

Site: 37-39 Cantelupe Road, East Grinstead
Prepared by: AG
Approved by: DM
Date: 10 July 2025

1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Martells to accompany an application under Class MA for Prior Approval for the change of use of first floor commercial units (Class E) to 5 residential units (Class C3) at 37-39 Cantelupe Road, East Grinstead (herein referred to as 'the site').
- 1.2 The site is located adjacent to London Road, in the centre of East Grinstead. The site benefits from good vehicular access, with the A22 located to the north of the site. There are considerable public transport options with East Grinstead Railway Station located approximately 600m from the site, alongside a variety of frequent bus services. The site is located in the administrative boundary of West Sussex County Council (WSCC) and Mid Sussex District Council (MSDC). The location of the site is illustrated below in Figure 1.1.

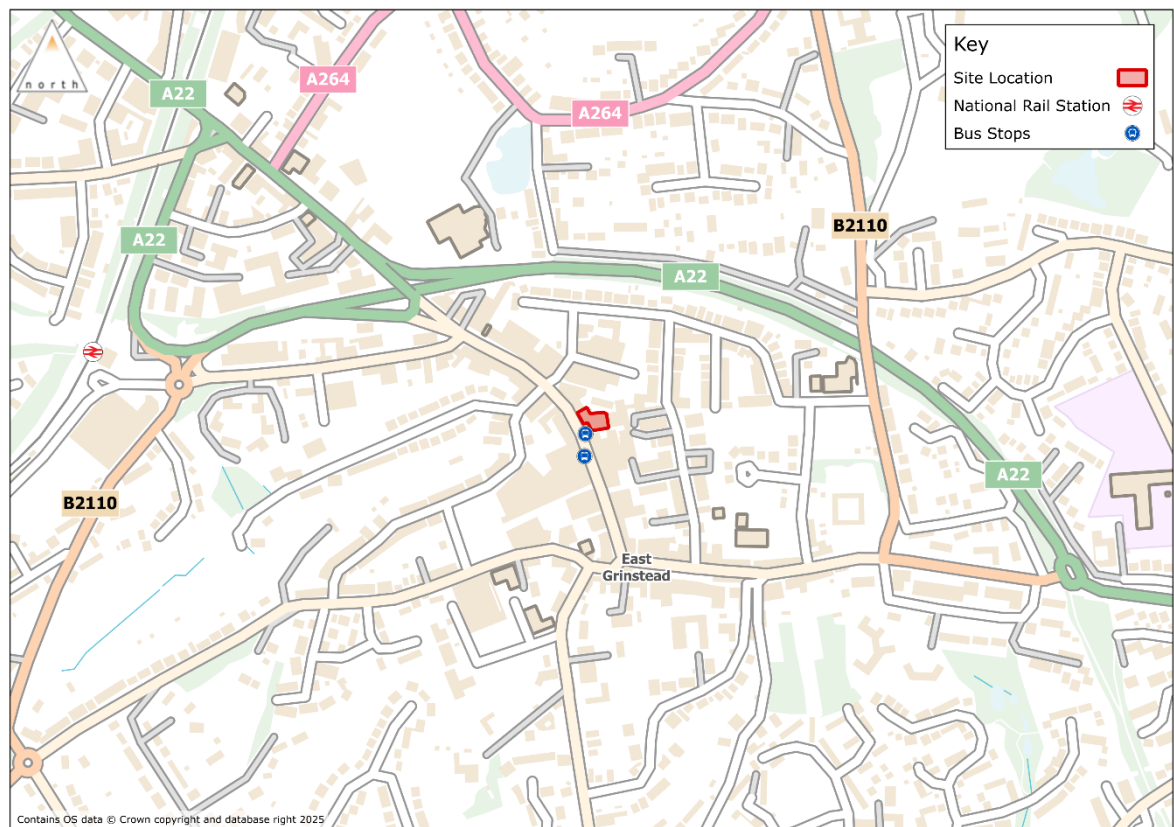


Figure 1.1: Site Location

- 1.3 The building currently has four storeys. Previously the third floor obtained planning permission for the conversion of retail floorspace into 7x car free flats (Ref. DM/21/4105). This application received approval in 2022 and has since been implemented. The second floor also achieved consent for the change of use of the second floor from retail floorspace to 7 self-contained one-bedroom residential units (Ref. DM/24/0704). This application received approval in 2024 and has since been implemented. This scheme included the provision of 7 parking spaces on site, on a ratio of 1 space per unit.
- 1.4 This current application under Class MA for Prior Approval seeks the conversion of the first floor into 5 one-bedroom flats.

- 1.5 The highways response from WSCC relating to application DM/24/0704 (included in **Appendix A**), provides further elaboration upon the development proposals suitability. WSCC stated that *"the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal."*
- 1.6 WSCC also commented on the conversion of the third floor into residential flats (DM/21/4105), accepting the principle of a car free development as the site is afforded a range of active travel and public transport options.
- 1.7 This highways technical note has been prepared to demonstrate the impact of the proposed development on the local highway network and the associated parking, taking into account comments raised as part of previous applications for retail to residential conversion.

2.0 Development Proposal

- 2.1 The site is currently occupied by a retail unit on the ground floor and 1st floor where the upper floors have since been converted to residential apartments following permitted development approval (WSCC Reference: (Ref. DM/21/4105 and Ref. DM/24/0704).
- 2.2 The development proposals seek to convert the 1st floor to provide an additional five residential apartments. Pedestrian access to the site will be achieved via London Road. Vehicular access will be achieved via Cantelupe Road.
- 2.3 Car and cycle parking will be provided in accordance with applicable policy standards. The indicative site layout plan is included in **Appendix B**.

Access Arrangements

Pedestrian and Cycle Access

- 2.4 Pedestrian access to the site will be achieved via the existing access taken from west of the site directly onto London Road. London Road benefits from wide footways and accessible crossing points within the vicinity of the site. As such, no alterations to the existing pedestrian access are proposed which will be shared with the flats located on the upper floors.
- 2.5 Cycle access to the site is achievable via both London Road and Cantelupe Road. The secure cycle store is located in a communal area within the ground floor of the site. Access to the cycle store is via key card entry. This is as agreed via the previous applications.

Vehicular Access

- 2.6 The existing vehicle access is taken from 37 Cantelupe Road which is situated to the east of the site and sits parallel to London Road. Access to the car park is controlled via an electronic gate to the rear of the site. The parking spaces are split between an undercroft and raised parking level, with access ramps. The parking strategy details are further discussed below.
- 2.7 Cantelupe Road operates as a one-way road in a southbound direction, and adheres to a 20mph speed limit. Visibility looking north (for southbound vehicles) is generous, exceeding the 25 metre recommended distance in Manual for Streets.
- 2.8 A review of Crashmap.co.uk highlights how no accidents have occurred along the entirety of Cantelupe Road in the last five year period, suggesting no existing highway safety concern. The proposals will result in a negligible number of vehicle movements, whilst it is also noteworthy that the removal of the first floor retail floorspace will likely reduce existing vehicle movements to and from the site. It is pertinent to note that the access has been in use for many years, and therefore the introduction of the flats will not materially alter the nature of the access.

- 2.9 It is concluded therefore that the use of the existing access to serve five flats will not cause any concern in respect of highway safety.

Parking Strategy

Vehicular Parking

- 2.10 The West Sussex County Council: Guidance on Parking at New Developments outlines that for East Grinstead Town Centre it is located within Parking Behaviour Zone 3, which indicates that for a 1-bedroom dwelling, there will be a demand of 0.9 parking spaces. For the site that indicates a demand for the 5 units of 4.5. To ensure there is enough parking to meet demand, 5 spaces will be provided.
- 2.11 The existing retail units on the ground floor and the residential apartments on the upper floors are served by 15 car parking spaces located at the rear of the site. The third-floor flats are car-free as per the original planning consent and do not have access to the car park on site. The second-floor flats have 7 allocated parking spaces, with one parking space assigned to each flat on the raised parking area. The raised parking level can accommodate an additional 4 cars, and the undercroft parking level can also accommodate an additional 4 cars. Five parking spaces will be allocated, one to each flat, ensuring that three spaces remain available for the ground floor retail units. This has been confirmed by the applicant to be a sufficient number for the retail unit, which has limited need for car parking. For the 5 flats, 5 parking spaces will be allocated.

Cycle Parking

- 2.12 The development proposals seek to provide cycle parking in accordance with the minimum cycle parking standards. Within the West Sussex County Council: Guidance on Parking at New Developments, it outlines that cycle provision per unit for flats up to 3 rooms (1 & 2 bed) is 0.5 space (if communal storage otherwise same as 1 & 2 bed house). A summary of the minimum cycle parking standards and cycle parking provision is provided in Table 4.1 below.

Number of Bedrooms	Number of Units	Long-Stay Cycle Parking Provision	Total
1-Bedroom apartment	5	0.5	3 (2.5)
Short-Stay Provision			1
Total			4

Table 2.1: Cycle Parking Provision

- 2.13 Table 4.1 above demonstrates that 4 cycle parking spaces should be provided to accompany the proposed five residential apartments. The existing cycle store is located in a communal storage area on the ground floor of the site and is appropriate to accommodate the required four-cycle parking spaces. The cycle store is lockable and secure.

3.0 Development Impact

Trip Generation

- 3.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those adjacent on the highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).
- 3.2 In order to demonstrate the immaterial impact any additional trips generated by the site will have on the surrounding highway network and public transport capacity, the TRICS database has been interrogated for

surveys contained within the category '03 – Residential: C – Flats Privately Owned', within the following parameters:

- ▶ Sites located in England only (Excluding Greater London);
- ▶ Sites with 0-50 units;
- ▶ Sites in areas classified as 'Town Centre' and 'Suburban Area';
- ▶ Weekday surveys only.

3.3 The trip rates and resultant trips pertaining to five residential apartments are summarised in Table 5.1 below and the full TRICS outputs is included in **Appendix C**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.129	0.386	0.186	0.129	2	2.258
Total Vehicle Trip Rates	0.1	0.229	0.1	0.071	1.144	1.301
Total Person Trips	1	2	1	1	10	11
Total Vehicle Trips	1	1	1	0	6	7

Table 3.1: Trip Generation - Five Residential Apartments

3.4 Table 5.1 above demonstrates that the development could generate in the order of 3 total person movements during the morning peak hour. Table 5.1 also demonstrates that the development could generate in the order of 2 total person movements during the evening peak hour. Across an average weekday, the development could generate in the order of 21 total person trips.

3.5 Table 5.1 above demonstrates that the development could generate in the order of 2 total vehicle movements during the morning peak hour. Table 5.1 also demonstrates that the development could generate in the order of 1 total vehicle movements during the evening peak hour. Across an average weekday, the development could generate in the order of 13 total vehicle trips.

Summary

3.6 The expected trip generation of the existing and proposed uses of the site has been assessed with reference to the industry standard TRICS database. The analysis has demonstrated the proposed development is expected to result in a marginal increase in total person trips and total vehicle trips during the morning and evening peak hours.

3.7 On that basis it is concluded that the proposed development will not result in a material effect on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

4.0 Summary and Conclusions

4.1 This Highways Technical Note has been prepared on behalf of Martells to accompany an application under Class MA for Prior Approval for the change of use of first floor commercial units (Class E) to 5 residential units (Class C3) at 37-39 Cantelupe Road, East Grinstead. The site is located in the administrative boundary of WSCC and MSDC.

4.2 The site is located adjacent to London Road, in the centre of East Grinstead. The site benefits from good vehicular access, with the A22 located to the north of the site. There are considerable public transport options with East Grinstead Railway Station located approximately 600m from the site.

- 4.3 This Highways Technical Note, which has been prepared in accordance with current best practice guidance, has demonstrated that:
- ▶ The site is accessible by public transport, walking and cycling;
 - ▶ Suitable and appropriate access to the site can be achieved. Pedestrian access to the site will be achieved via London Road. Vehicular access will be achieved via Cantelupe Road.
 - ▶ Parking has been provided in accordance with relevant guidance; and
 - ▶ The total person and total vehicle trip movements will not interfere with the operation, capacity or safety of the local highway network or public transport infrastructure.
- 4.4 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

WSCC Response

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Stuart Malcolm
FROM:	Highways, WSCC
DATE:	09/04/2024
LOCATION:	5-8a Whitehall Parade, London Road, East Grinstead, RH19 1AP
SUBJECT:	DM/24/0704 Change of use of the second floor from retail to 7no. self-contained one-bedroom residential units and installation of additional windows.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£N/A

This application seeks the change of use of second floor from retail to seven self-contained one-bedroom residential units. The site is located on London Road, a C-classified road subject to a speed restriction of 20 mph in this location.

WSCC in its role as Local Highway Authority (LHA) previously provided consultation advice for this site for application DM/21/4105, raising no highway safety concerns. The Local Planning Authority (LPA) permitted this application.

For the current application, no alterations are proposed to the existing vehicular access arrangement from London Road. The proposed change of use to residential would not be anticipated to give rise to a significant material intensification of use of the existing access point.

Eight existing car parking spaces to the rear of the site are to be retained for use by the seven proposed units. This has been provided in accordance with WSCC Parking Standards for a residential development of this size and location. On-site turning appears achievable, allowing cars to exit in a forward gear.

The Planning Statement states that cycle parking provision will be provided to the rear of the site. The applicant should demonstrate secure and covered cycle parking provision for at least one bicycle per unit in accordance with WSCC Parking Standards.

The site is situated in a sustainable town centre location within walking/cycle distance of local services, amenities and public transport links.

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

Cycle parking

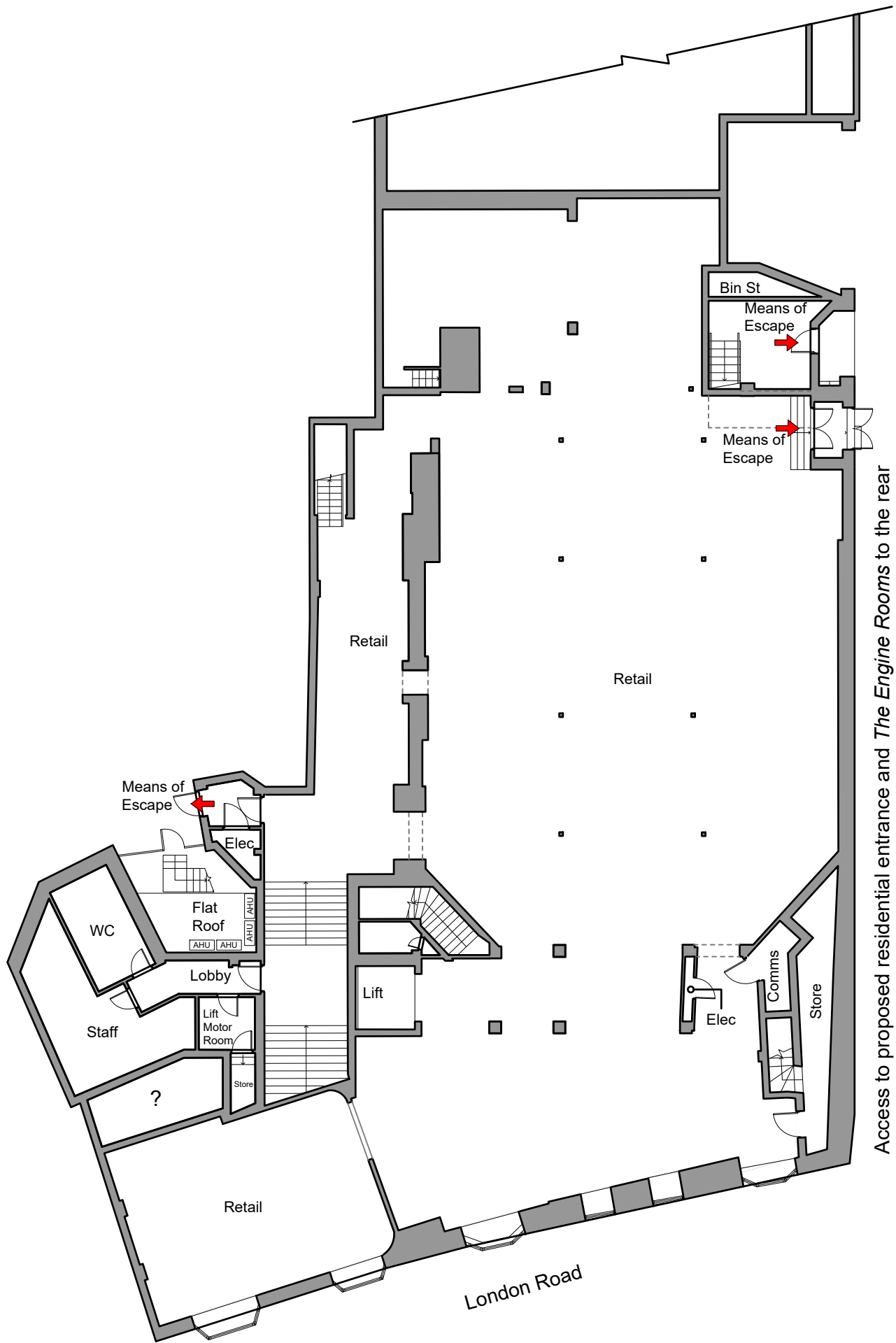
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

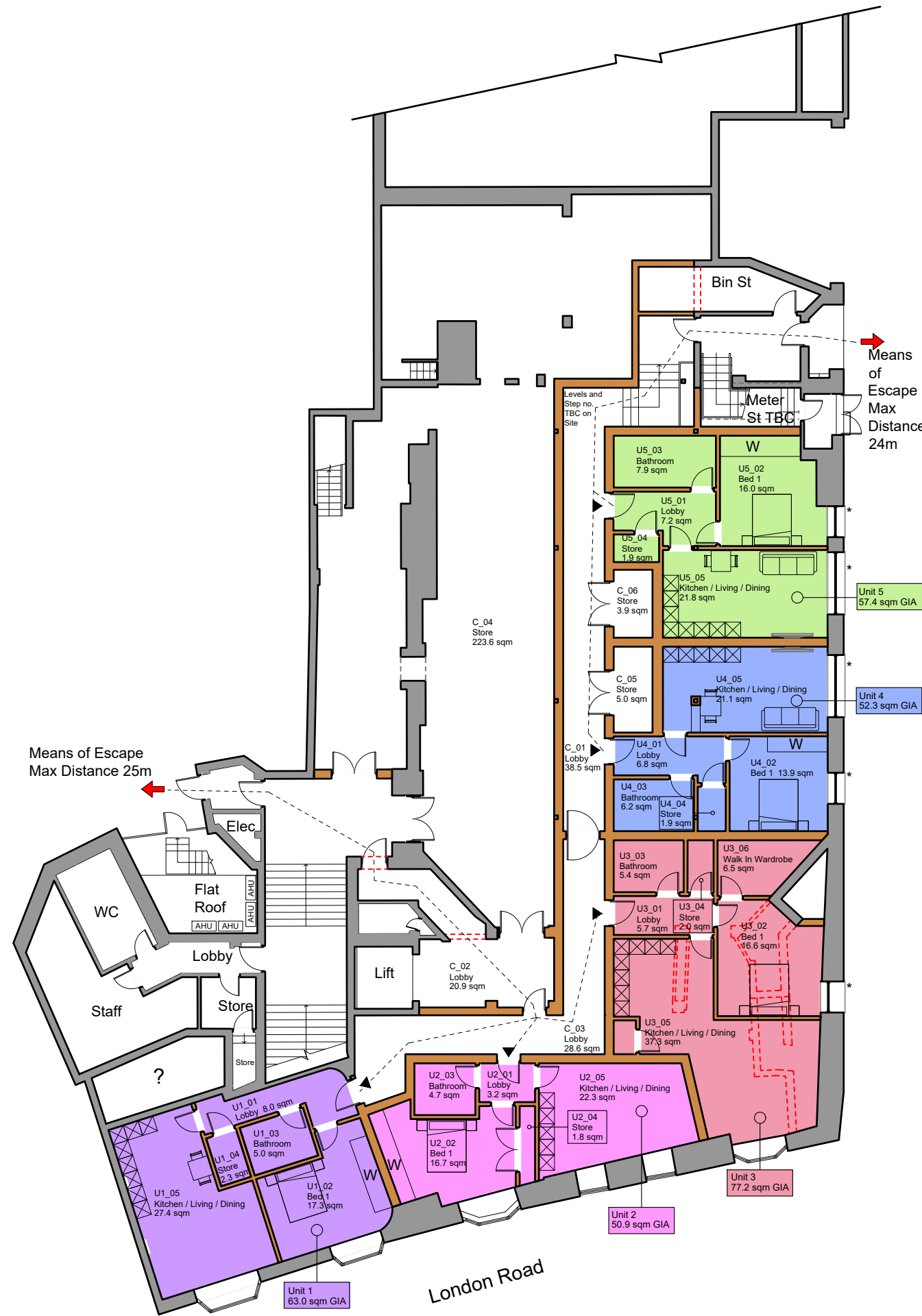
Kyran Schneider
West Sussex County Council – Planning Services

Appendix B

Site Layout



1 - Existing First Floor Plan
1:200 @ A3



2 - Proposed Floor Plans
1:200 @ A3

THIS DRAWING IS ONLY LICENSED FOR THE PURPOSE INDICATED IN THE STATUS BAR.
UNAUTHORISED USE SHOULD BE REPORTED TO THE DRAWING OFFICE AND ANY SUCH USE IS NOT INDENIFIED.

KEY

- Existing
- Proposed
- Proposed Demolition
- Proposed Windows

Unit 1
63.0 sqm GIA

Unit 2
50.9 sqm GIA

Unit 3
77.2 sqm GIA

Unit 4
52.3 sqm GIA

Unit 5
57.4 sqm GIA

NOTE: Locations of all SVPs from floors above to be checked and coordinated prior to works. Wall buildups TBC with Fire Engineer

Means of Escape
Max Distance 24m

Means of Escape
Max Distance 25m

Access to proposed residential entrance and The Engine Rooms to the rear

REV.	DATE	REVISION	DRW	CHK
P3	26/03/2025	Unit 1 reduction /	WG	AD
P2	24/02/2025	Unit 1 Store	WG	AD
P1	20/02/2025	Layout Amendments	WG	AD

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Client: Charlie Martell
Job: 2350
Address: 5-8A Whitehall Parade
London Road
East Grinstead RH19 1AP

Drawing: Existing and Proposed First Floor Plan

Scale: 1:200
Drawn: WG
Checked: AD
Date: 10/02/2025

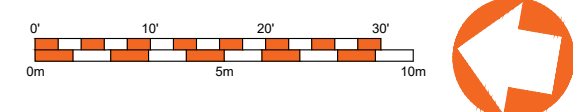
PRELIMINARY
 liable to change without notice, not for construction

Size: 2350-MAL-01-ZZ-DR-A-
A3 0151 P3

UNAUTHORISED USE SHOULD BE REPORTED TO THE DRAWING OFFICE AND ANY SUCH USE IS NOT INDEMNIFIED | DRAWINGS TO BE READ IN CONJUNCTION WITH STRUCTURAL ENGINEERS INFORMATION WHEN NECESSARY | CDM 2015 REGULATIONS APPLY, SEE HSE.GOV.UK FOR DETAILS.

KEY

	Existing Structure
	Existing Car Parking Allocation
	Proposed Car Park and Bike Store Allocation



REV				DATE				REVISION				DRAW				CHK															
																made Architects Ltd The Studios 18 Howard Road Reginate w: www.made-architects.com e: info@made-architects.com t: +44 (0)203 635 4625 @ madearchitects_ltd															
Client:				Charlie Martell																											
Job:				Whitehall Parade Martells																											
Address:				5-8A Whitehall Parade London Road East Grinstead RH19 1AP																											
Drawing:				Proposed Change of Use Cycles / Parking Allocation																											
Scale:				1:100				PRELIMINARY Liable to change without notice, but for construction																							
Drawing:				WG																											
Checked:				AD																											
Date:				30/06/2025																											
Size:				Dwg No.				2350_0275												Rev.											
A1																															

Appendix C

TRICs Output

Calculation Reference: AUDIT-734001-250623-0635

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

Motion High Street Guildford

Licence No: 734001

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: 24 to 46 (units:)
Range Selected by User: 0 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 02/10/23

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 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1
Edge of Town Centre 1

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

Selected Location Sub Categories:

Residential Zone 1
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 2 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

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 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	2 days
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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
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LIST OF SITES relevant to selection parameters

1	MS-03-C-04	BLOCK OF FLATS	MERSEYSIDE
	HOY DRIVE		
	NEWTON-LE-WILLOWS		
	EARLESTOWN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL
2	NG-03-C-03	BLOCK OF FLATS	NOTTINGHAM
	CANAL STREET		
	NOTTINGHAM		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	46	
	Survey date: MONDAY	02/10/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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): 1.74

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	2	35	0.029	2	35	0.114	2	35	0.143
08:00 - 09:00	2	35	0.100	2	35	0.229	2	35	0.329
09:00 - 10:00	2	35	0.143	2	35	0.029	2	35	0.172
10:00 - 11:00	2	35	0.086	2	35	0.143	2	35	0.229
11:00 - 12:00	2	35	0.157	2	35	0.114	2	35	0.271
12:00 - 13:00	2	35	0.071	2	35	0.057	2	35	0.128
13:00 - 14:00	2	35	0.043	2	35	0.100	2	35	0.143
14:00 - 15:00	2	35	0.100	2	35	0.086	2	35	0.186
15:00 - 16:00	2	35	0.057	2	35	0.086	2	35	0.143
16:00 - 17:00	2	35	0.129	2	35	0.086	2	35	0.215
17:00 - 18:00	2	35	0.100	2	35	0.071	2	35	0.171
18:00 - 19:00	2	35	0.129	2	35	0.186	2	35	0.315
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.144			1.301			2.445

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:	24 - 46 (units:)
Survey date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.000	2	35	0.000	2	35	0.000
09:00 - 10:00	2	35	0.000	2	35	0.000	2	35	0.000
10:00 - 11:00	2	35	0.014	2	35	0.014	2	35	0.028
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.014	2	35	0.014	2	35	0.028
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.000	2	35	0.000	2	35	0.000
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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/C - FLATS 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	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.000	2	35	0.000	2	35	0.000
09:00 - 10:00	2	35	0.000	2	35	0.000	2	35	0.000
10:00 - 11:00	2	35	0.014	2	35	0.014	2	35	0.028
11:00 - 12:00	2	35	0.014	2	35	0.014	2	35	0.028
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.000	2	35	0.000	2	35	0.000
14:00 - 15:00	2	35	0.014	2	35	0.014	2	35	0.028
15:00 - 16:00	2	35	0.000	2	35	0.000	2	35	0.000
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.000	2	35	0.000	2	35	0.000
09:00 - 10:00	2	35	0.000	2	35	0.000	2	35	0.000
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.000	2	35	0.014	2	35	0.014
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.000	2	35	0.000	2	35	0.000
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.014			0.014

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

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

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

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	2	35	0.029	2	35	0.157	2	35	0.186
08:00 - 09:00	2	35	0.100	2	35	0.271	2	35	0.371
09:00 - 10:00	2	35	0.186	2	35	0.029	2	35	0.215
10:00 - 11:00	2	35	0.143	2	35	0.171	2	35	0.314
11:00 - 12:00	2	35	0.186	2	35	0.143	2	35	0.329
12:00 - 13:00	2	35	0.071	2	35	0.071	2	35	0.142
13:00 - 14:00	2	35	0.071	2	35	0.114	2	35	0.185
14:00 - 15:00	2	35	0.114	2	35	0.114	2	35	0.228
15:00 - 16:00	2	35	0.071	2	35	0.086	2	35	0.157
16:00 - 17:00	2	35	0.171	2	35	0.086	2	35	0.257
17:00 - 18:00	2	35	0.100	2	35	0.100	2	35	0.200
18:00 - 19:00	2	35	0.171	2	35	0.200	2	35	0.371
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.413			1.542			2.955

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/C - FLATS 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	2	35	0.057	2	35	0.086	2	35	0.143
08:00 - 09:00	2	35	0.014	2	35	0.071	2	35	0.085
09:00 - 10:00	2	35	0.029	2	35	0.029	2	35	0.058
10:00 - 11:00	2	35	0.014	2	35	0.029	2	35	0.043
11:00 - 12:00	2	35	0.014	2	35	0.000	2	35	0.014
12:00 - 13:00	2	35	0.057	2	35	0.043	2	35	0.100
13:00 - 14:00	2	35	0.029	2	35	0.000	2	35	0.029
14:00 - 15:00	2	35	0.029	2	35	0.086	2	35	0.115
15:00 - 16:00	2	35	0.000	2	35	0.000	2	35	0.000
16:00 - 17:00	2	35	0.029	2	35	0.057	2	35	0.086
17:00 - 18:00	2	35	0.014	2	35	0.000	2	35	0.014
18:00 - 19:00	2	35	0.043	2	35	0.043	2	35	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.329			0.444			0.773

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/C - FLATS 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	2	35	0.000	2	35	0.057	2	35	0.057
08:00 - 09:00	2	35	0.014	2	35	0.043	2	35	0.057
09:00 - 10:00	2	35	0.000	2	35	0.057	2	35	0.057
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.014	2	35	0.014
12:00 - 13:00	2	35	0.014	2	35	0.000	2	35	0.014
13:00 - 14:00	2	35	0.014	2	35	0.014	2	35	0.028
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.014	2	35	0.000	2	35	0.014
16:00 - 17:00	2	35	0.071	2	35	0.000	2	35	0.071
17:00 - 18:00	2	35	0.057	2	35	0.029	2	35	0.086
18:00 - 19:00	2	35	0.029	2	35	0.000	2	35	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.213			0.214			0.427

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/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.000	2	35	0.043	2	35	0.043
08:00 - 09:00	2	35	0.000	2	35	0.000	2	35	0.000
09:00 - 10:00	2	35	0.000	2	35	0.000	2	35	0.000
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.000	2	35	0.000	2	35	0.000
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.029	2	35	0.000	2	35	0.029
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.014	2	35	0.000	2	35	0.014
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.043			0.086

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/C - FLATS 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	2	35	0.000	2	35	0.100	2	35	0.100
08:00 - 09:00	2	35	0.014	2	35	0.043	2	35	0.057
09:00 - 10:00	2	35	0.000	2	35	0.057	2	35	0.057
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.014	2	35	0.014
12:00 - 13:00	2	35	0.014	2	35	0.000	2	35	0.014
13:00 - 14:00	2	35	0.014	2	35	0.014	2	35	0.028
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.043	2	35	0.000	2	35	0.043
16:00 - 17:00	2	35	0.071	2	35	0.000	2	35	0.071
17:00 - 18:00	2	35	0.071	2	35	0.029	2	35	0.100
18:00 - 19:00	2	35	0.029	2	35	0.000	2	35	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.256			0.257			0.513

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/C - FLATS 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): 1.74

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	2	35	0.086	2	35	0.343	2	35	0.429
08:00 - 09:00	2	35	0.129	2	35	0.386	2	35	0.515
09:00 - 10:00	2	35	0.214	2	35	0.114	2	35	0.328
10:00 - 11:00	2	35	0.157	2	35	0.200	2	35	0.357
11:00 - 12:00	2	35	0.200	2	35	0.157	2	35	0.357
12:00 - 13:00	2	35	0.143	2	35	0.114	2	35	0.257
13:00 - 14:00	2	35	0.114	2	35	0.143	2	35	0.257
14:00 - 15:00	2	35	0.143	2	35	0.200	2	35	0.343
15:00 - 16:00	2	35	0.114	2	35	0.086	2	35	0.200
16:00 - 17:00	2	35	0.271	2	35	0.143	2	35	0.414
17:00 - 18:00	2	35	0.186	2	35	0.129	2	35	0.315
18:00 - 19:00	2	35	0.243	2	35	0.243	2	35	0.486
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.000			2.258			4.258

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/C - FLATS 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	2	35	0.014	2	35	0.114	2	35	0.128
08:00 - 09:00	2	35	0.100	2	35	0.229	2	35	0.329
09:00 - 10:00	2	35	0.129	2	35	0.014	2	35	0.143
10:00 - 11:00	2	35	0.029	2	35	0.086	2	35	0.115
11:00 - 12:00	2	35	0.143	2	35	0.100	2	35	0.243
12:00 - 13:00	2	35	0.043	2	35	0.043	2	35	0.086
13:00 - 14:00	2	35	0.014	2	35	0.057	2	35	0.071
14:00 - 15:00	2	35	0.086	2	35	0.071	2	35	0.157
15:00 - 16:00	2	35	0.057	2	35	0.086	2	35	0.143
16:00 - 17:00	2	35	0.129	2	35	0.086	2	35	0.215
17:00 - 18:00	2	35	0.100	2	35	0.071	2	35	0.171
18:00 - 19:00	2	35	0.129	2	35	0.171	2	35	0.300
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.973			1.128			2.101

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/C - FLATS 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	2	35	0.014	2	35	0.000	2	35	0.014
08:00 - 09:00	2	35	0.000	2	35	0.000	2	35	0.000
09:00 - 10:00	2	35	0.014	2	35	0.014	2	35	0.028
10:00 - 11:00	2	35	0.029	2	35	0.029	2	35	0.058
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.029	2	35	0.014	2	35	0.043
13:00 - 14:00	2	35	0.014	2	35	0.029	2	35	0.043
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.000	2	35	0.000	2	35	0.000
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000
18:00 - 19:00	2	35	0.000	2	35	0.014	2	35	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.100			0.200

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing 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	2	35	0.014	2	35	0.000	2	35	0.014
08:00 - 09:00	2	35	0.000	2	35	0.000	2	35	0.000
09:00 - 10:00	2	35	0.014	2	35	0.014	2	35	0.028
10:00 - 11:00	2	35	0.043	2	35	0.057	2	35	0.100
11:00 - 12:00	2	35	0.029	2	35	0.029	2	35	0.058
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.014	2	35	0.014	2	35	0.028
14:00 - 15:00	2	35	0.014	2	35	0.014	2	35	0.028
15:00 - 16:00	2	35	0.000	2	35	0.000	2	35	0.000
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.128			0.128			0.256

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.