Statement of Apportionment

Herne and Sturry Relief Roads

Herne

1 It is considered that the following strategic allocation sites will generate traffic, the cumulative effect of which will create a significant impact on the A291 at Herne:

Hillborough
Strode Farm
Golf Club

Modelling of the capacity of the A291 at Herne and Sturry has been undertaken by Amey on behalf of KCC and concludes that the addition of traffic from the strategic sites will have a significant and severe impact on the study corridor both at link and junction level.

2. **Trip distribution**
The National Travel Survey data (NOMIS) has been used to establish existing ward work migration patterns using the tables WU03EW. These demonstrate the number of vehicular trips from origin zones to destination zones across wards and districts in the south east.
These were used to establish the number and percentage of trips from each of the development sites that would have an effect on the Herne relief road. Trips were assigned to relevant routes.
The background data for this trip distribution is shown in Appendix 1.

3 **Trip Rates**
The location and type of development for all developments are similar and therefore one calculation has been carried out using TRICS. This has resulted in a trip rate of 0.55. The TRICS data is shown in Appendix 2.

4 **Apportionment**
For clarity of delivery it is intended that developments in Herne should contribute to the Herne relief road and developments in Sturry and Hersden should contribute to the Sturry relief road. The Sturry and Hersden sites generate 65% of the additional forecast traffic in Sturry and therefore have the greatest impact, and greatest mitigation.

5 The apportionment for the Herne sites can be considered to apply as follows, based on a working cost of delivery of the Herne relief road at £7.7M

Trip rate	Trip distribution	Development	Size of development (Houses)	Resulting traffic movements	Proportion of total traffic movements	Apportioned cost £000
0.55	0.31	Golf Club	570	97	22%	1693
0.55	0.36	Strode Farm	800	158	36%	2760
0.55	0.26	Hillborough	1300	186	42%	3239
Traffic generated through **Herne**			**Totals ->**	441	100%	

6 If the quantum of development at any of the sites were to change, the resulting proportionate cost would change accordingly.

7 Developers will be required to pay the actual cost of construction of the relief road. If the cost of construction changes from the working cost, the proportionate cost to developers will change accordingly, whether higher or lower.

Sturry

8 It is considered that the following strategic allocation sites will generate traffic, the cumulative effect of which will create a significant impact on the A28 level crossing at Sturry.

Sturry/ Broad Oak
Hersden

Modelling of the capacity of the A291 at Herne and Sturry has been undertaken by Amey on behalf of KCC and concludes that the addition of traffic from the strategic sites will have a significant and severe impact on the study corridor both at link and junction level.

9 **Trip distribution**
The National Travel Survey data (NOMIS) has been used to establish existing ward work migration patterns using the tables WU03EW. These demonstrate the number of vehicular trips from origin zones to destination zones across wards and districts in the south east.
These were used to establish the number and percentage of trips from each of the development sites that would have an effect on the Sturry relief road. Trips were assigned to relevant routes.
The background data for this trip distribution is shown in Appendix 1.

10 **Trip Rates**
The location and type of development for all developments are similar and therefore one calculation has been carried out using TRICS. This has resulted in a trip rate of 0.55. The TRICS data is shown in Appendix 2.

11 The apportionment can be considered to apply as follows, based on a working cost of delivery of the Sturry relief road at £22.7M

Trip rate	Trip distribution	Development	Size of development (Houses)	Resulting traffic movements	Proportion of total traffic movements	Apportioned cost £000
0.55	0.74	Sturry	1150	468	61%	13928
0.55	0.67	Hersden	800	295	39%	8772
Traffic generated through **Sturry**			**Totals ->**	763		

12 If the quantum of development at any of the sites were to change, or if an additional strategic site were to be allocated or receive planning consent, that development would be expected to contribute and the resulting proportionate cost would change accordingly.

13 Developers will be required to pay the actual cost of construction of the relief road. If the cost of construction changes from the working cost, the proportionate cost to developers will change accordingly, whether higher or lower.

Appendix 1.

Hillborough sites

From NOMIS National Travel Surveys WU03 EW									
Location of Residence and place of work by method of travel to work: Driving a car or van									
			From>			Location of Residence		Canterbury 02 Hillborough	
		To↓							
		Location of Work	Zone of Work Place	Description of Zone			Route assigned from Hillborough	Number of vehicles	Number of vehicles assigned to A291 Herne route
		Ashford					A2990W	39	
		Canterbury	01	Herne Bay central			B2205/ Margate Road	196	
			02	Reculver			Reculver Road	88	
			03	Eddington			B2205/ A2990W	48	
			04	Herne Bay west			A2990W	43	
			05	Chestfield			A2990W	107	
			06	Herne			A291	60	60
			07	Tankerton			A2990W	15	
			08	Whitstable			A2990W	41	
			09	Seasalter			A2990W	52	
			10	Upstreet/ Littlebourne			50% A291, 50% Hoath	36	18
			11	Sturry			50% A291, 50% Hoath	41	20
			12	Blean			A2990W	48	
			13	St Stephens			A2990W/ A291	25	12
			14	Northgate			A291	93	93
			16	Barton			A291	116	116
			17	Chartham/ Stone Street			A291	11	11
			18	Bridge/ Barham			A2990W/ A291	3	1
			19	Wincheap			A291	28	28
			20	Canterbury			A291	73	73
		Dover					A2990W/ A291	77	35
		Maidstone					A2990W	47	
		Medway					A2990W	67	
		Shepway					A2990W/ A291	19	9
		Swale					A2990W	90	
		Thanet					A2990E	179	
		London					A2990W	86	
		Other destinations					A2990W	82	
		Total vehicle trips						1810	476
		% of total							26%

Strode Farm site

From NOMIS National Travel Surveys WU03 EW									
Location of Residence and place of work by method of travel to work: Driving a car or van									
			From>			Location of Residence		Canterbury 06 Strode Farm	
		To↓							
		Location of Work	Zone of Work Place	Description of Zone			Route assigned from Strode Farm	Number of vehicles	Number of vehicles assigned to A291 Herne route
		Ashford					A2990W	77	
		Canterbur	01	Herne Bay central			B2205	200	
			02	Reculver			B2205	59	
			03	Eddington			A2990W/B2205	100	
			04	Herne Bay west			A2990W	56	
			05	Chestfield			A2990W	157	
			06	Herne			A291	98	98
			07	Tankerton			A2990W	22	
			08	Whitstable			A2990W	73	
			09	Seasalter			A2990W	81	
			10	Upstreet/ Littlebourne			A291	47	47
			11	Sturry			A291	102	102
			12	Blean			A2990W	77	
			13	St Stephens			A2990W/ A291	29	14
			14	Northgate			A291	129	129
			16	Barton			A291	201	201
			17	Chartham/ Stone Street			A291	25	25
			18	Bridge/ Barham			A2990W/ A291	7	3
			19	Wincheap			A291	46	46
			20	Canterbury			A291	131	131
		Dover					A2990W/ A291	109	54
		Maidstone					A2990W	76	
		Medway					A2990W	56	
		Shepway					A2990W/ A291	48	24
		Swale					A2990W	143	
		Thanet					A2990E	203	
		London					A2990W	78	
		Other destinations					A2990W	87	
		Total vehicle trips						2517	874
		% of total							36%

Golf Club

From NOMIS National Travel Surveys WU03 EW									
Location of Residence and place of work by method of travel to work: Driving a car or van									
			From>			Location of Residence		Canterbury 03 Golf Club	
		To↓							
		Location of Work	Zone of Work Place	Description of Zone			Route assigned from Golf Club	Number of vehicles	Number of vehicles assigned to A291 Herne route
		Ashford					A2990W	70	
		Canterbury	01	Herne Bay central			A2990E	191	
			02	Reculver			A2990E	44	
			03	Eddington			A2990	63	
			04	Herne Bay west			A2990W	70	
			05	Chestfield			A2990W	128	
			06	Herne			A291	56	56
			07	Tankerton			A2990W	21	
			08	Whitstable			A2990W	78	
			09	Seasalter			A2990W	82	
			10	Upstreet/ Littlebourne			A291	24	24
			11	Sturry			A291	72	72
			12	Blean			A2990W	71	
			13	St Stephens			A2990W/ A291	20	10
			14	Northgate			A291	112	112
			16	Barton			A291	127	127
			17	Chartham/ Stone Street			A291	25	25
			18	Bridge/ Barham			A2990W/ A291	8	4
			19	Wincheap			A291	26	26
			20	Canterbury			A291	109	109
		Dover					A2990W/ A291	75	37
		Maidstone					A2990W	57	
		Medway					A2990W	49	
		Shepway					A2990W/ A291	31	15
		Swale					A2990W	107	
		Thanet					A2990E	156	
		London					A2990W	63	
		Other destinations					A2990W	59	
		Total vehicle trips						1994	617
		% of total							31%

Sturry/ Broad Oak sites

From NOMIS National Travel Surveys WU03 EW									
Location of Residence and place of work by method of travel to work: Driving a car or van									
			From>			Location of Residence		Canterbury 11 Sturry/ Broad Oak	
		To↓							
		Location of Work	Zone of Work Place	Description of Zone			Route assigned from Sturry site	Number of vehicles	Number of vehicles assigned to A28 Sturry route
		Ashford					A28W	70	70
		Canterbury	01	Herne Bay central			A291N	56	
			02	Reculver			A291N	18	
			03	Eddington			A291N	14	
			04	Herne Bay west			A291N	16	
			05	Chestfield			A291N	42	
			06	Herne			A291N	17	
			07	Tankerton			A291N	2	
			08	Whitstable			A291N	14	
			09	Seasalter			A291N	25	
			10	Upstreet/ Littlebourne			A28E	53	53
			11	Sturry			A28E, A28W	128	128
			12	Blean			A28W	94	94
			13	St Stephens			A28W	41	41
			14	Northgate			A28W	195	195
			16	Barton			A28W	214	214
			17	Chartham/ Stone Street			A28W	35	35
			18	Bridge/ Barham			A28W	15	15
			19	Wincheap			A28W	39	39
			20	Canterbury			A28W	132	132
		Dover					A28W	78	78
		Maidstone					A291N	40	
		Medway					A291N	35	
		Shepway					A28W	49	49
		Swale					A291N	71	
		Thanet					A28E	93	93
		London					A291N	39	
		Other destinations					A291N	51	
		Total vehicle trips						1676	1236
		% of total							74%

Hersden site

From NOMIS National Travel Surveys WU03 EW									
Location of Residence and place of work by method of travel to work: Driving a car or van									
			From>			Location of Residence		Canterbury 10 Hersden	
		To↓							
		Location of Work	Zone of Work Place	Description of Zone			Route assigned from Hersden site	Number of vehicles	Number of vehicles assigned to A28 Sturry route
		Ashford					A28W	66	66
		Canterbury	01	Herne Bay central			A291N	31	
			02	Reculver			50% A291N, 50% Hoath	11	
			03	Eddington			A291N	10	
			04	Herne Bay west			A291N	11	
			05	Chestfield			A291N	54	
			06	Herne			50% A291N, 50% Hoath	16	
			07	Tankerton			A291N	1	
			08	Whitstable			A291N	25	
			09	Seasalter			A291N	15	
			10	Upstreet/ Littlebourne			50% A28E, 50% Fordwicl	125	62
			11	Sturry			50% A28W, 50% A291	70	35
			12	Blean			A28W	68	68
			13	St Stephens			A28W	36	36
			14	Northgate			A28W	114	114
			16	Barton			A28W	184	184
			17	Chartham/ Stone Street			A28W	21	21
			18	Bridge/ Barham			A28W	44	44
			19	Wincheap			A28W	55	55
			20	Canterbury			A28W	120	120
		Dover					A28W	136	136
		Maidstone					A291N, A28W	42	21
		Medway					A291N, A28W	28	14
		Shepway					A28W	45	45
		Swale					A291N, A28W	81	40
		Thanet					A28E	150	
		London					A291N, A28W	24	12
		Other destinations					A291N, A28W	63	31
		Total vehicle trips						1646	1104
		% of total							67%

Appendix 2 TRICS data

Calculation Reference: AUDIT-446201-150730-0746

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	CH	CHESHIRE	2 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 6 to 186 (units:)
Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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	4 days
Tuesday	7 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	15

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	13
No Sub Category	2

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.

Filtering Stage 3 selection:

Use Class:

C3	14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	5 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	6 days
1.1 to 1.5	9 days

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

Travel Plan:

No	15 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.

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

2 CH-03-A-06 SEMI-DET./BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

3 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

4 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

5 LN-03-A-02 MIXED HOUSES LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

6 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

7 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

9 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

10 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

11 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

12 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

13 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

14 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

15 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY 21/10/11 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/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.070	15	63	0.254	15	63	0.324
08:00 - 09:00	15	63	0.153	15	63	0.362	15	63	0.515
09:00 - 10:00	15	63	0.156	15	63	0.219	15	63	0.375
10:00 - 11:00	15	63	0.145	15	63	0.159	15	63	0.304
11:00 - 12:00	15	63	0.176	15	63	0.162	15	63	0.338
12:00 - 13:00	15	63	0.197	15	63	0.175	15	63	0.372
13:00 - 14:00	15	63	0.166	15	63	0.153	15	63	0.319
14:00 - 15:00	15	63	0.160	15	63	0.185	15	63	0.345
15:00 - 16:00	15	63	0.231	15	63	0.176	15	63	0.407
16:00 - 17:00	15	63	0.294	15	63	0.173	15	63	0.467
17:00 - 18:00	15	63	0.338	15	63	0.214	15	63	0.552
18:00 - 19:00	15	63	0.210	15	63	0.182	15	63	0.392
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.296			2.414			4.710

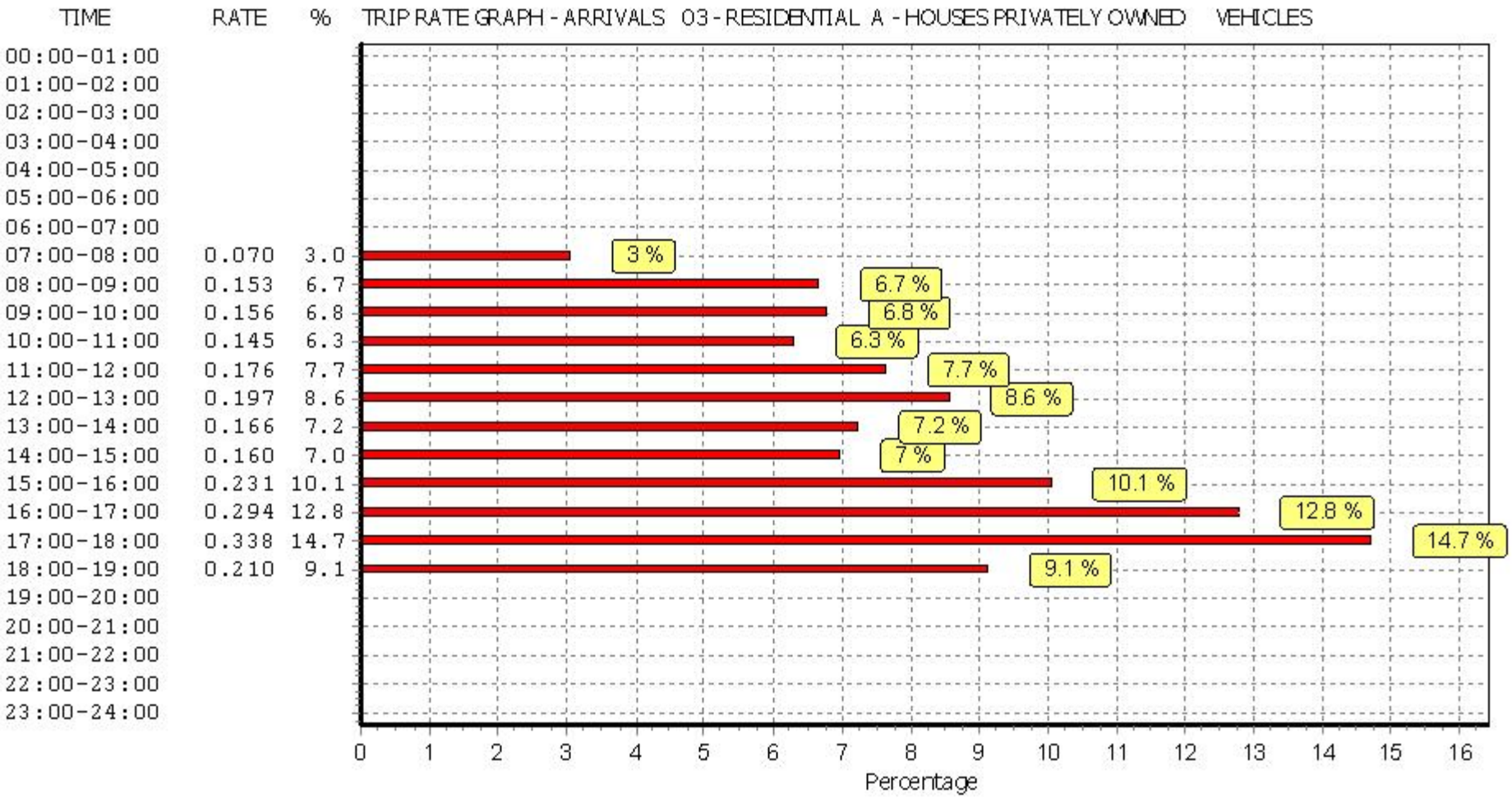
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

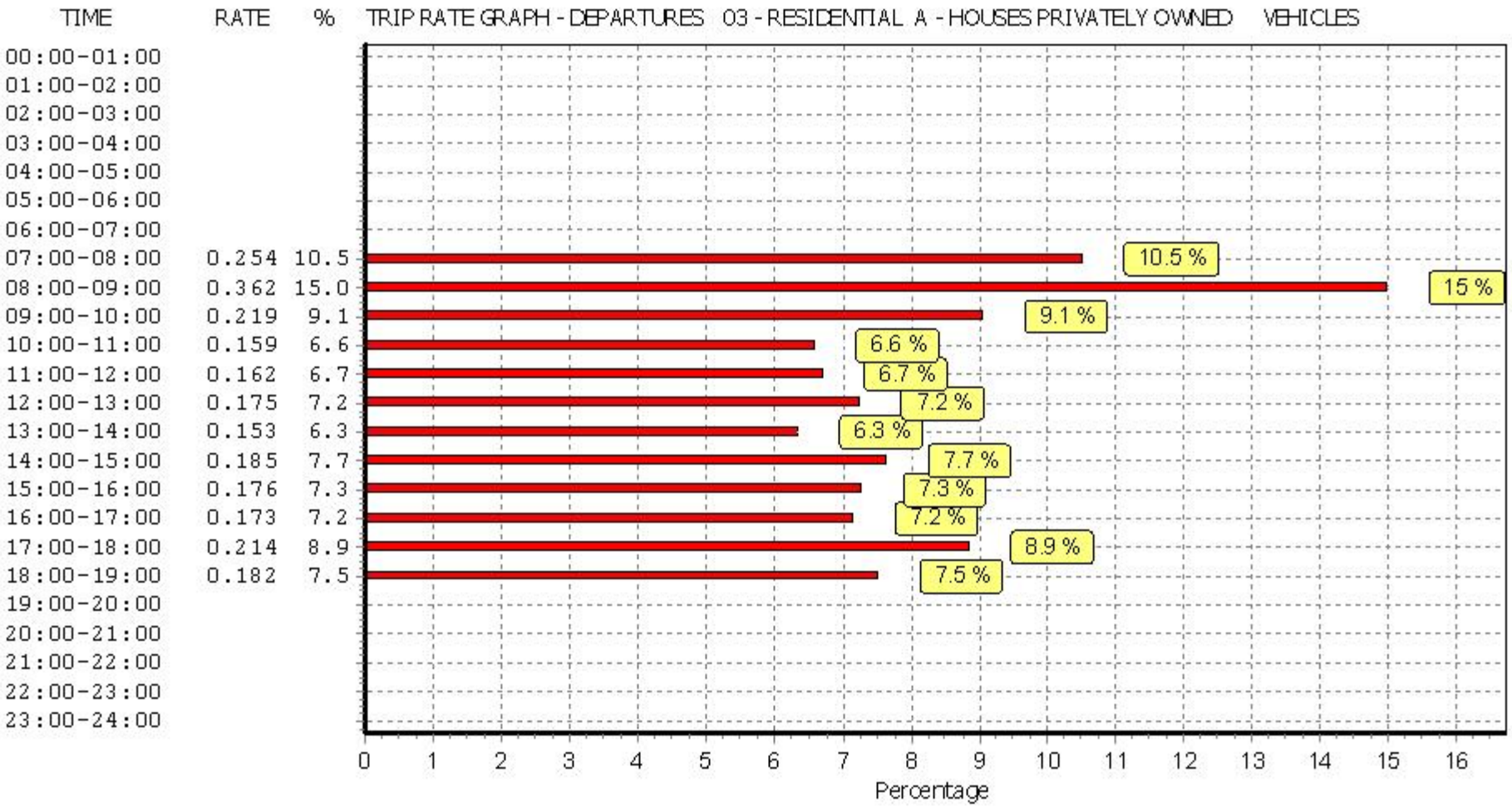
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

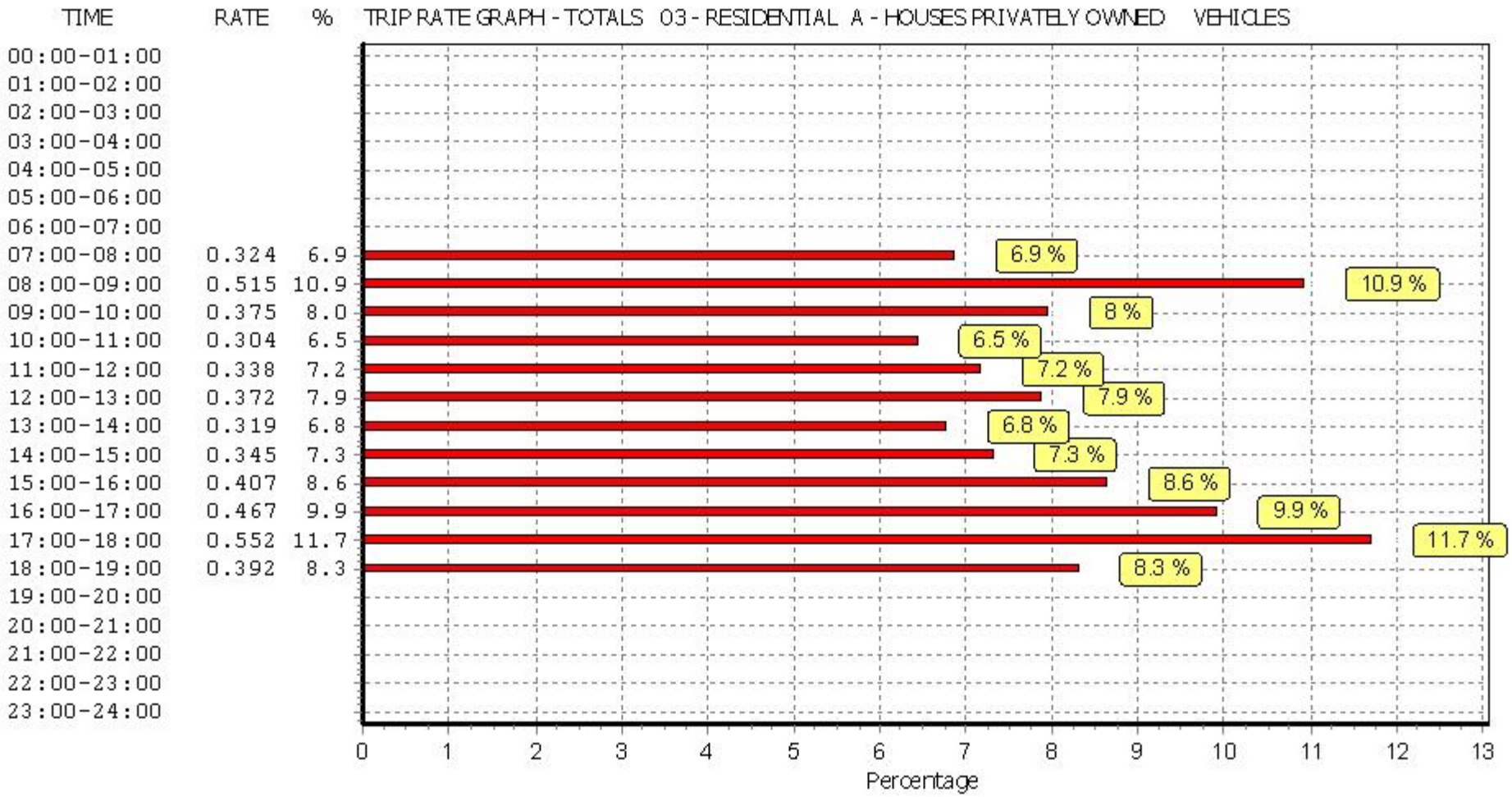
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.001	15	63	0.001	15	63	0.002
08:00 - 09:00	15	63	0.001	15	63	0.001	15	63	0.002
09:00 - 10:00	15	63	0.003	15	63	0.002	15	63	0.005
10:00 - 11:00	15	63	0.003	15	63	0.003	15	63	0.006
11:00 - 12:00	15	63	0.000	15	63	0.000	15	63	0.000
12:00 - 13:00	15	63	0.000	15	63	0.000	15	63	0.000
13:00 - 14:00	15	63	0.001	15	63	0.001	15	63	0.002
14:00 - 15:00	15	63	0.002	15	63	0.001	15	63	0.003
15:00 - 16:00	15	63	0.003	15	63	0.003	15	63	0.006
16:00 - 17:00	15	63	0.000	15	63	0.002	15	63	0.002
17:00 - 18:00	15	63	0.002	15	63	0.002	15	63	0.004
18:00 - 19:00	15	63	0.002	15	63	0.002	15	63	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

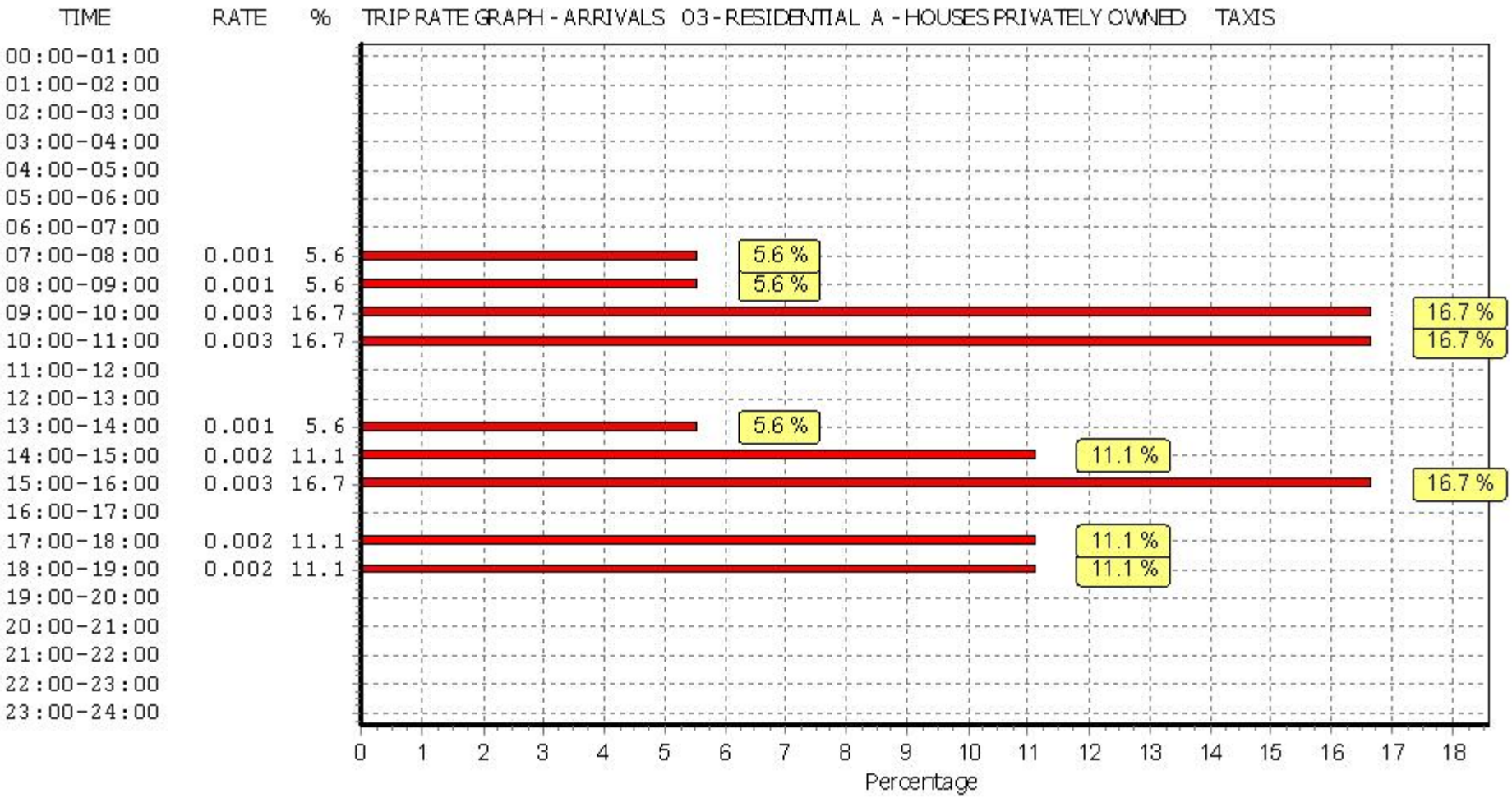
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

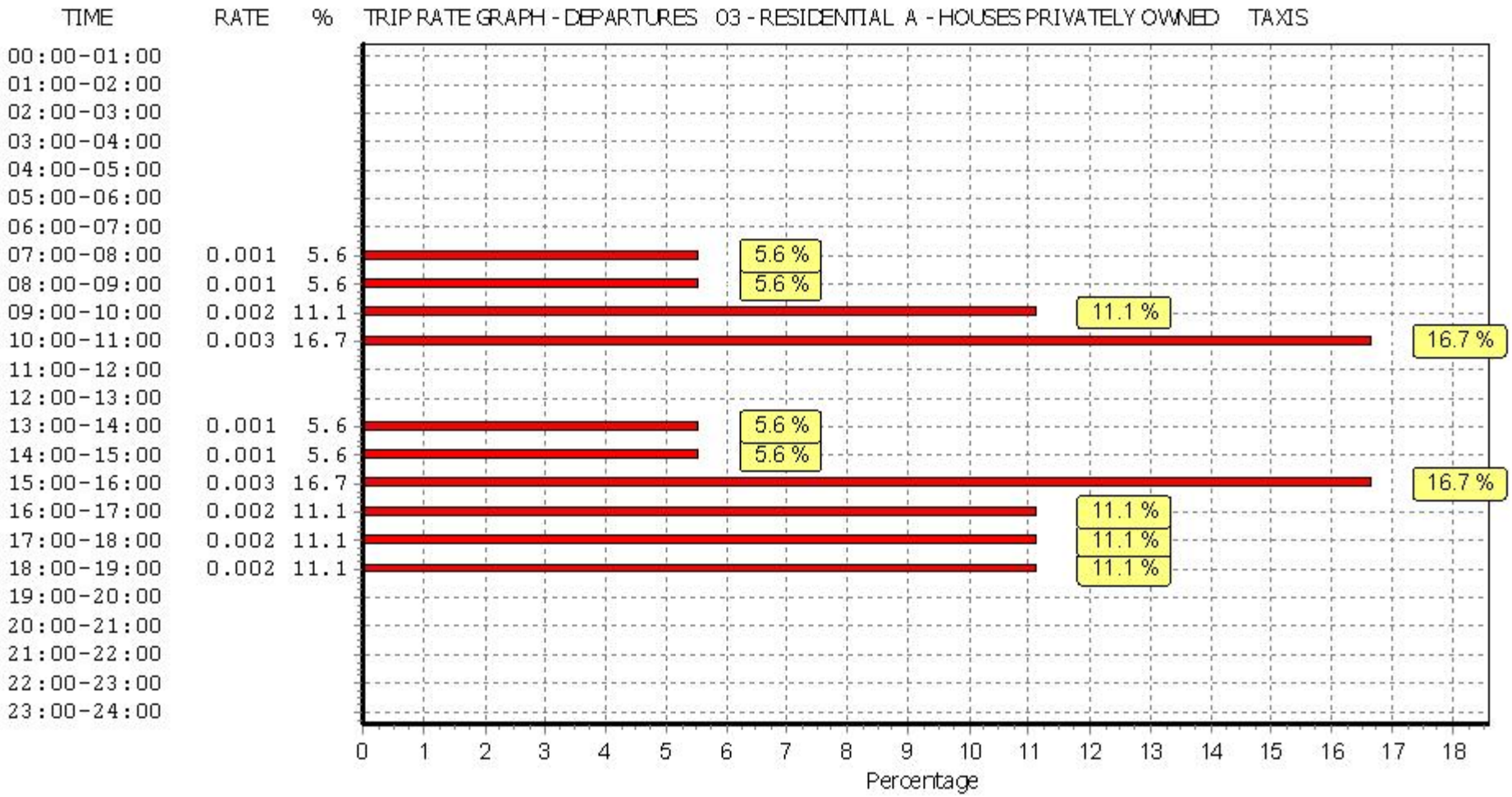
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

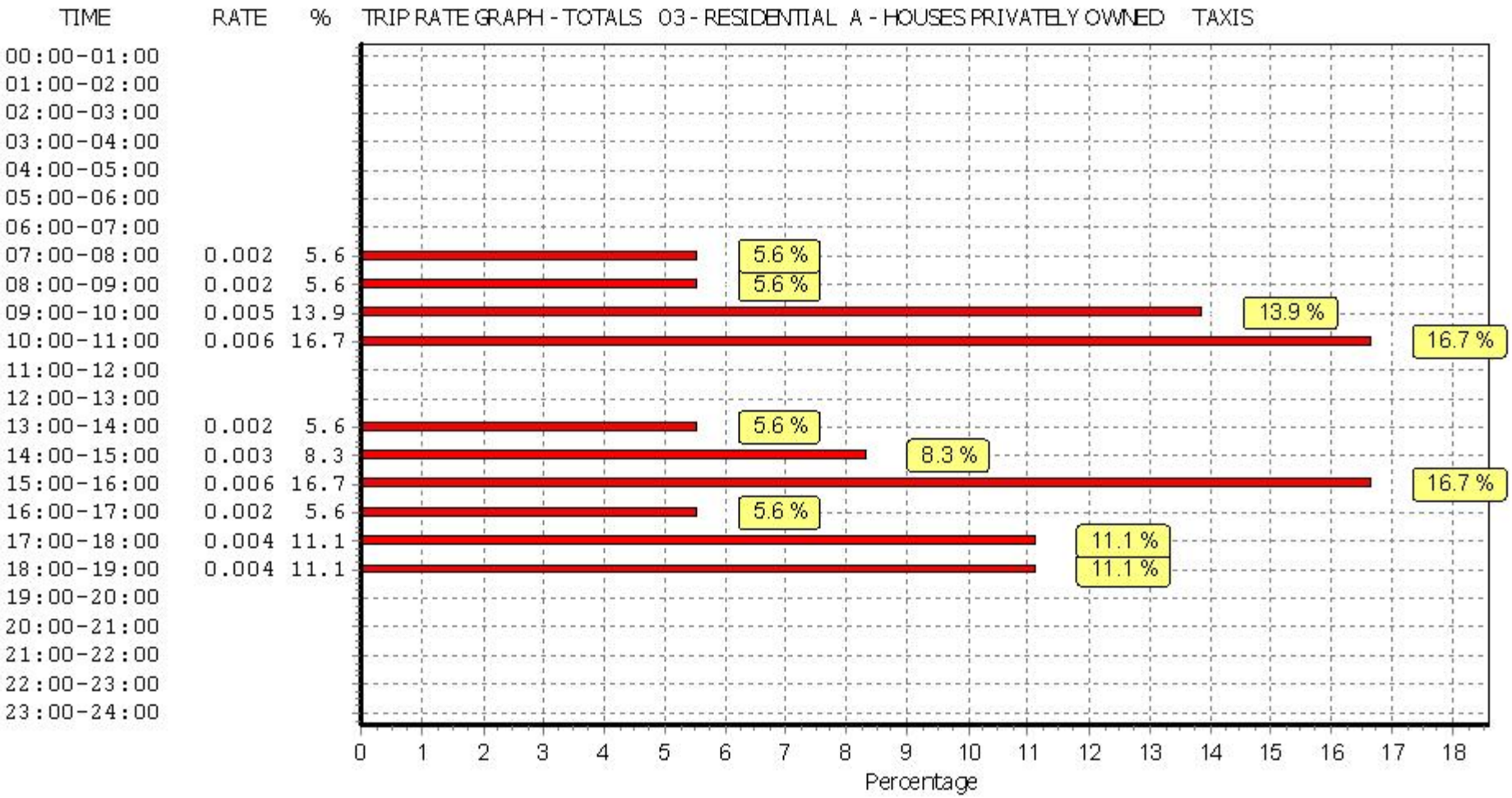
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.001	15	63	0.000	15	63	0.001
08:00 - 09:00	15	63	0.003	15	63	0.004	15	63	0.007
09:00 - 10:00	15	63	0.004	15	63	0.002	15	63	0.006
10:00 - 11:00	15	63	0.003	15	63	0.002	15	63	0.005
11:00 - 12:00	15	63	0.003	15	63	0.003	15	63	0.006
12:00 - 13:00	15	63	0.005	15	63	0.002	15	63	0.007
13:00 - 14:00	15	63	0.002	15	63	0.005	15	63	0.007
14:00 - 15:00	15	63	0.002	15	63	0.005	15	63	0.007
15:00 - 16:00	15	63	0.001	15	63	0.001	15	63	0.002
16:00 - 17:00	15	63	0.001	15	63	0.001	15	63	0.002
17:00 - 18:00	15	63	0.001	15	63	0.001	15	63	0.002
18:00 - 19:00	15	63	0.000	15	63	0.000	15	63	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

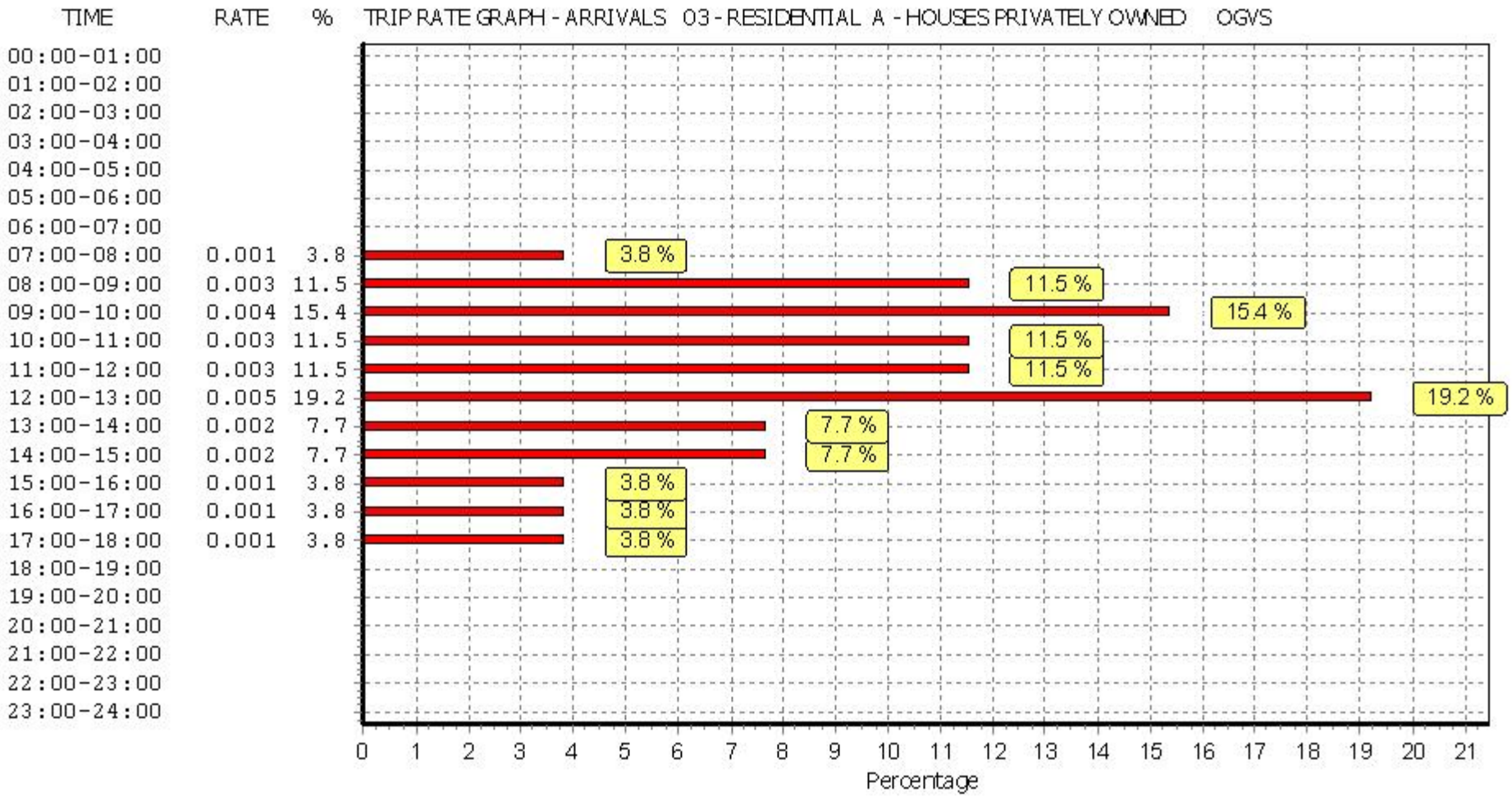
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

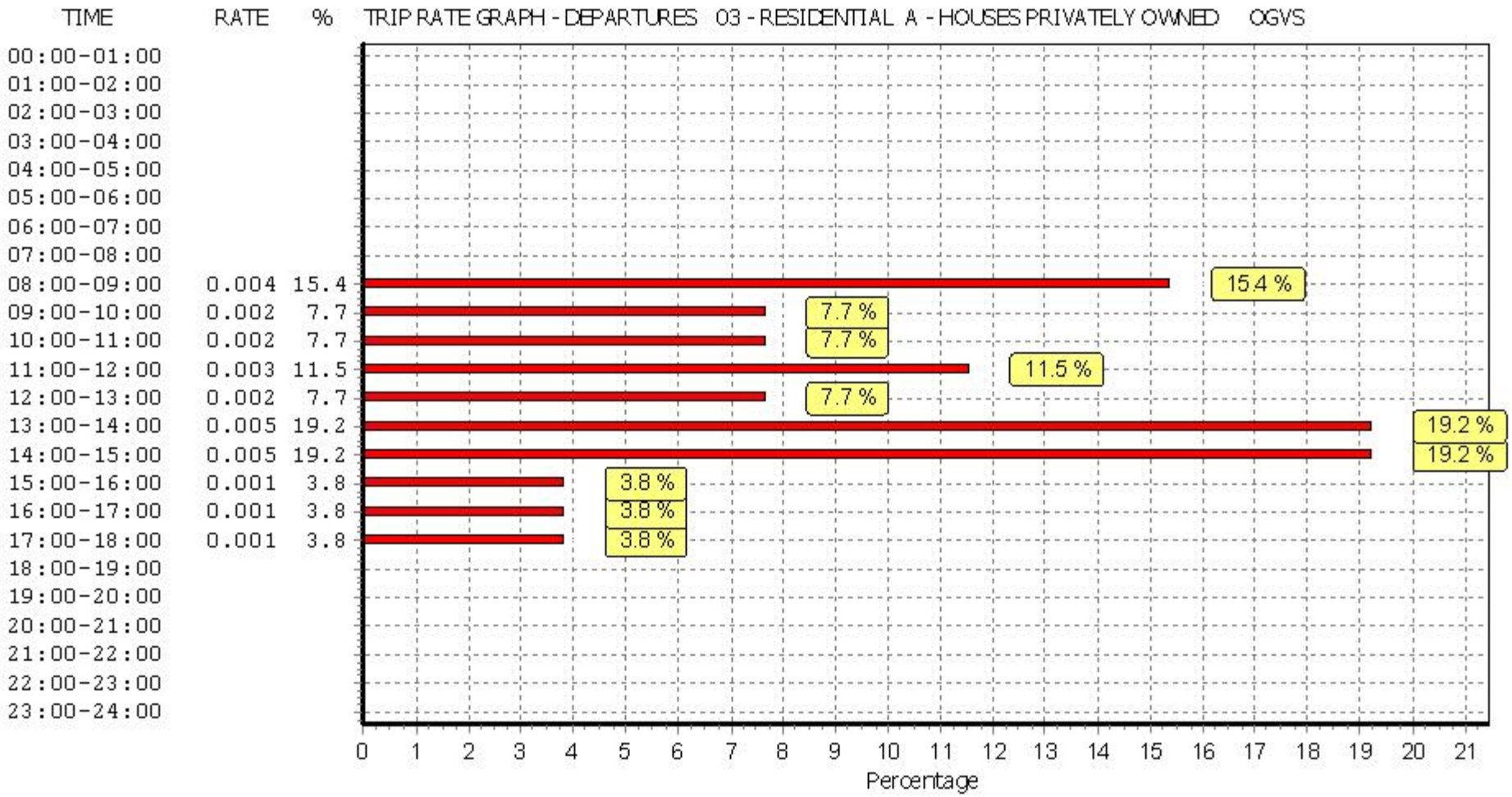
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

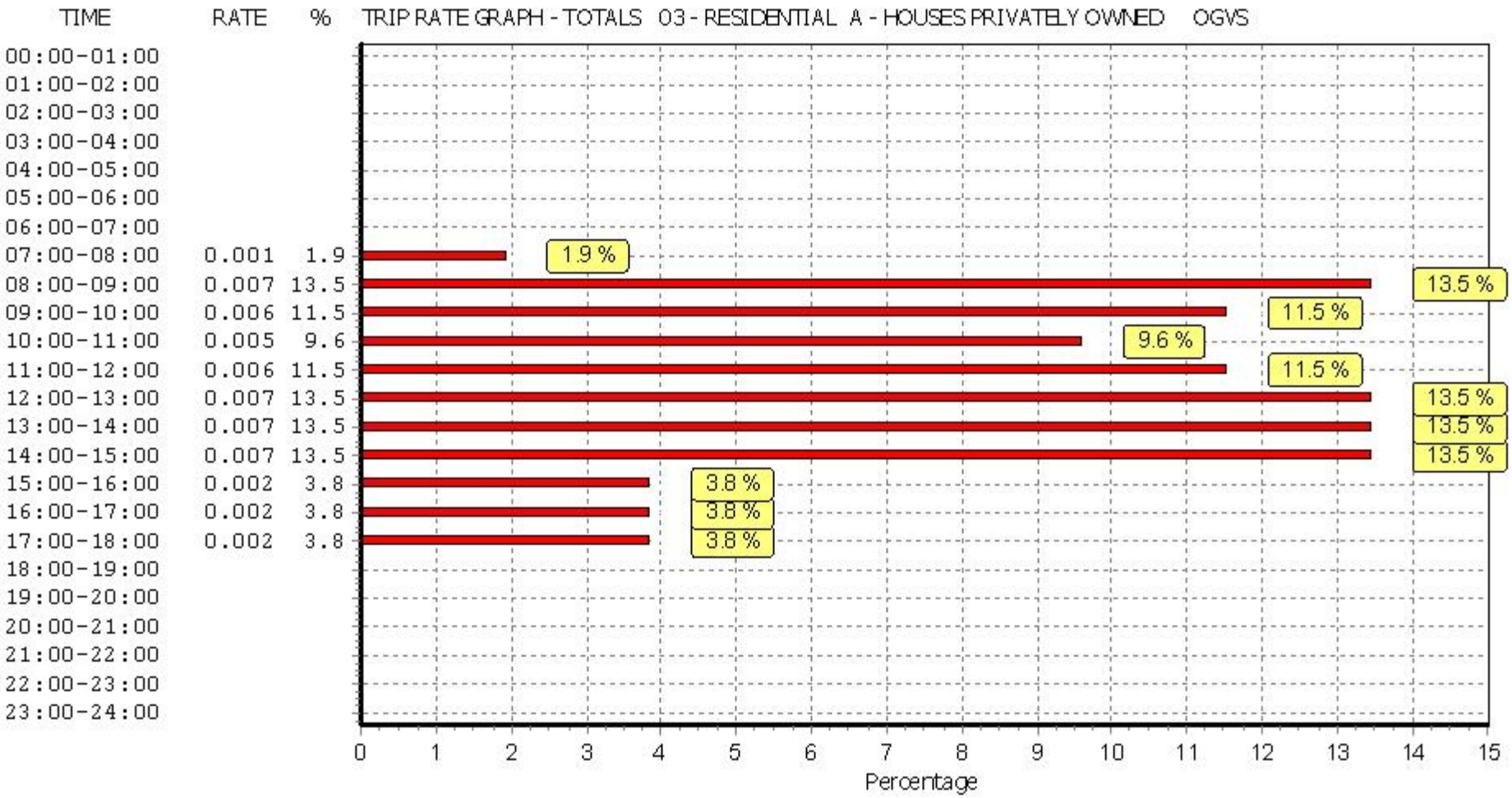
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.000	15	63	0.000	15	63	0.000
08:00 - 09:00	15	63	0.001	15	63	0.001	15	63	0.002
09:00 - 10:00	15	63	0.000	15	63	0.000	15	63	0.000
10:00 - 11:00	15	63	0.000	15	63	0.000	15	63	0.000
11:00 - 12:00	15	63	0.001	15	63	0.001	15	63	0.002
12:00 - 13:00	15	63	0.000	15	63	0.000	15	63	0.000
13:00 - 14:00	15	63	0.000	15	63	0.000	15	63	0.000
14:00 - 15:00	15	63	0.000	15	63	0.000	15	63	0.000
15:00 - 16:00	15	63	0.000	15	63	0.000	15	63	0.000
16:00 - 17:00	15	63	0.000	15	63	0.000	15	63	0.000
17:00 - 18:00	15	63	0.000	15	63	0.000	15	63	0.000
18:00 - 19:00	15	63	0.000	15	63	0.000	15	63	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

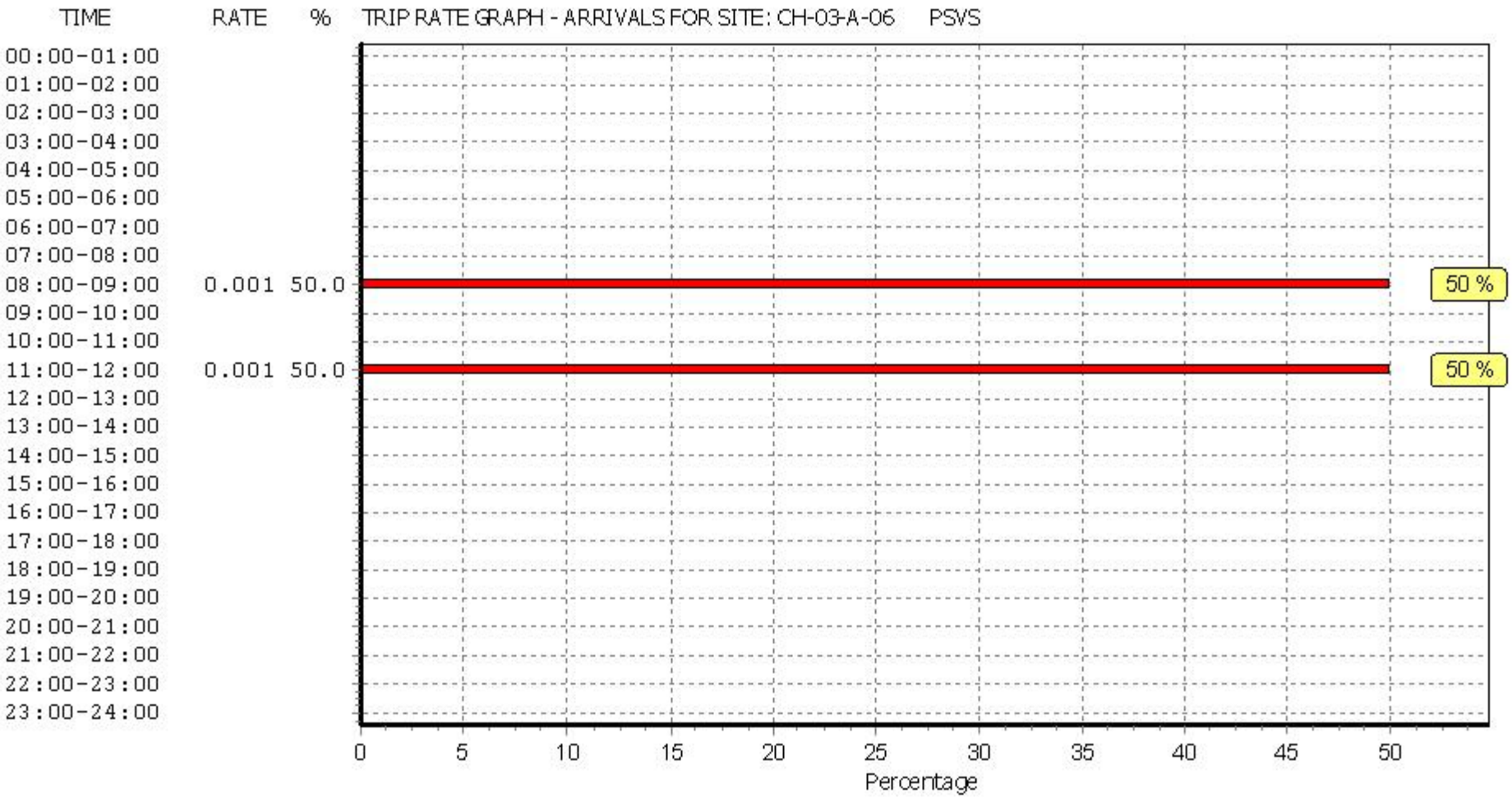
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

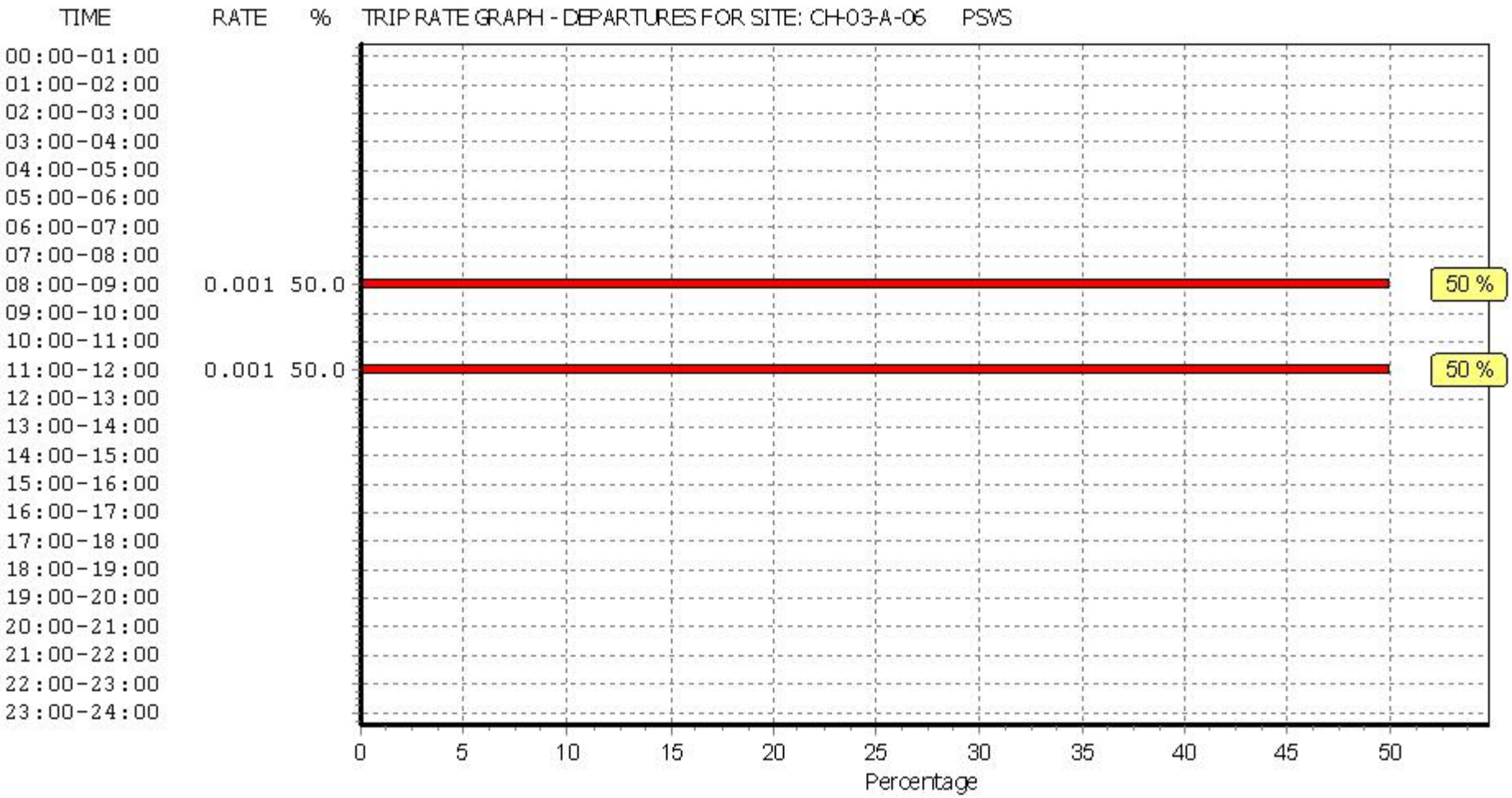
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

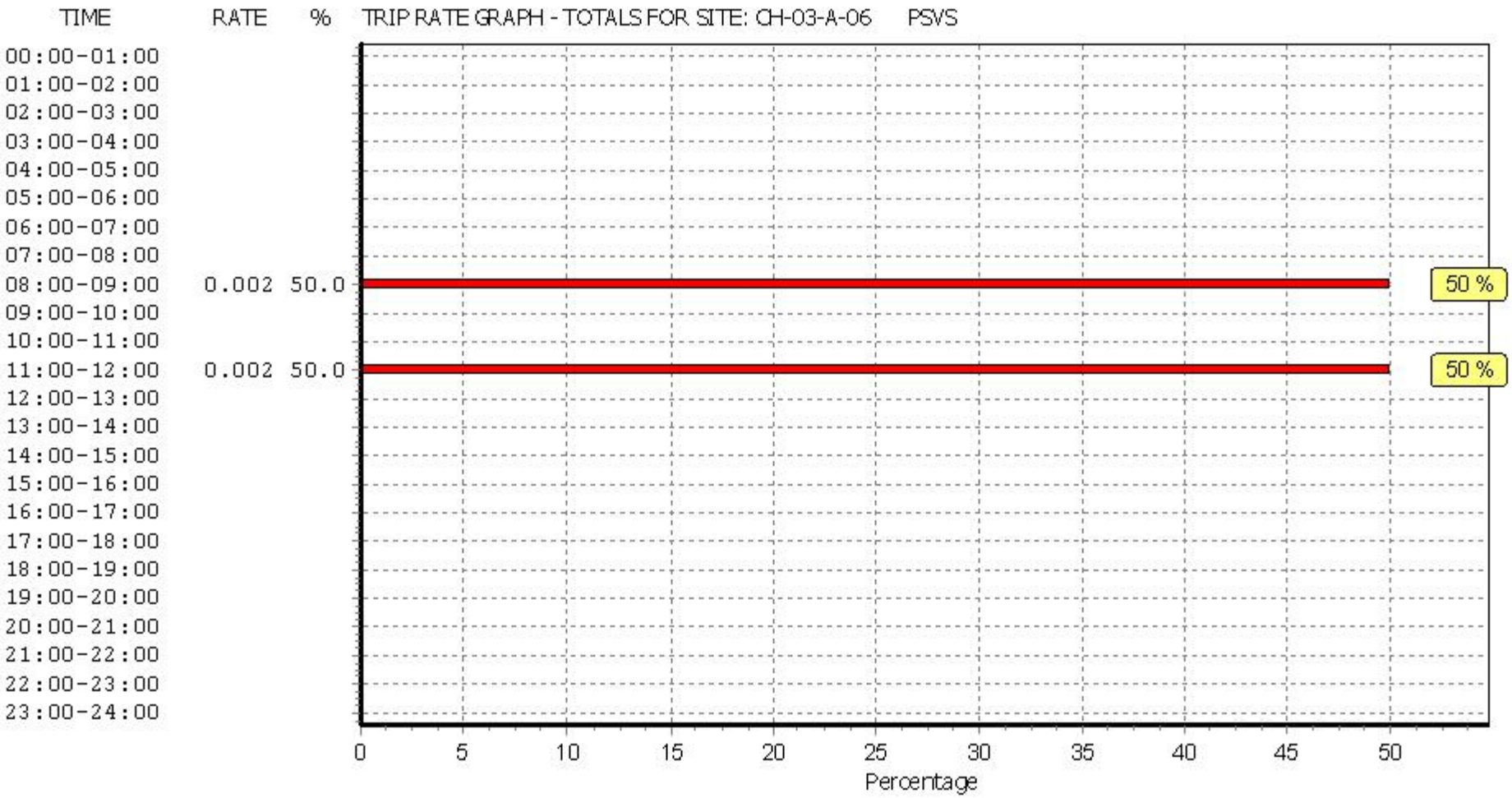
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.011	15	63	0.028	15	63	0.039
08:00 - 09:00	15	63	0.006	15	63	0.040	15	63	0.046
09:00 - 10:00	15	63	0.005	15	63	0.012	15	63	0.017
10:00 - 11:00	15	63	0.004	15	63	0.012	15	63	0.016
11:00 - 12:00	15	63	0.007	15	63	0.004	15	63	0.011
12:00 - 13:00	15	63	0.009	15	63	0.007	15	63	0.016
13:00 - 14:00	15	63	0.006	15	63	0.003	15	63	0.009
14:00 - 15:00	15	63	0.005	15	63	0.009	15	63	0.014
15:00 - 16:00	15	63	0.030	15	63	0.009	15	63	0.039
16:00 - 17:00	15	63	0.032	15	63	0.016	15	63	0.048
17:00 - 18:00	15	63	0.029	15	63	0.016	15	63	0.045
18:00 - 19:00	15	63	0.011	15	63	0.004	15	63	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.155			0.160			0.315

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

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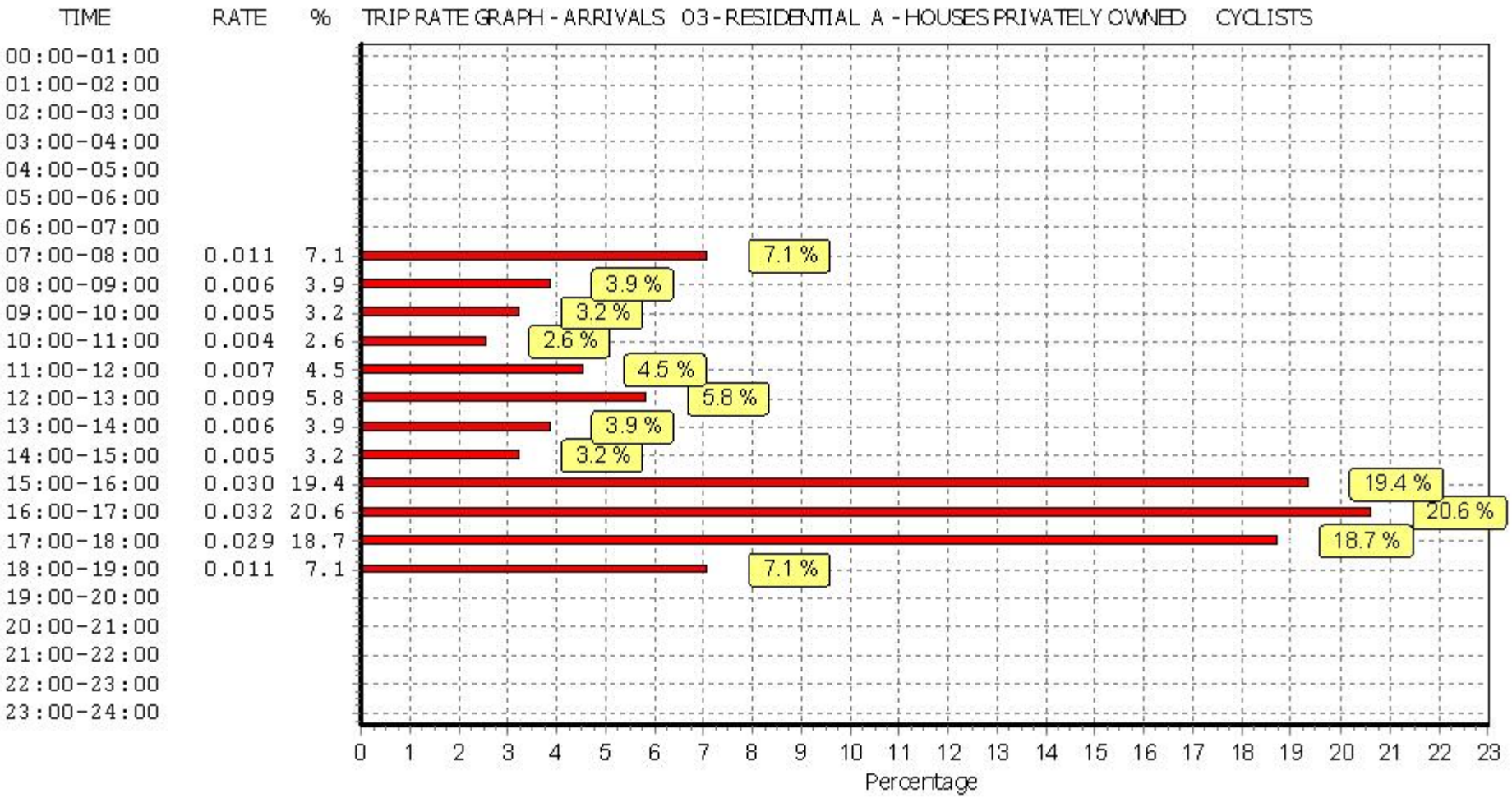
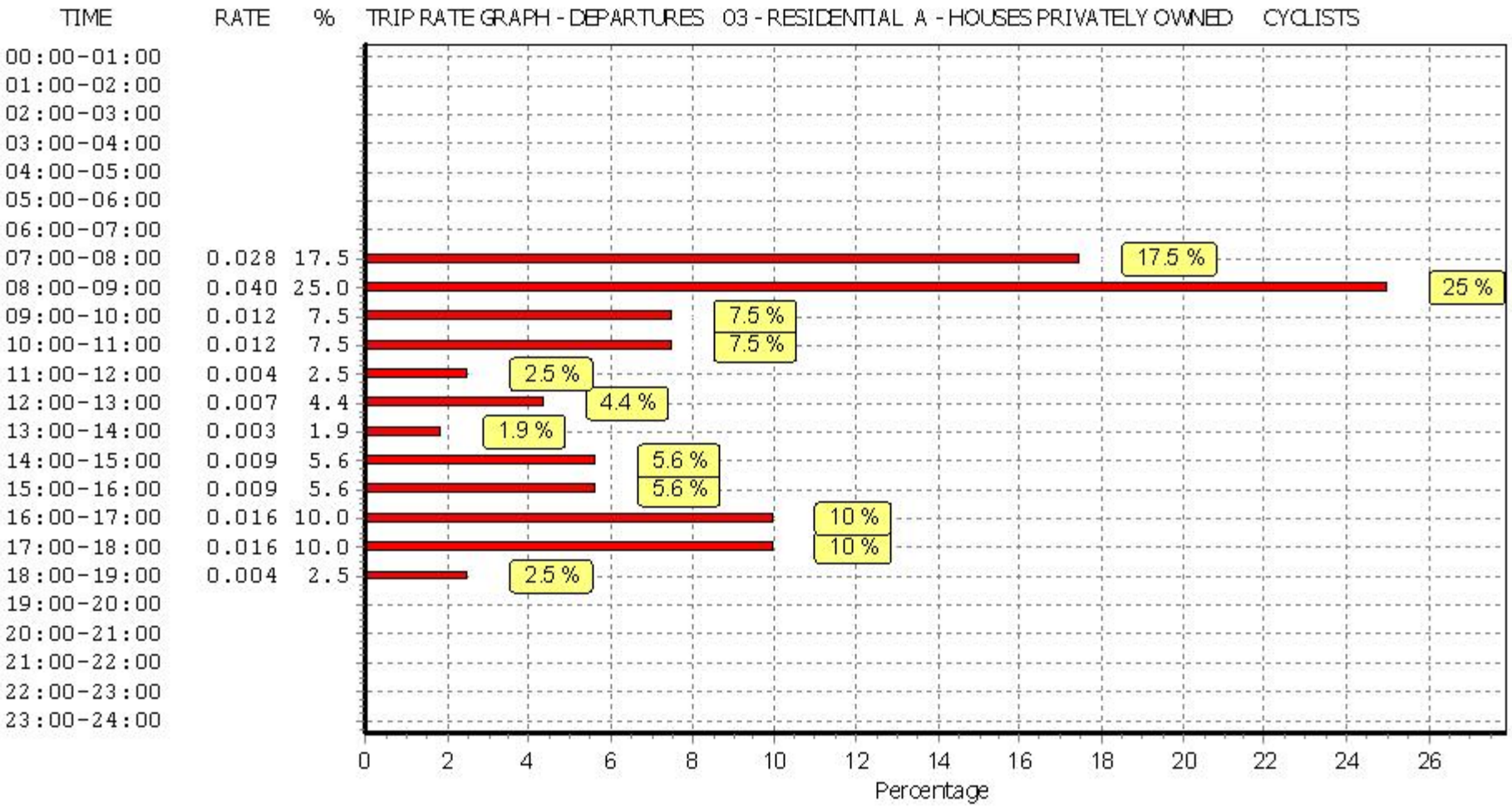
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

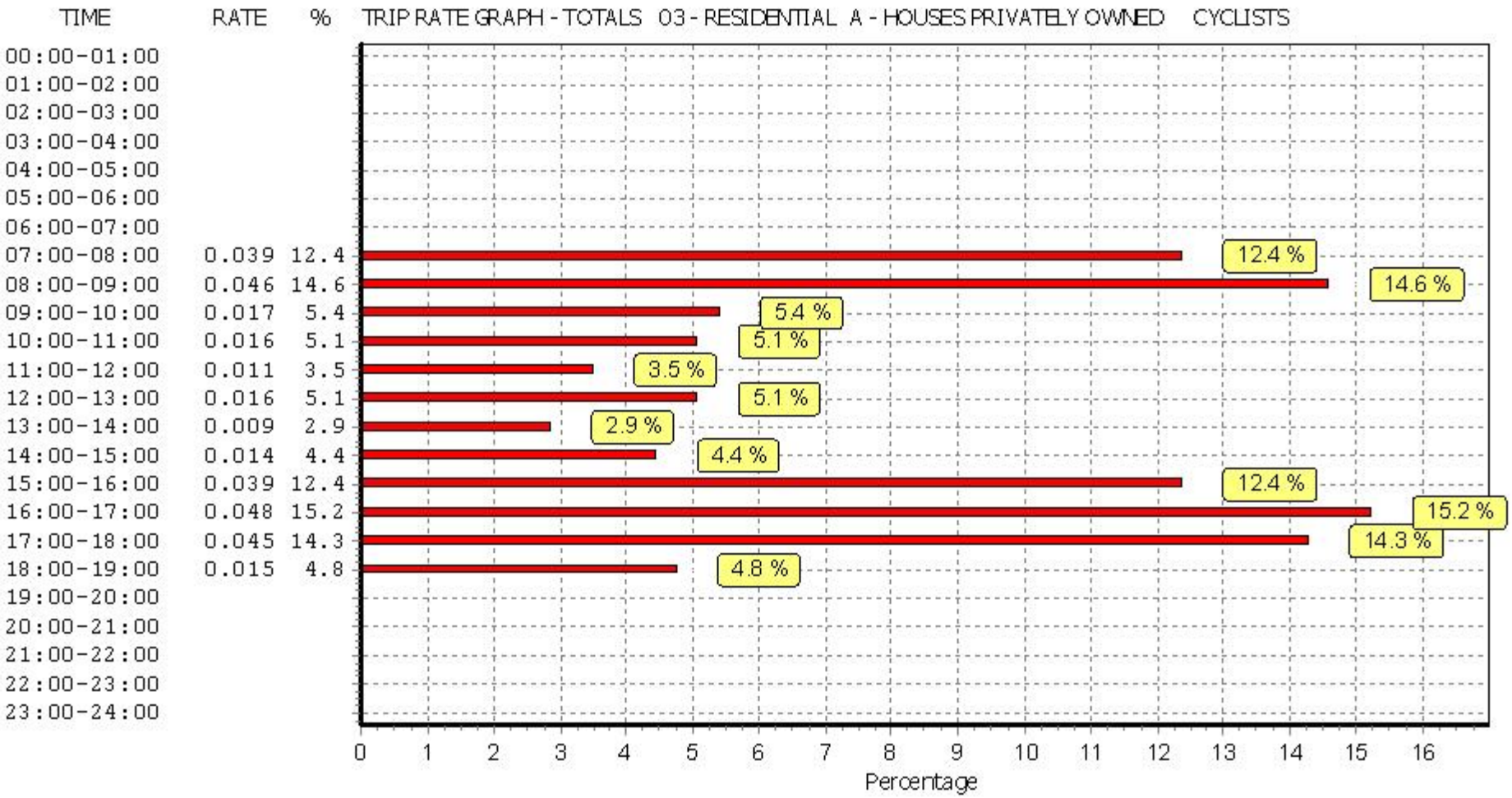
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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