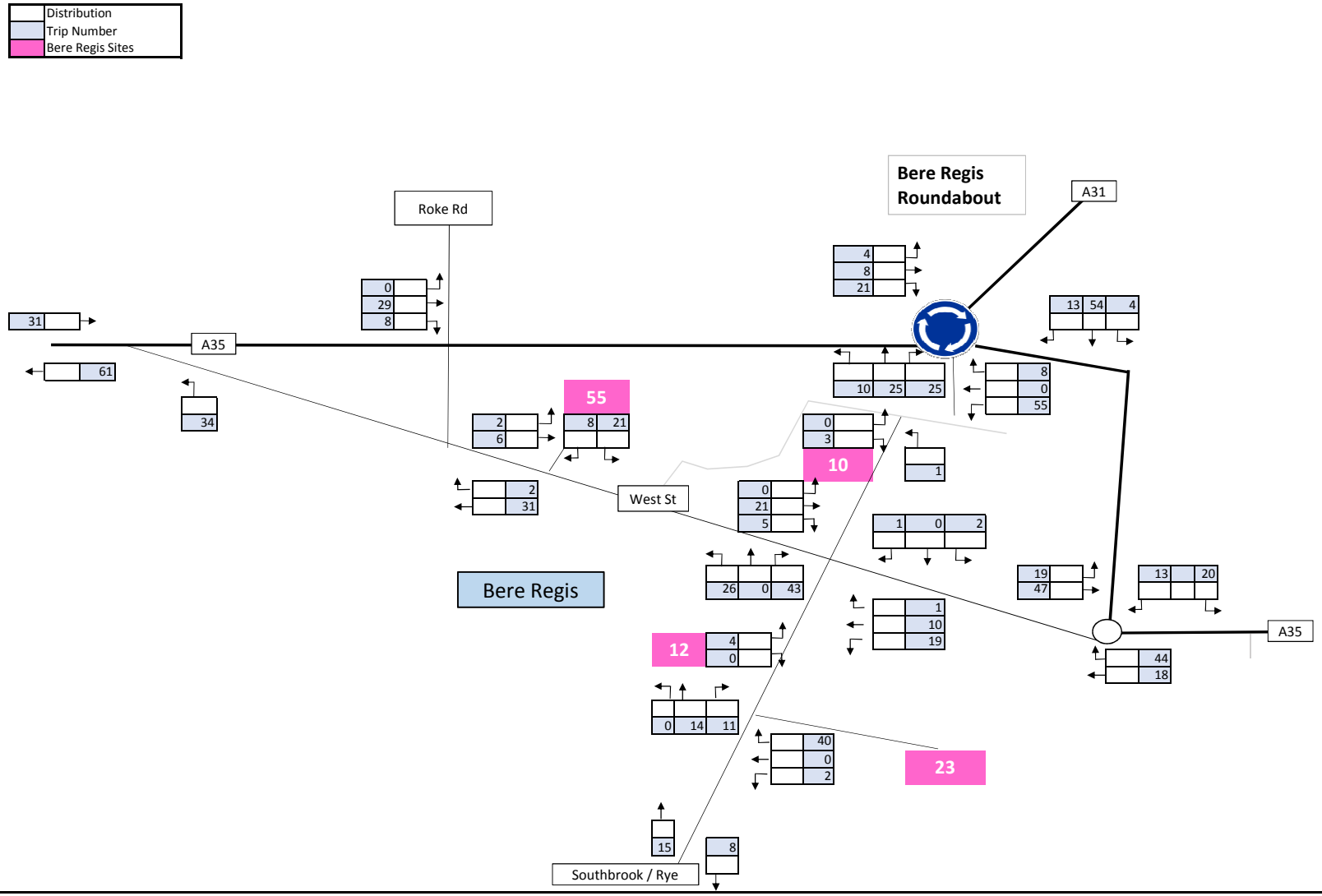
Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 AM



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

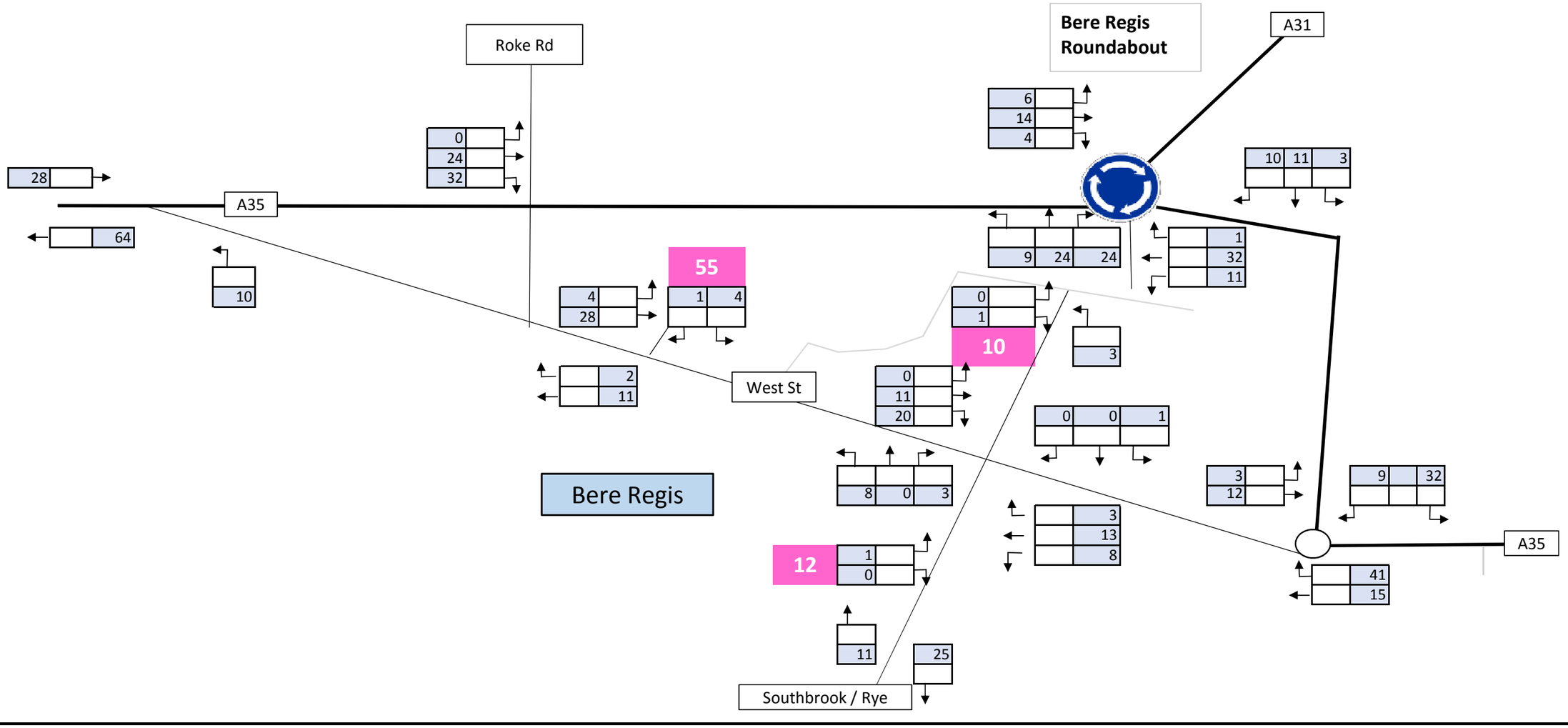


Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 AM



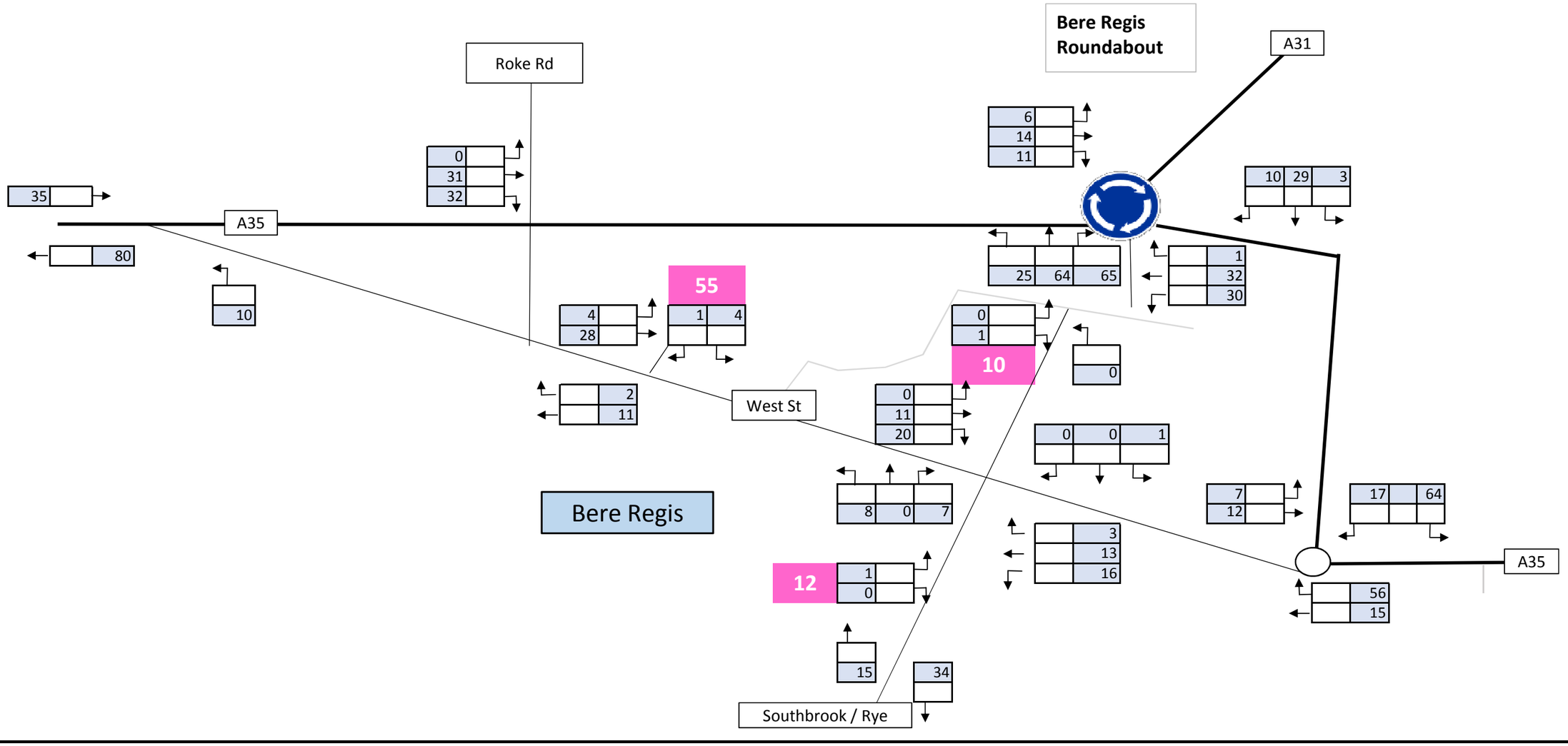
Bere Regis Scenario a) - 77 Dwellings
+ 0.7ha Employment Scenario e) + Alternative Option 2 PM

	Distribution
	Trip Number
	Bere Regis Sites



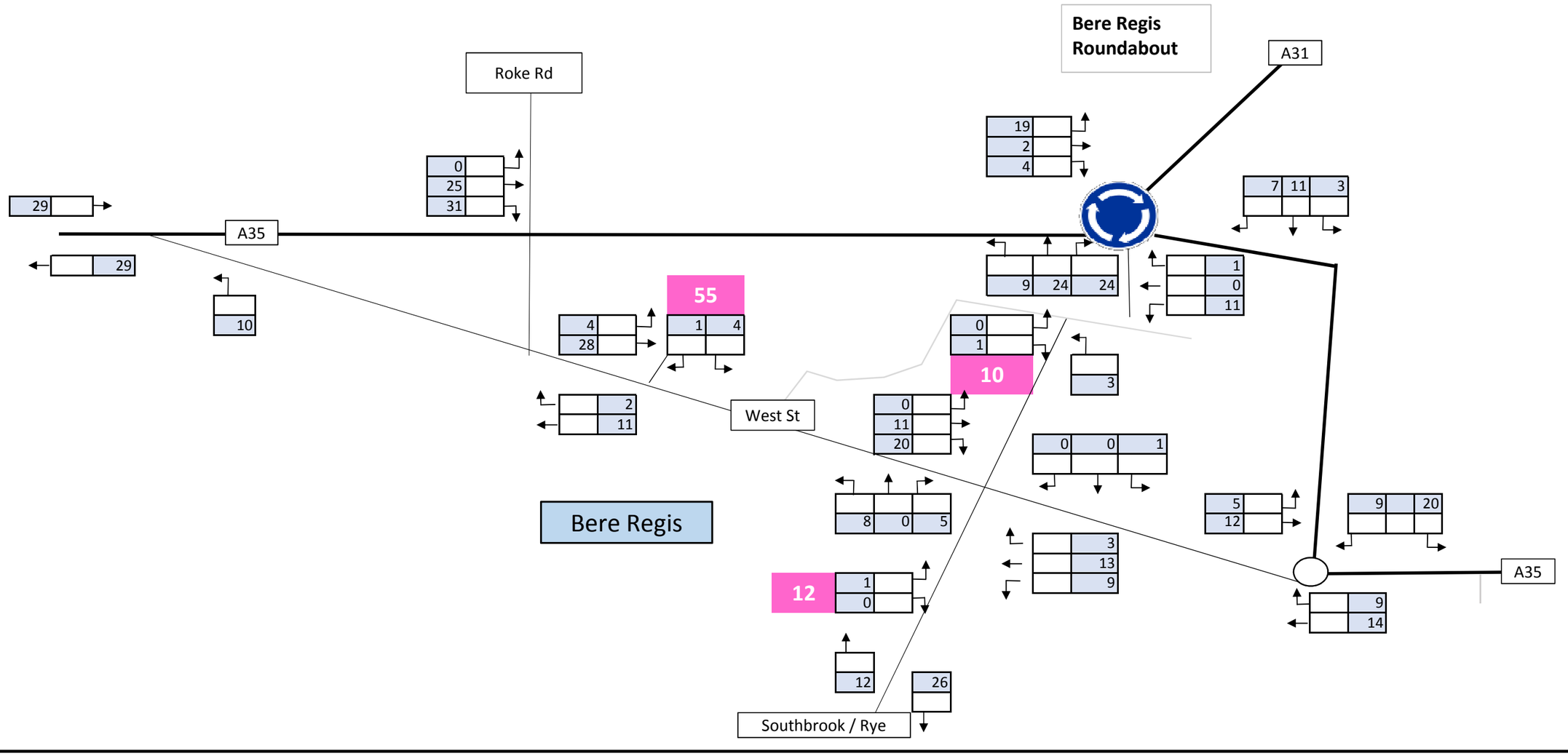
Bere Regis Scenario a) - 77 Dwellings
+ 1.9ha Employment Scenario f) + Alternative Option 2 PM

	Distribution
	Trip Number
	Bere Regis Sites



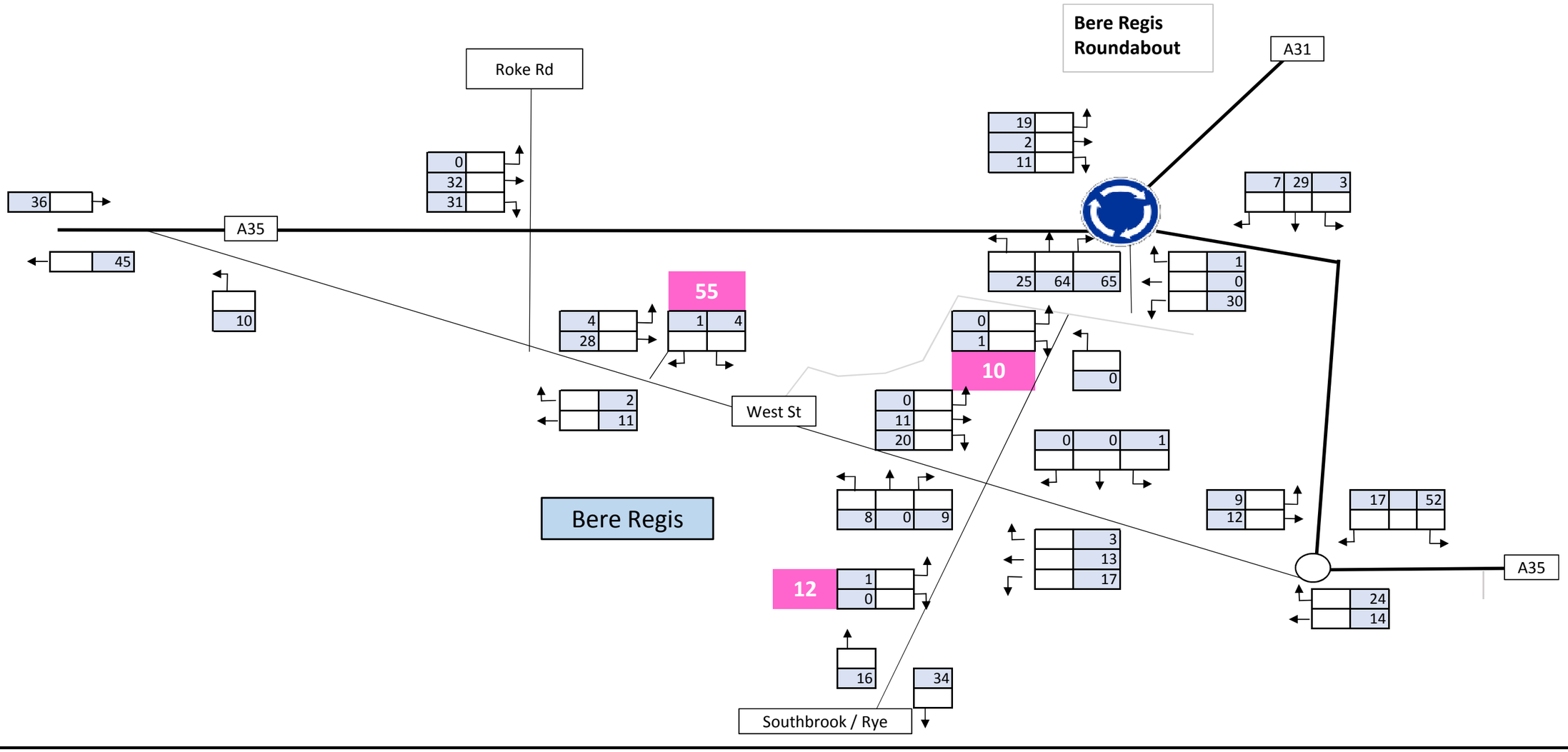
Bere Regis Scenario a) - 77 Dwellings
+ 0.7ha Employment Scenario e) + Alternative Option 3 PM

	Distribution
	Trip Number
	Bere Regis Sites

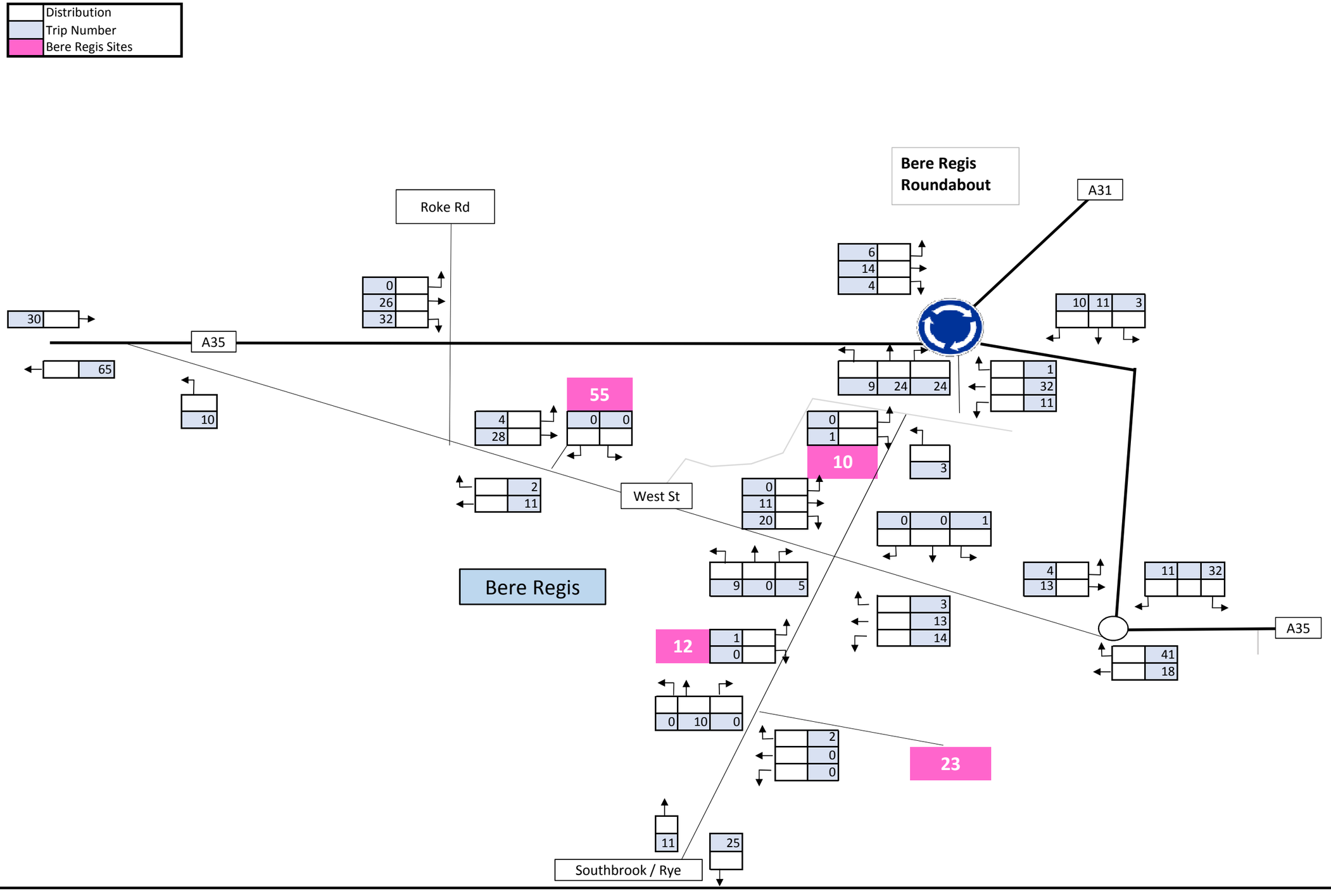


Bere Regis Scenario a) - 77 Dwellings
+ 1.9ha Employment Scenario f) + Alternative Option 3 PM

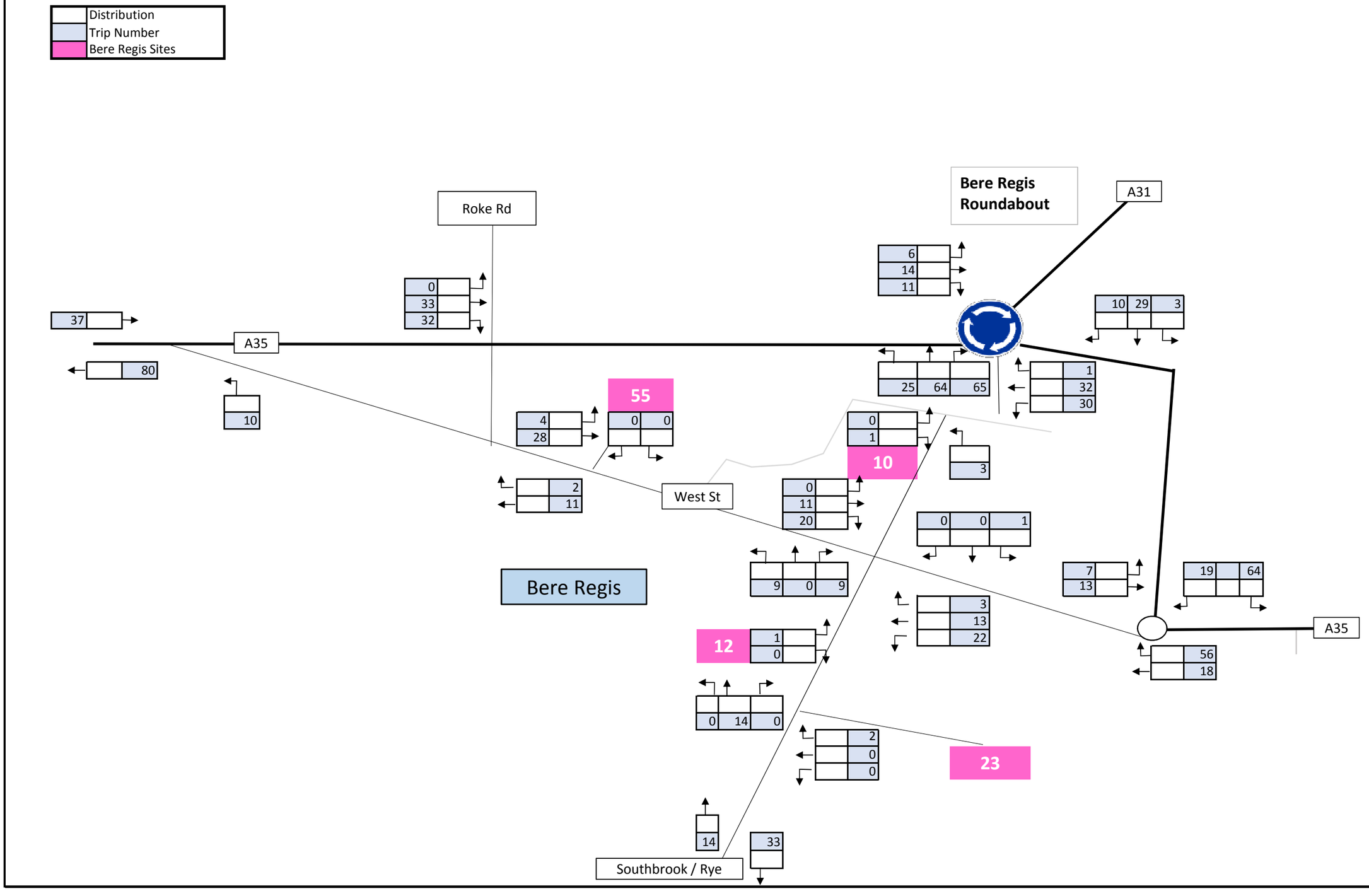
	Distribution
	Trip Number
	Bere Regis Sites



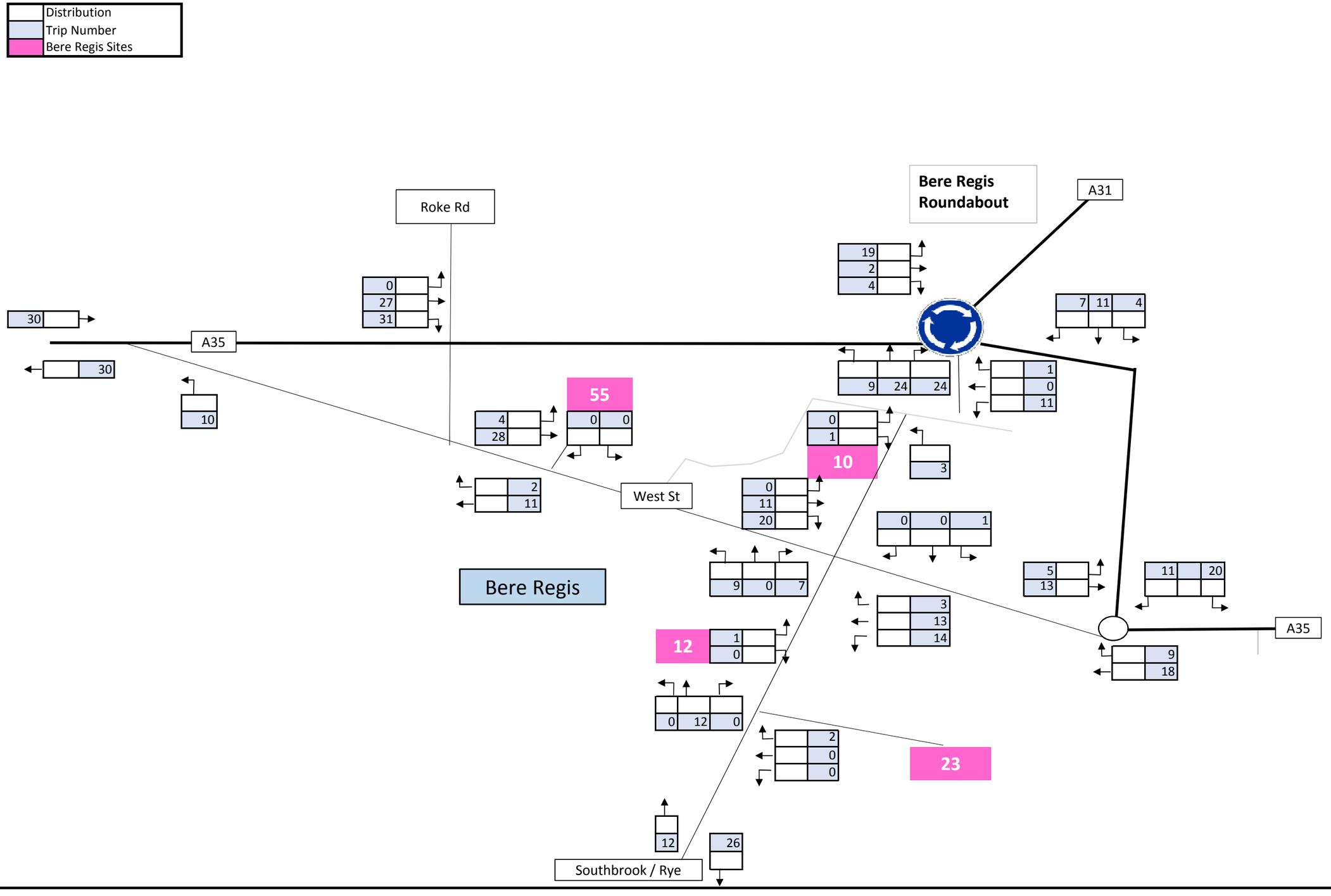
Bere Regis Scenario b) - 100 Dwellings
+ 0.7ha Employment Scenario e) + Alternative Option 2 PM



Bere Regis Scenario b) - 100 Dwellings
+ 1.9ha Employment Scenario f) + Alternative Option 2 PM

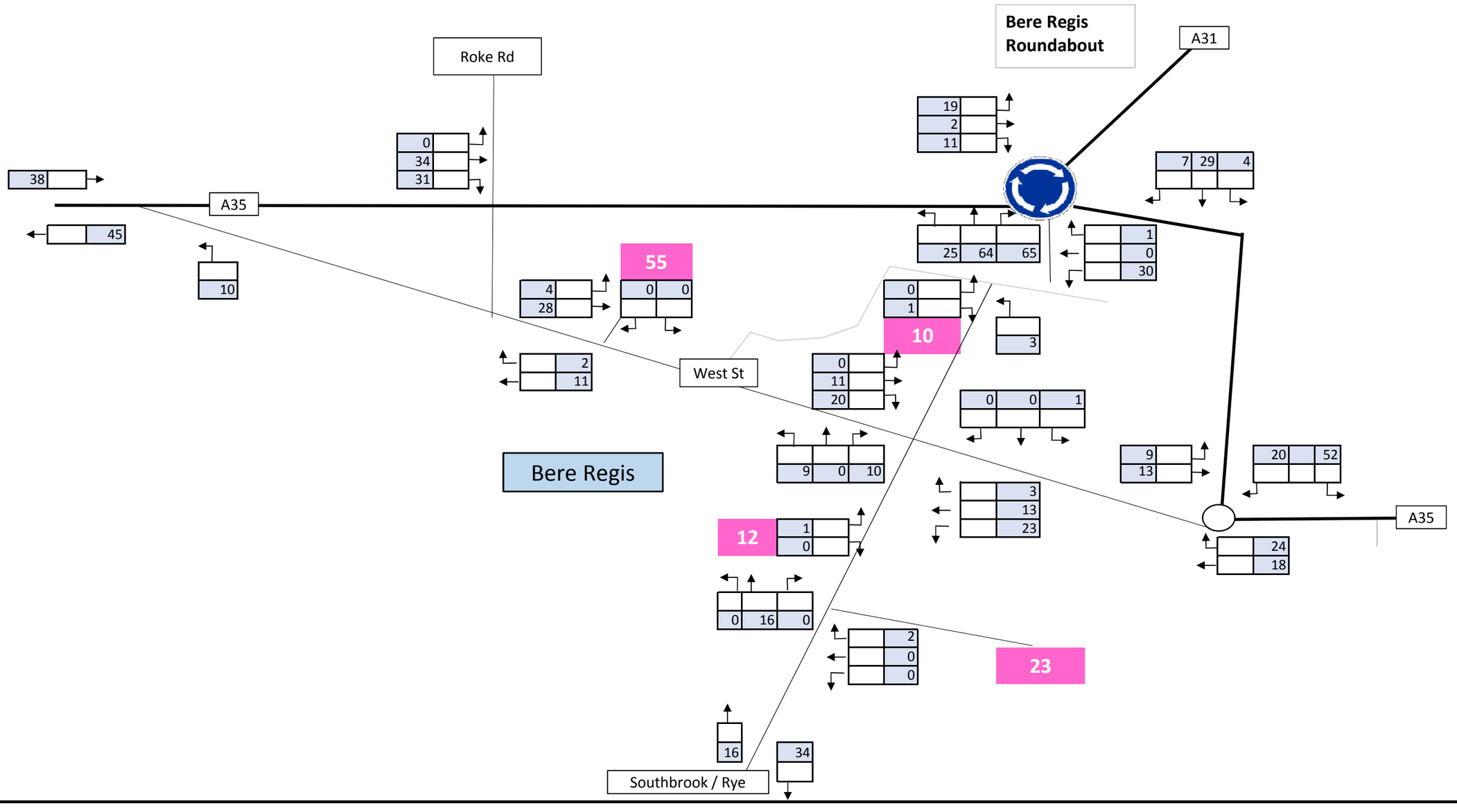


Bere Regis Scenario b) - 100 Dwellings
+ 0.7ha Employment Scenario e) + Alternative Option 3 PM



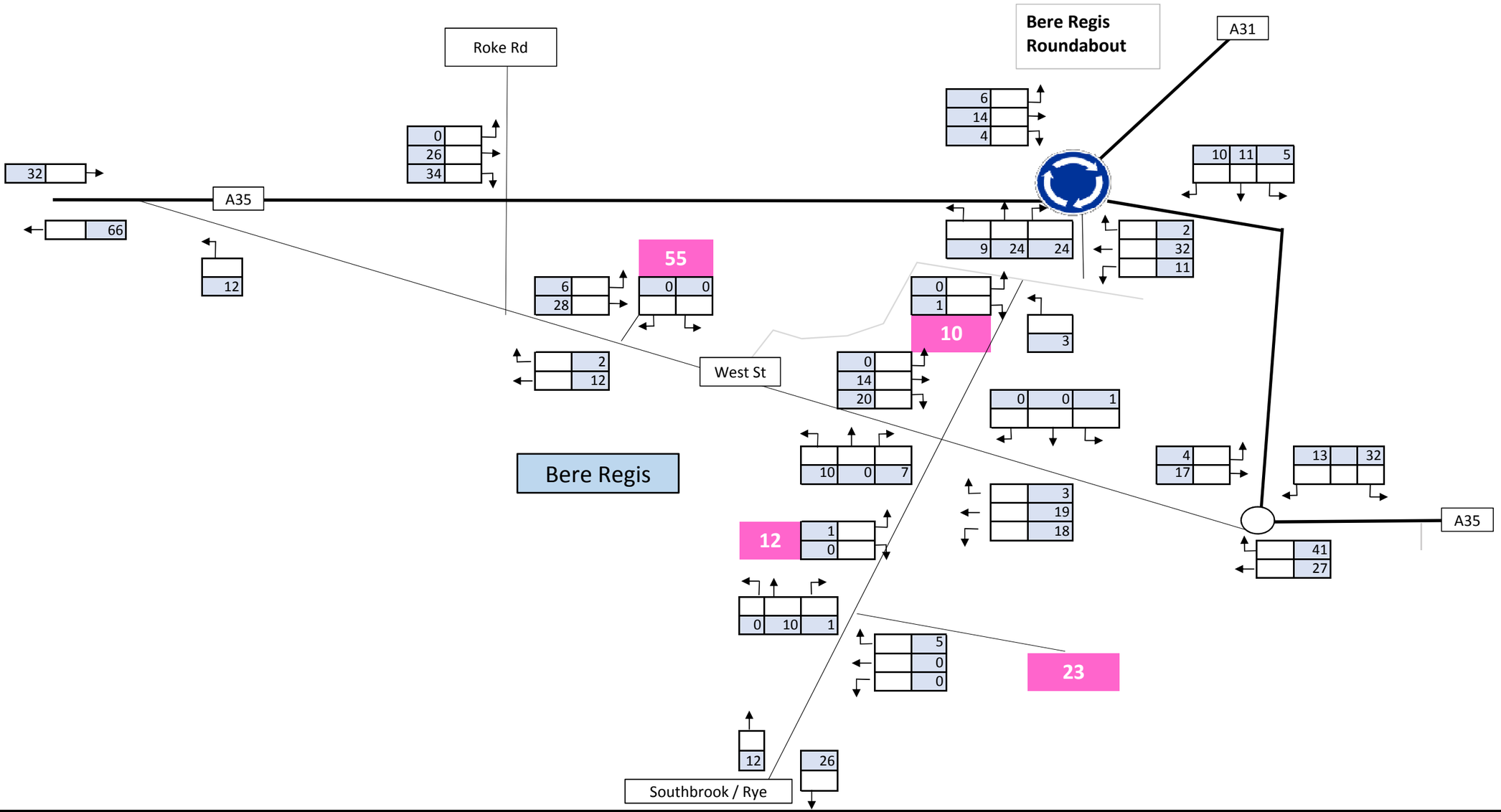
Bere Regis Scenario b) - 100 Dwellings
+ 1.9ha Employment Scenario f) + Alternative Option 3 PM

	Distribution
	Trip Number
	Bere Regis Sites



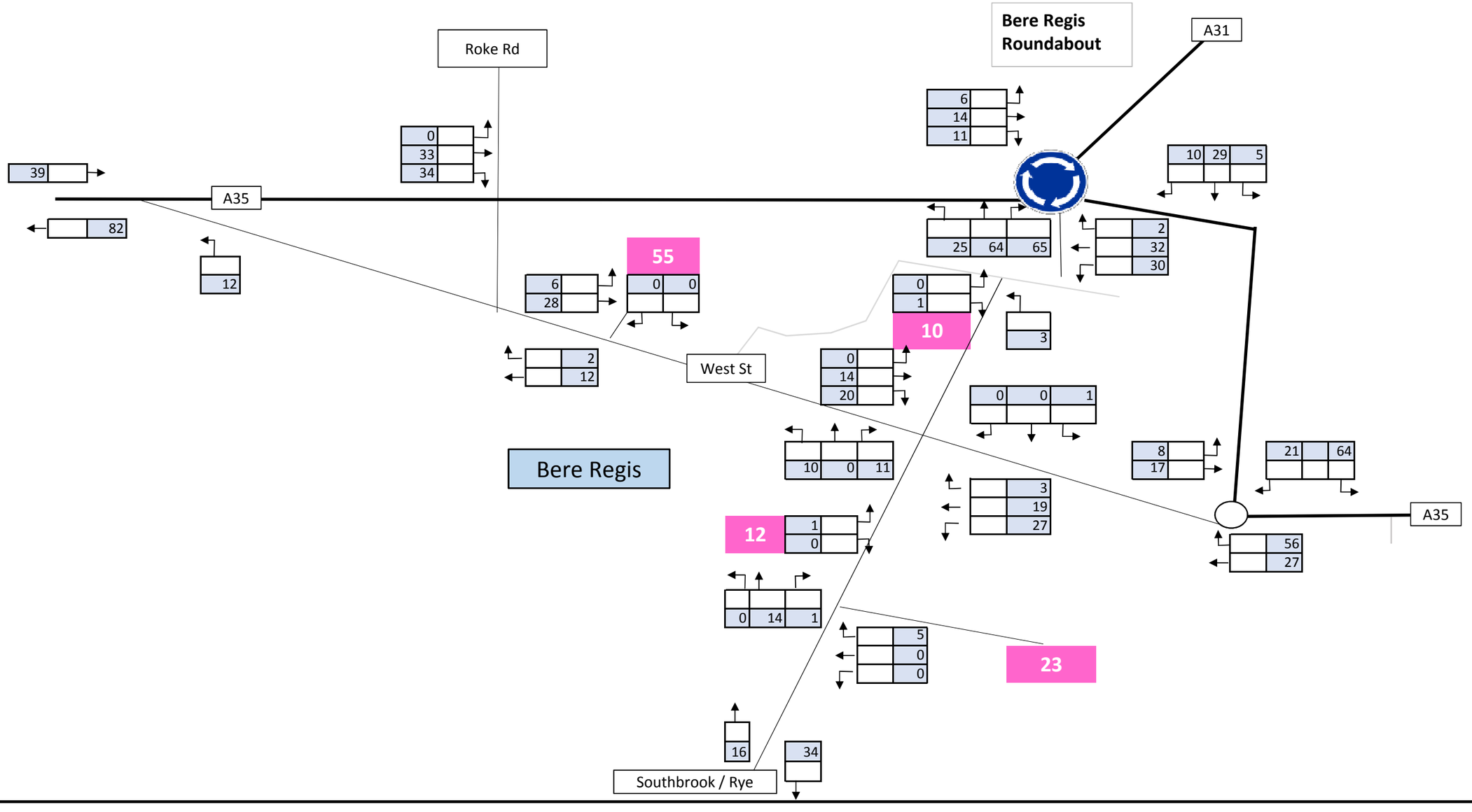
Bere Regis Scenario c) - 166 Dwellings
+ 0.7ha Employment Scenario e) + Alternative Option 2 PM

	Distribution
	Trip Number
	Bere Regis Sites



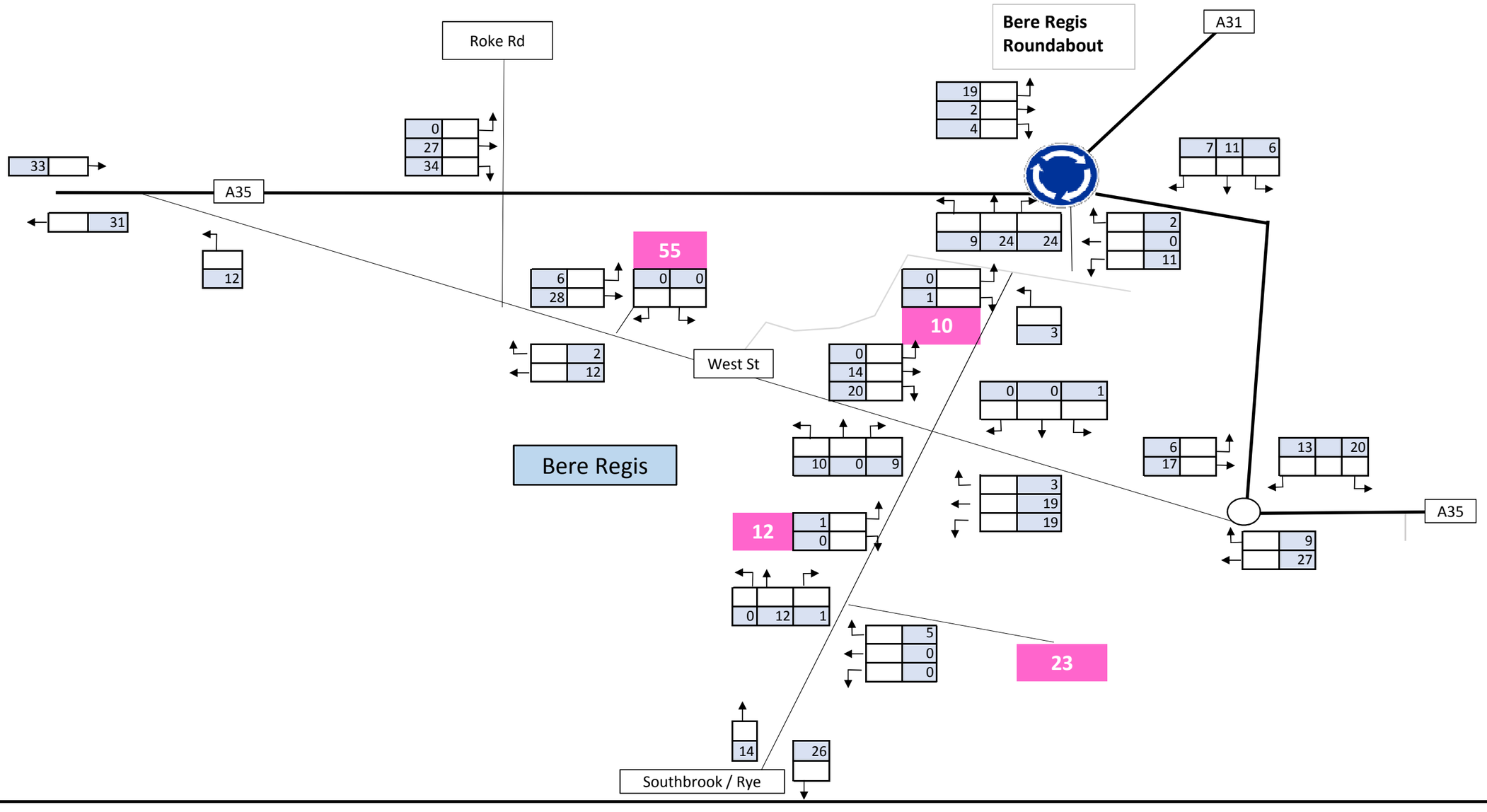
Bere Regis Scenario c) - 166 Dwellings
+ 1.9ha Employment Scenario f) + Alternative Option 2 PM

	Distribution
	Trip Number
	Bere Regis Sites

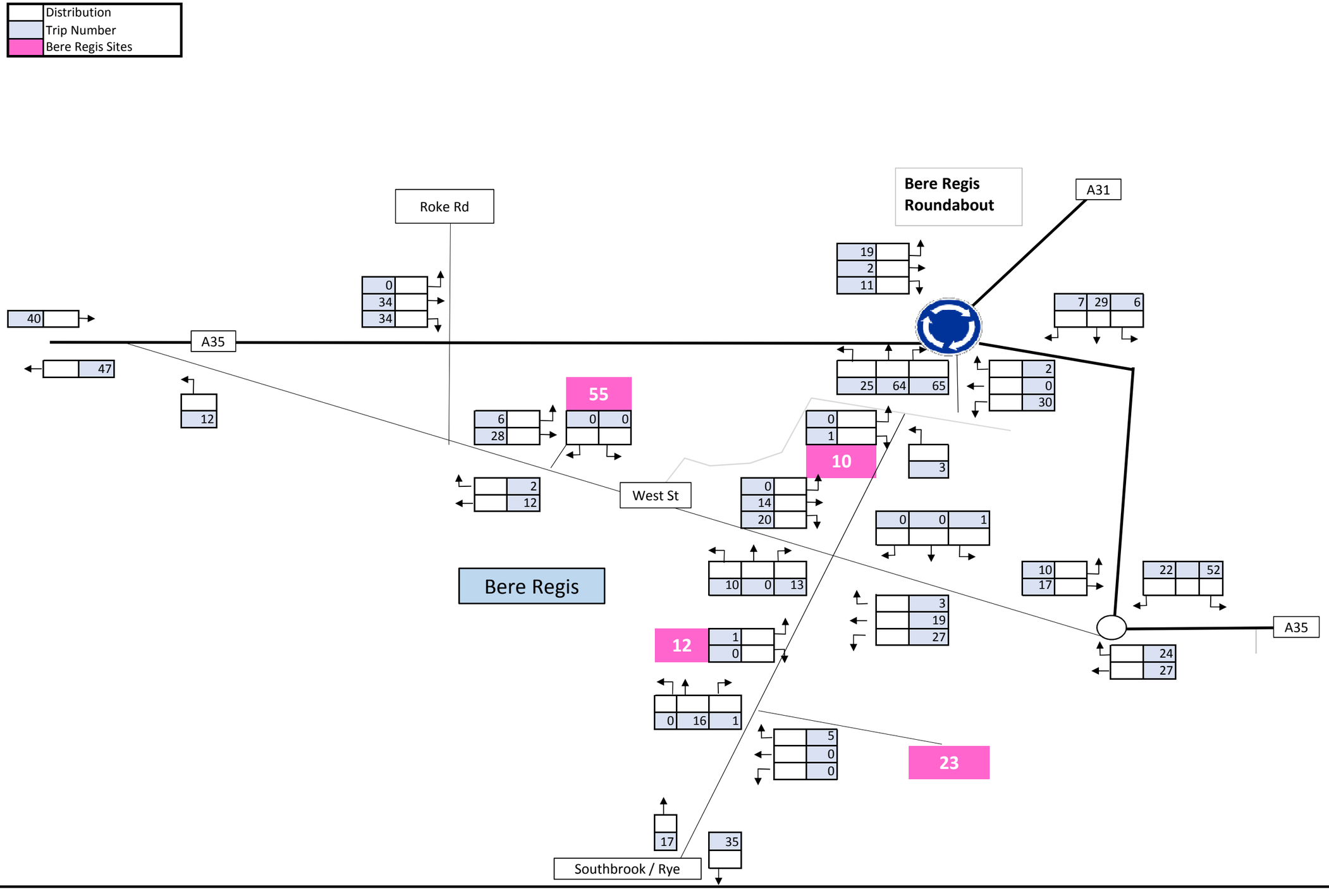


Bere Regis Scenario c) - 166 Dwellings
+ 0.7ha Employment Scenario e) + Alternative Option 3 PM

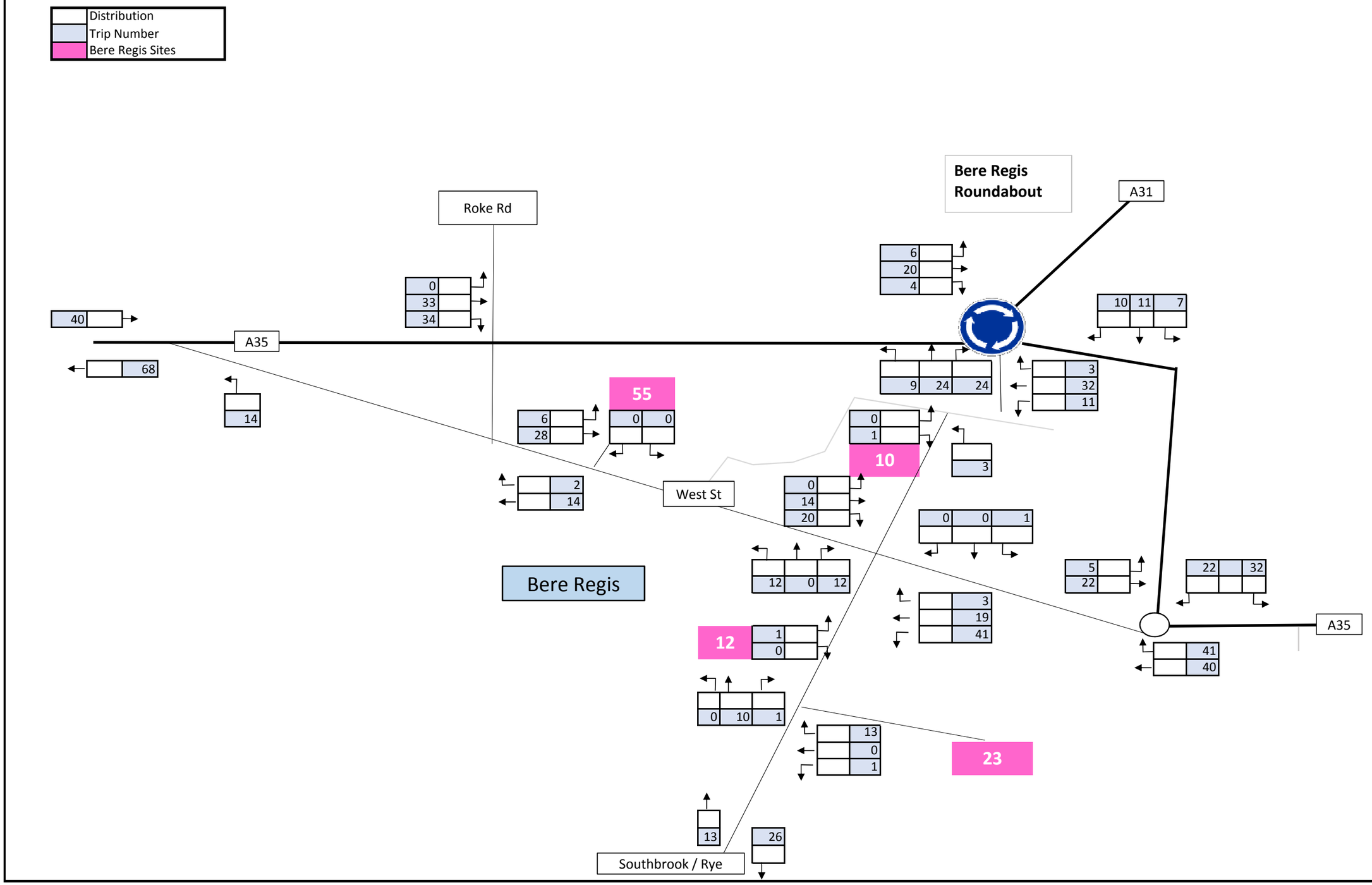
	Distribution
	Trip Number
	Bere Regis Sites



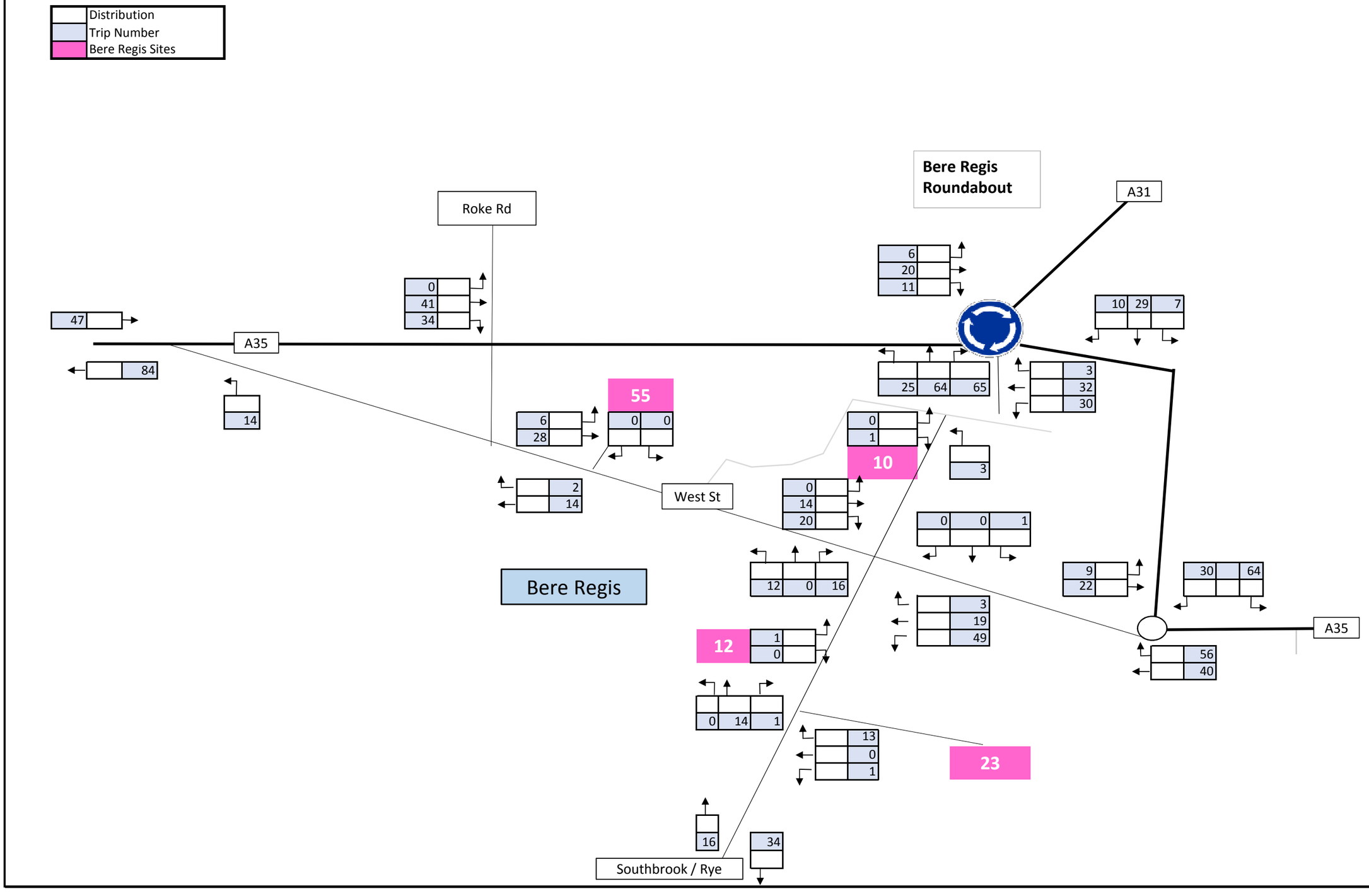
Bere Regis Scenario c) - 166 Dwellings
+ 1.9ha Employment Scenario f) + Alternative Option 3 PM



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

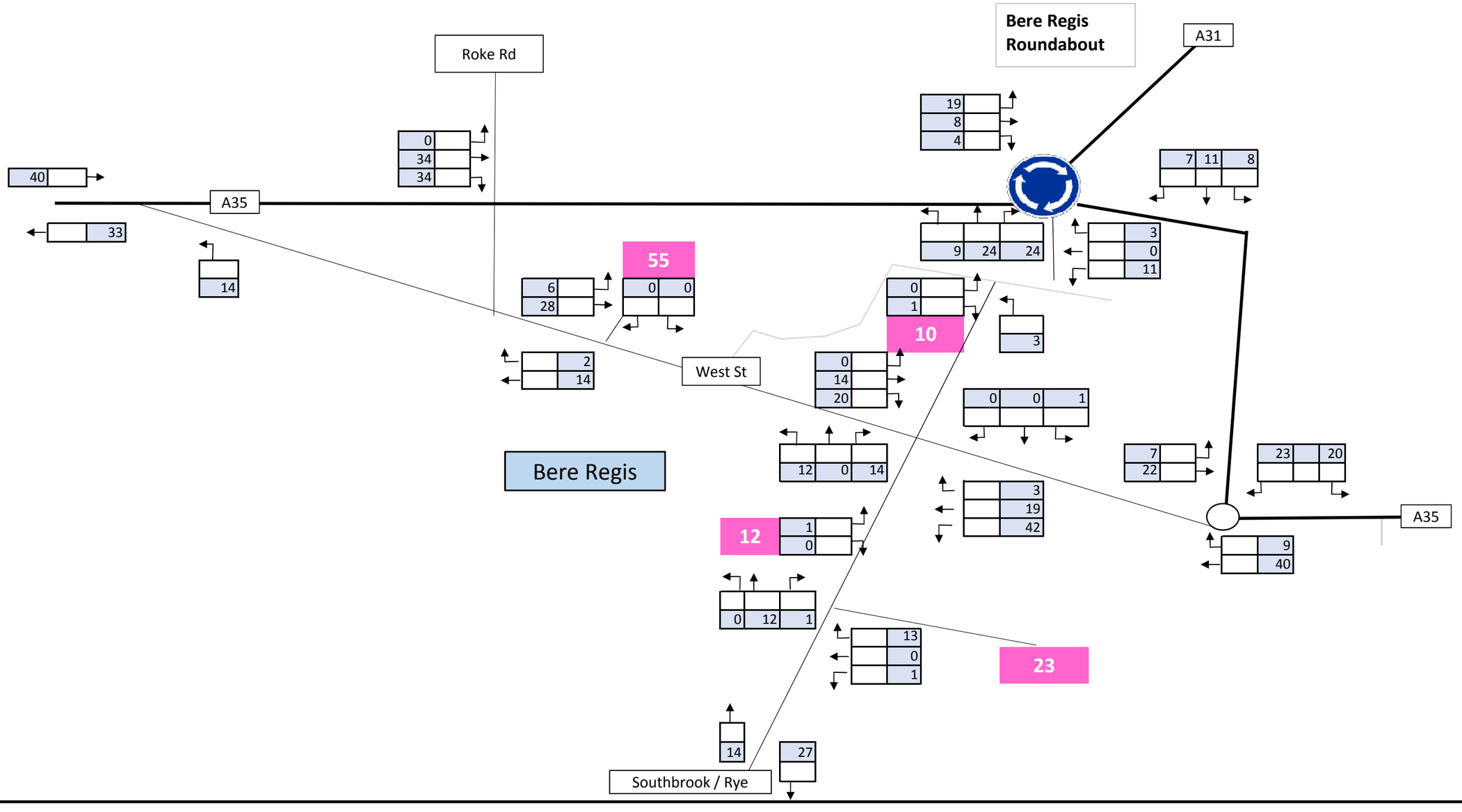


Bere Regis Scenario d) - 244 Dwellings
+ 1.9ha Employment Scenario f) + Alternative Option 2 PM

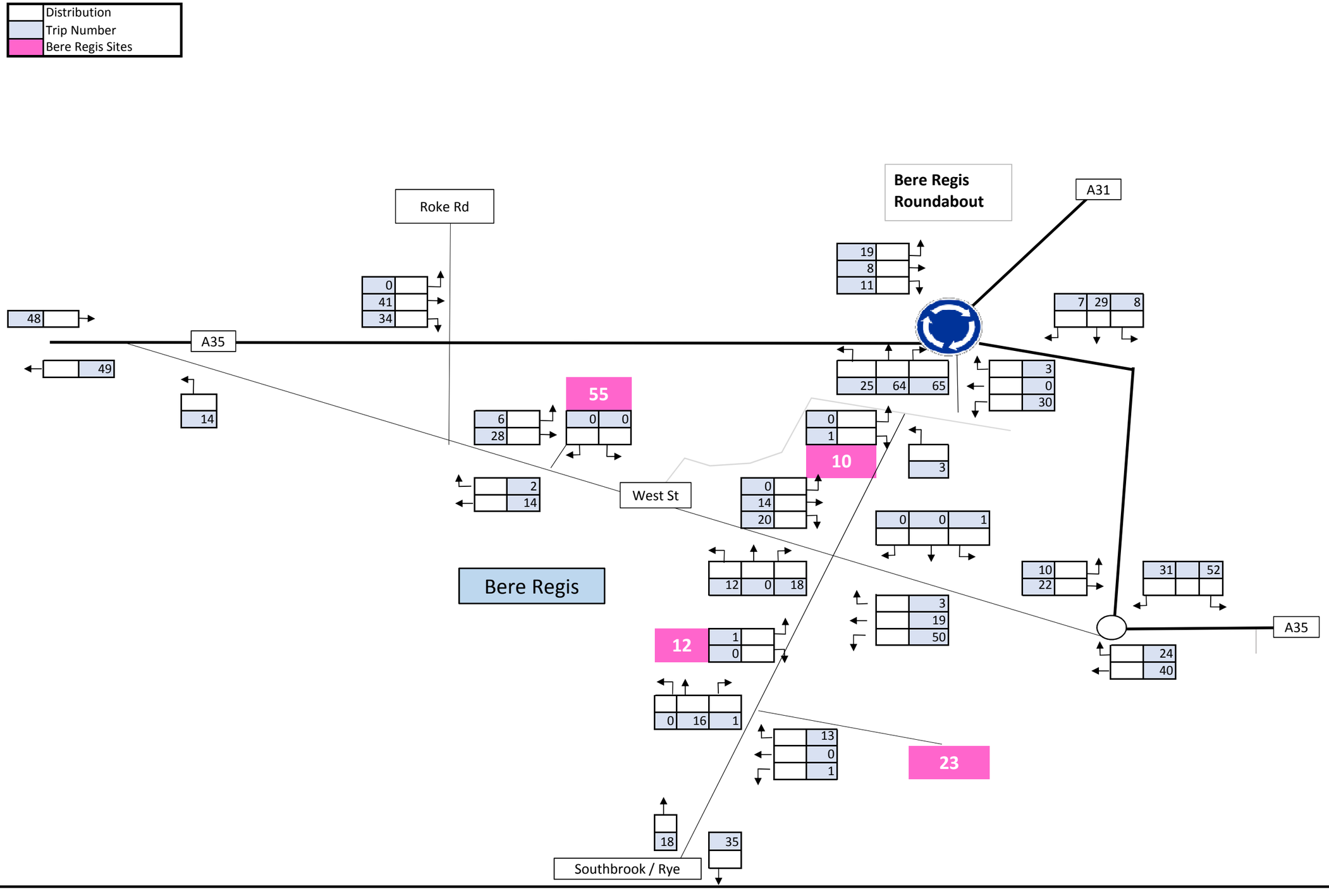


Bere Regis Scenario d) - 244 Dwellings
+ 0.7ha Employment Scenario e) + Alternative Option 3 PM

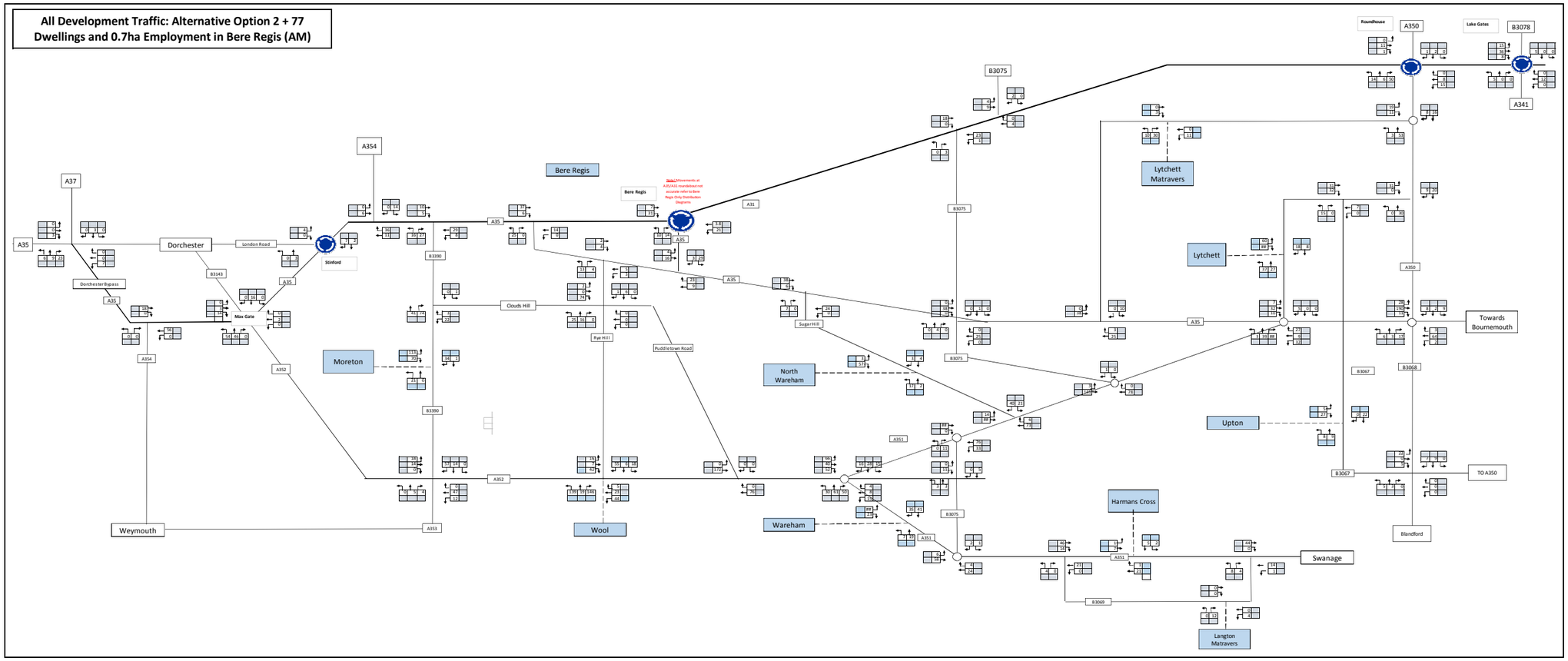
	Distribution
	Trip Number
	Bere Regis Sites



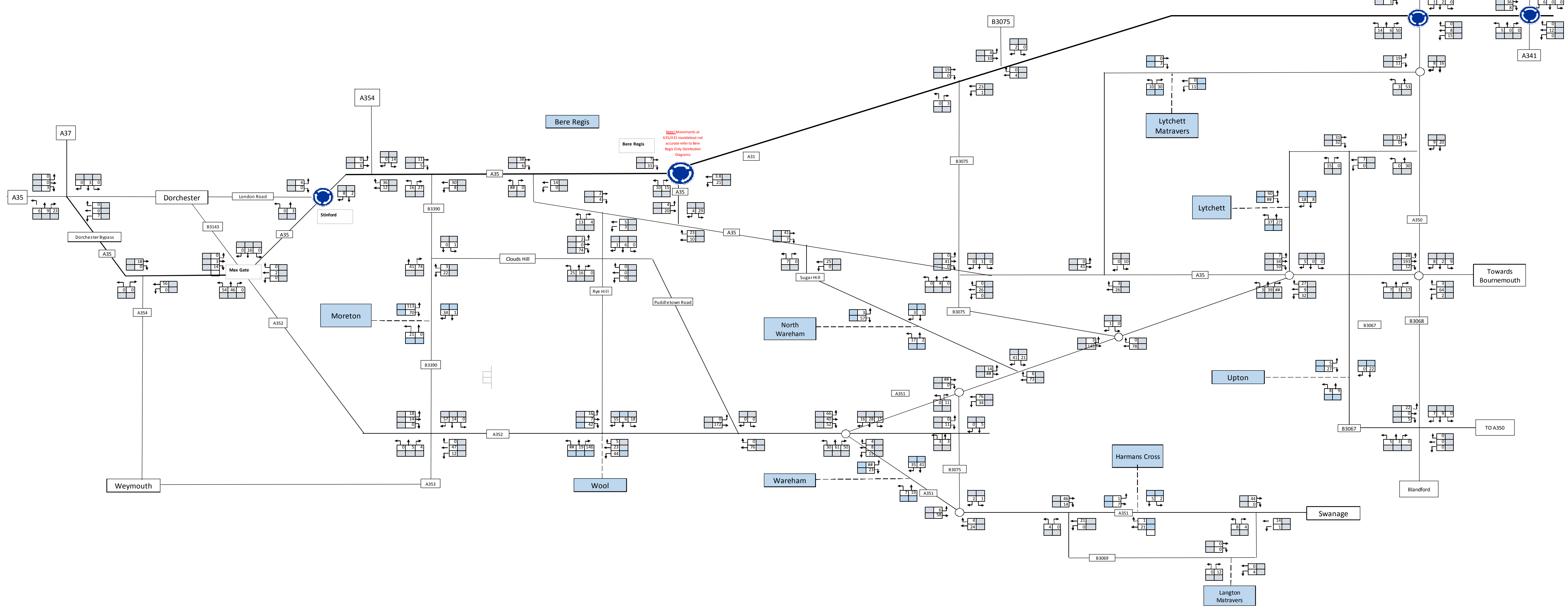
Bere Regis Scenario d) - 244 Dwellings
+ 1.9ha Employment Scenario f) + Alternative Option 3 PM



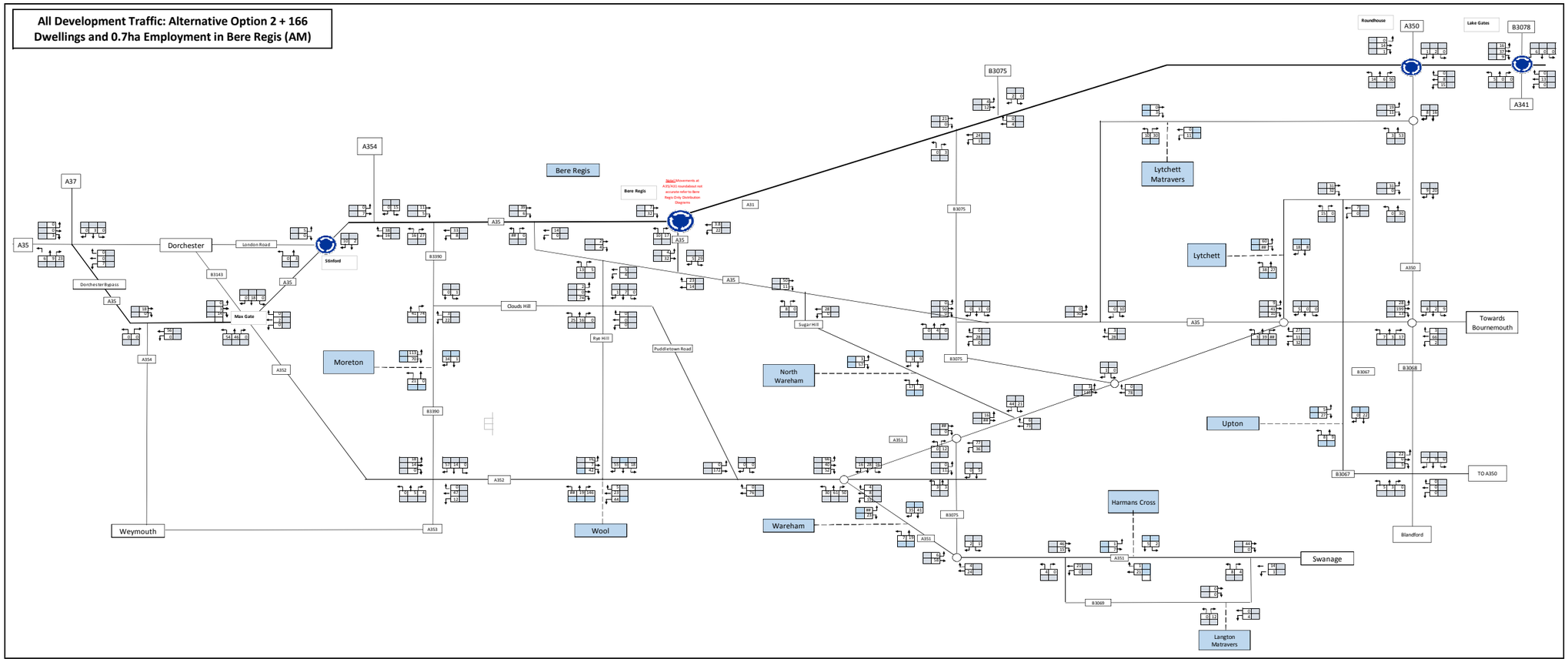
All Development Traffic: Alternative Option 2 + 77 Dwellings and 0.7ha Employment in Bere Regis (AM)



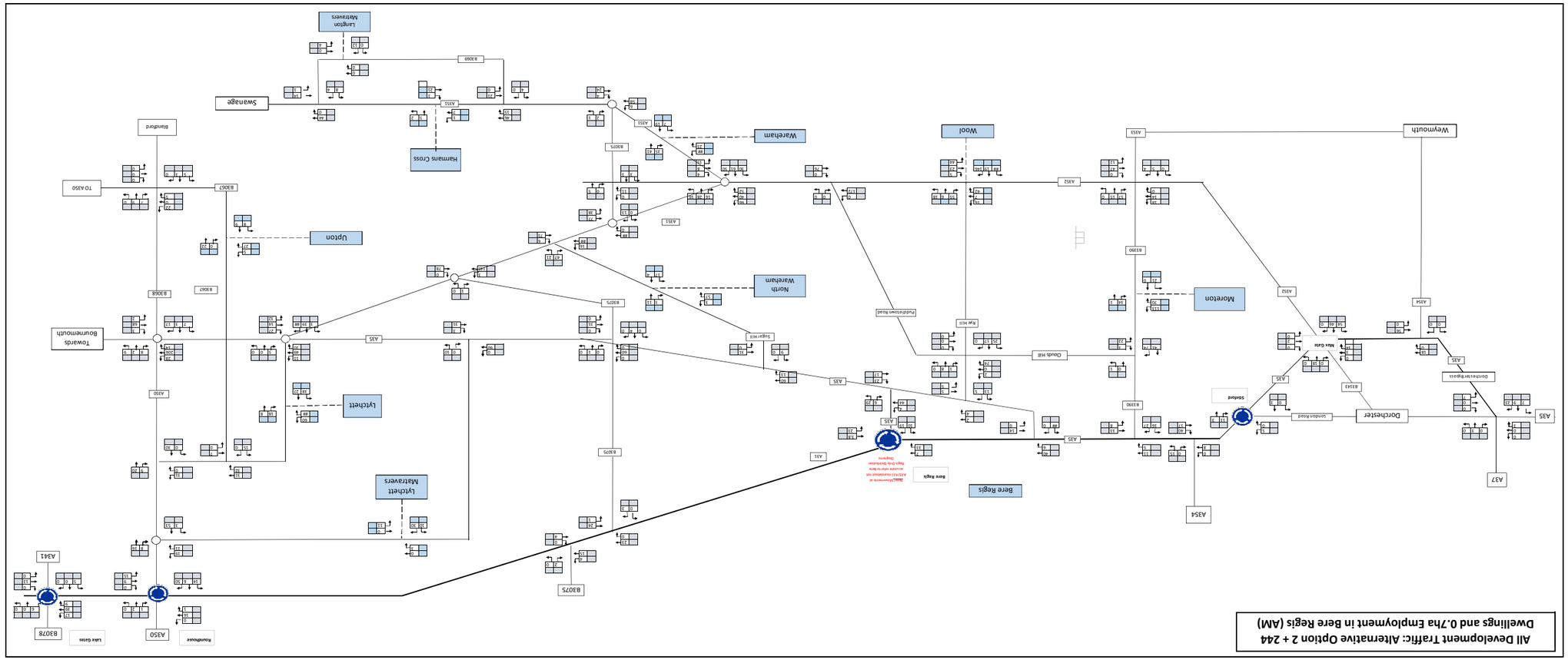
All Development Traffic: Alternative Option 2 + 100 Dwellings and 0.7ha Employment in Bere Regis (AM)



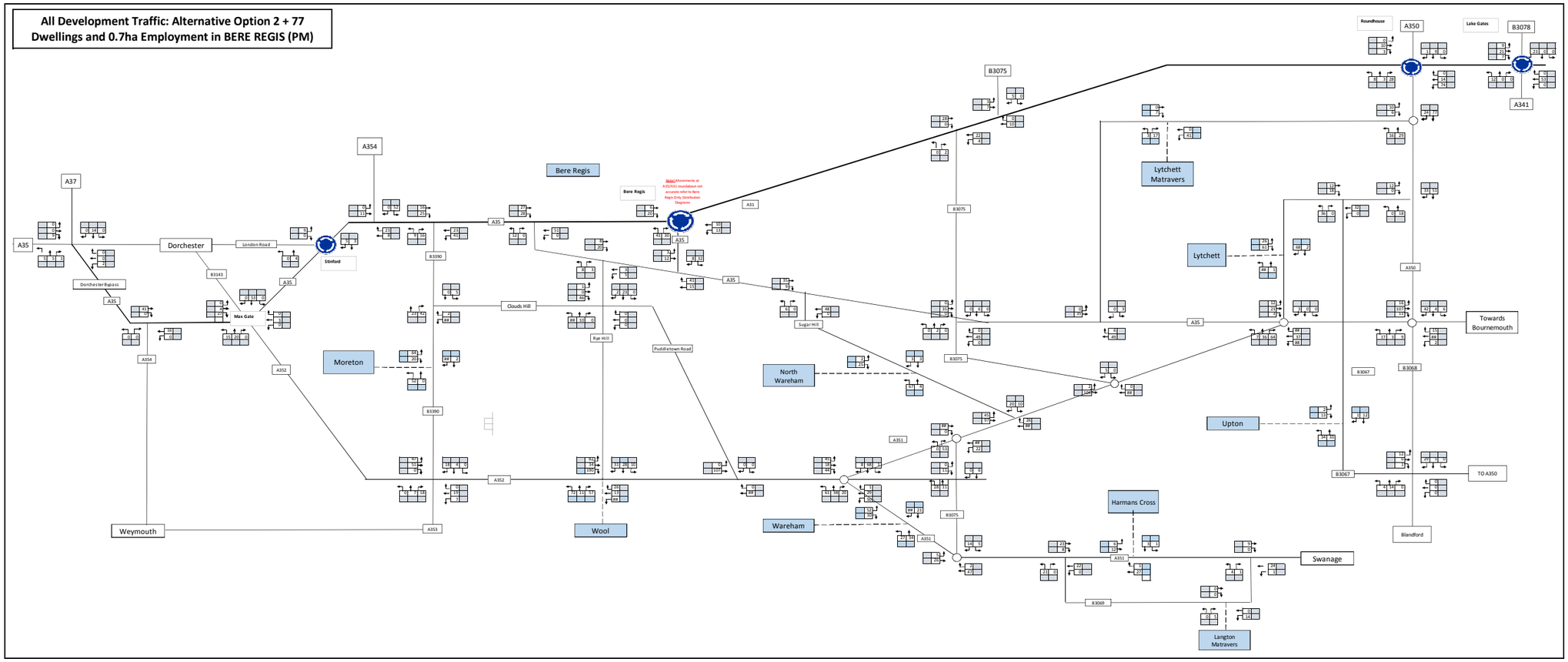
All Development Traffic: Alternative Option 2 + 166 Dwellings and 0.7ha Employment in Bere Regis (AM)



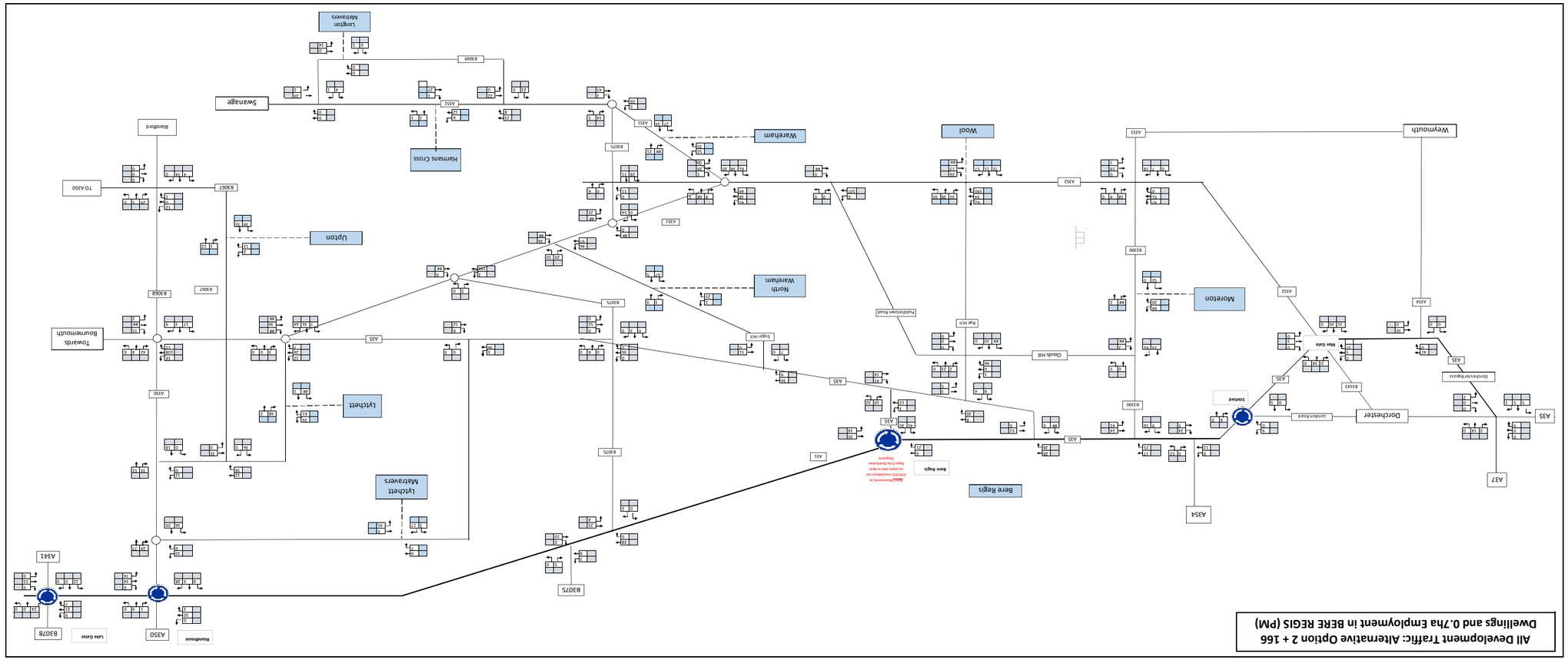
All Development Traffic: Alternative Option 2 + 244 Dwellings and 0.7ha Employment in Bere Regis (AM)



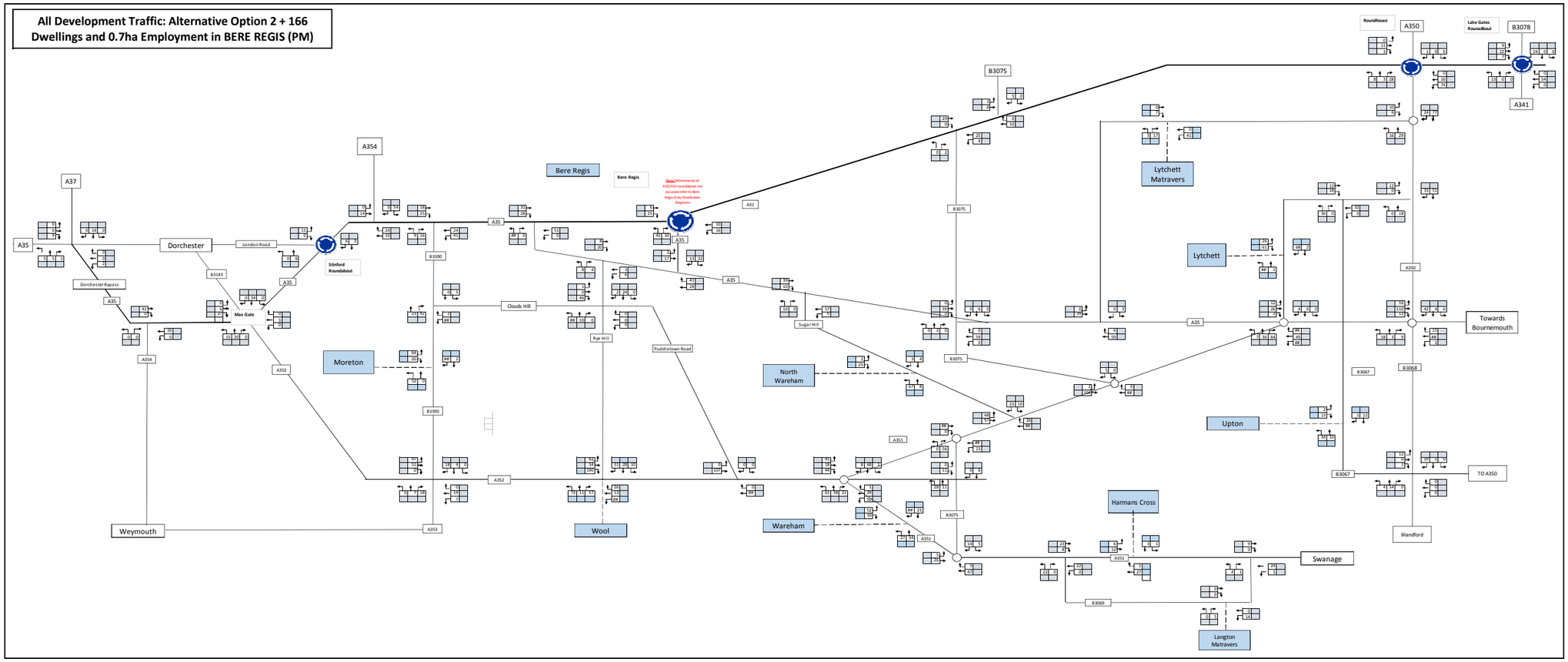
All Development Traffic: Alternative Option 2 + 77 Dwellings and 0.7ha Employment in BERE REGIS (PM)



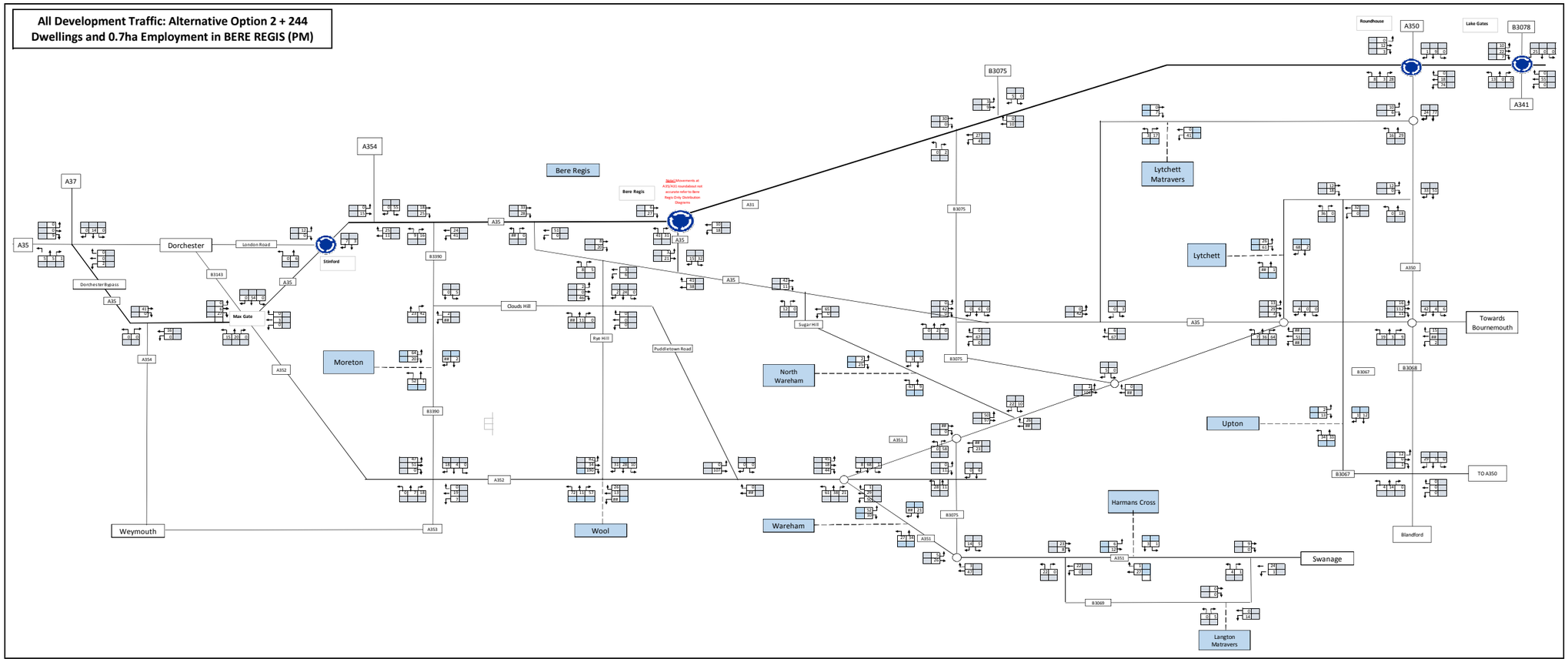
All Development Traffic: Alternative Option 2 + 166 Dwellings and 0.7ha Employment in BERE REGIS (PM)



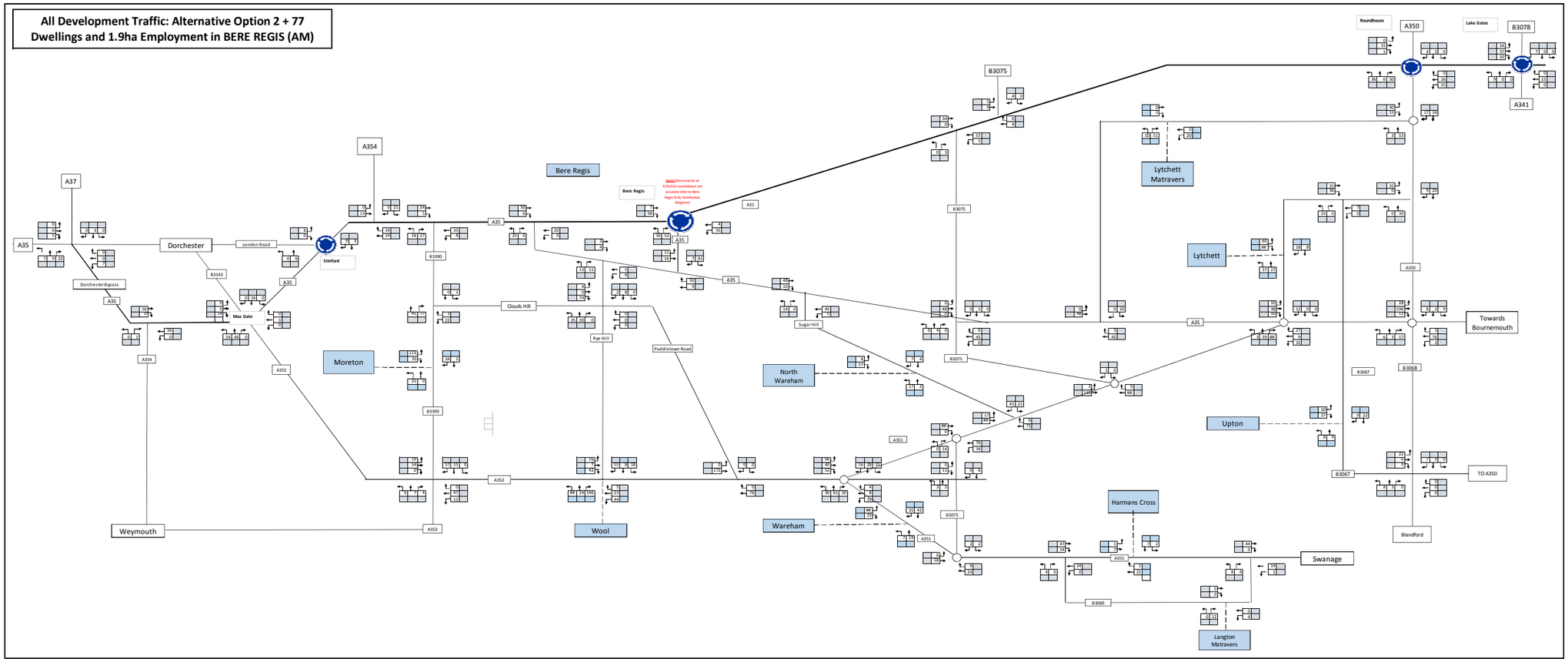
All Development Traffic: Alternative Option 2 + 166 Dwellings and 0.7ha Employment in BERE REGIS (PM)



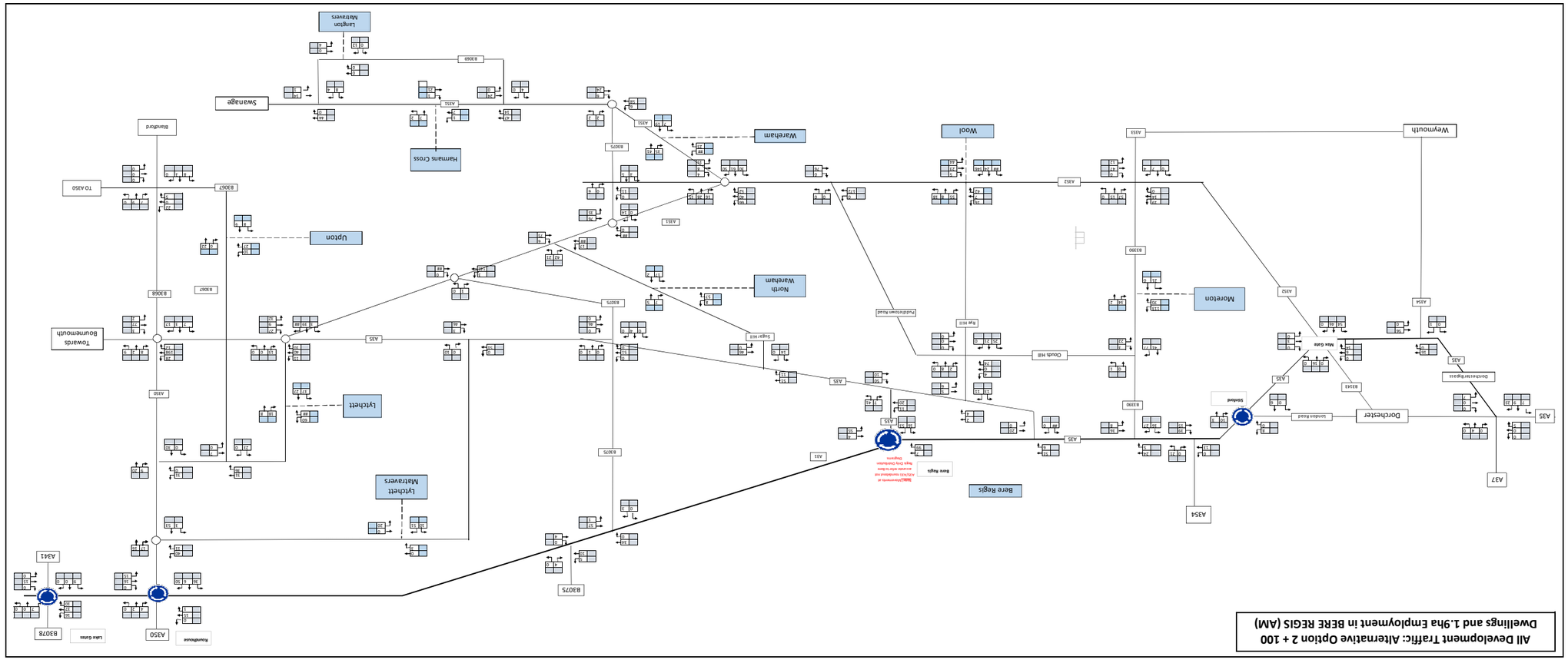
All Development Traffic: Alternative Option 2 + 244 Dwellings and 0.7ha Employment in BERE REGIS (PM)



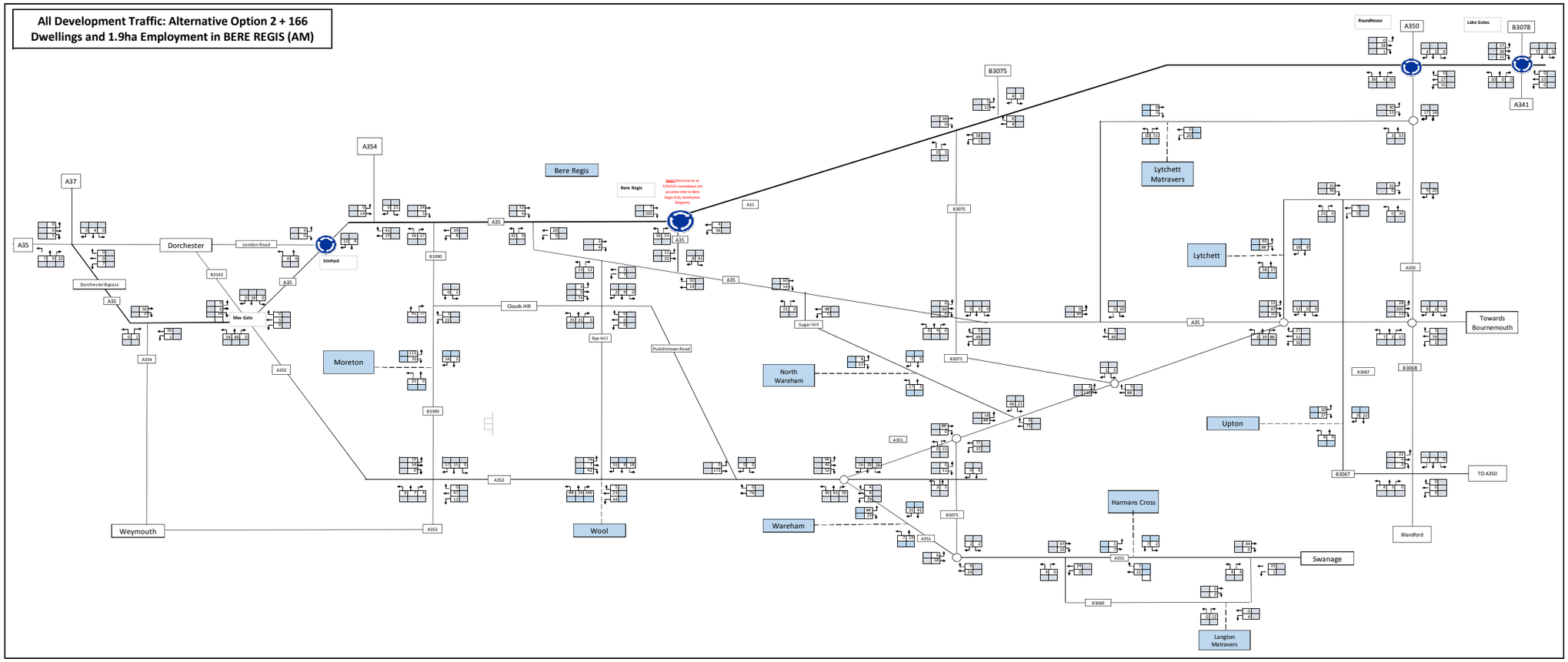
All Development Traffic: Alternative Option 2 + 77 Dwellings and 1.9ha Employment in BERE REGIS (AM)



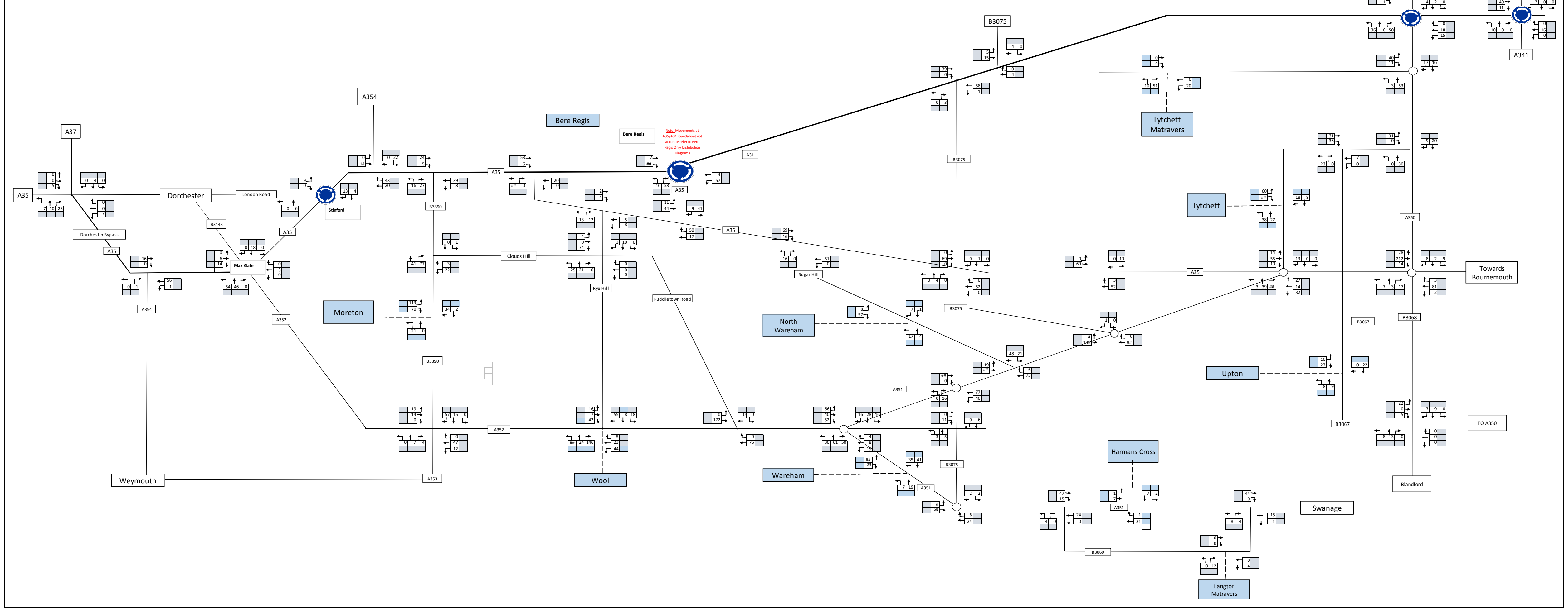
All Development Traffic: Alternative Option 2 + 100 Dwellings and 1.9ha Employment in BERE REGIS (AM)



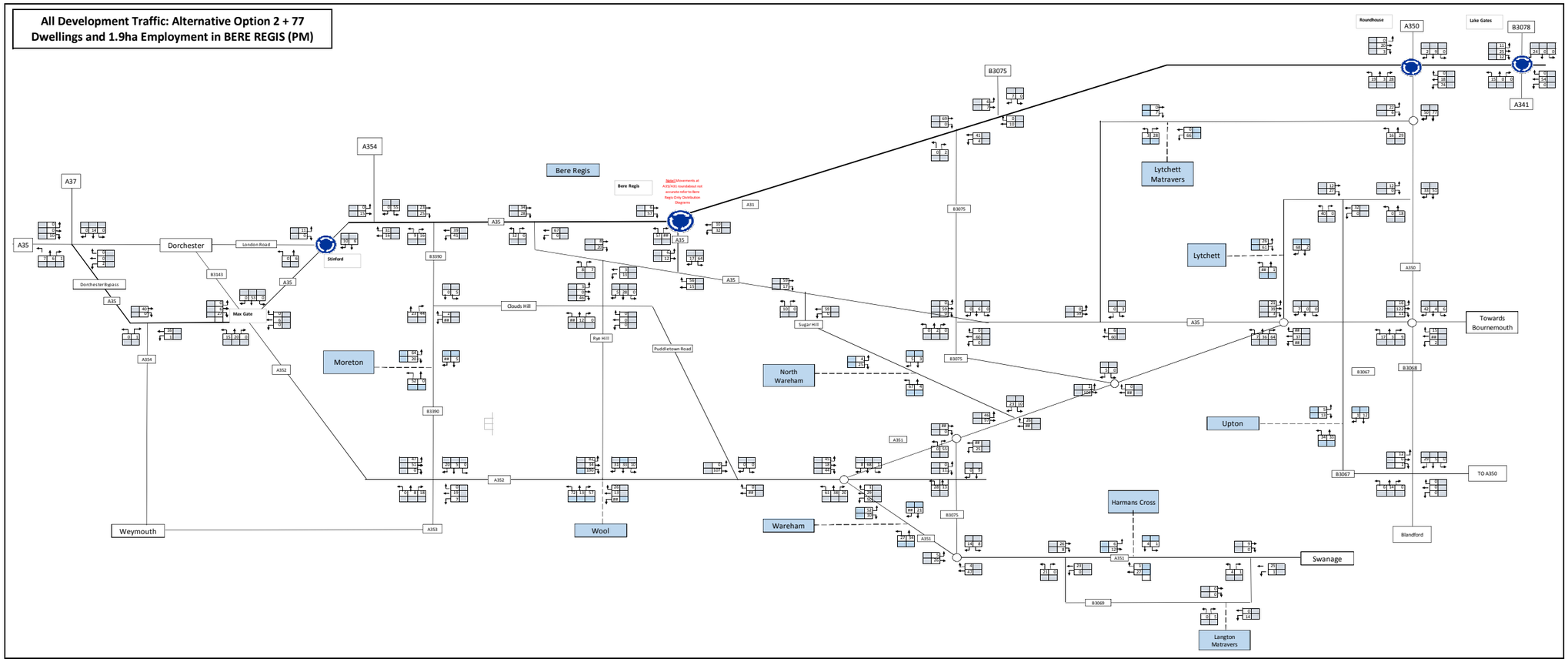
All Development Traffic: Alternative Option 2 + 166 Dwellings and 1.9ha Employment in BERE REGIS (AM)



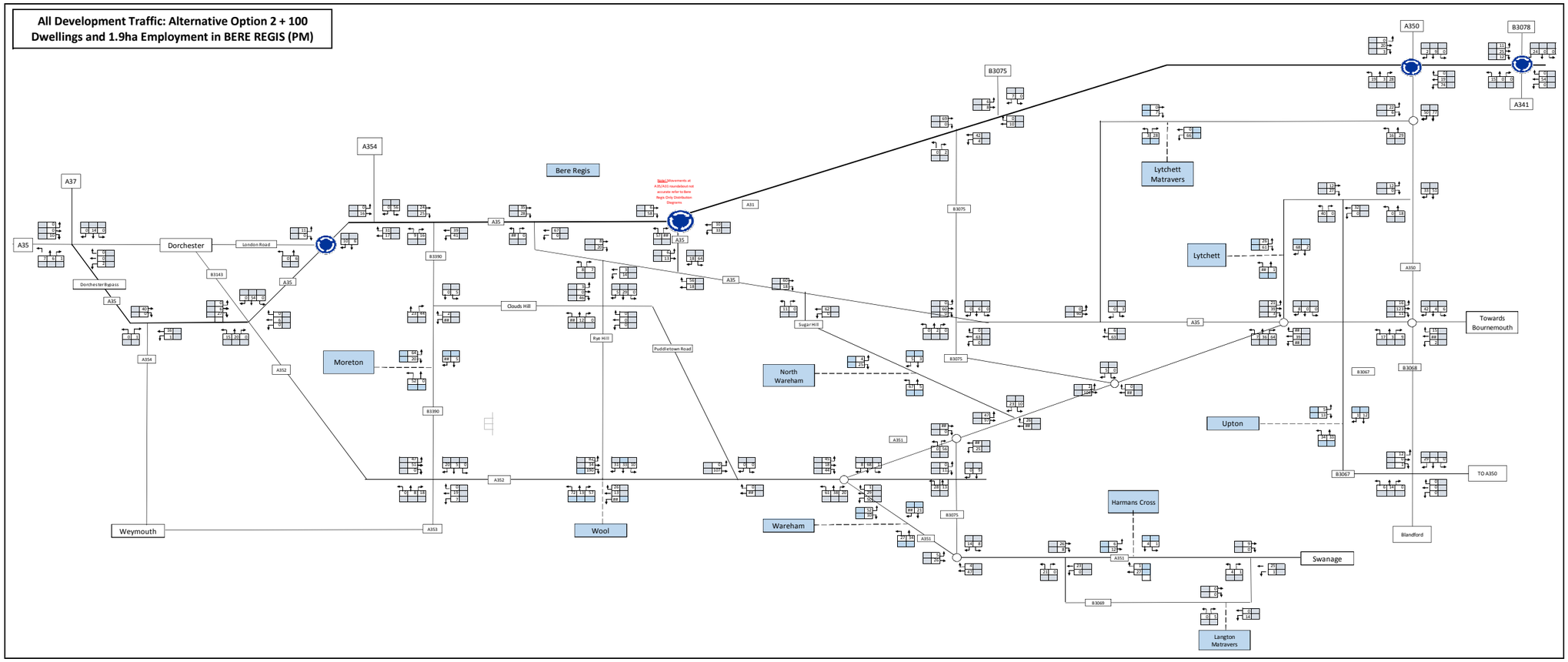
All Development Traffic: Alternative Option 2 + 244 Dwellings and 1.9ha Employment in BERE REGIS (AM)



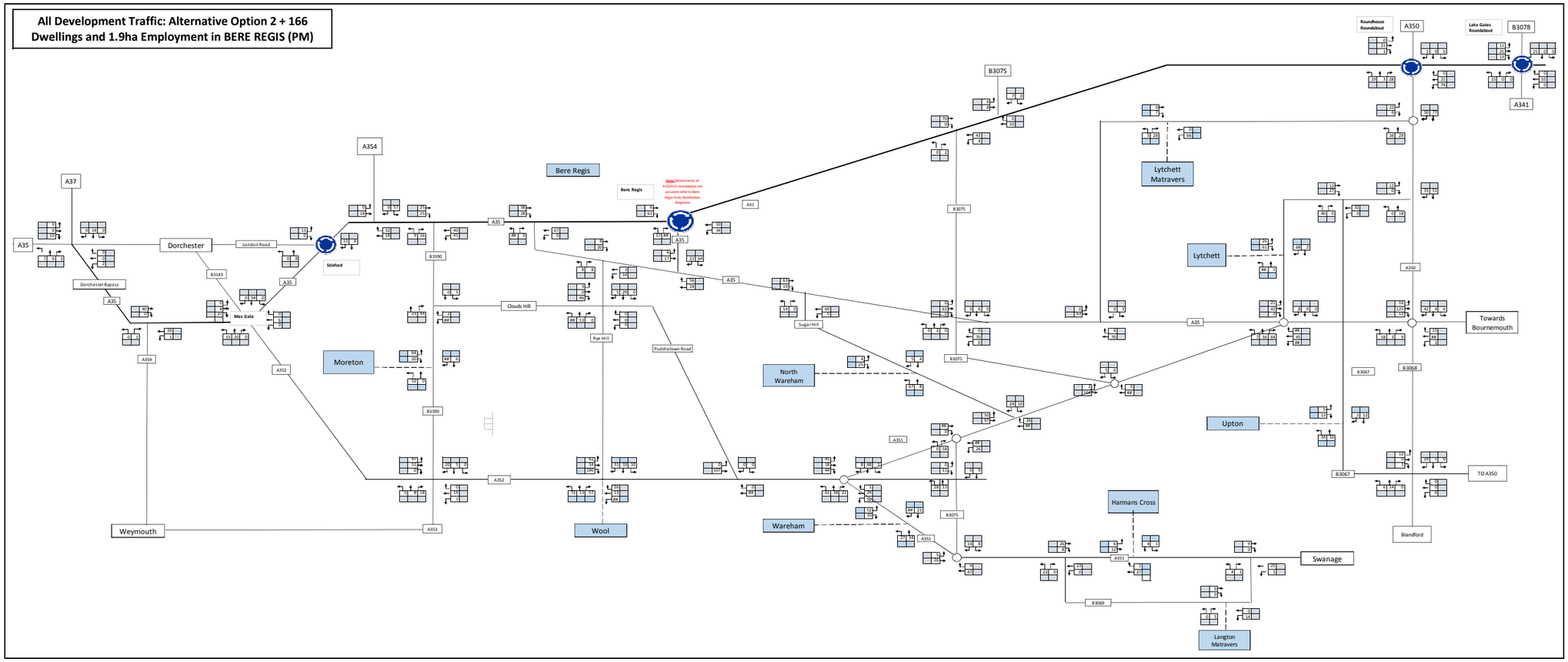
All Development Traffic: Alternative Option 2 + 77 Dwellings and 1.9ha Employment in BERE REGIS (PM)



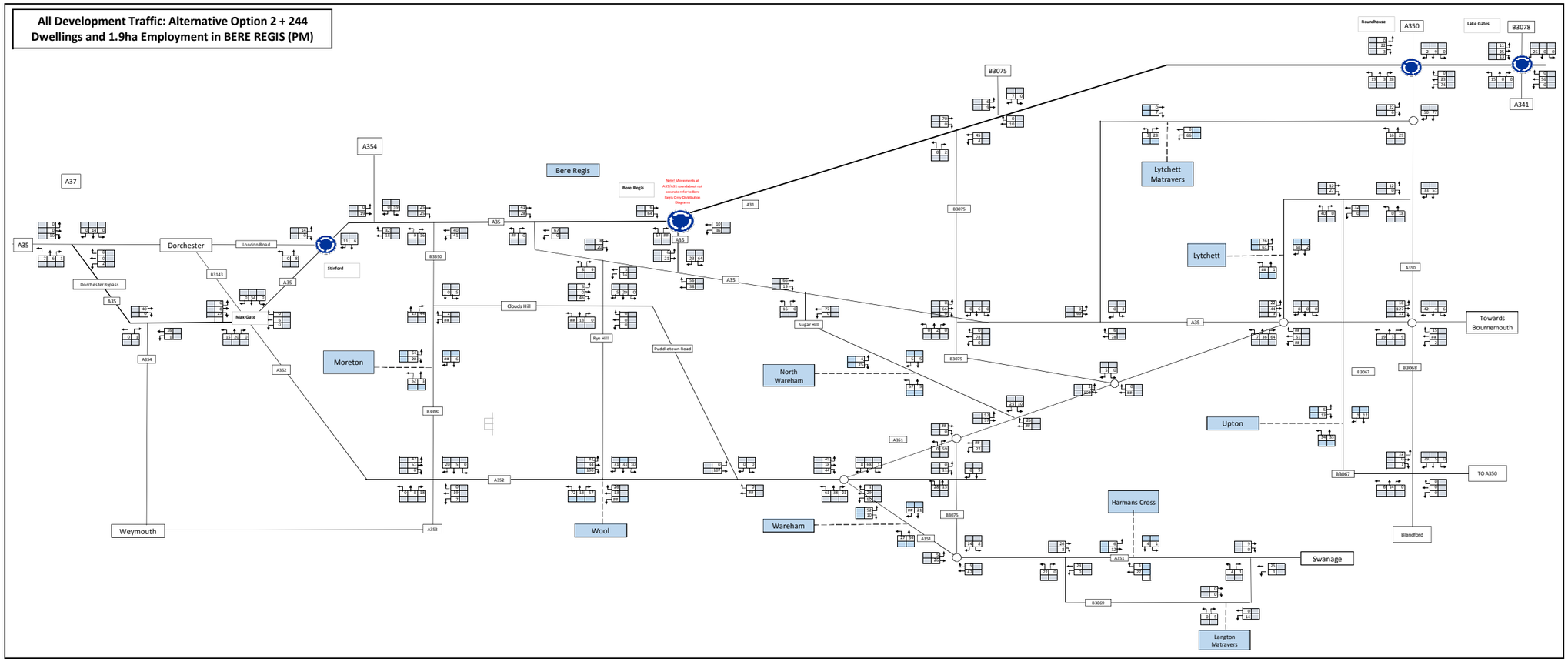
All Development Traffic: Alternative Option 2 + 100 Dwellings and 1.9ha Employment in BERE REGIS (PM)



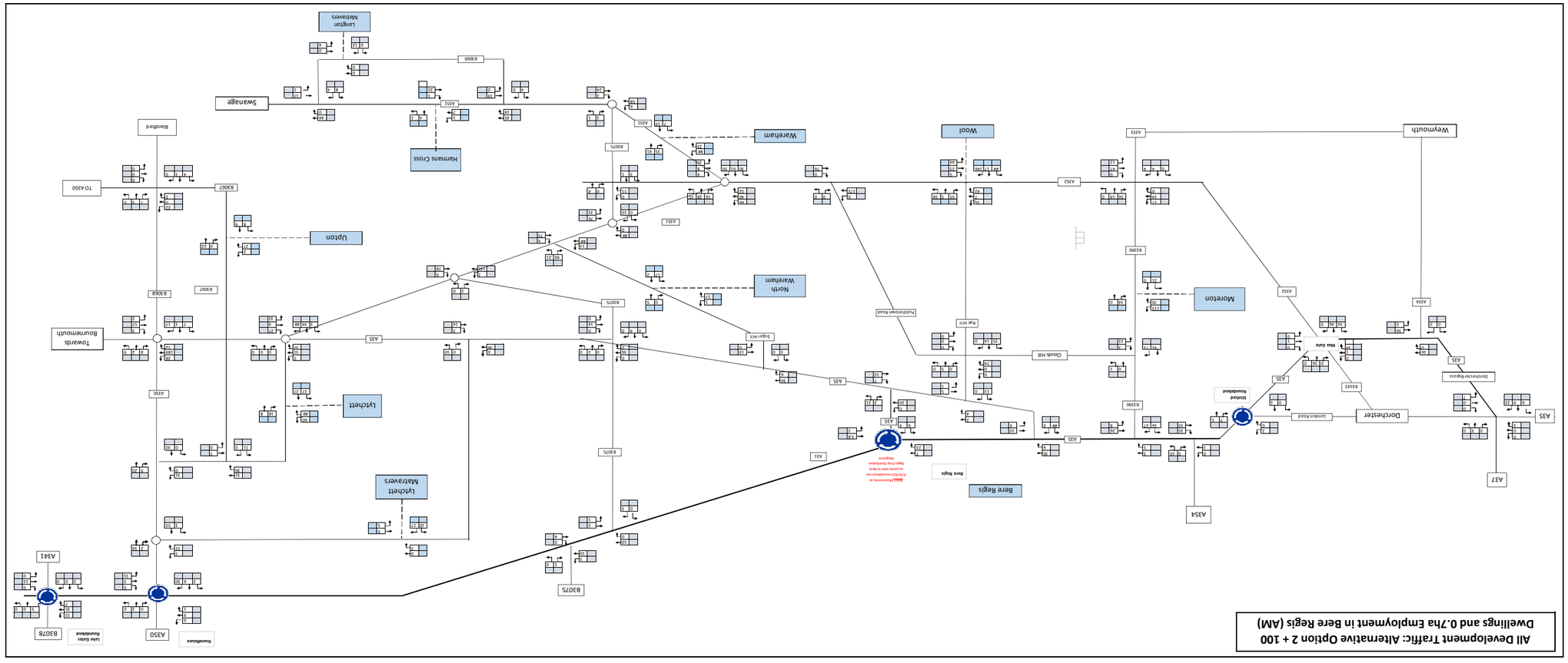
All Development Traffic: Alternative Option 2 + 166 Dwellings and 1.9ha Employment in BERE REGIS (PM)



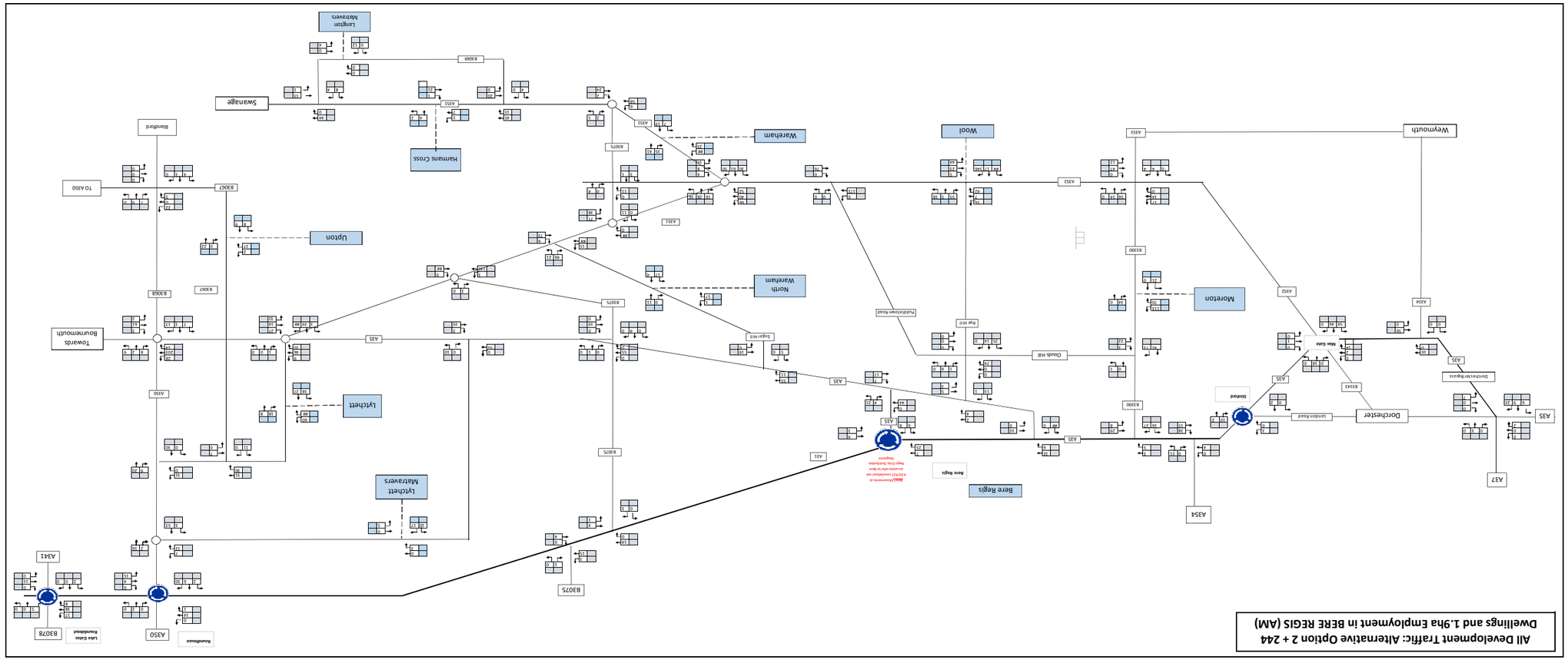
All Development Traffic: Alternative Option 2 + 244 Dwellings and 1.9ha Employment in BERE REGIS (PM)



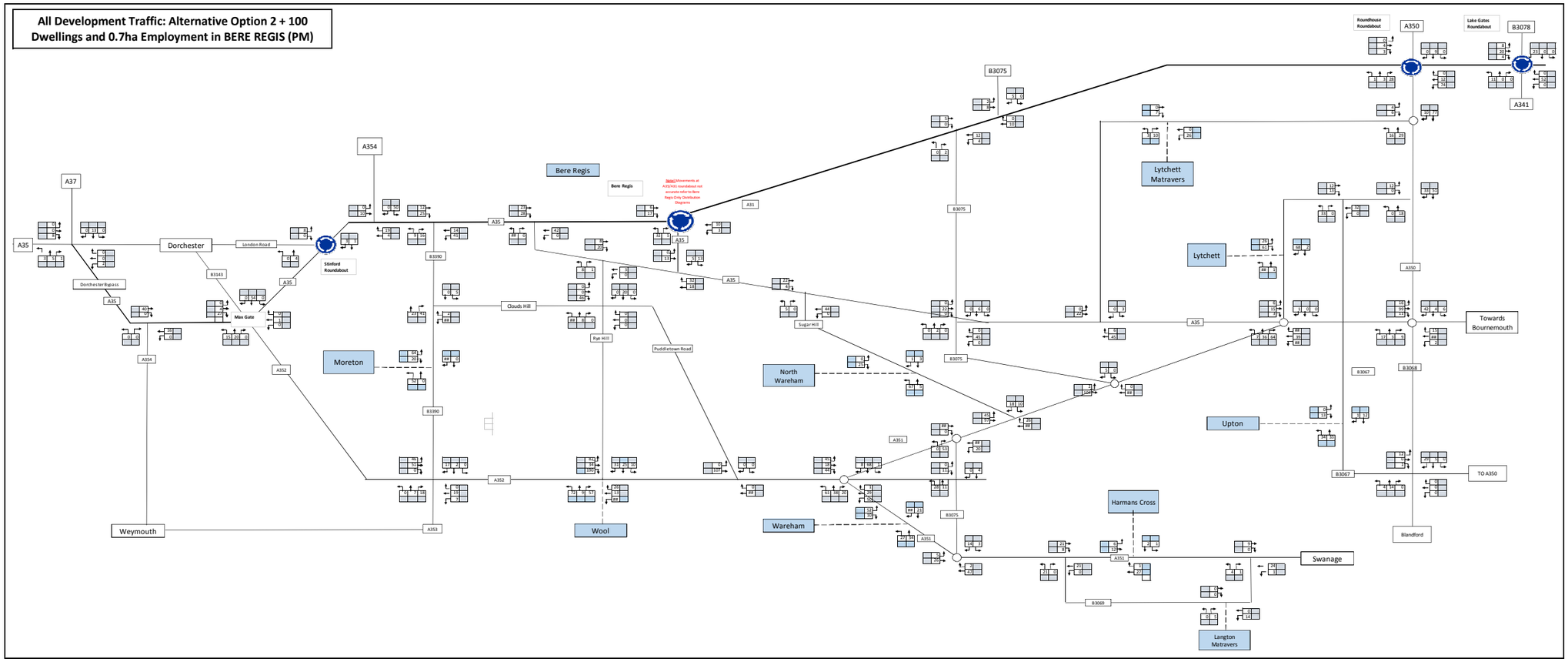
All Development Traffic: Alternative Option 2 + 100 Dwellings and 0.7ha Employment in Bere Regis (AM)



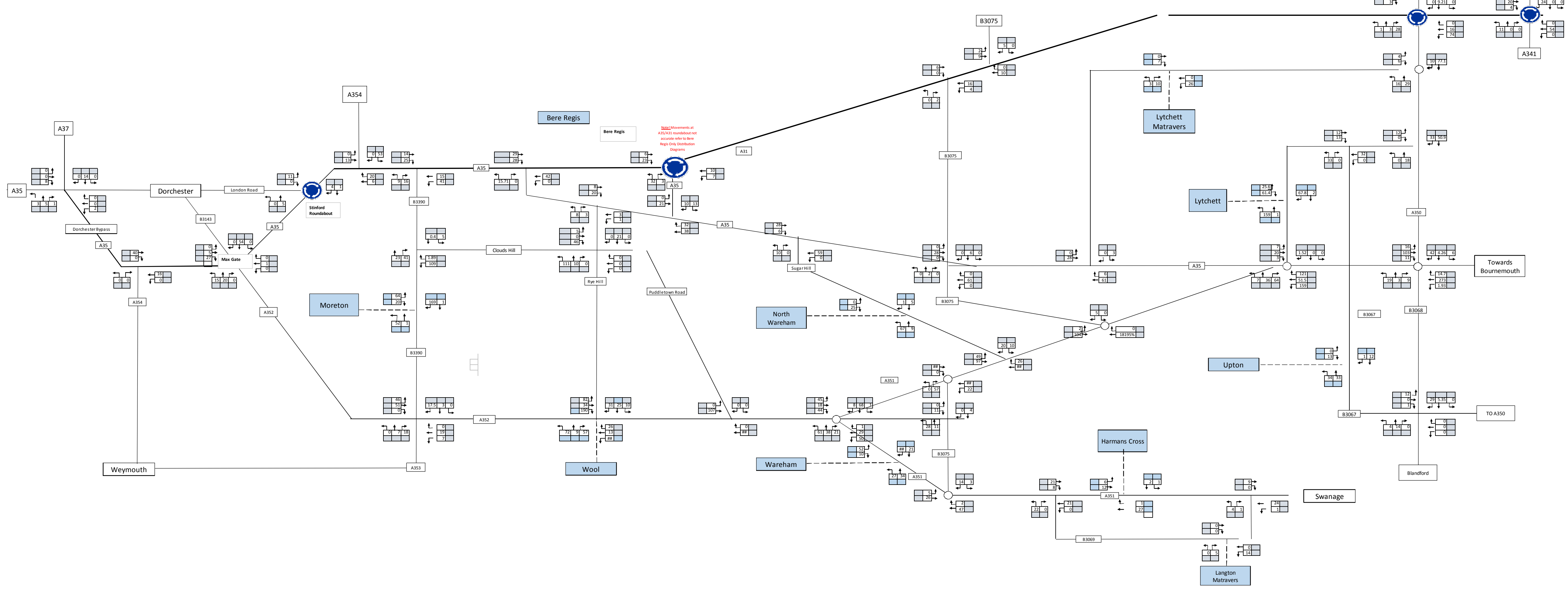
All Development Traffic: Alternative Option 2 + 244 Dwellings and 1.9ha Employment in BERE REGIS (AM)



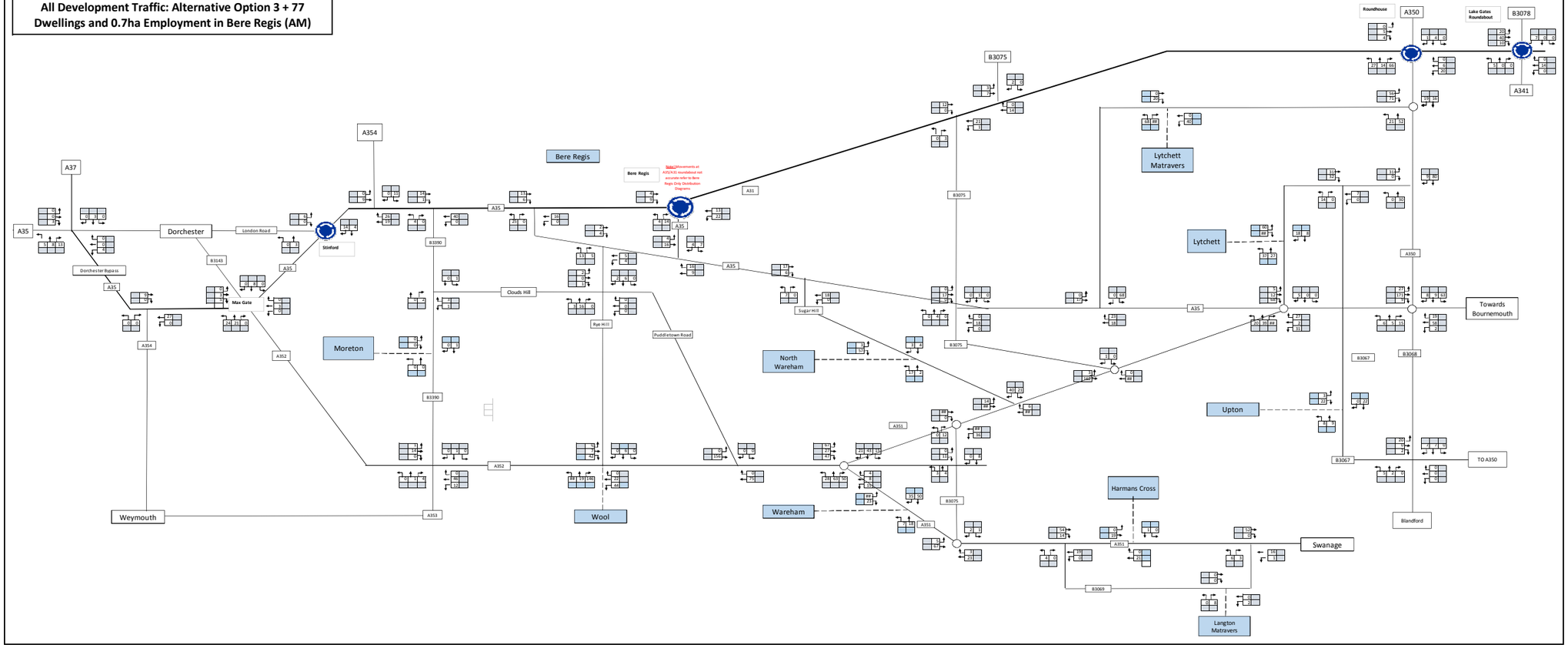
All Development Traffic: Alternative Option 2 + 100 Dwellings and 0.7ha Employment in BERE REGIS (PM)



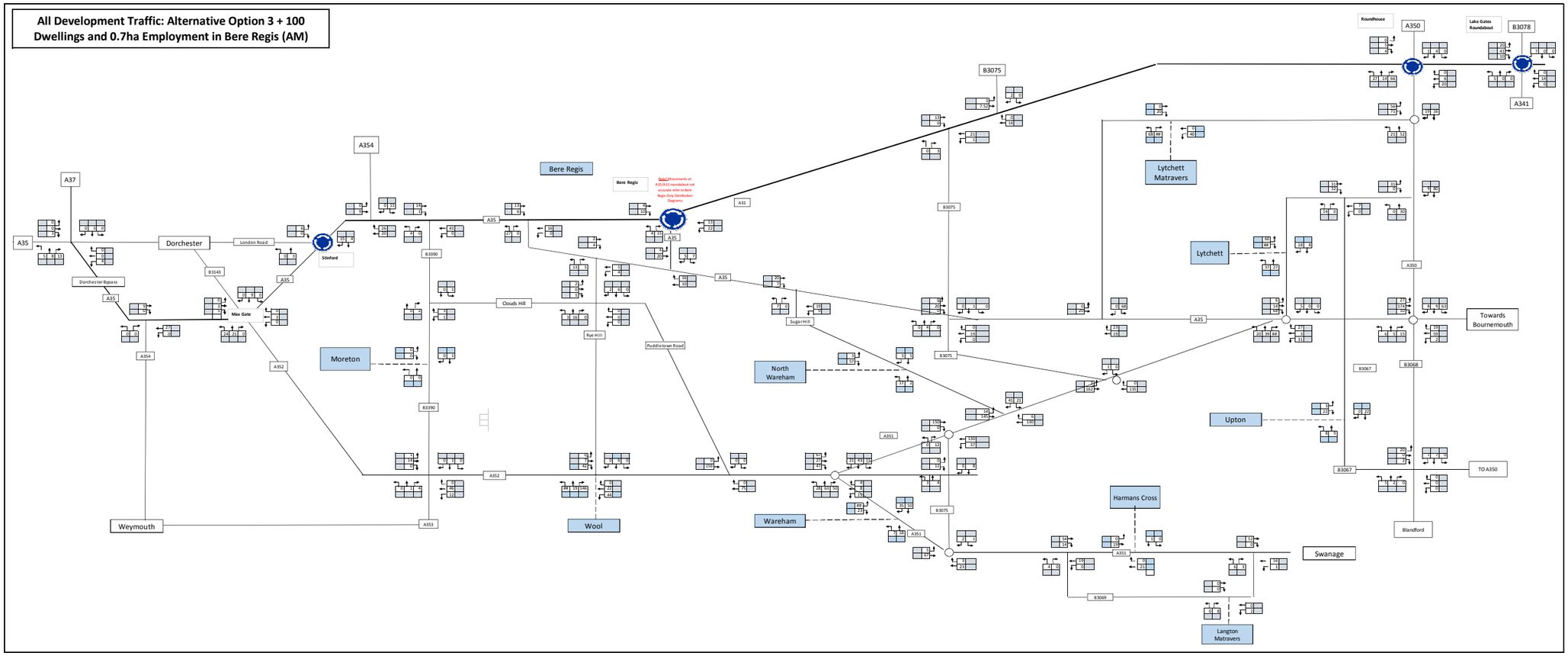
All Development Traffic: Alternative Option 2 + 244 Dwellings and 1.9ha Employment in BERE REGIS (PM)



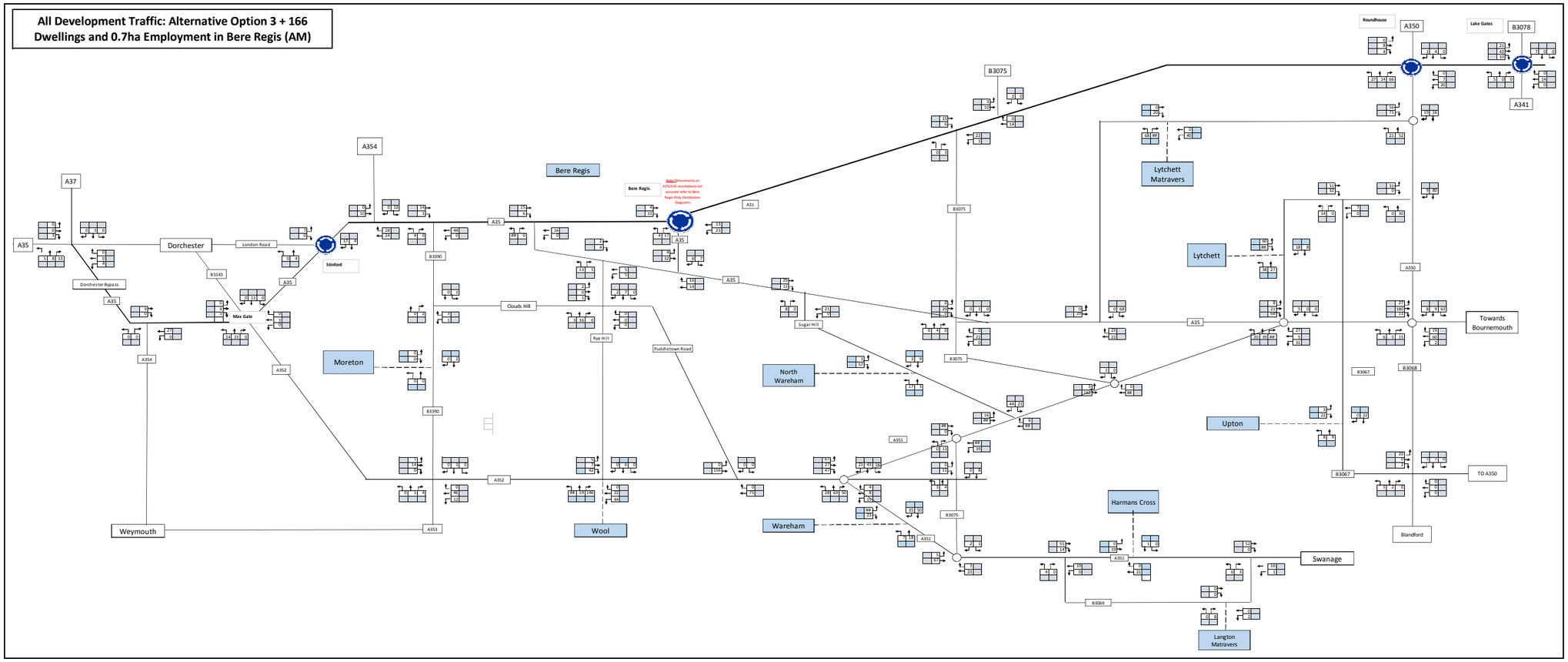
All Development Traffic: Alternative Option 3 + 77 Dwellings and 0.7ha Employment in Bere Regis (AM)



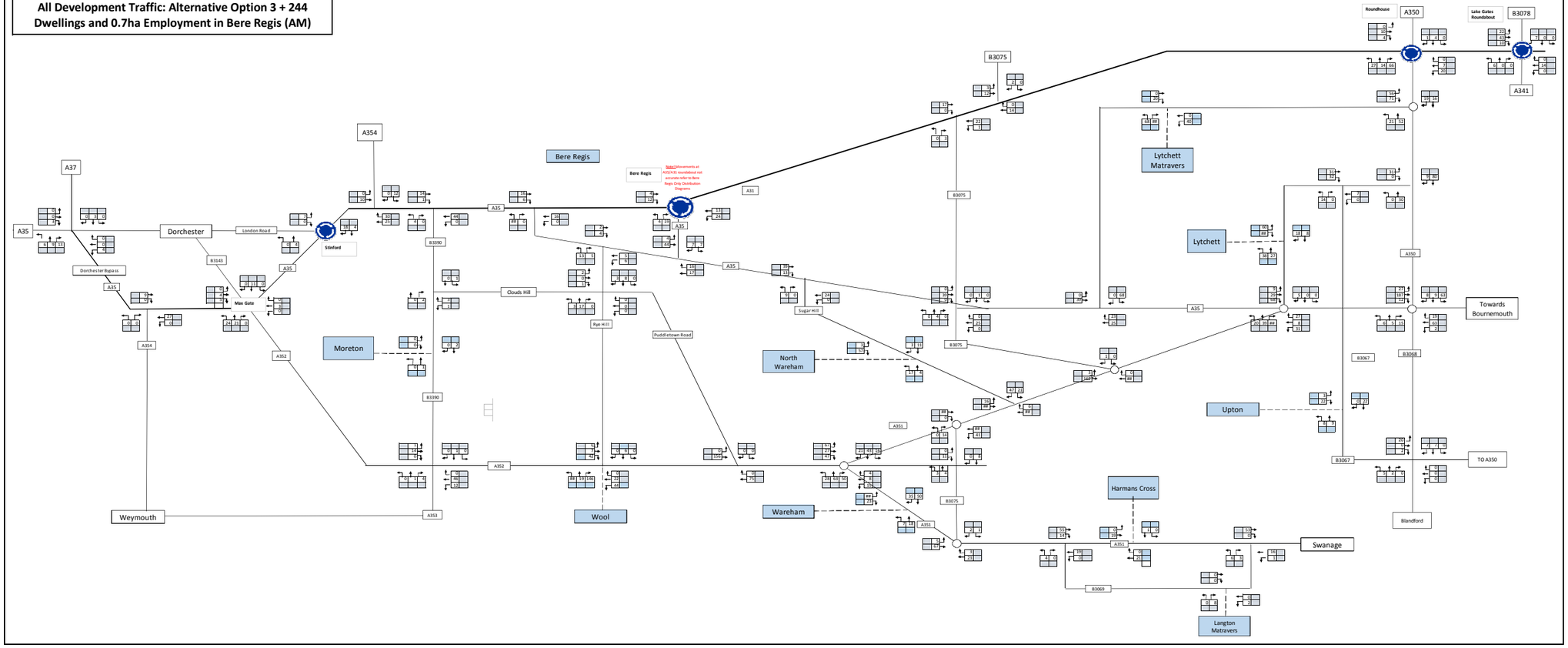
All Development Traffic: Alternative Option 3 + 100 Dwellings and 0.7ha Employment in Bere Regis (AM)



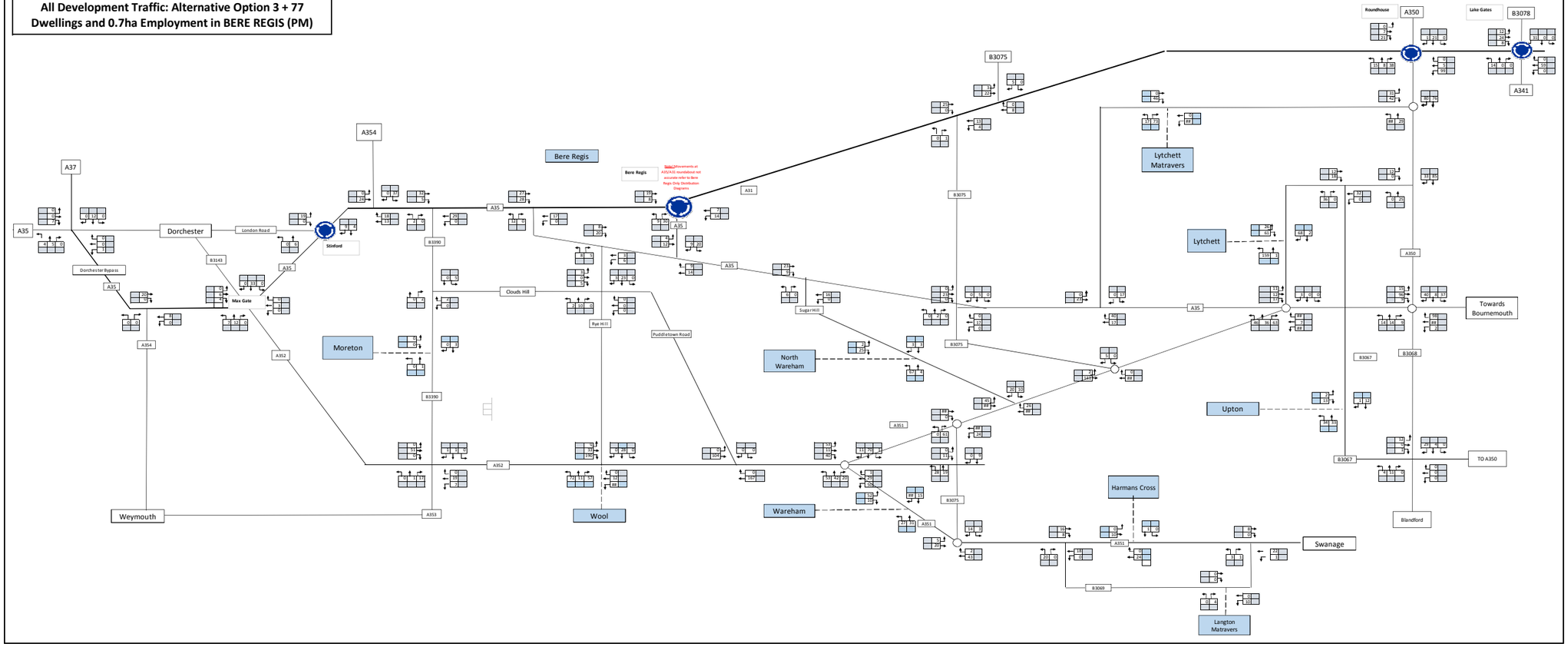
All Development Traffic: Alternative Option 3 + 166 Dwellings and 0.7ha Employment in Bere Regis (AM)



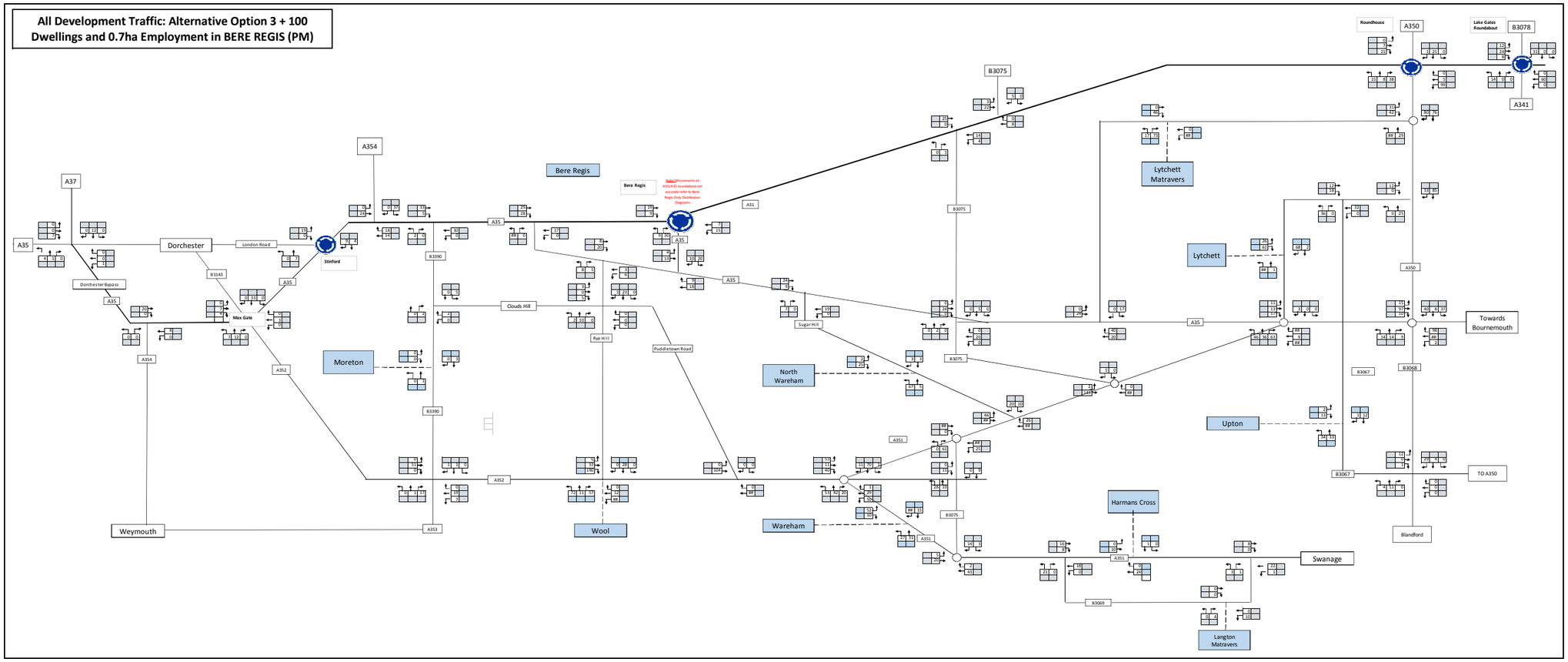
All Development Traffic: Alternative Option 3 + 244 Dwellings and 0.7ha Employment in Bere Regis (AM)



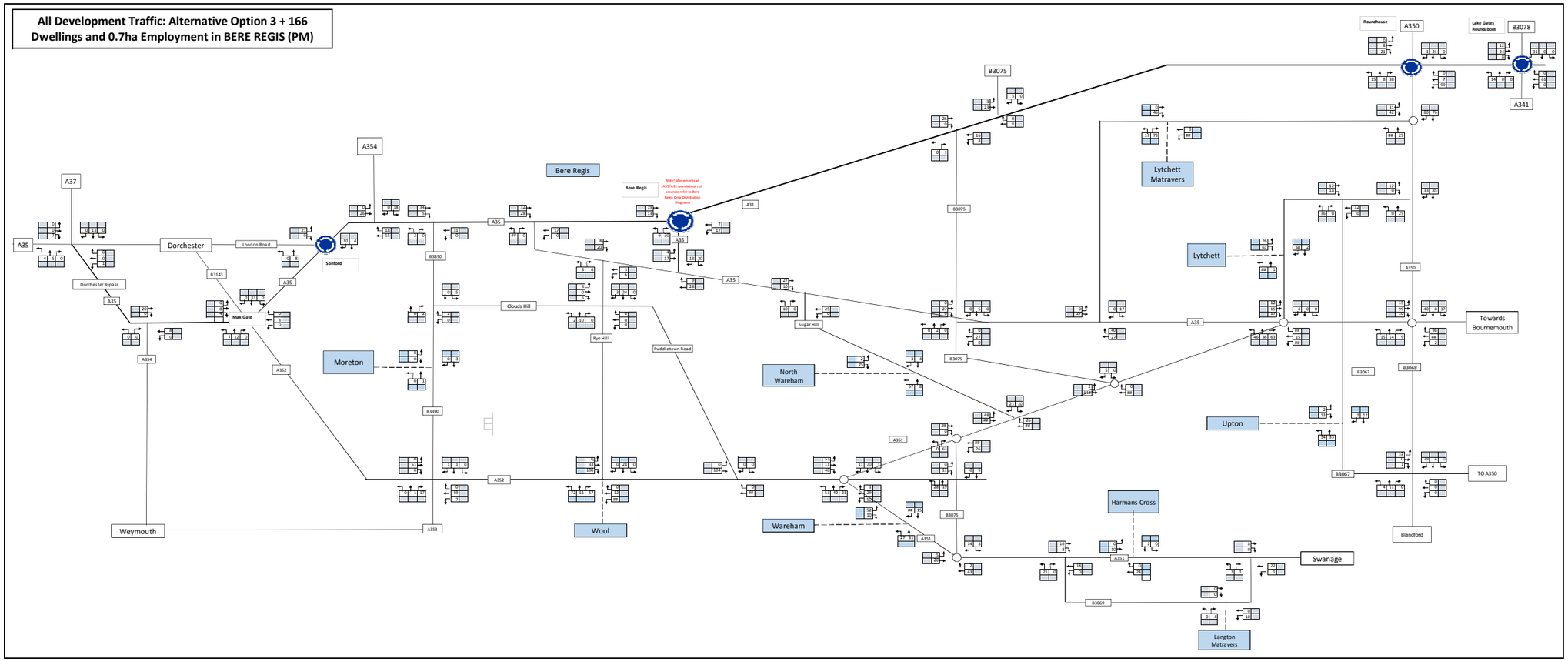
All Development Traffic: Alternative Option 3 + 77 Dwellings and 0.7ha Employment in BERE REGIS (PM)



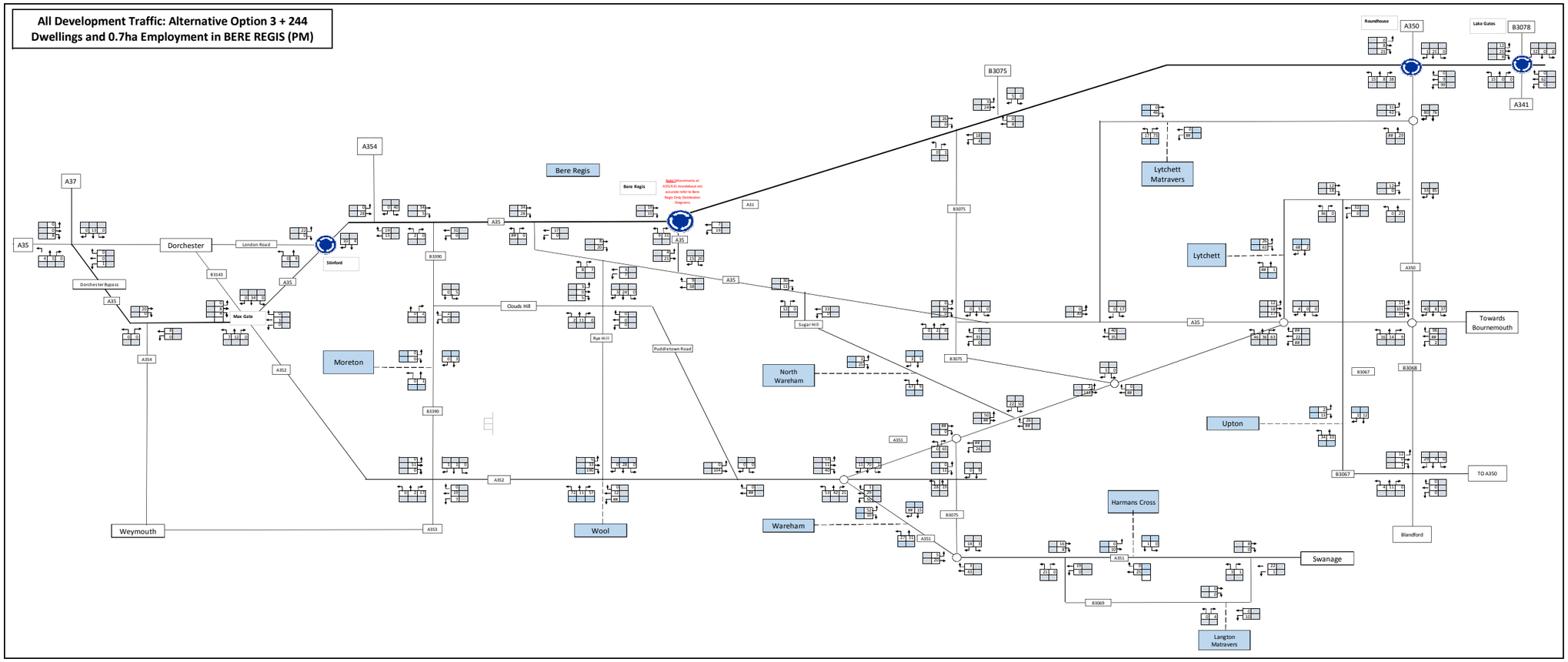
All Development Traffic: Alternative Option 3 + 100 Dwellings and 0.7ha Employment in BERE REGIS (PM)



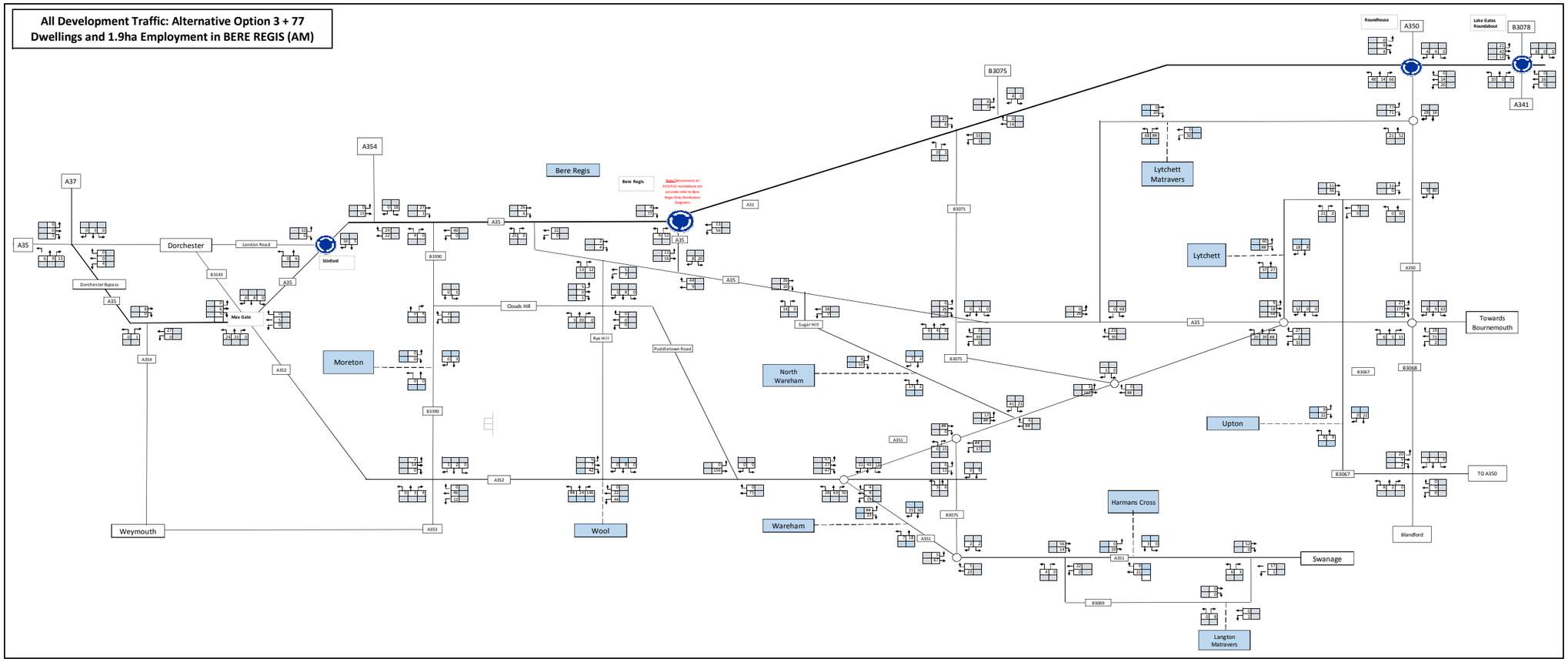
All Development Traffic: Alternative Option 3 + 166 Dwellings and 0.7ha Employment in BERE REGIS (PM)



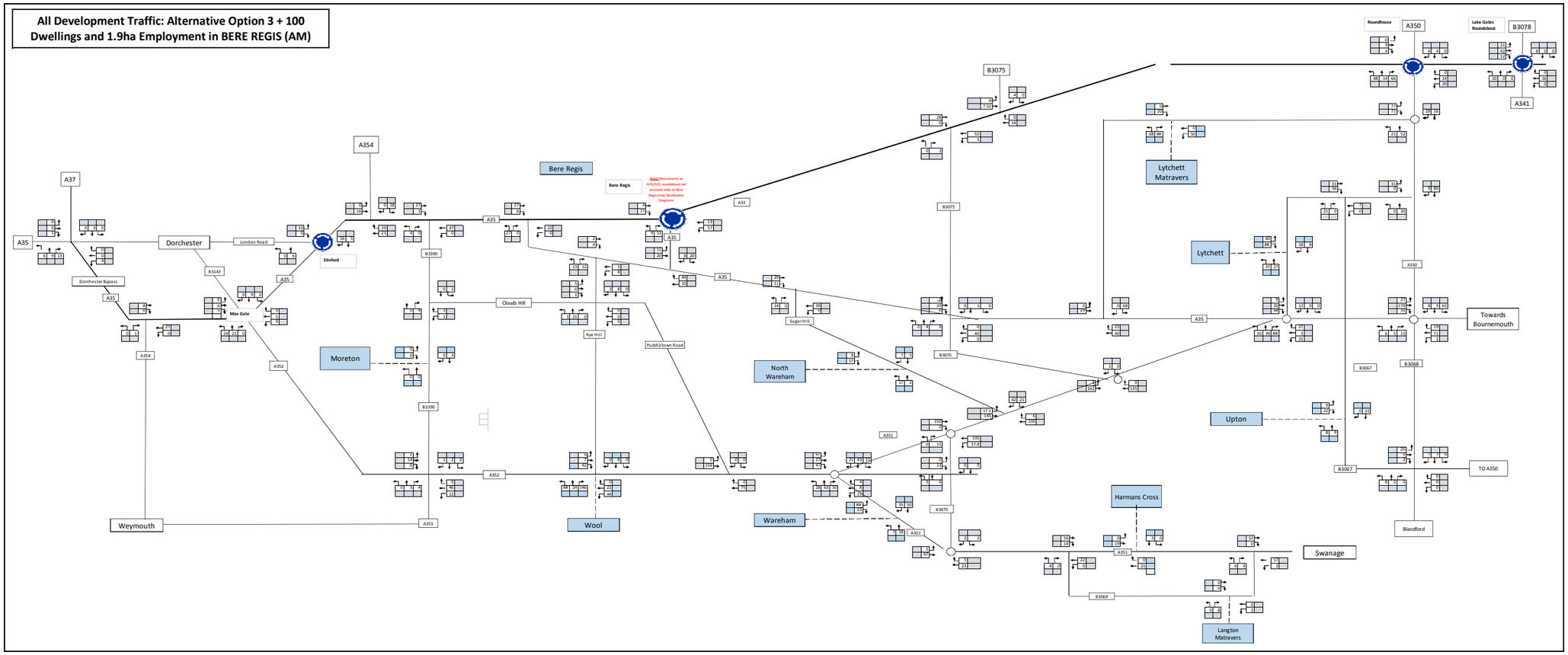
All Development Traffic: Alternative Option 3 + 244 Dwellings and 0.7ha Employment in BERE REGIS (PM)



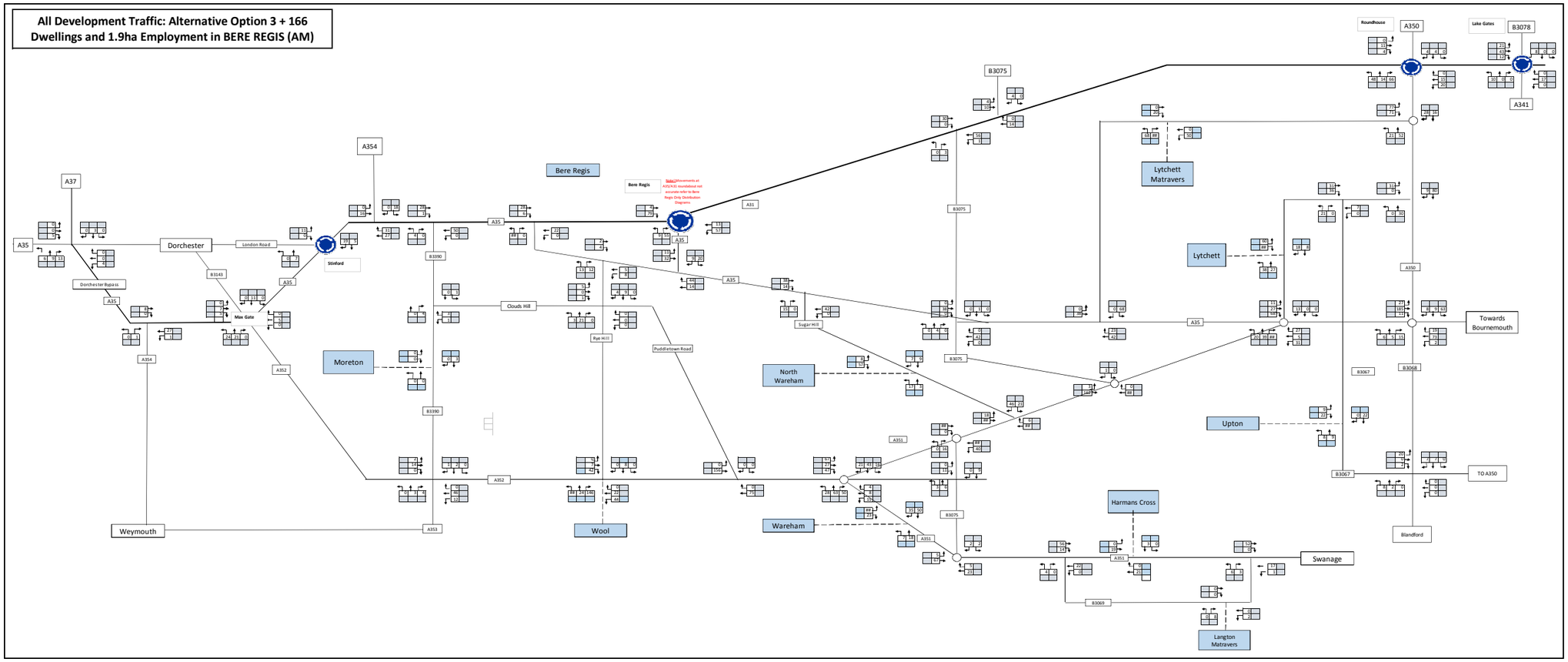
All Development Traffic: Alternative Option 3 + 77 Dwellings and 1.9ha Employment in BERE REGIS (AM)



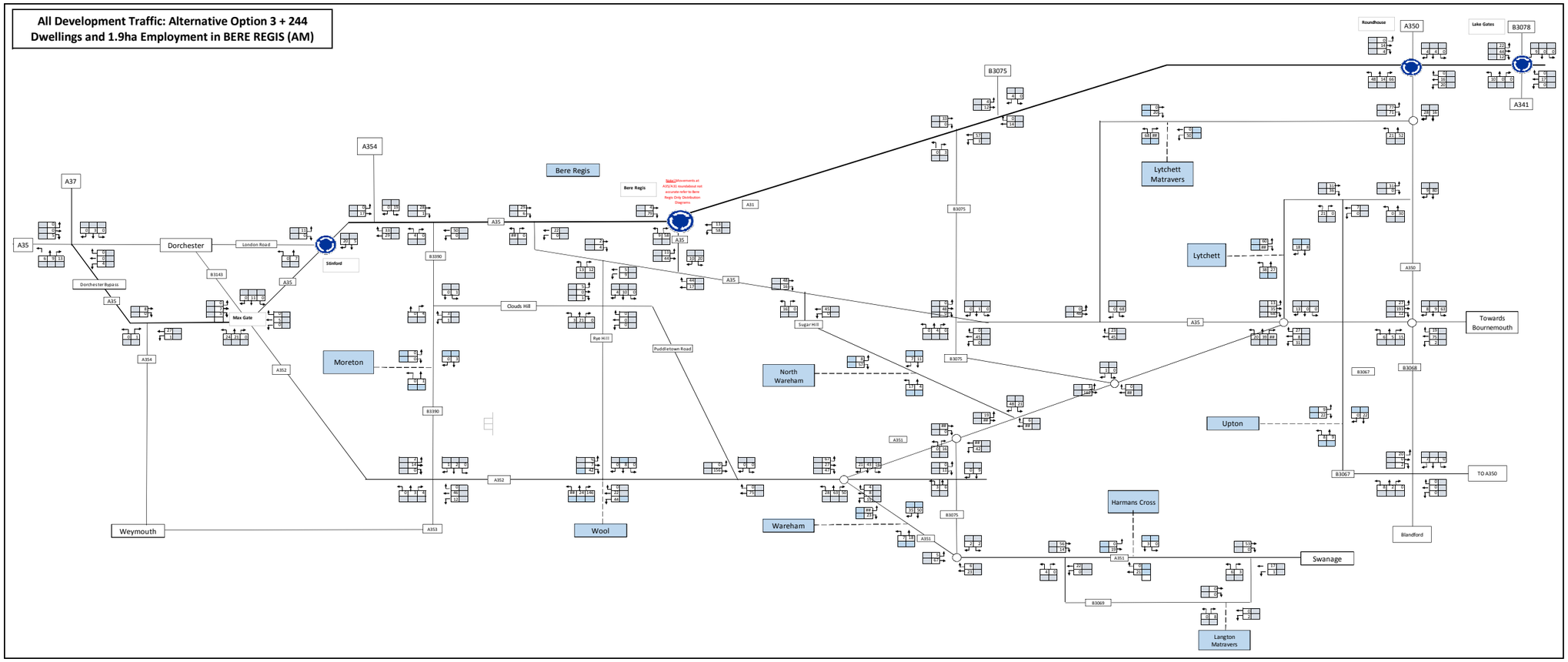
All Development Traffic: Alternative Option 3 + 100 Dwellings and 1.9ha Employment in BERE REGIS (AM)



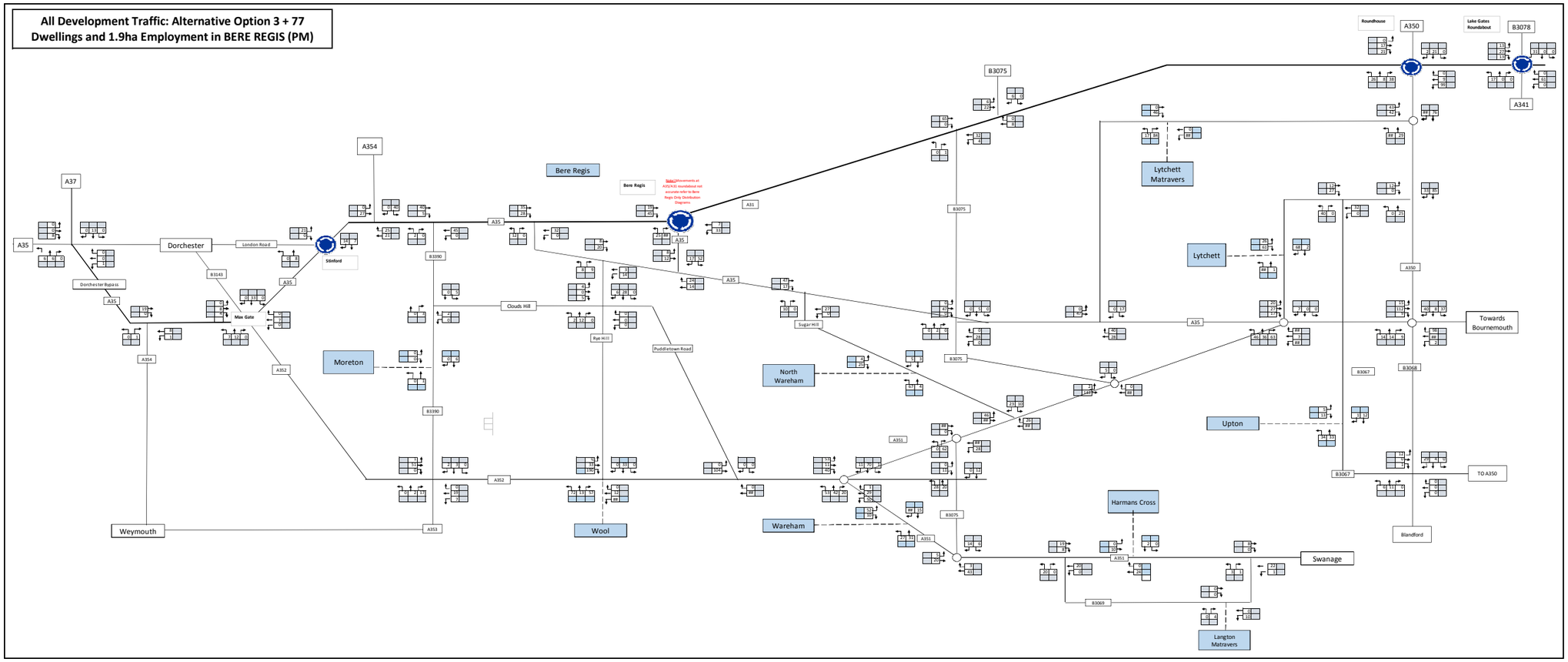
All Development Traffic: Alternative Option 3 + 166 Dwellings and 1.9ha Employment in BERE REGIS (AM)



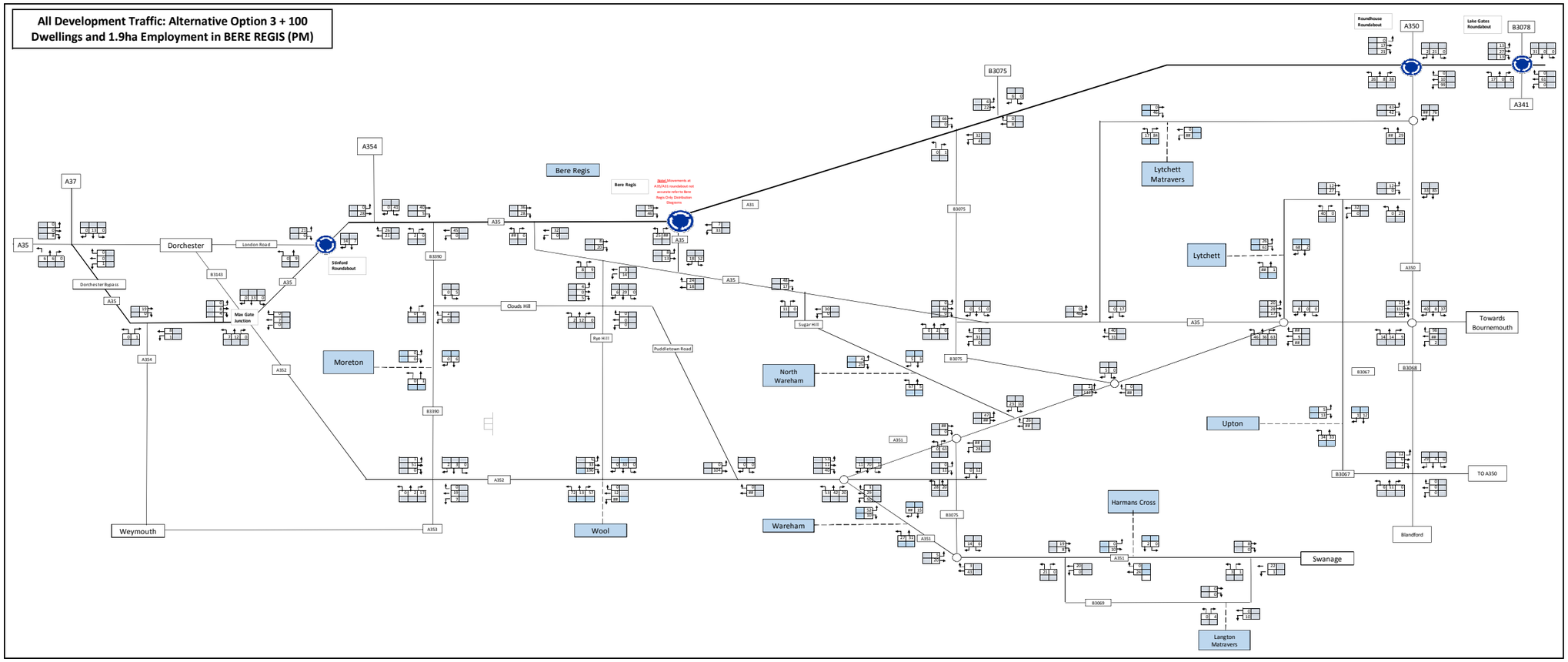
All Development Traffic: Alternative Option 3 + 244 Dwellings and 1.9ha Employment in BERE REGIS (AM)



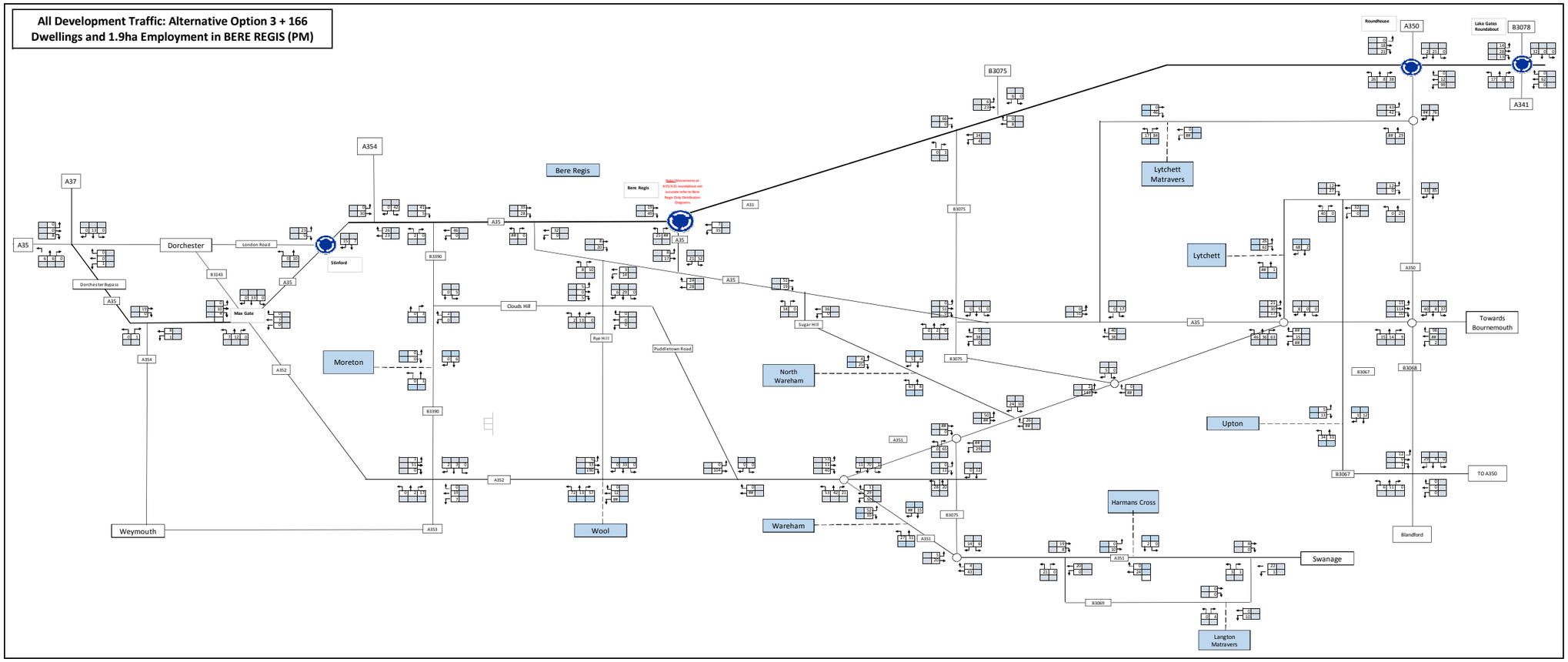
All Development Traffic: Alternative Option 3 + 77 Dwellings and 1.9ha Employment in BERE REGIS (PM)



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)