

Transport Technical Note

October 2025

EAS

Ryefield, St Ippolyts 2 Unit development

St Ippolyts, Hitchin, Stevenage Road SG4 7PE

Sworders

Document History

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The content of this report is based on information available as of October 2025, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

- 1.1 This Transport Technical Note has been prepared by EAS in support of an application by Sworders for the development of 2 residential units within Hitchin, St Ippolyts, Stevenage Road SG4 7PE.
- 1.2 A location plan is contained at **Appendix A**.
- 1.3 The existing structures on site will be demolished and redeveloped into 2 residential dwellings with associated parking and cycle storage.
- 1.4 A plan of the proposed site is contained at **Appendix B**.

Aims of this Report

- 1.5 This Transport Technical Note, having been prepared in line with best practice guidance, aims to demonstrate that the proposal conforms to relevant transport policy and should not be refused on transport or highways grounds.
- 1.6 The contents of this Transport Technical Note are:
 - Section 2 – describes the existing site conditions;
 - Section 3 – describes the proposed development;
 - Section 4 – analyses the potential impact to the local highway network; and
 - Section 5 – concludes the report.

2 Existing Site Assessment

Site Location

- 2.1 The site is located within St Ippolyts, which is a small village south of Hitchin and northwest of Stevenage. The site falls within the administrative boundaries of Hertfordshire County Council and North Hertfordshire District Council.
- 2.2 The site is located within the garden of Ryefield, Stevenage Road and consists of a single garage building. The Ryefield dwelling to the west of the site will be retained throughout the development with all works taking place in the associated land. The site is triangular in shape and bordered by Stevenage Road to the north, Sperberry Hill to the south.
- 2.3 A full red line plan has been contained in **Appendix A**.

Site Access

- 2.4 At present two access points are provided for the site. The main vehicular access point is located from the north of the site off Stevenage Road with a secondary access to the south from Sperberry Hill. Stevenage Road provides access to a number of dwellings in St Ippolyts whilst Sperberry Hill connects St Ippolyts directly into Stevenage and also London Road which connects into Hitchin.
- 2.5 Sperberry Hill is a narrow rural road subject to a nation speed limit with 7.5t weight restrictions outside the site frontage. The road has hedgerow and verges on either side being predominantly hedgerow on the site side with open agricultural fields on the southern side of the carriageway. There are a number of dwellings served directly from Sperberry Hill from both the northern and southern side of the carriageway. The Sperberry Hill access is assumed to be relatively unused due to it connecting directly to the garden of the Ryefield dwelling rather than the existing driveway which is accessed from Stevenage Road.
- 2.6 Stevenage Road is subject to 30mph with similar 7.5t weight restrictions which begin towards the north of St Ippolyts. Stevenage Road is narrow in nature with trees tight to the carriageway on both sides outside the site. there is no further road connections south west of the site along Stevenage Road with the connection to Sperberry Hill blocked for both pedestrians and vehicles. According to Hertfordshire County Council Highway boundary mapping, Stevenage Road is maintained by Hertfordshire throughout and south of the site it is classified as a restricted byway, however, as mentioned there are no connections south east of the site. Stevenage Road is circa 4.5m in width outside the site.
- 2.7 Sperberry Hill and Stevenage Road are connected via Folly Lane. Folly Lane is a narrow rural road with hedgerows present either side of the carriageway. The initial 150m south of Stevenage Road is subject to 30mph speed limit. This changes to a national Speed limit circa 150m north of the junction with Sperberry Hill.

Local Facilities

- 2.8 The site is rural in nature, surrounded predominantly by woodland and grassland.
- 2.9 St Ippolyts has a handful of facilities within the village centre including a Church, Primary school, Bowls Club, Parish Hall, Playing fields and Public house to the west of St Ippolyts village.

- 2.10 As aforementioned, Stevenage is located circa 2km southwest of the site and can be access via Sperberry Hill. Stevenage has a number of facilities including, restaurants, gyms, banks, supermarkets and many more. There are also a number of bus stops and a train station providing services to Great Northern, Hull Trains, LNER, Thameslink and Lumo lines.
- 2.11 Hitchin is also located circa 2km, north west of the site and can be accessed via Stevenage Road to the north or London Road just west of St Ippolyts. Hitchin has a similar level of facilities as Stevenage and again provides access to multiple bus stop and a train station serving Great Northern, Hull Trains, LNER, Thameslink and Lumo lines.
- 2.12 There are a handful of Public Rights of Way (PRoW) in the vicinity of the site, supporting access to a local settlements and facilities.
- 2.13 A full PRoW map is contained at **Appendix C**.

Bus

- 2.14 The nearest bus stop to the site is located along London Road circa 900m north west of the site. The bus stop can be accessed on foot from the site utilising the footways along Stevenage Road and Brookend Lane with a 13m walk. The northbound stop can be access utilising the signalised crossing on London Road circa 15m north of the Brookend Lane junction.
- 2.15 Both the northbound and southbound London Road bus stops provide access to the 304, 314 and 315 bus routes. All three bus routes are operated by Centrebus who provide a live bus tracker on their website at Centrebus.info/bus-tracker.
- 2.16 Bus route 304 is a St Albans to Hitchin service passing through, Colney Heath, Sandridge, Wheathampstead, Kimpton, St Pauls and St Ippolyts. The service runs 7 days a week with 5 services running Monday-Friday, 4 services running on Saturday and 3 on Sunday. Services run between 07:10 and 17:20.
- 2.17 Bus route 314 is a Hitchin to Welwyn Garden City service which stops at St Ippolyts, Codicote, Welwyn and Digswell. The route runs Monday to Saturday with 4 buses over the course of the day. The service begins at 09:10 and finishes at 16:52.
- 2.18 Bus route 315 is a similar service to 314 connecting Hitchin to Welwyn Garden City. The 315 passes through St Ippolyts, Kimpton, Codicote, Welwyn and Digswell. The 315 provides a Monday to Saturday service with 4 busses per day. the first bus is at 08:10 with the final being at 17:10.
- 2.19 Overall it can be said there is a regular bus service within close proximity to the site that provides great sustainable connections into more established towns and villages.

Train

- 2.20 The nearest rail services are available at Hitchin circa 4 km north of the site (8 minute drive and 14 minute cycle).
- 2.21 Hitchin station provides 291 sheltered cycle parking and well as a 389 space private car park including 15 accessible spaces to help facilitate access for cyclists and drivers.
- 2.22 The typical off-peak service in trains per hour (tph) is:

- 2 tph to Brighton via London Bridge and Gatwick Airport (semi-fast)
 - 4 tph to Cambridge
 - 2 tph to Peterborough
 - 2 tph to London Kings Cross
 - 2tph to Horsham
- 2.23 During peak periods the station is served by a number of additional stopping services between Cambridge, Letchworth Garden City and London King's Cross, operated by Great Northern.
- 2.24 On Sundays the service is reduced.
- 2.25 Stevenage train station is located circa 7km south east of the site and provides a similar level of service to Hitchin. Stevenage provides 622 car parking spaces to the north and 123 to the south with 266 secure covered cycle parking spaces.
- 2.26 Stevenage has a very similar level of service to Hitchin however it has the additional of trains into Leeds, Moorgate, York and Lincoln. It also has an increase service to previously mentioned areas including Cambridge and London.

Traffic Collisions

- 2.27 The record of personal injury traffic collisions occurring in the vicinity of the site was reviewed using the CrashMap database for the most recent five-year period available: 2019 to 2023 inclusive.

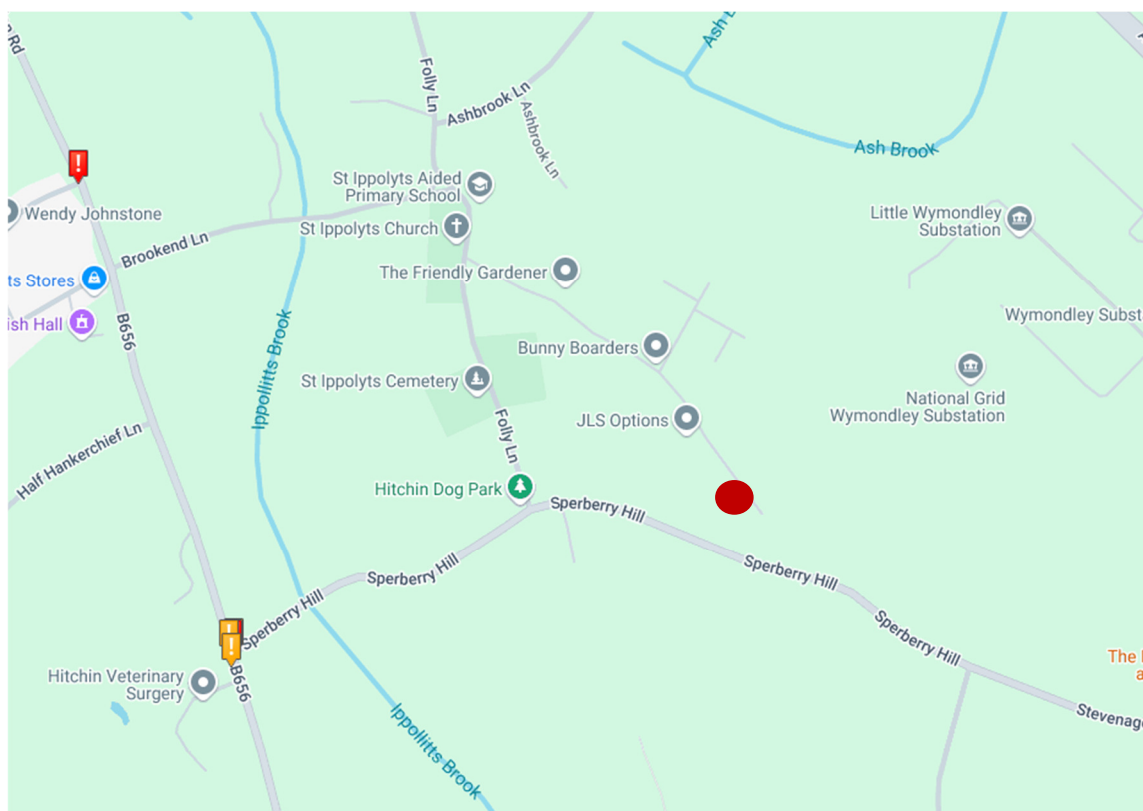


Figure 2.2 – CrashMap output (via <https://www.crashmap.co.uk/Search>) (red circle highlighting the site)

- 2.28 As displayed in Figure 2.2 above there has been no accidents with close proximity (500m radius) of the site. The nearest accident occurred on the London Road and Sperberry junction circa 1km away from the site.

3 Development Proposal and Potential Highways Impact

Development Proposal

- 3.1 The proposal includes the construction of 2 residential dwellings, driveway and associated greenspaces in the existing garden of a the Ryefield Dwelling currently located northwest of the stie. The breakdown of bedrooms per unit is unknown at this stage however for the purpose of this report it is assumed each unit is 3 bedrooms.
- 3.2 The existing structure on the site will be demolished. The site includes ancillary vehicle and cycle parking, access and garden space.
- 3.3 A plan of the proposed site is contained at **Appendix B**.

Site Access

- 3.4 As mentioned in section 2, the site currently has 2 vehicular access points with the main one being off Stevenage Road and a secondary access off Sperberry Hill. The proposal includes the closure of the Sperberry Hill access for both pedestrians and vehicles meaning the site will only be accessed from the north via Stevenage Road.
- 3.5 As aforementioned, Stevenage Road is very low trafficked being a dead end past the site and therefore likely to be very slow speeds. Driveway access will be directly from Stevenage Road in a similar arrangement to all other dwelling located along the road.
- 3.6 Whilst Stevenage Road is subject to 30mph speed limit, for reasons previously highlighted, speeds will be much lower mostly down to Stevenage Road serving no other dwellings or businesses southeast of the site. Full 2.4m x 25m visibility splays can be achieved at the site frontage allowing for speeds of up to 20mph, full splays have been contained in **Appendix D**.
- 3.7 Visibility should not be an issue due to the low speeds and the site boundary bordering Stevenage Road. Highway boundary has been purchased and is contained at **Appendix E**. This highlights the highway land covers the full extent of Stevenage Road meaning if there are any visibility concerns, maintenance of hedgerows at the site access can be undertaken.

Car Parking

- 3.8 Parking standards in North Hertfordshire are set out in the Vehicle Parking at New Development Supplementary Planning Document (SPD) (2011).
- 3.9 Table 4.1 of the SPD sets out that a new residential development of 2 or more bedrooms would require a minimum of 2 car parking spaces.
- 3.10 Additionally, for a development with no garages 0.25 visitor parking spaces much be provided in addition to the minimum standards. Therefore, for the proposed 2 unit scheme a total of 1 (0.5) visitor parking spaces must be provided (if each unit has no garage).
- 3.11 The proposal will include 3 parking spaces per dwelling in line with North Herts adopted standards. 2 driveway parking spaces and 1 internal car port or garage space for each dwelling.

Cycle Parking

- 3.12 The adopted parking standards also give a requirement of 1 secure covered cycle parking space per dwelling, which can cater for by either a garage or secure area provided with the curtilage of the dwelling. In total the site will provide 2 cycle parking spaces, 1 for each dwelling in line with local policy.

Deliveries and Servicing

- 3.13 Servicing by refuse vehicles and delivery vans would take place within the site and from the roadside as it currently does for all existing units along Stevenage Road. It should be highlighted that the neighbouring dwelling to the north of the site is currently served by public Refuse Collection. The proposed bin collection point is located within 25m of this dwelling and therefore would be within suitable drag distances of the existing operation. Therefore, no changes are proposed for the existing refuse collection process.
- 3.14 Delivery and fire services also already utilise the road to serve the dwelling to the north of the site and therefore it the proposal should be able to be served under the existing operation.

4 Development Impact

Proposed Trip Generation

- 4.1 To estimate trip generation associated with the proposed use the TRICS database was interrogated to find surveys of sites that met the following criteria:
- Houses privately owned (03/A);
 - Located in England outside of Greater London;
 - Less than 50 units
 - Situated in 'Free Standing' or 'Edge of Town' locations;
 - Population of less than 10,000 within 1 mile;
 - Population of less than 75,000 within 5 miles;
 - Surveyed in the last 5 years.
- 4.2 6 surveys were found that met these criteria. After a manual review of the 6 sites, 1 was removed as it was situated on the Isle of Man. The remaining 5 sites were categorised as edge of town from which trip rates per unit were drawn and converted into trip numbers for the proposed 2 dwellings, as summarised in Table 4.1. The TRICS datasheet is included at **Appendix F**.

Table 4.1 – Expected trip generation via TRICS

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Day (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle trip rate (per unit)	0.194	0.311	0.505	0.347	0.158	0.505	2.516	2.449	4.965
Vehicle trip numbers (2 units)	0	1	1	1	0	1	5	5	10

- 4.3 It can be seen above that the proposed use would be expected to generate 1 (0 in and 1 out) vehicle trip in the AM peak hour and 1 (1 in and 0 out) vehicle trips in the PM peak hour.
- 4.4 This level of vehicle movements would be imperceptible in terms of impact on the local road network.

5 Summary and Conclusions

Summary

- 5.1 This Transport Technical Note has been prepared by EAS in support of an application by Sworders for the development of 2 residential units within Hitchin, St Ippolyts, Stevenage Road SG4 7PE.
- 5.2 The existing structures on site will be demolished and redeveloped into 2 residential dwellings with associated parking and cycle storage.
- 5.3 The site is located within St Ippolyts, which is a small village south of Hitchin and northwest of Stevenage. The site falls within the administrative boundaries of Hertfordshire County Council and North Hertfordshire District Council.
- 5.4 At present two access points are provided for the site. The main vehicular access point is located from the north of the site off Stevenage Road with a secondary access to the south from Sperberry Hill. Stevenage Road provides access to a number of dwellings in St Ippolyts whilst Sperberry Hill connects St Ippolyts directly into Stevenage and also London Road which connects into Hitchin.
- 5.5 The site is rural in nature, surrounded predominantly by woodland and grassland.
- 5.6 St Ippolyts has a handful of facilities within the village centre including a Church, Primary school, Bowls Club, Parish Hall, Playing fields and Public house to the west of St Ippolyts village.
- 5.7 The nearest bus stop to the site is located along London Road circa 900m north west of the site. The bus stop can be accessed on foot from the site utilising the footways along Stevenage Road and Brookend Lane with a 13m walk. The northbound stop can be access utilising the signalised crossing on London Road circa 15m north of the Brookend Lane junction.
- 5.8 Both the northbound and southbound London Road bus stops provide access to the 304, 314 and 315 bus routes. All three bus routes are operated by Centrebus who provide a live bus tracker on their website at Centrebus.info/bus-tracker.
- 5.9 The nearest rail services are available at Hitchin circa 4 km north of the site (8 minute drive and 14 minute cycle).
- 5.10 Hitchin station provides 291 sheltered cycle parking and well as a 389 space private car park including 15 accessible spaces to help facilitate access for cyclists and drivers. Hitchin station provides services into London, Peterborough, Cambridge Brighton and Horsham.
- 5.11 Crashmap database was analysed highlighting there has been no accidents with close proximity (500m radius) of the site. The nearest accident occurred on the London Road and Sperberry junction circa 1km away from the site.
- 5.12 The site currently has 2 vehicular access points with the main one being off Stevenage Road and a secondary access off Sperberry Hill. The proposal includes the closure of the Sperberry Hill access for both pedestrians and vehicles meaning the site will only be accessed from the north via Stevenage Road.

- 5.13 The proposal will include 3 parking spaces per dwelling in line with North Herts adopted standards.
- 5.14 In total the site will provide 2 cycle parking spaces, 1 for each dwelling in line with local policy.
- 5.15 The proposal would likely generate 1 (0 in and 1 out) vehicle trip in the AM peak hour and 1 (1 in and 0 out) vehicle trips in the PM peak hour.
- 5.16 This level of vehicle movements would be imperceptible in terms of impact on the local road network.

Conclusion

- 5.17 The proposals are not expected to cause a perceptible negative impact to the safe and efficient functioning of the local highway.
- 5.18 Therefore, the proposed development should not be refused on transport or highways grounds.

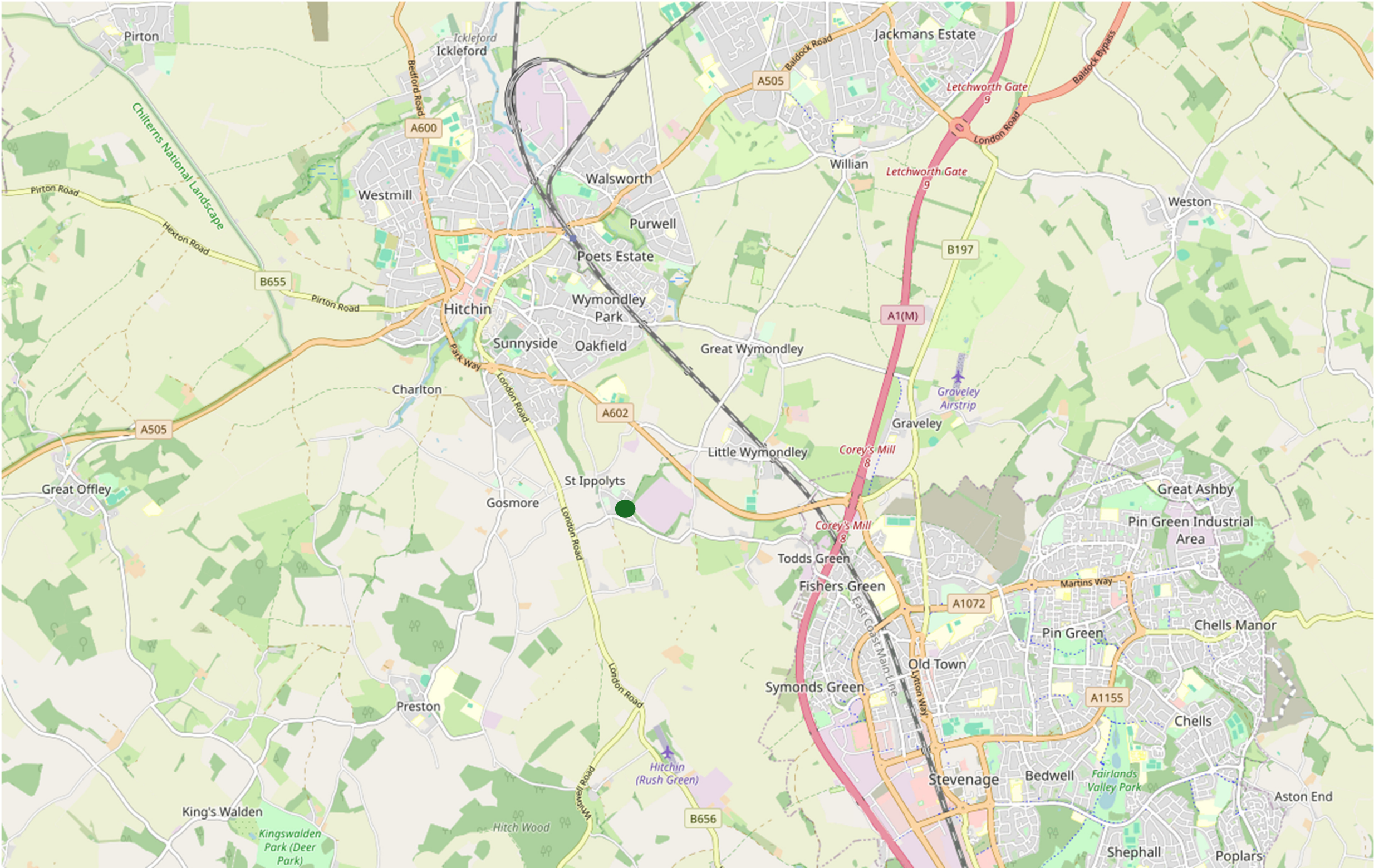
6 Appendices

Appendix: A – Location Plan
Appendix: B – Proposed Site Plan
Appendix: C – PProW Map
Appendix: D – Visibility Splays
Appendix: E – Highway Boundary Mapping
Appendix: F – Proposed TRICS Data

Appendix: A – Location Plan

Site Location Plan

● - Site Location



Appendix: B – Proposed Site Plan



/	24/09/24	FIRST ISSUE
REVISION	DATE	AMENDMENT
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SCHEME:		
RYEFIELD, ST IPPOLYTS, SG4 7PE		
TITLE:		
INDICATIVE SITE LAYOUT PLAN		
SCALE 1:1000	PAPER SIZE A/L	DRAWN BY CB 24/09/24
CHECKED BY TA		24/09/24
CLIENT NO. LAF3479	DRAWING No. 224338 DWG 002	REVISION /

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Appendix: C – PRow Map

PROW Mapping

ROW Service

Rights of Way

Rights of Way

- Byway Open to All Traffic
- Restricted Byway
- Bridleway
- Footpath
- Temporary Footpath
- Temporarily Closed Footpath
- Unmetalled UCR

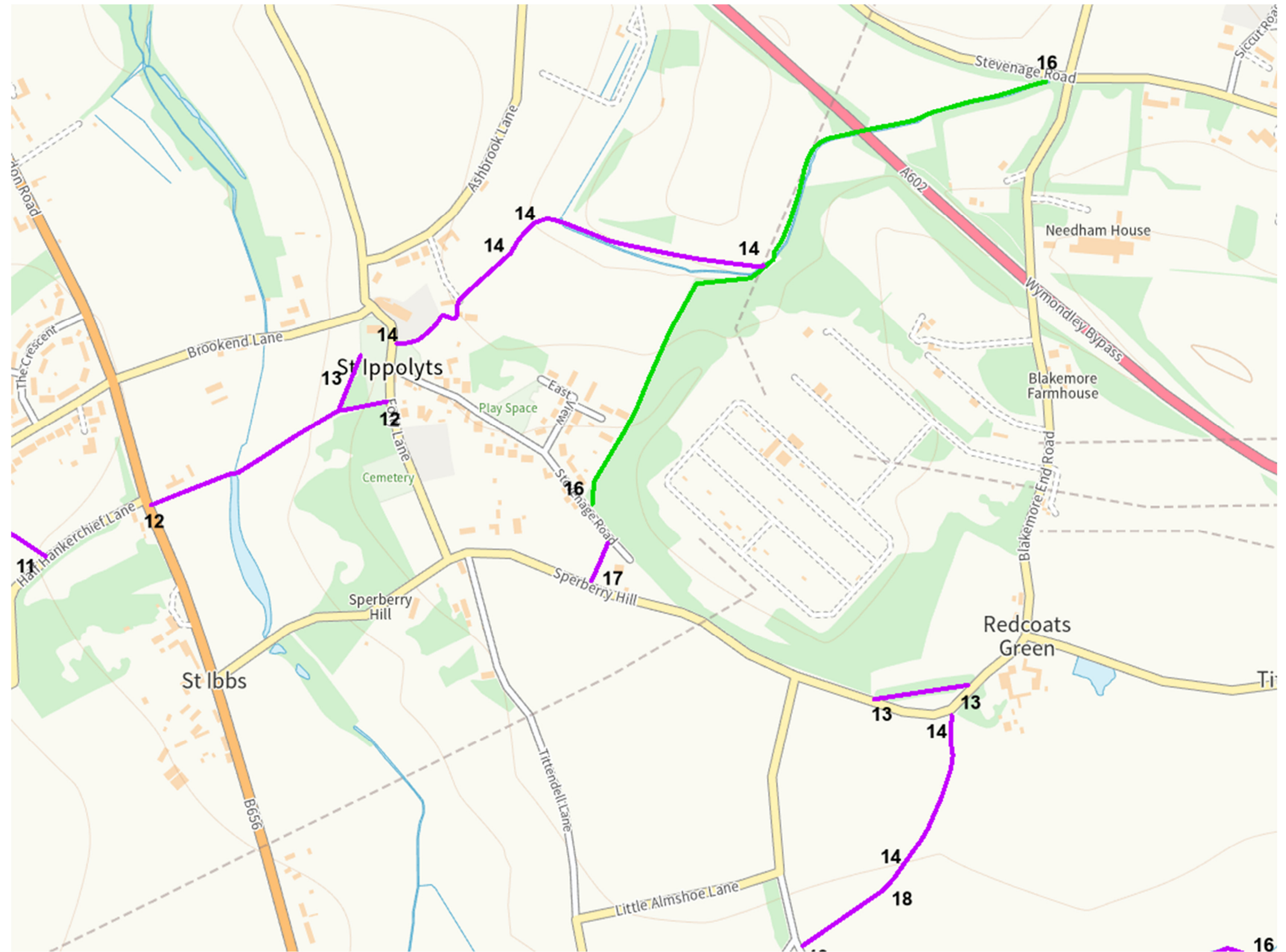
Rights of Way PTRO

- PTRO

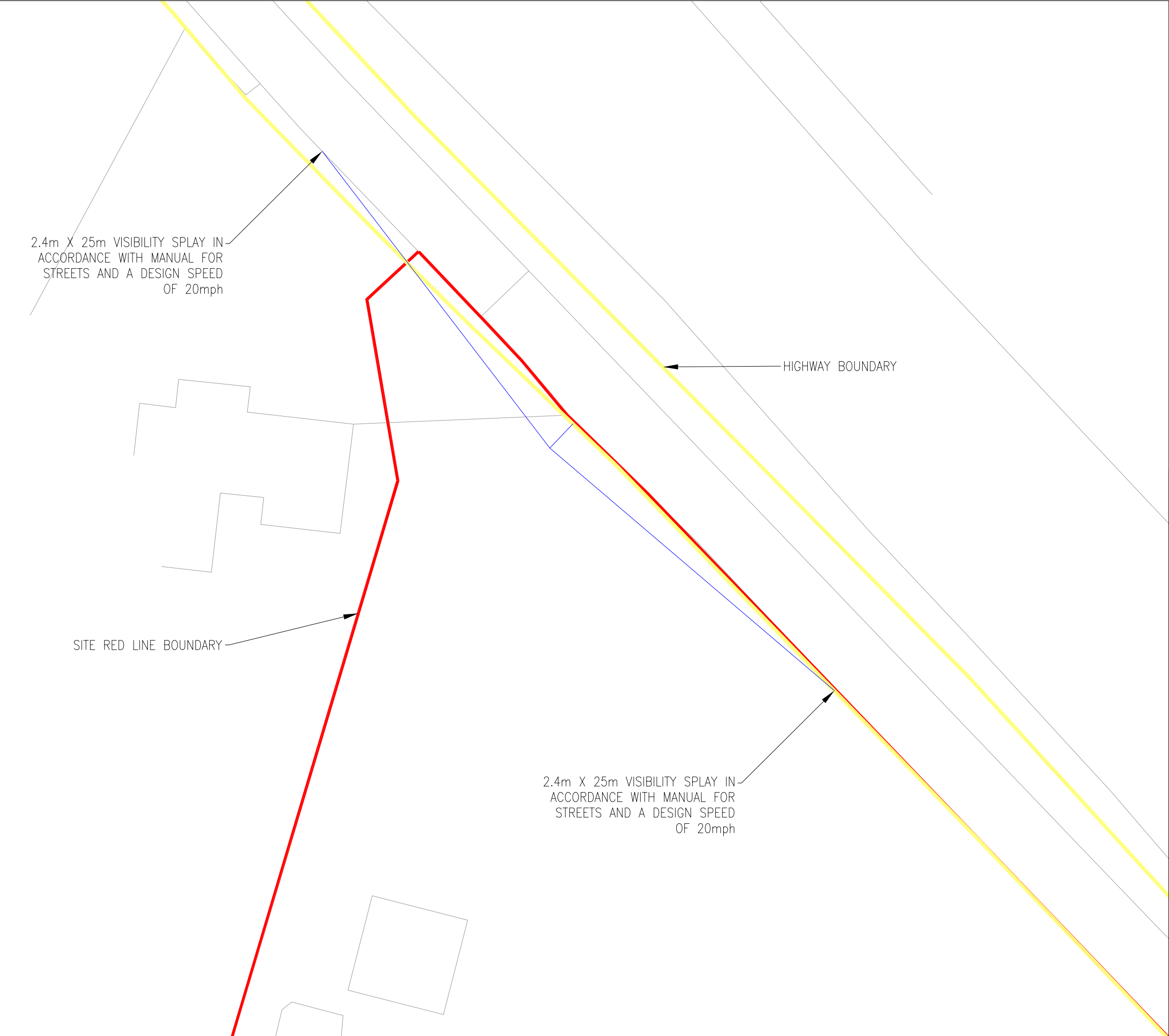
Area outside of Hertfordshire

Out Of County

-  Area outside of Hertfordshire



Appendix: D – Visibility Splays



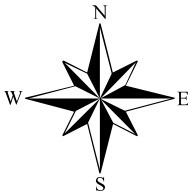
REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT:					
RYFIELD, ST IPPOLYTS 2 UNIT DEVELOPMENT					
TITLE:					
INDICATIVE SITE ACCESS VISIBLITY SPLAY					
SCALE @ A3: 1:250			DESIGN-DRAWN: CG	DATE: 11/02/2025	
PROJECT No: 5627			DRAWING No: SK01		

Appendix: E – Highway Boundary Mapping

For reference purposes only.
No further copies may be made.
Produced by Highway
Boundaries & Land Charges
Hertfordshire County Council
Date: 24/01/2025



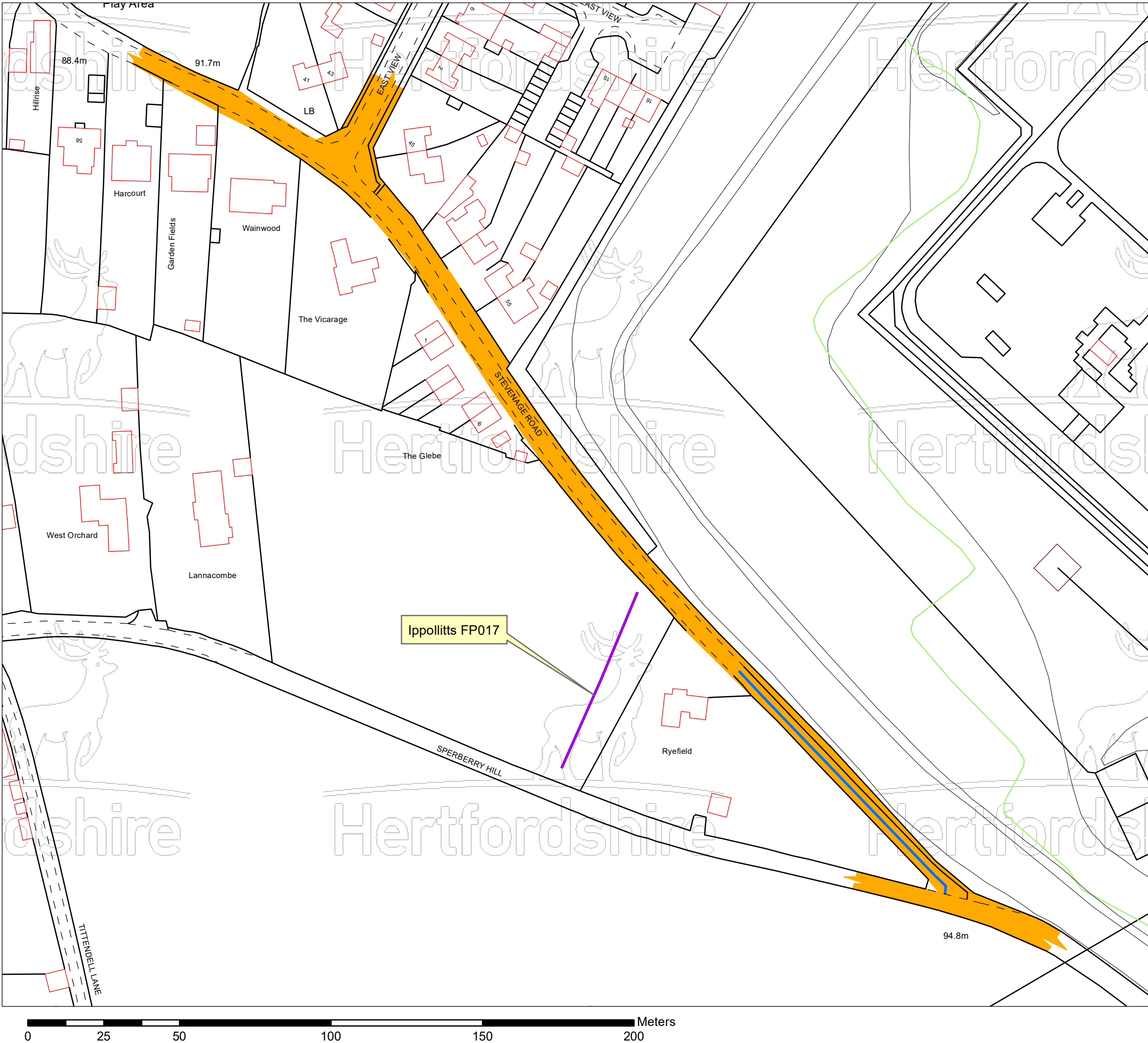
Stevenage Road
ST IPPOLYTS



Scale at A3
1:1,250

The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

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Appendix: F – Proposed TRICS Data

Calculation Reference: AUDIT-743101-250130-0108

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	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:	26 to 50 (units:)
Range Selected by User:	6 to 50 (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: 01/01/16 to 23/05/24

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
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
--------------	---

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:

<u>Selected Location Sub Categories:</u>	
Residential Zone	4
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 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	3 days
50,001 to 75,000	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	1 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		50	
	Survey date: FRIDAY		19/11/21	Survey Type: MANUAL
2	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		09/11/22	Survey Type: MANUAL
3	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		36	
	Survey date: MONDAY		18/03/24	Survey Type: MANUAL
4	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: FRIDAY		07/10/22	Survey Type: MANUAL
5	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	Survey date: THURSDAY		19/09/19	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
IM-03-A-05	N/a

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.61

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	5	39	0.087	5	39	0.270	5	39	0.357
08:00 - 09:00	5	39	0.194	5	39	0.311	5	39	0.505
09:00 - 10:00	5	39	0.209	5	39	0.219	5	39	0.428
10:00 - 11:00	5	39	0.128	5	39	0.133	5	39	0.261
11:00 - 12:00	5	39	0.179	5	39	0.209	5	39	0.388
12:00 - 13:00	5	39	0.219	5	39	0.240	5	39	0.459
13:00 - 14:00	5	39	0.209	5	39	0.173	5	39	0.382
14:00 - 15:00	5	39	0.148	5	39	0.189	5	39	0.337
15:00 - 16:00	5	39	0.296	5	39	0.184	5	39	0.480
16:00 - 17:00	5	39	0.301	5	39	0.235	5	39	0.536
17:00 - 18:00	5	39	0.347	5	39	0.158	5	39	0.505
18:00 - 19:00	5	39	0.199	5	39	0.128	5	39	0.327
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.516			2.449			4.965

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

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

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Parameter summary

Trip rate parameter range selected:

26 - 50 (units:)

Survey date date range:

01/01/16 - 23/05/24

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.005	5	39	0.005	5	39	0.010
08:00 - 09:00	5	39	0.010	5	39	0.010	5	39	0.020
09:00 - 10:00	5	39	0.000	5	39	0.000	5	39	0.000
10:00 - 11:00	5	39	0.000	5	39	0.000	5	39	0.000
11:00 - 12:00	5	39	0.005	5	39	0.005	5	39	0.010
12:00 - 13:00	5	39	0.000	5	39	0.000	5	39	0.000
13:00 - 14:00	5	39	0.005	5	39	0.005	5	39	0.010
14:00 - 15:00	5	39	0.000	5	39	0.000	5	39	0.000
15:00 - 16:00	5	39	0.000	5	39	0.000	5	39	0.000
16:00 - 17:00	5	39	0.005	5	39	0.005	5	39	0.010
17:00 - 18:00	5	39	0.000	5	39	0.000	5	39	0.000
18:00 - 19:00	5	39	0.000	5	39	0.000	5	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.000	5	39	0.000	5	39	0.000
08:00 - 09:00	5	39	0.005	5	39	0.000	5	39	0.005
09:00 - 10:00	5	39	0.015	5	39	0.015	5	39	0.030
10:00 - 11:00	5	39	0.000	5	39	0.000	5	39	0.000
11:00 - 12:00	5	39	0.005	5	39	0.015	5	39	0.020
12:00 - 13:00	5	39	0.000	5	39	0.000	5	39	0.000
13:00 - 14:00	5	39	0.000	5	39	0.000	5	39	0.000
14:00 - 15:00	5	39	0.000	5	39	0.000	5	39	0.000
15:00 - 16:00	5	39	0.000	5	39	0.000	5	39	0.000
16:00 - 17:00	5	39	0.000	5	39	0.000	5	39	0.000
17:00 - 18:00	5	39	0.005	5	39	0.005	5	39	0.010
18:00 - 19:00	5	39	0.000	5	39	0.000	5	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.035			0.065

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
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.000	5	39	0.010	5	39	0.010
08:00 - 09:00	5	39	0.000	5	39	0.015	5	39	0.015
09:00 - 10:00	5	39	0.000	5	39	0.010	5	39	0.010
10:00 - 11:00	5	39	0.010	5	39	0.020	5	39	0.030
11:00 - 12:00	5	39	0.010	5	39	0.000	5	39	0.010
12:00 - 13:00	5	39	0.010	5	39	0.000	5	39	0.010
13:00 - 14:00	5	39	0.000	5	39	0.005	5	39	0.005
14:00 - 15:00	5	39	0.005	5	39	0.000	5	39	0.005
15:00 - 16:00	5	39	0.000	5	39	0.005	5	39	0.005
16:00 - 17:00	5	39	0.010	5	39	0.005	5	39	0.015
17:00 - 18:00	5	39	0.010	5	39	0.005	5	39	0.015
18:00 - 19:00	5	39	0.005	5	39	0.000	5	39	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.075			0.135

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
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.097	5	39	0.352	5	39	0.449
08:00 - 09:00	5	39	0.219	5	39	0.495	5	39	0.714
09:00 - 10:00	5	39	0.255	5	39	0.260	5	39	0.515
10:00 - 11:00	5	39	0.158	5	39	0.168	5	39	0.326
11:00 - 12:00	5	39	0.219	5	39	0.265	5	39	0.484
12:00 - 13:00	5	39	0.301	5	39	0.316	5	39	0.617
13:00 - 14:00	5	39	0.301	5	39	0.235	5	39	0.536
14:00 - 15:00	5	39	0.158	5	39	0.327	5	39	0.485
15:00 - 16:00	5	39	0.439	5	39	0.209	5	39	0.648
16:00 - 17:00	5	39	0.423	5	39	0.306	5	39	0.729
17:00 - 18:00	5	39	0.469	5	39	0.189	5	39	0.658
18:00 - 19:00	5	39	0.235	5	39	0.163	5	39	0.398
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.274			3.285			6.559

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
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.010	5	39	0.020	5	39	0.030
08:00 - 09:00	5	39	0.051	5	39	0.153	5	39	0.204
09:00 - 10:00	5	39	0.077	5	39	0.036	5	39	0.113
10:00 - 11:00	5	39	0.020	5	39	0.010	5	39	0.030
11:00 - 12:00	5	39	0.010	5	39	0.026	5	39	0.036
12:00 - 13:00	5	39	0.041	5	39	0.020	5	39	0.061
13:00 - 14:00	5	39	0.010	5	39	0.031	5	39	0.041
14:00 - 15:00	5	39	0.041	5	39	0.036	5	39	0.077
15:00 - 16:00	5	39	0.112	5	39	0.066	5	39	0.178
16:00 - 17:00	5	39	0.071	5	39	0.061	5	39	0.132
17:00 - 18:00	5	39	0.056	5	39	0.056	5	39	0.112
18:00 - 19:00	5	39	0.046	5	39	0.041	5	39	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.545			0.556			1.101

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
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.000	5	39	0.010	5	39	0.010
08:00 - 09:00	5	39	0.000	5	39	0.031	5	39	0.031
09:00 - 10:00	5	39	0.010	5	39	0.010	5	39	0.020
10:00 - 11:00	5	39	0.000	5	39	0.005	5	39	0.005
11:00 - 12:00	5	39	0.005	5	39	0.000	5	39	0.005
12:00 - 13:00	5	39	0.010	5	39	0.000	5	39	0.010
13:00 - 14:00	5	39	0.005	5	39	0.010	5	39	0.015
14:00 - 15:00	5	39	0.000	5	39	0.000	5	39	0.000
15:00 - 16:00	5	39	0.031	5	39	0.005	5	39	0.036
16:00 - 17:00	5	39	0.010	5	39	0.000	5	39	0.010
17:00 - 18:00	5	39	0.000	5	39	0.000	5	39	0.000
18:00 - 19:00	5	39	0.005	5	39	0.000	5	39	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.071			0.147

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
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.000	5	39	0.010	5	39	0.010
08:00 - 09:00	5	39	0.000	5	39	0.031	5	39	0.031
09:00 - 10:00	5	39	0.010	5	39	0.020	5	39	0.030
10:00 - 11:00	5	39	0.000	5	39	0.005	5	39	0.005
11:00 - 12:00	5	39	0.005	5	39	0.000	5	39	0.005
12:00 - 13:00	5	39	0.010	5	39	0.000	5	39	0.010
13:00 - 14:00	5	39	0.005	5	39	0.010	5	39	0.015
14:00 - 15:00	5	39	0.000	5	39	0.000	5	39	0.000
15:00 - 16:00	5	39	0.031	5	39	0.005	5	39	0.036
16:00 - 17:00	5	39	0.010	5	39	0.000	5	39	0.010
17:00 - 18:00	5	39	0.010	5	39	0.000	5	39	0.010
18:00 - 19:00	5	39	0.005	5	39	0.000	5	39	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.081			0.167

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.61

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	5	39	0.107	5	39	0.393	5	39	0.500
08:00 - 09:00	5	39	0.270	5	39	0.694	5	39	0.964
09:00 - 10:00	5	39	0.342	5	39	0.327	5	39	0.669
10:00 - 11:00	5	39	0.189	5	39	0.204	5	39	0.393
11:00 - 12:00	5	39	0.245	5	39	0.291	5	39	0.536
12:00 - 13:00	5	39	0.362	5	39	0.337	5	39	0.699
13:00 - 14:00	5	39	0.316	5	39	0.281	5	39	0.597
14:00 - 15:00	5	39	0.204	5	39	0.362	5	39	0.566
15:00 - 16:00	5	39	0.582	5	39	0.286	5	39	0.868
16:00 - 17:00	5	39	0.515	5	39	0.372	5	39	0.887
17:00 - 18:00	5	39	0.546	5	39	0.250	5	39	0.796
18:00 - 19:00	5	39	0.291	5	39	0.204	5	39	0.495
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.969			4.001			7.970

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
 MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.066	5	39	0.235	5	39	0.301
08:00 - 09:00	5	39	0.148	5	39	0.250	5	39	0.398
09:00 - 10:00	5	39	0.153	5	39	0.168	5	39	0.321
10:00 - 11:00	5	39	0.092	5	39	0.097	5	39	0.189
11:00 - 12:00	5	39	0.112	5	39	0.128	5	39	0.240
12:00 - 13:00	5	39	0.184	5	39	0.209	5	39	0.393
13:00 - 14:00	5	39	0.153	5	39	0.128	5	39	0.281
14:00 - 15:00	5	39	0.128	5	39	0.163	5	39	0.291
15:00 - 16:00	5	39	0.255	5	39	0.143	5	39	0.398
16:00 - 17:00	5	39	0.265	5	39	0.168	5	39	0.433
17:00 - 18:00	5	39	0.301	5	39	0.138	5	39	0.439
18:00 - 19:00	5	39	0.158	5	39	0.128	5	39	0.286
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.015			1.955			3.970

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
 MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.015	5	39	0.026	5	39	0.041
08:00 - 09:00	5	39	0.031	5	39	0.051	5	39	0.082
09:00 - 10:00	5	39	0.041	5	39	0.036	5	39	0.077
10:00 - 11:00	5	39	0.036	5	39	0.036	5	39	0.072
11:00 - 12:00	5	39	0.051	5	39	0.056	5	39	0.107
12:00 - 13:00	5	39	0.036	5	39	0.031	5	39	0.067
13:00 - 14:00	5	39	0.051	5	39	0.041	5	39	0.092
14:00 - 15:00	5	39	0.020	5	39	0.026	5	39	0.046
15:00 - 16:00	5	39	0.041	5	39	0.041	5	39	0.082
16:00 - 17:00	5	39	0.031	5	39	0.061	5	39	0.092
17:00 - 18:00	5	39	0.036	5	39	0.015	5	39	0.051
18:00 - 19:00	5	39	0.041	5	39	0.000	5	39	0.041
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.430			0.420			0.850

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.*