

Craythorne Lane,  
Boston



**Transport Statement**

April, 2020



## **Craythorne Lane, Boston**

### **Transport Statement**

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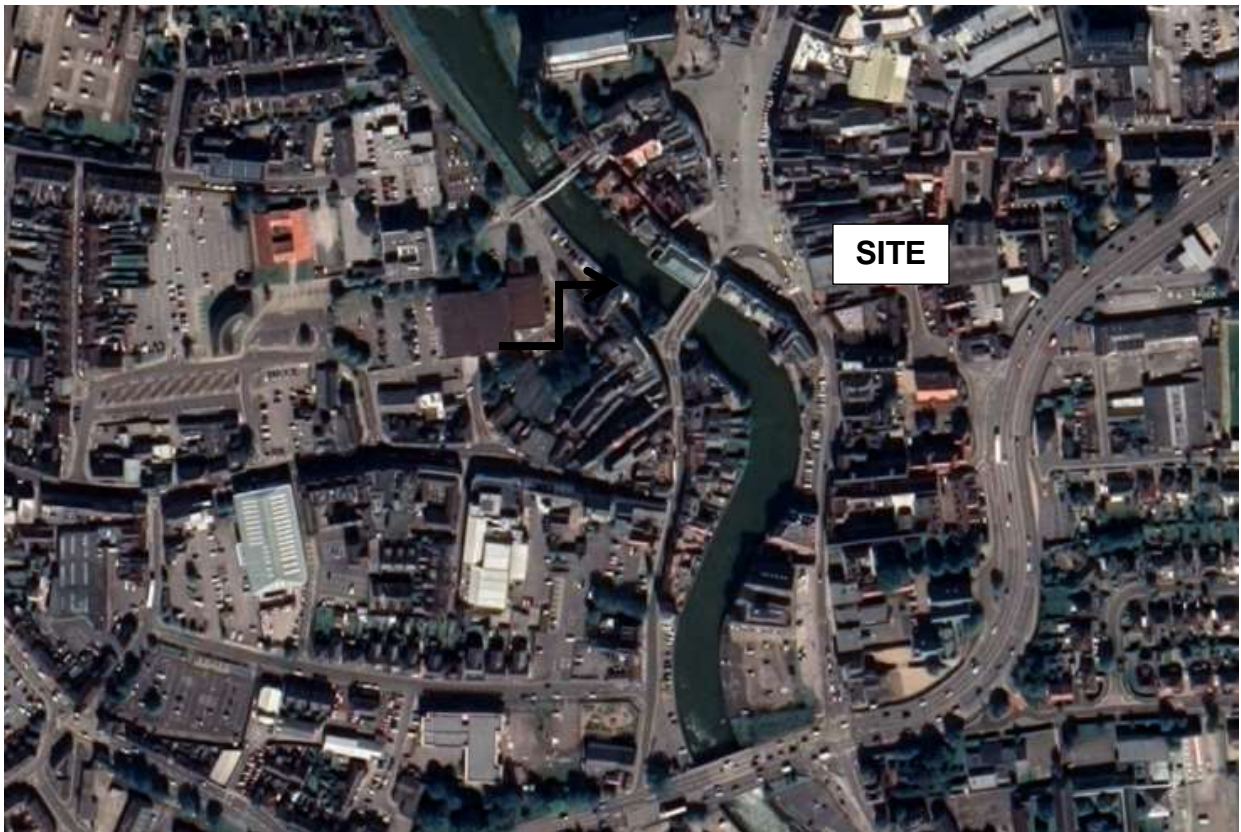
## Craythorne Lane, Boston

### Transport Statement

#### Introduction

This Transport Statement (TS) is in support of proposed alterations to existing commercial leisure premises to form twelve individual residential (flats) units at former nightclub premises, Craythorne Lane, Boston.

Figure: **Site Location**



The property was formerly operated as two separate bar/nightclub venues with a floor area of around 720m<sup>2</sup>.

The site is no longer in use, but a typical bar/leisure/casino operation of similar characteristics is detailed in TRICS as yielding between one and two hundred trips per day/evening.



Figure: **Bar/Casino Traffic Generation**

<b>Public House/Bar</b> <span style="float: right;">veh</span>						
Scale	720	m <sup>2</sup> gfa	Phfac			
	Trip Rate			TRIPS		
Vehicles	Inbound	Outbound	Total	Inbound	Outbound	Total
Evening Peak Hour	3.373	2.703	6.076	24	19	44
Daily	14.912	14.822	29.734	107	107	214
<b>Casino/Club</b> <span style="float: right;">veh</span>						
Scale	720	m <sup>2</sup> gfa	Phfac			
	Trip Rate			TRIPS		
Vehicles	Inbound	Outbound	Total	Inbound	Outbound	Total
Evening Peak Hour	1.000	0.600	1.600	7	4	12
Daily	7.000	8.200	15.200	50	59	109

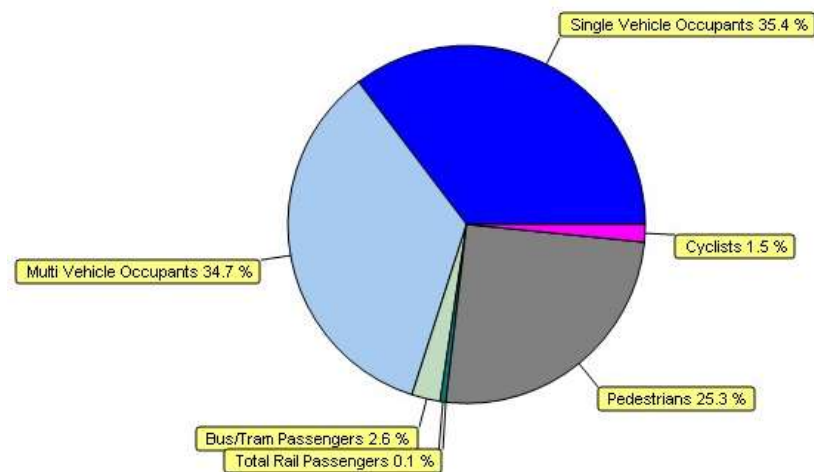
### Proposed Development

The proposed building footprint is to be used to create twelve, one or two bedroom flats and these are forecast to produce up to 34 vehicular trips in total in the day and up to seven trips in the busiest weekday periods.

The Site Plans are at Annex 1 and the TRICS information is at Annex 2.

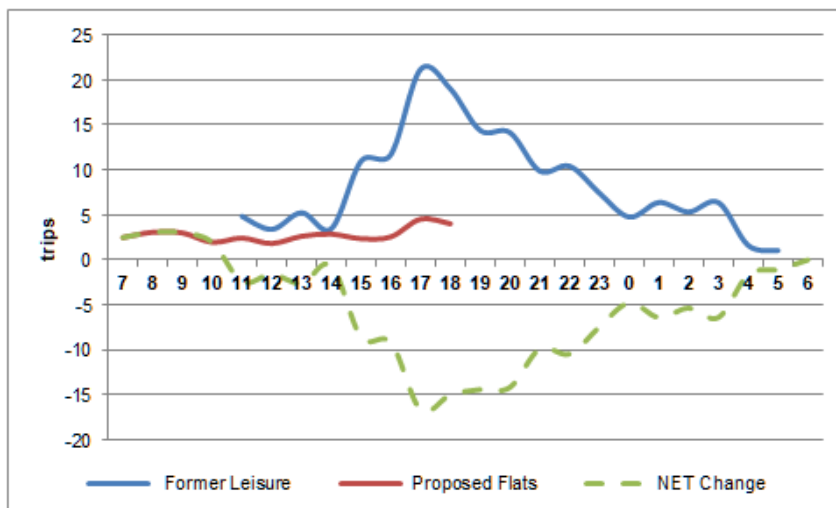
Table: **Proposed Residential Trips**

<b>Private Flats</b> <span style="float: right;">multi</span>						
Scale	12	units	flatfac			
	Trip Rate			TRIPS		
Vehicles	Inbound	Outbound	Total	Inbound	Outbound	Total
Morning Peak Hour	0.087	0.169	0.256	1	2	3
Evening Peak Hour	0.238	0.378	0.616	3	5	7
Daily	1.402	1.420	2.822	17	17	34
Mode						
Pedestrians	0.674	0.681	1.355	8	8	16



The comparison of former and proposed use shows variation but in general **less daily traffic**, with slightly more in the morning and less in the afternoon and evening.

Figure: **Daily Traffic Variation**



## Parking and Accessibility

The accommodation is in a mobility sustainable central town location and is not to be afforded private residential parking spaces.

The site is within the town, albeit towards the southern fringe, but there is the ability to walk to/from all amenities including the Bus Station, bus stops on John Adams Way with services to Lincoln and Skegness, and the Railway Station, as indicated by the following schematic.

Guidance provided by the *Institution of Highways and Transportation* shows that walk distances of around 800m are acceptable and this distance allows for most of the town to be within the catchment and where the majority is within 500m.

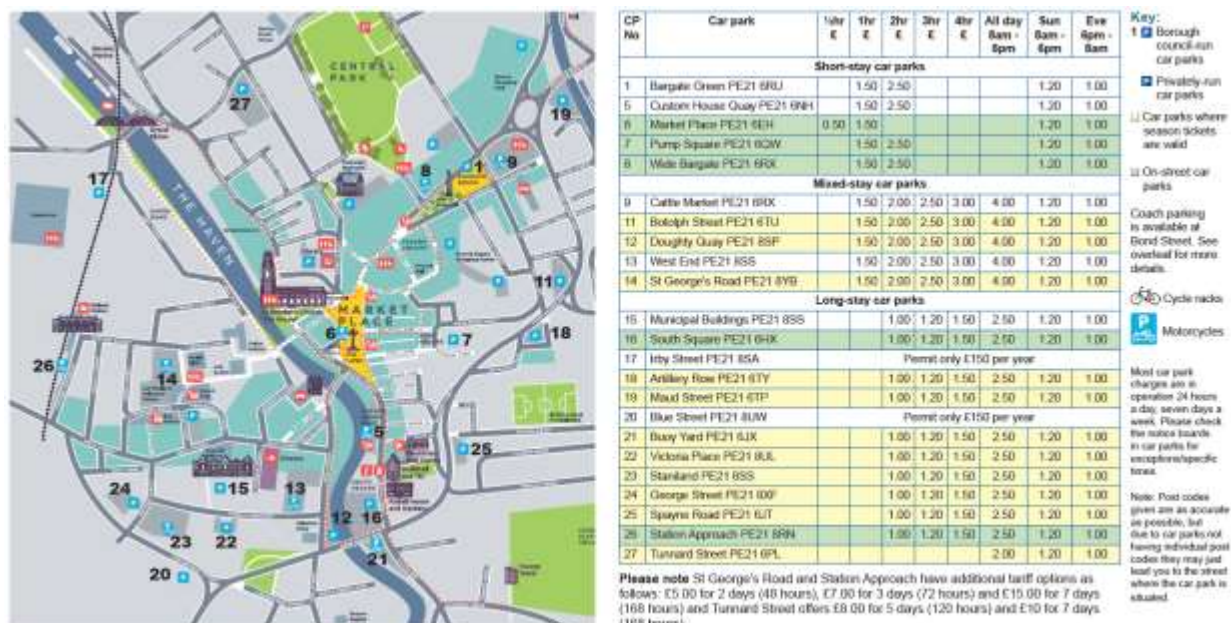
Table: **IHT Walking Distance**

Table 3.2: Suggested Acceptable Walking Distance.			
	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Figure: Town Centre Accessibility



Figure: Key Car Park Facilities



Vehicle ownership is not a likely characteristic of residents of these small units, but in the event of trips to/from the flats the site is also surrounded by surface car parks.

The parking demand at the site would be 17 parking events per day at worst, and any overnight parking would be likely half of that as shown by the Daily Traffic Variation detail.

Within a 10 minute (800m) walk from the site are a number of car parks,

Table: **Parking Supply**

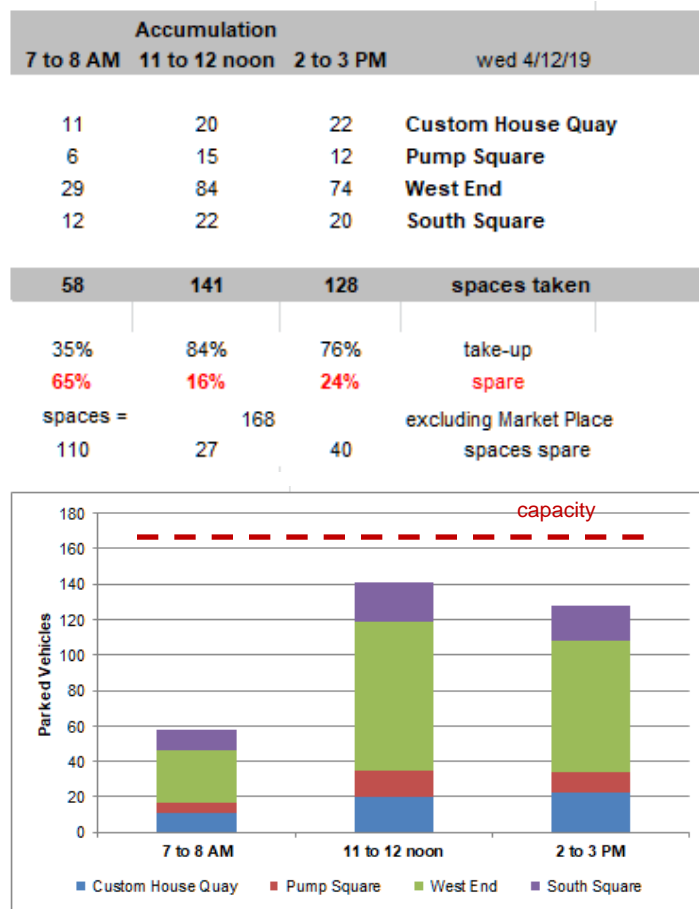
Car Park	Spaces	Walk Time (mins)
<b>Short Stay</b>		
Custom House Quay	22	2 under 5 mins
Market Place	102	8 under 10 mins
Pump Square	19	2 under 5 mins
Bargate Green	79	10 under 10 mins
<b>Mid Stay</b>		
West End	103	8 under 10 mins
Doughty Quay	33	6 under 10 mins
Botolph Street	35	8 under 10 mins
Cattle Market	158	10 under 10 mins
S <sup>t</sup> Georges Road	195	10 under 10 mins
<b>Long Stay</b>		
Spayne Road	23	4 under 5 mins
South Square	24	3 under 5 mins
Buoy Yard	42	8 under 10 mins
Artillery Road	19	7 under 10 mins
Victoria Place	27	9 under 10 mins
Municipal Buildings	67	10 under 10 mins
Staniland	195	10 under 10 mins
<b>Total</b>	<b>1,143</b>	<b>7.2 (approx 600m+)</b>
red indicates season tickets available		
<b>Season Ticket Sites</b>	<b>534</b>	<b>7.7</b>
<b>Spaces within</b>	<b>88</b>	<b>5</b>
<b>Season Ticket Sites within</b>	<b>23</b>	<b>5 (400m to 500m)</b>
<b>Spaces within</b>	<b>1,143</b>	<b>10</b>
<b>Season Ticket Sites within</b>	<b>534</b>	<b>10 (800m to 1km)</b>
<b>Short Stay</b>	<b>222</b>	<b>5.5</b>
<b>Mid Stay</b>	<b>524</b>	<b>8.4 228</b>
<b>Long Stay</b>	<b>397</b>	<b>7.3 330</b>

The flexibility in the availability of parking types is encouraging and there are over 1,100 spaces available within around 600m of the accommodation.

In order to judge the likely availability of spaces near the proposed flats through the day and over-night a series of spot counts have also been taken at the closest car parks, during a Market Day.

The total spaces there amounted to 168 spaces, but, at worst, there were 27 spaces available in the middle of the day – ample to accommodate demand for parking arising from the proposed development.

Table: **Local Car Spaces**



## Highway Safety

There has been one cycle accident at South Square close to the site in 2014 and four pedestrian incidents at the egress from Market Square/South Square in the past five years.

Whilst there are no incidents related directly to the property, the total recorded accidents within 200m of the site in the past 5 years is as follows.

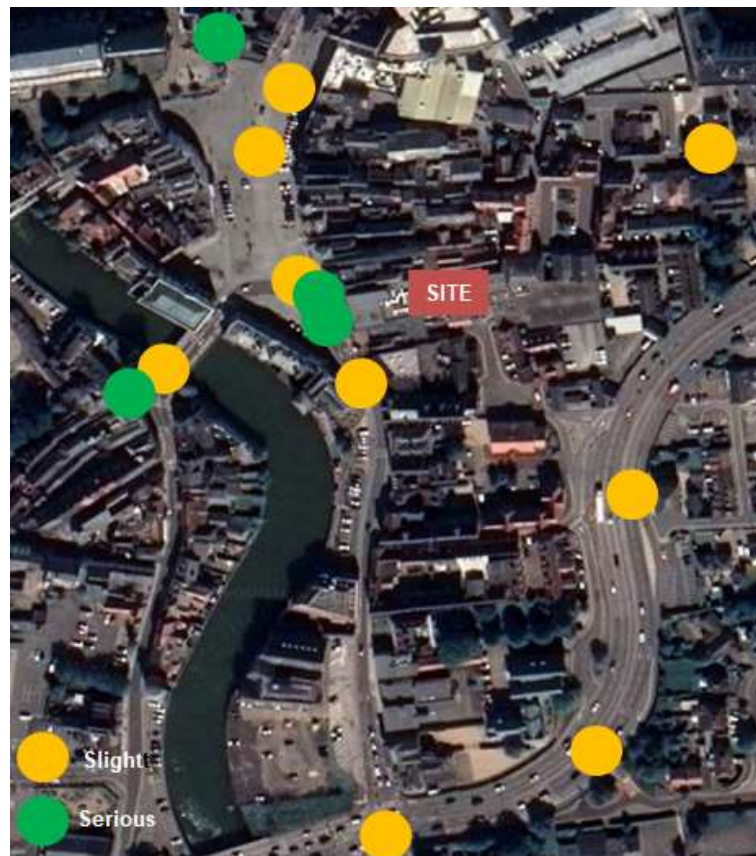
Table: **Accident History** (Personal Injury within 200m)

Year	Slight		Serious		Fatal		TOTAL	
	accidents	casualties	accidents	casualties	accidents	casualties	accidents	casualties
2014	1	1	1	1	-	-	2	2
2015	4	4	-	-	-	-	4	4
2016	2	2	1	1	-	-	3	3
2017	-	-	2	2	-	-	2	2
2018	2	2	-	-	-	-	2	2
TOTAL	9	9	4	4	0	0	13	13



The geographical coverage is as follows,

Figure: **Distribution of Local Accidents**



## Summary

This Transport Statement (TS) is in support of proposed alterations to existing commercial leisure premises to form twelve individual residential (flats) units at former nightclub premises, Craythorne Lane, Boston.

The property was formerly operated as two separate bar/nightclub venues with a floor area of around 720m<sup>2</sup>.

The site is no longer in use, but a typical bar/leisure/casino operation of similar characteristics is detailed in TRICS as yielding between one and two hundred trips per day/evening.

The proposed building footprint is to be used to create twelve, one or two bedroom flats and these are forecast to produce up to 34 vehicular trips in total in the day and up to seven trips in the busiest weekday periods.

The comparison of former and proposed use shows variation but in general **less daily traffic**, with slightly more in the morning and less in the afternoon and evening.

The accommodation is in a mobility sustainable central town location and is not to be afforded private residential parking spaces.

The site is within the town, albeit towards the southern fringe, but there is the ability to walk to/from all amenities including the Bus Station, bus stops on John Adams Way with services to Lincoln and Skegness, and the Railway Station..

Guidance provided by the *Institution of Highways and Transportation* shows that walk distances of around 800m are acceptable and this distance allows for most of the town to be within the catchment and where the majority is within 500m.

Vehicle ownership is not a likely characteristic of residents of these small units, but in the event of trips to/from the flats the site is also surrounded by surface car parks.

The parking demand at the site would be 17 parking events per day at worst, and any overnight parking would be likely half of the total trips.

Within a 10 minute (800m) walk from the site are a number of car parks,

The flexibility in the availability of parking types is encouraging and there are over 1,100 spaces available within around 600m of the accommodation.

In order to judge the likely availability of spaces near the proposed flats through the day and over-night a series of spot counts have also been taken at the closest car parks, during a Market Day.

The total spaces there amounted to 168 spaces, but, at worst, there were 27 spaces available in the middle of the day – ample to accommodate demand for parking arising from the proposed development.

There has been one cycle accident at South Square close to the site in 2014 and four pedestrian incidents at the egress from Market Square/South Square in the past five years.

Whilst there are no incidents related directly to the property, the total recorded accidents within 200m of the site in the past 5 years amounts to thirteen accidents.

The development scale is small and the likely impact insignificant in terms of the traffic in the town and there also appears to be local parking facilities that would accommodate any day or night traffic that may be associated.

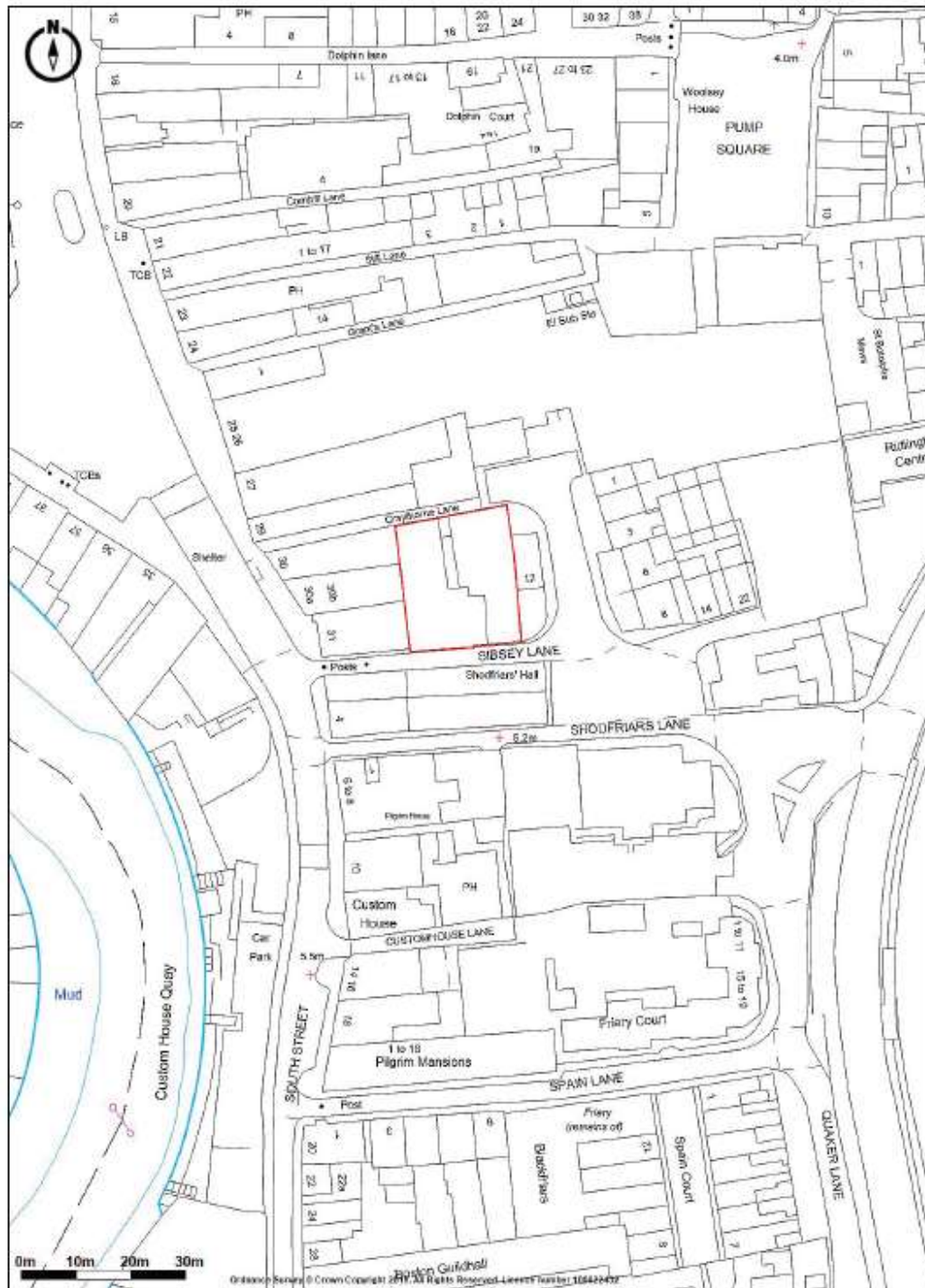
**Annex 1**

**Scheme Plans**

Neil Dowlman Architecture (2019)

Location  
Former Use  
Proposed Layout

## Location



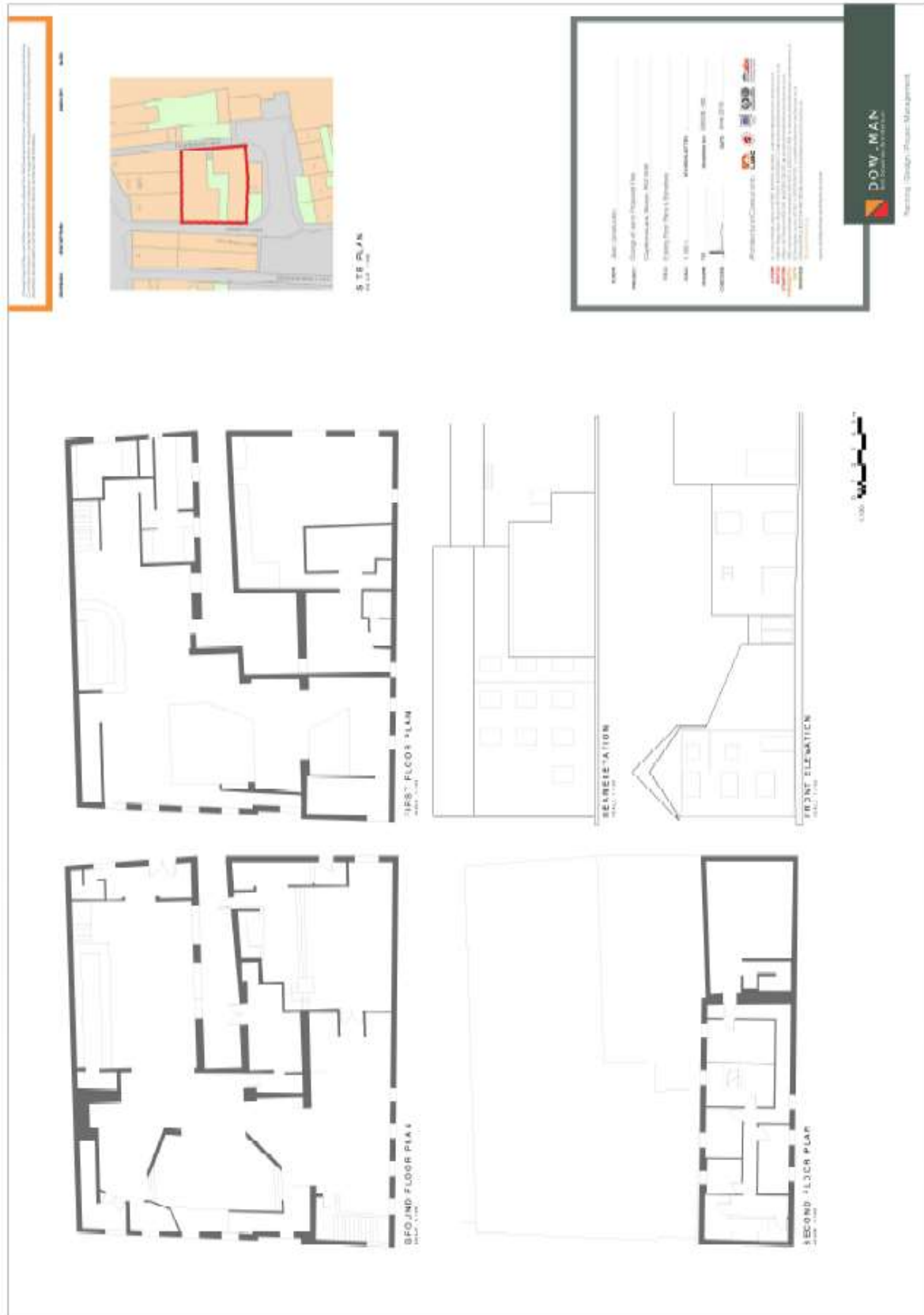
**Promap**v2  
LANDMARK INFORMATION

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Plotted Scale - 1:1250. Paper Size - A4

NEIL DOWLMAN ARCHITECTURE LTD



Former Use





## **Annex 2**

### **Trip Rates**

TRICS v7.6.3(2019)

Residential Flats

Calculation Reference: AUDIT-630801-191208-1256

# TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	3 days

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

## Secondary 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: Number of dwellings  
Actual Range: 14 to 40 (units: )  
Range Selected by User: 6 to 50 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 13/11/18

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

## Selected survey days:

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

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

## Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

## Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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

## Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
No Sub Category	1

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



Secondary Filtering selection:

Use Class:

C3

6 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:

10,001 to 15,000

4 days

20,001 to 25,000

1 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

3 days

75,001 to 100,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

5 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

6 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

6 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL	
2	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL	
3	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	33		
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL	
4	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	14		
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL	
5	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL	
6	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	30		
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL	

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.070	6	29	0.140	6	29	0.210
08:00 - 09:00	6	29	0.087	6	29	0.169	6	29	0.256
09:00 - 10:00	6	29	0.116	6	29	0.134	6	29	0.250
10:00 - 11:00	6	29	0.070	6	29	0.093	6	29	0.163
11:00 - 12:00	6	29	0.099	6	29	0.105	6	29	0.204
12:00 - 13:00	6	29	0.087	6	29	0.064	6	29	0.151
13:00 - 14:00	6	29	0.105	6	29	0.116	6	29	0.221
14:00 - 15:00	6	29	0.105	6	29	0.134	6	29	0.239
15:00 - 16:00	6	29	0.105	6	29	0.093	6	29	0.198
16:00 - 17:00	6	29	0.134	6	29	0.081	6	29	0.215
17:00 - 18:00	6	29	0.238	6	29	0.140	6	29	0.378
18:00 - 19:00	6	29	0.186	6	29	0.151	6	29	0.337
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.402			1.420			2.822

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

### Parameter summary

Trip rate parameter range selected:

14 - 40 (units: )

Survey date date range:

01/01/11 - 13/11/18

Number of weekdays (Monday-Friday):

6

Number of Saturdays:

0

Number of Sundays:

0

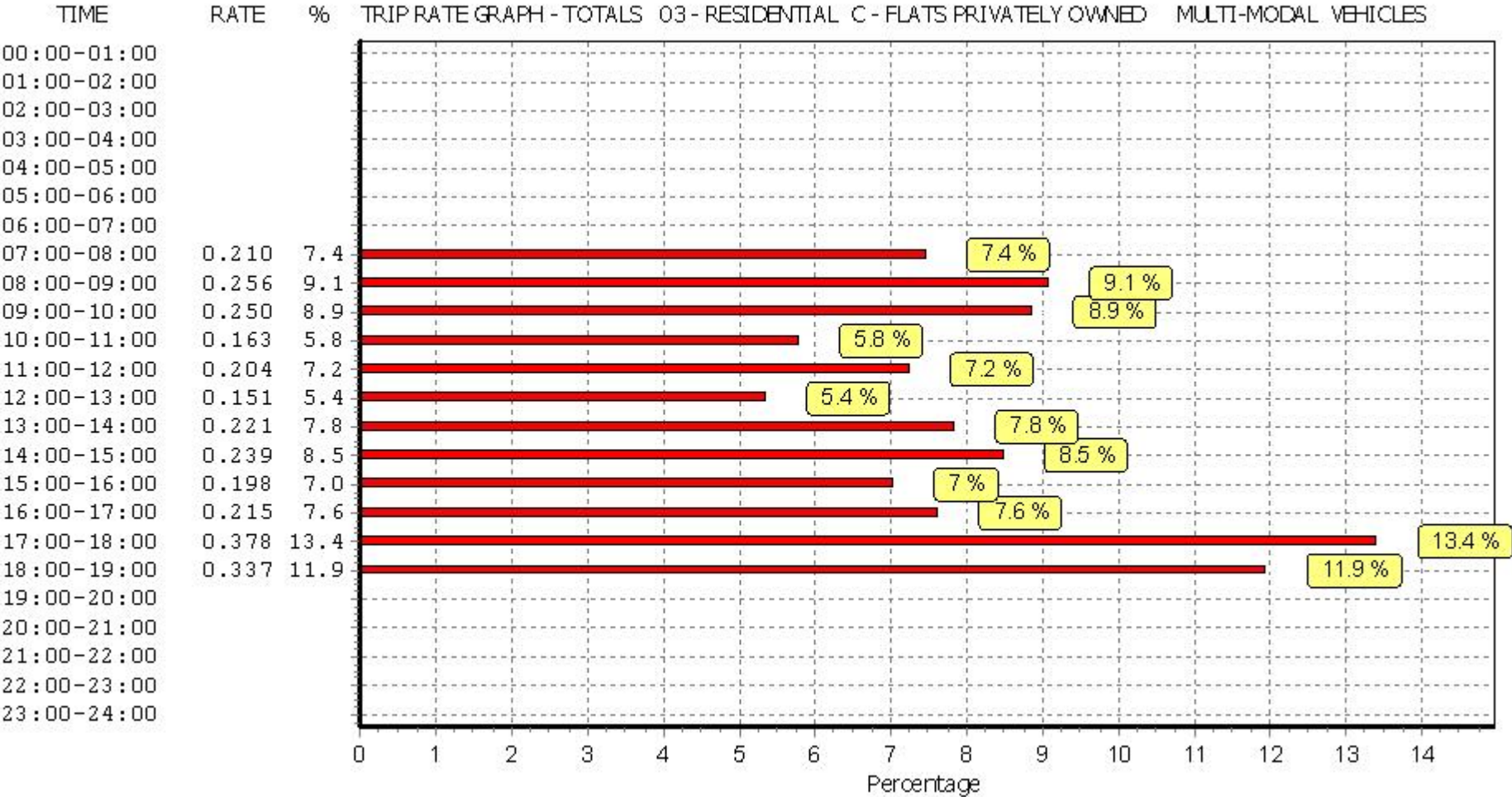
Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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.*



TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

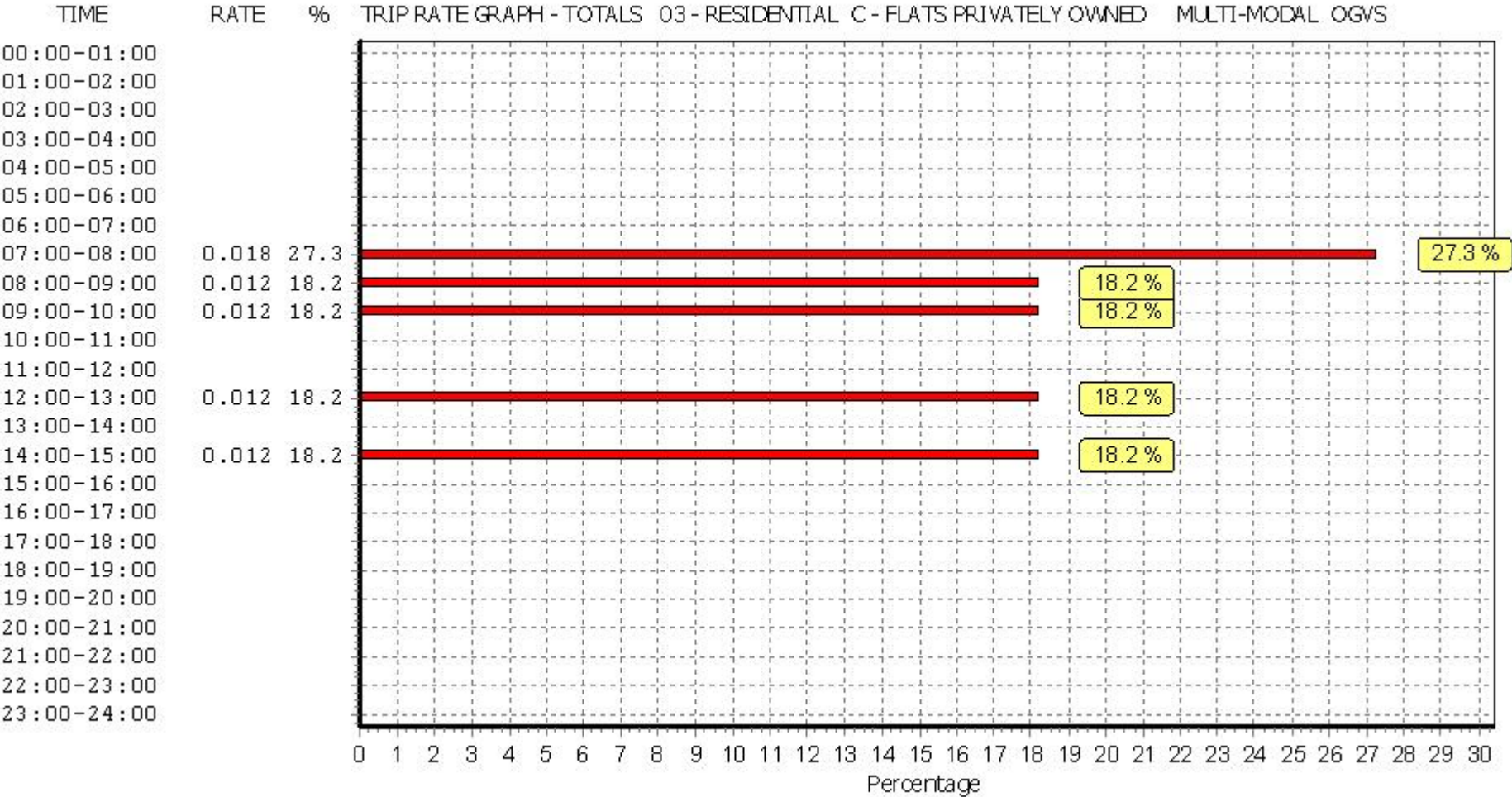
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.006	6	29	0.012	6	29	0.018
08:00 - 09:00	6	29	0.006	6	29	0.006	6	29	0.012
09:00 - 10:00	6	29	0.006	6	29	0.006	6	29	0.012
10:00 - 11:00	6	29	0.000	6	29	0.000	6	29	0.000
11:00 - 12:00	6	29	0.000	6	29	0.000	6	29	0.000
12:00 - 13:00	6	29	0.006	6	29	0.006	6	29	0.012
13:00 - 14:00	6	29	0.000	6	29	0.000	6	29	0.000
14:00 - 15:00	6	29	0.006	6	29	0.006	6	29	0.012
15:00 - 16:00	6	29	0.000	6	29	0.000	6	29	0.000
16:00 - 17:00	6	29	0.000	6	29	0.000	6	29	0.000
17:00 - 18:00	6	29	0.000	6	29	0.000	6	29	0.000
18:00 - 19:00	6	29	0.000	6	29	0.000	6	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.036			0.066

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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*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/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

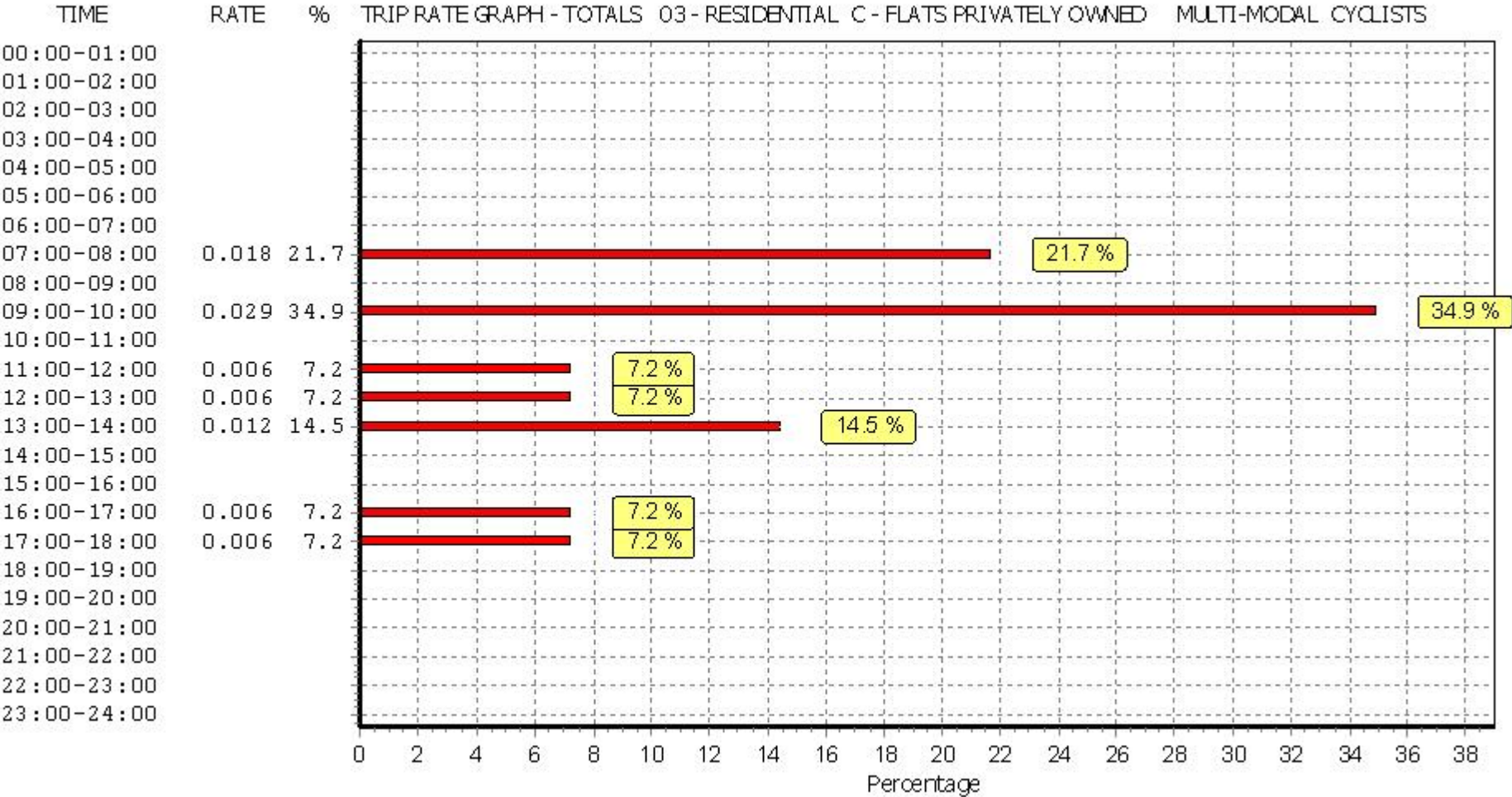
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.012	6	29	0.006	6	29	0.018
08:00 - 09:00	6	29	0.000	6	29	0.000	6	29	0.000
09:00 - 10:00	6	29	0.012	6	29	0.017	6	29	0.029
10:00 - 11:00	6	29	0.000	6	29	0.000	6	29	0.000
11:00 - 12:00	6	29	0.000	6	29	0.006	6	29	0.006
12:00 - 13:00	6	29	0.006	6	29	0.000	6	29	0.006
13:00 - 14:00	6	29	0.000	6	29	0.012	6	29	0.012
14:00 - 15:00	6	29	0.000	6	29	0.000	6	29	0.000
15:00 - 16:00	6	29	0.000	6	29	0.000	6	29	0.000
16:00 - 17:00	6	29	0.006	6	29	0.000	6	29	0.006
17:00 - 18:00	6	29	0.006	6	29	0.000	6	29	0.006
18:00 - 19:00	6	29	0.000	6	29	0.000	6	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.041			0.083

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.



*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/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

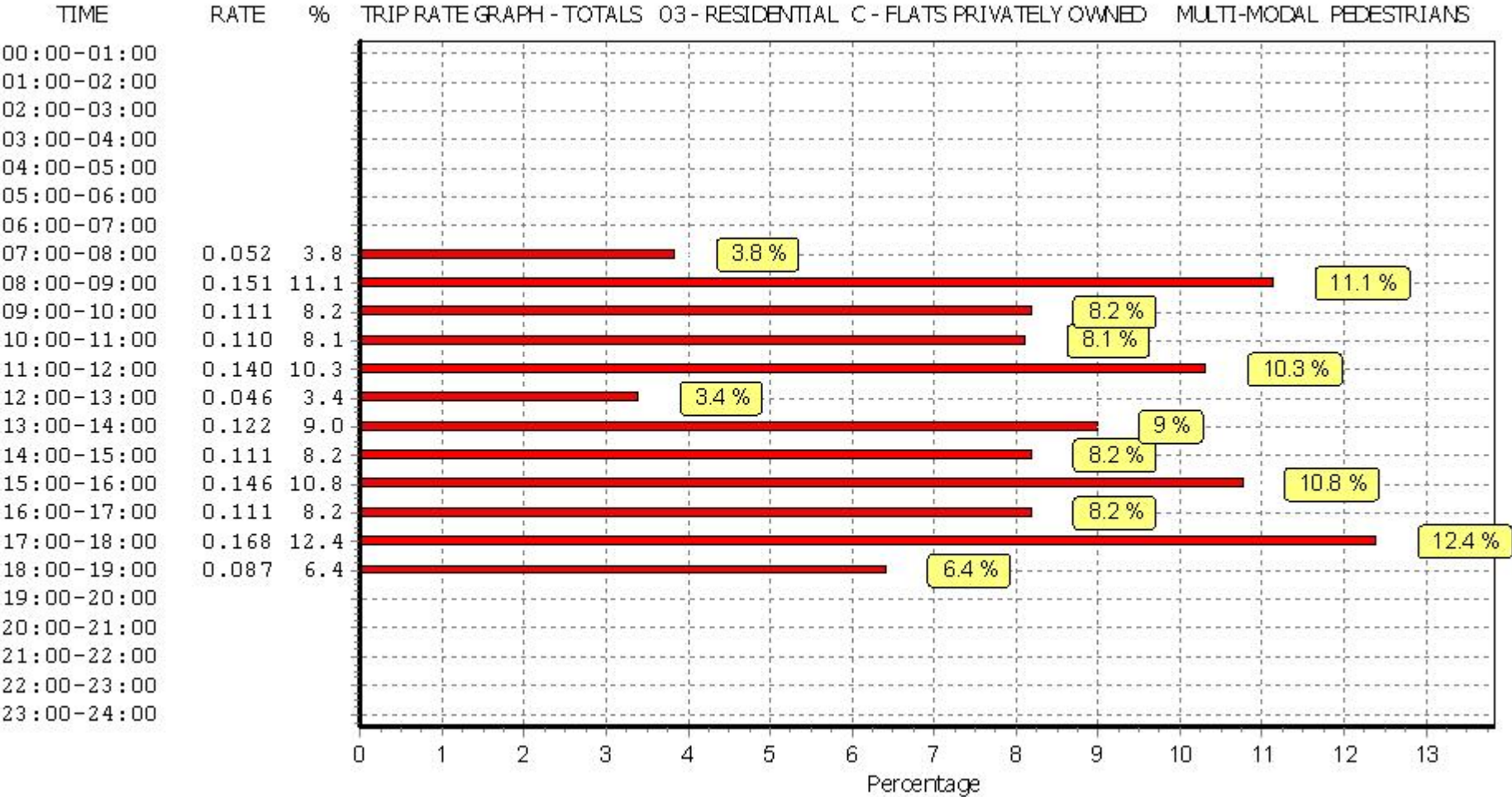
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.029	6	29	0.023	6	29	0.052
08:00 - 09:00	6	29	0.035	6	29	0.116	6	29	0.151
09:00 - 10:00	6	29	0.035	6	29	0.076	6	29	0.111
10:00 - 11:00	6	29	0.052	6	29	0.058	6	29	0.110
11:00 - 12:00	6	29	0.070	6	29	0.070	6	29	0.140
12:00 - 13:00	6	29	0.029	6	29	0.017	6	29	0.046
13:00 - 14:00	6	29	0.052	6	29	0.070	6	29	0.122
14:00 - 15:00	6	29	0.070	6	29	0.041	6	29	0.111
15:00 - 16:00	6	29	0.076	6	29	0.070	6	29	0.146
16:00 - 17:00	6	29	0.064	6	29	0.047	6	29	0.111
17:00 - 18:00	6	29	0.110	6	29	0.058	6	29	0.168
18:00 - 19:00	6	29	0.052	6	29	0.035	6	29	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.674			0.681			1.355

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.



*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/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

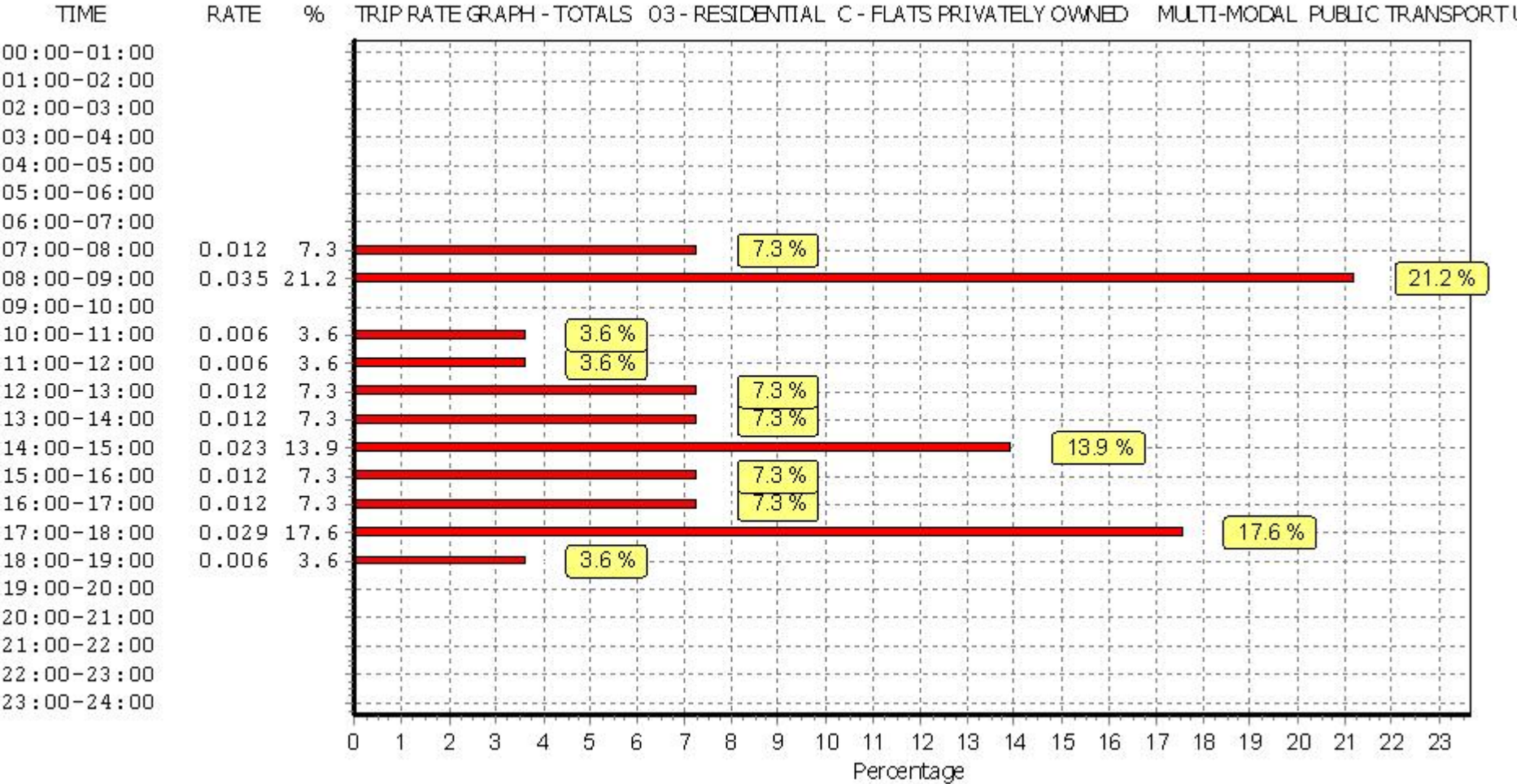
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.000	6	29	0.012	6	29	0.012
08:00 - 09:00	6	29	0.000	6	29	0.035	6	29	0.035
09:00 - 10:00	6	29	0.000	6	29	0.000	6	29	0.000
10:00 - 11:00	6	29	0.000	6	29	0.006	6	29	0.006
11:00 - 12:00	6	29	0.000	6	29	0.006	6	29	0.006
12:00 - 13:00	6	29	0.006	6	29	0.006	6	29	0.012
13:00 - 14:00	6	29	0.012	6	29	0.000	6	29	0.012
14:00 - 15:00	6	29	0.017	6	29	0.006	6	29	0.023
15:00 - 16:00	6	29	0.006	6	29	0.006	6	29	0.012
16:00 - 17:00	6	29	0.012	6	29	0.000	6	29	0.012
17:00 - 18:00	6	29	0.023	6	29	0.006	6	29	0.029
18:00 - 19:00	6	29	0.006	6	29	0.000	6	29	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.083			0.165

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.



*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/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

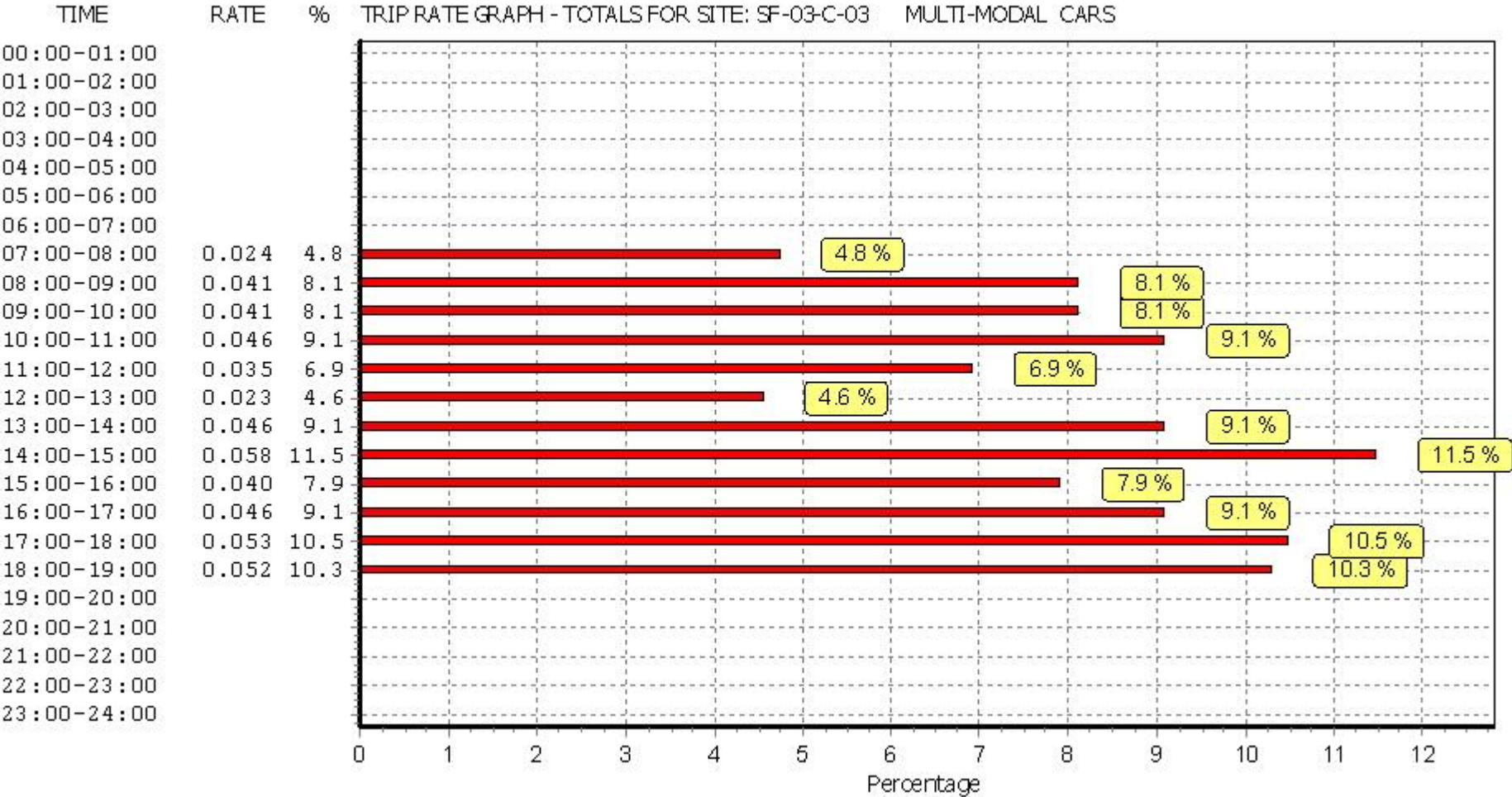
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.012	6	29	0.012	6	29	0.024
08:00 - 09:00	6	29	0.012	6	29	0.029	6	29	0.041
09:00 - 10:00	6	29	0.012	6	29	0.029	6	29	0.041
10:00 - 11:00	6	29	0.017	6	29	0.029	6	29	0.046
11:00 - 12:00	6	29	0.012	6	29	0.023	6	29	0.035
12:00 - 13:00	6	29	0.017	6	29	0.006	6	29	0.023
13:00 - 14:00	6	29	0.023	6	29	0.023	6	29	0.046
14:00 - 15:00	6	29	0.029	6	29	0.029	6	29	0.058
15:00 - 16:00	6	29	0.017	6	29	0.023	6	29	0.040
16:00 - 17:00	6	29	0.023	6	29	0.023	6	29	0.046
17:00 - 18:00	6	29	0.041	6	29	0.012	6	29	0.053
18:00 - 19:00	6	29	0.035	6	29	0.017	6	29	0.052
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.250			0.255			0.505

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.





*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.*