

# Technical Note

|               |                     |              |         |
|---------------|---------------------|--------------|---------|
| Project:      | Englishcombe Lane   |              |         |
| Subject:      | Transport Statement |              |         |
| Author:       | YA                  |              |         |
| Date:         | 20/02/2023          | Project No.: | 5208627 |
| Distribution: | Representing:       |              |         |

## Document history

| Revision | Purpose description  | Originated | Checked | Reviewed | Authorised | Date       |
|----------|----------------------|------------|---------|----------|------------|------------|
| 1.0      | Draft Technical Note | YA         | LS      | AG       | CC         | 23/03/2023 |

## Client signoff

|                         |                                      |
|-------------------------|--------------------------------------|
| Client                  | Bath and North East Somerset Council |
| Project                 | Englishcombe Lane                    |
| Project No.             | 5208627                              |
| Client signature / date |                                      |

# 1. Existing Conditions

## 1.1. Site Location and Access

The proposed development consists of 20 houses located to the south of Englishcombe Lane, between the Bloomfield, Moorlands and Kingsway areas in Bath, see Figure 1-1. The current access to the field from Englishcombe Lane is by a small single-track lane immediately west of property 89. The site is bounded to the north by residential properties on Englishcombe Lane, trees / vegetation to the east and south, and further residential properties to the west on Stirlingale Road.

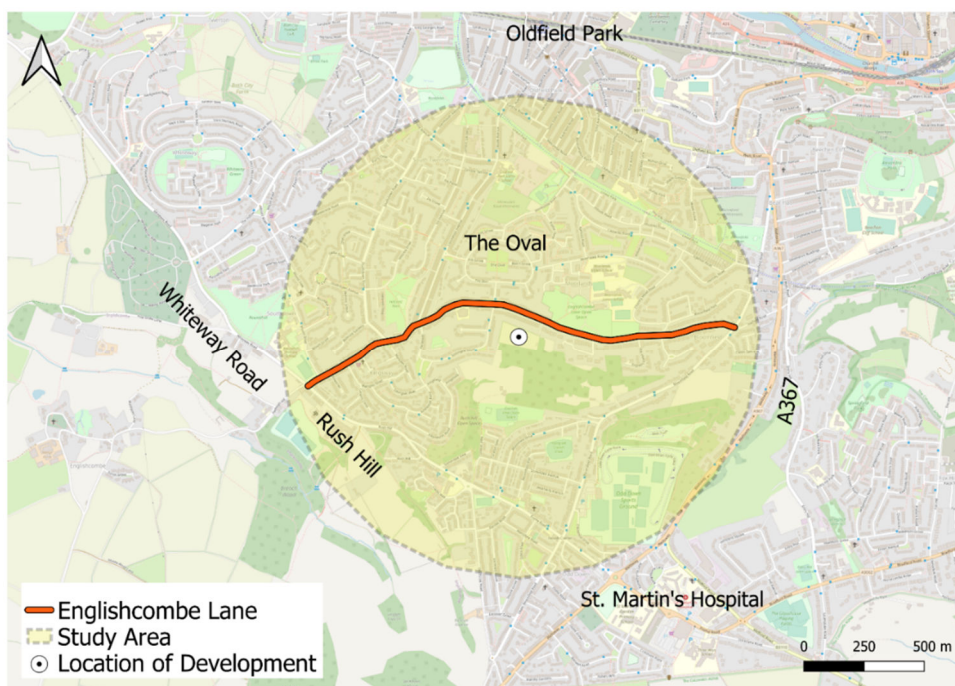


Figure 1-1 - Englishcombe Lane development location

## 1.2. Englishcombe Lane and the surrounding 1km area

Englishcombe Lane is a 20mph residential road on the outskirts of Bath linking Whiteway Road / Rush Hill to the west and Bloomfield Road to the east. To consider the proposed development site in the context of the wider area a 1km study area has been used. The following sections identify the existing key trip generators, walking, cycling, public transport provision, road layout, speed limits, road markings and parking on Englishcombe Lane and the wider area.

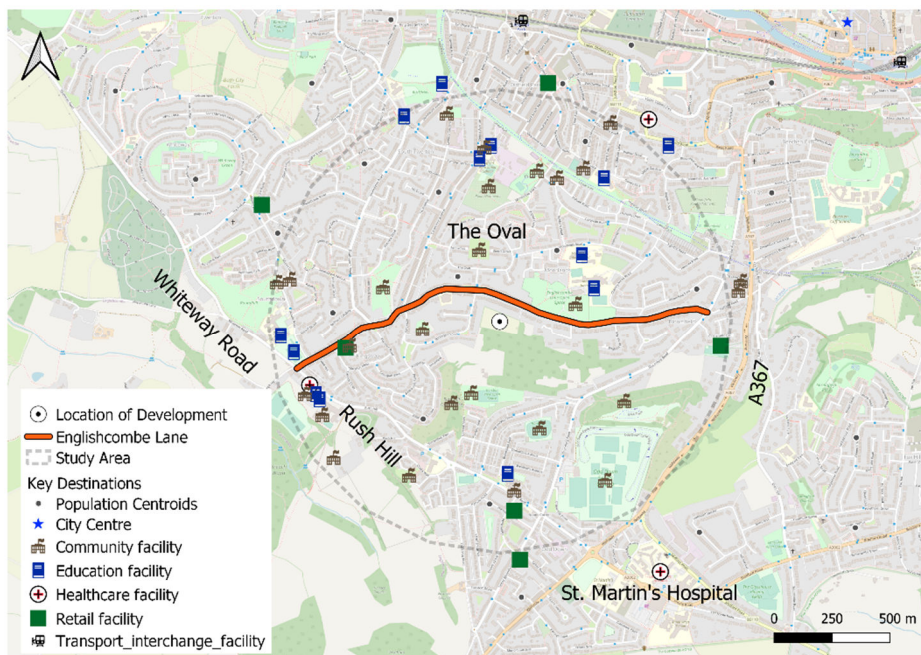
### 1.2.1. Trip Generators

The Department for Transport has identified multiple categories to determine the main origin and destination points within a specific geographic area.

- City, Town and District Centres
- Community facilities – libraries, places of workshop, leisure centres, visitor attractions, post offices and parks
- Educational facilities – primary and secondary schools, college campuses
- Healthcare facilities – hospitals and doctors surgeries
- Major employment sites – business parks, industrial estates, and large employers
- Retail facilities – local retail centres, shopping parades, supermarkets and retail parks
- Transport interchanges – rail and bus stations
- Residential areas -shown as the population weighted centroid of each Lower Super Output Area (LSOA) (an area comprising approximately 800-1000 households)

The following key origins and destinations have been identified within a 1km distance of the Englishcombe Lane development site and are shown in Figure 1-2.

**Figure 1-2 - Key origins and destinations within 1km of the Englishcombe Lane development site**



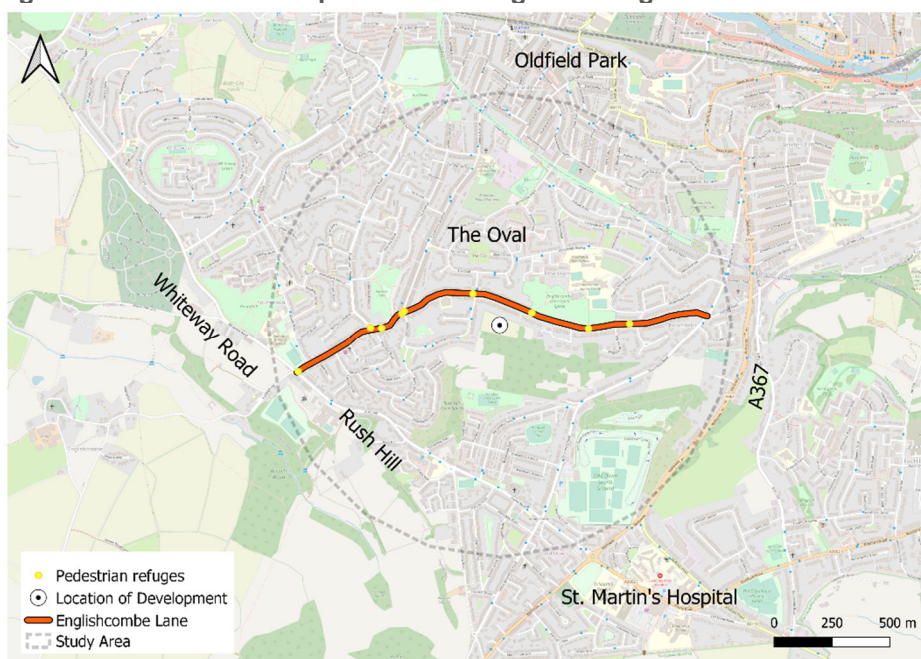
## 1.2.2. Walking provision

Walking is a safe, healthy and convenient mode of travel. Englishcombe Lane encourages walking as 1.8m wide footways are installed on both sides of the carriageway for the majority of its length. A single footway is only present on the westbound carriageway of Englishcombe Lane between Bloomfield Road and Bloomfield Road.

### 1.2.2.1. Pedestrian crossings

No signalised pedestrian crossings are present on Englishcombe Lane, but uncontrolled pedestrian refuges are installed at the locations shown in **Figure 1-3**. Some uncontrolled pedestrian refuges and side roads off Englishcombe Lane have pedestrian facilities installed including dropped kerbs and tactile paving.

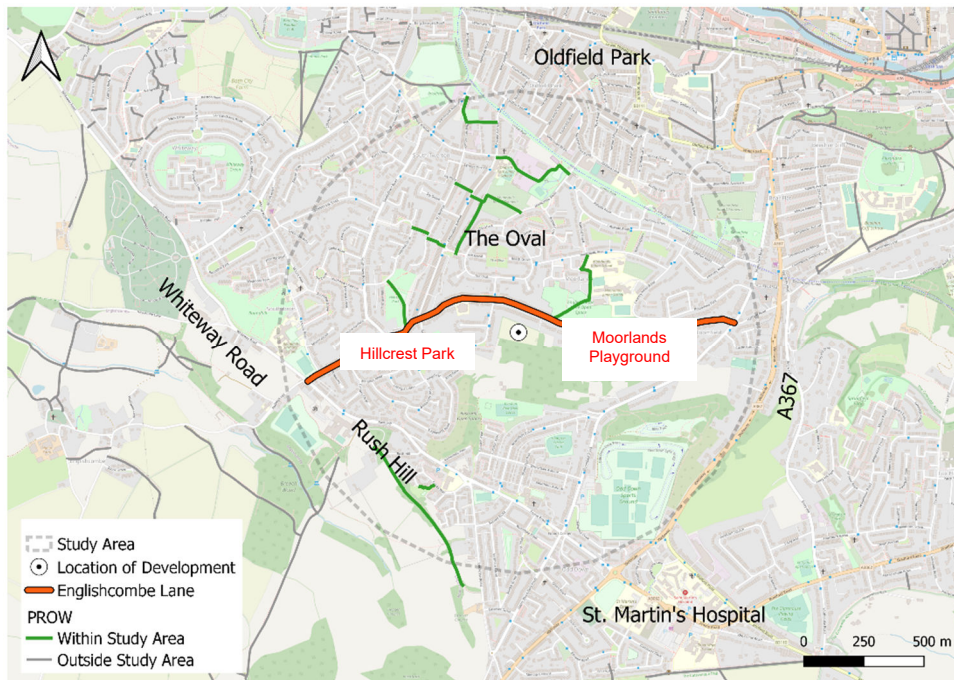
**Figure 1-3 - Uncontrolled pedestrian refuges on Englishcombe Lane**



### 1.2.2.2. Public Right of Way (PRoW)

As shown in Figure 1-4, several PROWs are located within 1km of the Englishcombe Lane development site providing further connections in the area. Of particular significance are two PROWs that connect Englishcombe Lane to Hillcrest Drive via Hillcrest Park and Englishcombe Lane to Moorfields Road via Moorlands Recreation Playground. These PROWs are approximately 1m wide and 2.5m wide, respectively.

**Figure 1-4 - PROWs in the Englishcombe Lane 1km study area**



### 1.2.3. Cycling, scooting and wheeling provision

No segregated or on-carriageway cycle lanes are installed on either side of Englishcombe Lane. In addition, no cycle crossings are present on Englishcombe Lane.

No cycle lanes or cycle crossing infrastructure is present on the Englishcombe Lane / Whiteway Road / Padleigh Hill / Rush Hill junction to the west of Englishcombe Lane. Similarly, no cycle lanes or cycle crossings are installed on the Englishcombe Lane / Bloomfield Road / Hatfield Road junction to the east of the proposed development site.

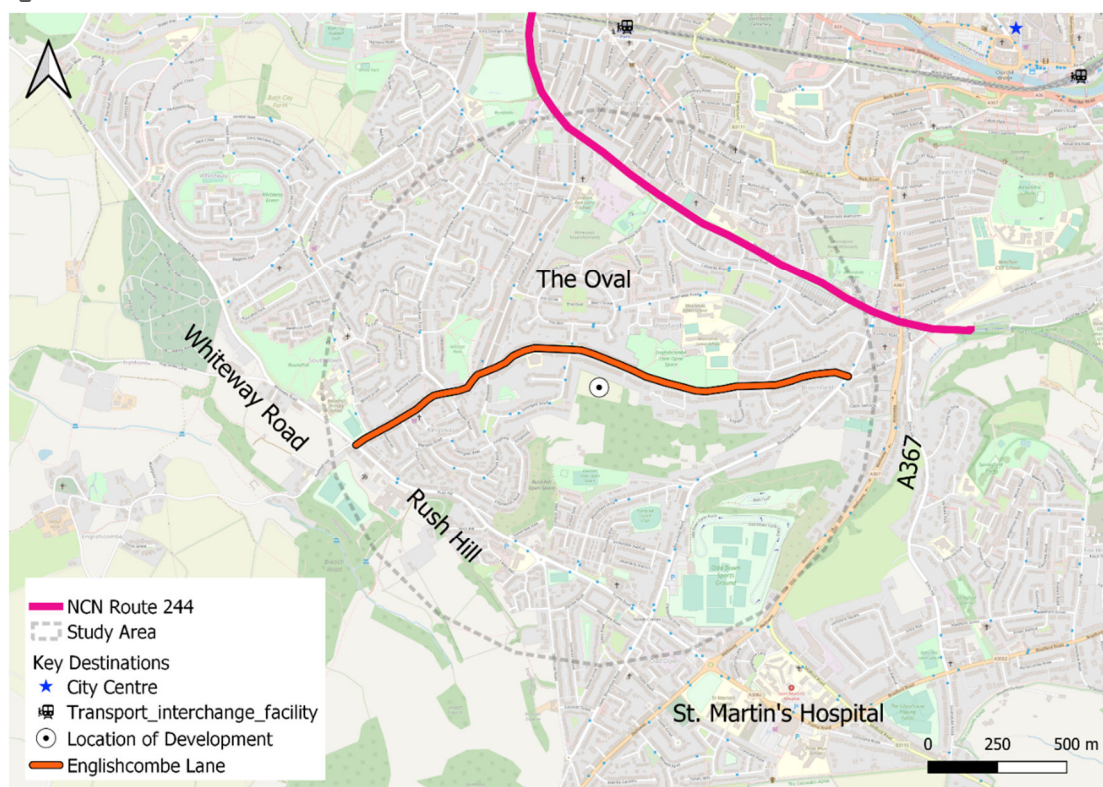
#### 1.2.3.1. Cycle parking

No cycle parking is available on Englishcombe Lane.

#### 1.2.3.2. National cycle routes

As shown in Figure 1-5, Route 244 of the National Cycle Network (NCN) cuts through the northern part of the Englishcombe Lane study area and is situated approximately 750m from the proposed development site. Route 244 is known locally as the Two Tunnels Greenway and is a short traffic-free cycle path that connects Bath to Midford.

**Figure 1-5 - NCN Route 244**



#### 1.2.4. Shared Cycle and Scooter Hire

No shared cycle or scooter hire companies appear to operate along Englishcombe Lane.

#### 1.2.5. Public transport provision

To enable a reduction in reliance on the car from the development site, especially for local journeys, there are some bus services operating on Englishcombe Lane. Two train stations are also accessible, but are located some distance away from the proposed Englishcombe development site.

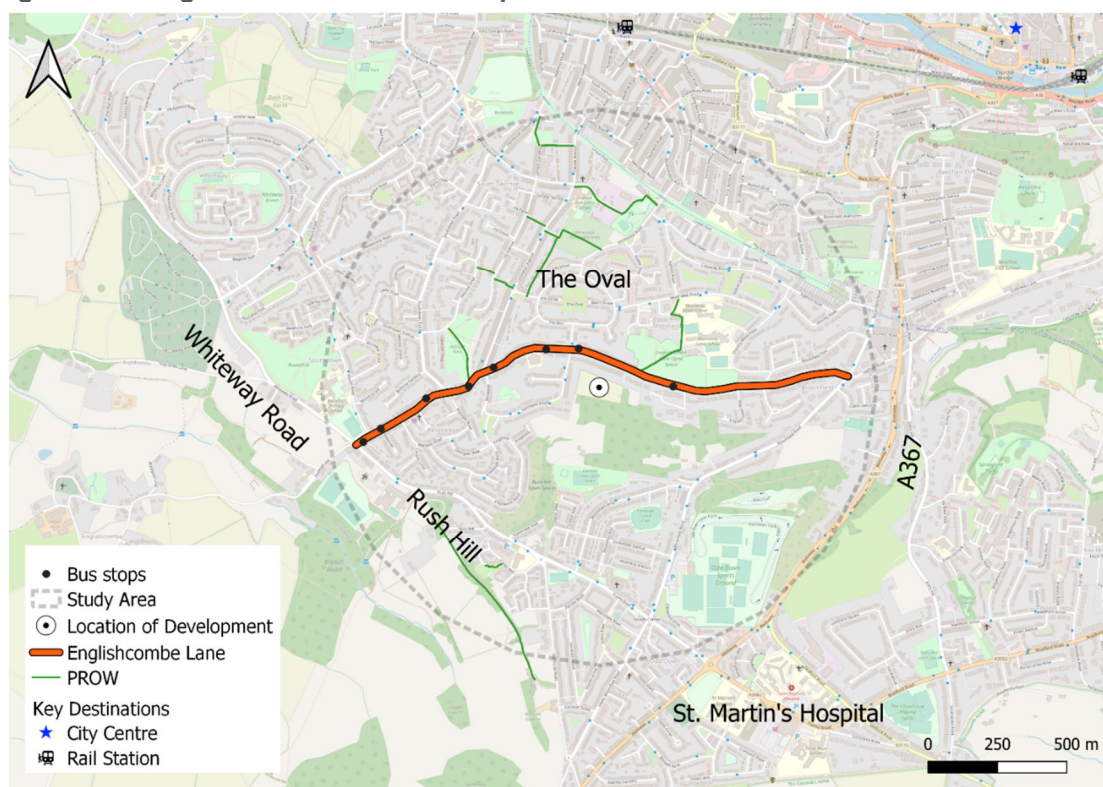
##### 1.2.5.1. Rail access

The nearest train stations to the proposed development are Oldfield Park and Bath Spa which are approximately 1.2km and 1.9km from the Englishcombe Lane site.

##### 1.2.5.2. Bus access

As shown in Figure 1-6, bus stops are present on Englishcombe Lane, but are situated primarily to the west of the proposed development site. The nearest bus stops (Oak Avenue and Englishcombe Lodge) are located approximately 180m east and west from the site access.

**Figure 1-6 - Englishcombe Lane bus stops**



Destinations immediately accessible from all Englishcombe Lane bus stops are summarised in Table 1-1.

**Table 1-1 - Local bus services**

| Service No. | From bus stops on Englishcombe Lane  | Towards            | Peak Weekday Frequency <sup>1</sup> |
|-------------|--|--------------------|-------------------------------------|
| 22          | Padleigh Hill<br>Padleigh Turn<br>Southdown Road   | University of Bath | 8 services a day                    |
| R2          | Padleigh Hill<br>Padleigh Turn<br>Southdown Road   | Ralph Allen School | 2 services a day (term time only)   |
| R3          | Padleigh Hill<br>Padleigh Turn<br>Southdown Road<br>Sladebrook Court<br>Oak Avenue<br>Englishcombe Lodge | Ralph Allen School | 2 services a day (term time only)   |
| 1 Bathcity  | Padleigh Turn<br>Southdown Road<br>Sladebrook Court,   | Bath City Centre   | 4 services per hour                 |

Source: <http://www.abus.co.uk/> and [https://www.firstbus.co.uk/sites/default/files/public/maps/Bath\\_Network\\_Map-WEB\\_1.pdf](https://www.firstbus.co.uk/sites/default/files/public/maps/Bath_Network_Map-WEB_1.pdf)

## 1.3. Local Highway Network

### 1.3.1.1. Speed Limits

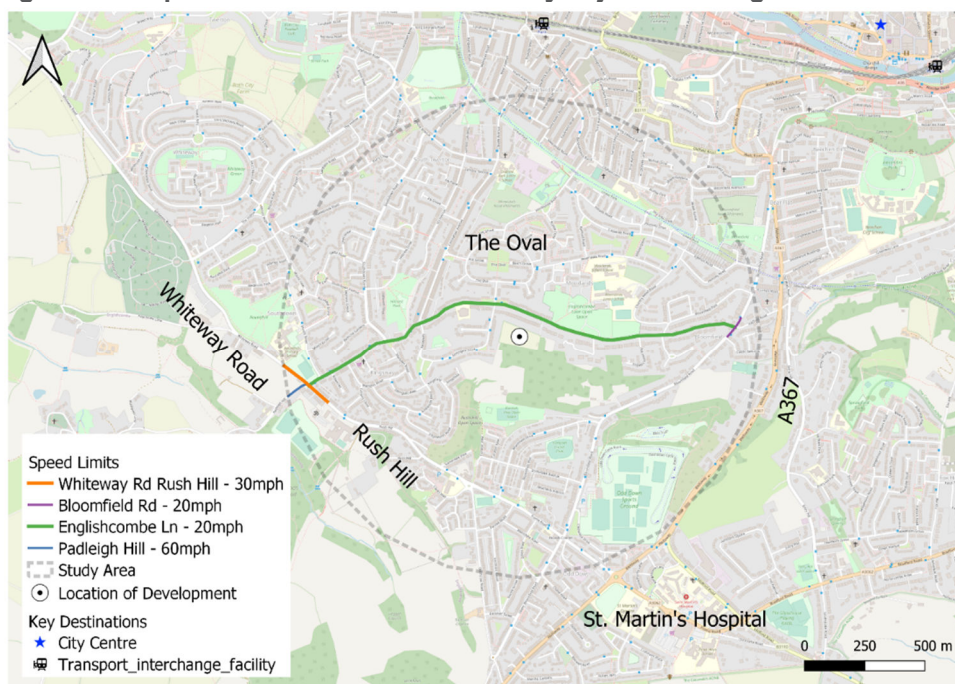
Englishcombe Lane is a 20mph residential road which connects Whiteway Road / Rush Hill to the west and Bloomfield Road to the east of the proposed development site. Road humps are present on Englishcombe Lane for 800 yards. The carriageway width is approximately 8m.

Whiteway Road / Rush Hill is a 30mph residential road with a speed camera installed near the Roundhill Primary School located on the Englishcombe Lane / Whiteway Road/ Rush Road / Padleigh Hill junction. Padleigh Hill is located opposite Englishcombe Lane, is a narrow lane with a posted national speed limit (60mph). Vehicles need to use passing points to navigate Padleigh Hill, and signage is present near the Padleigh Hill / Whiteway Road / Englishcombe Lane / Rush Road that warns of disabled people and notes there is no footways for half a mile.

Bloomfield Road is a standard single carriageway 20mph residential road.

Figure 1-7 shows the speed limits on and immediately adjacent to Englishcombe Lane.

**Figure 1-7 - Speed limits on and immediately adjacent to Englishcombe Lane**



### 1.3.1.2. Lane Markings

The Englishcome Lane / Whiteway Road / Rush Hill / Padleigh Hill junction is an uncontrolled junction with yellow box hatching. Englishcombe Lane itself has a carriageway in each direction and the following lane markings are based on a desk top study (Google map imagery):

- Yellow bus stop markings are present on Englishcombe Lane
- White hatching in the centre of Englishcombe Lane, adjacent to Mount Road
- From the westbound carriageway of Englishcombe there is right turn lane into Southdown Road along with white hatching in the centre of the road.
- Turning box on the Englishcombe Lane / Sladebrook Avenue / Kingsway junction along with white hatching in the centre of the road
- 'SLOW' markings are present on Englishcombe Lane
- White lines identifying driveways are present on Englishcombe Lane
- White hatching is present in the centre of Englishcombe Lane, adjacent to Moorlands Park
- Left and right turning box on the Englishcombe Lane / Bloomfield Park / Westfield Close junction along with white hatching in the centre of the road.

### 1.3.1.3. Parking

On Englishcombe Lane, there are some small sections of double yellow lines, but the majority of the road has no markings meaning on-street parking is not restricted. 'Keep clear markings' are painted on Englishcombe Lane outside some properties.

No disabled parking bays are present on Englishcombe Lane.

## 1.4. Census Data

### 1.4.1. 2021 Journey to work

Car ownership in BANES is slightly above the national average, with 80% of households owning at least one car vs 76.5% in England<sup>2</sup>.

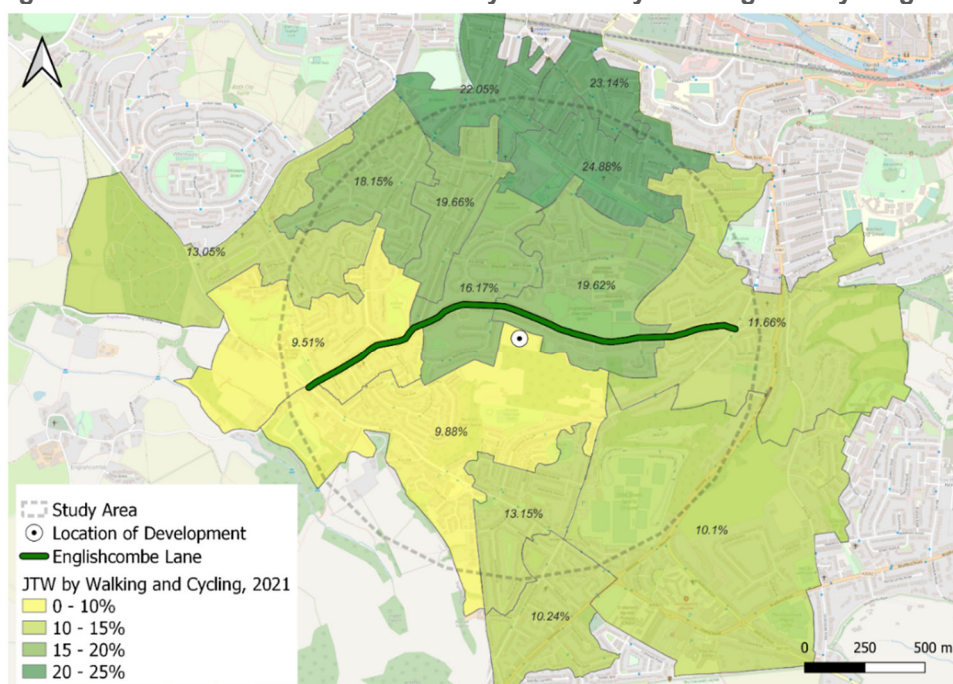
**Table 1-2 – Car Ownership**

| Number of cars or vans              | Bath and North East Somerset |       | England    |       |
|-------------------------------------|------------------------------|-------|------------|-------|
|                                     | number                       | %     | number     | %     |
| Total: All households               | 79,250                       | 100.0 | 23,436,085 | 100.0 |
| No cars or vans in household        | 15,796                       | 19.9  | 5,516,098  | 23.5  |
| 1 car or van in household           | 32,994                       | 41.6  | 9,674,645  | 41.3  |
| 2 cars or vans in household         | 22,271                       | 28.1  | 6,106,970  | 26.1  |
| 3 or more cars or vans in household | 8,189                        | 10.3  | 2,138,372  | 9.1   |

Census 2021 data shows that 38% of commuters in the LSOA's shown in **Figure 1-8** travel to work by car as drivers or passengers and 40% work from home. Only 15% of commuters in this area travel to work by active travel modes. These percentages are shown for each LSOA in the study area in **Figure 1-8**.

Driving to work in these LSOA's is lower than the national average when compared to around 44.5% who drive to work in England and 30% who work from home in England.<sup>3</sup>

**Figure 1-8 - 2021 Census Data - Journey to Work by Walking and Cycling**



### 1.4.2. 2011 Journey to work

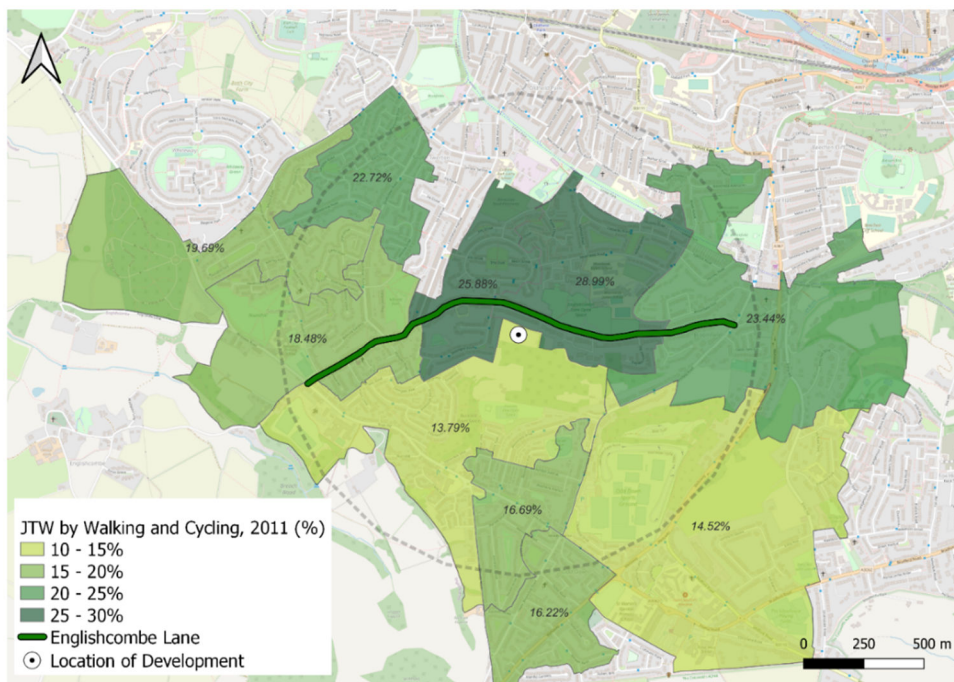
Census 2011 data shows that 54% of commuters in the LSOA's shown in **Figure 1-9** travel to work by car as drivers or passengers and 5% work from home. Only 24% of commuters in this area travel to work by active travel modes. These percentages are shown for each LSOA in the study area in **Figure 1-9**.

**Figure 1-9 - 2011 Census Data - Journey to Work by Walking and Cycling**

<sup>2</sup> Car or Van Availability. Census 2021.

<sup>3</sup> <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/traveltoworkenglandandwales/census2021>





## 1.5. Accident Data

BANES Council provided a record of all accidents that occurred within the last 5 years. The 7 accidents that occurred on Englishcombe Lane within the last 5 years were all classified as slight accidents. The number of casualties occurring for each year are shown in Table 1-3. Most of the casualties that occurred on Englishcombe lane involve cyclists. This is shown in Table 1-4. The locations of the 7 accidents are shown in **Figure 1-10**. Of the 7 accidents, 3 occurred while it was raining or on wet/damp roads.

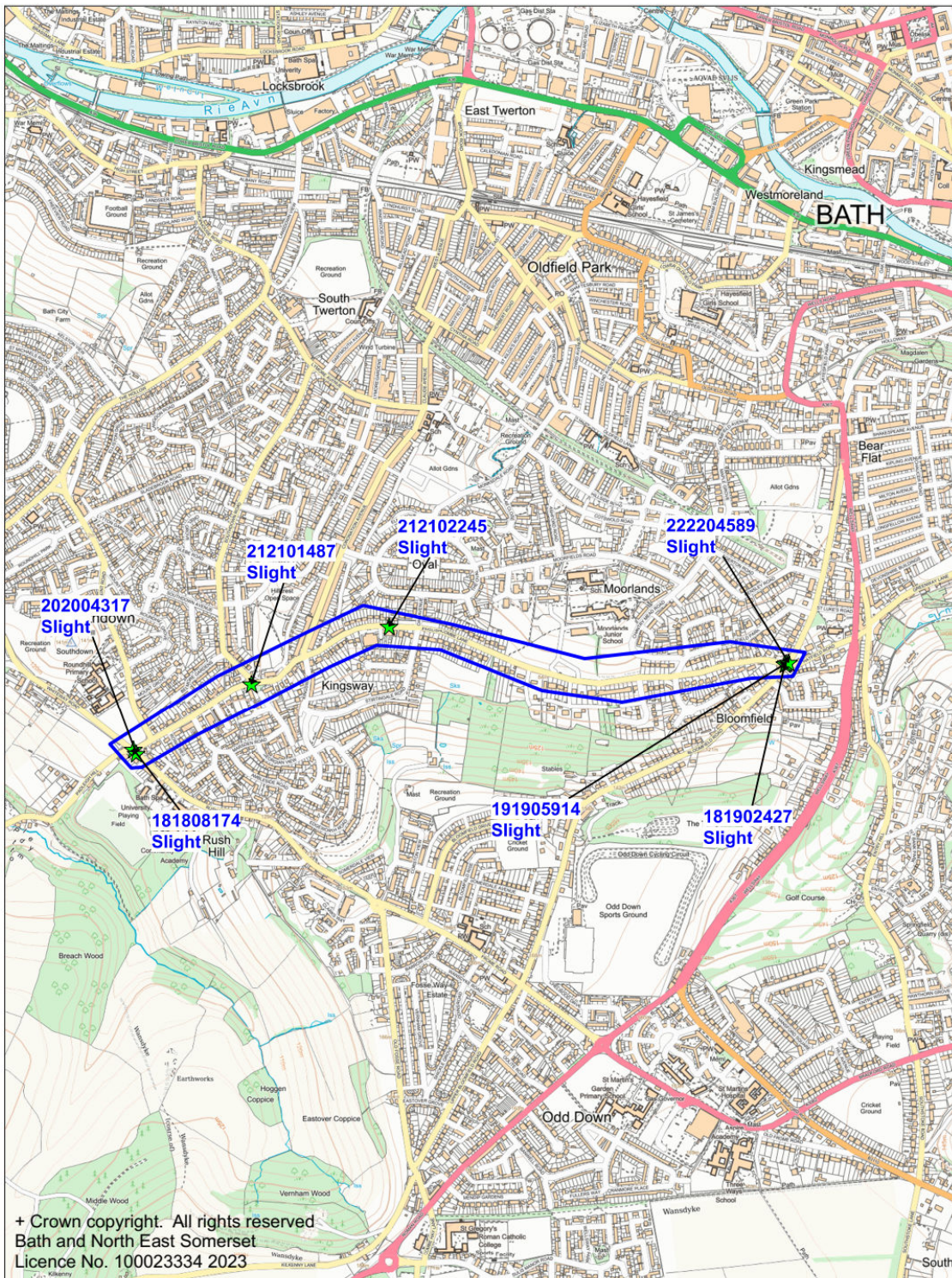
**Table 1-3 – Number of Casualties per Year on Englishcombe Lane**

| Year | Number of casualties |
|------|----------------------|
| 2018 | 2                    |
| 2019 | 1                    |
| 2020 | 1                    |
| 2021 | 2                    |
| 2022 | 1                    |

**Table 1-4 - Type of Casualties on Englishcombe Lane**

| Type of Casualty                    | Number of Casualties |
|-------------------------------------|----------------------|
| Cyclist/electric assisted push bike | 4                    |
| Car occupant                        | 2                    |
| HGV                                 | 1                    |

Figure 1-10 - Accidents on Englishcombe Lane



+ Crown copyright. All rights reserved  
Bath and North East Somerset  
Licence No. 100023334 2023

|  |  |             |            |
|--|--|-------------|------------|
|  | <p>5 Year Collision Plot<br/>Englishcombe Lane, Bath<br/>01/01/2018 - 28/12/2022</p> | SCALE       | 1 : 13710  |
|  |  | DATE        | 15/03/2023 |
|  |  | DRAWING No. |            |
|  |  | DRAWN BY    |            |

## 2. Trip Generation from Development

This section presents the number of potential trips generated by the proposed development onto the surrounding transport network. A trip is defined as a one-way person movement from an origin to the end destination. Total vehicle trip rates have been extracted from the industry standard TRICS database using a selection of 8 similar sites. TRICS output is attached in **Appendix A**.

11 Trips will be generated by the 20 dwellings in both AM and PM peaks as shown in Table 2-1 below.

**Table 2-1 –Total vehicles trip rate for residential land use**

| Land Use:<br>residential       | AM Peak (8:00-9:00) |           |         | PM Peak (17:00-18:00) |           |         |
|--------------------------------|---------------------|-----------|---------|-----------------------|-----------|---------|
|                                | Arrival             | Departure | Two-way | Arrival               | Departure | Two-way |
| Trip Rate (Per Dwelling)       | 0.201               | 0.332     | 0.533   | 0.379                 | 0.188     | 0.567   |
| Generated Trips (20 Dwellings) | 4                   | 7         | 11      | 8                     | 4         | 11      |

## 3. Summary of Findings

Englishcombe Lane is a residential road located in on the outskirts of Bath to the southwest of the City Centre, linking Whiteway Road / Rush Hill to the west and Bloomfield Road to the east.

There are a number of public transport options available for accessing Englishcombe Lane. The nearest train stations to the proposed development are Oldfield Park and Bath Spa, which are 1.2km and 1.9km from Englishcombe Lane site, respectively. In addition, bus stops are present on Englishcombe Lane, but are situated primarily to the west of the proposed development site. The nearest bus stops being Oak Avenue and Englishcombe Lodge.

In terms of active travel infrastructure, Englishcombe Lane has 1.8m wide footways installed on both sides of the carriageway for the majority of its length with uncontrolled pedestrian refuges at various locations along the road. Side roads have pedestrian facilities such as dropped kerbs and tactile paving. There is no cycle provision on Englishcombe Lane. However, NCN Route 244 (Two Tunnels Greenway) can be accessed approximately 750m from the proposed development site. This is a traffic-free cycle path that connects Bath to Midford.

The proposed site is deemed accessible to through public transport, as well as active travel modes. 7 accidents occurred on Englishcombe Lane within the last 5 years, with 4 of these collisions involving cyclists which occurred mostly in damp road surface conditions.

11 Trips are expected to be generated onto the surrounding network in both AM and PM peaks.

## 4. Conclusion

The number of trips likely to be generated on the surrounding highway network is low and would not cause a detrimental impact on Englishcombe Lane. The proposed site is located in an area with good access to sustainable transport and active travel links and can support the small residential development site.

# Appendix A: TRICS Output

Calculation Reference: AUDIT-803417-230317-0311

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                  |        |
|----|----------------------------------|--------|
| 03 | SOUTH WEST                       |        |
| BC | BOURNEMOUTH CHRISTCHURCH & POOLE | 1 days |
| DC | DORSET                           | 1 days |
| GS | GLOUCESTERSHIRE                  | 1 days |
| SD | SWINDON                          | 1 days |
| SM | SOMERSET                         | 3 days |
| TB | TORBAY                           | 1 days |

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 27 to 50 (units: )  
 Range Selected by User: 13 to 171 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 2 days |
| Wednesday | 1 days |
| Thursday  | 2 days |
| Friday    | 2 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 8 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|  |   |
|--|---|
| Suburban Area (PPS6 Out of Centre)       | 2 |
| Edge of Town                             | 3 |
| Neighbourhood Centre (PPS6 Local Centre) | 3 |

*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 | 4 |
| Village          | 3 |
| 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,*

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 (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 3 days |
| 5,001 to 10,000  | 1 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 3 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 2 days |
| 125,001 to 250,000 | 3 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:

1.1 to 1.5 8 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.*

|                       |     |  |
|-----------------------|-----|--|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|--|



MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection    |
|------------|---------------------------|
| DV-03-A-02 | too high no. of dwellings |
| DV-03-A-03 | too high no. of dwellings |



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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 37          | 0.101     | 8          | 37          | 0.275     | 8        | 37          | 0.376     |
| 08:00 - 09:00 | 8        | 37          | 0.201     | 8          | 37          | 0.332     | 8        | 37          | 0.533     |
| 09:00 - 10:00 | 8        | 37          | 0.181     | 8          | 37          | 0.258     | 8        | 37          | 0.439     |
| 10:00 - 11:00 | 8        | 37          | 0.178     | 8          | 37          | 0.151     | 8        | 37          | 0.329     |
| 11:00 - 12:00 | 8        | 37          | 0.191     | 8          | 37          | 0.211     | 8        | 37          | 0.402     |
| 12:00 - 13:00 | 8        | 37          | 0.221     | 8          | 37          | 0.252     | 8        | 37          | 0.473     |
| 13:00 - 14:00 | 8        | 37          | 0.211     | 8          | 37          | 0.208     | 8        | 37          | 0.419     |
| 14:00 - 15:00 | 8        | 37          | 0.208     | 8          | 37          | 0.215     | 8        | 37          | 0.423     |
| 15:00 - 16:00 | 8        | 37          | 0.295     | 8          | 37          | 0.225     | 8        | 37          | 0.520     |
| 16:00 - 17:00 | 8        | 37          | 0.322     | 8          | 37          | 0.245     | 8        | 37          | 0.567     |
| 17:00 - 18:00 | 8        | 37          | 0.379     | 8          | 37          | 0.188     | 8        | 37          | 0.567     |
| 18:00 - 19:00 | 8        | 37          | 0.178     | 8          | 37          | 0.131     | 8        | 37          | 0.309     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.666     |            |             | 2.691     |          |             | 5.357     |

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

|   |                     |
|---|---------------------|
| Trip rate parameter range selected:           | 27 - 50 (units: )   |
| Survey date range:                            | 01/01/14 - 19/11/21 |
| 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:      | 2                   |

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

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 08:00 - 09:00 | 8        | 37          | 0.003     | 8          | 37          | 0.003     | 8        | 37          | 0.006     |
| 09:00 - 10:00 | 8        | 37          | 0.003     | 8          | 37          | 0.003     | 8        | 37          | 0.006     |
| 10:00 - 11:00 | 8        | 37          | 0.000     | 8          | 37          | 0.003     | 8        | 37          | 0.003     |
| 11:00 - 12:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 12:00 - 13:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 13:00 - 14:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 14:00 - 15:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 15:00 - 16:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 16:00 - 17:00 | 8        | 37          | 0.003     | 8          | 37          | 0.003     | 8        | 37          | 0.006     |
| 17:00 - 18:00 | 8        | 37          | 0.003     | 8          | 37          | 0.000     | 8        | 37          | 0.003     |
| 18:00 - 19:00 | 8        | 37          | 0.003     | 8          | 37          | 0.003     | 8        | 37          | 0.006     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.015     |            |             | 0.015     |          |             | 0.030     |

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.

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 37          | 0.003     | 8          | 37          | 0.000     | 8        | 37          | 0.003     |
| 08:00 - 09:00 | 8        | 37          | 0.003     | 8          | 37          | 0.003     | 8        | 37          | 0.006     |
| 09:00 - 10:00 | 8        | 37          | 0.000     | 8          | 37          | 0.003     | 8        | 37          | 0.003     |
| 10:00 - 11:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 11:00 - 12:00 | 8        | 37          | 0.003     | 8          | 37          | 0.000     | 8        | 37          | 0.003     |
| 12:00 - 13:00 | 8        | 37          | 0.000     | 8          | 37          | 0.003     | 8        | 37          | 0.003     |
| 13:00 - 14:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 14:00 - 15:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 15:00 - 16:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 16:00 - 17:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 17:00 - 18:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 18:00 - 19:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.009     |            |             | 0.009     |          |             | 0.018     |

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.

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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 37          | 0.003     | 8          | 37          | 0.003     | 8        | 37          | 0.006     |
| 08:00 - 09:00 | 8        | 37          | 0.007     | 8          | 37          | 0.007     | 8        | 37          | 0.014     |
| 09:00 - 10:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 10:00 - 11:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 11:00 - 12:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 12:00 - 13:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 13:00 - 14:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 14:00 - 15:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 15:00 - 16:00 | 8        | 37          | 0.010     | 8          | 37          | 0.010     | 8        | 37          | 0.020     |
| 16:00 - 17:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 17:00 - 18:00 | 8        | 37          | 0.003     | 8          | 37          | 0.003     | 8        | 37          | 0.006     |
| 18:00 - 19:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.023     |            |             | 0.023     |          |             | 0.046     |

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.

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 37          | 0.013     | 8          | 37          | 0.017     | 8        | 37          | 0.030     |
| 08:00 - 09:00 | 8        | 37          | 0.007     | 8          | 37          | 0.037     | 8        | 37          | 0.044     |
| 09:00 - 10:00 | 8        | 37          | 0.000     | 8          | 37          | 0.003     | 8        | 37          | 0.003     |
| 10:00 - 11:00 | 8        | 37          | 0.000     | 8          | 37          | 0.007     | 8        | 37          | 0.007     |
| 11:00 - 12:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 12:00 - 13:00 | 8        | 37          | 0.017     | 8          | 37          | 0.010     | 8        | 37          | 0.027     |
| 13:00 - 14:00 | 8        | 37          | 0.007     | 8          | 37          | 0.003     | 8        | 37          | 0.010     |
| 14:00 - 15:00 | 8        | 37          | 0.007     | 8          | 37          | 0.007     | 8        | 37          | 0.014     |
| 15:00 - 16:00 | 8        | 37          | 0.023     | 8          | 37          | 0.007     | 8        | 37          | 0.030     |
| 16:00 - 17:00 | 8        | 37          | 0.020     | 8          | 37          | 0.013     | 8        | 37          | 0.033     |
| 17:00 - 18:00 | 8        | 37          | 0.023     | 8          | 37          | 0.034     | 8        | 37          | 0.057     |
| 18:00 - 19:00 | 8        | 37          | 0.013     | 8          | 37          | 0.003     | 8        | 37          | 0.016     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.130     |            |             | 0.141     |          |             | 0.271     |

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.

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

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 37          | 0.077     | 8          | 37          | 0.238     | 8        | 37          | 0.315     |
| 08:00 - 09:00 | 8        | 37          | 0.144     | 8          | 37          | 0.275     | 8        | 37          | 0.419     |
| 09:00 - 10:00 | 8        | 37          | 0.134     | 8          | 37          | 0.208     | 8        | 37          | 0.342     |
| 10:00 - 11:00 | 8        | 37          | 0.161     | 8          | 37          | 0.131     | 8        | 37          | 0.292     |
| 11:00 - 12:00 | 8        | 37          | 0.164     | 8          | 37          | 0.181     | 8        | 37          | 0.345     |
| 12:00 - 13:00 | 8        | 37          | 0.161     | 8          | 37          | 0.195     | 8        | 37          | 0.356     |
| 13:00 - 14:00 | 8        | 37          | 0.174     | 8          | 37          | 0.181     | 8        | 37          | 0.355     |
| 14:00 - 15:00 | 8        | 37          | 0.174     | 8          | 37          | 0.174     | 8        | 37          | 0.348     |
| 15:00 - 16:00 | 8        | 37          | 0.258     | 8          | 37          | 0.195     | 8        | 37          | 0.453     |
| 16:00 - 17:00 | 8        | 37          | 0.295     | 8          | 37          | 0.185     | 8        | 37          | 0.480     |
| 17:00 - 18:00 | 8        | 37          | 0.326     | 8          | 37          | 0.161     | 8        | 37          | 0.487     |
| 18:00 - 19:00 | 8        | 37          | 0.151     | 8          | 37          | 0.121     | 8        | 37          | 0.272     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.219     |            |             | 2.245     |          |             | 4.464     |

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.

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

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 37          | 0.017     | 8          | 37          | 0.034     | 8        | 37          | 0.051     |
| 08:00 - 09:00 | 8        | 37          | 0.044     | 8          | 37          | 0.044     | 8        | 37          | 0.088     |
| 09:00 - 10:00 | 8        | 37          | 0.044     | 8          | 37          | 0.044     | 8        | 37          | 0.088     |
| 10:00 - 11:00 | 8        | 37          | 0.017     | 8          | 37          | 0.017     | 8        | 37          | 0.034     |
| 11:00 - 12:00 | 8        | 37          | 0.023     | 8          | 37          | 0.030     | 8        | 37          | 0.053     |
| 12:00 - 13:00 | 8        | 37          | 0.060     | 8          | 37          | 0.054     | 8        | 37          | 0.114     |
| 13:00 - 14:00 | 8        | 37          | 0.037     | 8          | 37          | 0.027     | 8        | 37          | 0.064     |
| 14:00 - 15:00 | 8        | 37          | 0.034     | 8          | 37          | 0.037     | 8        | 37          | 0.071     |
| 15:00 - 16:00 | 8        | 37          | 0.027     | 8          | 37          | 0.020     | 8        | 37          | 0.047     |
| 16:00 - 17:00 | 8        | 37          | 0.023     | 8          | 37          | 0.057     | 8        | 37          | 0.080     |
| 17:00 - 18:00 | 8        | 37          | 0.044     | 8          | 37          | 0.023     | 8        | 37          | 0.067     |
| 18:00 - 19:00 | 8        | 37          | 0.023     | 8          | 37          | 0.007     | 8        | 37          | 0.030     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.393     |            |             | 0.394     |          |             | 0.787     |

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.

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

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 08:00 - 09:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 09:00 - 10:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 10:00 - 11:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 11:00 - 12:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 12:00 - 13:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 13:00 - 14:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 14:00 - 15:00 | 8        | 37          | 0.000     | 8          | 37          | 0.003     | 8        | 37          | 0.003     |
| 15:00 - 16:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 16:00 - 17:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 17:00 - 18:00 | 8        | 37          | 0.003     | 8          | 37          | 0.000     | 8        | 37          | 0.003     |
| 18:00 - 19:00 | 8        | 37          | 0.000     | 8          | 37          | 0.000     | 8        | 37          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.003     |            |             | 0.003     |          |             | 0.006     |

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.