



TN01 – WWHAR Dependent Development Headroom

| | | | |
|-----------------|----------------------------------|-------------------------|----------|
| DATE: | 27 April 2023 | CONFIDENTIALITY: | Public |
| SUBJECT: | West Winch A10 Headroom Analysis | | |
| PROJECT: | 70100518 | AUTHOR: | UKPJC007 |

WWHAR – A10 HEADROOM CAPACITY ANALYSIS

This technical note has been produced by WSP on behalf of Norfolk County Council in response to the Local Plan Inspector’s comments on the Examination in Public for the Kings Lynn and West Norfolk Borough Council (KLWNBC) Local Plan 2022. It provides a potential methodology that could be used for determining the available residual housing capacity in the A10 corridor at West Winch using a ‘Headroom’ based approach. This is required to assist with providing an evidence base to support the assumptions on dependent development trigger points for additional transport capacity enhancements by developers as part of the west Winch Housing Access Road.

Example of A10 Headroom Approach at Waterbeach New Town East

The proposed approach is based on a similar methodology to that was used by WSP in relation to Waterbeach New Town East Transport Assessment Addendum work (South Cambridgeshire outline planning application reference S/2075/18/OL). The proposed development of 4500 dwellings at Waterbeach was approved by planning committee in January 2021.

The basic principle involves identifying a trip budget for additional development capacity that could be sustainably tolerated on the A10 without causing a severe impact. Beyond this threshold, additional strategic transport capacity intervention is required.

Analysis of Headroom Capacity at West Winch

This approach requires the existing capacity of the A10 to be verified. Design guidance on theoretical link capacity per lane per hour from the DMRB Volume 5 Section 1 Part 3b TA 79/99 - Traffic capacity of urban roads (including Amendment No.1 dated May 1999) for the assessment and preparation of road schemes has been used to determine the potential link capacity of the A10.

Applying this guidance to the A10 at West Winch, the A10 could be considered to be within the UAP2 or UAP3 category based on the details in Table 1 of TA79/99 (an extract of Table 1 is provided in Appendix A) as it has a speed limit of 40mph through West Winch with some frontage access, and more than 2 side roads per km. There are bus stops at the kerbside and occasional at grade pedestrian crossings. The standard of road improves towards the Hardwick Interchange. Therefore UAP2 has been used for the northern section (north of Willow Drive) and an average of UAP2 and UAP3 for the section between Rectory Road and Chequers Lane.

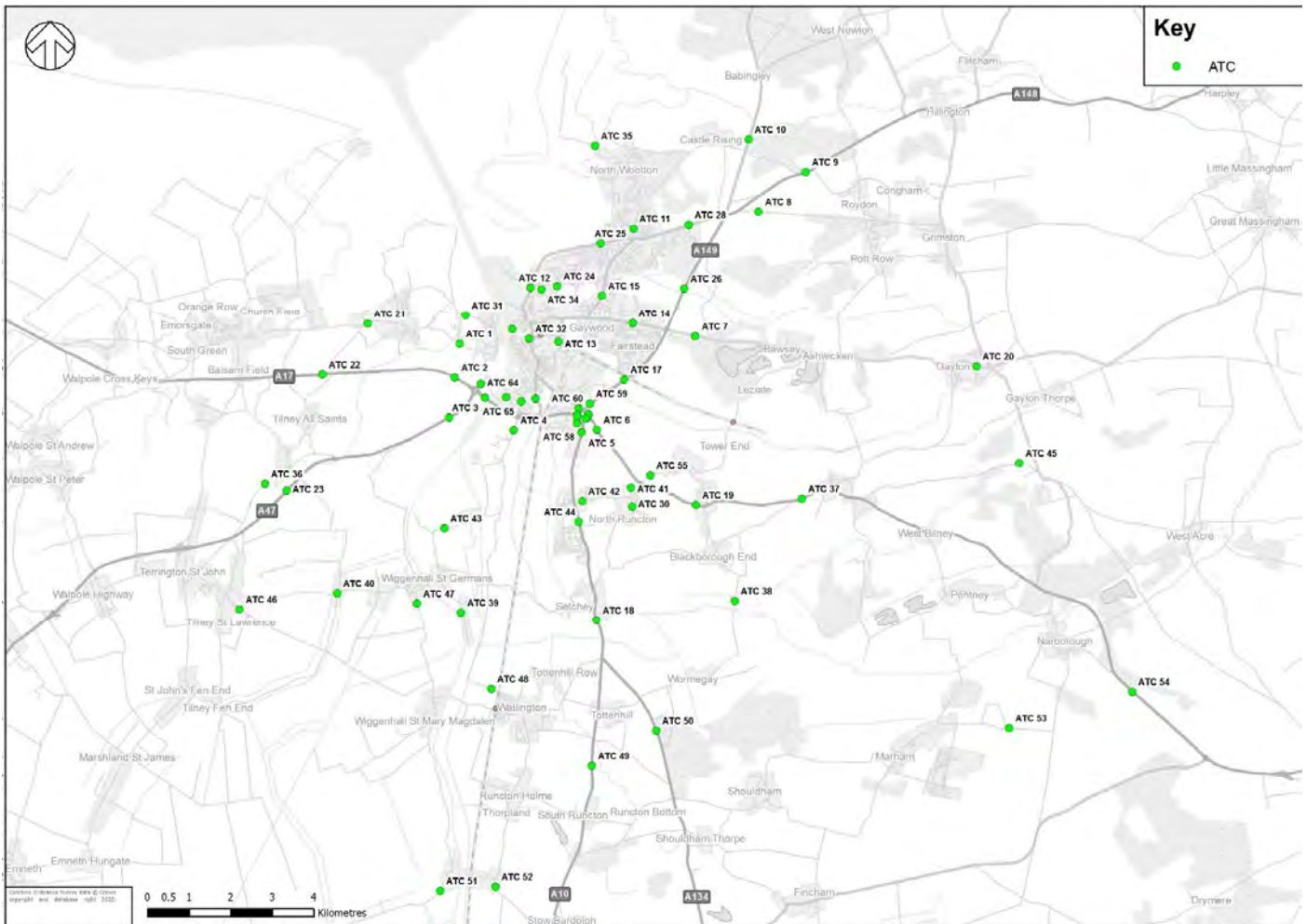
Table 2 of TA79/99 (extract included in Appendix B) sets out capacities of urban roads in terms of one way flow per lane per hour. The typical road width varies from about 6m-7m along its length through West Winch, with a minimum width of about 6.1m at the pedestrian crossing outside St Mary’s church, widening to 6.75m further south.

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Traffic surveys were carried out in October 2022 at several locations along the A10 to inform the updated traffic modelling for the Outline Business Case. The survey locations are shown below, with ATCs 5 and 44 being most relevant to West Winch as these fall within the section of the A10 that would potentially be alleviated by the WWHAR and in close proximity to where the housing is proposed as part of the West Winch masterplan.

Figure 1 Observed Survey Data - ATC survey locations October 2022



ATC5 was located just north of Willow Drive on A10 close to the Hardwick interchange. The A10 is approximately 7m wide in this location. Taking an average of the capacity for 7.3m and 6.75m widths for the UAP2 road standard, gives a theoretical capacity of 1365 vehicles per lane per hour in this location.

ATC44 was located on A10 at West Winch between Rectory Road and Chequers Lane. The width of the A10 carriageway is approximately 6.75m wide measured at a point equidistant between the two roads. Based on the dimension in Table 2 of TA 79/99 for a 6.75m width of a UAP2 and UAP3 average road, the capacity of a single lane per hour should be about 1185 vehicles per lane per hour.



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At ATC5 the maximum hourly flow in each direction was 1244 northbound in the AM peak hour (7:30-8:30am on Tuesday 11 October 2022) and 1223 southbound in the PM peak hour (16:30-17:30 on Wed 19 October 2022).

At ATC44 the maximum observed hourly flows in October 2022 were 1074 vehicles in the northbound direction in the AM peak (7.15am-8.15am on Tuesday 11 October 2022) and 1139 vehicles southbound in the PM peak (16:45-17:45 also on Tuesday 11 October 2022).

Assuming a very modest 2% allowance for general background traffic growth, a 98% threshold has been taken as the maximum peak capacity allocation available with an initial phase of housing at West Winch that would be tolerable prior to strategic intervention. Looking back at census data on population growth locally within Kings Lynn, this was about 4.6% over the 10 years between 2011 and 2021 census (see below). This suggests that about 2.3% natural growth could occur in the next 5 years if this trend was to continue, which is broadly aligned with the 2% proposed.

Taking the observed traffic volumes and subtracting them from the theoretical link capacity at the ATC locations measured, gives a residual capacity as shown below:

Table 1 – A10 Residual Capacity Based on UAP2 Thresholds in

| Location | UAP2 Capacity | 98% Threshold | Observed | Residual Capacity |
|--------------|---------------|---------------|----------|-------------------|
| ATC5 AM Max | 1365 | 1338 | 1244 | 94 |
| ATC5 PM Max | 1365 | 1338 | 1223 | 115 |
| ATC44 AM Max | 1185 | 1161 | 1074 | 87 |
| ATC44 PM Max | 1185 | 1161 | 1139 | 22 |

The minimum difference between observed flows and the theoretical link capacity flow is 94 vehicles for the AM peak hour in the northbound direction at ATC5 and 22 vehicles in the PM peak hour southbound direction at ATC44. This defines the available headroom capacity for additional development at the northern edge of the A10 corridor.

Previous discussions relating to the KLWNBC Local Plan had been based on an assumed housing capacity of about 300-350 dwellings. The trip rates for residential development from the 2017 Hopkins Home TA for the Hardwick Green development at West Winch have been taken from Table 5-1 of the TA. Section 5-3 of the TA also indicates a broad 70:30 split of traffic movement in the northbound and southbound direction based on journey to work data from 2011 census.

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The impact of 300 dwellings on the available headroom capacity of the A10 is set out above is shown below based on the housing trip rates provided by Hopkins Homes in their Transport Assessment, with the proposed distribution assumptions applied. This is broadly consistent with the capacity thresholds specified above. Hence it is expected that the trip generation associated with about 300 dwellings could be accommodated on the A10 at West Winch prior to the need for more significant intervention.

Table 2 – Hopkins Homes TA Proposed Trip Generation and A10 Impacts without WWHAR

| Time of Day | Hopkins TA Trip Rates | | 300 dwellings (trips) | | Northbound 70% | | Southbound 30% | |
|-------------|-----------------------|-------------------|-----------------------|------------------|----------------|---------------|----------------|---------------|
| | Arrivals per HH | Departures per HH | Total Arrivals | Total Departures | NB Arrivals | NB Departures | SB Arrivals | SB Departures |
| AM Peak | 0.152 | 0.45 | 45.6 | 135 | 32 | 95 | 14 | 41 |
| PM Peak | 0.424 | 0.242 | 127.2 | 72.6 | 38 | 22 | 89 | 51 |

Sensitivity Testing

Since the trip rates used within the Hopkins Homes Transport Assessment (TA) are vehicle only trip rates from more than five years ago and based on pre-lockdown data, a sensitivity test has been carried out using updated Multi-Modal trip rates from the latest 2023 version of TRICS.

The updated TRICS selection included sites in England outside of London for Mixed Private and Non-Private Housing, excluding those in the town centre or edge of town centre locations and restricting the selection to larger sites greater than 100 dwellings. Around 30% of the sample sites selected were located in Norfolk, so it is anticipated the results should be representative of the local area. Approximately 50% of the sites were also surveyed post lockdown, so should be reflective of a post-pandemic traffic situation.

The updated trip rates are slightly lower than those used by Hopkins Homes in their TA. Hence it is evident that there would be a slight reduction in the forecast development impact when the updated 2023 trip rates are applied. This slightly increases the number of houses potentially deliverable prior to needing the new road.

The revised results for 300 homes in terms of arrivals and departures (applying the same directional split as used in Table 2) are shown below in Table 3. This gives a result approximately 16% lower than the results shown in Table 2 above. Therefore, the resulting housing capacity headroom increases to about 350 dwellings, based on the Northbound AM peak flow capacity of 95 trips. However, despite the lower trip rates, the implied housing capacity available in the A10 corridor remains within the range of 300-350 houses previously quoted by the Local Highway Authority. Table 4 shows the resulting peak hour vehicle trips associated with 350 dwellings.

Table 3 – TRICS 2023 Updated A10 Vehicular Trip Generation by Direction (300 homes)



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| Time of Day | Hopkins TA Trip Rates | | 300 dwellings (Vehicles) | | Northbound 70% | | Southbound 30% | |
|-------------|-----------------------|-------------------|--------------------------|------------------|----------------|---------------|----------------|---------------|
| | Arrivals per HH | Departures per HH | Total Arrivals | Total Departures | NB Arrivals | NB Departures | SB Arrivals | SB Departures |
| AM Peak | 0.148 | 0.387 | 44 | 116 | 31 | 81 | 13 | 35 |
| PM Peak | 0.329 | 0.162 | 99 | 49 | 30 | 15 | 69 | 34 |

Table 4 – TRICS 2023 Updated A10 Vehicular Trip Generation by Direction (350 homes)

| Time of Day | Hopkins TA Trip Rates | | 350 dwellings (Vehicles) | | Northbound 70% | | Southbound 30% | |
|-------------|-----------------------|-------------------|--------------------------|------------------|----------------|---------------|----------------|---------------|
| | Arrivals per HH | Departures per HH | Total Arrivals | Total Departures | NB Arrivals | NB Departures | SB Arrivals | SB Departures |
| AM Peak | 0.148 | 0.387 | 52 | 135 | 36 | 95 | 16 | 41 |
| PM Peak | 0.329 | 0.162 | 115 | 57 | 35 | 17 | 81 | 40 |

Public Acceptability

For congested network situations, local residents would often be sensitive to any noticeable traffic impacts on the A10 as a result of development and this feedback may be evident from consultation. Hence, it is necessary to demonstrate that additional development traffic would remain within this range. The above observed data indicates that there is a congested highway network prior to development, with less than 10% spare capacity available in the busiest hour.

Whilst there is some variability in the observed data on different days of the week, often a primary road such as the A10 would have daily traffic variation of around +/-10%, so an impact of this magnitude would potentially be tolerable for other road users and local residents. The trip generation results for a 300 home development at West Winch are broadly consistent with this threshold, so should fall within a tolerable limit.

Feedback from public consultation has been obtained by Kings Lynn and West Norfolk Borough Council in relation to the proposed West Winch Masterplan in July 2022. Several respondents indicated existing high traffic levels prevent access to the A10 from existing dwellings with frontage access onto the road in West Winch and several others stated they would not wish to see occupation of any new housing in West Winch prior to the WWHAR opening. It is clear that local residents are concerned about the existing capacity of the A10 corridor and the Hardwick Interchange, and there is sensitivity to bringing forward significant additional development in the A10 corridor prior to the WWHAR would not be palatable to local residents.

Summary and Conclusions

The geometrical constraints on the A10 have been reviewed to understand the theoretical link capacity of the existing network based on DMRB guidance set out within TA 79/99 and observed surveys of traffic



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flows on the A10 at peak times collected in October 2022. This indicates that there is peak hour capacity available of around 95 trips in the Northbound direction in the AM peak hour.

A range of trip rates have been considered based on the Hopkins Homes development assumptions in their submitted planning application from the TA dated 2017. These trip rates were calculated on pre-pandemic traffic survey data and indicate development capacity in the region of 300 dwellings could be delivered prior to strategic intervention is required in the A10 corridor. A sensitivity test has been carried out using more recent data from the TRICS database for site selections available in 2023, indicates that there may be a slight increase in capacity for non-dependent development of up to 350 dwellings.

However, it is clear from public consultation feedback obtained by KLWNBC in July 2022 in relation to the masterplan that there is concern from local residents regarding additional development in West Winch due to the existing capacity issues on A10 and increased pressure on the Hardwick Interchange. Therefore, it is recommended that the lower bound total of 300 dwellings should be used as a robust trigger point for strategic intervention within the Kings Lynn and West Norfolk Local Plan.

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Appendix A – TA79/99 Table 1

Volume 5 Section 1
 Part 3 TA 79/99 Amendment No 1

Chapter 2
 General Principles

| Feature | ROAD TYPE | | | | |
|---------------------------------------|---|--|--|--|---|
| | Urban Motorway | Urban All-purpose | | | |
| | UM | UAP1 | UAP2 | UAP3 | UAP4 |
| General Description | Through route with grade separated junctions, hardshoulders or hardstrips, and motorway restrictions. | High standard single/dual carriageway road carrying predominantly through traffic with limited access. | Good standard single/dual carriageway road with frontage access and more than two side roads per km. | Variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings. | Busy high street carrying predominantly local traffic with frontage activity including loading and unloading. |
| Speed Limit | 60mph or less | 40 to 60 mph for dual, & generally 40mph for single carriageway | Generally 40 mph | 30 mph to 40 mph | 30mph |
| Side Roads | None | 0 to 2 per km | more than 2 per km | more than 2 per km | more than 2 per km |
| Access to roadside development | None. Grade separated for major only. | limited access | access to residential properties | frontage access | unlimited access to houses, shops & businesses |
| Parking and loading | none | restricted | restricted | unrestricted | unrestricted |
| Pedestrian crossings | grade separated | mostly grade separated | some at-grade | some at-grade | frequent at-grade |
| Bus stops | none | in lay-bys | at kerbside | at kerbside | at kerbside |

Table 1 Types of Urban roads and the features that distinguish them

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Appendix B – TA 79/99 Table 2

Volume 5 Section 1
 Part 3 TA 79/99 Amendment No 1

Chapter 3
 Determination of Urban Road Capacity

| | | Two-way Single Carriageway- Busiest direction flow (Assumes a 60/40 directional split) | | | | | | | | | Dual Carriageway | | | |
|-------------------|------|---|-------|------|------|-------|-------|-------|-------|-------|-----------------------------------|------|-------|-------|
| | | Total number of Lanes | | | | | | | | | Number of Lanes in each direction | | | |
| | | 2 | | | 2-3 | 3 | 3-4 | 4 | 4+ | 2 | | 3 | 4 | |
| Carriageway width | | 6.1m | 6.75m | 7.3m | 9.0m | 10.0m | 12.3m | 13.5m | 14.6m | 18.0m | 6.75m | 7.3m | 11.0m | 14.6m |
| Road type | UM | Not applicable | | | | | | | | | | 4000 | 5600 | 7200 |
| | UAP1 | 1020 | 1320 | 1590 | 1860 | 2010 | 2550 | 2800 | 3050 | 3300 | 3350 | 3600 | 5200 | * |
| | UAP2 | 1020 | 1260 | 1470 | 1550 | 1650 | 1700 | 1900 | 2100 | 2700 | 2950 | 3200 | 4800 | * |
| | UAP3 | 900 | 1110 | 1300 | 1530 | 1620 | * | * | * | * | 2300 | 2600 | 3300 | * |
| | UAP4 | 750 | 900 | 1140 | 1320 | 1410 | * | * | * | * | * | * | * | * |

**Table 2 Capacities of Urban Roads
 One-way hourly flows in each direction**



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Appendix C – Hopkins TA Trip Rates

5. Trip Generation and Distribution

This section of the report details the number of person and vehicular trips predicted to be generated by the development which have been assessed using the TRICS V6.9.2 database. Analysis of 2011 Census Travel to Work Origin and Destination data for King's Lynn has also been used to predict the distribution of the generated vehicle trips. This approach and the subsequent trip generation rates were agreed with NCC and Highways England at the scoping stage in 2012 and confirmed with NCC at the scoping stage in 2016.

5.1. Vehicle Trip Generation

5.1.1. Residential Trip Generation

The predicted vehicle trip generation of the proposed development has been assessed with reference to the TRICS database. The TRICS V6.9.2 database has been interrogated to select residential sites with similar characteristics. The TRICS sites have been filtered using the following criteria:

- **Category – Houses Privately Owned.** This category provides the largest survey set and provides a robust set of vehicle trip rates as this category excludes sites with flats and affordable housing which generate lower trip rates than privately owned house. In reality the site will not just include for privately owned houses and will therefore generate fewer trips than calculated here;
- **Vehicle Trip Rates:** Vehicle only survey sites have been selected to maximise the sample of sites;
- **Regions:** Sites in Scotland, Wales, Ireland and London have been excluded;
- **Survey Day:** All weekend surveys have been excluded;
- **Development Size:** All sites with more than 100 dwellings have been included (TRICS has a very low number of sites with 500+ homes due to the difficulty of surveying such sites);
- **Development Location:** Only edge of town sites have been included;
- **Survey date:** Sites with counts undertaken prior to 2004 have been excluded;
- **Manual removal:** Site LC_03-A_09 has been manually removed due to its proximity to a college; and
- **Sample Size:** The above filtering has left 7 sites to be analysed.

The selection criteria is considered to provide a robust set of vehicle trip rates, taking into consideration the location, accessibility and scale of the proposed development. Whilst the proposed development site would contain an element of affordable homes the selection criteria, based on 100% houses privately owned, will provide the most robust assessment in terms of vehicle trips. The selected sites have been audited to ensure that weighting factors have not skewed the predicted vehicle trip rates.

Furthermore, to validate these trip rates, Atkins commissioned a survey of trips in and out of a housing development located on the edge of King's Lynn – the Languard and Elvington estate which includes 361 dwellings accessed from one access off Gayton Road. The characteristics of this development are similar to those of the proposed Hardwick Green site. The survey was undertaken on Thursday 12th July 2012. The results of this survey produced trip rates slightly lower than those derived from TRICS, and hence support the robustness and therefore the use of the proposed TRICS trip rates. The raw survey data and associated trip rates are provided in Appendix G.

The predicted vehicle trip rates derived from TRICS, as agreed with NCC, are provided in Table 5-1. The TRICS output files are provided in Appendix H.

Table 5-1 Proposed Residential Vehicle Trip Rates

| | AM Peak Hour (08:00-09:00) | | | PM Peak Hour (17:00-18:00) | | | 12 Hour (07:00-19:00) | | |
|--|----------------------------|--------|-------|----------------------------|--------|-------|-----------------------|--------|-------|
| | Arrive | Depart | Total | Arrive | Depart | Total | Arrive | Depart | Total |
| Vehicle trip rate per private dwelling | 0.152 | 0.450 | 0.602 | 0.424 | 0.242 | 0.666 | 2.669 | 2.794 | 5.493 |
| Vehicle Trips 1,110 homes | 169 | 500 | 668 | 471 | 269 | 739 | 2,963 | 3,101 | 6,097 |



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Appendix D – TRICS 2023 Updated Trip Rates

Calculation Reference: AUDIT-100314-230306-0319

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|----------------|---------|
| 02 | SOUTH EAST | |
| | ES EAST SUSSEX | 5 days |
| | HC HAMPSHIRE | 5 days |
| | KC KENT | 2 days |
| | OX OXFORDSHIRE | 2 days |
| | SC SURREY | 2 days |
| | SP SOUTHAMPTON | 1 days |
| | WS WEST SUSSEX | 6 days |
| 03 | SOUTH WEST | |
| | SM SOMERSET | 1 days |
| | WL WILTSHIRE | 1 days |
| 04 | EAST ANGLIA | |
| | NF NORFOLK | 11 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: 100 to 544 (units:)
 Range Selected by User: 100 to 1412 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 29/09/22

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

Selected survey days:

| | |
|-----------|---------|
| Tuesday | 5 days |
| Wednesday | 18 days |
| Thursday | 13 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 36 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|----|
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town | 23 |
| Neighbourhood Centre (PPS6 Local Centre) | 10 |

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

Selected Location Sub Categories:

| | |
|------------------|----|
| Industrial Zone | 1 |
| Residential Zone | 20 |

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 15 days - Selected
 Servicing vehicles Excluded 28 days - Selected

Secondary Filtering selection:

Use Class:

C3 36 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

| | |
|------------------|---------|
| 1,000 or Less | 1 days |
| 1,001 to 5,000 | 9 days |
| 5,001 to 10,000 | 11 days |
| 10,001 to 15,000 | 9 days |
| 15,001 to 20,000 | 3 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 2 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 | 3 days |
| 25,001 to 50,000 | 7 days |
| 50,001 to 75,000 | 8 days |
| 75,001 to 100,000 | 5 days |
| 125,001 to 250,000 | 12 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 |
| 1.1 to 1.5 | 30 days |
| 1.6 to 2.0 | 4 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 | 34 days |
| 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 | 36 days |
|-----------------|---------|

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

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|----------------------|----------------------------|
| 1 | ES-03-M-07 | MIXED HOUSING | EAST SUSSEX |
| | SOUTH COAST ROAD PEACEHAVEN | | |
| | Edge of Town Residential Zone | | |
| | Total No of Dwellings: | 188 | |
| | <i>Survey date: THURSDAY</i> | <i>12/11/15</i> | <i>Survey Type: MANUAL</i> |
| 2 | ES-03-M-11 | MIXED HOUSES & FLATS | EAST SUSSEX |
| | HEMPSTEAD LANE HAILSHAM UPPER HORSEBRIDGE | | |
| | Edge of Town Residential Zone | | |
| | Total No of Dwellings: | 354 | |
| | <i>Survey date: WEDNESDAY</i> | <i>13/07/16</i> | <i>Survey Type: MANUAL</i> |
| 3 | ES-03-M-14 | MIXED HOUSES & FLATS | EAST SUSSEX |
| | KINGS DRIVE EASTBOURNE UPPERTON | | |
| | Edge of Town Residential Zone | | |
| | Total No of Dwellings: | 119 | |
| | <i>Survey date: THURSDAY</i> | <i>15/11/18</i> | <i>Survey Type: MANUAL</i> |
| 4 | ES-03-M-16 | MIXED HOUSES & FLATS | EAST SUSSEX |
| | BARNHORN ROAD BEXHILL LITTLE COMMON | | |
| | Edge of Town Residential Zone | | |
| | Total No of Dwellings: | 119 | |
| | <i>Survey date: WEDNESDAY</i> | <i>10/07/19</i> | <i>Survey Type: MANUAL</i> |
| 5 | ES-03-M-19 | MIXED HOUSES & FLATS | EAST SUSSEX |
| | PARK ROAD HAILSHAM | | |
| | Edge of Town Residential Zone | | |
| | Total No of Dwellings: | 149 | |
| | <i>Survey date: THURSDAY</i> | <i>17/06/21</i> | <i>Survey Type: MANUAL</i> |
| 6 | HC-03-M-06 | HOUSES & FLATS | HAMPSHIRE |
| | HUNTS POND ROAD NEAR FAREHAM TITCHFIELD | | |
| | Edge of Town Residential Zone | | |
| | Total No of Dwellings: | 328 | |
| | <i>Survey date: WEDNESDAY</i> | <i>04/11/15</i> | <i>Survey Type: MANUAL</i> |
| 7 | HC-03-M-11 | MIXED HOUSES & FLATS | HAMPSHIRE |
| | ALDERMASTON ROAD BASINGSTOKE | | |
| | Edge of Town No Sub Category | | |
| | Total No of Dwellings: | 238 | |
| | <i>Survey date: THURSDAY</i> | <i>07/03/19</i> | <i>Survey Type: MANUAL</i> |

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|--|------------------------|----------------------------|
| 8 | HC-03-M-13 COOMBE ROAD YATELEY | MIXED HOUSES & FLATS | HAMPSHIRE |
| | Edge of Town Residential Zone Total No of Dwellings: 106 <i>Survey date: TUESDAY 08/06/21</i> | | <i>Survey Type: MANUAL</i> |
| 9 | HC-03-M-14 ROMSEY ROAD WINCHESTER STANMORE | MIXED HOUSES & FLATS | HAMPSHIRE |
| | Edge of Town Residential Zone Total No of Dwellings: 200 <i>Survey date: WEDNESDAY 26/05/21</i> | | <i>Survey Type: MANUAL</i> |
| 10 | HC-03-M-16 RAWLINGS LANE ALTON | MIXED HOUSES & FLATS | HAMPSHIRE |
| | Edge of Town Residential Zone Total No of Dwellings: 275 <i>Survey date: WEDNESDAY 10/11/21</i> | | <i>Survey Type: MANUAL</i> |
| 11 | KC-03-M-03 BUNYARD WAY MAIDSTONE ALLINGTON | MIXED HOUSES & FLATS | KENT |
| | Edge of Town Residential Zone Total No of Dwellings: 140 <i>Survey date: TUESDAY 22/05/18</i> | | <i>Survey Type: MANUAL</i> |
| 12 | KC-03-M-04 HERMITAGE LANE MAIDSTONE BARMING | MIXED HOUSES AND FLATS | KENT |
| | Edge of Town No Sub Category Total No of Dwellings: 250 <i>Survey date: THURSDAY 10/06/21</i> | | <i>Survey Type: MANUAL</i> |
| 13 | NF-03-M-02 CAWSTON ROAD AYLSHAM | MIXED HOUSES | NORFOLK |
| | Edge of Town Out of Town Total No of Dwellings: 250 <i>Survey date: TUESDAY 17/09/19</i> | | <i>Survey Type: MANUAL</i> |
| 14 | NF-03-M-14 NORWICH COMMON WYMONDHAM | MIXED HOUSES & FLATS | NORFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: 321 <i>Survey date: THURSDAY 19/09/19</i> | | <i>Survey Type: MANUAL</i> |
| 15 | NF-03-M-42 STALHAM ROAD HOVETON | MIXED HOUSES | NORFOLK |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 120 <i>Survey date: THURSDAY 16/09/21</i> | | <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|--|----------------------|---------|
| 16 | NF-03-M-43 | MIXED HOUSES | NORFOLK |
| | PIGOT LANE NEAR NORWICH FRAMINGHAM EARL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 100 <i>Survey date: TUESDAY 21/09/21</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 17 | NF-03-M-46 | MIXED HOUSES & FLATS | NORFOLK |
| | DEREHAM ROAD NORWICH Edge of Town No Sub Category Total No of Dwellings: 338 <i>Survey date: WEDNESDAY 15/09/21</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 18 | NF-03-M-51 | MIXED HOUSES | NORFOLK |
| | MENDHAM LANE HARLESTON Edge of Town Residential Zone Total No of Dwellings: 120 <i>Survey date: WEDNESDAY 29/09/21</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 19 | NF-03-M-55 | MIXED HOUSES | NORFOLK |
| | CAISTOR LANE NEAR NORWICH PORINGLAND Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 150 <i>Survey date: WEDNESDAY 28/09/22</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 20 | NF-03-M-59 | MIXED HOUSES | NORFOLK |
| | NORWICH COMMON WYMONDHAM Edge of Town Residential Zone Total No of Dwellings: 153 <i>Survey date: THURSDAY 29/09/22</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 21 | NF-03-M-61 | MIXED HOUSES & FLATS | NORFOLK |
| | LONG LANE NEAR NORWICH MULBARTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 180 <i>Survey date: WEDNESDAY 28/09/22</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 22 | NF-03-M-62 | MIXED HOUSES | NORFOLK |
| | CAWSTON ROAD AYLSHAM Edge of Town Out of Town Total No of Dwellings: 250 <i>Survey date: WEDNESDAY 21/09/22</i> | | |
| | <i>Survey Type: MANUAL</i> | | |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|---|----------------------------|-------------|
| 23 | NF-03-M-63 | MIXED HOUSES | NORFOLK |
| | NORTH WALSHAM ROAD NORTH WALSHAM | | |
| | Edge of Town Residential Zone Total No of Dwellings: 100 <i>Survey date: WEDNESDAY 21/09/22</i> | | |
| 24 | OX-03-M-01 | MIXED HOUSES | OXFORDSHIRE |
| | WENMAN ROAD THAME | | |
| | Edge of Town Industrial Zone Total No of Dwellings: 100 <i>Survey date: THURSDAY 28/06/18</i> | | |
| 25 | OX-03-M-02 | MIXED HOUSES & FLATS | OXFORDSHIRE |
| | GODSTOW ROAD OXFORD WOLVERCOTE Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 117 <i>Survey date: WEDNESDAY 12/10/21</i> | | |
| 26 | SC-03-M-08 | MIXED HOUSES & FLATS | SURREY |
| | CHOBHAM LANE LONGCROSS | | |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 107 <i>Survey date: TUESDAY 12/11/19</i> | | |
| 27 | SC-03-M-10 | MIXED HOUSES & FLATS | SURREY |
| | AARONS HILL GODALMING | | |
| | Edge of Town Residential Zone Total No of Dwellings: 108 <i>Survey date: THURSDAY 09/06/22</i> | | |
| 28 | SM-03-M-01 | DETACHED & TERRACED HOUSES | SOMERSET |
| | MILTON HILL TAUNTON MONKTON HEATHFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 135 <i>Survey date: WEDNESDAY 26/09/18</i> | | |
| 29 | SP-03-M-02 | MIXED HOUSES & FLATS | SOUTHAMPTON |
| | BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END Edge of Town Out of Town Total No of Dwellings: 181 <i>Survey date: WEDNESDAY 23/10/19</i> | | |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|---|----------------------|-------------|
| 30 | WL-03-M-04 | MIXED HOUSES & FLATS | WILTSHIRE |
| | WARNEFORD CRESCENT NEAR SALISBURY LONGHEDGE Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 544 <i>Survey date: THURSDAY 18/11/21</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 31 | WS-03-M-04 | HOUSES & FLATS | WEST SUSSEX |
| | SUMMERSDALE ROAD CHICHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 214 <i>Survey date: THURSDAY 08/05/14</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 32 | WS-03-M-12 | HOUSES & FLATS | WEST SUSSEX |
| | UPPER SHOREHAM ROAD SHOREHAM BY SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 192 <i>Survey date: WEDNESDAY 27/04/16</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 33 | WS-03-M-16 | MIXED FLATS & HOUSES | WEST SUSSEX |
| | BROYLE ROAD CHICHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 252 <i>Survey date: WEDNESDAY 21/03/18</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 34 | WS-03-M-20 | MIXED HOUSES & FLATS | WEST SUSSEX |
| | OLD GUILDFORD ROAD HORSHAM BROADBRIDGE HEATH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 121 <i>Survey date: THURSDAY 24/10/19</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 35 | WS-03-M-25 | MIXED HOUSES | WEST SUSSEX |
| | CLAPPERS LANE BRACKLESHAM BAY Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: WEDNESDAY 24/11/21</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 36 | WS-03-M-26 | MIXED HOUSES & FLATS | WEST SUSSEX |
| | MILL STRAIGHT SOUTHWATER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 193 <i>Survey date: WEDNESDAY 16/03/22</i> | | |
| | <i>Survey Type: MANUAL</i> | | |

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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): 1.76

| 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 | 36 | 192 | 0.081 | 36 | 192 | 0.317 | 36 | 192 | 0.398 |
| 08:00 - 09:00 | 36 | 192 | 0.148 | 36 | 192 | 0.387 | 36 | 192 | 0.535 |
| 09:00 - 10:00 | 36 | 192 | 0.140 | 36 | 192 | 0.156 | 36 | 192 | 0.296 |
| 10:00 - 11:00 | 36 | 192 | 0.117 | 36 | 192 | 0.140 | 36 | 192 | 0.257 |
| 11:00 - 12:00 | 36 | 192 | 0.121 | 36 | 192 | 0.129 | 36 | 192 | 0.250 |
| 12:00 - 13:00 | 36 | 192 | 0.143 | 36 | 192 | 0.132 | 36 | 192 | 0.275 |
| 13:00 - 14:00 | 36 | 192 | 0.140 | 36 | 192 | 0.141 | 36 | 192 | 0.281 |
| 14:00 - 15:00 | 36 | 192 | 0.140 | 36 | 192 | 0.182 | 36 | 192 | 0.322 |
| 15:00 - 16:00 | 36 | 192 | 0.273 | 36 | 192 | 0.166 | 36 | 192 | 0.439 |
| 16:00 - 17:00 | 36 | 192 | 0.278 | 36 | 192 | 0.162 | 36 | 192 | 0.440 |
| 17:00 - 18:00 | 36 | 192 | 0.329 | 36 | 192 | 0.162 | 36 | 192 | 0.491 |
| 18:00 - 19:00 | 36 | 192 | 0.281 | 36 | 192 | 0.162 | 36 | 192 | 0.443 |
| 19:00 - 20:00 | 1 | 119 | 0.126 | 1 | 119 | 0.008 | 1 | 119 | 0.134 |
| 20:00 - 21:00 | 1 | 119 | 0.101 | 1 | 119 | 0.017 | 1 | 119 | 0.118 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.418 | | | 2.261 | | | 4.679 |

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: 100 - 544 (units:)
Survey date date range: 01/01/14 - 29/09/22
Number of weekdays (Monday-Friday): 36
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 7
Surveys manually removed from selection: 0

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

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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 | 36 | 192 | 0.004 | 36 | 192 | 0.005 | 36 | 192 | 0.009 |
| 08:00 - 09:00 | 36 | 192 | 0.006 | 36 | 192 | 0.007 | 36 | 192 | 0.013 |
| 09:00 - 10:00 | 36 | 192 | 0.002 | 36 | 192 | 0.002 | 36 | 192 | 0.004 |
| 10:00 - 11:00 | 36 | 192 | 0.002 | 36 | 192 | 0.002 | 36 | 192 | 0.004 |
| 11:00 - 12:00 | 36 | 192 | 0.002 | 36 | 192 | 0.002 | 36 | 192 | 0.004 |
| 12:00 - 13:00 | 36 | 192 | 0.001 | 36 | 192 | 0.002 | 36 | 192 | 0.003 |
| 13:00 - 14:00 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 14:00 - 15:00 | 36 | 192 | 0.002 | 36 | 192 | 0.002 | 36 | 192 | 0.004 |
| 15:00 - 16:00 | 36 | 192 | 0.006 | 36 | 192 | 0.006 | 36 | 192 | 0.012 |
| 16:00 - 17:00 | 36 | 192 | 0.004 | 36 | 192 | 0.003 | 36 | 192 | 0.007 |
| 17:00 - 18:00 | 36 | 192 | 0.002 | 36 | 192 | 0.002 | 36 | 192 | 0.004 |
| 18:00 - 19:00 | 36 | 192 | 0.003 | 36 | 192 | 0.002 | 36 | 192 | 0.005 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.035 | | | 0.036 | | | 0.071 |

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.

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 08:00 - 09:00 | 36 | 192 | 0.002 | 36 | 192 | 0.001 | 36 | 192 | 0.003 |
| 09:00 - 10:00 | 36 | 192 | 0.002 | 36 | 192 | 0.003 | 36 | 192 | 0.005 |
| 10:00 - 11:00 | 36 | 192 | 0.002 | 36 | 192 | 0.002 | 36 | 192 | 0.004 |
| 11:00 - 12:00 | 36 | 192 | 0.002 | 36 | 192 | 0.001 | 36 | 192 | 0.003 |
| 12:00 - 13:00 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 13:00 - 14:00 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 14:00 - 15:00 | 36 | 192 | 0.000 | 36 | 192 | 0.001 | 36 | 192 | 0.001 |
| 15:00 - 16:00 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 16:00 - 17:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 17:00 - 18:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 18:00 - 19:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.012 | | | 0.012 | | | 0.024 |

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.

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 08:00 - 09:00 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 09:00 - 10:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 10:00 - 11:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 11:00 - 12:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 12:00 - 13:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 13:00 - 14:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 14:00 - 15:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 15:00 - 16:00 | 36 | 192 | 0.002 | 36 | 192 | 0.001 | 36 | 192 | 0.003 |
| 16:00 - 17:00 | 36 | 192 | 0.000 | 36 | 192 | 0.001 | 36 | 192 | 0.001 |
| 17:00 - 18:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 18:00 - 19:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.003 | | | 0.003 | | | 0.006 |

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

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

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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 | 36 | 192 | 0.002 | 36 | 192 | 0.012 | 36 | 192 | 0.014 |
| 08:00 - 09:00 | 36 | 192 | 0.004 | 36 | 192 | 0.018 | 36 | 192 | 0.022 |
| 09:00 - 10:00 | 36 | 192 | 0.004 | 36 | 192 | 0.004 | 36 | 192 | 0.008 |
| 10:00 - 11:00 | 36 | 192 | 0.003 | 36 | 192 | 0.003 | 36 | 192 | 0.006 |
| 11:00 - 12:00 | 36 | 192 | 0.002 | 36 | 192 | 0.003 | 36 | 192 | 0.005 |
| 12:00 - 13:00 | 36 | 192 | 0.003 | 36 | 192 | 0.003 | 36 | 192 | 0.006 |
| 13:00 - 14:00 | 36 | 192 | 0.003 | 36 | 192 | 0.003 | 36 | 192 | 0.006 |
| 14:00 - 15:00 | 36 | 192 | 0.004 | 36 | 192 | 0.005 | 36 | 192 | 0.009 |
| 15:00 - 16:00 | 36 | 192 | 0.017 | 36 | 192 | 0.005 | 36 | 192 | 0.022 |
| 16:00 - 17:00 | 36 | 192 | 0.007 | 36 | 192 | 0.005 | 36 | 192 | 0.012 |
| 17:00 - 18:00 | 36 | 192 | 0.014 | 36 | 192 | 0.005 | 36 | 192 | 0.019 |
| 18:00 - 19:00 | 36 | 192 | 0.008 | 36 | 192 | 0.006 | 36 | 192 | 0.014 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.071 | | | 0.072 | | | 0.143 |

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.

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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 | 36 | 192 | 0.094 | 36 | 192 | 0.438 | 36 | 192 | 0.532 |
| 08:00 - 09:00 | 36 | 192 | 0.178 | 36 | 192 | 0.657 | 36 | 192 | 0.835 |
| 09:00 - 10:00 | 36 | 192 | 0.168 | 36 | 192 | 0.209 | 36 | 192 | 0.377 |
| 10:00 - 11:00 | 36 | 192 | 0.146 | 36 | 192 | 0.186 | 36 | 192 | 0.332 |
| 11:00 - 12:00 | 36 | 192 | 0.150 | 36 | 192 | 0.168 | 36 | 192 | 0.318 |
| 12:00 - 13:00 | 36 | 192 | 0.181 | 36 | 192 | 0.174 | 36 | 192 | 0.355 |
| 13:00 - 14:00 | 36 | 192 | 0.184 | 36 | 192 | 0.185 | 36 | 192 | 0.369 |
| 14:00 - 15:00 | 36 | 192 | 0.184 | 36 | 192 | 0.231 | 36 | 192 | 0.415 |
| 15:00 - 16:00 | 36 | 192 | 0.473 | 36 | 192 | 0.222 | 36 | 192 | 0.695 |
| 16:00 - 17:00 | 36 | 192 | 0.412 | 36 | 192 | 0.224 | 36 | 192 | 0.636 |
| 17:00 - 18:00 | 36 | 192 | 0.469 | 36 | 192 | 0.227 | 36 | 192 | 0.696 |
| 18:00 - 19:00 | 36 | 192 | 0.395 | 36 | 192 | 0.229 | 36 | 192 | 0.624 |
| 19:00 - 20:00 | 1 | 119 | 0.168 | 1 | 119 | 0.017 | 1 | 119 | 0.185 |
| 20:00 - 21:00 | 1 | 119 | 0.151 | 1 | 119 | 0.017 | 1 | 119 | 0.168 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.353 | | | 3.184 | | | 6.537 |

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.

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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 | 36 | 192 | 0.029 | 36 | 192 | 0.059 | 36 | 192 | 0.088 |
| 08:00 - 09:00 | 36 | 192 | 0.052 | 36 | 192 | 0.179 | 36 | 192 | 0.231 |
| 09:00 - 10:00 | 36 | 192 | 0.052 | 36 | 192 | 0.030 | 36 | 192 | 0.082 |
| 10:00 - 11:00 | 36 | 192 | 0.026 | 36 | 192 | 0.031 | 36 | 192 | 0.057 |
| 11:00 - 12:00 | 36 | 192 | 0.025 | 36 | 192 | 0.029 | 36 | 192 | 0.054 |
| 12:00 - 13:00 | 36 | 192 | 0.037 | 36 | 192 | 0.033 | 36 | 192 | 0.070 |
| 13:00 - 14:00 | 36 | 192 | 0.032 | 36 | 192 | 0.033 | 36 | 192 | 0.065 |
| 14:00 - 15:00 | 36 | 192 | 0.036 | 36 | 192 | 0.049 | 36 | 192 | 0.085 |
| 15:00 - 16:00 | 36 | 192 | 0.161 | 36 | 192 | 0.054 | 36 | 192 | 0.215 |
| 16:00 - 17:00 | 36 | 192 | 0.073 | 36 | 192 | 0.045 | 36 | 192 | 0.118 |
| 17:00 - 18:00 | 36 | 192 | 0.065 | 36 | 192 | 0.047 | 36 | 192 | 0.112 |
| 18:00 - 19:00 | 36 | 192 | 0.051 | 36 | 192 | 0.044 | 36 | 192 | 0.095 |
| 19:00 - 20:00 | 1 | 119 | 0.008 | 1 | 119 | 0.008 | 1 | 119 | 0.016 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.647 | | | 0.641 | | | 1.288 |

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.

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
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 | 36 | 192 | 0.002 | 36 | 192 | 0.029 | 36 | 192 | 0.031 |
| 08:00 - 09:00 | 36 | 192 | 0.002 | 36 | 192 | 0.016 | 36 | 192 | 0.018 |
| 09:00 - 10:00 | 36 | 192 | 0.002 | 36 | 192 | 0.005 | 36 | 192 | 0.007 |
| 10:00 - 11:00 | 36 | 192 | 0.002 | 36 | 192 | 0.004 | 36 | 192 | 0.006 |
| 11:00 - 12:00 | 36 | 192 | 0.003 | 36 | 192 | 0.004 | 36 | 192 | 0.007 |
| 12:00 - 13:00 | 36 | 192 | 0.004 | 36 | 192 | 0.004 | 36 | 192 | 0.008 |
| 13:00 - 14:00 | 36 | 192 | 0.004 | 36 | 192 | 0.004 | 36 | 192 | 0.008 |
| 14:00 - 15:00 | 36 | 192 | 0.004 | 36 | 192 | 0.004 | 36 | 192 | 0.008 |
| 15:00 - 16:00 | 36 | 192 | 0.016 | 36 | 192 | 0.004 | 36 | 192 | 0.020 |
| 16:00 - 17:00 | 36 | 192 | 0.016 | 36 | 192 | 0.003 | 36 | 192 | 0.019 |
| 17:00 - 18:00 | 36 | 192 | 0.011 | 36 | 192 | 0.002 | 36 | 192 | 0.013 |
| 18:00 - 19:00 | 36 | 192 | 0.008 | 36 | 192 | 0.001 | 36 | 192 | 0.009 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.074 | | | 0.080 | | | 0.154 |

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

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

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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 | 36 | 192 | 0.000 | 36 | 192 | 0.004 | 36 | 192 | 0.004 |
| 08:00 - 09:00 | 36 | 192 | 0.000 | 36 | 192 | 0.002 | 36 | 192 | 0.002 |
| 09:00 - 10:00 | 36 | 192 | 0.000 | 36 | 192 | 0.001 | 36 | 192 | 0.001 |
| 10:00 - 11:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 11:00 - 12:00 | 36 | 192 | 0.000 | 36 | 192 | 0.001 | 36 | 192 | 0.001 |
| 12:00 - 13:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 13:00 - 14:00 | 36 | 192 | 0.000 | 36 | 192 | 0.001 | 36 | 192 | 0.001 |
| 14:00 - 15:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 15:00 - 16:00 | 36 | 192 | 0.001 | 36 | 192 | 0.000 | 36 | 192 | 0.001 |
| 16:00 - 17:00 | 36 | 192 | 0.002 | 36 | 192 | 0.000 | 36 | 192 | 0.002 |
| 17:00 - 18:00 | 36 | 192 | 0.002 | 36 | 192 | 0.000 | 36 | 192 | 0.002 |
| 18:00 - 19:00 | 36 | 192 | 0.002 | 36 | 192 | 0.001 | 36 | 192 | 0.003 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.007 | | | 0.010 | | | 0.017 |

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.

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 36 | 192 | 0.000 | 36 | 192 | 0.001 | 36 | 192 | 0.001 |
| 08:00 - 09:00 | 36 | 192 | 0.000 | 36 | 192 | 0.003 | 36 | 192 | 0.003 |
| 09:00 - 10:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 10:00 - 11:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 11:00 - 12:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 12:00 - 13:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 13:00 - 14:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 14:00 - 15:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 15:00 - 16:00 | 36 | 192 | 0.003 | 36 | 192 | 0.000 | 36 | 192 | 0.003 |
| 16:00 - 17:00 | 36 | 192 | 0.001 | 36 | 192 | 0.000 | 36 | 192 | 0.001 |
| 17:00 - 18:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 18:00 - 19:00 | 36 | 192 | 0.000 | 36 | 192 | 0.000 | 36 | 192 | 0.000 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.004 | | | 0.004 | | | 0.008 |

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.

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
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 | 36 | 192 | 0.002 | 36 | 192 | 0.034 | 36 | 192 | 0.036 |
| 08:00 - 09:00 | 36 | 192 | 0.002 | 36 | 192 | 0.021 | 36 | 192 | 0.023 |
| 09:00 - 10:00 | 36 | 192 | 0.002 | 36 | 192 | 0.006 | 36 | 192 | 0.008 |
| 10:00 - 11:00 | 36 | 192 | 0.002 | 36 | 192 | 0.005 | 36 | 192 | 0.007 |
| 11:00 - 12:00 | 36 | 192 | 0.003 | 36 | 192 | 0.004 | 36 | 192 | 0.007 |
| 12:00 - 13:00 | 36 | 192 | 0.005 | 36 | 192 | 0.004 | 36 | 192 | 0.009 |
| 13:00 - 14:00 | 36 | 192 | 0.004 | 36 | 192 | 0.005 | 36 | 192 | 0.009 |
| 14:00 - 15:00 | 36 | 192 | 0.004 | 36 | 192 | 0.004 | 36 | 192 | 0.008 |
| 15:00 - 16:00 | 36 | 192 | 0.020 | 36 | 192 | 0.004 | 36 | 192 | 0.024 |
| 16:00 - 17:00 | 36 | 192 | 0.019 | 36 | 192 | 0.004 | 36 | 192 | 0.023 |
| 17:00 - 18:00 | 36 | 192 | 0.013 | 36 | 192 | 0.003 | 36 | 192 | 0.016 |
| 18:00 - 19:00 | 36 | 192 | 0.010 | 36 | 192 | 0.002 | 36 | 192 | 0.012 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.086 | | | 0.096 | | | 0.182 |

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.*

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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): 1.76

| 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 | 36 | 192 | 0.128 | 36 | 192 | 0.542 | 36 | 192 | 0.670 |
| 08:00 - 09:00 | 36 | 192 | 0.237 | 36 | 192 | 0.875 | 36 | 192 | 1.112 |
| 09:00 - 10:00 | 36 | 192 | 0.225 | 36 | 192 | 0.250 | 36 | 192 | 0.475 |
| 10:00 - 11:00 | 36 | 192 | 0.178 | 36 | 192 | 0.225 | 36 | 192 | 0.403 |
| 11:00 - 12:00 | 36 | 192 | 0.180 | 36 | 192 | 0.205 | 36 | 192 | 0.385 |
| 12:00 - 13:00 | 36 | 192 | 0.225 | 36 | 192 | 0.214 | 36 | 192 | 0.439 |
| 13:00 - 14:00 | 36 | 192 | 0.222 | 36 | 192 | 0.225 | 36 | 192 | 0.447 |
| 14:00 - 15:00 | 36 | 192 | 0.228 | 36 | 192 | 0.289 | 36 | 192 | 0.517 |
| 15:00 - 16:00 | 36 | 192 | 0.670 | 36 | 192 | 0.285 | 36 | 192 | 0.955 |
| 16:00 - 17:00 | 36 | 192 | 0.511 | 36 | 192 | 0.278 | 36 | 192 | 0.789 |
| 17:00 - 18:00 | 36 | 192 | 0.560 | 36 | 192 | 0.281 | 36 | 192 | 0.841 |
| 18:00 - 19:00 | 36 | 192 | 0.465 | 36 | 192 | 0.282 | 36 | 192 | 0.747 |
| 19:00 - 20:00 | 1 | 119 | 0.176 | 1 | 119 | 0.025 | 1 | 119 | 0.201 |
| 20:00 - 21:00 | 1 | 119 | 0.151 | 1 | 119 | 0.017 | 1 | 119 | 0.168 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 4.156 | | | 3.993 | | | 8.149 |

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

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

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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 | 36 | 192 | 0.064 | 36 | 192 | 0.274 | 36 | 192 | 0.338 |
| 08:00 - 09:00 | 36 | 192 | 0.123 | 36 | 192 | 0.348 | 36 | 192 | 0.471 |
| 09:00 - 10:00 | 36 | 192 | 0.117 | 36 | 192 | 0.130 | 36 | 192 | 0.247 |
| 10:00 - 11:00 | 36 | 192 | 0.089 | 36 | 192 | 0.112 | 36 | 192 | 0.201 |
| 11:00 - 12:00 | 36 | 192 | 0.094 | 36 | 192 | 0.103 | 36 | 192 | 0.197 |
| 12:00 - 13:00 | 36 | 192 | 0.117 | 36 | 192 | 0.107 | 36 | 192 | 0.224 |
| 13:00 - 14:00 | 36 | 192 | 0.117 | 36 | 192 | 0.117 | 36 | 192 | 0.234 |
| 14:00 - 15:00 | 36 | 192 | 0.121 | 36 | 192 | 0.158 | 36 | 192 | 0.279 |
| 15:00 - 16:00 | 36 | 192 | 0.240 | 36 | 192 | 0.139 | 36 | 192 | 0.379 |
| 16:00 - 17:00 | 36 | 192 | 0.239 | 36 | 192 | 0.140 | 36 | 192 | 0.379 |
| 17:00 - 18:00 | 36 | 192 | 0.292 | 36 | 192 | 0.144 | 36 | 192 | 0.436 |
| 18:00 - 19:00 | 36 | 192 | 0.257 | 36 | 192 | 0.145 | 36 | 192 | 0.402 |
| 19:00 - 20:00 | 1 | 119 | 0.126 | 1 | 119 | 0.008 | 1 | 119 | 0.134 |
| 20:00 - 21:00 | 1 | 119 | 0.101 | 1 | 119 | 0.017 | 1 | 119 | 0.118 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.097 | | | 1.942 | | | 4.039 |

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.

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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 | 36 | 192 | 0.011 | 36 | 192 | 0.035 | 36 | 192 | 0.046 |
| 08:00 - 09:00 | 36 | 192 | 0.015 | 36 | 192 | 0.028 | 36 | 192 | 0.043 |
| 09:00 - 10:00 | 36 | 192 | 0.018 | 36 | 192 | 0.020 | 36 | 192 | 0.038 |
| 10:00 - 11:00 | 36 | 192 | 0.024 | 36 | 192 | 0.024 | 36 | 192 | 0.048 |
| 11:00 - 12:00 | 36 | 192 | 0.022 | 36 | 192 | 0.021 | 36 | 192 | 0.043 |
| 12:00 - 13:00 | 36 | 192 | 0.022 | 36 | 192 | 0.021 | 36 | 192 | 0.043 |
| 13:00 - 14:00 | 36 | 192 | 0.019 | 36 | 192 | 0.020 | 36 | 192 | 0.039 |
| 14:00 - 15:00 | 36 | 192 | 0.016 | 36 | 192 | 0.020 | 36 | 192 | 0.036 |
| 15:00 - 16:00 | 36 | 192 | 0.022 | 36 | 192 | 0.017 | 36 | 192 | 0.039 |
| 16:00 - 17:00 | 36 | 192 | 0.032 | 36 | 192 | 0.016 | 36 | 192 | 0.048 |
| 17:00 - 18:00 | 36 | 192 | 0.030 | 36 | 192 | 0.014 | 36 | 192 | 0.044 |
| 18:00 - 19:00 | 36 | 192 | 0.018 | 36 | 192 | 0.013 | 36 | 192 | 0.031 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.249 | | | 0.249 | | | 0.498 |

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.

WSP GROUP STREET NAME TOWN/CITY

Licence No: 100314

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 36 | 192 | 0.001 | 36 | 192 | 0.003 | 36 | 192 | 0.004 |
| 08:00 - 09:00 | 36 | 192 | 0.000 | 36 | 192 | 0.002 | 36 | 192 | 0.002 |
| 09:00 - 10:00 | 36 | 192 | 0.000 | 36 | 192 | 0.001 | 36 | 192 | 0.001 |
| 10:00 - 11:00 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 11:00 - 12:00 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 12:00 - 13:00 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 13:00 - 14:00 | 36 | 192 | 0.001 | 36 | 192 | 0.002 | 36 | 192 | 0.003 |
| 14:00 - 15:00 | 36 | 192 | 0.001 | 36 | 192 | 0.001 | 36 | 192 | 0.002 |
| 15:00 - 16:00 | 36 | 192 | 0.002 | 36 | 192 | 0.001 | 36 | 192 | 0.003 |
| 16:00 - 17:00 | 36 | 192 | 0.002 | 36 | 192 | 0.001 | 36 | 192 | 0.003 |
| 17:00 - 18:00 | 36 | 192 | 0.004 | 36 | 192 | 0.002 | 36 | 192 | 0.006 |
| 18:00 - 19:00 | 36 | 192 | 0.003 | 36 | 192 | 0.002 | 36 | 192 | 0.005 |
| 19:00 - 20:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 20:00 - 21:00 | 1 | 119 | 0.000 | 1 | 119 | 0.000 | 1 | 119 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.017 | | | 0.018 | | | 0.035 |

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.