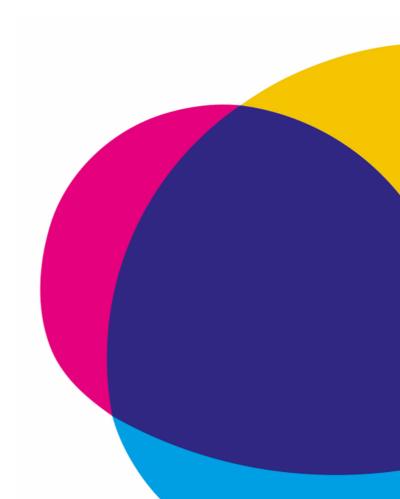


ASHDOWN SCHOOL HOUSE

Technical Report: Transport Impacts associated with the Proposed Development at the Former Ashdown School House Site

30/11/2022



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Appendix F: Full TRICS Report

1. INTRODUCTION

1.1 Overview

1.1.1 This Technical Report has been prepared by Momentum Transport Consultancy ('Momentum') on behalf of Simon Waters ('the Client') regarding the potential transport impacts of the future redevelopment of an existing school for residential use ('Proposed Development') in Forest Row, East Sussex at RH18 5JY ('the Site').

1.2 Site Context and History

- 1.2.1 The Site is located at the northern end of an unmarked private road ('the access road'), which can only be accessed via B2110 Hartfield Road. Private residences to the south and west of the Site rely on the same private access road via Hartfield Road. The existing highway network is described in further detail in Chapter 3 of this report.
- 1.2.2 The existing Site was used as a small private boarding school (Ashdown House Preparatory School), which operated from 1919 until July 2020 and was attended by students aged 7 to 13 years old, with the option to attend as day students introduced in later years. The Site contains several listed buildings which the proposed scheme will be required to preserve.
- 1.2.3 Ashdown House school had the capacity to accommodate up to 173 students¹. However, during the period of 2014 2019 (the latest years for which data is available), on average, 121 students² were enrolled per year.
- 1.2.4 Both the private access road and junction of Hartfield Road appear to be constructed to non-recognisable standards, and on visual inspection appear to be worn and toward the end of their design life. Of particular concern are two small bridges on the private access road and their ability to support increased traffic flows or vehicle weights. The access road therefore requires assessment as to what extent the Proposed Development may impact on its condition something addressed in Chapter 5 of this report.

PROPOSED DEVELOPMENT

- 1.2.5 The Proposed Development is a residential scheme promoted by Even Ashdown Ltd (the 'Developer'). The proposals currently consist of 46 dwellings of assorted sizes and configurations, including private houses and flats.
- 1.2.6 The development proposals 'W012150010 3246-DEN-ZZ-ZZ-DR-A-0006' included in Appendix A have been produced by Den Architecture. These proposals are dated March 2022 and are likely to have been revised since, although any newer revisions have not been provided. The detail in this report is part based on these development proposals and any revisions to these proposals may have an impact on any calculations and assumptions Momentum has made in this report.

¹ According to the 'Get Information on Schools' database (https://get-information-schools.service.gov.uk/Establishments/Establishment/Details/114624)

² According to the 'Compare School Performance Service' database (https://www.compare-school-performance.service.gov.uk/school/114624/ashdown-house-school/absence-and-pupil-population)

1.3 Scope of Study

- 1.3.1 This study assesses both the existing highway conditions of the Site and the likely impacts of the construction and operation of the proposed residential development. Subsequently, the study outlines recommended mitigation measures in response to those impacts.
- 1.3.2 The assessment strategy comprises a combination of site visits, traffic surveys, and desktop research conducted by transport planners and engineers at Momentum.
- 1.3.3 This Technical Report comprises the following chapters:
 - Chapter 2 provides a review of relevant policies and transport standards
 - Chapter 3 presents the existing conditions of the Site, including observations from a Site visit and traffic surveys
 - Chapter 4 describes the anticipated transport impact of the proposed development including estimating the number of trips generated by the Site
 - Chapter 5 provides recommendations for the proposed development including suggested mitigation measures
 - Chapter 6 presents a conclusion to the report, reiterating key insights and recommendations.

2. POLICY AND STANDARDS REVIEW

2.1.1 National, regional and local policies and transport standards that may be relevant to the study area have been reviewed and this Technical Report has been prepared in full consideration of these. See Appendix B for further details.

2.2 Policy Review

- 2.2.1 The following national policies have been considered:
 - National Planning Policy Framework (2019)
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)
 - Equality Act (2010)
 - Waste Management Plan for England (2013)
- 2.2.2 The following regional policies have been considered:
 - East Sussex County Council Local Transport Plan 3 (2011)
- 2.2.3 The following local policies have been considered:
 - Adopted Wealden Local Plan (1998)
 - Wealden Core Strategy Local Plan (2013)
 - Wealden Design Guide (2008)
 - Wealden Local Plan Transport Study (2018)

2.3 Standards Review

- 2.3.1 The following highway design standards have been considered:
 - Design Manual for Roads and Bridges (DMRB)
- 2.3.2 The following rural road design standards have been considered:
 - HS2 Rural Road Design Criteria (2012)

3. EXISTING CONDITIONS

3.1 Introduction

- 3.1.1 This chapter summarises the existing conditions at the Site, including the surrounding road network, access conditions, public transport accessibility, and baseline traffic flows and speeds. Momentum also completed a Site visit on Thursday 21 July 2022 which has informed the review of existing site conditions.
- 3.1.2 Figure 3-2 shows the existing access road and highway network in relation to the Site.

3.2 Local Highway Network

A22 LONDON ROAD

3.2.1 The nearest village to the Site is Forest Row, through which the A-road London Road (A22) runs which connects to Greater London to the north and to Eastbourne on the south coast. In Forest Row the A22 operates one lane in each direction with footways on each side and no designated cycle lanes.

B2110 HARTFIELD ROAD

- 3.2.2 Hartfield Road (B2110) is a two-lane B-road which operates with one lane in each direction. The speed limit is 50mph for vehicles on Hartfield Road as they pass the Site junction. This speed limit reduces to 30mph shortly after the junction for vehicles heading into Forest Row.
- 3.2.3 The accommodation for pedestrians and cyclists is poor with a narrow footway only provided on the northern side of the road, to the west of the Site heading into the village of Forest Row. The footway terminates at the access junction. No designated cycle lanes are provided.

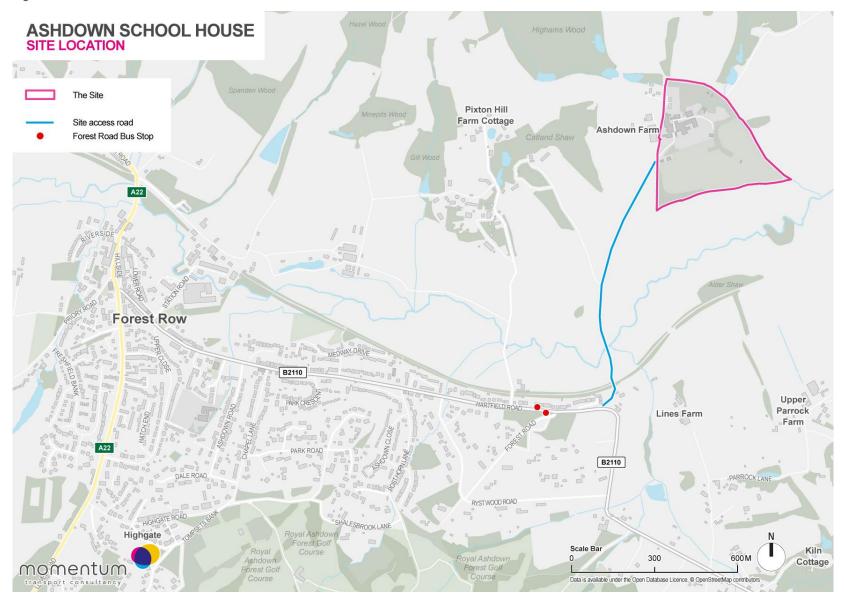
JUNCTION OF HARTFIELD ROAD

- 3.2.4 The junction to the private access road is located along Hartfield Road (B2110), approximately 2km east of the village of Forest Row. Hartfield Road has a 50mph speed limit at the junction, with the junction itself situated on the outer edge of a tight curve in the Hartfield Road alignment. During the site visit, it was observed that the existing junction is of a non-standard and potentially confusing layout.
- 3.2.5 The junction is also on a steep gradient as it meets the B2110. While a topographical or level survey would be required to ascertain the exact level differences between the access road and Hartfield Road, it is likely that the junction gradient is sub-standard. This junction is shared with a neighboring residential property, Beech Cottage, which adds to the unusual layout of this junction. Figure 3-1 shows the junction layout.



Figure 3-1 Junction of Hartfield Road

Figure 3-2: Site Location



PRIVATE ACCESS ROAD

- 3.2.6 The access road to the site from Hartfield Road is approximately 940m in length and 3m in width, varying in places. Plan M001195-DR-001, included in Appendix C highlights the key geometry of the access road.
- 3.2.7 The single lane road has three passing points for opposing vehicles. Also included in Appendix C, plan M001195-DR-002 shows the location of these existing passing points. During the site visit, Momentum were informed that the road was originally laid in 1996, with the work completed by Coppards of Crowborough. Approximately 15 years later, a 'chip and tar' overlay was provided, and since then various pothole repairs have been completed.
- 3.2.8 The initial 200m of the access road includes tall trees and foliage on either side with bends in the road. Figure 3-3 and Figure 3-4 below show the bends and greening along the road.





Figure 3-4 Bend in Access Road



- 3.2.9 Within the initial 200m, the access road has several speed bumps, which Momentum were informed were provided due to excess speeds resulting in collisions between vehicles travelling in opposing directions. During the site visit, it was observed that these speed bumps are hard to spot in the road and provided a harsh bump to motorists.
- 3.2.10 Momentum were informed that a length of road through this section had been widened to better allow opposing vehicles to pass each other, using space from a neighbouring field which had resulted in a large verge again by Coppards of Crowborough to the same construction specification as the original road design. This area of additional width can be seen in Figure 3-5 below, approximately marked with a red line.
- 3.2.11 The access road crosses a brick-built bridge over a former railway line, which now operates as the Forest Way Cycle Route NCN21. The road also crosses another brick-built bridge over the River Medway. These bridges can be seen in Figure 3-6 (bridge over cycle route NCN21) and Figure 3-7 (bridge over the River Medway).

Figure 3-5 Additional Width in Access Road



Figure 3-6 Bridge Over Cycle Route

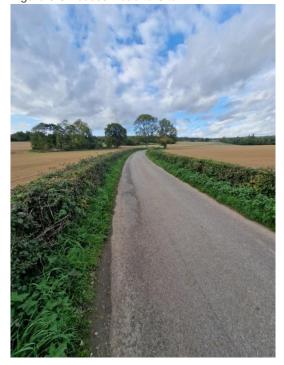


3.2.12 It was observed that these bridges are showing signs of wear and appeared to have undergone patchwork maintenance/repair work (though no details were available). The date of construction for these bridges are unknown, but they have been in place since at least 1967, and could have been constructed in the pre-Victorian era.

Figure 3-7 Bridge Over River Medway



Figure 3-8 Access Road to Site



- 3.2.13 Given the lack of as-built records, the condition of the bridges are unknown, and may be susceptible to damage or even failure through ongoing use and intensification of use, particularly if used for construction traffic.
- 3.2.14 Continuing along the access road, its next section of the route is surrounded by farmers' fields on each side. Figure 3-8 above shows the access road up to the farm. This section of road also features an informal junction for access to the neighboring properties.
- 3.2.15 The access road has an approximate width of 3m, although this varies in places and does provide a number of dedicated passing points. The width of these passing points is observed to be approximately 5m in total, the locations of these are shown in plan M001195-DR-002, included within Appendix C. This plan also details the approximate distance between the passing points between 215m and 290m apart.

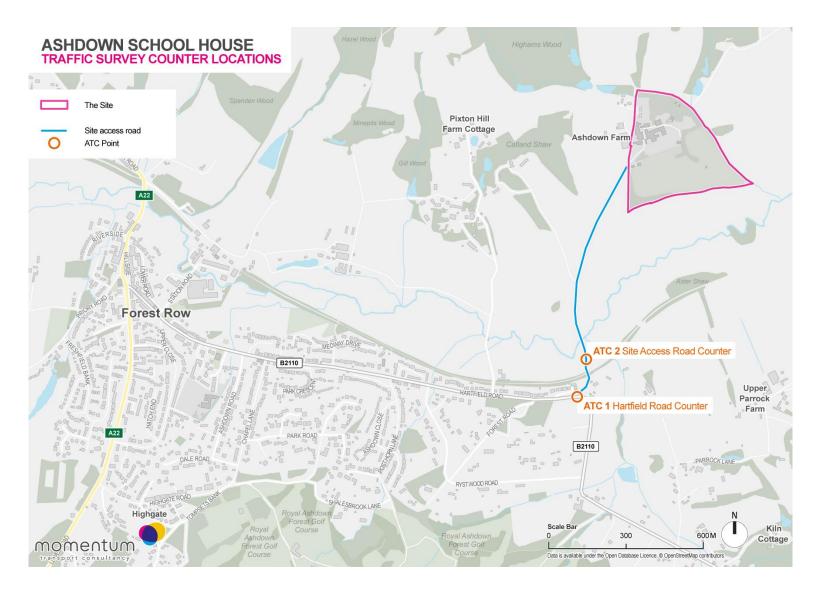
3.3 Traffic Flows

- 3.3.1 As shown in Figure 3.9, traffic counters were placed on Hartfield Road to record vehicles travelling westbound, towards Forest Row, and eastbound, towards Coleman's Hatch. Traffic counters were also placed on the Site access road, for vehicles traveling northbound, towards the Site, and southbound, towards Hartfield Road.
- 3.3.2 Table 3.1: Hartfield Road Traffic Flows presents a summary of the ATC for Hartfield Road. It should be noted that for Saturday and Sunday, the AM and PM vehicle peak hours varied by direction and day of the week, and therefore the hours of the respective peaks are provided in brackets. For weekdays, the standard 08:00 09:00 and 17:00 18:00 peak hours are used. The full survey results are included in Appendix D.

Table 3.1: Hartfield Road Traffic Flows

Direction	Direction Time Period		Saturday	Sunday
	AM Peak	159 (08:00 - 09:00)	170 (11:00 - 12:00)	140 (10:00 - 11:00)
Eastbound	PM Peak	184 (17:00 - 18:00)	164 (17:00 - 18:00)	122 (17:00 - 18:00)
	Total Daily	2,023	1,892	1,426
	AM Peak	195 (08:00 - 09:00)	152 (11:00 - 12:00)	113 (10:00 - 11:00)
Westbound	PM Peak	150 (17:00 - 18:00)	177 (15:00 - 16:00)	133 (16:00 - 17:00)
	Total Daily	1,997	1,816	1,404

Figure 3.9: Traffic Survey Counter Locations



3.3.3 Table 3.2 presents a summary of the ATC for the Site access road. It should be noted that for Saturday and Sunday, the AM and PM vehicle peak hours varied by direction and day of the week, and therefore the hours of the respective peaks are provided in brackets. For weekdays, the standard 08:00 – 09:00 and 17:00 – 18:00 peak hours are used. The full survey results are included in Appendix E.

Table 3.2: Site Access Road Traffic Flows

Direction Time Period		Average Saturday		Sunday
	AM Peak	4 (08:00 - 09:00)	4 (11:00 - 12:00)	4 (11:00 - 12:00)
Northbound	PM Peak	5 (18:00 - 19:00)	4 (18:00 - 19:00)	6 (16:00 - 17:00)
	Total Daily	62	32	30
	AM Peak	3 (08:00 - 09:00)	5 (09:00 - 10:00)	3 (11:00 - 12:00)
Southbound	PM Peak	4 (17:00 - 18:00)	3 (17:00 – 18:00) (18:00 – 19:00)	6 (16:00 - 17:00)
	Total Daily	62	32	32

3.4 Traffic Speeds

3.4.1 The ATC survey also recorded the speed at which each vehicle crossing the survey point was travelling. Both the mean and 85th percentile speeds from this data are analysed to understand the behaviour of diverse motorists. The 85th percentile represents the speed at which 85% of motorists are travelling at or below.

HARTFIELD ROAD

- 3.4.2 The speed limit on Hartfield Road is 50mph, however vehicles are likely to travel slower near the junction with the Site access road due to limited visibility and the sharp bend in the road. This assumption was supported by the ATC.
- 3.4.3 During the survey, vehicles on Hartfield Road at the ATC location travelled at an 85th percentile speed of 33.5 mph eastbound and 33.6 mph westbound.

SITE ACCESS ROAD

- 3.4.4 There is no designated speed limit for the Site access road.
- 3.4.5 During the survey, vehicles on the Site access road at the ATC location travelled at an 85th percentile speed of 23.5 mph northbound and southbound.

3.5 Issues With the Local Highway Network

STANDARDS

3.5.1 Highway design standards have been taken from the Design Manual for Roads and Bridges (DMRB), specifically parts CD109 and CD123 for reviewing the access junction layout and visibility for motor vehicles.

3.5.2 Highway design standards from the DMRB are limited for such rural locations with regards to the single lane access road. As such, suitable alternative standards have been reviewed for roads possessing the same nature, such as standards from the HS2 project, although standards from the DMRB should still be applied where possible. Included in Appendix B, these standards (HS2 Rural Road Design Criteria) have been developed to 'provide a safe, consistent and proportionate approach to help ensure that the character and distinctiveness of such routes is retained as far as is reasonable practicable' (para A1.5).

JUNCTION WITH HARTFIELD ROAD

3.5.3 As detailed earlier in this report, the junction of the access road and Hartfield Road is situated approximately 2km east of the village of Forest Row. Vehicles travelling through this section of road could be travelling at speeds up to 50mph through the tight bend, with limited visibility and no pedestrian access provided across the junction.

Geometry

- 3.5.4 The junction at Hartfield Road comprises a priority arrangement, with vehicles from the site giving way to vehicles travelling along the main road. The geometry of this junction is unusual the mouth of the junction is approximately 35m wide and is separated by a grassed verge approximately 11m in width. As mentioned earlier, the junction is also shared with a neighboring property, Beech Cottage, with access via a narrow driveway located directly onto the priority junction. The operation of this junction may be confusing to drivers who are unfamiliar with the local area, and even more so as the junction has no road markings or signage to help direct vehicles.
- 3.5.5 The gradients of the junction also exacerbate potential highway safety challenges as the junction possesses a steep gradient where it meets Hartfield Road. Vehicles were observed during the site visit to struggle with pulling out onto Hartfield Road, with some vehicles stalling or wheel spinning whilst trying to manoeuvre into a gap in the traffic. This could increase the chances of a traffic incident with vehicles coming around the bend of Hartfield Road at speed.
- 3.5.6 It would appear that the intention was that vehicles accessing the site would use the area to west of the buildout, with egressing vehicles using the eastern side of the junction to manoeuvre onto Hartfield Road. However, during the Momentum site visit, vehicles were observed using this junction in differing manners.
- 3.5.7 It is also worth noting that vehicles travelling eastbound along Hartfield Road are not required to reduce speed significantly as they turn into the access road as the priority junction has no radii to encourage vehicles to slow down before turning into the junction. This represents a non-standard layout, and heightens the risk of accidents, including conflicts with crossing pedestrians.
- 3.5.8 Should the Proposed Development proceed, the geometry of this junction will pose a problem for large heavy goods vehicles. Plan M001195-TR-001 shows vehicle swept path analysis of a 16.5m articulated vehicle accessing and egressing the site and shows the vehicle will overrun the grassed central island of the junction and the 50mph traffic signage. This also occurs for the swept path analysis of a 10m rigid vehicle, as per plan M001195-TR-002. Both plans can be found in Appendix C. Such heavy good vehicles will also need sufficient time to manoeuvre out of the junction, overrunning opposing lanes and overcoming the steep junction levels. This poses a risk for other road users, who may be travelling at speed around the bend with limited visibility.
- 3.5.9 During the site visit, we were informally told that several collisions had been witnessed with vehicles travelling too fast around the bend of Hartfield Road. It was also noted that locals in

the area complain about how dangerous the junction can be. An analysis of road accident data from Sussex Safer Roads Data Portal in the vicinity of the Site revealed no serious or fatal accidents over the last five years. However, a slight accident was recorded on the bend in Hartfield Road east of the access junction in 2018, and several more slight accidents were recorded along Hartfield Road in the last five years, west of the Site. Note that slight accidents are collisions with no serious or fatal injuries.

3.5.10 Once the development is completed, the geometry of the junction and limited width of the access road may create a capacity issue as a result of the increased number of road users to the site. A trip generation assessment, as presented in Section 4.2, suggests that the increase in road users could reach 9 additional trips in the morning peak (08:00 – 09:00), 21 additional trips in the evening peak (17:00 – 18:00), and 118 additional trips throughout the day. To mitigate this, potential changes to the junction are detailed later in this report.

Visibility

- 3.5.11 In addition to the irregular layout of the junction, safety issues are amplified by the sharp bend on the main road and 50mph speed limit.
- 3.5.12 Visibility has been assessed for vehicles egressing the junction. Visibility standards from the DMRB are based on the Design Speed of the road (as opposed to the Speed Limit), which is taken as the 85th percentile speed of traffic on the main road. As part of the vehicle traffic surveys completed in October, vehicle speeds were measured along Hartfield Road, and results found the Design Speed to be 33.5mph. To comply with DMRB standards, egressing vehicles at this junction would require 90m of stopping sight distance.
- 3.5.13 The available visibility has been assessed as per plan M001195-DR-003, and included in Appendix C, and shows that only 62m visibility of westbound vehicles can be achieved. As such, without measures to reduce vehicle speeds on the main road, visibility standards are not achieved in compliance with the DMRB. This sub-standard visibility will pose an additional risk for vehicles already using a non-standard and potentially confusing junction.
- 3.5.14 As an alternative to DMRB standards, it may be reasonable to apply the visibility standards of the Manual for Streets (MfS), which for this design speed, visibility would be required at 49m. This amount of visibility can be achieved, although given the busy nature of Hartfield Road, applying these standards should be done with caution.

ACCESS ROAD

Width and Passing Points

- 3.5.15 Referring to the standards noted above, passing points should be placed at a maximum distance of 200m for single lane roads to allow for vehicles to spot each other and for one of the vehicles to give way for a short amount of time without causing any significant capacity or convenience issues. As such, the existing passing places spaced up to 290m apart as noted above can be considered to inadequate.
- 3.5.16 Regarding the width of such rural single lane roads, 3.5m would be considered more suitable with widening required at bends to accommodate larger vehicles. As the access road is approximately 3m in width for the majority of its length, it is important to provide the correct provision of passing points as vehicles may be encouraged to pass opposing vehicles (and cyclists) where there is inadequate space.

- 3.5.17 During construction, Momentum anticipates that the development will attract a material number of construction vehicles, as well as vehicles used by construction workers arriving and departing the Site, in addition to the existing vehicle traffic accessing the farm and neighboring properties. Further detail on anticipated traffic impacts are included in Chapter 4.
- 3.5.18 Accordingly, during the construction phase, the existing provision of passing points would experience high usage and may cause traffic issues along the access road. To mitigate this, construction vehicles accessing and egressing the site will need to be carefully managed and monitored to reduce any traffic impact. Depending on construction requirements, a nearby holding area for construction vehicles may be required. Additional measures could include traffic marshals, restricted operating hours for construction vehicles and visibility improvements along the access road.
- 3.5.19 Once the development is completed, Momentum anticipates that it will attract additional daily vehicle trips along the access road, further details of which is included in Chapter 4. With the existing provision of passing points being inadequate this may cause capacity issues, particularly during the AM and PM peak hours. Given the likely increase in number of users along the access road, it would be recommended that increasing the number of passing points to be sufficient as per the standards is considered. Momentum plan M001195-DR-002 in Appendix C suggests indicative locations for additional passing points to meet the required standards and reduce the likelihood of capacity issues along the private road.

Visibility

- 3.5.20 Visibility along the access road to the site is good for the majority of its length. However, for the initial 200m of access from the main road, visibility is restricted. This is caused by the outgrown foliage on either side of the road and by curves in the road. This can be seen in Figure 3-3 and Figure 3-4 Bend in Access Road displayed above.
- 3.5.21 As stated earlier, the traffic surveys instructed by Momentum suggest that 85% of vehicles travelling along the access road are going at a speed up to or below 23.5mph in either direction. During the construction and completion phases of the project, vehicles travelling at these speeds may pose a risk to other road users, given that visibility along the initial length of access road is restricted in places. The width of the access road may also pose a risk for vehicles and other road users travelling at speed with limited visibility.

Road Surface

- 3.5.22 As noted earlier in the report, the access road was originally laid in 1996. Approximately 15 years later, a chip and tar finish was implemented, and since then various pot hole repairs have been completed. It was observed that the road surface was of a lesser quality finish and various repair work would be recommended in places.
- 3.5.23 As stated above, through the initial length of access road the width had been increased along one edge to allow vehicles to pass each other, this increased width has been built onto the edge of a neighboring field, with a large embankment built beneath to support the road above.
- 3.5.24 Detailed further in Chapter 4, it is anticipated that a number of heavy goods vehicles will access and egress the site via the access road during the construction phase of the development. It is considered that the quantity and weight of these vehicles using the road could cause significant damage to the surface, foundation, fill and embankments.
- 3.5.25 Upon the completion of the development, the repeated movements of additional vehicles during the AM and PM peak hours could also be anticipated to have implications for the road surface.

Bridges

3.5.26 As noted earlier in this chapter, the access road crosses two small brick built bridges. The construction and age of these bridges is unknown but they are assumed to have been built in Victorian times. During the site visit, it was evident that these two bridges are showing signs of wear and have had some repair work completed in previous years. It is reasonable to assume that these bridges have not been built to withstand use by heavy goods vehicles that will be accessing the site during construction of the proposed development. A more detailed review and structural analysis of these bridges will be required to better understand their construction and suitability for both construction activities and long-term intensification of use.

Speed Bumps

3.5.27 The speed bumps located along the access road were found to be hard to locate, particularly during hours of darkness, and provided a harsh bump to motorists. These bumps could prove to be an issue for any future occupiers of the development. It is recommended that these speed bumps are revised to a more appropriate construction and for them to be made more visible to users of the access road.

3.6 Public Transport Network

BUS SERVICES

3.6.1 The closest bus stops are located on Hartfield Road, shown in Figure 3-2, approximately 1.4km from the Site and would take around 17 minutes to reach on foot via the access road. These 'Forest Road' bus stops are serviced by three bus routes (150, 261, and 291). The frequency and direction of these services is presented in Table 3.3: Bus Service Frequencies.

T-61-	$\gamma \gamma$	D	Service	F.,, a	
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		Frequency* (Buses per hour)			
Bus No.	Route	AM Peak (07:00 to 08:00)	PM Peak (18:00 to 19:00)	Off-Peak	Weekend
150	Withyham – Chailey School	2	2	0	0
261	Uckfield – East Grinstead	2	2	0 to 2	0
291	Tunbridge Wells – Crawley	2	2	2	0 to 2
Total		6	6	2 to 4	0 to 2

^{*}Includes both directions

- 3.6.2 As shown above, there is a low frequency of bus services operating in the local area, especially on the weekends, when only one route is available.
- 3.6.3 The infrastructure for the two bus stops appears to be limited and in poor condition. For eastbound services, only a bus stop flag is provided on the footway, with no seating or shelter for waiting passengers. For westbound services, a bus stop flag and shelter with seating is provided, although this is almost hidden in the overgrown foliage.

- 3.6.4 There is no provision for pedestrians (or cyclists) on the access road, and no provision of cycle parking at the bus stops.
- 3.6.5 This poor-quality bus service infrastructure is a further deterrent to residents of the Site who may then prefer to use their private car. Therefore, it would be reasonable to expect higher levels of private car usage than might be expected (or indeed required) of a new development.

RAIL SERVICES

3.6.6 The closest rail station to the Site is East Grinstead station, which is approximately 8.7 km away and would take approximately 15 minutes to reach by car. East Grinstead station is serviced by Southern Railway and Thameslink, with one service operating between London Victoria and Uckfield. On a weekday, there are a total of 72 train arrivals and departures to/from East Grinstead station, with 54 on Saturdays and 56 on Sundays. This rail service frequencies are detailed further in Table 3.4.

Table 3.4: Rail Service Frequencies

Rail	Service	Frequency* (Trains per hour)			
Provider	Origins / Destinations	AM Peak (07:00 to 08:00)	PM Peak (18:00 to 19:00)	Off-Peak / Weekend	Weekend
Southern Railway and Thameslink	London Victoria / London Bridge / East Croydon / Oxted / Uckfield	7	8	2 to 4	4

^{*}Includes both directions

3.6.7 Bus routes 261 and 291 stop at East Grinstead station, so Site users would be able to take the bus from Forest Road to access rail services to London. However, as mentioned previously, the bus stops are not easily reached from the Site and services may be too infrequent for commuters.

SUMMARY

- 3.6.8 Due to the limited bus and rail services available in the local area, and the long distance between these connections and the proposed development Site, public transport is unlikely to be the primary method of travel chosen by the Site users. Instead, the Site users are likely to rely on private vehicles for at least some portion of their journey.
- 3.6.9 This assumption of low public transport uptake is supported by the 2011 Census Travel to Work dataset for the local District of Wealden presented Table 3.5. The categories 'Working mainly at or from home' and 'Other' were removed for the purpose of this assessment, and the 2011 Census is the latest available dataset. 74% of the remaining respondents reported that they travel to work by 'driving a car or van', with only 10% traveling via public transport and 10% traveling via active travel (walking or cycling).

Table 3.5: 2011 Census Travel to Work Method of Travel for Wealden District

Method of Travel	Total	Mode Share %
Underground, metro, light rail, tram	151	0%
Train	4,981	8%
Bus, minibus or coach	1,407	2%
Taxi	163	0%
Motorcycle, scooter or moped	426	1%
Driving a car or van	46,973	74%
Passenger in a car or van	3,114	5%
Bicycle	718	1%
On foot	5,760	9%
Total	63,693	100.0%

3.6.10 The high reliance on cars in the proposed development's surrounding area has been demonstrated and is further supported by the low provision of public transport infrastructure. To drive down the reliance on cars of the proposed development's users and visitors, improvements to public transport links might be necessary.

4. TRANSPORT IMPACT ASSESSMENT

4.1 Introduction

- 4.1.1 This chapter of the Technical Report outlines the potential highway impacts resulting from the Proposed Development by considering the change in the number of trips generated by the proposed residential scheme in comparison to the number of trips generated by the former school use.
- 4.1.2 The impact of construction vehicles required to deliver the Proposed Development has also been considered at a high level to understand the potential impact on the access road during the construction phase.

4.2 Forecast Development Impacts

PROPOSED DEVELOPMENT

- 4.2.1 The Proposed Development is a residential scheme of 46 dwellings of assorted sizes and configurations, including private houses and flats. Based on the architect's plans for the proposed development, shown in Appendix A, there are approximately 106 parking spaces allocated to the properties including guest spaces. This would be an average of 2.3 parking spaces per dwelling and further supports the assumption that movement to and from the Site will be reliant on vehicles.
- 4.2.2 The provision of parking for the proposed development would need to be reviewed at a later stage to ensure it is compliant with policy, such as the East Sussex County Council Parking Standards in Appendix B. However, this level of detail (i.e. the number of bedrooms in each dwelling and dwelling type) is not available prior to submission of the planning application.

TRIP GENERATION - METHODOLOGY

- 4.2.3 A trip generation exercise has been carried out to compare the vehicular impact of the former school when it was operational with the forecasted vehicular impact of the proposed residential scheme. This is a typical assessment carried out for planning applications to understand the number of trips (vehicular and non-vehicular) resulting from a development and the potential impact on the surrounding highway network.
- 4.2.4 The purpose of the trip generation for this report is to illustrate the difference in the amount of traffic that may be generated by the residential development, which will inform any mitigation measures that may be necessary to protect the access road for its future use given the uplift in traffic. It should be noted that these are indicative calculations only, based on the information available of the Site's former and future uses.
- 4.2.5 To understand the number of trips typically generated by a school land use and residential land use, 'trip rates' have been extracted from the TRICS database. The TRICS database is an industry-standard tool for calculating the trip generation of new developments in transport planning assessments. The database comprises transport survey data from around the UK, systematised to support the transfer of relevant data based on filters like land use type, region, location, and transport mode.
- 4.2.6 Table 4.1 shows the TRICS surveys selected for the assessment which provide the number of arrivals and departures throughout the day. For the former school trip generation, surveys

conducted for both primary and secondary schools were selected, taking the average trip rates between the two school types to reflect the age range (7 to 13) of Ashdown House students. For the proposed residential development trip generation, surveys conducted for 'mixed private houses and flats' were selected. The full TRICS report can be found in Appendix F.

Table 4.1: Selected TRICS Surveys

Land Use	TRICS Ref No.	Region	Survey Location	Date of Survey
Education	CW-04-A-03	Penryn, Cornwall	Suburban Area	28/03/2019
Education	KI-04-A-01	New Malden, Kingston	Suburban Area	20/06/2019
Education	DV-04-B-04	Exeter, Devon	Suburban Area	02/04/2019
Education	NY-04-B-03	Skipton, North Yorkshire	Suburban Area	08/03/2019
Residential	CA-03-K-04	Soham, Cambridgeshire	Suburban Area	11/07/2018
Residential	CW-03-K-01	Penryn, Cornwall	Suburban Area	28/03/2019
Residential	DY-03-K-01	Derby, Derby	Edge of Town	23/07/2018
Residential	HC-03-K-07	Farnborough, Hampshire	Edge of Town	12/05/2022
Residential	WS-03-K-04	Horsham, West Sussex	Edge of Town	28/06/2018

- 4.2.7 To understand the proportion of these trips that would be completed by vehicles, further information was gathered to understand the typical 'mode share' of these development types.
- 4.2.8 For the former school trip generation, the mode share is extracted from the TRICS database, which breaks down the trip generation into different modes of transport. For the residential trip generation, the mode share from the 2011 Census 'Method of travel to work' dataset for the district of Wealden, presented previously in Table 3.5, has been used.
- 4.2.9 It should be noted that TRICS surveys only provide data from 07:00 to 19:00 and therefore does not capture overnight trips. However, the number of trips generated by the sites outside these hours are not expected to exceed the number of trips recorded during the day and therefore the 'worst case' impact is considered as part of the assessment.

TRIP GENERATION - RESULTS

School Trips

- 4.2.10 The vehicle trip generation for the former school use is based on an assumption of 121 students enrolled, the average number of students enrolled at Ashdown House Preparatory School during the last five years data was made available (2014-2019) on the 'Compare School Performance Service' database³.
- 4.2.11 Some of these students would have been 'boarders' and thus would not have arrived/departed from the school on a daily basis, so the trip generation represents the worst-case scenario.
- 4.2.12 The trip generation results for a typical school use with 121 students is shown in Table 4.2 below.

Table 4.2: TRICS Vehicle Trip Generation for the Former School Development (121 students)

Time Range	Arrival Trips	Departure Trips	Total Trips
07:00-08:00	6	2	8
08:00-09:00	20	14	34
09:00-10:00	3	3	5
10:00-11:00	1	1	3
11:00-12:00	1	1	3
12:00-13:00	1	2	3
13:00-14:00	1	1	3
14:00-15:00	2	2	4
15:00-16:00	5	13	18
16:00-17:00	8	11	19
17:00-18:00	2	3	5
18:00-19:00	2	1	4
Total	54	53	107

4.2.13 The number of trips presented above also includes other trips such as delivery and servicing trips occurring throughout the day or staff trips and an estimated maximum of six daily servicing vehicle arrivals/departures including catering and post.

Proposed Development Trips

4.2.14 The vehicle trip generation results for a typical residential use, assuming the residential scheme of 46 dwellings is operational and fully occupied, is shown below in Table 4.3.

³https://www.compare-school-performance.service.gov.uk/school/114624/ashdown-house-school/absence-and-pupil-population

Table 4.3 TRICS Vehicular Trip Generation for the Proposed Residential Development (46 dwelling)

Time Range	Arrival Trips	Departure Trips	Total Trips
07:00-08:00	3	15	18
08:00-09:00	6	21	27
09:00-10:00	6	9	14
10:00-11:00	6	7	13
11:00-12:00	6	7	12
12:00-13:00	8	6	14
13:00-14:00	7	7	14
14:00-15:00	6	7	14
15:00-16:00	15	10	24
16:00-17:00	15	7	22
17:00-18:00	18	8	26
18:00-19:00	17	9	26
Total	111	114	225

4.2.15 Table 4.4 presents the net change in daily vehicles trips from the former school use compared to the proposed residential use.

Table 4.4 Change in Daily Vehicle Trips from the Former School to the Proposed Residential Development

Time Range	Arrival Trips	Departure Trips	Total Trips
07:00-08:00	-3	13	10
08:00-09:00	-14	7	-7
09:00-10:00	3	6	9
10:00-11:00	5	5	10
11:00-12:00	4	6	10
12:00-13:00	6	5	11
13:00-14:00	5	6	11
14:00-15:00	5	5	10
15:00-16:00	10	-3	7
16:00-17:00	6	-3	3
17:00-18:00	15	6	21
18:00-19:00	15	8	23
Total	58	60	118

4.2.16 Whilst there is a decrease in total trips in the AM peak hour (-7 total trips during 08:00 – 09:00), the Proposed Development represents an overall increase in total daily trips. A total increase of 118 daily trips is expected, with the largest change during the evening peak between 17:00 and 19:00 with an additional 21 to 23 trips per hour.

- 4.2.17 The additional number of vehicle trips should also be looked at alongside the existing vehicles using the Access Road in the existing condition, where no school or development is present. The traffic survey counts presented in Chapter 3 which indicated 7 vehicles (two-way) in the AM Peak and 9 vehicles (two-way) in the PM Peak. Accordingly, the introduction of the new development could be expected to lead to a significant increase in trips relative to both the current condition, and the condition when the former school was in operation.
- 4.2.18 Upon the completion of the development, the forecasted additional vehicle movements throughout the day are anticipated to have implications for the access road and junction onto Hartfield Road. Further, the geometry of the junction and limited width of the access road may create a capacity issue, along with posing a potential safety hazard due to the increased number of road users to the site (this hazard increasing with the increased numbers of road users). Potential changes to the junction to mitigates these issues are proposed in Chapter 5.

4.3 Forecast Construction Impacts

- 4.3.1 The number of construction vehicle trips to be generated by the Site will be based on various factors including construction programme (length and intensity) and the amount of demolition and enabling works required, which cannot be forecasted at this stage. Nevertheless, these additional trips will have a capacity impact on the access road and junction of Hartfield Road.
- 4.3.2 The types of vehicles arriving on site will likely range from LGVs (vehicles under 3.5T) and HGVs (vehicles over 3.5T). Consideration should be given during construction to avoid exacerbating any congestion in the area during the AM and PM peak hours. It should also be noted that during construction the Site will attract multiple passenger vehicles and light goods vehicles for personnel arriving and departing the Site during AM and PM peak hours.
- 4.3.3 It is considered that the quantity and weight of the construction vehicles using the road may cause damage to the surface, as the nature of the road surface was not intended for such large vehicles. It is also a concern that such heavy goods vehicles using the additional width of road would cause damage to this structure and to the earthwork bank supporting the road. Again, this bank was never constructed to withstand the weight of such heavy vehicles.
- 4.3.4 The geometries of the access junction are also anticipated to pose a hazard for large heavy goods vehicles accessing and egressing the site during construction, as shown in the swept path analysis plan M001195-TR-001 and M001195-TR-002 in Appendix C. These vehicles will also need sufficient time to maneuver out of the junction, overrunning opposing lanes and overcoming the steep junction levels. This poses a risk for other road users, who may be travelling at speed around the bend with limited visibility.

5. RECOMMENDATIONS

5.1.1 To address the potential issues and impacts of delivering the Proposed Development, this chapter suggests a set of improvements and reviews of the Site that might be considered as part of the development proposals.

5.2 Access Junction

- 5.2.1 The junction could be revised to follow a more conventional layout. A potential junction layout is provided in plan M001195-DR-004 in Appendix C. This layout is only indicative and would be subject to multiple design iterations and appropriate road safety audits.
- 5.2.2 In addition to this layout, safety improvements could be made by extending the nearby 30mph speed limit east along Hartfield Road and past the bend in the road. This would ensure more vehicles are travelling at lower speeds around the poorly sighted junction, reducing the risk of collisions. Additionally, a high friction carriageway surface could be applied around the bend to improve vehicle grip in wet conditions.
- 5.2.3 Further safety improvements could be made for visibility improvements, such as frequent trimming of the foliage blocking visibility along Hartfield Road.

5.3 Private Access Road

- 5.3.1 As noted in Chapter 3 of this report, along the access road, three vehicle passing places are provided at a distance ranging from 215m to 290m. These passing points provide a complete width of 5m for vehicles to pass each other.
- 5.3.2 Passing places should ideally be provided at least every 200m for single lane roads. This would allow a sufficient distance for vehicles to spot each other and for one of the vehicles to give way for a short amount of time without causing any capacity or convenience issues. Shortening the gaps between passing places would result in a total of four passing places along the access road, with indicative locations shown in plan M001195-DR-002 in Appendix C.
- 5.3.3 An additional width of 2m is recommended for passing points, thereby providing a combined width of 5m at these locations. It is important to provide the correct provision of passing points as vehicles may be encouraged to pass opposing vehicles (and cyclists) where there is inadequate space
- 5.3.4 It is recommended that the speed bumps along the access road are revised to a more appropriate construction and for them to be made more visible to users.
- 5.3.5 Further structural assessment in advance of any works, along with associated monitoring, would be recommended for the length of access road and the two bridges to ensure longevity and safe operation during and after heavy loading and frequent use by construction vehicles.

5.4 Planning

5.4.1 To help alleviate some of the issues detailed above in this report, the development proposals could be revised. These development proposals may have been revised since March 2022 but any new revisions have not been made available.

- 5.4.2 The development proposals could be reduced in size from the current 46 dwellings. Reducing the number of dwellings will reduce the number of vehicles coming to and from the site once operational and will reduce the number of vehicles required for construction. Less vehicles coming to and from the Site will also reduce any capacity impacts on the access road and junction of Hartfield Road.
- 5.4.3 Additionally, the development proposals could provide improved pedestrian and cycle infrastructure in the local area to help deter use of the private car. This could include a footway along the access road and new cycle links to the existing cycle route that passes near the Site.
- 5.4.4 Improvements to local public services and facilities could also be made to encourage use of these services.
- 5.4.5 Future residents of the Site could opt to use a consolidated delivery service. Multiple deliveries would be sent to a single location away from the Site and delivered on a single vehicle, rather than multiple delivery vehicles arriving at the Site each day. This would further reduce any impacts on the access road and junction of Hartfield Road.

5.5 Additional Items to Consider

DURING PLANNING

- 5.5.1 A topographical survey of the junction and access road and adjacent verges/embankments is recommended to allow a greater level of detail in assessing the access conditions and junction in its current form. The assessments outlined within this report have been completed using Ordnance Survey mapping, which provides a lower level of accuracy when compared to topographical surveys.
- 5.5.2 Preparation of a detailed alternative access design is recommended that seeks to mitigate issues identified in the existing conditions.
- 5.5.3 Preparation of an outline study of potential locations for additional passing points is recommended in accordance with adoptable highway standards along the access road.
- 5.5.4 Statutory utility surveys (including Ground Penetrating Radar surveys) at the junction of Hartfield Road are recommended. This would allow any outline design to be developed in further detail and accuracy, were it required, reducing the risk of clashes with underground services (including gas, water, electricity, sewers, communications apparatus).
- 5.5.5 Pavement core samples and Dynamic Cone Penetration (DCP) testing of the existing private road is recommended to review the build-up beneath the road and allow an assessment of its residual design life and future maintenance liability.
- 5.5.6 A review of plans submitted by the developer in relation to the development is recommended to assess potential risks and opportunities they might present related to transport. Specifically, the provision of parking should be assessed to ensure that car parking is provided according to the maximum standard set by the East Sussex County Council Parking Standards, as overprovision may further increase pressure on the road network.

DURING CONSTRUCTION

5.5.7 A detailed condition survey of the access road and adjacent verges, including specific tests on current skid resistance, cracking, potholes, rutting, etc. is recommended to be conducted to assess its compliance with 'adoptable' standards, and also to create a clear baseline prior to construction in the likely case construction vehicles degrade the access road.

- 5.5.8 Undertake similar pavement core and DCP tests of the access road surface post-construction to ascertain any loss in carriageway stability caused by the construction traffic, and to therefore identify the need for repairs / mitigation.
- 5.5.9 Engagement with a structural engineering partner for structural surveys of the two bridges to create a clear baseline prior to construction in case damage was incurred due to construction.
- 5.5.10 Regular monitoring surveys are recommended to be conducted during construction to identify any degradation of the access road, bridges, and passing points.
- 5.5.11 Obtain advice on construction logistics including lorry holding points, marshalling, control of the access road and shuttle operations.
- 5.5.12 Review the implementation of any highway interventions agreed as being delivered through the planning application, to ensure quality and deliver to appropriate standards.

FOLLOWING COMPLETION

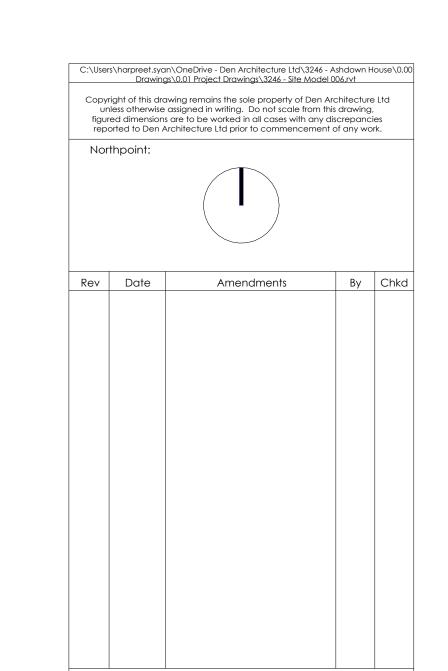
- 5.5.13 Following completion of the Proposed Development works, it is recommended that further surveys are carried out on the access road, bridges and passing points to understand any damage caused during construction.
- 5.5.14 Final construction layouts should also be assessed and undertake snagging of the finished works. Following this, final surveys at the conclusion of any agreed defects or handover period should also be carried out.

6. SUMMARY & CONCLUSION

- 6.1.1 This Technical Report has been prepared by Momentum Transport Consultancy to consider the potential impacts of the future redevelopment of an existing school for residential use in Forest Row, East Sussex at RH18 5JY. The nearest village to the Site is Forest Row, approximately 3.2 km from the Site.
- 6.1.2 The Site is located at the northern end of an unmarked private access road, which can only be accessed via B2110 Hartfield Road. The existing Site was used as a small private boarding school and is proposed to be redeveloped (as of March 2022) into a residential scheme of 46 dwellings with 106 parking spaces.
- 6.1.3 Private residences to the south and west of the Site rely on the same private access road and access junction which suffer from limited capacity and visibility. The private access road operates one lane shared by vehicles travelling in both directions with no provision of cycling or walking infrastructure. The distance between passing points on the access road is also below standard. The ability of two bridges and verge on the access road to support increased traffic flows or vehicle weights during the construction and operation of the proposed development is uncertain.
- 6.1.4 The access junction via Hartfield Road comprises a confusing and non-standard layout, creating a hazard for vehicles. The junction suffers from limited signage and no provision for pedestrians. The junction also possesses a steep gradient and is located adjacent to a tight bend in Hartfield Road, where the vehicular speed limit is 50mph. Visibility for egressing vehicles is restricted due to the sharp bend and overgrown foliage.
- 6.1.5 Public transport in the area is limited, with two bus stops serviced by three routes located on Hartfield Road, a 17-minute walk from the Site (1.4 km). Bus stop infrastructure at these stops is limited and of poor quality. The closest train station is East Grinstead, a 15-minute drive from the site (8.7 km). Due to limited services and long distances to public transport connections, along with limited provision of walking and cycling infrastructure in the area, most residents and guests of the Site can be expected to use private vehicles for at least part of their journey.
- 6.1.6 An additional 118 daily trips are estimated to be generated by the proposed development compared to the school when it was operational, with 9 additional trips occurring in the AM peak and 21 additional trips occurring in the PM peak. This operational uplift, along with the construction phase of the development, is expected to have implications for the capacity and safety of the local road network, and for the carriageway and structures (bridges, verges) found along the access road.
- 6.1.7 It was also identified that large construction vehicles (16.5m articulated vehicles and 10m rigid vehicles) would overrun the grassed verge and signage at the access junction and multiple lanes on Hartfield Road during access/egress based on a vehicle swept path analysis.
- 6.1.8 Proposed improvements to overcome these challenges include implementing a more conventional layout for the access junction, increasing the number of passing points along the access road, reducing the speed limit on Hartfield Road, and trimming foliage around the junction and bends in the access road. Further recommendations for the planning, construction, and completion phases of the proposed development include reducing the size of the development, a topographical survey for more detailed design reviews, a condition survey of the access road and verges, structural surveys of the access road bridges, and regular monitoring surveys during and after construction.

APPENDIX A: PROPOSED DEVELOPMENT LAYOUT







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APPENDIX B: POLICY REVIEW

6.2 National Planning Policy and Legislation

NATIONAL PLANNING POLICY FRAMEWORK (2019)

- 1.1.1 The National Planning Policy Framework (NPPF) has been produced by the Department for Communities and Local Government, published in February 2019.
- 1.1.2 The framework sets out the Government's planning policies and how these are expected to be applied. The NPPF replaces almost all existing national guidance in the form of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs), although the accompanying guides largely remain in force.
- 1.1.3 The NPPF requires the following to be ensured when assessing any development proposals:
 - "Appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location;
 - · Safe and suitable access to the site can be achieved for all users; and
 - Any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree".
- 1.1.4 The NPPF requires all developments that will generate significant amounts of movement to provide a travel plan, and the application should be supported by a transport statement or transport assessment so the likely impacts of the proposal can be assessed. A travel plan is required to ensure that the occupant will promote the use of sustainable transport.

EQUALITY ACT (2010)

- 1.1.5 The Equality Act legally protects people from discrimination in the workplace and wider society.
- 1.1.6 The Equality Act 2010 requires public service vehicles, rail vehicles, new buildings, and the area around new buildings to be accessible safely and without unreasonable difficulty for people who are mobility impaired. The development proposals should have proper regards to the Act, including a sufficient level of disabled parking, in suitable locations and suitable access to buildings.

WASTE MANAGEMENT PLAN FOR ENGLAND (2013)

- 1.1.7 The construction, demolition and excavation sector has been the largest contributor to waste, with approximately 77.4 million tonnes generated in 2010. To reduce the number of wastes produced by this sector, this document has outlined the necessary actions and process in regard to waste management.
- 1.1.8 The arrangements put in place coincide with the government's localism agenda in supporting local authorities to provide sufficient waste disposal infrastructure. It also describes how the industry is working in partnership with The Department for Environment, Food and Rural Affairs to reach the target of recovering 70% (by weight) of waste by 2020.

1.1.9 The plan also sets out a waste hierarchy whereby prevention is highest, followed by preparation for reuse, recycling, other recovery and finally the disposal of waste.

6.3 Regional Planning Policy and Legislation

EAST SUSSEX COUNTY COUNCIL LOCAL TRANSPORT PLAN 3 (2011)

- 1.1.10 The East Sussex County Council (ESCC) Local Transport Plan (LTP) lays out the future direction of transport infrastructure and services in the region through planning and provision in the years between 2011 and 2026. The focus of the plan is delivering sustainable economic growth and supporting the provision of housing with safety, health, and security in mind.
- 1.1.11 The LTP is accompanied by an Implementation Plan, the latest of which expired in 2021, but will be updated and replaced following a consultation period which is set to begin in autumn 2022.

WEALDEN DESIGN GUIDE (2008)

- 1.1.12 The Wealden Design Guide (2008) aims to establish and encourage a high standard of design for development in the area, in response to recent developments that did not meet this standard.
- 1.1.13 The guide identifies the opportunity in re-development schemes to improve the existing transport network based on updated guidance.
- 1.1.14 Principles within the design guide that relate to transport include a user hierarchy where pedestrians and cyclists are prioritised, creating walkable neighbourhoods, and creating connected and accessible routes.

WEALDEN CORE STRATEGY LOCAL PLAN (2013)

- 1.1.15 The Wealden Core Strategy Local Plan (2013) forms a part of the council's current statutory development plan, along with the 'saved' policies of the adopted Wealden Local Plan (1998) and Affordable Housing Delivery Local Plan (2016).
- 1.1.16 This plan details a long-term spatial vision and strategic objectives for the district during the period of 2013 to 2027.
- 1.1.17 Developments which may impact the Ashdown Forest Special Area of Conservation (SAC)/Special Protection Area (SPA) and which could generate traffic flows on road which pass through the Ashdown Forest are subject to additional screening and approval processes through the Wealden District Council.
- 1.1.18 The provision of suitable parking provision, with self-sufficiency and sustainability in mind, is identified as a tool for improving economic prosperity, reducing economic disparities across the district, and improving the district's retail offer.
- 1.1.19 Reducing reliance on car travel is connected to public transport through an aim to concentrate developments near to public transport opportunities and improving the quality of journeys made by sustainable transport modes. Simultaneously, the plan states that a development's sustainability should not be compromised by a lack of public transport infrastructure, wherever possible.
- 1.1.20 The dispersed settlement pattern of the district is identified as a key challenge in providing efficient and viable public transport, along with the tendency for main roads

and railways to provide connections to London and other districts rather than between towns in Wealden.

ADOPTED WEALDEN LOCAL PLAN (1998)

- 1.1.21 The 1998 Wealden Local Plan is still considered and referenced in current plans and policies. This document details the Council's strategy for transport provision, focusing on reducing travel, especially by car, and promoting the safe, efficient, and sustainable transport of people and resources.
- 1.1.22 This plan includes guidance on car parking standards according to land use classes, recommending referring to the standards set by the East Sussex County Council Parking Standards for Development in Table 6.1.

Table 6.1: ESCC Car Parking and Cycle Parking Standards

Use Class	Description	Maximum car parking provision	Minimum cycle parking provision
	Flats, maisonettes, bedsits	1 space per unit plus 1 space per 3 units for visitors	
	Large Dwelling houses	2 spaces per dwelling plus 1 space per 3 dwellings for visitors (dwellings with 4+ bedrooms may be expected to provide double garages, depending on local circumstances).	1 long-term space per unit if no garage or shed provided
	Small housing (< 3 bedrooms) and affordable housing	1 space per unit plus 1 space per 3 units for visitors	
C3 Residential	Residential caravans	1 space per caravan plus 1 space per 3 caravans for visitors	
	Sheltered housing	1 space per 2-4 units of accommodation plus 1 space per resident staff (all dependent on the type of sheltered housing scheme)	1 short-term space per 3 units plus 1 long-term space per 5 units
	Residential hostels, student hostels	1 space per 6 students/beds. Note: this includes an allowance for staff parking	1 long-term space per unit if no garage or shed provided
	Note for all residential developments: Reduced car parking provision may be acceptable for high density residential development proposals in appropriate circumstances.		

6.4 Highway Design Standards

- 6.4.1 The Design Manual for Roads and Bridges (DMRB) defines the requirements for every aspect of UK road infrastructure, published by National Highways. Standards contained in the DMRB which are of relevance to this report are as follows:
 - CD 123 Geometric design of at-grade priority and signal-controlled junctions
 - CD 109 Highway link design

6.5 Rural Road Design Standards

- 6.5.1 In some cases, published design standards such as the DMRB are not fully relevant to rural roads. Most local highway authorities choose to adopt or adapt DMRB standards and advice for their major rural roads. A set of design criteria have therefore been developed for works on rural roads where no other design basis is suitable, to ensure a safe, consistent, and proportionate approach is followed. The following guiding principles are stated in the HS2 Rural Road Design Criteria of relevance to this report:
 - i) All works both temporary and permanent affecting rural roads must provide route continuity for non-motorised users (NMUs) as well as vehicular traffic.
 - ii) Where adverse impacts on rural roads are unavoidable, appropriate and proportionate mitigation measures must be incorporated into the design.
 - iii) All works both temporary and permanent affecting a rural road should aim to retain the existing character and distinctiveness of the route wherever feasible.
 - iv) Therefore, as a general rule, the starting point for design should be the existing engineering parameters when a rural road is diverted or reinstated.
 - v) All works should be designed to minimise, as far as is reasonably practicable, future maintenance requirements.

APPENDIX C: MOMENTUM PLANS

- M001195-DR-001
- M001195-DR-002
- M001195-DR-003
- M001195-DR-004
- M001195-TR-001
- M001195-TR-002





- 1. This drawing is referenced from Ordnance Survey mapping, dated September 2022.
 2. Dimensions are approximate and in metres,
- unless otherwise stated.

---- Access road to site (940m)

REVISION DESCRIPTION / DETAILS



SIMON WATERS

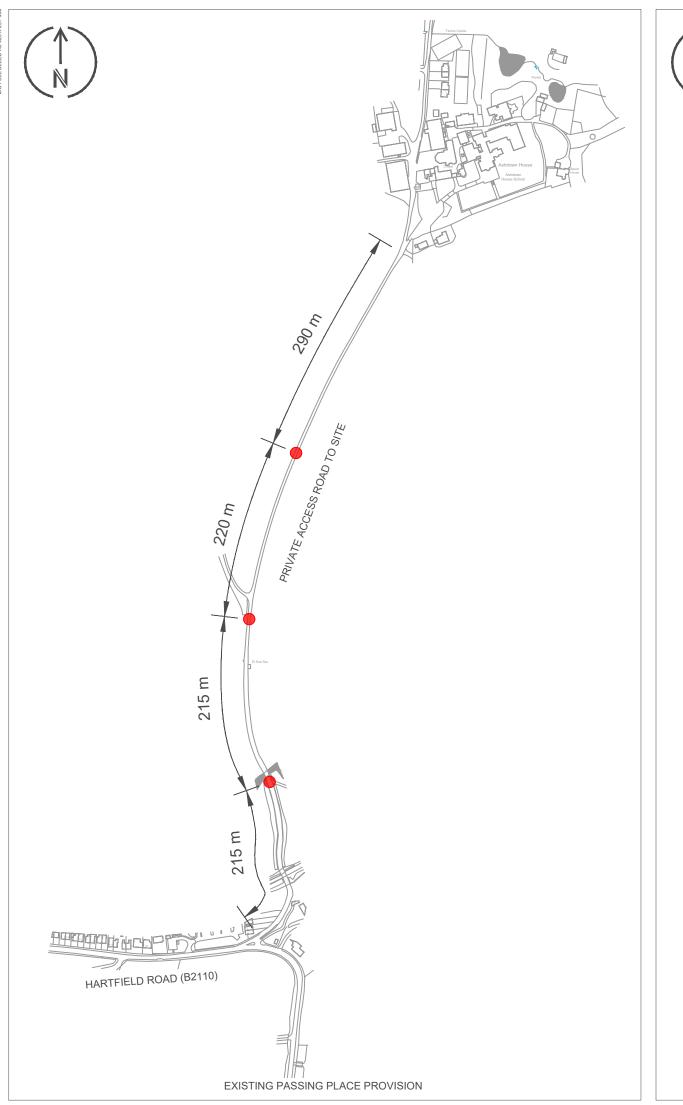
ASHDOWN SCHOOL HOUSE

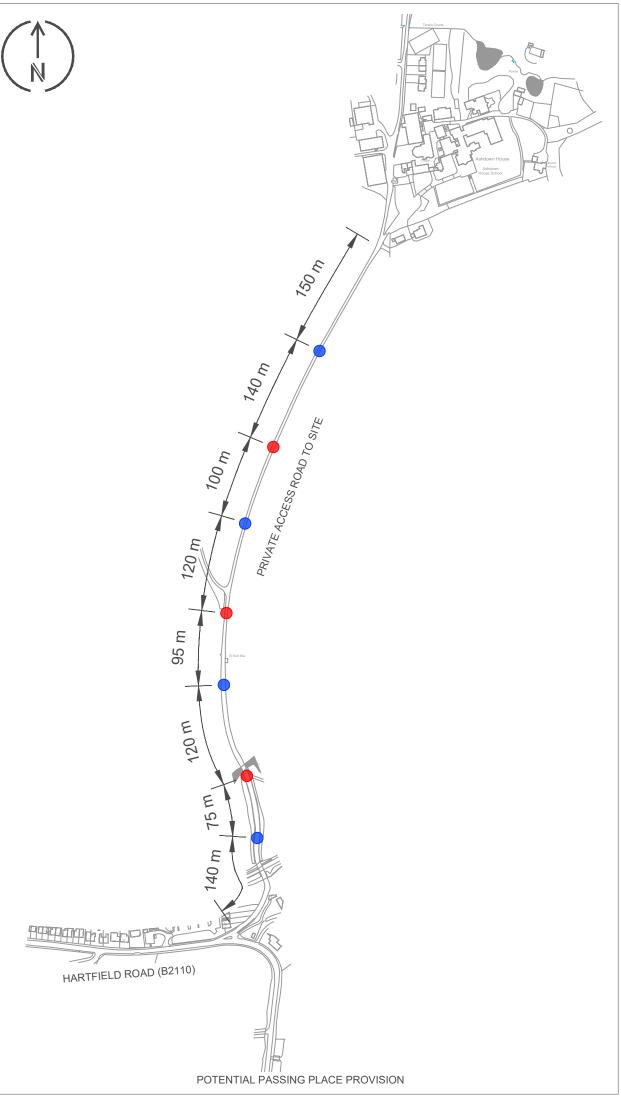
PRIVATE ACCESS ROAD OVERVIEW PLAN

FOR INFORMATION

DRAWING NO: M001195-DR-001

A NTS





- 1. This drawing is referenced from Ordnance Survey
- mapping, dated September 2022.

 2. Passing place provision standards are taken from 'Appendix A – HS2 Rural Road Design Criteria' dated July 2012.
 - 3. Measurements are in metres and are indicative only.
 4. Refer to drawing M001195-DR-001 for overview

 - 5. Proposed passing place locations are indicative and for discussion purposes only.

KEY

Existing passing place location

Potential passing place location

REVISION DESCRIPTION / DETAILS



CLIENT:

SIMON WATERS

JOB TITLE:

ASHDOWN SCHOOL HOUSE

PRIVATE ACCESS ROAD PASSING PLACE PROVISION EXISTING AND POTENTIAL

STATUS:

FOR INFORMATION

DRAWING NO: M001195-DR-002

A NTS



- 1. This drawing is referenced from Ordnance Survey
- mapping, dated September 2022.

 Existing road markings are sketched as indicative
- 3. Standards for visibility splays are taken from the Design Manual for Roads and Bridges. All splays

 Output

 Design Manual for Roads and Bridges. All splays

 Output

 Design Manual for Roads and Bridges. All splays
- are set back from Hartfield Road by 4.5m.
 4. Hartfield Road is of a 50mph speed limit as it passes the access road to site.
 - Visibility splays have been drawn following results from traffic surveys, which revealed the design speed (85%ile) to be 33.5mph. This results in visibility of 90m being required. Refer to Momentum Technical Report for further details.
- 6. Refer to drawing M001195-DR-001 for overview

90m visibility splay (33.5 mph design speed)

62m visibility splay

(maximum achieved of west bound vehicles)

REVISION DESCRIPTION / DETAILS



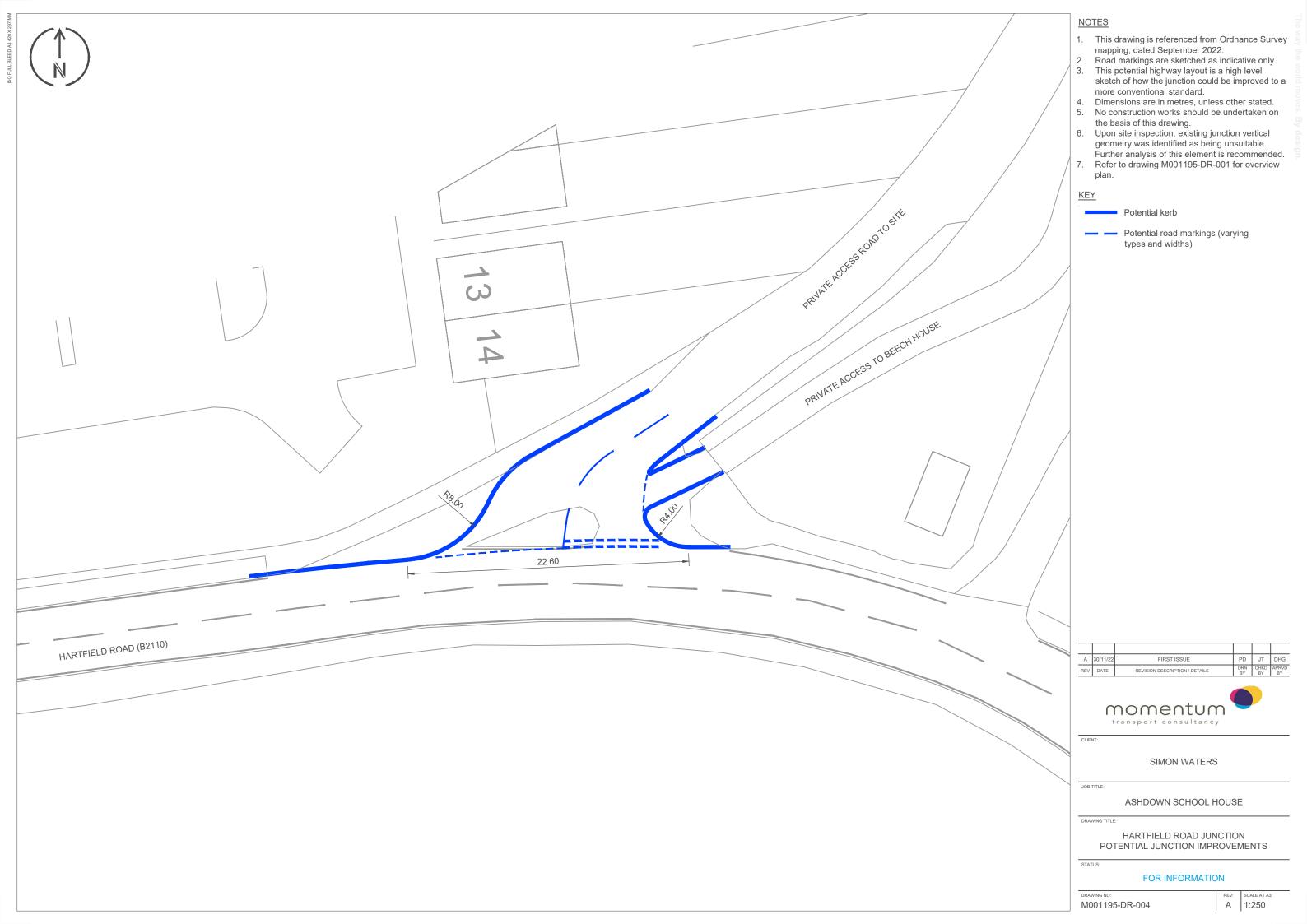
SIMON WATERS

ASHDOWN SCHOOL HOUSE

HARTFIELD ROAD EXISTING VISIBILITY SPLAYS FROM PRIVATE ACCESS ROAD JUNCTION

FOR INFORMATION

REV: SCALE AT A3: 1:1000

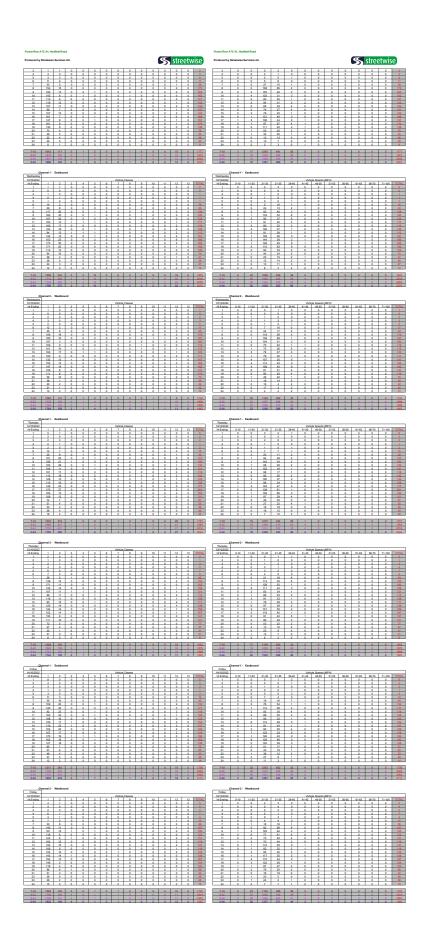






APPENDIX D: ATC TRAFFIC SURVEY HARTFIELD ROAD





Forest Row ATC 01, Hartfield Road

Produced by Streetwise Services Ltd.



Forest Row ATC 01, Hartfield Road

Channel 1 - Eastbound

Channel 2 - Westbound

Produced by Streetwise Services Ltd.

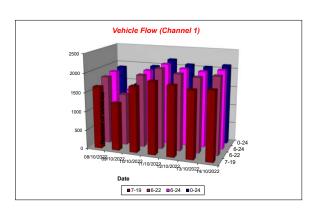


	Channel 1 -	Eastbound					Vehicle Flow		Week 1
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022	1	
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	5 Day Ave	7 Day Ave
1	17	18	5	7	2	6	8	6	9
2	7	11	1	7	0	2	4	3	5
3	6	3	3	5	1	2	3	3	3
4	4	6	2	2	1	1	1	1	2
5	2	2	1	4	1	2	3	2	2
6	3	2	13	13	16	15	14	14	11
7	11	8	33	36	40	35	45	38	30
8	44	24	116	142	138	127	132	131	103
9	97	49	169	165	195	180	177	177	147
10	119	72	138	163	134	130	118	137	125
11	149	140	128	131	117	121	128	125	131
12	170	137	123	134	119	118	125	124	132
13	142	119	139	164	146	132	152	147	142
14	161	143	117	138	112	142	137	129	136
15	145	122	131	142	161	126	128	138	136
16	166	116	163	170	186	177	178	175	165
17	158	111	179	199	205	201	192	195	178
18	164	122	199	209	192	182	183	193	179
19	125	92	124	136	128	121	146	131	125
20	77	53	91	92	74	81	72	82	77
21	42	45	41	56	41	55	63	51	49
22	29	15	25	40	28	36	53	36	32
23	26	11	23	18	27	30	39	27	25
24	28	5	8	11	12	20	14	13	14
7-19	1640	1247	1726	1893	1833	1757	1796	1801	1699

	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
1	29.5	30.5	33.5	31.9	33.0	30.1	29.6
2	30.9	29.4	33.0	32.3	-	33.0	28.6
3	29.2	28.0	28.0	32.0	25.5	25.5	30.5
4	31.1	32.2	25.5	29.2	25.5	25.5	38.0
5	35.5	38.0	38.0	30.5	38.0	31.8	38.0
6	30.5	25.5	31.7	29.0	31.0	29.8	30.3
7	27.3	30.8	29.7	28.1	29.0	28.0	29.8
8	28.9	27.9	27.5	27.9	27.8	27.5	28.8
9	27.7	26.8	26.8	27.7	28.0	27.1	28.0
10	27.6	28.0	26.5	27.5	27.9	27.3	27.0
11	27.0	26.6	27.1	27.9	27.1	26.5	27.7
12	27.5	27.5	26.4	27.2	27.3	26.5	27.5
13	27.6	27.0	27.2	27.5	27.3	27.7	27.0
14	26.9	27.7	27.5	27.3	27.3	27.4	28.0
15	27.2	27.3	27.8	26.9	27.0	27.7	27.3
16	27.3	27.7	27.4	27.6	27.0	27.5	26.8
17	27.6	27.4	27.8	27.7	27.7	27.8	27.3
18	27.5	27.8	27.7	28.0	28.3	28.2	26.9
19	27.8	26.7	28.8	27.5	27.9	27.6	27.7
20	28.2	29.1	29.0	28.4	28.6	29.0	27.3
21	29.0	28.1	28.9	29.6	29.3	29.5	28.2
22	28.5	28.5	31.8	29.4	30.1	29.2	27.5
23	27.9	28.2	29.0	28.8	29.9	28.5	27.3
24	30.0	28.5	29.9	32.5	28.8	31.1	27.1

7 Day Ave 27.7

7 Day Ave 33.5



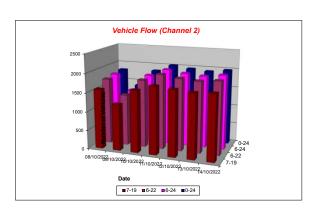
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
1	38.7	38.6	39.0	33.7	33.9	38.1	38.3
2	33.5	33.3	33.4	38.9	-	33.7	38.2
3	33.6	33.3	33.3	38.8	26.2	26.4	33.5
4	33.3	38.8	25.7	33.0	26.0	26.0	38.3
5	38.3	38.8	38.2	38.5	38.4	38.1	38.3
6	33.8	26.1	38.6	33.9	33.1	33.8	38.0
7	33.0	34.0	33.4	33.4	33.8	33.4	38.5
8	33.8	33.9	33.4	33.7	33.5	33.5	33.2
9	33.8	33.2	33.7	33.5	33.8	33.5	33.9
10	33.7	33.7	26.5	33.5	33.6	33.2	33.6
11	33.0	34.0	33.6	33.5	33.8	26.5	33.8
12	33.4	33.2	33.2	33.4	33.0	33.1	33.9
13	33.9	33.5	33.2	33.4	33.2	33.6	33.3
14	33.8	33.1	33.6	33.3	33.1	33.2	33.5
15	33.4	34.0	33.1	33.1	33.1	33.9	33.1
16	34.0	33.7	33.5	33.2	33.3	33.1	33.6
17	33.9	33.0	33.9	34.0	33.1	33.4	33.4
18	33.1	33.6	33.3	33.1	33.0	33.3	34.0
19	33.9	33.1	33.8	33.4	33.5	33.9	33.1
20	33.4	33.1	33.4	33.4	33.7	33.8	33.9
21	33.5	33.8	33.3	33.5	33.5	33.3	33.6
22	33.8	33.3	33.9	33.2	33.8	33.7	33.3
23	33.1	38.0	33.6	33.5	33.1	33.3	33.1
24	33.6	33.3	33.6	38.3	38.2	33.1	33.5
10-12	33.5	33.4	33.4	33.6	33.7	26.5	33.2
14-16	33.3	33.3	33.1	33.5	33.5	33.3	34.0
0-24	33.6	33.9	33.6	33.2	33.4	33.8	33.1

	Citatiliei 2 -	westbound					venicle r low		WCCK I
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022	l	
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	5 Day Ave	7 Day Ave
1	10	11	1	1	1	2	5	2	4
2	3	9	1	0	0	1	4	1	3
3	3	3	3	2	2	3	2	2	3
4	4	4	5	3	3	4	7	4	4
5	2	3	4	6	4	7	4	5	4
6	10	5	13	11	17	9	10	12	11
7	15	10	33	38	43	43	36	39	31
8	50	39	162	173	179	153	157	165	130
9	115	51	177	203	197	182	195	191	160
10	123	99	141	165	160	158	122	149	138
11	143	113	129	121	119	121	131	124	125
12	152	110	99	132	115	113	119	116	120
13	151	116	126	120	122	128	137	127	129
14	161	114	116	107	111	111	118	113	120
15	124	121	133	122	147	138	142	136	132
16	177	121	149	169	164	159	158	160	157
17	155	133	144	157	162	167	167	159	155
18	127	126	141	170	137	141	154	149	142
19	101	79	115	138	119	121	120	123	113
20	82	73	67	78	70	77	98	78	78
21	38	38	33	54	39	27	34	37	38
22	29	10	24	26	22	31	26	26	24
23	25	11	23	20	22	21	28	23	21
24	16	- 5	6	0	10	8	15	10	10

	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022
Hr Endina	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
ni criding							
1	29.8	28.5	33.0	33.0	33.0	35.5	30.0
2	28.0	29.7	33.0		-	25.5	33.0
3	32.2	25.5	30.5	33.0	20.5	30.5	33.0
4	25.5	25.5	30.0	28.0	30.5	27.4	29.8
5	25.5	32.2	33.0	33.8	32.4	31.2	34.2
6	34.5	28.5	31.3	29.6	29.9	29.7	31.0
7	29.7	27.0	27.8	27.8	29.0	30.0	28.9
8	28.8	29.3	26.9	28.5	28.1	27.5	28.9
9	28.6	29.8	27.3	27.1	27.8	27.7	27.9
10	27.9	28.3	27.4	26.6	28.0	27.8	28.4
11	27.0	27.3	27.6	27.5	28.4	27.7	28.4
12	27.5	27.8	27.6	27.7	28.1	27.3	28.1
13	27.2	27.4	27.7	27.8	27.8	27.3	26.9
14	27.7	27.8	28.5	27.7	27.5	27.7	27.8
15	27.6	27.3	27.8	27.9	27.1	27.8	27.4
16	27.2	27.1	26.9	27.6	27.5	27.9	27.5
17	26.9	26.8	27.6	27.4	27.9	27.5	27.4
18	27.9	27.5	28.6	28.8	28.7	28.0	26.8
19	28.1	27.2	28.4	27.2	27.5	27.4	27.4
20	26.9	28.0	27.7	27.6	27.9	28.0	26.8
21	28.6	28.4	29.1	28.3	30.0	28.5	29.5
22	28.0	27.5	28.2	29.2	28.0	27.4	26.6
23	29.0	30.5	29.6	28.1	27.7	27.5	26.1
24	29.4	27.0	30.5	29.9	31.0	27.4	29.8

 10-12
 27.3
 27.5
 27.6
 27.6
 28.3
 27.5
 28.3

 14-16
 27.4
 27.2
 27.3
 27.7
 27.3
 27.8
 27.7
 27.3
 27.8
 27.7
 27.8
 27.7
 28.0
 27.7
 27.8



					85th Percentile		
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
1	33.0	38.4	33.0	33.1	33.7	38.4	33.3
2	33.3	33.3	33.7	-	-	25.6	33.0
3	38.5	25.8	33.5	33.6	26.0	33.3	33.7
4	26.4	25.7	33.6	33.3	33.2	33.6	33.8
5	26.0	38.5	33.2	38.1	38.2	38.8	38.3
6	38.4	33.2	33.5	33.2	33.3	33.5	38.7
7	33.8	33.6	33.7	33.1	33.8	33.2	33.4
8	33.8	33.4	33.8	33.4	33.1	33.9	33.8
9	33.7	33.9	33.4	34.0	33.5	33.4	33.7
10	33.7	33.5	33.9	33.5	33.8	33.3	33.4
11	34.0	33.2	33.7	33.5	33.8	33.8	33.1
12	33.3	33.7	33.1	34.0	33.3	33.2	33.4
13	33.5	33.7	33.6	33.2	34.0	33.4	33.3
14	33.4	33.6	33.7	33.4	33.8	33.2	33.7
15	33.7	33.8	33.0	33.4	33.7	33.9	33.3
16	33.2	33.2	33.4	33.3	33.9	33.6	33.8
17	33.4	33.8	33.4	33.5	33.9	33.4	33.2
18	33.5	33.2	33.3	33.1	33.4	33.4	33.6
19	33.8	34.0	34.0	33.5	33.1	33.9	34.0
20	33.5	33.1	33.8	34.0	34.0	33.6	33.2
21	33.4	33.1	33.7	33.6	38.8	33.9	33.9
22	33.5	33.8	33.4	33.9	33.7	33.5	33.1
23	33.2	38.4	38.7	33.7	33.4	33.3	26.5
24	33.6	33.5	33.3	33.4	38.0	33.9	33.6
10-12	33.5	33.1	33.4	33.7	33.2	33.3	33.6
14-16	33.7	33.1	33.4	33.1	33.2	33.3	33.9
0-24	33.9	33.2	33.9	33.8	33.5	33.2	33.6

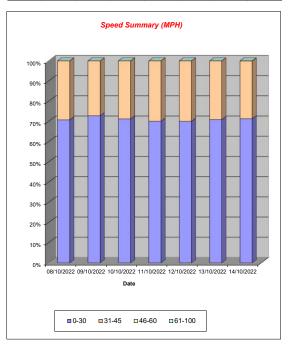
7 Day Ave 33.6

Forest Row ATC 01, Hartfield Road

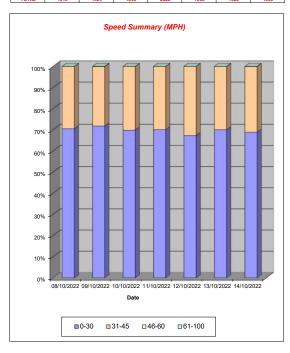
Produced by Streetwise Services Ltd.

S streetwise

	Channel 1 -	Eastbound		s	Week 1		
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022
Speed (MPH)	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0-30	1340	1039	1406	1532	1456	1449	1510
31-45	552	387	566	652	620	593	604
46-60	0	0	0	0	0	0	1
61-100	0	0	0	0	0	0	0
TOTAL	1892	1426	1972	2184	2076	2042	2115



	Channel 2 -	Westbound		s	Week 1						
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022				
Speed (MPH)	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday				
0-30	1280	1008	1289	1419	1322	1348	1370				
31-45	536	395	556	606	643	577	618				
46-60	0	1	0	0	0	0	1				
61-100	0	0	0	0	0	0	0				
TOTAL	1816	1404	1845	2025	1965	1925	1989				



Forest Row ATC 01, Hartfield Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

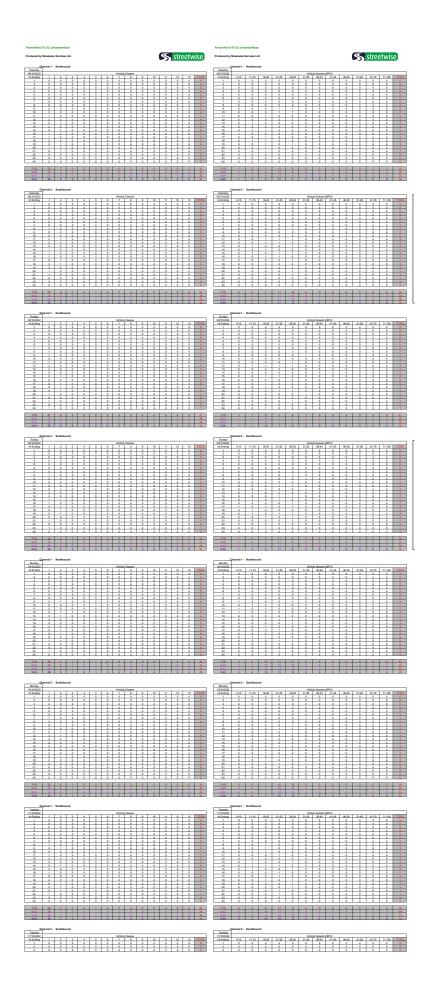
Classes	Car / LGV /	OGV1 / Bus	OGV2	TOTAL
Day / Time	Caravan - 1	- 2,3,5,6,7,12	- 4,8,9,10,11,13	- 1-13
08/10/2022				
7-19	1467	172	1	1640
6-22	1610	188	1	1799
6-24	1660	192	1	1853
0-24	1693	198	1	1892
09/10/2022				
7-19	1140	105	2	1247
6-22	1248	118	2	1368
6-24	1261	121	2	1384
0-24	1299	125	2	1426
10/10/2022				
7-19	1447	278	1	1726
6-22	1618	297	1	1916
6-24	1648	298	1	1947
0-24	1668	303	1	1972
11/10/2022				
7-19	1622	269	2	1893
6-22	1818	297	2	2117
6-24	1844	300	2	2146
0-24	1874	308	2	2184
12/10/2022				
7-19	1556	273	4	1833
6-22	1713	299	4	2016
6-24	1749	302	4	2055
0-24	1766	306	4	2076
13/10/2022				
7-19	1503	253	1	1757
6-22	1686	276	2	1964
6-24	1730	282	2	2014
0-24	1755	285	2	2042
14/10/2022				
7-19	1517	275	4	1796
6-22	1723	302	4	2029
6-24	1772	306	4	2082
0-24	1802	309	4	2115
Average				
7-19	1465	232	2	1699
6-22	1631	254	2	1887
6-24	1666	257	2	1926
0-24	1694	262	2	1958

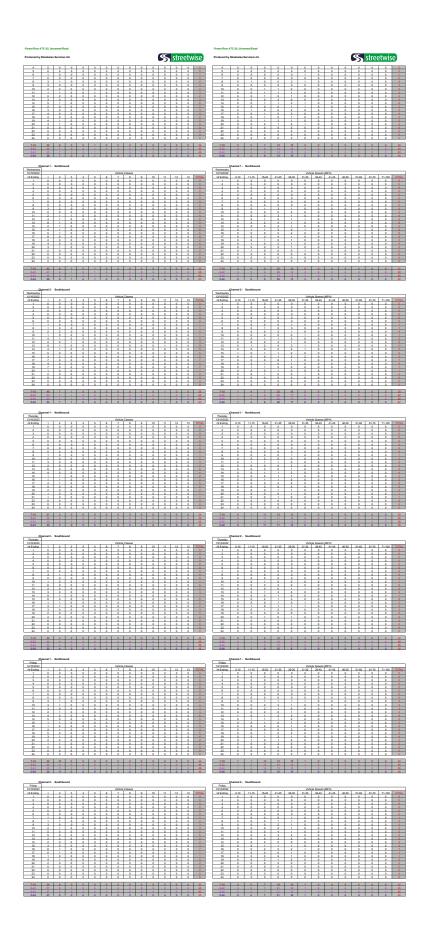


Channel 2 -	Westbound		Vehicle Class	Week 1
Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
08/10/2022				
7-19	1505	70	4	1579
6-22	1661	78	4	1743
6-24	1699	81	4	1784
0-24	1727	85	4	1816
09/10/2022				
7-19	1174	46	2	1222
6-22	1300	51	2	1353
6-24	1314	53	2	1369
0-24	1346	56	2	1404
10/10/2022				
7-19	1497	134	1	1632
6-22	1639	148	2	1789
6-24	1667	149	2	1818
0-24	1692	151	2	1845
11/10/2022				
7-19	1643	132	2	1777
6-22	1819	152	2	1973
6-24	1847	153	2	2002
0-24	1866	157	2	2025
12/10/2022				
7-19	1582	145	5	1732
6-22	1733	168	5	1906
6-24	1764	169	5	1938
0-24	1784	176	5	1965
13/10/2022				
7-19	1528	163	1	1692
6-22	1693	176	1	1870
6-24	1722	176	1	1899
0-24	1744	180	1	1925
14/10/2022				
7-19	1583	137	0	1720
6-22	1758	156	0	1914
6-24	1799	158	0	1957
0-24	1825	164	0	1989
Average				
7-19	1502	118	2	1622
6-22	1658	133	2	1793
6-24	1687	134	2	1824



APPENDIX E: ATC TRAFFIC SURVEY ACCESS ROAD





Forest Row ATC 02, Unnamed Road

Produced by Streetwise Services Ltd.

streetwise

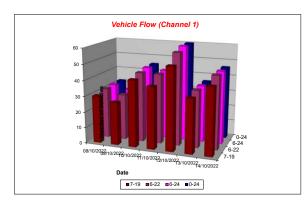
Forest Row ATC 02, Unnamed Road Produced by Streetwise Services Ltd.

Channel 1 - Northbound



	Channel 1 -	Northbound					Vehicle Flow		Week 1
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022	1	
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	Ó	Ö
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0
8	0	1	0	1	0	0	0	0	0
9	2	1	4	3	5	1	4	3	3
10	2	0	1	1	0	2	4	2	1
11	1	1	2	1	4	3	3	3	2
12	4	4	3	4	5	2	3	3	4
13	3	4	4	4	9	6	6	6	5
14	2	0	4	6	3	4	5	4	3
15	6	4	3	2	6	2	2	3	4
16	1	0	3	1	6	2	3	3	2
17	3	6	6	5	8	5	3	5	5
18	2	1	6	4	2	5	5	4	4
19	4	5	6	7	4	2	4	5	5
20	1	1	2	3	4	1	2	2	2
21	1	0	0	1	2	1	2	1	1
22	0	1	0	1	0	0	0	0	0
23	0	0	1	0	0	0	0	0	0
24	0	1	0	0	2	0	0	0	0
7-19	30	27	42	39	52	34	42	42	38
6-22	32	29	44	44	58	36	46	46	41
6-24	32	30	45	44	60	36	46	46	42

	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/202
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
1	- 1	- '	- '	- '	- 1	- '	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-
8	-	28.0	-	18.0	-	-	-
9	25.5	33.0	19.8	21.3	23.0	28.0	25.5
10	25.5	-	13.0	18.0	-	18.0	24.2
11	18.0	28.0	11.5	23.0	24.2	18.0	19.7
12	24.2	20.5	13.7	23.0	25.0	28.0	21.3
13	16.3	20.5	20.5	21.8	20.2	21.3	20.8
14	23.0	-	21.8	23.0	24.7	24.2	22.0
15	22.2	24.2	21.3	20.5	22.2	25.5	23.0
16	5.0	-	21.3	23.0	26.3	20.5	21.3
17	21.3	20.8	22.2	27.0	21.8	25.0	28.0
18	15.5	18.0	20.5	23.0	23.0	22.0	24.0
19	23.0	21.0	22.2	21.6	21.8	25.5	23.0
20	18.0	33.0	25.5	21.3	24.2	28.0	18.0
21	18.0	-	-	23.0	23.0	23.0	23.0
22	-	28.0	-	23.0	-	-	-
23	-	-	23.0	-	-	-	-
24	-	18.0	-		23.0	-	-

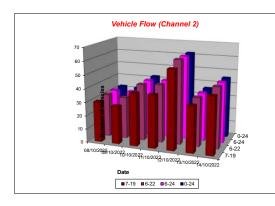


	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022
Hr Endina	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
1		-	-	-	-	-	-
2			-		-		-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-
8	-	28.9	-	18.8	-	-	-
9	28.7	33.1	28.8	23.3	28.2	28.7	34.0
10	28.5	-	13.6	18.0	-	18.9	28.1
11	18.6	28.9	19.0	23.3	28.2	23.8	23.4
12	28.3	28.4	18.9	23.4	33.6	28.0	28.4
13	18.3	23.5	28.2	28.3	23.1	28.5	28.5
14	23.8	-	28.7	28.9	28.5	28.9	28.2
15	28.0	28.8	29.0	29.0	33.9	28.4	28.5
16	5.8	-	23.2	23.4	28.3	23.7	28.3
17	23.8	28.1	28.5	28.3	23.8	28.5	28.6
18	18.7	18.6	23.1	28.2	28.4	28.5	28.5
19	28.0	28.5	29.0	28.2	28.3	28.5	28.2
20	18.4	33.3	28.7	28.6	28.9	28.4	23.9
21	18.9	-	-	23.4	33.6	23.4	23.7
22	-	28.6	-	23.4	-	-	-
23	-	-	23.0	-	-	-	-
24	-	18.6	-	-	23.6	-	
10-12	28.8	28.3	18.6	23.7	28.4	28.3	28.5
14-16	28.4	28.3	28.1	28.3	28.1	28.1	28.4
0-24	29.0	28.8	28.1	28.6	28.6	28.2	28.1

7 Day Ave 28.5

	Channel 2 -	Southbound					Vehicle Flow		Week 1
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022	1	
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	1	0	0	0	0	0
7	0	0	1	0	1	0	1	1	0
8	1	1	2	4	1	4	2	3	2
9	0	2	1	3	4	0	3	2	2
10	5	0	2	2	1	1	3	2	2
11	3	2	1	3	5	6	5	4	4
12	4	3	4	2	3	2	5	3	3
13	4	3	7	3	11	3	5	6	5
14	1	2	2	6	5	1	2	3	3
15	3	2	3	2	5	6	3	4	3
16	2	1	5	3	5	2	7	4	4
17	1	6	3	4	7	4	1	4	4
18	3	3	6	2	4	3	1	3	3
19	3	3	3	5	7	2	5	4	4
20	1	2	2	4	1	2	2	2	2
21	1	1	0	0	2	0	0	0	1
22	0	0	0	0	0	0	0	0	0
23	0	1	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0
7-19	30	28	39	39	58	34	42	42	39
6-22	32	31	42	43	62	36	45	46	42
6-24	32	32	42	43	62	36	45	46	42
0-24	32	32	42	44	62	36	45	46	42

	Channel 2 -	Southbound				Week 1	
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
11	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-		-	-	-
4	-	-	-		-		-
5	-	-	-	-	-	-	-
6	-	-	-	33.0	-	-	-
7	-	-	33.0	-	28.0		28.0
8	28.0	28.0	23.0	25.5	18.0	25.5	25.5
9	-	25.5	28.0	23.0	24.2	-	24.7
10	25.0	-	25.5	20.5	33.0	18.0	24.7
11	23.0	25.5	28.0	23.0	25.0	20.5	24.0
12	24.2	23.0	23.0	23.0	24.7	30.5	25.0
13	21.8	19.7	17.3	23.0	23.5	21.3	25.0
14	18.0	25.5	23.0	26.3	27.0	23.0	18.0
15	21.3	18.0	26.3	30.5	20.4	23.8	23.0
16	20.5	28.0	26.0	23.0	29.0	28.0	24.4
17	28.0	20.0	24.7	25.5	23.7	24.2	28.0
18	18.0	19.7	19.7	23.0	18.0	21.3	28.0
19	24.7	21.3	24.7	23.0	20.9	23.0	23.0
20	28.0	23.0	28.0	23.0	23.0	23.0	23.0
21	28.0	28.0	-	-	25.5	-	-
22	-	-	-	-	-	-	-
23	-	18.0	-	-	-	-	-
24	-	-	-	-	-	-	-
10-12	23.7	24.0	24.0	23.0	24.9	23.0	24.5
10-12	23.7	24.0	24.0	20.0	24.9	23.0	24.5
0-24	23.2	21.3	23.2	24.4	23.8	23.4	24.0
						7 Day Ave	23.5



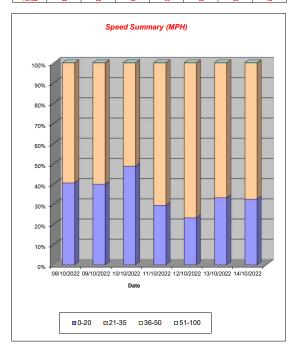
					85th Percentile		
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
1	- '	-	- '	- '	- 1	- '	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	33.5	-	-	-
7	-	-	33.6	-	28.9	-	28.7
8	28.8	28.1	23.2	33.3	18.6	29.0	28.9
9	-	33.2	28.9	23.3	28.3	-	28.4
10	28.5	-	28.1	23.0	33.1	18.3	28.3
11	28.8	28.7	28.4	28.5	28.5	23.5	28.3
12	28.6	33.5	23.3	28.2	28.2	33.4	28.2
13	28.8	23.4	23.9	23.9	29.0	23.7	28.5
14	18.0	28.1	23.8	33.6	33.1	23.2	18.2
15	28.2	23.7	28.3	33.8	28.0	28.4	28.6
16	23.1	28.9	28.7	28.9	33.3	33.5	33.4
17	28.1	28.5	28.3	28.3	23.7	33.8	28.9
18	18.3	23.1	28.1	28.5	28.9	23.5	28.5
19	28.1	28.8	28.0	28.1	23.5	23.4	28.2
20	28.0	28.4	33.3	33.6	23.4	28.5	23.7
21	28.5	28.5	-	-	33.8	-	-
22	-	-	-	-	-	-	-
23	-	18.5	-	-	-	-	-
24	-	-	-	-	-	-	-
10-12	28.7	33.2	28.8	28.4	28.8	28.2	28.7
14-16	28.5	28.3	28.3	34.0	33.7	28.6	28.6
0-24	28.8	28.1	28.2	28.1	28.7	28.5	28.8

Forest Row ATC 02, Unnamed Road

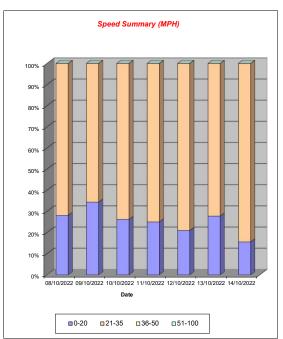
Produced by Streetwise Services Ltd.



	Channel 1 -	Northbound		s	Week 1		
	08/10/2022	09/10/2022	10/10/2022	11/10/2022	12/10/2022	13/10/2022	14/10/2022
Speed (MPH)	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0-20	13	12	22	13	14	12	15
21-35	19	18	23	31	46	24	31
36-50	0	0	0	0	0	0	0
51-100	0	0	0	0	0	0	0
TOTAL	22	20	AE.	44	60	26	AC



	Channel 2 -	Southbound		8	peed Summary	week			
Speed (MPH)	08/10/2022 Saturday	09/10/2022 Sunday	10/10/2022 Monday	11/10/2022 Tuesday	12/10/2022 Wednesday	13/10/2022 Thursday	14/10/2022 Friday		
0-20	9	11	11	11	13	10	7		
21-35	23	21	31	33	49	26	38		
36-50	0	0	0	0	0	0	0		
51-100	0	0	0	0	0	0	0		
TOTAL	32	32	42	44	62	36	45		



Forest Row ATC 02, Unnamed Road

Produced by Streetwise Services Ltd.

0-24

Channel 2 - Southbound



Channel 1 - Northboard

Classes

Cart LGV | OGV1 | Bus | OGV2 | TOTAL |

OFFICE | OGV1 | OGV1 | Bus | OGV2 | TOTAL |

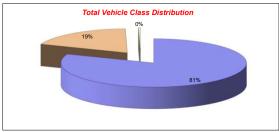
OFFICE | OGV1 | OGV1 | OGV1 | OGV1 | OGV1 |

OFFICE | OGV1 | OGV1 | OGV1 | OGV1 |

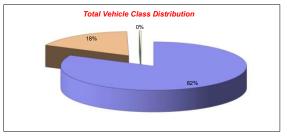
OFFICE | OGV1 | OGV1 | OGV1 | OGV1 |

OFFICE | OGV1 |

OFFI



Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
08/10/2022			1-1-1-1	
7-19	20	10	0	30
6-22	22	10	0	32
6-24	22	10	0	32
0-24	22	10	0	32
09/10/2022				
7-19	22	6	0	28
6-22	25	6	0	31
6-24	26	6	0	32
0-24	26	6	0	32
10/10/2022				
7-19	32	7	0	39
6-22	35	7	0	42
6-24	35	7	0	42
0-24	35	7	0	42
11/10/2022				
7-19	32	7	0	39
6-22	35	8	0	43
6-24	35	8	0	43
0-24	36	8	0	44
12/10/2022				
7-19	49	8	1	58
6-22	53	8	1	62
6-24	53	8	1	62
0-24	53	8	1	62
13/10/2022				
7-19	30	4	0	34
6-22	32	4	0	36
6-24	32	4	0	36
0-24	32	4	0	36
14/10/2022				
7-19	34	8	0	42
6-22	37	8	0	45
6-24	37	8	0	45
0-24	37	8	0	45
Average				
7-19	31	7	0	39
6-22	34	7	0	42
6-24	34	7	0	42
0-24	34	7	0	42



APPENDIX F: FULL TRICS REPORT

TRICS 7.9.3												
Trip Rate Paran	Number of pup	ils										
Filtering Summa	arv											
		EDUCATION/PR	INANDV									
Land Ose	04/A	LDOCATION/FIX	ATTVIPATA T									
Selected Trip Ra	92-720 PUPILS											
Actual Trip Rate	440-720 PUPIL	s										
		_										
			10/22									
Date Range	Minimum: 01/0	Maximum: 10/1	10/22									
Parking Spaces	All Surveys Incli	uded										
Days of the wee	Thursday	2										
Days of the wee	Titursuay											
Main Location 1	Suburban Area	2										
Population with	All Surveys Incli	uded										
- ср												
S		004 1 40										
Population <1 N		001 to 10	0	1								
	50	001 to 100	0	1								
Population <5 N	50	001 to 75	0	1								
		001 to 500	0	1								
	250	00110300		-								
C C	0.64-1.0											
Car Ownership		1										
	1.1 to 1.5	1										
PTAL Rating	No PTAL Presen	1										
		1										
	1b Very poor	1										
TRIP RATE CALC	ULATION SELEC	TION PARAMETE	ERS:									
Land Use	04 - EDUCATION	V										
	A - PRIMARY											
MULTI-MODAL	TOTAL VEHICLE	5										
Selected region:	s and areas:											
	GREATER LOND	ON										
			1 days									
		KINGSTON	1 days									
	SOUTH WEST											
<u></u>	CW	CORNWALL	1 days									
This section dis-	plays the number	er of survey days		region in the sel	lected set							
	,		P									
	a coloction:											
Primary Filterin	5 JEIELLIUII.											
Primary Filterin	g serection.											
		ip rate paramete	er and its selecte	ed range. Only si	tes that fall with	nin the paramete	er range are inclu	uded in the	trip rate ca	alculation.		
This data displa	ys the chosen tr	ip rate paramete	er and its selecte	ed range. Only si	tes that fall with	nin the paramete	er range are inclu	uded in the	trip rate ca	lculation.		
This data displa Parameter:	ys the chosen tr Number of pup	ils	er and its selecte	ed range. Only si	tes that fall with	nin the paramete	er range are inclu	uded in the	trip rate ca	lculation.		
This data displa Parameter: Actual Range:	ys the chosen tr Number of pup 440 to 720 (unit	ils ts:)	er and its selecte	ed range. Only si	tes that fall with	nin the paramete	er range are inclu	uded in the	trip rate ca	lculation.		
This data displa Parameter:	ys the chosen tr Number of pup 440 to 720 (unit	ils ts:)	er and its selecte	ed range. Only si	tes that fall with	nin the paramete	er range are inclu	uded in the	trip rate ca	lculation.		
This data displa Parameter: Actual Range:	ys the chosen tr Number of pup 440 to 720 (unit	ils ts:)	er and its selecte	ed range. Only si	tes that fall with	nin the paramete	er range are inclu	uded in the	trip rate ca	elculation.		
This data displar Parameter: Actual Range: Range Selected	ys the chosen tr Number of pup 440 to 720 (unit 92 to 720 (units	ils ts:)	er and its selecte	ed range. Only si	tes that fall with	in the paramete	er range are inclu	uded in the	trip rate ca	alculation.		
This data displar Parameter: Actual Range: Range Selected Public Transpor	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision:	ils ts:) ::)	er and its selecte	ed range. Only si	tes that fall with	nin the paramete	er range are inclu	uded in the	trip rate ca	lculation.		
This data displar Parameter: Actual Range: Range Selected Public Transpor	ys the chosen tr Number of pup 440 to 720 (unit 92 to 720 (units	ils ts:) ::)	er and its selecte	ed range. Only si	tes that fall with	nin the paramete	er range are inclu	uded in the	trip rate ca	lculation.		
This data displa Parameter: Actual Range: Range Selected Public Transpor Selection by:	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision: Include all surve	ils ts:) ::)	er and its selecte	ed range. Only si	tes that fall with	nin the paramete	er range are inclu	uded in the	trip rate ca	lculation.		
This data displar Parameter: Actual Range: Range Selected Public Transpor Selection by:	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision:	ils ts:) ::)	er and its selecte	ed range. Only si	tes that fall with	in the paramete	er range are inclu	uded in the	trip rate ca	lculation.		
This data displa Parameter: Actual Range: Range Selected Public Transpor Selection by:	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision: Include all surve	ils ts:) ::)	er and its selecte	ed range. Only si	tes that fall with	in the paramete	er range are inclu	uded in the	trip rate ca	lculation.		
This data displar Parameter: Actual Range: Range Selected Public Transpor Selection by: Date Range:	ys the chosen tr Number of pup 440 to 720 (unit 92 to 720 (units t Provision: Include all survi	ils ts:) ::) eys										
This data displated Parameter: Actual Range: Range Selected Public Transpor Selection by: Date Range: This data displated	ys the chosen tr Number of pup 440 to 720 (unit 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s	ils ts:) ::)										
This data displated and the second a	ys the chosen tr Number of pup 440 to 720 (unit 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s days:	ils ts:) ::) eys										
This data displated and the second a	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s days: 2 days	ils ts:) :) eys //10/22 survey dates sele	ected. Only surve	eys that were co								
This data displated and the second a	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s days: 2 days	ils ts:) ::) eys	ected. Only surve	eys that were co								
This data displated and the second a	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s days: 2 days	ils ts:) :) eys //10/22 survey dates sele	ected. Only surve	eys that were co								
This data displated and the second a	ys the chosen tr Number of pup 440 to 720 (unit 92 to 720 (units t Provision: Include all surv 01/01/17 to 10, ys the range of s days: 2 days ys the number of	ils ts:) :) eys //10/22 survey dates sele	ected. Only surve	eys that were co								
This data displated and a specific programmeter: Actual Range: Range Selected Public Transpor Selection by: Date Range: This data displated and splated selected survey Selected survey Selected survey	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision: Include all survi 01/01/17 to 10, ys the range of s days: 2 days ys the number of types:	ils ts:) :) eys //10/22 survey dates sele	ected. Only surve	eys that were co								
This data displated and the control of the control	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision: Include all survi 01/01/17 to 10, ys the range of s days: 2 days ys the number of types: 2 days	ils ts:) :) eys //10/22 survey dates sele	ected. Only surve	eys that were co								
This data displated to the control of the control o	ys the chosen tr Number of pup 440 to 720 (unit 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s days: 2 days ys the number of types: 2 days 0 days	ils (st.) (s	ected. Only surve	eys that were co week.	nducted within							
This data displated and the control of the control	ys the chosen tr Number of pup 440 to 720 (unit 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s days: 2 days ys the number of types: 2 days 0 days	ils (st.) (s	ected. Only surve	eys that were co week.	nducted within							
This data displated to the control of the control o	ys the chosen tr Number of pup 440 to 720 (unit 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s days: 2 days ys the number of types: 2 days 0 days	ils (st.) (s	ected. Only surve	eys that were co week.	nducted within							
This data displated to the control of the control o	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s days: 2 days ys the number of types: 2 days 0 days the total adding	ils (st.) (s	ected. Only surve	eys that were co week.	nducted within							
This data displated to the control of the control o	ys the chosen tr Number of pup 440 to 720 (units 92 to 720 (units t Provision: Include all surve 01/01/17 to 10, ys the range of s days: 2 days ys the number of types: 2 days 0 days the total addingons:	ils (st.) (s	ected. Only surve	eys that were co week.	nducted within							
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05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-22:00 22:00-23:00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.167 0.03 0.007 0.013 0.013 0.009 0.019 0.023 0.02 0.002	2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.067 0.028 0.011 0.011 0.012 0.006 0.023 0.131 0.043	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.234 0.058 0.018 0.024 0.025 0.015 0.042 0.154 0.063 0.028			
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05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580	0.167 0.03 0.007 0.013 0.013 0.009 0.019 0.023 0.02 0.000 0.0002	2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.067 0.028 0.011 0.011 0.012 0.006 0.023 0.131 0.043 0.022	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.234 0.058 0.018 0.024 0.025 0.015 0.015 0.042 0.154 0.063 0.028 0.011			
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 16:00-17:00 17:00-18:00 19:00-20:00 20:00-21:00 21:00-23:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for La Calculation Fact	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580	0.167 0.03 0.007 0.013 0.013 0.009 0.019 0.023 0.02 0.006 0.0002	2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.067 0.028 0.011 0.011 0.002 0.023 0.131 0.043 0.022 0.009	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.234 0.058 0.018 0.024 0.025 0.015 0.042 0.154 0.063 0.028 0.011			
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for Le Calculation Fact Count Type: TA)	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580	0.167 0.03 0.007 0.013 0.003 0.009 0.019 0.023 0.022 0.006 0.002	2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.067 0.028 0.011 0.011 0.012 0.006 0.023 0.131 0.043 0.022 0.009	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.234 0.058 0.018 0.024 0.025 0.015 0.042 0.154 0.063 0.028 0.011			
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 13:00-14:00 14:00-15:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-21:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for La Calculation Fact Count Type: TA)	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580	0.167 0.03 0.007 0.013 0.013 0.009 0.019 0.023 0.02 0.006 0.0002	2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580	0.067 0.028 0.011 0.011 0.002 0.023 0.131 0.043 0.022 0.009	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.234 0.058 0.018 0.024 0.025 0.015 0.042 0.154 0.063 0.028 0.011			

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0	2	580	0	2	580	0	2	580	0	
0	2	580	0.002	2	580	0.002	2	580	0.004	
0	2	580	0	2	580	0	2	580	0	
0	2	580	0	2	580	0		580	0	
0	2	580	0.001	2	580	0.001	2	580	0.002	
0	2	580	0	2	580	0	2	580	0	
0	2	580	0	2		0		580		
0	2	580	0	2	580	0	2	580	0	
0	2	580	0	2	580	0	2	580	0	
0	2	580	0	2	580	0		580	0	
0	2	580	0	2	580	0	2	580	0	
0	2	580	0	2		0		580	0	
		360	0		360	0		380	0	
0										
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0										
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Rates:			0.003			0.003			0.006	
vates.			0.003			0.003			0.000	
for Land Use	04 - EDU	JCATION/A - PRI	IMARY							
	PUPILS									
	. 5. 113									+
e: OGVS										
			ARRIVALS			DEPARTURES			TOTALS	
N-		Aug		No	Avo		No	A110		+
No.		Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
e Days		PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
0										
0										
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		F00		1	F00	0	2	F00	0	
0	2	580	0	2				580		
0	2	580	0	2	580	0	2	580	0	
0	2	580	0.001	2	580	0.001	2	580	0.002	
0	2	580	0	2	580	0		580	0	
0	2	580	0	2	580	0	2	580	0	
0	2	580	0		580	0	2	580	0	
	2									+
0		580	0	2	580	0		580	0	
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	2			2						
0		580	0		580			580	0	
0	2	580	0	2	580	0	2	580	0	
0	2	580	0	2	580	0	2	580	0	
		500		-	500			500		
0										
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Rates:			0.001			0.001			0.002	

for Land Use	04 - EDU	JCATION/A - PRI	IMARY							
Factor: 1	PUPILS									
: CYCLISTS										
			ARRIVALS			DEPARTURES			TOTALS	
No.			Trip	No.	Ave.	Trip	No.	Ave.	Trip	
e Days		PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
0										
0										
0										
										+
0										
0										
0										
										+
0										
0	2	580	0.006	2	580	0	2	580	0.006	
0	2	580	0.027	2				580	0.027	
										+
0	2	580	0.003	2				580		
0	2	580	0	2	580	0	2	580	0	
0	2	580	0							
										+
0	2	580	0	2				580		
0	2	580	0.003	2	580	0	2	580	0.003	
0	2	580	0	2	580			580		
0	2	580	0							
0	2	580	0	2	580	0.002	2	580	0.002	
0	2	580	0							
										+
0	2	580	0	2	580	0	2	580	0	
0										
0										
										+
0										
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										+
0										
Rates:			0.039			0.039			0.078	
for Land !!-	04 551	ICATION /A DO	IMADV							+
		JCATION/A - PRI	IIVIANT							
		JCATION/A - F	PR							

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Count Type: VEI	HICLE OCCUPAN	TS								
			ARRIVALS			DEPARTURES			TOTALS	
			Trip	No.	Ave.	Trip	No.	Ave.	Trip	
	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00										
01:00-02:00 02:00-03:00										
03:00-03:00										
04:00-04:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	2	580	0.09	2	580	0.01	2	580	0.1	
08:00-09:00	2	580	0.269	2		0.059	2		0.328	
09:00-10:00	2	580	0.037	2	580	0.03	2	580	0.067	
10:00-11:00	2	580	0.007	2		0.011	2	580	0.018	
11:00-12:00	2	580	0.016	2		0.01	2		0.026	
12:00-13:00	2	580	0.013	2		0.012	2		0.025	
13:00-14:00	2	580	0.009	2		0.006	2		0.015	
14:00-15:00	2	580	0.023	2		0.025	2	580	0.048	
15:00-16:00	2	580	0.027	2	580	0.196	2	580	0.223	
16:00-17:00	2	580	0.021	2	580	0.076	2	580	0.097	
17:00-18:00	2	580	0.007	2		0.041	2		0.048	
18:00-19:00	2	580	0.002	2	580	0.013	2	580	0.015	
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates	:		0.521			0.489			1.01	
	and Use 04 - EDU	JCATION/A - PRI	IMARY							
Calculation Fact										
Count Type: PEI	DESTRIANS									
			ARRIVALS			DEPARTURES			TOTALS	
			Trip	No.	Ave.	Trip	No.	Ave.	Trip	
	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00	_									
07:00-08:00	2	580	0.036	2		0.005	2		0.041	
08:00-09:00	2	580	0.502	2	580	0.063	2	580	0.565	
09:00-10:00	2	580	0.048	2		0.015	2		0.063	
10:00-11:00	2	580	0.004	2		0.034	2		0.038	
11:00-12:00	2	580	0.003	2		0.009	2		0.012	
12:00-13:00	2	580 580	0.009	2		0.012 0.01	2		0.021	
13:00-14:00 14:00-15:00	2	580	0.008	2			2		0.018	
15:00-16:00	2	580	0.043 0.053	2		0.022 0.508	2	580	0.065 0.561	
16:00-17:00	2	580	0.005	2		0.508	2		0.058	
17:00-17:00	2	580	0.003	2	580	0.033	2	580	0.038	
18:00-19:00	2	580	0.001	2		0.014	2		0.013	
19:00-20:00		380	0.002		380	0.008		360	0.01	
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates	:		0.714			0.753			1.467	
,p nates			0.714			0.733			257	
TRIP RATE for L	and Use 04 - EDI	JCATION/A - PRI	IMARY							
	tor: 1 PUPILS									
Count Type: BU	S/TRAM PASSEN	IGERS								
			ARRIVALS			DEPARTURES			TOTALS	
			Trip	No.	Ave.	Trip	No.	Ave.	Trip	
	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	2	580	0.016	2		0		580	0.016	
08:00-09:00	2	580	0.178	2			2		0.209	
09:00-10:00	2	580	0.012	2		0.003			0.015	
10:00-11:00	2	580	0	2		0.002	2		0.002	
11:00-12:00	2	580	0.001	2		0.002	2		0.003	
12:00-13:00	2	580	0.002	2		0.002			0.004	
13:00-14:00	2	580	0.002	2		0.001	2		0.003	
14:00-15:00	2	580	0.021	2		0.004	2		0.025	
15:00-16:00	2	580	0.01	2		0.217	2		0.227	
16:00-17:00	2	580	0.002	2		0.011	2	580	0.013	
17:00-18:00	2	580	0	2		0.002			0.002	
18:00-19:00	2	580	0	2	580	0	2	580	0	
10.00 20 00										1
19:00-20:00										
19:00-20:00 20:00-21:00 21:00-22:00										

22:00-23:00 23:00-24:00										
23:00-24:00										
Daily Trip Rates	:		0.244			0.275			0.519	
TDID DATE for I	and Use O4 - ED	UCATION/A - PR	INANDV							
		UCATION/A - PK	IIVIANT							
Calculation Fact										
Count Type: TO	TAL RAIL PASSE	NGERS								
			ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00	. , .			- 7			- 7			
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
	-	500	0.000		500		-	500	0.000	
07:00-08:00	2		0.003	2		0		580	0.003	
08:00-09:00	2	580	0.009	2	580	0		580	0.009	
09:00-10:00	2	580	0	2	580	0	2	580	0	
10:00-11:00	2	580	0	2	580	0	2	580	0	
11:00-12:00	2					0		580	0	
12:00-13:00	2					0		580	0	
13:00-14:00	2		0	2		0		580	0	
14:00-15:00	2	580	0	2	580	0	2	580	0	
15:00-16:00	2		0	2		0.012		580	0.012	
16:00-17:00	2		0			0		580	0	
17:00-18:00	2		0		580	0		580	0	
18:00-19:00	2	580	0	2	580	0	2	580	0	
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates	:		0.012			0.012			0.024	
TRIP RATE for La	and Use 04 - FD	UCATION/A - PR	IMARY							
Calculation Fact										
		TUCEDO								
Count Type: PUI	BLIC IKANSPOR	I USEKS								
			ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
	Days	PUPILS	Rate	Days	PUPILS	Rate		PUPILS	Rate	
	Days	I OF ILS	nate	Days	I JFILJ	nate	Days	1 UF ILS	nate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	2	580	0.02	2	580	0	2	580	0.02	
08:00-09:00	2	580	0.188	2	580	0.031	2	580	0.219	
09:00-10:00	2			2		0.003		580	0.015	
	2							580		
10:00-11:00			0	2	580	0.002				
11:00-12:00	2								0.002	
12:00-13:00	2			2		0.002	2	580	0.003	
			0.001 0.002	2	580 580	0.002 0.002				
13:00-14:00	2	580			580		2	580	0.003	
		580 580	0.002 0.002	2 2	580 580	0.002 0.001	2 2 2	580 580 580	0.003 0.004 0.003	
14:00-15:00	2	580 580 580	0.002 0.002 0.021	2 2 2	580 580 580	0.002 0.001 0.004	2 2 2 2	580 580 580 580	0.003 0.004 0.003 0.025	
14:00-15:00 15:00-16:00	2	580 580 580 580	0.002 0.002 0.021 0.01	2 2 2 2	580 580 580 580	0.002 0.001 0.004 0.229	2 2 2 2 2	580 580 580 580 580	0.003 0.004 0.003 0.025 0.239	
14:00-15:00 15:00-16:00 16:00-17:00	2 2 2	580 580 580 580 580	0.002 0.002 0.021 0.01 0.002	2 2 2 2 2	580 580 580 580 580	0.002 0.001 0.004 0.229 0.011	2 2 2 2 2 2	580 580 580 580 580 580	0.003 0.004 0.003 0.025 0.239 0.013	
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14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00	2 2 2 2	580 580 580 580 580 580	0.002 0.002 0.021 0.01 0.002	2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.001 0.004 0.229 0.011 0.002	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.003 0.004 0.003 0.025 0.239 0.013 0.002	
14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00	2 2 2 2	580 580 580 580 580 580	0.002 0.002 0.021 0.01 0.002	2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.001 0.004 0.229 0.011 0.002	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.003 0.004 0.003 0.025 0.239 0.013 0.002	
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14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00	2 2 2 2	580 580 580 580 580 580	0.002 0.002 0.021 0.01 0.002	2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.001 0.004 0.229 0.011 0.002	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.003 0.004 0.003 0.025 0.239 0.013 0.002	
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14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00	2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.002 0.021 0.01 0.002 0	2 2 2 2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.001 0.004 0.229 0.011 0.002	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.003 0.004 0.003 0.025 0.239 0.013 0.002	
14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00	2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.002 0.021 0.01 0.002	2 2 2 2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.001 0.004 0.229 0.011 0.002	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.003 0.004 0.003 0.025 0.239 0.013 0.002	
14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00	2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.002 0.021 0.01 0.002 0	2 2 2 2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.001 0.004 0.229 0.011 0.002	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.003 0.004 0.003 0.025 0.239 0.013 0.002	
14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.002 0.002 0.021 0.01 0.01 0 0	2 2 2 2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.001 0.004 0.229 0.011 0.002	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.003 0.004 0.003 0.025 0.239 0.013 0.002	
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14:00-15:00 15:00-16:00 16:00-17:00 16:00-17:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 23:00-23:00 23:00-24:00 Daily Trip Rates	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.002 0.002 0.021 0.01 0.01 0 0	2 2 2 2 2 2 2 2 2	580 580 580 580 580 580	0.002 0.001 0.004 0.229 0.011 0.002	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.003 0.004 0.003 0.025 0.239 0.013 0.002	
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14:00-15:00 15:00-16:00 15:00-16:00 17:00-18:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for La Calculation Fact Count Type: TO Time Range 00:00-01:00 01:00-02:00 02:00-03:00 02:00-03:00 04:00-05:00 06:00-07:00 07:00-08:00 08:00-09:00	2 2 2 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$PULS	0.002 0.002 0.001 0.001 0.002 0 0 0 0 0.258 IMARY ARRIVALS Trip Rate 0.152 0.985 0.1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$PUPILS	0.002 0.001 0.004 0.229 0.011 0.002 0 0.287 DEPARTURES Trip Rate 0.016 0.153 0.048	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.003 0.004 0.003 0.025 0.239 0.013 0.002 0 0.545 TOTALS Trip Rate	
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14:00-15:00 15:00-16:00 15:00-16:00 17:00-18:00 17:00-18:00 18:00-19:00 18:00-19:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for Le Calculation Fact Count Type: TO Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 05:00-06:00 05:00-06:00 07:00-08:00 08:00-09:00 09:00-10:00 11:00-11:00 11:00-12:00	2 2 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$VEALUDA - PR	0.002 0.002 0.0021 0.01 0.002 0 0 0 0 0 0 0 0.258 IMARY ARRIVALS Trip Rate 0.152 0.985 0.1 0.011 0.002	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$90 \$90 \$80 \$80 \$80 \$80 \$80	0.002 0.001 0.004 0.229 0.011 0.002 0 0.287 DEPARTURES Trip Rate 0.016 0.153 0.048 0.047 0.021	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.003 0.004 0.003 0.005 0.239 0.013 0.002 0 0 0 10545 TOTALS Trip Rate 0.168 1.138 0.148 0.148 0.048	
14:00-15:00 15:00-16:00 15:00-16:00 17:00-18:00 17:00-19:00 19:00-20:00 21:00-22:00 22:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for Le Calculation Fact Count Type: TO Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00	2 2 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	0.002 0.002 0.001 0.001 0.002 0 0.258 MARY ARRIVALS Trip Rate 0.152 0.985 0.1 0.011 0.002 0.024	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$90 \$90 \$80 \$80 \$80 \$80 \$80	0.002 0.001 0.004 0.229 0.011 0.002 0 0.287 0.287 DEPARTURES Trip Rate 0.016 0.153 0.048 0.047 0.021 0.028	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.003 0.004 0.003 0.025 0.239 0.013 0.002 0 0 0.545 TOTALS Trip Rate 0.168 1.138 0.148 0.058 0.041 0.058	
14:00-15:00 15:00-16:00 15:00-16:00 17:00-16:00 17:00-18:00 18:00-19:00 19:00-20:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for Le Calculation Fact Count Type: TO Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00 06:00-07:00 07:00-08:00 06:00-07:00 07:00-08:00 06:00-07:00 07:00-08:00 08:00-11:00 11:00-12:00 11:00-13:00 13:00-14:00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.002 0.002 0.001 0.001 0.002 0 0.258 MARY ARRIVALS Trip Rate 0.152 0.985 0.1 0.011 0.02 0.024 0.021	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.002 0.001 0.004 0.229 0.011 0.002 0 0 0.287 DEPARTURES Trip Rate 0.016 0.153 0.048 0.047 0.021 0.028 0.017	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.003 0.004 0.003 0.025 0.239 0.013 0.002 0 0 0 0.545 TOTALS Trip Rate 0.168 1.138 0.148 0.058 0.041 0.052 0.038	
14:00-15:00 15:00-16:00 15:00-16:00 17:00-18:00 17:00-19:00 19:00-20:00 21:00-22:00 22:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for Le Calculation Fact Count Type: TO Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00	2 2 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.002 0.002 0.001 0.001 0.002 0 0.258 MARY ARRIVALS Trip Rate 0.152 0.985 0.1 0.011 0.02 0.024 0.021	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.002 0.001 0.004 0.229 0.011 0.002 0 0 0.287 DEPARTURES Trip Rate 0.016 0.153 0.048 0.047 0.021 0.028 0.017	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$80 \$80 \$80 \$80 \$80 \$80 \$80 \$80	0.003 0.004 0.003 0.025 0.239 0.013 0.002 0 0 0.545 TOTALS Trip Rate 0.168 1.138 0.148 0.058 0.041 0.058	

16:00-17:00											
	2		0.028	2		0.141	2		0.169		
17:00-18:00	2	580	0.008	2	580	0.059	2	580	0.067		
18:00-19:00	2	580	0.003	2	580	0.021	2	580	0.024		
19:00-20:00											
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates			1.529			1.566			3.095		
bany mp nates			1.525			1.500			3.033		
	and Use 04 - EDI	JCATION/A - PR	IMARY								
Calculation Fact	tor: 1 PUPILS										
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			ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate		
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00											
07:00-08:00	2		0.052	2		0.009	2		0.061		
08:00-09:00	2	580	0.161	2	580	0.062	2	580	0.223		
09:00-10:00	2		0.025	2		0.023	2		0.048		
10:00-11:00	2		0.005	2		0.009	2		0.014		
11:00-12:00	2		0.009	2		0.005	2		0.014		
12:00-13:00	2	580	0.011	2	580	0.009	2	580	0.02		
13:00-14:00	2	580	0.006	2	580	0.004	2	580	0.01		
14:00-15:00	2		0.018	2		0.022	2		0.04		
15:00-16:00	2		0.022	2		0.131	2		0.153		
16:00-17:00	2	580	0.017	2		0.041	2		0.058		
17:00-18:00	2	580	0.006	2	580	0.019	2	580	0.025		
18:00-19:00	2		0.002	2		0.009	2		0.011		
19:00-20:00		500	0.002		300	0.009		300	0.011		
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-23:00											
Daily Trip Rates	s:		0.334			0.343			0.677		
TRIP RATE for I:	and Use 04 - EDI	ICATION/A - PR	IMARV								
		DCATION/A TI	IIIVIAITI								
Calculation Fact											
Count Type: LG\	VS										
			ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate		
00:00-01:00											
01:00-02:00											
02:00-03:00											
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05:00-06:00											
05:00-06:00 06:00-07:00											
05:00-06:00 06:00-07:00 07:00-08:00	2		0.003	2		0.001	2		0.004		
05:00-06:00 06:00-07:00	2 2		0.003	2 2		0.001	2 2 2		0.004		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00	2	580	0.004	2	580	0.003	2	580	0.007		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00	2	580 580	0.004 0.004	2	580 580	0.003 0.004	2 2	580 580	0.007 0.008		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00	2 2 2	580 580 580	0.004 0.004 0.002	2 2 2	580 580 580	0.003 0.004 0.003	2 2 2	580 580 580	0.007 0.008 0.005		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00	2 2 2 2	580 580 580 580	0.004 0.004 0.002 0.003	2 2 2 2	580 580 580 580	0.003 0.004 0.003 0.005	2 2 2 2	580 580 580 580	0.007 0.008 0.005 0.008		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00	2 2 2	580 580 580 580	0.004 0.004 0.002 0.003	2 2 2	580 580 580 580	0.003 0.004 0.003 0.005	2 2 2	580 580 580 580	0.007 0.008 0.005		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 11:00-12:00 12:00-13:00	2 2 2 2 2 2	580 580 580 580 580	0.004 0.004 0.002 0.003 0.003	2 2 2 2 2	580 580 580 580 580	0.003 0.004 0.003 0.005 0.003	2 2 2 2 2 2	580 580 580 580 580	0.007 0.008 0.005 0.008 0.005		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 11:00-12:00 12:00-13:00 13:00-14:00	2 2 2 2 2 2 2	580 580 580 580 580 580	0.004 0.002 0.003 0.002 0.003	2 2 2 2 2 2	580 580 580 580 580 580	0.003 0.004 0.003 0.005 0.003 0.002	2 2 2 2 2 2 2	580 580 580 580 580 580	0.007 0.008 0.005 0.008 0.005		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00	2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.004 0.004 0.002 0.003 0.002 0.003 0.001	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.003 0.004 0.003 0.005 0.003 0.002 0.001	2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580	0.007 0.008 0.005 0.008 0.005 0.005		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580	0.004 0.004 0.002 0.003 0.002 0.003 0.001 0.001	2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580	0.003 0.004 0.003 0.005 0.003 0.002 0.001	2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580	0.007 0.008 0.005 0.008 0.005 0.005 0.002		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00	2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580	0.004 0.004 0.002 0.003 0.002 0.003 0.001 0.001	2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580	0.003 0.004 0.003 0.005 0.003 0.002 0.001	2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580	0.007 0.008 0.005 0.008 0.005 0.005		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580	0.004 0.004 0.002 0.003 0.002 0.003 0.001 0.002 0.003	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580	0.003 0.004 0.003 0.005 0.003 0.002 0.001 0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580	0.007 0.008 0.005 0.008 0.005 0.005 0.002 0.002		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.004 0.004 0.002 0.003 0.002 0.003 0.001 0.002 0.003	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.003 0.004 0.003 0.005 0.003 0.002 0.001 0 0.002	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.007 0.008 0.005 0.008 0.005 0.005 0.002 0.002 0.002		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 13:00-14:00 14:00-15:00 15:00-16:00 17:00-18:00 17:00-18:00 18:00-19:00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.004 0.004 0.002 0.003 0.002 0.003 0.001 0.002 0.003	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.003 0.004 0.003 0.005 0.003 0.002 0.001 0 0.002	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.007 0.008 0.005 0.008 0.005 0.005 0.002 0.002		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-112:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00 17:00-18:00 19:00-20:00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.004 0.004 0.002 0.003 0.002 0.003 0.001 0.002 0.003	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.003 0.004 0.003 0.005 0.003 0.002 0.001 0 0.002	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.007 0.008 0.005 0.008 0.005 0.005 0.002 0.002 0.002		
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 18:00-19:00 20:00-21:00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.004 0.004 0.002 0.003 0.002 0.003 0.001 0.002 0.003	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.003 0.004 0.003 0.005 0.003 0.002 0.001 0 0.002	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	580 580 580 580 580 580 580 580 580 580	0.007 0.008 0.005 0.008 0.005 0.005 0.002 0.002 0.002		
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		FRIDAY	08/03/2019	Survey Type:	MANUAL							
This soction are	it displays a up	the colocted tr	i the day of the	and whather th		manual dassifia	d count or an AT	Count				
This section pro	it displays a uli	tile selected ti	the day of the	and whether ti	ie survey was a	manuai ciassine	u count of an Ai	C COUITE.				
TO 10 0 4 ==		 										
		UCATION/B - SE	JUNDARY									
Calculation Fact												
Count Type: TO	TAL VEHICLES											
			ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip			
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate			
00:00-01:00		-			-		· ·		-			
01:00-02:00												
02:00-03:00												
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05:00-06:00 06:00-07:00 07:00-08:00	2			2			2		0.068			
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00	2	818	0.165	2	818	0.157	2	818	0.322			
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00	2	818 818	0.165 0.015	2	818 818	0.157 0.015	2	818 818	0.322 0.03			
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00	2 2 2	818 818 818	0.165 0.015 0.013	2	818 818	0.157 0.015	2 2 2	818 818 818	0.322 0.03 0.026			
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05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-11:00 12:00-13:00 13:00-14:00 15:00-16:00 15:00-16:00 15:00-16:00 16:00-17:00 17:00-18:00 19:00-20:00 20:00-21:00 21:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fact Count Type: TAX	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818 818 818	0.165 0.015 0.013 0.009 0.01 0.012 0.013 0.058 0.116 0.031 0.034 0.522 CONDARY	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818 818 818	0.157 0.015 0.013 0.01 0.017 0.015 0.009 0.081 0.134 0.021 0.015 0.509	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818 818 818	0.322 0.03 0.026 0.019 0.027 0.022 0.139 0.25 0.052 0.049			
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for Lacal Calculation Fact Count Type: TAX	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818 818 818	0.165 0.015 0.013 0.009 0.01 0.012 0.013 0.058 0.116 0.031 0.034 0.522 CONDARY	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818 818 818	0.157 0.015 0.013 0.01 0.017 0.015 0.009 0.081 0.134 0.021 0.015 0.509	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818 818 818	0.322 0.03 0.026 0.019 0.027 0.022 0.139 0.25 0.052 0.049			

03:00-04:00												
04:00-05:00												
05:00-06:00											+	
	-					-					++	
06:00-07:00												
07:00-08:00	2	818	0	2	818	0	2	818	0			
08:00-09:00	2	818	0.001	2	818		2		0.002			
											+	
09:00-10:00	2	818	0	2	818		2	818	0			
10:00-11:00	2	818	0	2	818	0	2	818	0			
11:00-12:00	2	818	0.001	2	818	0.001	2	818	0.002			
12:00-13:00	2	818	0.001	2	818		2				+	
13:00-14:00	2	818	0	2	818	0	2	818	0			
14:00-15:00	2	818	0	2	818	0	2	818	0			
15:00-16:00	2	818	0.001	2	818		2		0.002			
16:00-17:00	2	818	0	2	818	0			0			
17:00-18:00	2	818	0	2	818	0	2	818	0			
18:00-19:00	2	818	0	2	818			818	0			
		010			010	-		010				
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates	5:		0.003			0.003			0.006			
· · · · · · · · · · · · · · · · · ·												
TRIP RATE for L	and Use 04 - EDI	JCATION/B - SEC	CONDARY									
Calculation Fact	tor: 1 PUPILS											
Count Type: OG												
											+	
	1		ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip			
Time Paner											+ + + + + + + + + + + + + + + + + + + +	
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate		+	
00:00-01:00												
01:00-02:00												
02:00-03:00											1	
											+	
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00											+ + + + + + + + + + + + + + + + + + + +	
											+	
07:00-08:00	2	818	0	2	818			818	0			
08:00-09:00	2	818	0.001	2	818	0.001	2	818	0.002			
09:00-10:00	2	818	0	2	818				0.002			
											+	
10:00-11:00	2	818	0.001	2	818		2		0.002			
11:00-12:00	2	818	0.001	2	818	0.001	2	818	0.002			
12:00-13:00	2	818	0.001	2	818		2		0.002			
	2										+	
13:00-14:00		818	0.001	2	818		2		0.002		++	
14:00-15:00	2	818	0	2	818	0	2	818	0			
15:00-16:00	2	818	0	2	818	0	2	818	0			
16:00-17:00	2	818	0		818							
17:00-18:00	2	818	0		818			818	0			
18:00-19:00	2	818	0	2	818	0	2	818	0			
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates	5:		0.005			0.005			0.01			
TDID DATE for I	and Use 04 - EDI	ICATION/B - SEC	CONDARV									
		JCATION/B-3EC	CONDANT									
Calculation Fact	tor: 1 PUPILS											
Count Type: PS	VS											
//												
			ADDUTATE			DEDARTITE			TOTALA		+	
			ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip			
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate			
00:00-01:00	· ·	-			-							
											+	
01:00-02:00												
02:00-03:00												
03:00-04:00												
											+	
04:00-05:00											+	
05:00-06:00												
06:00-07:00												
07:00-08:00	2	818	0	2	818	0	2	818	0		1	
											+	
08:00-09:00	2		0.001	2								
09:00-10:00	2	818	0	2	818	0	2	818	0			
10:00-11:00	2	818	0		818							
											+	
11:00-12:00	2	818	0		818							
12:00-13:00	2	818	0	2	818	0	2	818	0			
13:00-14:00	2		0									
											+	
14:00-15:00	2	818	0		818							
15:00-16:00	2	818	0	2	818	0.001	2	818	0.001			
16:00-17:00	2	818	0		818			818				
											+	
17:00-18:00	2	818	0.001	2	818		2				+	
18:00-19:00	2	818	0	2	818	0	2	818	0			
19:00-20:00												
											+	
20:00-21:00											+	
21:00-22:00												
22:00-23:00												
23:00-24:00											+	
Daily Trip Rates	5:		0.002			0.002			0.004			
TRIP RATE for I	and Use 04 - EDI	ICATION/R - SEA	ONDARY									
		DECTION D - SEC	CONDANI								+	
										I I	1	
Calculation Fact												
Calculation Fact Count Type: CY												

			ADDIVALC			DEDARTURES			TOTALS	
	No.	Ave.	ARRIVALS Trip	No.	Ave.	DEPARTURES Trip	No.	Ave.	TOTALS Trip	
Time Range		PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00	50,5	. 0. 125	nace	50,5	. 025	note	Days	. 01 125	note	
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	2	818	0.002	2	818	0	2	818	0.002	
08:00-09:00	2	818	0.04	2	818	0	2	818	0.04	
09:00-10:00	2	818	0.001	2	818	0	2	818	0.001	
10:00-11:00	2	818	0.001	2	818	0	2	818	0.001	
11:00-12:00	2	818	0	2	818	0	2	818	0	
12:00-13:00	2	818	0	2	818	0	2	818	0	
13:00-14:00	2	818	0	2	818	0	2	818	0	
14:00-15:00	2	818	0	2	818	0	2	818	0	
15:00-16:00	2	818	0.001	2	818	0.02	2	818	0.021	
16:00-17:00	2	818	0	2	818	0.021	2	818	0.021	
17:00-18:00	2	818	0.001	2	818	0	2	818	0.001	
18:00-19:00	2	818	0.002	2	818	0.001	2	818	0.003	
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates	:		0.048			0.042			0.09	
	and Use 04 - EDU	JCATION/B - SEC	CONDARY							
	tor: 1 PUPILS									
Count Type: VE	HICLE OCCUPAN	TS								
			ARRIVALS			DEPARTURES			TOTALS	
		Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	2	818	0.054	2	818		2		0.061	
08:00-09:00	2	818	0.243	2	818		2		0.331	
09:00-10:00	2	818	0.019	2	818		2	818	0.03	
10:00-11:00	2	818	0.016	2	818	0.014	2		0.03	
11:00-12:00	2	818	0.01	2	818	0.01	2	818	0.02	
12:00-13:00	2	818	0.013	2	818	0.02	2		0.033	
13:00-14:00	2	818	0.015	2	818		2		0.036	
14:00-15:00	2	818	0.019	2	818	0.011	2		0.03	
15:00-16:00	2	818	0.042	2	818	0.137	2		0.179	
16:00-17:00	2	818	0.027	2	818		2	818	0.194	
17:00-18:00	2	818	0.043	2			2		0.077	
18:00-19:00	2	818	0.064	2	818	0.02	2	818	0.084	
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates	.:		0.565			0.54			1.105	
TRID DATE (and He= 04 55:	ICATION/S ST	CONDARY							
	and Use 04 - EDU	JCATION/B - SEC	UNDARY							
Calculation Fact Count Type: PEI	tor: 1 PUPILS									
Count Type: PEI	DESTRIANS									
			ARRIVALS			DEPARTURES			TOTALS	
-	No.	Ave.		No.	Ave.		No.	Ave.		
Time Range		Ave. PUPILS	Trip Rate		AVE. PUPILS	Trip Rate		PUPILS	Trip Rate	
00:00-01:00	Days	I UFILS	nate	Days	I UFILD	Marc	Days	1. UPILS	Hate	
01:00-01:00										
02:00-02:00										
03:00-03:00										
04:00-04:00										
05:00-06:00										
06:00-06:00										
07:00-07:00	2	818	0.023	2	818	0	2	818	0.023	
08:00-09:00	2	818	0.025	2	818		2		0.023	
09:00-10:00	2	818	0.265	2			2		0.268	
10:00-11:00	2	818	0.012	2	818		2	818	0.014	
11:00-12:00	2	818	0.007	2					0.007	
12:00-12:00	2	818	0.004	2	818				0.026	
13:00-13:00	2	818	0.008	2			2		0.026	
14:00-15:00	2	818	0.023	2	818		2		0.034	
15:00-15:00	2	818	0.007	2	818				0.019	
16:00-17:00	2	818	0.009	2			2		0.207	
17:00-17:00	2	818 818	0.012	2	818			818	0.113	
18:00-18:00	2	818	0.012	2			2		0.018	
19:00-19:00	2	018	0.004		018	0.005	2	019	0.009	
20:00-20:00										
21:00-22:00										
22:00-23:00										
23:00-23:00										
~J.UU-Z4.UU										

Daile Tain Batas			0.300	I		0.305	ı		0.751	
Daily Trip Rates	:		0.386			0.365			0.751	
TRIP RATE for I	and Use 04 - EDU	JCATION/R - SF	CONDARY							
Calculation Fact		JEANON, D. SEC	LONDAN							
	S/TRAM PASSEN	IGERS								
count Type: 50	5, 110 110 17 155211	- GENO								
			ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
		PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00				.,.			.,.			
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	2	818	0.007	2	818	0	2	818	0.007	
08:00-09:00	2	818	0.235	2	818	0.001	2	818	0.236	
09:00-10:00	2	818	0.233	2		0.001	2		0.236	
	2									
10:00-11:00		818	0 000	2	818	0.003	2	818	0.003	
11:00-12:00	2	818	0.002	2		0.001	2	818	0.003	
12:00-13:00	2	818	0.001	2	818	0	2	818	0.001	
13:00-14:00	2	818	0.002	2	818	0.011	2	818	0.013	
14:00-15:00	2	818	0	2	818	0.005	2	818	0.005	
15:00-16:00	2	818	0.002	2	818	0.218	2	818	0.22	
16:00-17:00	2	818	0	2	818	0.012	2	818	0.012	
17:00-18:00	2	818	0.001	2	818	0.001	2	818	0.002	
18:00-19:00	2	818	0.001	2	818	0.001	2	818	0.002	
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates	:		0.253			0.255			0.508	
TRIP RATE for La	and Use 04 - EDU	JCATION/B - SEC	CONDARY							
Calculation Fact										
	TAL RAIL PASSEN	IGERS								
count type. To	TAL NAIL LASSEI	4GENS								
			ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
		PUPILS	Rate	Days	PUPILS	Rate		PUPILS	Rate	
	Days	PUPILS	nate	Days	PUPILS	nate	Days	PUPILS	nate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	2	818	0	2	818	0	2	818	0	
08:00-09:00	2	818	0.036	2	818	0	2	818	0.036	
09:00-10:00	2	818	0	2	818	0	2	818	0	
10:00-11:00	2	818	0.001	2	818	0	2	818	0.001	
11:00-12:00	2	818	0	2	818	0	2	818	0	
12:00-13:00	2	818	0	2	818	0	2	818	0	
13:00-14:00	2	818	0.001	2	818	0		818	0.001	
14:00-15:00	2	818	0		818	0		818	0	
15:00-16:00	2	818	0		818	0.013	2	818	0.013	
16:00-17:00	2	818	0		818	0.021	2	818	0.021	
17:00-17:00	2	818	0		818	0.021		818 818	0.021	
18:00-19:00	2	818	0	2	818	0.001	2	818	0.001	
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates	:		0.038			0.035			0.073	
	and Use 04 - EDU	JCATION/B - SEC	CONDARY							
	tor: 1 PUPILS									
Count Type: PUI	BLIC TRANSPOR	T USERS								
			ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate		PUPILS	Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
03:00-04:00 04:00-05:00										
03:00-04:00 04:00-05:00 05:00-06:00										
03:00-04:00 04:00-05:00 05:00-06:00 06:00-07:00		010	0.007	2	010		2	010	0.007	
03:00-04:00 04:00-05:00 05:00-06:00 06:00-07:00 07:00-08:00	2	818				0		818	0.007	
03:00-04:00 04:00-05:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00	2	818	0.272	2	818	0.001	2	818	0.273	
03:00-04:00 04:00-05:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00	2	818 818	0.272 0.002	2	818 818	0.001 0.002	2	818 818	0.273 0.004	
03:00-04:00 04:00-05:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00	2 2 2	818 818 818	0.272 0.002 0.001	2 2 2	818 818 818	0.001 0.002 0.003	2 2 2	818 818 818	0.273 0.004 0.004	
03:00-04:00 04:00-05:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00	2 2 2 2	818 818 818 818	0.272 0.002 0.001 0.002	2 2 2 2	818 818 818 818	0.001 0.002 0.003 0.001	2 2 2 2	818 818 818 818	0.273 0.004 0.004 0.003	
03:00-04:00 04:00-05:00 05:00-06:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00	2 2 2 2 2	818 818 818 818 818	0.272 0.002 0.001 0.002 0.001	2 2 2 2 2 2	818 818 818 818 818	0.001 0.002 0.003 0.001 0	2 2 2 2 2 2	818 818 818 818 818	0.273 0.004 0.004 0.003 0.001	
03:00-04:00 04:00-05:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00	2 2 2 2 2 2	818 818 818 818 818 818	0.272 0.002 0.001 0.002 0.001 0.003	2 2 2 2 2 2 2	818 818 818 818 818 818	0.001 0.002 0.003 0.001 0	2 2 2 2 2 2 2	818 818 818 818 818 818	0.273 0.004 0.004 0.003 0.001 0.014	
03:00-04:00 04:00-05:00 05:00-06:00 07:00-08:00 08:00-09:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00	2 2 2 2 2	818 818 818 818 818	0.272 0.002 0.001 0.002 0.001 0.003	2 2 2 2 2 2 2	818 818 818 818 818	0.001 0.002 0.003 0.001 0	2 2 2 2 2 2	818 818 818 818 818	0.273 0.004 0.004 0.003 0.001	
03:00-04:00 04:00-05:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00	2 2 2 2 2 2	818 818 818 818 818 818	0.272 0.002 0.001 0.002 0.001 0.003	2 2 2 2 2 2 2 2 2	818 818 818 818 818 818	0.001 0.002 0.003 0.001 0 0.011	2 2 2 2 2 2 2 2 2	818 818 818 818 818 818	0.273 0.004 0.004 0.003 0.001 0.014	
03:00-04:00 04:00-05:00 05:00-06:00 07:00-08:00 07:00-08:00 09:00-10:00 10:00-11:00 11:00-12:00 13:00-14:00 14:00-15:00	2 2 2 2 2 2 2	818 818 818 818 818 818	0.272 0.002 0.001 0.002 0.001 0.003 0	2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818	0.001 0.002 0.003 0.001 0 0.011 0.005 0.231	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818	0.273 0.004 0.004 0.003 0.001 0.014 0.005	

18:00-19:00	2	818	0.001	2	818	0.001	2	818	0.002	
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates	s:		0.292			0.289			0.581	
TRIP RATE for I	and Use 04 - ED	UCATION/B - SEC	CONDARY							
Calculation Fac										
Count Type: TO	TAL PEOPLE									
			ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00	- ,-			.,.			- 7			
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	2	818	0.086	2	818	0.007	2	818	0.093	
08:00-09:00	2		0.82	2		0.092			0.912	
09:00-10:00	2		0.034			0.015			0.049	
10:00-11:00	2	818	0.024	2	818	0.023	2	818	0.047	
11:00-12:00	2	818	0.015	2	818	0.014	2	818	0.029	
12:00-13:00	2	818	0.022			0.039	2		0.061	
13:00-14:00	2		0.04			0.043			0.083	
14:00-15:00	2	818	0.026		818	0.043			0.054	
15:00-16:00	2		0.054			0.586			0.64	
16:00-17:00	2	818	0.039		818	0.322	2		0.361	
17:00-18:00	2	818	0.057	2	818	0.041	2	818	0.098	
18:00-19:00	2	818	0.072	2	818	0.027	2		0.099	
19:00-20:00	_			_			_			
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates	s:		1.289			1.237			2.526	
, .										
TRIR BATE for I	and Use 04 - ED	LICATION /D. CE	CONDARY							
		UCATION/B - SEC	LOINDANT							
Calculation Fac										
Count Type: CA	\RS									
			ARRIVALS			DEPARTURES			TOTALS	
	No	Avo		No	Avro		No	Aug		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	2	818	0.045	2	818	0.022	2	818	0.067	
08:00-09:00	2	818	0.158	2	818	0.15	2	818	0.308	
09:00-10:00	2	818	0.015	2	818	0.014			0.029	
10:00-11:00	2		0.013	2	818	0.009	2		0.019	
11:00-12:00	2	818	0.007	2	818	0.008			0.015	
12:00-13:00	2					0.013			0.019	
13:00-14:00	2		0.01	2	818	0.012			0.022	
14:00-15:00	2	818	0.013	2	818	0.009	2	818	0.022	
15:00-16:00	2								0.135	
16:00-17:00	2									
17:00-17:00	2					0.133			0.248	
18:00-19:00	2	818	0.032	2	818	0.015	2	818	0.047	
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
									0.000	
Daily Trip Rates	s:		0.497			0.484			0.981	
TRIP RATE for L	and Use 04 - ED	UCATION/B - SEC	CONDARY							
	tor: 1 PUPILS									
Count Type: LG										
Louist Type. LO							1			
			ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	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										
05:00-06:00 06:00-07:00	2	040	0.001		040	_		010	0.001	
05:00-06:00 06:00-07:00 07:00-08:00	2					0			0.001	
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00	2	818	0.003	2	818	0.004	2	818	0.007	
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00	2 2	818 818	0.003 0.001	2	818 818	0.004 0.001	2 2	818 818	0.007 0.002	
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00	2	818 818	0.003 0.001	2	818 818	0.004 0.001	2 2	818 818	0.007 0.002	
05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00	2 2	818 818 818	0.003 0.001 0.003	2 2 2	818 818 818	0.004 0.001 0.003	2 2	818 818 818	0.007 0.002 0.006	

42.00												
12:00-13:00	2	818	0.004	2	818	0.003	2	818	0.007			
13:00-14:00	2	818	0.002	2	818	0.002	2	818	0.004			
14:00-15:00	2	818	0.001	2		0.001	2		0.002			
15:00-16:00	2	818	0	2		0.001	2		0.001			
16:00-17:00	2	818	0.001	2		0.001	2		0.002			
17:00-18:00	2	818	0.002	2	818	0	2	818	0.002			
18:00-19:00	2	818	0.002	2		0	2		0.002			
19:00-20:00		010	0.002		010	0		010	0.002			
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates	5:		0.021			0.017			0.038			
TRIP RATE for L	and Use 04 - EDI	JCATION/B - SEG	CONDARY									
Calculation Fac												
Count Type: M												
Count Type. IVI	DIOR CICLES											
			ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip			
Time Range		PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate			
	Days	1 01 123	nacc	Days	TOTIES	nate	Days	T OT ILS	race			
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	2	818	0	2	818	0	2	818	0			
08:00-09:00	2	818	0.001	2		0	2	818	0.001			
09:00-10:00	2	818	0	2		0	2		0			
10:00-11:00	2	818	0	2	818	0	2	818	0			
11:00-12:00	2	818	0	2		0	2		0			
12:00-13:00	2	818	0	2		0	2		0			
											_	
13:00-14:00	2	818	0	2		0	2	818	0			
14:00-15:00	2	818	0	2		0	2		0			
15:00-16:00	2	818	0	2	818	0.001	2	818	0.001			
16:00-17:00	2	818	0	2		0	2		0			
17:00-18:00	2	818	0	2		0	2		0			
18:00-19:00	2	818	0	2	818	0	2	818	0			
19:00-20:00												
20:00-21:00												
21:00-22:00												_
22:00-23:00												
23:00-24:00												
Daily Trip Rates	s:		0.001			0.001			0.002			
, ,												
	and Use 04 - EDU		CONDARY									
		JUNITON B- SE	201127411									
Calculation Fac	tor: 1 PUPILS	JCATION/B-3L										
		JCATION/B-3E										
	tor: 1 PUPILS rvicing Vehicles	JCATION/B-3E										
		JCATION/B - SEC				DEDARTURE			TOTALS			
	rvicing Vehicles		ARRIVALS			DEPARTURES			TOTALS			
		Ave.		No.	Ave.	DEPARTURES Trip	No.	Ave.	TOTALS Trip			
Count Type: Se	rvicing Vehicles	Ave.	ARRIVALS Trip			Trip			Trip			
Count Type: Se	rvicing Vehicles No.		ARRIVALS	No. Days	Ave. PUPILS		No. Days	Ave. PUPILS				
Count Type: Se Time Range 00:00-01:00	rvicing Vehicles	Ave.	ARRIVALS Trip			Trip			Trip			
Time Range 00:00-01:00 01:00-02:00	rvicing Vehicles	Ave.	ARRIVALS Trip			Trip			Trip			
Time Range 00:00-01:00 01:00-02:00 02:00-03:00	rvicing Vehicles	Ave.	ARRIVALS Trip			Trip			Trip			
Time Range 00:00-01:00 01:00-02:00	rvicing Vehicles	Ave.	ARRIVALS Trip			Trip			Trip			
Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00	rvicing Vehicles	Ave.	ARRIVALS Trip			Trip			Trip			
Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00	rvicing Vehicles	Ave.	ARRIVALS Trip			Trip			Trip			
Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 05:00-06:00	rvicing Vehicles	Ave.	ARRIVALS Trip			Trip			Trip			
Time Range 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	No. Days	Ave. PUPILS	ARRIVALS Trip Rate	Days	PUPILS	Trip Rate	Days	PUPILS	Trip Rate			
Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 05:00-06:00 07:00-08:00 07:00-08:00	No. Days	Ave. PUPILS	ARRIVALS Trip Rate	Days 2	PUPILS 818	Trip Rate	Days 2	PUPILS 818	Trip Rate			
Time Range 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	No. Days	Ave. PUPILS	ARRIVALS Trip Rate	Days	PUPILS 818	Trip Rate	Days	PUPILS 818	Trip Rate			
Time Range 00:00-01:00 01:00-02:00 03:00-04:00 04:00-05:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00	No. Days	Ave. PUPILS 818 818	ARRIVALS Trip Rate 0 0.002	Days 2 2 2	818 818	Trip Rate 0 0.001	Days 2 2	818 818	Trip Rate 0 0.003			
Count Type: Sel Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 07:00-08:00 09:00-10:00	No. Days	Ave. PUPILS 818 818 818 818	ARRIVALS Trip Rate 0 0.002 0.002	2 2 2 2	PUPILS 818 818 818	Trip Rate 0 0 0.001 0.001	2 2 2 2	818 818 818	Trip Rate 0 0.003 0.002			
Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00	No. Days 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818	ARRIVALS Trip Rate 0 0.002 0.001 0.002	2 2 2 2 2	PUPILS 818 818 818 818	Trip Rate 0 0.001 0.001 0.001	2 2 2 2 2	818 818 818 818	0 0.003 0.002 0.003			
Count Type: Se Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00 11:00-12:00	No. Days 2 2 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818 818	ARRIVALS Trip Rate 0 0.002 0.001 0.002 0.001	2 2 2 2 2 2 2	PUPILS 818 818 818 818 818 818	Trip Rate 0 0.001 0.001 0.001 0.001	2 2 2 2 2	818 818 818 818 818	Trip Rate 0 0.003 0.002 0.003 0.002			
Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00	No. Days 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818	ARRIVALS Trip Rate 0 0.002 0.001 0.002 0.001	2 2 2 2 2	PUPILS 818 818 818 818 818 818	Trip Rate 0 0.001 0.001 0.001 0.001	2 2 2 2 2	818 818 818 818 818	0 0.003 0.002 0.003			
Count Type: Se Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00 11:00-12:00	No. Days 2 2 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818 818	ARRIVALS Trip Rate 0 0 0.002 0.001 0.002 0.001	2 2 2 2 2 2 2	818 818 818 818 818 818	Trip Rate 0 0 0.001 0.001 0.001 0.001 0.001	2 2 2 2 2	818 818 818 818 818 818	Trip Rate 0 0.003 0.002 0.003 0.002			
Count Type: Se Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 07:00-08:00 09:00-10:00 10:00-11:00 11:00-12:00 11:00-12:00 11:00-14:00	No. Days 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818 818 818	ARRIVALS Trip Rate 0 0.002 0.001 0.002 0.001 0.001 0.001	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	PUPILS 818 818 818 818 818 818 818	Trip Rate 0 0.001 0.001 0.001 0.001 0.001 0.001	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818	Trip Rate 0 0.003 0.002 0.003 0.002 0.003			
Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 08:00-09:00 10:00-11:00 11:00-12:00 12:00-13:00 14:00-15:00	No. Days 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818 818 818 818 818	ARRIVALS Trip Rate 0 0.002 0.0001 0.0002 0.0001 0.0001 0.0001	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	PUPILS 818 818 818 818 818 818 818 818 818	Trip Rate 0 0.001 0.001 0.001 0.001 0.002 0.001 0.002 0.001 0.002	Days 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818	Trip Rate 0 0.003 0.002 0.003 0.002 0.003 0.002 0.003			
Count Type: Se Time Range 00:00-01:00 01:00-02:00 03:00-04:00 05:00-06:00 06:00-07:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00	No. Days 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818 818 818 818 818 818	ARRIVALS Trip Rate 0 0.002 0.001 0.002 0.001 0.001 0.001 0.001	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818	Trip Rate 0 0.001 0.001 0.001 0.001 0.001 0.002 0.001 0 0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818	Trip Rate 0 0.003 0.002 0.003 0.002 0.003 0.002 0.003 0.002			
Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 08:00-09:00 10:00-11:00 11:00-12:00 12:00-13:00 14:00-15:00	No. Days 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818 818 818 818 818	ARRIVALS Trip Rate 0 0.002 0.001 0.002 0.001 0.001 0.001 0.001	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818	Trip Rate 0 0.001 0.001 0.001 0.001 0.001 0.002 0.001 0 0	Days 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818	Trip Rate 0 0.003 0.002 0.003 0.002 0.003 0.002 0.003			
Count Type: Se Time Range 00:00-01:00 01:00-02:00 03:00-04:00 05:00-06:00 06:00-07:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00	No. Days 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818 818 818 818 818 818 8	ARRIVALS Trip Rate 0 0 0.002 0.001 0.002 0.001 0.001 0.001 0.001 0.001	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	B18 818 818 818 818 818 818 818 818 818	Trip Rate 0 0.001 0.001 0.001 0.001 0.001 0.002 0.001 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818 818	Trip Rate 0 0.003 0.002 0.003 0.002 0.003 0.002 0.003 0.002			
Count Type: Sel Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00 11:00-11:00 11:00-12:00 13:00-14:00 14:00-15:00 15:00-16:00 17:00-18:00	No. Days 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Ave. PUPILS 818 818 818 818 818 818 818 818 818 8	ARRIVALS Trip Rate 0 0.002 0.0001 0.0001 0.0001 0.0001 0.0001 0.0001 0.0001 0.0001	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	PUPILS 818 818 818 818 818 818 818 818 818 8	Trip Rate 0 0.001 0.001 0.001 0.001 0.002 0.001 0 0 0 0 0 0 0 0 0 0 0 0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	818 818 818 818 818 818 818 818 818 818	Trip Rate 0 0 0.003 0.002 0.003 0.002 0.003 0.002 0 0.003 0.002 0 0.003			
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TRICS 7.9.3 Trip Rate Param	No of Dwalling	-											
IIIp Kate Paran	NO OF DWEITING												
Filtering Summa													
Land Use	03/K	RESIDENTIAL/N	1IXED PRIV HOU	S (FLATS AND HO	DUSES)								
Selected Trip Ra	19-618 DWELL	S											
Actual Trip Rate	65-618 DWELL	S											
Date Range	Minimum: 01/0	Maximum: 10/1	10/22										
Parking Spaces	All Surveys Incl	uded											
Parking Spaces	All Surveys Incl	uded											
Bedrooms Per I	All Surveys Incl	uded											
Percentage of d	All Surveys Incl	uded											
Days of the wee	Monday Wednesday	1											
	Thursday	3											
Main Location 1	Suburban Area Edge of Town	1 4											
	Luge Of TOWIT	4											
Population with	All Surveys Incl	uded											
Population <1 N		001 to 10	0	2									
. opalation <1 h	10	001 to 15	0										
		001 to 25	0	1									
Population <5 N	25	001 to 50	0	1									
. opalation <3 h		001 to 30	0										
		001 to 100	0										
		001 to 250 001 to 500	0										
	230	001 10 300	0										
Car Ownership		1											
	1.1 to 1.5 1.6 to 2.0	3											
	1.0 to 2.0	_											
PTAL Rating	No PTAL Preser	5											
TRIP RATE CALC	ULATION SELEC	TION PARAMETE	FRS:										
	03 - RESIDENTIA												
	TOTAL VEHICLE	HOUS (FLATS AN	ND HOUSES)										
Selected region													
	SOUTH EAST HC	HAMPSHIRE	1 days										
	WS	WEST SUSSEX											
3	SOUTH WEST CW	CORNWALL	1 days										
4	EAST ANGLIA	CORNWALL	1 days										
	CA	CAMBRIDGESH	1 days										
	EAST MIDLAND		1 days										
		DERBY er of survey days	1 days per TRICS® sub-	region in the se	lected set								
				_									
Primary Filterin	g selection:												
This data displa	ys the chosen tr	ip rate paramete	er and its selecte	d range. Only si	tes that fall with	in the paramete	er range are	included ii	n the trip ra	ite calculati	on.		
	No of Dwelling												
Actual Range: Range Selected													
8													
Public Transpor													
Selection by:	Include all surv	eys											
Date Range:	01/01/17 to 10	/10/22											
This data in the	us the	cuprov det	netod O=L	ove that	andust-d. 111	thic data		d in the	rate '	ation			
This data displa Selected survey		survey dates sele	ectea. Only surv	eys triat were co	mauciea within	uns date range	are included	ı ırı tne trip	rate calcul	ation.			
Monday	1 days												
	1 days												
	3 days ys the number o	of selected surve	ys by day of the	week.									
Selected survey													
Manual count Directional ATC													
		whilst ATC surv	veys are underta	king using mach	ines.								
Cological													
Selected Location Town Centre	ons:												
Edge of Town C	0												
Suburban Area													
Edge of Town Neighbourhood	4 0												
	U										1		

Free Standing (0												
Not Known	0												
			No. 2 de la constante de la co	E.L CT	T								
inis data dispia	Eage of Town	Suburban Area	Neighbourhoo	Eage of Town C	Town Centre a	na Not Known.							
Selected Location	on Sub Categori	es:											
Industrial Zone	1												
Commercial Zo													
Development Z													
Residential Zon	4												
Retail Zone	0												
Built-Up Zone	0												
Village	0												
													_
Out of Town	0												
High Street	0												
No Sub Categor	0												
		Develonment :	Residential Zor	Retail Zone	Built-Up Zone	Village	Out of Tox	High Stree	t and No S	uh Categor	v		
Tins data dispid	industrial zone	- Development	THEST GETTINGT EOT	rictun Zone	Built Op Zone	*ugc	00000000	mgm sarce		ub carego.	, . 		
Secondary Filte	ring selection:												
Use Class:													
	E days												
C3	5 days												
This data displa	which can be f	ound within the	Library module	of TRICS®.									
Population with	nin 500m Range	:											
All Surveys Incl													
Sa. veys men													
l	L												
Population with	nin 1 mile:												
5,001 to 10,000	2 days												
10,001 to 15,00													
20,001 to 25,00													
		of colores d	l normaletie	1 mile ee de of	onulati								
rnis data displa	iys the number o	selected surve	ys within stated	1 - mile radii of p	opulation.								-
Population with	nin 5 miles:												
25,001 to 50,00	1 days												
50,001 to 75,00	-												
75,001 to 100,0													
125,001 to 250,	, 1 days												
250,001 to 500,	1 days												
This data displa	vs the number o	of selected surve	ys within stated	5-mile radii of r	opulation.								
	,		,										
Car ownership	within E miles												
	1 days												
1.1 to 1.5	3 days												
1.6 to 2.0	1 days												
		of 5-miles of se	lected survey sit	es									
Tilis data dispia	within a radius	101 5 1111103 01 30	Teeted survey sit										
Travel Plan:													
Yes	3 days												
No	2 days												
		or of curvous tha	t ware undertak	on at citac with	ust Traval Blanc								
rnis data dispia	and the number	er or surveys tha	t were undertak	en at sites witht	out Travel Plans.								
PTAL Rating:													
No PTAL Preser	5 days												
		of salacted surve	ys with PTAL Ra	tings									
Tins data dispid	ys the namber t	J. Sciedica Sai ve	75 *********										
	elevant to select												
1	CA-03-K-04	MIXED HOUSES	CAMBRIDGESH	IRE									
	FORDHAM ROA	ND.											
l	SOHAM												
1		IDDS6 Out of C-	ntro)										
-		(PPS6 Out of Ce	nue)										
	Residential Zon												
	Total No of Dw		65										
	Survey date:	WEDNESDAY	11/07/2018	Survey Type:	MANUAL								
2		MIXED HOUSES											
l	TRELOWEN DR												
l	. NELOVVEIN DRI												
I													
l	PENRYN												
	Edge of Town												
	Residential Zon	e											
1	Total No of Dw		89										
l .		THURSDAY		Survey Type:	MANUAL								
_		MIXED HOUSES		- a.ve, type.									
- · · · ·			DENDI										
 	PRIDE PARKWA	A T											
l	WILMORTON												
	DERBY												
	Edge of Town												
l .	Industrial Zone												
1	Total No of Dw		610										
			618										
l	Survey date:	MONDAY		Survey Type:	MANUAL								
4	HC-03-K-07	MIXED HOUSES	HAMPSHIRE										
I	MINLEY ROAD												
	BLACKWATER												
	FARNBOROUGI	4											
	Edge of Town												
	Residential Zon												
	Total No of Dw	ellings:	313										
	Survey date:	THURSDAY	12/05/2022	Survey Type:	MANUAL								
ς.		MIXED HOUSES		. //									
	HILLS FARM LA												
													_
		LICATU											
	BROADBRIDGE	HEATH											
		HEATH											

Page												
The section of Development of University of		Edge of Town										
Servey data: TRIBURDAY 2006/CRIPT SERVEY BOOK MANUAL SERVEY BOOK MANUA			e									
The section per displayer are the whereing in the day of the and selected the unery are mental developed unart or an AC COUNTY		Total No of Dw	ellings:	371		_						
REPART For Land Live City - RESOURTHALK MOTO PRO MICE OF LATE AND POLICES		Survey date:	THURSDAY	28/06/2018	Survey Type:	MANUAL						
REPART For Land Live City - RESOURTHALK MOTO PRO MICE OF LATE AND POLICES												
REPART For Land Live City - RESOURTHALK MOTO PRO MICE OF LATE AND POLICES	This section pro	it displays a un	the selected tr	the day of the	and whether th	ne survey was a	manual classifie	d count or	an ATC cou	nt.		
Conclusion Figer 1 1999115 Control Por 10794 (1999) ARRIVALS Figer 1 1999 F				, , , , , , , , , , , , , , , , , , , ,		,						
Conclusion Figer 1 1999115 Control Por 10794 (1999) ARRIVALS Figer 1 1999 F												
Conclusion Figer 1 1999115 Control Por 10794 (1999) ARRIVALS Figer 1 1999 F	TRID DATE for I	and Hea O2 DEG	IDENTIAL /V M	IVED DRIV HOLIG	/FLATS AND HO	I ICEC\						
Control Cont				INED PRIV HOUS	(FLATS AND HU	U3E3j						
Time Region Sign												
The Resign	Count Type: 10	TAL VEHICLES										
The Resign												
Mine Name Company Co												
0000-01-00		No.			No.					Trip		
0.000 0.00		Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate		
0200 0200	00:00-01:00											
Section	01:00-02:00											
Section	02:00-03:00											
Section Sect												
Second color												
Second												
STOCK STOC												
SECOLOGICO S 791		-	201	0.053	-	201	0.351	-	201	0.204		
1000-10100 S 291												
1000-1100 5 291												
1100-1200 5 9 291 0.039 5 298 0.0106 5 291 0.198												
1200-1300 S 291												
1350 1400 5 291 0.114 5 391 0.122 5 291 0.246 1500 1600 5 291 0.128 5 291 0.246 1500 1600 5 291 0.128 5 291 0.128 5 291 0.128 1500 1600 5 291 0.128 5 291 0.128 5 291 0.128 1500 1600 5 291 0.128 5 291 0.128 5 291 0.348 1500 1800 5 291 0.257 5 291 0.128 5 291 0.348 1500 1800 5 291 0.257 5 291 0.128 5 291 0.388 1500 1800 5 291 0.257 5 291 0.142 5 291 0.388 1500 1800												
1450-1500 S 291												
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1500-1600 5 791 0.1389 5 791 0.338 5 791 0.324 7200-1800 5 7291 0.22 5 7291 0.12 5 7291 0.34 7200-1800 5 7291 0.273 5 7291 0.128 5 7291 0.040 7200-1800 5 7291 0.277 5 7291 0.128 5 7291 0.040 7200-1800	14:00-15:00	5	291	0.116	5	291	0.129	5	291	0.245		
1500-1700 S 791 0.21 S 791 0.12 S 791 0.40 S 791												
1700-1860 5 291 0.273 5 291 0.128 5 291 0.401												
1900-1900												
1900-02000												
2000-21-00		5	291	0.257	5	291	0.142	5	291	0.599		
2200-2200												
22002-2300						-						
1.722 1.805 1.80												
Daily Tip Rates: 1.722 1.805 3.527												
TRIP RATE for Land Use 03 - RESIDENTIAL/K - MINED PRIV HOUS (FLATS AND HOUSES) COUNT TYPE: TANS No. Ave. Trip No												
Calculation Factor: 1 DWELLS	Daily Trip Rates	s:		1.722			1.805			3.527		
Calculation Factor: 1 DWELLS												
Calculation Factor: 1 DWELLS	TRIP RATE for L	and Use 03 - RES	SIDENTIAL/K - M	IXED PRIV HOUS	(FLATS AND HO	USES)						
Count Type: TAXIS	Calculation Fac	tor: 1 DWELLS	5									
ARRIVALS APRIVALS AVE. Trip No. AV												
No. Ave. Trip No. Ave. Trip No. Ave. Trip Days DWELLS Rate Days	,,											
No. Ave. Trip No. Ave. Trip No. Ave. Trip Days DWELLS Rate Days				ARRIVALS			DEPARTURES			TOTALS		
Time Range Days DWELLS Rate DAYS DAY		No	Ave		No	Ave		No	Ave			
000-001-00 000-001-001-001-001-001-001-001-001-001	Timo Pango									-		
01:00-02:00 0		Days	DWELLS	nacc	Days	DVVCCCS	nacc	Days	DVVELES	nacc		
02:00-03:00												
03:00-04:00												
0.000-05:00 0.000												
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0.600 07:00												
0.900-08:00 S 291 0.003 S 291 0.002 S 291 0.006												
08:00-09:00 5 291 0.001 5 291 0.002 5 291 0.003												
09:00-10:00	07:00-08:00			0.003	5	291	0.003	5	291	0.006		
10:00-11:00	08:00-09:00	5	291	0.001	5	291	0.002	5	291	0.003		
10:00-11:00	09:00-10:00											
11:00-12:00	10:00-11:00		291	0.003		291	0.003		291	0.006		
12:00-13:00 5								5				
13:00-14:00 5		5	291	0.005	5	291	0.003	5 5	291	0.008		
1400-15:00 5 291 0.005 5 291 0.003 5 291 0.008			291 291	0.005 0.003	5 5	291 291	0.003 0.004	5 5 5	291 291	0.008 0.007		
15:00-16:00		5	291 291 291	0.005 0.003 0.005	5 5 5	291 291 291	0.003 0.004 0.005	5 5 5	291 291 291	0.008 0.007 0.01		
16:00-17:00	13:00-14:00	5	291 291 291 291	0.005 0.003 0.005 0.001	5 5 5 5	291 291 291 291	0.003 0.004 0.005 0.001	5 5 5 5	291 291 291 291	0.008 0.007 0.01 0.002		
17:00-18:00	13:00-14:00 14:00-15:00	5 5 5	291 291 291 291 291	0.005 0.003 0.005 0.001 0.005	5 5 5 5 5	291 291 291 291 291	0.003 0.004 0.005 0.001 0.003	5 5 5 5 5	291 291 291 291 291	0.008 0.007 0.01 0.002 0.008		
18:00-19:00	13:00-14:00 14:00-15:00 15:00-16:00	5 5 5 5	291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001	5 5 5 5 5	291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003	5 5 5 5 5 5	291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004		
19:00-20:00 20:00-21:00 20:00-21:00 21:00-22:00 22:00-23:00 22:00-23:00 23:00-24:00 Daily Trip Rates:	13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00	5 5 5 5 5	291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001	5 5 5 5 5 5	291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5	291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002		
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Daily Trip Rates:	13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00	5 5 5 5 5	291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.001	5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005		
Daily Trip Rates:	13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00	5 5 5 5 5	291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.001	5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005		
TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES) Calculation Factor: 1 DWELLS Count Type: OGVS ARRIVALS No. Ave. Trip No. Ave. Trip No. Ave. Trip No. Ave. Trip Time Range Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate D	13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00	5 5 5 5 5	291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.001	5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005		
Calculation Factor: 1 DWELLS Count Type: OGVS ARRIVALS No. Ave. Trip	13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 23:00-24:00	5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.001 0.003	5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001 0.002 0.003	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005 0.006		
Calculation Factor: 1 DWELLS Count Type: OGVS ARRIVALS No. Ave. Trip N	13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 23:00-24:00	5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.001 0.003	5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001 0.002 0.003	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005 0.006		
Count Type: OGVS ARRIVALS DEPARTURES TOTALS	13:00-14:00 14:00-15:00 16:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.001 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001 0.002 0.003	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005 0.006		
ARRIVALS	13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 22:00-23:00 23:00-24:00 Daily Trip Rates	5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.001 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001 0.002 0.003	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005 0.006		
No. Ave. Trip No.	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.001 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001 0.002 0.003	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005 0.006		
No. Ave. Trip No.	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.001 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001 0.002 0.003	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005 0.006		
Time Range Days DWELLS Rate DAYS DWELLS	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.001 0.002 0.003	5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.005 0.005 0.006		
00:00-01:00	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.001 0.002 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291	0.008 0.007 0.01 0.002 0.008 0.004 0.005 0.005 0.006 0.006 TOTALS		
01:00-02:00	13:00-14:00 14:00-15:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 22:00-23:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OC	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 391 391 401 Ave.	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 0.006 TOTALS		
02:00-03:00 03:00-04:00 04:00-05:00 05:00-06:00 05	13:00-14:00 14:00-15:00 14:00-15:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OC	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 391 391 401 Ave.	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 0.006 TOTALS		
03:00-04:00	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 17:00-18:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OG	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 391 391 401 Ave.	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 0.006 TOTALS		
03:00-04:00	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OG	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 391 391 401 Ave.	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 0.006 TOTALS		
04:00-05:00	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OG	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 391 391 401 Ave.	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 0.006 TOTALS		
05:00-06:00	13:00-14:00 14:00-15:00 14:00-15:00 15:00-16:00 15:00-16:00 17:00-18:00 18:00-19:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: Oc Time Range 00:00-01:00 01:00-02:00 02:00-03:00	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 391 391 401 Ave.	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 0.006 TOTALS		
06:00-07:00	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 19:00-20:00 20:00-21:00 21:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OC	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 391 391 401 Ave.	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 0.006 TOTALS		
07:00-08:00 5 291 0.001 5 291 0.001 5 291 0.002	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 17:00-18:00 19:00-20:00 20:00-21:00 21:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OG Time Range 00:00-01:00 01:00-02:00 02:00-03:00 04:00-04:00 04:00-05:00	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 391 391 401 Ave.	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 0.006 TOTALS		
08:00-09:00 5 291 0 5 291 0 5 291 0 5 291 0 0 0 09:00-10:00 5 291 0.001 5 291 0.001 5 291 0.002 0:00-11:00 5 291 0.001 5 291 0.001 5 291 0.002	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 17:00-18:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 22:00-23:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OG Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 391 391 401 Ave.	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 0.006 TOTALS		
09:00-10:00 5 291 0.001 5 291 0.001 5 291 0.001 5 291 0.002	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 19:00-20:00 20:00-21:00 21:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OC	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 391 291 Ave. DWELLS	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003 0.003 0.034 IXED PRIV HOUS ARRIVALS Trip Rate	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003	S 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 DWELLS	0.008 0.007 0.01 0.002 0.008 0.004 0.002 0.005 0.006		
10:00-11:00 5 291 0.001 5 291 0.001 5 291 0.002	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OG Time Range 00:00-01:00 01:00-02:00 02:00-03:00 04:00-05:00 05:00-06:00 07:00-08:00	s: and Use 03 - RES tor: 1 DWELLS No. Days	291 291 291 291 291 291 291 291 391 291 391 401 301 Ave. DWELLS	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003 0.003 0.003 ARRIVALS Trip Rate	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003 0.003	S 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 TOTALS Trip Rate		
	13:00-14:00 14:00-15:00 14:00-15:00 16:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 18:00-19:00 20:00-21:00 21:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OG Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 05:00-06:00 06:00-07:00 08:00-09:00	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003 0.003 0.004 ARRIVALS Trip Rate 0.001 0.001	S S S S S S S S S S	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003 0.003	S 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 TOTALS Trip Rate		
11:00-12:00 5 291 0.001 5 291 0.001 5 291 0.002	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 18:00-19:00 18:00-19:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OG Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00 06:00-07:00 09:00-10:00 09:00-10:00	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.003 0.003 0.003 0.034 IXED PRIV HOUS ARRIVALS Trip Rate 0.001 0.001 0.001	S S S S S S S S S S	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003 0.003	S 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.006 TOTALS Trip Rate 0.002 0.002		
	13:00-14:00 14:00-15:00 14:00-15:00 16:00-17:00 17:00-18:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-23:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac Count Type: OG Time Range 00:00-01:00 01:00-02:00 02:00-03:00 04:00-05:00 04:00-05:00 05:00-06:00 07:00-08:00 07:00-08:00 07:00-09:00 07:00-09:00 07:00-09:00 07:00-01:00 01:00-01:00	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.005 0.003 0.005 0.001 0.005 0.001 0.001 0.003 0.003 0.003 0.003 0.003 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001	S S S S S S S S S S	291 291 291 291 291 291 291 291 291 291	0.003 0.004 0.005 0.001 0.003 0.003 0.003 0.003 0.003 0.003 0.001 0.001 0.001 0.001 0.001 0.001 0.001 0.001	S 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291 291 291	0.008 0.007 0.011 0.002 0.008 0.004 0.002 0.005 0.0067 TOTALS Trip Rate 0.002 0.002 0.002		

12:00-13:00	5	291	0.002	5	291	0.001	5	291	0.003		
13:00-14:00	5		0.002		291	0.002		291	0.004		
14:00-15:00	5		0.001	5	291	0.001	5	291	0.002		
15:00-16:00	5		0		291	0.001	5	291	0.001		
16:00-17:00	5	291	0.001	5	291	0.001	5	291	0.002		
17:00-18:00	5	291	0.001	5	291	0.001	5	291	0.002		
18:00-19:00	5		0.001		291	0.001		291	0.002		
	5	291	U	5	231	-	3	231	U		
19:00-20:00				-		-					
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates	i:		0.011			0.011			0.022		
· · · · · · · · · · · · · · · · · ·											
TRIP RATE for L	and Use 03 - RES	SIDENTIAL/K - M	IXED PRIV HOUS	(FLATS AND HO	USES)						
Calculation Fact	tor: 1 DWELLS	5									
Count Type: CY	CLISTS										
count Type: cr	CEISTS										
			ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate		
							20,5	J LLLJ		+	
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
				-		-					
04:00-05:00											
05:00-06:00											
06:00-07:00											
	_			_			-				
07:00-08:00	5		0.006		291	0.016		291	0.022		
08:00-09:00	5	291	0.008	5	291	0.023	5	291	0.031		
09:00-10:00	5	291	0.005		291	0.006		291	0.011		
10:00-11:00					291						
	5		0.008			0.006		291	0.014		
11:00-12:00	5	291	0.003	5	291	0.003	5	291	0.006		
12:00-13:00	5	291	0.006	5	291	0.002	5	291	0.008		
13:00-14:00	5		0.001	5	291	0.002	5	291	0.002		
										-	
14:00-15:00	5		0.005		291	0.007	5	291	0.012		
15:00-16:00	5	291	0.016	5	291	0.013	5	291	0.029		
16:00-17:00	5		0.011		291	0.004		291	0.015		
17:00-18:00	5		0.017	5	291		5	291	0.024		
18:00-19:00	5	291	0.008	5	291	0.004	5	291	0.012		L
19:00-20:00											
20:00-21:00											
21:00-22:00						L					L
22:00-23:00											
23:00-24:00											
Daily Trip Rates	:		0.094			0.092			0.186		
Daily Trip Rates	s:		0.094			0.092			0.186		
		SIDENTIAL/K - M			IISES)	0.092			0.186		
TRIP RATE for L	and Use 03 - RES			(FLATS AND HO	USES)	0.092			0.186		
TRIP RATE for L Calculation Fac	and Use 03 - RES tor: 1 DWELLS	5			USES)	0.092			0.186		
TRIP RATE for L Calculation Fac	and Use 03 - RES	5			USES)	0.092			0.186		
TRIP RATE for L Calculation Fac	and Use 03 - RES tor: 1 DWELLS	5			USES)	0.092			0.186		
TRIP RATE for L Calculation Fac	and Use 03 - RES tor: 1 DWELLS	5	IXED PRIV HOUS		USES)						
TRIP RATE for L Calculation Fac	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS	IXED PRIV HOUS	6 (FLATS AND HO		DEPARTURES			TOTALS		
TRIP RATE for L Calculation Fac	and Use 03 - RES tor: 1 DWELLS	TS Ave.	IXED PRIV HOUS ARRIVALS Trip		Ave.	DEPARTURES Trip	No.	Ave.			
TRIP RATE for L Calculation Fac	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS	IXED PRIV HOUS	6 (FLATS AND HO		DEPARTURES		Ave.	TOTALS		
TRIP RATE for L Calculation Fac Count Type: VE Time Range	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS Ave.	IXED PRIV HOUS ARRIVALS Trip	6 (FLATS AND HO	Ave.	DEPARTURES Trip	No.		TOTALS Trip		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS Ave.	IXED PRIV HOUS ARRIVALS Trip	6 (FLATS AND HO	Ave.	DEPARTURES Trip	No.		TOTALS Trip		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS Ave.	IXED PRIV HOUS ARRIVALS Trip	6 (FLATS AND HO	Ave.	DEPARTURES Trip	No.		TOTALS Trip		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS Ave.	IXED PRIV HOUS ARRIVALS Trip	6 (FLATS AND HO	Ave.	DEPARTURES Trip	No.		TOTALS Trip		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS Ave.	IXED PRIV HOUS ARRIVALS Trip	6 (FLATS AND HO	Ave.	DEPARTURES Trip	No.		TOTALS Trip		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS Ave.	IXED PRIV HOUS ARRIVALS Trip	6 (FLATS AND HO	Ave.	DEPARTURES Trip	No.		TOTALS Trip		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS Ave.	IXED PRIV HOUS ARRIVALS Trip	6 (FLATS AND HO	Ave.	DEPARTURES Trip	No.		TOTALS Trip		
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TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-06:00 06:00-07:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	TS Ave.	IXED PRIV HOUS ARRIVALS Trip	6 (FLATS AND HO	Ave.	DEPARTURES Trip	No.		TOTALS Trip		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 05:00-06:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN	Ave. DWELLS	IXED PRIV HOUS ARRIVALS Trip	No. Days	Ave.	DEPARTURES Trip	No. Days		TOTALS Trip		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN No. Days	Ave. DWELLS	ARRIVALS Trip Rate 0.058	No. Days	Ave. DWELLS	DEPARTURES Trip Rate	No. Days	DWELLS 291	TOTALS Trip Rate		
TRIP RATE for L Calculation Fac: Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 06:00-07:00 06:00-09:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN No. Days	Ave. DWELLS	ARRIVALS Trip Rate 0.058 0.115	No. Days	Ave. DWELLS 291 291	DEPARTURES Trip Rate	No. Days	291 291	TOTALS Trip Rate		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00 08:00-09:00 08:00-09:00 09:00-10:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN No. Days 5 5 5 5 5	Ave. DWELLS 291 291 291 291	ARRIVALS Trip Rate 0.058 0.115 0.124	No. Days 5 5 5 5 5	Ave. DWELLS 291 291 291 291	DEPARTURES Trip Rate 0.331 0.444 0.203	No. Days	291 291 291 291	TOTALS Trip Rate 0.389 0.559 0.327		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 05:00-06:00 05:00-06:00 07:00-08:00 08:00-09:00 08:00-09:00 10:00-11:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN No. Days 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291	ARRIVALS Trip Rate 0.058 0.115 0.124 0.137	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139	No. Days 5 5 5 5	291 291 291 291 291	TOTALS Trip Rate 0.389 0.559 0.327 0.276		
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TRIP RATE for L Calculation Fac: Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00 11:00-11:00 11:00-12:00 11:00-13:00	and Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291	0.058 0.115 0.124 0.137 0.117	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.144 0.135	No. Days 5 5 5 5 5 5 5 5 7 5 7 5 7 5 7 7 7 7 7	291 291 291 291 291 291 291	TOTALS Trip Rate 0.389 0.559 0.327 0.276 0.276 0.3		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00 08:00-09:00 08:00-09:00 10:00-11:00 11:00-11:00 11:00-12:00 11:00-14:00	and Use 03 - RES HICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	ARRIVALS Trip Rate 0.058 0.115 0.124 0.137 0.117 0.165 0.15	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.144 0.135 0.148	No. Days 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.389 0.559 0.276 0.257 0.253 0.298		
TRIP RATE for L Calculation Fac: Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00 11:00-11:00 11:00-12:00 11:00-13:00	nand Use 03 - RES hICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	0.058 0.115 0.124 0.137 0.117	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.144 0.135	No. Days 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291	TOTALS Trip Rate 0.389 0.559 0.327 0.276 0.276 0.3		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00 08:00-09:00 08:00-09:00 10:00-11:00 11:00-11:00 11:00-12:00 11:00-14:00	nand Use 03 - RES hICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	ARRIVALS Trip Rate 0.058 0.115 0.124 0.137 0.117 0.165 0.15	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.144 0.135 0.148 0.158	No. Days 5 5 5 5 5 5 5 5 5 5	291 291 291 291 291 291 291 291	0.389 0.559 0.276 0.257 0.253 0.298		
TRIP RATE for L Calculation Fac: Count Type: VE Time Range 100:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 06:00-07:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 13:00-15:00 15:00-16:00	nand Use 03 - RES tor: 1 DWELLS HICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	0.058 0.115 0.124 0.137 0.115 0.124 0.137 0.115	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.144 0.135 0.148 0.158	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 6 6 7 7 7 7	291 291 291 291 291 291 291 291 291	TOTALS Trip Rate 0.389 0.559 0.327 0.276 0.257 0.3 0.298 0.302 0.483		
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TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00 08:00-09:00 09:00-10:00 11:00-11:00 11:00-11:00 11:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00 15:00-16:00 15:00-16:00 15:00-16:00 17:00-18:00	nand Use 03 - RES HICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	ARRIVALS Trip Rate 0.058 0.115 0.124 0.137 0.115 0.124 0.302 0.307 0.307	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.14 0.135 0.148 0.158 0.161 0.161	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 6 6 7 7 7 7	291 291 291 291 291 291 291 291 291 291	0.389 0.559 0.276 0.257 0.276 0.257 0.38 0.298 0.302 0.483 0.468 0.532		
TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 07:00-08:00 08:00-09:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00 16:00-17:00	nand Use 03 - RES DIVIDITION OF THE PROPERTY O	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	0.058 0.115 0.124 0.137 0.117 0.165 0.144 0.302 0.307	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.14 0.135 0.148 0.158 0.161 0.161	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 6 6 7 7 7 7	291 291 291 291 291 291 291 291 291 291	0.389 0.559 0.327 0.276 0.257 0.30 0.298 0.302 0.483		
TRIP RATE for L Calculation Fac: Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 06:00-07:00 06:00-07:00 06:00-07:00 09:00-10:00 11:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 15:00-16:00 16:00-17:00 15:00-16:00 16:00-17:00 15:00-18:00	nand Use 03 - RES HICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	ARRIVALS Trip Rate 0.058 0.115 0.124 0.137 0.115 0.124 0.302 0.307 0.307	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.14 0.135 0.148 0.158 0.161 0.161	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 6 6 7 7 7 7	291 291 291 291 291 291 291 291 291 291	0.389 0.559 0.276 0.257 0.276 0.257 0.38 0.298 0.302 0.483 0.468 0.532		
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TRIP RATE for L Calculation Fac Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00 06:00-07:00 07:00-08:00 08:00-09:00 08:00-10:00 11:00-11:00 11:00-11:00 11:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00 15:00-16:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-20:00	nand Use 03 - RES HICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	ARRIVALS Trip Rate 0.058 0.115 0.124 0.137 0.115 0.124 0.302 0.307 0.307	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.14 0.135 0.148 0.158 0.161 0.161	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 6 6 7 7 7 7	291 291 291 291 291 291 291 291 291 291	0.389 0.559 0.276 0.257 0.276 0.257 0.38 0.298 0.302 0.483 0.468 0.532		
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TRIP RATE for L Calculation Fac: Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 06:00-07:00 09:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 13:00-14:00 15:00-16:00 16:00-17:00 16:00-17:00 17:00-18:00 16:00-17:00 17:00-18:00 19:00-20:00 20:00-21:00 21:00-22:00 22:00-22:00	nand Use 03 - RES HICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	ARRIVALS Trip Rate 0.058 0.115 0.124 0.137 0.115 0.124 0.302 0.307 0.307	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.14 0.135 0.148 0.158 0.161 0.161	No. Days 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 6 6 7 7 7 7	291 291 291 291 291 291 291 291 291 291	0.389 0.559 0.276 0.257 0.276 0.257 0.38 0.298 0.302 0.483 0.468 0.532		
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TRIP RATE for L Calculation Fac: Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 06:00-07:00 06:00-07:00 07:00-07:00 07:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-21:00	and Use 03 - RES HICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 1 5 1 1 1 1 1 1	Ave. Ave. Ave. 291 291 291 291 291 291 291 291 291 29	ARRIVALS 0.058 0.115 0.124 0.137 0.117 0.165 0.15 0.144 0.302 0.307 0.356 0.367	No. Days	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.148 0.158 0.161 0.176 0.208	No. Days 5 5 5 5 5 5 5 5 5 7 7 7 8 8 8 8 8 8 8	291 291 291 291 291 291 291 291 291 291	0.389 0.559 0.327 0.276 0.257 0.302 0.483 0.532 0.575		
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TRIP RATE for L Calculation Fac: Count Type: VE Time Range 00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 05:00-06:00 06:00-07:00 06:00-07:00 09:00-10:00 11:00-12:00 12:00-13:00 13:00-14:00 12:00-13:00 13:00-14:00 15:00-16:00 16:00-17:00 17:00-18:00 18:00-19:00 19:00-20:00 20:00-21:00 21:00-21:00 21:00-22:00 23:00-24:00 Daily Trip Rates TRIP RATE for L Calculation Fac: Count Type: PE	and Use 03 - RES HICLE OCCUPAN No. Days 5 5 5 5 5 5 5 5 5 5 5 1 5 1 1 1 1 1 1	Ave. Ave. Ave. 291 291 291 291 291 291 291 291 291 29	ARRIVALS 0.058 0.115 0.124 0.137 0.117 0.165 0.15 0.144 0.302 0.307 0.356 0.367	No. Days	Ave. DWELLS 291 291 291 291 291 291 291 291 291 29	DEPARTURES Trip Rate 0.331 0.444 0.203 0.139 0.148 0.158 0.161 0.176 0.208	No. Days 5 5 5 5 5 5 5 5 5 7 7 7 8 8 8 8 8 8 8	291 291 291 291 291 291 291 291 291 291	0.389 0.559 0.327 0.276 0.257 0.302 0.483 0.532 0.575		

06:00-07:00											
07:00-08:00	5	291	0.019	5	291	0.052	5	291	0.071		
08:00-09:00	5		0.039	5		0.099			0.138		
09:00-10:00	5		0.03	5		0.025			0.055		
10:00-11:00	5		0.021	5		0.035			0.056		
11:00-12:00	5		0.032	5		0.038			0.07		
12:00-13:00	5	291	0.032	5	291	0.03	5	291	0.062		
13:00-14:00	5	291	0.032	5	291	0.038	5	291	0.07		
14:00-15:00	5		0.025	5		0.034			0.059		
15:00-16:00	5		0.08	5		0.067	5		0.147		
									_		
16:00-17:00	5		0.071	5		0.036			0.107		
17:00-18:00	5	291	0.099	5	291	0.041	5	291	0.14		
18:00-19:00	5	291	0.078	5	291	0.045	5	291	0.123		
19:00-20:00											
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates			0.558			0.54			1.098		
, ,											
TOID DATE for I		SIDENTIAL/K - M	IVED BRIVIIOU	/FLATCAND HC	VICEC)						
			TAED PRIV HOUS	(FLATS AND HC	JUSES)						
	tor: 1 DWELLS										
Count Type: BU	S/TRAM PASSEN	NGERS									
			ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Δνο	Trip		
								Ave.			
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate		
00:00-01:00											
01:00-02:00											
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03:00-04:00											
04:00-05:00					-	-					
05:00-06:00											
06:00-07:00											
07:00-08:00	5	291	0	5	291	0.01	5	291	0.01		
08:00-09:00	5		0.001	5		0.013			0.014		
	5		0.001								
09:00-10:00				5		0.003			0.004		
10:00-11:00	5		0.003	5		0.005			0.008		
11:00-12:00	5	291	0.004	5	291	0.005	5	291	0.009		
12:00-13:00	5	291	0.004	5	291	0.008	5	291	0.012		
13:00-14:00	5		0.004	5		0.011			0.015		
14:00-15:00	5		0.003	5		0.005	5		0.008		
15:00-16:00	5		0.01	5	291	0.003	5	291	0.013		
16:00-17:00	5	291	0.012	5	291	0.007	5	291	0.019		
17:00-18:00	5	291	0.012	5	291	0.003	5	291	0.015		
18:00-19:00	5		0.016	5		0.002			0.018		
	,	231	0.010	,	231	0.002		231	0.010		
19:00-20:00											
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-24:00											
			0.07			0.075			0.145		
Daily Trip Rates			0.07			0.075			0.145		
TRIP RATE for L	and Use 03 - RES	SIDENTIAL/K - M	IXED PRIV HOUS	(FLATS AND HC	OUSES)						
Calculation Fact	tor: 1 DWELLS	5									
	TAL RAIL PASSEI										
count Type. To	TAL KAIL TASSET	TTGENS									
			ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate		
00 00 04 00	.,.			- , -			.,-				
00:00-01:00											
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02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00											
07:00-08:00	5		0						0.003		
08:00-09:00	5		0	5	291	0.001	5	291	0.001		
09:00-10:00	5		0						0.001		
10:00-11:00	5		0.001			0.001			0.002		
11:00-12:00	5		0						0		
12:00-13:00	5		0.001						0.001		
13:00-14:00	5	291	0	5		0	5	291	0		
14:00-15:00	5		0						0		
15:00-16:00	5		0.001			0			0.001		
16:00-17:00	5		0.001						0.001		
17:00-18:00	5		0.001						0.001		
18:00-19:00	5	291	0.002	5	291	0	5	291	0.002		
19:00-20:00											
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates	:		0.007			0.006			0.013		
,			0.007			3.550			2.023		
TRID DATE CO.	nnd II 02 2-1	CIDENTIAL //	IVED DDIVING	/FLATCAND	VIICEC)						
		SIDENTIAL/K - M	IVED SKIN HORS	(FLATS AND HC	JUSESJ						
	tor: 1 DWELLS										
Count Type: PU	BLIC TRANSPOR	T USERS									
			ARRIVALS			DEPARTURES			TOTALS		
	No	Avo		No	Avo		No	A115			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate		
Tille Kalige											

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2009-1908
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1000-1100 5 291 0.003 5 291 0.003 5 291 0.004 1100-1200 5 291 0.003 5 291 0.006 5 291 0.006 1200-1200 5 291 0.001 5 291 0.006 5 291 0.001 1500-1200 5 291 0.011 5 291 0.006 5 291 0.011 1500-1200 5 291 0.011 5 291 0.000 5 291 0.011 1500-1200 5 291 0.011 5 291 0.000 5 291 0.011 1500-1200 5 291 0.011 5 291 0.000 5 291 0.012 1500-1200 5 291 0.014 5 291 0.000 5 291 0.012 1700-1200 5 291 0.014 5 291 0.000 5 291 0.012 1700-1200 5 291 0.014 5 291 0.000 5 291 0.012 1700-1200 5 291 0.014 5 291 0.000 5 291 0.012 1700-1200 5 291 0.014 5 291 0.000 5 291 0.012 1700-1200 5 291 0.014 5 291 0.000 5 291 0.012 1700-1200 5 291 0.014 5 291 0.000 5 291 0.012 1700-1200 7 7 7 7 7 7 7 7 7
1000-1100 5 291 0.003 5 291 0.003 5 291 0.004 1100-1200 5 291 0.003 5 291 0.006 5 291 0.006 5 291 0.006 5 291 0.006 5 291 0.006 5 291 0.006 5 291 0.007 5
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1300-1400 5 291
1500-1500 5 291
1500-1500 5 291
1500-1500 5 291
1500-1700 5 291
1200 1200
1200 1200
1800-0900 S 291
1909-2000
2000-2100
2002-200
22003-2500
22003-2500
2300400
Description
TREP RATE for Land Use 03 - RESIDENTIALIV MIXED PRIV HOUS (FLATS AND HOUSES) COUNT Type: TOTAL PROPIE COUNT TYPE: TOT
TREP PARTE For Land Use 93 - RESIDENTIAL/K - MIXED PRIV HOUS FLATS AND HOUSES) CARCULATION FACTOR: 1 DWILLS ARROYALS NO. ARE. TIP NO. ARE.
Count Type: TOTAL PROPE
Count Type: TOTAL PROPE
Count Type: TOTAL PEOPLE
No. ARRIVALS DEPARTURES TOTALS Trip No. Ave. Trip
Time Range
Time Range
Time Range
Time Range Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate Days DWELLS Rate
00.0001.00
0.000 0.20 0
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02000 9300
0.000-00-00-00-00-00-00-00-00-00-00-00-0
0400-05:00
0.500-06:00 0.500
0.000-07/00 0.000 0.00
0.000-07/00 0.000
0200-08:00
0800-09:00
09.00-10.00 S 291 0.16 S 291 0.288 S 291 0.388 S 291 0.388 S 291 1.00-11.00 S 291 0.157 S 291 0.188 S 291 0.345 S 291 1.00-11.00 S 291 0.157 S 291 0.188 S 291 0.345 S 291 1.00-11.00 S 291 0.128 S 291 0.144 S 291 0.382 S 291 0.169 S 291 0.169 S 291 0.386 S 291 0.169 S 291 0.386 S 291 0.169 S 291 0.386 S 291 0.060 S 291 0.078 S 291 0.088 S 291 0.204 S 291 0.386 S 291 0.060 S 291 0.069 S 291 0.060 S 291 0.060 S 291 0.040 S 291 0.207 S 291 0.069 S 291 0.060 S 291 0.060 S 291 0.075 S 291 0.075 S 291 0.071
1000-11:00
1000-11-00
11:00-12:00
12:00-13:00
1200-14-00
14:00-15:00 S 291 0.178 S 291 0.204 S 291 0.382
14:00-15:00 S 291 0.178 S 291 0.204 S 291 0.382
15:00-16:00
16:0017:00 S 291 0.402 S 291 0.207 S 291 0.609
17:00-18:00 5 291 0.486 5 291 0.272 5 291 0.713
18:00-19:00 S 291 0.472 S 291 0.259 S 291 0.731
18:00-19:00 S 291 0.472 S 291 0.259 S 291 0.731
19:00-20:00 20:00-21:00
2000-21:00 21:00-22:00 22:00-23:00 23:00-24:00 23:
21:00-22:00
22:00-23:00
23:00-24:00 Daily Trip Rates:
23:00-24:00 Daily Trip Rates:
Daily Trip Rates: S. 0.74 S. 0.75 S. 0
TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES) Calculation Factor: 1 DWELLS Count Type: CARS ARRIVALS ARRIVALS DEPARTURES TOTALS TOTALS TOTALS TOTALS Rate Days DWELLS Rate Days DA
Calculation Factor: 1 DWELLS Count Type: CARS ARRIVALS DEPARTURES TOTALS
Calculation Factor: 1 DWELLS Count Type: CARS ARRIVALS DEPARTURES TOTALS
Calculation Factor: 1 DWELLS Count Type: CARS ARRIVALS DEPARTURES TOTALS
Count Type: CARS ARRIVALS DEPARTURES TOTALS No. Ave. Trip No. Ave.
No. Ave. Trip No.
No.
No.
No.
Time Range Days DWELLS Rate DAYS DWELLS
00:00-01:00
01:00-02:00
02:00-03:00
02:00-03:00
03:00-04:00
04:00-05:00
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06:00-07:00
07:00-08:00 5 291 0.039 5 291 0.225 5 291 0.264 8.00-09:00 9.00-09:00 5 291 0.08 5 291 0.286 5 291 0.366 9 0.00-09:00 9 0.00-10:00 5 291 0.073 5 291 0.134 5 291 0.207 9 0.00-10:00 9 0.00 9 0.0207 9 0.0207 9 0.00 0.00 0.0207 9 0.0207 9 0.00 0.00 0.0207 9 0.00 0.00 0.0207 9 0.065 0.00
07:00-08:00 5 291 0.039 5 291 0.225 5 291 0.264 8.00-09:00 9.00-09:00 5 291 0.08 5 291 0.286 5 291 0.366 9 0.00-09:00 9 0.00-10:00 5 291 0.073 5 291 0.134 5 291 0.207 9 0.00-10:00 9 0.00 9 0.0207 9 0.0207 9 0.00 0.00 0.0207 9 0.0207 9 0.00 0.00 0.0207 9 0.00 0.00 0.0207 9 0.065 0.00
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09:00-10:00 5 291 0.073 5 291 0.134 5 291 0.207 10:00-11:00 5 291 0.083 5 291 0.082 5 291 0.165 11:00-11:00 5 291 0.076 5 291 0.083 5 291 0.083 5 291 0.159 12:00-13:00 5 291 0.094 5 291 0.08 5 291 0.174 13:00-14:00 5 291 0.088 5 291 0.096 5 291 0.174 13:00-14:00 5 291 0.088 5 291 0.096 5 291 0.184 14:00-15:00 5 291 0.096 5 291 0.111 5 291 0.207 15:00-16:00 5 291 0.184 5 291 0.108 5 291 0.207 15:00-16:00 5 291 0.184 5 291 0.108 5 291 0.207 15:00-16:00 5 291 0.184 5 291 0.100 5 291 0.207 17:00-18:00 5 291 0.184 5 291 0.101 5 291 0.205 17:00-18:00 5 291 0.239 5 291 0.112 5 291 0.362 18:00-19:00 5 291 0.239 5 291 0.13 5 291 0.369
10:00-11:00 5 291 0.083 5 291 0.082 5 291 0.165 11:00-12:00 5 291 0.076 5 291 0.083 5 291 0.159 12:00-13:00 5 291 0.094 5 291 0.08 5 291 0.174 13:00-14:00 5 291 0.088 5 291 0.096 5 291 0.184 14:00-15:00 5 291 0.096 5 291 0.111 5 291 0.207 15:00-16:00 5 291 0.164 5 291 0.108 5 291 0.272 16:00-17:00 5 291 0.184 5 291 0.111 5 291 0.285 17:00-18:00 5 291 0.25 5 291 0.112 5 291 0.362 18:00-19:00 5 291 0.239 5 291 0.13 5 291 0.362
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15:00-16:00 5 291 0.164 5 291 0.108 5 291 0.272 16:00-17:00 5 291 0.184 5 291 0.101 5 291 0.285
15:00-16:00 5 291 0.164 5 291 0.108 5 291 0.272 16:00-17:00 5 291 0.184 5 291 0.101 5 291 0.285
16:00-17:00 5 291 0.184 5 291 0.101 5 291 0.285 9 17:00-18:00 5 291 0.25 5 291 0.112 5 291 0.362 9 18:00-19:00 5 291 0.239 5 291 0.13 5 291 0.369 9
17:00-18:00 5 291 0.25 5 291 0.112 5 291 0.362 18:00-19:00 5 291 0.239 5 291 0.13 5 291 0.369
18:00-19:00 5 291 0.239 5 291 0.13 5 291 0.369
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21:00-22:00
22:00-23:00
23:00-24:00
Daily Trip Rates: 1.466 1.548 3.014
Daily Trip No.Co. 1.740 1.340 3.014
TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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Calculation Fac												
Count Type: LG	VS											
			ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip			
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate			
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	5	291	0.01	5	291	0.02	5	291	0.03			
08:00-09:00	5	291	0.01	5		0.017	5	291	0.027			
09:00-10:00	5	291	0.019	5		0.017	5	291	0.027			
10:00-10:00	5	291	0.019	5		0.013	5	291	0.035			
11:00-12:00	5		0.014	5		0.016	5	291	0.03			
12:00-13:00	5			5		0.014	5	291	0.035			
13:00-14:00	5			5		0.019	5	291	0.04			
14:00-15:00	5	291		5		0.014	5	291	0.027			
15:00-16:00	5		0.021	5		0.021	5	291	0.042			
16:00-17:00	5	291		5		0.016	5	291	0.037			
17:00-18:00	5	291	0.016	5		0.013	5	291	0.029			
18:00-19:00	5	291	0.012	5	291	0.008	5	291	0.02			
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates			0.194			0.192			0.386			
buny mp naces	,		0.25 :			0.132			0.500			
TDID DATE for I	and Use 03 - RES	IDENTIAL /V - M	IVED DDIV HOUS	(ELATS AND HO	ILICEC)							
	tor: 1 DWELLS		IXED FRIV 11003	(I LAIS AND IIC	703L3)							
Count Type: M	JIOR CYCLES											
			ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip			
Time Range	No. Days	Ave. DWELLS		No. Days	Ave. DWELLS		No. Days	Ave. DWELLS				
00:00-01:00			Trip			Trip			Trip			
00:00-01:00 01:00-02:00			Trip			Trip			Trip			
00:00-01:00			Trip			Trip			Trip			
00:00-01:00 01:00-02:00			Trip			Trip			Trip			
00:00-01:00 01:00-02:00 02:00-03:00			Trip			Trip			Trip			
00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00			Trip			Trip			Trip			
00:00-01:00 01:00-02:00 02:00-03:00 03:00-04:00 04:00-05:00			Trip			Trip			Trip			
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	Days		Trip Rate	Days	DWELLS	Trip	Days		Trip Rate			
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