

TRIP GENERATION MANUAL 2010

MALAYSIA



**HIGHWAY PLANNING UNIT
MINISTRY OF WORKS MALAYSIA**

ACKNOWLEDGEMENTS

The 1st Edition of the Trip Generation Manual was initiated by the Highway Planning Unit (HPU), Ministry of Works Malaysia, from a Pilot Study that began in 1995. In the absence of a local trip generation manual, many practitioners then, had referred to the United States ITE Manual for trip generation estimates. Since the ITE manual was formulated based on different conditions in the USA, adopting it may result in inaccurate estimation of trip generation. Nevertheless, generated trips predicted from the 1st Edition of the Malaysian Trip Generation Manual did not truly reflect Malaysian trip behaviour in view of the limited number and location of sites. Notwithstanding this, the Pilot Study had laid out the foundations and framework for subsequent studies.

Therefore, a Phase II Study was embarked upon and completed in the year 2001, to further improve the shortcomings of the Pilot Study. Despite the additional sites and hence surveyed points, enhancing accuracy of the Manual requires more data points. Therefore, further expansion of the trip generation database was carried out in Phase III Study. Sites were selected based on a density spread analysis to fill up the gaps and hence avoiding clustering of the data points. In addition, the concept of land use prioritization scheme was introduced where popular land use types such as terrace housing and shop house were given top priority and have suggested a minimum of 40 sites. An important enabler in terms of a software to process the data and to facilitate the production of the pages of the Manual was created while the 3rd Edition of the Trip Generation Manual was published in 2005. A novel idea from Phase III Study was to put in place a proposal to ensure an automatic, easy and continuous expansion of the trip generation database via an institutionalisation process.

Phase IV Study commenced in 2007 with the main objective of further improving the accuracy of the trip generation prediction and successfully included an additional 355 surveyed sites, including 77 re-surveyed sites. By the time the Phase IV Study was concluded, all land use types have been considered in the current 4th edition of the Manual including land use type Agriculture and several land use categories that were not available in previous editions of the Manual. Phase IV Study also further refined some trip equations and rates by splitting shared land use. The study also focused on developing firm guidelines to institutionalise the study. A dynamic web portal capable of automatic update of new data and generating new trip generation equations and rates, a complete set of training modules and an institutionalisation road map; were developed. Having the effort institutionalized will ensure continuous, speedy and easy updating of the trip generation database thus adding more credibility to the Manual and increasing the confidence of users.

Suiting this occasion, the HPU would like to express their appreciation to the many agencies, firms and individuals who have supported and contributed to the study. In particular, the HPU would like to recognize the contribution of USAINS Holding Sdn. Bhd and the efforts of the study team from Universiti Sains Malaysia (USM), helmed by Professor Dr. Meor Othman Hamzah and his team members Professor Dr. Ahmad Farhan Mohd Sadullah, Professor Dr. Wan Hashim Wan Ibrahim, Associate Professor Ahmad Shukri Yahya, Associate Professor Dr. Hassim Mat, Mohd Azam Osman, Dr. Leong Lee Vien, Puan Shafida Azwina Mohd Shafie and Jamil Jusoh. The study team has consistently given their full co-operation and assistance to ensure the smooth completion and publication of the latest version of the Malaysian Trip Generation Manual 2010. In addition, the study team has been guided throughout the study by the Steering and Technical Committee meetings. The HPU expresses its appreciation to all committee members for their participations and contributions.

Last but not least, the HPU expresses gratitude to the users of the Trip Generation Manual. The HPU is committed to update, refine and expand the database and content of the Trip Generation Manual. The users input as to issues that need to be addressed, corrections or omissions to be made and improvements that need to be considered to the data presented in this Manual are regarded as highly valuable. Views on this edition of Trip Generation Manual shall be warmly welcomed at anytime.

Highway Planning Unit,
Ministry of Works Malaysia

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SECTION 1
INTRODUCTION, SECTION OF THE
MANUAL, PURPOSE AND SCOPE,
GLOSSARY, ABBREVIATIONS, SCOPE OF
DATA AND TRIP GENERATION-LAND USE
DATA SHEET FORMAT

TRIP GENERATION MANUAL

1.1 INTRODUCTION

The Malaysian Trip Generation Manual is intended to provide transportation and town planners with an authoritative means of estimating the amount of traffic that would be expected to be generated by a new development or expansion of an existing project. The database of the Malaysian traffic-land use relationship was developed from 255 site surveys conducted for the 1995 – 1996 Trip Generation Pilot Study, 306 site surveys conducted for 2000 – 2001 Trip Generation Phase II Study and 315 site surveys conducted for the 2003 – 2005 Trip Generation Phase III Study and 355 site surveys conducted for the 2007 - 2010 Trip Generation Phase IV Study. Newer versions of the Manual were published at the end of each phase. Obviously, expansion of the trip generation database has been continuously made over the years. This is necessary to improve the overall quality of the original Manual in order to gain a wide widespread confidence and acceptance of the trip rates and equations among transport practitioners in the country.

The current 4th edition of the Manual covers all land use types from sites located all over the country. It includes data for land use type Agriculture and several land use categories that were not available in the previous editions of the Manual.

1.2 SECTIONS OF THE MANUAL

The Manual consists of the following five sections:

- **Section 1** – describes the purpose and scope of the Manual, glossary and abbreviations of key terminologies, and the format of the trip generation data sheets.
- **Section 2** – describes the suggested application procedures for using the trip generation relationships presented in the Manual.
- **Section 3** – describes the land use codes.
- **Section 4** – describes each land use type, category and sub-category.
- **Section 5** – presents the trip generation data sheets for individual land use categories. For some land use categories, only one independent variable (for instance, building floor area) is presented, while some other land use categories may present trip generation relationships for several independent variables. Trip rates are provided for the morning and evening commuter peak hours, morning and evening peak hours of the generator and for daily traffic.

Users of the Manual are urged to read the introductory sections of the Manual prior to using the trip rate relationship. An index for land use codes and description are respectively provided in Sections 3 and 4 and should be referred to establish land use type.

1.3 PURPOSE AND SCOPE

The Trip Generation Manual enables practitioners to predict the number of vehicle trips generated by a specific land use during the planning stage of development or expansion of an existing development. The generated trip equations or rates are proportioned into trip attraction (IN) and trip

production (OUT). In many instances, these extra trips adversely impact existing levels of traffic demand, normally quantified in terms of Level of Service (LOS).

The Manual is therefore an important document for preparing and reviewing traffic impact assessment or small area traffic studies which are often required by government agencies as part of the planning approval processes. The trip generation forecasting step forms one small step in such traffic studies. Because it is the foundation or the first step taken in the traffic planning process, it has direct impacts on the internal traffic circulation, roadway capacity, signalized junction operations and, at times, funding of off-site improvements. The road authority can impose specified LOS requirements on the development proponent to maintain a designated LOS by upgrading existing junctions or road link. If the development proponent lacks the financial resources for junction or road link upgrades, then the proposed level of development can be scaled down or reduced accordingly to commensurate with the generated trips. It is therefore important to accurately predict the number of trips expected from a planned development.

The context of the study needs to be viewed from the development process and progress perspective of the physical built environment currently being taken, and also the rate of development aspired to in Malaysia vis-à-vis Vision 2020. All efforts are being made to ensure that the various problems that occur with this form of development are avoided by undertaking prudent steps in the planning stage. With the widespread use of the Malaysian Trip Generation Manual and associated procedures in the planning process, the sustainability of the road network can be maintained even with further increase of traffic volumes on the road network, thus allowing for efficient and economic movement of people and goods.

1.4 GLOSSARY

There are several key terminologies that will be used throughout the Manual. Some terminologies may sound customary but have its own technical meaning. A glossary of several terms to enhance understanding of the Manual and to serve as a quick reference for the user is as follows:

Trip - A journey that a person or vehicle undertakes and which begins at one location and ends at another. Trips are one way unless otherwise stated. For example, a mother who drives her child to school and then drives home is making two trips: (i) a trip from home to the school; and (ii) a trip from the school back home.

Trip-End – The start or end of a trip is referred to as a trip-end. Each trip has two trip-ends (an origin and a destination) as shown in Figure 1-1. In this study, the counted number of vehicles entering or departing from a site actually reflects the number of trip-ends. For the purpose of a site-specific traffic impact study, the distinction between trip and trip-ends is not important. For area-wide traffic studies however, the distinction between a trip and a trip-end is very important.

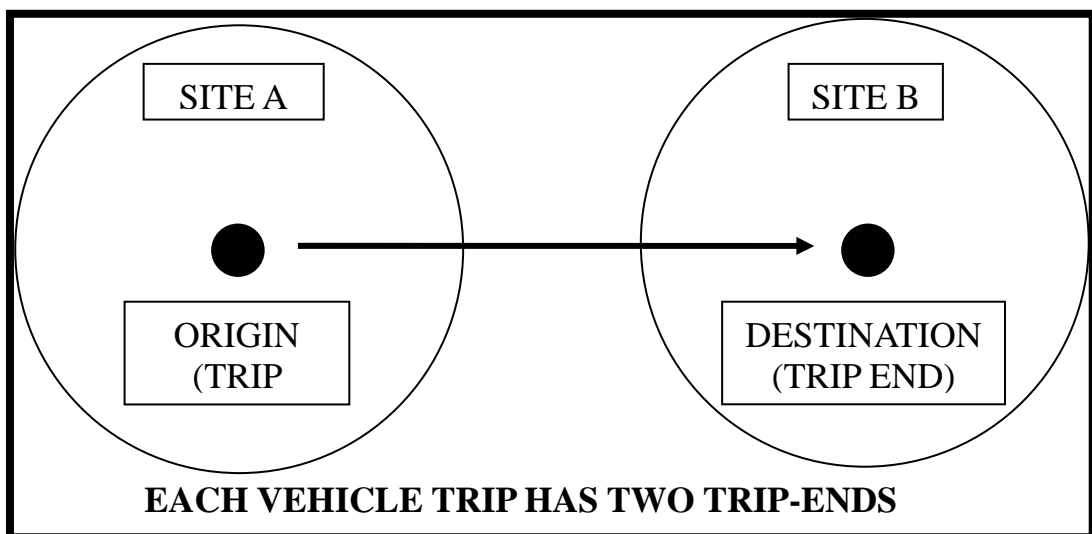


Figure 1-1: Trips and Trip-Ends

Trip Generation - The total number of inbound and outbound vehicle trip-ends from a site over a given period. The word “generation” does not mean that the trip is outbound, as the non-technical use of the word would suggest. Nor does the word mean that the land use is the source of the trips or attracts the trips.

Peak Hour - The highest one-hour flow of traffic during a defined period of time. This hour is defined by the highest volume of consecutive counts (for instance 7.30 to 8.30 am) rather than the highest clock-hour total (7.00 to 8.00 am).

Commuter Peak - The period during the day when commuter traffic is highest. In this Manual, the morning peak has been defined as the period from 7.00 am to 10.00 am while the highest one-hour flow in that period is the **AM Peak Hour of Commuter**. The afternoon commuter peak period takes place between 4.00 pm to 7.00 pm while the highest one-hour flow within that period is the **PM Peak Hour of Commuter**. These periods correspond to the time of day when traffic flows on a street adjacent to a survey site are typically highest. Sometimes, these are referred to as the peak periods of the adjacent street traffic.

Generator Peak - The highest one-hour of traffic flow during the day for traffic entering and exiting a site. This may or may not correspond with the peak period of the adjacent street. **The AM Peak Hour of Generator** is defined as the highest one-hour traffic generation for the proposed project before noon; while the **PM Peak Hour of Generator** is the highest one-hour of traffic generation in the afternoon.

PCU - A passenger car unit (pcu) is a measure of the impact of a vehicle on the capacity of a road, measured as an equivalent number of passenger cars. The term passenger car equivalent (pce) is the American usage. Because the mix of vehicles from site to site varies widely, vehicle flows are often converted to pcu to provide consistency for analysis. In this Manual,

the provisional pcu values used is shown in Table 1-1. As a more detailed understanding of Malaysian travel characteristics are developed, traffic engineers may wish to use updated PCU values or other PCU values tailored to a specific situation.

Table 1-1: PCU Factor Used in the Manual

Vehicle Type	PCU
Car	1.00
Taxi	1.00
Van	1.00
Light Lorry (2 axles)	1.75
Heavy Lorry (> 2 axles)	2.25
Bus	2.25
Motorcycle	0.33

Pass-By Trips - Trips which travel past the survey site along the adjacent street which would be attracted into the new development. Pass-by trips involve no diversion to and from the adjacent street to reach the site driveway.

Stand Alone Development – Refers to a single land use type development which has its own self contained parking on-site and when driveways and parking are not used by non-site motorist.

Directional Split – Defined as the percentage of traffic on a driveway or road traveling in the peak and off-peak direction. For example if 600 vph are traveling in the eastbound direction and 400 vph in the westbound direction, the directional split is 60/40.

Building Gross Square Footage - Describes the total amount of building area and represents the summation of square footage on each floor including basements but excluding parking floor area within the building. Building gross square footage is typically expressed in units of 1,000 square feet (TSF).

Standard Deviation - Standard deviation is a measure of distribution about the average trip rate.

Independent Variable - A feature of development such as building square footage which has an independent relationship with the traffic generated by the development.

1.5 Abbreviations

The Manual makes minimal use of abbreviations in an effort to improve its readability.

- HPU** – Highway Planning Unit of the Ministry of Works Malaysia.
- ITE** – Institute of Transportation Engineers, an international professional association based in the United States.
- TSF** – Thousand Square Feet, the unit of measure used to describe building square footage.
- VPH** – Vehicles per hour which is simply the number of vehicles passing a point on a road or driveway in a one-hour period.
- R²** – Coefficient of determination is a statistical measure used to describe how well trip generation equations match surveyed data points. It represents the percentage of the variance in the number of trips associated with the variance in the size of the independent variable (such as building square footage). For example, an R² value of 0.60 indicates that 60 percent of the variance in trips is accounted for by the

variance in the independent variable. R^2 values approaching 1.0 reflect a good fit and values near zero indicate a poor fit. An R^2 value of 0.75 or more is considered a very good fit.

1.6 SCOPE OF DATA

Data collection for this study focused on vehicle trip and equivalent passenger car unit (pcu) trip rates for simple to measure stand-alone land use developments. These stand-alone development survey sites generally reflect modern design practices, which provide adequate on-site parking and are oriented towards automobiles for site access. This type of modern development is dominant in Malaysia.

The vehicle trip rates and passenger car unit trip rates in this Manual are intended for sites with small area traffic studies rather than for regional transport studies. Regional transport studies often define and calculate trips differently from site traffic studies and small area traffic studies.

Another scope of the study database is that it represents trip generation for weekday and weekend for several land use only, not all. Counts were performed from Monday to Thursday for weekday and Saturday to Sunday for weekend but not on Fridays.

The database described in this Manual covers a wide range of land use types and reflects geographic differences between trip generations in various states throughout Malaysia. To achieve this comprehensiveness, sample sizes are less than those aspired for most land use categories. Subsequent efforts are needed to significantly expand the database to better meet statistical confidence needs. For land use with more than two data points, the Manual presents a calculated standard deviation for the weighted average trip rate. For land use with more than three data points,

the Manual presents a calculation of the coefficient of determination (R^2 value) for the linear regression equation derived. However, for R^2 value less than 0.5 which indicates a poor “fit” for the regression equation derived, no regression equation is given and no regression line is plotted in the graph. Nevertheless, future efforts in data collection will facilitate in the establishment of a more accurate regression equation.

1.7 TRIP GENERATION-LAND USE DATA SHEET FORMAT

Simple analysis summary sheets for each land use category surveyed have been developed and included in the Manual. Figure 1-2 illustrates the format of these summary sheets. For each sub-category, 5 graphs are presented in three pages, which display information on the AM Peak Hour of Commuter, PM Peak Hour of Commuter, AM Peak Hour of Generator, PM Peak Hour of Generator and Daily Trip Generation.

For each graph, the following details are shown:

- A plot of surveyed data points.
- A best fitted linear regression equation.
- A weighted average linear rate equation.

At the bottom of each graph, two tables are shown. The first table describes the number of sites and percentage of inbound and outbound trips, average trip rate, minimum and maximum trip rates, standard deviation for the data, regression equation and the R^2 value for the equation (level of fit). Recommendation on the usage of rates or equations is also presented in this table. When less than three data points are available, no standard deviation and no R^2 value is calculated or shown. Also, if the slope of the regression line is negative or R^2 is less than 0.50, the regression equation is not shown.

The second table lists the vehicle types and the composition of each vehicle types, PCU factor used for each vehicle type and the calculated PCU conversion factor for the surveyed land use.

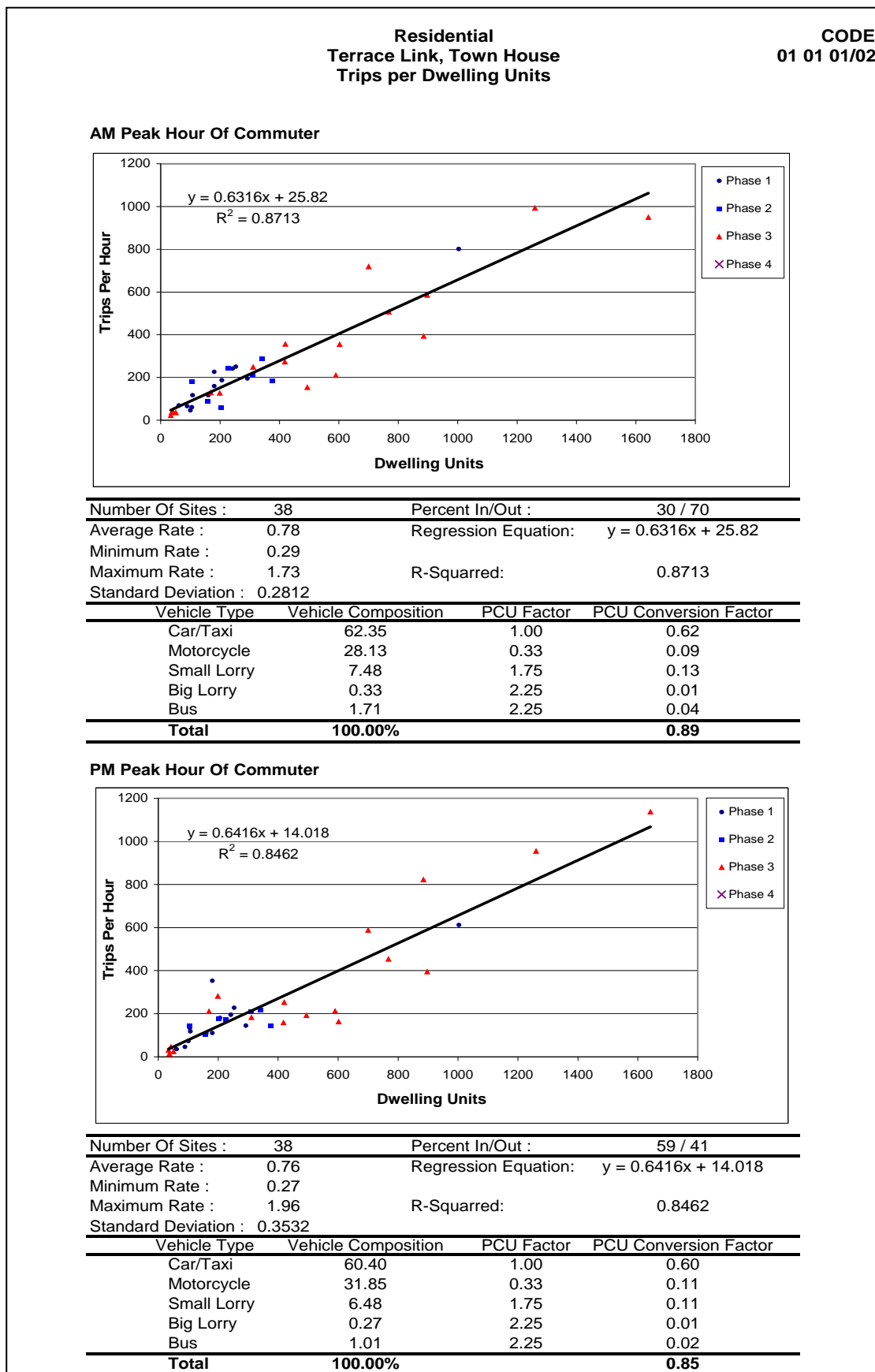


Figure 1-2(a): Example of Summary Sheet (Peak Hour of Commuter)

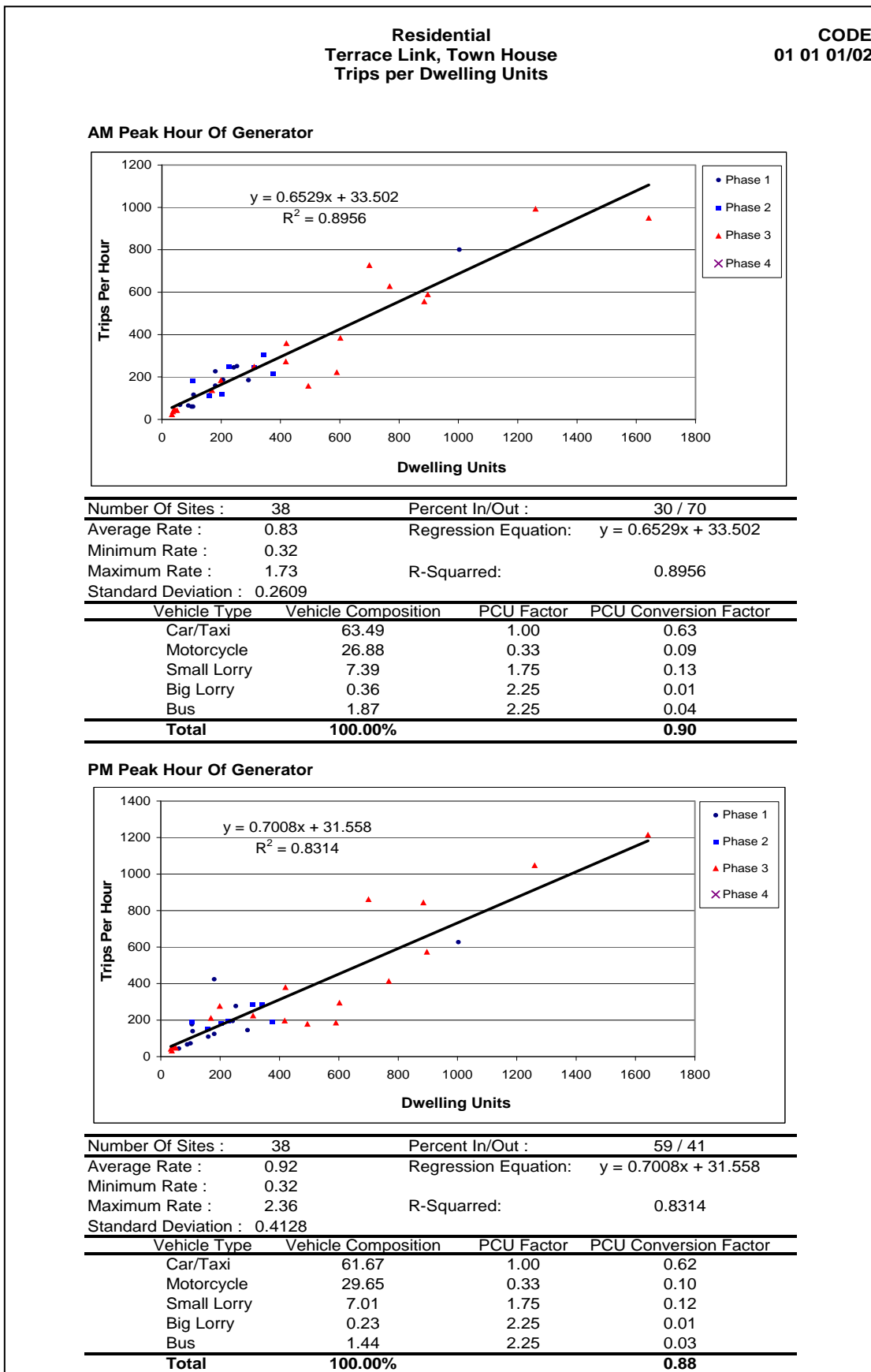


Figure 1-2(b): Example of Summary Sheet (Peak Hour of Generator)

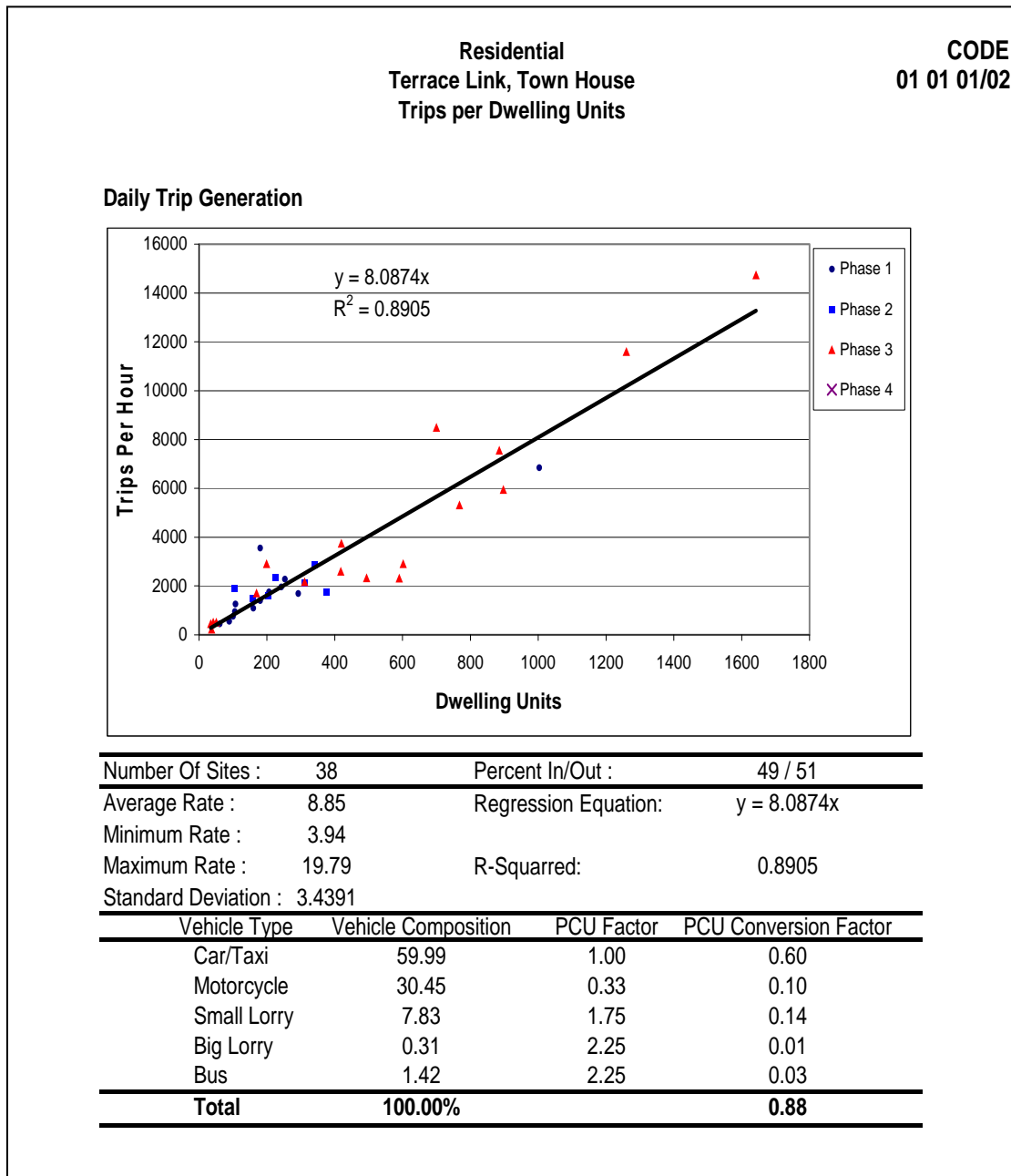


Figure 1-2(c): Example of Summary Sheet (Daily Trip)

SECTION 2
PROCEDURES FOR APPLYING TRIP
GENERATION RATES

2.1 PROCEDURES FOR APPLYING TRIP GENERATION RATES

This section presents an overview on how to use the trip generation relationships. The basic procedure for choice and use of the trip rate relationship to estimate generated traffic is presented.

2.2 BASIC APPLICATIONS

The basic procedures for estimating trip generation consist of the following six steps:

1. Identify the appropriate land use category (s).
2. Select the most appropriate independent variable predictor of trip generations for that land use.
3. Find the relevant trip generation rates or equations from the AM Commuter, PM Commuter, AM Generator, PM Generator and Daily choices.
4. Multiply the trip rate with the independent variable (for example, square foot of floor area, number of employees, dwelling units, and others) or plug-in values to the trip rate equation.
5. Convert the estimated vehicle trips into PCU trips.

2.2.1 Identification of Land Use Category

The first step in estimating trip generation is to identify the most appropriate land use category which describes the proposed development. As shown in Section 3, approximately 120 individual land use categories have been identified for trip generation forecasting purposes. For example, a 500 unit link house development project would be identified as a residential land use (category 01-01-01) as listed in Section 3. A complete description of each individual land use category is available in Section 4.

2.2.2 Selection of Independent Variable

For some land use, the Manual lists more than one independent variable in predicting trip generation. For example, square footage, number of occupied beds and employees are listed for hospitals. The best variable is identified in the Manual for each land use by looking at the R^2 value or standard deviation. In this respect, the user has to exercise some judgment. Sometimes the proposed development is only described in terms of acreage or square footage and not in terms of number of employees or other preferred variable. Hence, it is best to use an already available variable rather than to inaccurately convert the gross square footage to number of employees or some other preferred variables. Independent variables with high R^2 values or low standard deviation values relative to the mean rate generally are the best variables to select for estimating trips. For some land use such as residential, only a single variable is listed (number of dwelling units) and therefore the selection of the independent variable in such a case is very straightforward.

2.2.3 Determination of Trip Rate/Equation

The third step in the process is to identify the relevant trip generation average rate or equation from the Trip Generation Manual. Before using the appropriate trip rate or equation, a user needs to identify the period of time that is to be used for analysis. Depending on the purpose of analysis, the Manual provides five options for use, namely the AM commuter, the AM generator, the PM commuter, the PM generator and the daily trip generation figures.

For each land use category, the average trip rate and regression equation along with the recommendations on which approach to be taken, are presented in the Manual. For example, for the case of terrace link house developments, the Manual lists an average trip rate of 8.85 vehicle trips

daily per residential unit and an equation of $T = 8.0874x$ where x is the number of dwelling units. Since the R^2 value of the regression equation is 0.89, which is higher than 0.5, the trip equation is generally adopted.

2.2.4 Calculation of Vehicle Trips

Applying the above trip rates to 500 dwelling units yields estimates of 8.85×500 or 4,425 daily trips. However, based on the regression equation, the value calculated is 8.0874×500 or 4,044 daily trips. Following the recommendation in the Manual, the trip equation should be selected.

In the above example, the generated trips calculated from the trip equation and average rate do not differ significantly. In some instances, in graphs where trip equations are available, there is a major difference between trips obtained using average rate and regression equation for small values of independent variables. This is due to the presence of large y-intercept (positive value) or constant in the regression equation. In cases as such, users can choose to adopt the average trip rate but only up to the point when the value of trips calculated using average rate and regression equation are equivalent, beyond which the trip equation must be used.

2.2.5 Conversion to PCU

The fifth step consists of converting the estimated 4,044 daily vehicle trips into the equivalent passenger car units (PCU) by multiplying it with a PCU factor and applying this factor to the vehicle trip rate. The Manual provides an average mix of vehicle types for each land use and provisional PCU factors. For link house daily trips, the values used are as shown in Table 2-1.

Table 2-1: Example of PCU Conversion Factor for a Case for Terrace Link

Access Mode	Traffic Percent	Provisional PCU	PCU Conversion Factor
Car/ Taxi	59.99	1.00	0.60
Motorcycle	30.45	0.33	0.10
Light Lorry (2 axles)	7.83	1.75	0.14
Heavy Lorry (> 2 axles)	0.31	2.25	0.01
Bus	1.42	2.25	0.03
Total	100.00		0.88

The Manual also gives a provisional conversion factor for converting vehicle trips to PCU trips. In the above example, the factor is 0.88 PCU's per vehicle trip for link house daily traffic. Application of this provisional factor yields $0.88 \times 4,044$ or 3,559 PCU trips. If different PCU rates are adopted in the future, the calculation of the overall PCU conversion factor can be done by multiplying the vehicle mix percentage with the PCU rate for each vehicle type, then add up all these results together and divide by 100.

**SECTION 3
LAND USE CATEGORIES
AND CODES**

LAND USE CATEGORIES AND CODES TRIP GENERATION MANUAL

MAJOR GROUP	MINOR GROUP	UNIT GROUP	DESCRIPTION OF LAND USE
01	01 01	01 01 01 01 01 02 01 01 03 01 01 04 01 01 05 01 01 06 01 01 07 01 01 20 01 01 25 01 01 30 01 01 40 01 01 50	<p><u>RESIDENTIAL</u></p> <p>HOUSING Terrace Link Town House Semi-Detached Detached Flat Apartment Condominium Low Cost Housing Site and Service (resettlement) Workers' Hostel Retirement Village Institutional Quarters</p>
02	02 01 02 02 02 03 02 04 02 05 02 06 02 07	02 01 01 02 02 01 02 02 02 02 02 03 02 02 04 02 02 05 02 03 01 02 03 02 02 03 03 02 03 04 02 03 05 02 03 06 02 03 10 02 03 11 02 03 12 02 04 01 02 04 02 02 04 03 02 05 01 02 05 02 02 05 03 02 06 01 02 06 02 02 07 01 02 07 02 02 07 03	<p><u>INSTITUTIONAL</u></p> <p>GOVERNMENT/STATUTORY ORGANIZATION OFFICES Government Office Complex</p> <p>COURTS Syariah Court Magistrate Court Session Court High Court Court Complexes</p> <p>MEDICAL SERVICES General/Referral Hospital Specialist Hospital Nucleus Hospital District Hospital Polyclinic Government Health Centre Private Hospital Nursing Home Clinic</p> <p>MILITARY BASES Army Base Air Force Base Naval Base</p> <p>EMERGENCY SERVICES Police Station Police Field Force Fire Station</p> <p>RESEARCH INSTITUTION Research Centre Training Centre</p> <p>PUBLIC AND SOCIAL SERVICE Public Library Welfare Homes Old Folks Home</p>

MAJOR GROUP	MINOR GROUP	UNIT GROUP	DESCRIPTION OF LAND USE	
02	02 08	02 08 00	PRISON AND DETENTION CENTRES	
		02 09	UTILITIES	
	02 09 01	Telecommunication		
	02 09 02	Power Supply		
	02 09 03 02 09 04	Gas Distribution Centre Environmental Services		
03	03 01		<u>RELIGIOUS</u>	
			PLACES OF WORSHIP	
		03 01 01	Mosque	
		03 01 02	Surau/Madrasah	
		03 01 10	Church	
		03 01 20 03 01 30	Temple (Buddhist,Taoist,Hindu,Sikh) Other Religious Centre	
04	04 01		<u>EDUCATIONAL</u>	
			TERTIARY EDUCATION	
		04 01 01	University/College	
		04 01 02	Private University/College	
		04 01 03	Polytechnic	
	04 01 04	Training Institute		
	04 01 05	Teachers' College		
	04 02		SECONDARY/PRIMARY	
		04 02 01	Primary School	
		04 02 02	Secondary School	
		04 02 03	Kindergarten	
		04 02 04	Private -- Combined Primary and Secondary	
		04 02 05	Private -- Primary and Secondary with Boarding	
		04 02 06	Private -- Combined Kindergarten, Primary and Secondary	
05		05 01	05 01 00	<u>BURIAL</u>
				CEMETERY/MEMORIAL PARK
	05 02	05 02 00	CREMATORIUM	
	06	06 01		<u>COMMUNITY FACILITIES AND RECREATION</u>
			OPEN SPACE/PARKS	
06 01 01			National/State Parks	
06 01 02			Public Parks	
06 01 03			Botanical Parks	
06 01 04		Children's Playground		
06 01 05		Recreational Forest		
06 02		06 02 00	PUBLIC BEACH	
06 03			SPORT FACILITIES	
		06 03 01	Sport Complex	
		06 03 03	Clubs	
		06 03 04	Tennis Centre	
		06 03 05	Squash Centre	
		06 03 06	Badminton Halls	
	06 03 07	Public Swimming Pool		
	06 03 10	Golf Course		
06 03 20	Stadium			

MAJOR GROUP	MINOR GROUP	UNIT GROUP	DESCRIPTION OF LAND USE
06	06 03	06 03 30	SPORT FACILITIES Polo Ground
		06 03 40	Horse Race Track/Turf Club
		06 03 41	Race Track
	06 04	06 04 01	CULTURAL CENTRE Open Air Theatre
		06 04 02	Cultural Centre
	06 05	06 05 01	THEME PARK Amusement Park
		06 05 02	Zoo
		06 05 03	Aquarium
		06 05 04	Bird Park
		06 05 05	Science Park
	06 06	06 06 01	COMMUNITY FACILITIES Day-care Centre/Nursery
		06 06 02	Community Hall
	07	07 01	07 01 01
07 01 02			Finance & Banking
07 01 03			Business & Professional Services
07 01 04			Share Broker/Security Services
07 01 05			Services/Insurances
07 02		07 02 01	SHOPHOUSE BUILDINGS Shop House
		07 02 02	Shop Office
07 03		07 03 01	RETAIL PREMISES Shopping Complex
		07 03 10	Supermarket
		07 03 11	Emporium
		07 03 20	Discount Store/Hyper Market
		07 03 30	Convenience Store/Mini Mart
07 04		07 04 01	HOTEL General Hotel
		07 04 10	Beach Resort Hotel
		07 04 11	Hill Resort Hotel
		07 04 20	Condo/Apartment Hotel
07 05		07 05 01	RESTAURANT General Restaurant
		07 05 10	Fast Food Restaurant
		07 05 11	Drive-In Restaurant
		07 05 20	Coffee Shop
		07 05 30	Pubs
07 06		07 06 01	COMMERCIAL ENTERTAINMENT Discotheque
		07 06 02	Karaoke Lounge
		07 06 10	Cinema
		07 06 11	Cineplex
		07 06 20	Video Arcade
		07 06 30	Snooker Parlor
07 07	07 07 01	PETROL STATION Petrol Service Station	
	07 07 02	Petrol Station with Convenience store	

MAJOR GROUP	MINOR GROUP	UNIT GROUP	DESCRIPTION OF LAND USE
07	07 08	07 08 01	MARKET Wholesale Market
		07 08 02	Wet Market
	07 09	07 09 01	URBAN INFORMAL SECTOR Hawker Centre
		07 09 02	Night Market
		07 09 03	Day Market
	08	08 01	08 01 01
08 01 02			Detached Factory
08 01 03			Terrace Factory
08 01 04			Semi-Detached Factory
08 01 05			Flatted Factory
08 02		08 02 01	SMALL & MEDIUM INDUSTRIAL Small and Medium Industrial Area
		08 02 02	Detached Factory
		08 02 03	Terrace Factory
		08 02 04	Semi-Detached Factory
		08 02 05	Flatted Factory
08 03		08 03 01	HEAVY INDUSTRIAL Heavy Industrial Area
		08 03 02	Detached Factory
08 04		08 04 00	HIGH-TECH
08 05		08 05 00	SERVICE WORKSHOP
08 06		08 06 00	FREE TRADE ZONE
08 10	08 10 01	WAREHOUSING General Warehousing	
	08 10 02	Bonded Warehousing	
09	09 01	09 01 01	<u>AGRICULTURE/FORESTRY/FISHERY</u> AGRICULTURE Plant Nursery
		09 01 02	Horticulture Centre
		09 01 03	General Agriculture
		09 01 04	Research Institute
	09 02	09 02 01	FORESTRY Forestry Research Institute
	09 03	09 03 01	FISHERIES Fisheries Research Institute
10	10 01	10 01 01	<u>TERMINALS</u> WATER TERMINALS Waterport/Marine Terminal (Port)
		10 01 02	Marina
		10 01 03	Jetty
		10 01 04	Ferry
	10 02	10 02 00	INLAND PORT

MAJOR GROUP	MINOR GROUP	UNIT GROUP	DESCRIPTION OF LAND USE	
10	10 03	10 03 01	AIR TERMINAL International/Regional Airport	
		10 03 02	Domestic Airport	
		10 03 03	Air Landing Strips	
		10 03 04	City Air Terminal	
	10 04		ROAD TERMINAL	
			10 04 01	Truck Terminal
			10 04 02	Taxi/Bus Terminal
			10 04 03	Bus Depot
	10 05		RAIL TERMINAL	
			10 05 01	Railway Station/Passenger Terminal
			10 05 02	Urban Mass Rapid Transit Terminal
	10 06		OFF-STREET CAR PARK	
			10 06 01	Park & Ride Station
			10 06 02	Multi-storey Car Park
			10 06 03	Open Car Park

SECTION 4
LAND USE DESCRIPTIONS

01 RESIDENTIAL**01 01 HOUSING**

01 01 01 TERRACE/LINK: Link housing or Terrace housing are attached houses each built on a separate lot with three or more dwelling units constructed in a row. Current planning practice requires a minimum lot width of 20 feet and a length of 70 feet plus a 20 foot wide lane at the back of the property. Terrace houses with a 10 foot wide walkway instead of back lane are normally termed as link houses. Terrace/Link houses are normally one or two storey high. Off-street parking is provided.

01 01 02 TOWN HOUSES: Town houses are constructed in a row and share common party walls and are similar in appearance to Terrace/Link houses. The building structure of Town Houses is generally two or four storey high. Unlike Terrace/Link houses which provide living accommodation for a single family per unit. Town Houses are dual occupancy dwellings providing accommodation for two families per unit-one family on the lower floors and another family on the upper floors. A separate car park is provided for each unit.

01 01 03 SEMI-DETACHED: Semi-Detached houses consist of two dwelling units joined together sharing a common party wall. Building structures are generally one or two storey high. Recommended minimum lot size is 40 feet by 80 feet for each unit.

01 01 04 DETACHED: Detached houses are free standing single buildings on individual lots. Recommended minimum lot size per unit is 50 feet by 80 feet with a range of 4,000 square feet

to ¼ acre more. Detached houses are generally one or two storey structures.

- 01 01 05 FLAT:** Flats are residential buildings with three or more floors containing three or more dwelling units. Generally flats are classified as walk-up (3 to 5 storey), medium-rise (6 to 10 storey) or high rise (11 storey or more).
- 01 01 06 APARTMENT:** Apartment buildings are a type of flat with a medium range selling price. They typically contain limited facilities such as car park and playgrounds.
- 01 01 07 CONDOMINIUM:** Condominiums are luxury flats with a wide range of facilities such as covered car parks, swimming pools, tennis courts, squash courts and other recreational facilities. Some also contain amenities such as small shops and food service. In larger developments, office space is provided on-site for management.
- 01 01 20 LOW COST HOUSING:** Low cost housing is priced at levels by the government. The exact selling price varies depending on location and the time of sale. Low cost housing may be constructed as terraces houses, cluster houses, or flats. Generally, low cost houses have lower standard requirements.
- 01 01 25 SITE AND SERVICES (Resettlement):** Housing areas (normally low cost housing), which provide housing for resettlement of a population from another place (squatters). These housing areas are normally planned area. This category also includes existing squatter settlements.
- 01 01 30 WORKERS' HOSTEL:** These units provide residential accommodation for single employees of a firm or factory.

Limited recreational facilities are normally provided within the compound of the workers' hostel. Building-structure types range from low to high-rise structures.

01 01 40 RETIREMENT VILLAGE: Retirement villages are up-market residential developments for senior citizens. They often provide special services such as medical facilities, dining facilities and some limited supporting retail facilities. Building structures range from single storey dwelling units to high-rise condominiums.

01 01 50 INSTITUTIONAL QUARTERS: These residential living quarters are provided for government employees and those working for the local authorities.

02 INSTITUTIONAL

02 01 GOVERNMENT/STATUTORY ORGANIZATION OFFICE

02 01 01 GOVERNMENT OFFICE COMPLEX: These buildings are occupied by government and quasi-government organizations. Ancillary facilities sometimes included car parks, canteens and recreational facilities.

02 02 COURT

02 02 01 SYARIAH COURT: Syariah Court buildings are used to administer Islamic law. The buildings contain courts as well as offices for judges and administrative staff.

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- 02 02 02** **MAGISTRATE COURT:** Buildings for the lower courts house the offices of Magistrates and Magistrate courts.
- 02 02 03** **SESSION COURT:** Session Court buildings house the offices of session court judges and session courts.
- 02 02 04** **HIGH COURT:** High Court buildings house the offices of High Court judges and courtrooms used by various judicial branches.
- 02 02 05** **COURT COMPLEXES:** A building complex houses the offices of various courts which may include any of the following, Syariah, Magistrate, session and High Courts. It also contains offices for judges and administrative staff.
- 02 03** **MEDICAL SERVICES**
- 02 03 01** **GENERAL/REFERRAL HOSPITAL:** The General Hospital of each state is located in the state capital and also is the referral hospital for all the major cases from the district hospitals. A general hospital provides medical and surgical care with in-house accommodation for patients. Outpatient services are also provided by the General Hospital. General Hospitals are large complexes with a wide range of medical facilities.
- 02 03 02** **SPECIALIST HOSPITAL:** Specialist hospitals provide medical care for specific illness. Examples of specialist hospitals are National Heart Institute, Tuberculosis Hospitals, Tun Hussein Onn Hospital, etc.
- 02 03 03** **NUCLEUS HOSPITAL:** Nucleus hospitals are a newer type of hospital being constructed in strategic towns and urban centres to provide better medical care to the general

population. They are self-contained hospitals equipped with modern equipment. They are considered second-tier hospitals after the General Hospital.

- 02 03 04 DISTRICT HOSPITAL:** These hospitals are located at the district level. They provide direct medical care to the district population. Medical care in these hospitals is limited and major medical cases, which cannot be treated at the district hospital, are referred to the larger nucleus and general hospitals. Out patient and in patient care are provided in district hospitals.
- 02 03 05 POLYCLINIC:** Polyclinics are government health clinic, which provide outpatient pediatric and maternity care.
- 02 03 06 GOVERNMENT HEALTH CENTRES:** These centres are located in rural areas and provide basic out patient care.
- 02 03 10 PRIVATE HOSPITAL:** Private hospital is privately operated commercial enterprise offering medical and surgical care as well as in-house patient and out-patient facilities. Examples include the Subang Medical Centre and Pantai Hospital.
- 02 03 11 NURSING HOME:** A nursing home offers accommodation and nursing care to chronically and terminally ill patients.
- 02 03 12 CLINIC:** A clinic is any facility that provides diagnostic and outpatient medical care. Clinics also dispense medication.
- 02 04 MILITARY BASES**
- 02 04 01 ARMY BASE:** Land uses within army base typically include offices, armory stores, parade grounds, vehicle depots, shooting ranges, mess halls and residential quarters .

- 02 04 02 AIR FORCE BASE:** These bases normally include a runway, hangers, offices, residential quarters, and other supporting facilities.
- 02 04 03 NAVAL BASE:** Land uses include ship berthing facilities, dry docks, offices residential quarters etc.
- 02 05 EMERGENCY SERVICES**
- 02 05 01 POLICE STATION:** Both police headquarters, and district police stations are included in this category. Residential uses are usually located within these self-contained areas.
- 02 05 02 POLICE FIELD FORCE:** This categories includes all bases for the police field force.
- 02 05 03 FIRE STATION:** Fire stations include buildings for housing fire engines and offices. Living quarters are normally provided within a fire station complex.
- 02 06 RESEARCH INSTITUTION**
- 02 06 01 RESEARCH CENTRE:** These buildings contain offices and laboratories for research purposes.
- 02 06 02 TRAINING CENTRE:** These government training centres offering short courses training and provide facilities such as offices, lecture halls or classrooms, hostels and sport facilities.

02 07 PUBLIC AND SOCIAL SERVICE

02 07 01 PUBLIC LIBRARY: Public libraries provide facilities to house books for reference as well as loan to the general public. Off street car parks are typically provided.

02 07 02 WELFARE HOMES: welfare homes are buildings providing accommodation to orphans, runways and other displaced persons. Facilities include dormitories, kitchens and games areas.

02 07 03 OLD FOLKS HOME: Old folks home provide living accommodation for the elderly. Facilities include dormitories kitchens and game areas.

02 08 00 PRISON/DETENTION CENTRE: Prisons buildings are used for detention of convicted criminals and other law offenders. Detention centers primarily hold drug offenders.

02 09 UTILITIES

02 09 01 TELECOMMUNICATIONS: A building where telecommunications and IT facilities are stationed. Being service provider, it includes offices, workshops and car parks.

02 09 02 POWER SUPPLY: This category may include building to supply electricity power for present as well as future requirements such as a power plant. Other facilities are offices, canteen, recreational and sometimes accommodation.

02 09 03 GAS DISTRIBUTION CENTRE: A building, which provides centralized gas distribution, installation and maintenance. Ancillary facilities are office, canteen and car parks.

02 09 04 **ENVIROMENTAL SERVICES:** A buildings equipped with relevant facilities for waste segregation and waste transfer as well as sewage treatment system. It also provides temporary storage, office and car park.

03 **RELIGIOUS**

03 01 **PLACES AND WORSHIP**

03 01 01 **MOSQUE:** A mosque is built for Muslim worshippers. Building sizes would depend on the type of mosque. National and State Mosque are usually large and elaborate buildings with facilities such as car parks and a mausoleum. Neighborhood and village mosques are smaller.

03 01 02 **SURAU/MADRASAH:** Suraus are found in residential areas where there is no mosque nearby. Suraus have the same functions as mosques. Madrasahs are religious centres used for the teaching and learning of the Islamic faith.

03 01 10 **CHURCH:** A Church building is used for worship by Christians. Churches ranges from the traditional church buildings to those using shop houses for worship. Facilities provided often include assembly halls, meeting rooms, classrooms and catering facilities.

03 01 20 **TEMPLE:** Temple is a place of worship for the Buddhist, Taoist, Hindu and Sikh religions.

03 01 30 **OTHER RELIGIOUS CENTRE:** These are places of worship used by other religious worshippers not mentioned above.

04 EDUCATIONAL

04 02 TERTIARY EDUCATION

04 01 01 UNIVERSITY/COLLEGE: This land use includes all government universities providing degree courses and colleges offering diploma courses. University branch campuses are also classified under this category. Universities and occupy large land areas and provide facilities such as lecture halls, offices, sport facilities, libraries and hostels.

04 01 02 PRIVATE COLLEGE: Private Colleges are privately run institutions that offer a variety of tertiary courses. These institutions operate from a wide range of premises.

04 01 03 POLYTECHNIC: Polytechnics are government institutions offering technical courses at a certificate and diploma level.

04 01 04 TRAINING INSTITUTE: These government institutes provide training to government officers as well as technical training for school leavers, members of cooperative societies and such.

04 01 05 TEACHERS' COLLEGE: Teachers' College train teachers for the various government schools in the country.

04 02 SECONDARY/PRIMARY EDUCATION

04 02 01 PRIMARY SCHOOL: These schools cater for 6 to 12 years olds, from standard 1 to standard 6. Both national and vernacular schools are included in this category.

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- 04 02 02 SECONDARY SCHOOL:** These schools cater for 13 to 19 year olds, from Form 1 to Form 6. Residential schools are also included in this category.
- 04 02 03 KINDERGARTEN:** Kindergartens are typically private institutions. They provide educational facilities for those under the age of six.
- 04 02 04 PRIVATE SCHOOL WITHOUT BOARDING:** Private schools offer primary and secondary schooling following the national school curriculum. These schools are privately run and normally charge fee. Examples of private schools include the Sri Utama International School. These private schools provided boarding facilities.
- 04 02 05 PRIVATE SCHOOL WITHOUT BOARDING:** Private schools offer primary and secondary schooling following the national school curriculum. These schools are privately run and normally charge fee. Examples of private schools include the Sri Utama International School. These private schools are without provided boarding facilities.
- 04 02 06 PRIVATE SCHOOL – COMBINED KINDERGARTEN, PRIMARY AND SECONDARY (WITHOUT BOARDING):** Private schools offer combined kindergarten, primary and secondary schooling following the National School Curriculum. These schools are run privately and normally charge fee.

05 BURIAL

05 01 00 CEMETERY/MEMORIAL PARK: A cemetery is a burial ground. Separate cemeteries are often set aside for the country's main religious and ethnic groups. Memorial parks have only been recently introduced in this Country are commercial enterprise providing burial plots for a fee. Nilai memorial park situated along the Seremban-Kuala Lumpur expressway is the first memorial park to be established.

05 02 00 CREMATORIUM: Crematoriums are buildings purposely built for cremating the dead. Older crematorium uses wood burning furnaces whereas the more modern crematoriums have cleaner electrical furnaces. These crematoriums are generally located near cemeteries and include buildings used for funeral services.

06 COMMUNITY FACILITIES AND RECREATIONAL

06 01 OPEN SPACE/PARKS

06 01 01 NATIONAL/STATE PARKS: National and state parks are gazette forest areas and game reserves. Rest houses, chalets and hostel accommodation are available at the National Park in Ulu Tembeling in Pahang state.

06 01 02 PUBLIC PARKS: Public parks are located in urban areas and are open to the public for recreational activities. They are normally provided with car parks, toilet facilities, children play equipment and outdoor exercise courses. Examples of public

parks are Taman Perdana and Taman Titiwangsa in Kuala Lumpur.

06 01 03 BOTANICAL PARKS: Botanical parks like public parks are open to the public. Horticultural research facilities are often located within botanical parks. The Penang Botanical Park is an example of a land use in this category.

06 01 04 OPEN SPACE: Open space areas often located within housing estates and may include play fields, a children's playground, or other recreational amenities.

06 01 05 CHILDREN'S PLAYGROUND: Playground is an open space equipped with play equipment such as see-saw, swings and sand pits.

06 01 06 RECREATIONAL FOREST: A recreational forest is a gazette forest reserve located near a major urban area. They are open to the public for picnics and other daytime recreational activities. No lodging accommodation is typically provided.

06 02 PUBLIC BEACH

06 02 00 PUBLIC BEACHES: Public beaches are open to the public for water recreational activities such as swimming, boating, water skiing and sailing. Normally toilet facilities and hawker stalls are located in the vicinity of public beaches.

06 03 SPORT FACILITIES

06 03 01 SPORT COMPLEX: Sport complexes contain a wide range of indoor and outdoor sporting facilities such as: indoor arenas,

squash court, tennis courts, swimming pools, and gymnasiums. They generally provide off-street parking.

- 06 03 03 CLUB:** A club is an indoor gathering place used for social and recreational activities. Clubs are established for members only. Facilities usually available include swimming pools, restaurants, bars and such, for example, golf clubs (06 03 10) for clubs with golf facilities.
- 06 03 04 TENNIS CENTRE:** Tennis centres provide outdoor or indoor tennis courts for public use. Other on-site facilities typically include changing rooms, spectator stands, a clubhouse and a car park.
- 06 03 05 SQUASH COURT CENTRE:** A squash court centre houses several squash court and supporting facilities that are open to the public or on a membership basis.
- 06 03 06 BADMINTON HALLS:** A badminton hall can be a specifically designed hall for badminton or a community hall utilized on occasion for badminton games when it is not being used for other functions.
- 06 03 07 PUBLIC SWIMMING POOL:** Public swimming pools are open to the public. Ancillary facilities include changing rooms, eateries, car parks, gymnasiums etc.
- 06 03 10 GOLF COURSE:** The majority of golf courses in this country is open to members only and is normally associated with clubs. Facilities provided included one or more 9 or 18 holes courses, often with a driving range, pro-shop and clubhouse. Some golf courses are integrated with residential developments.

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- 06 03 20** **STADIUM:** A stadium is a large outdoor structure for spectator sport such as football and hockey. National and State celebrations and parades are also held at stadiums. Large car parks are normally provided for stadiums.
- 06 03 30** **POLO GROUND:** Polo grounds are large fields utilized for polo playing. Horse stables are not typically included on the grounds.
- 06 03 40** **HORSE RACE TRACKS:** Horse race tracks typically include a race track, spectator stadium, and turf club. Other facilities included offices, betting booths, restaurants and car parks.
- 06 03 41** **RACE TRACK:** Race tracks are for motorcar and motorcycle racing pursuits. Ancillary facilities include spectator stands, food sales and a large park.
- 06 04** **CULTURAL CENTRE**
- 06 04 01** **OPEN AIR THEATRE:** Open air theatres have an open air-stage, a backstage area, dressing rooms and outdoor seating for the audience.
- 06 04 02** **CULTURAL CENTRE:** A cultural centre is a building where cultural shows, events and exhibition are held, Facilities include exhibit halls, stages, back stages, dressing area, lobby and a car park.
- 06 05** **THEME PARK**
- 06 05 01** **AMUSEMENT:** Amusement parks such water slides, swimming pools, amusement rides, entertainment, refreshment stands, picnic areas, restaurants and other

recreational activities. These parks are large complexes and attract large crowds particularly during weekends and public holidays. Large car parks are a common provision for theme parks.

06 05 02 ZOO: Zoos contain wild animals for public viewing. Ancillary facilities include picnic areas, refreshment centres, offices and large parks.

06 05 03 AQUARIUM: Aquariums have large tanks where fresh water and/or marine fishes are kept for public viewing. Facilities provided include refreshment areas, offices and a car park.

06 05 04 BIRD PARK: A permanent park which contains various birds for public viewing. Ancillary facilities include exhibit halls, refreshment centre, office and car parks.

06 05 05 SCIENCE PARK: A permanent building where science exhibits and shows are display. Facilities include exhibit halls, refreshment centre, office and car parks.

06 06 COMMUNITY FACILITIES

06 06 01 DAY CARE CENTRE/NURSERY: A day care centre provides childcare for pre-school-age children during the daytime working hours. Facilities provided include classrooms, sleeping areas, playgrounds etc.

06 06 02 COMMUNITY HALLS: A community hall is open for public rental for gatherings, concerts, dinners, and often used for badminton games.

07 COMMERCIAL**07 01 OFFICE COMPLEX**

07 01 01 GENERAL OFFICE: An office complex houses multiple office tenants. Tenants may include those in the finance, banking, business, professional, security sectors as well as other general office services. Office buildings are located either in the city centre or in suburban locations. Car parks are usually provided within the complex.

07 01 02 FINANCE & BANKING: This category is confined to offices that accommodate uses such as bank headquarters, bank branches and finance companies.

07 01 03 BUSINESS & PROFESSIONAL SERVICES: This category includes offices occupied by professional such as consultants, engineers, architects, solicitors, accountants and other professional business.

07 01 04 SHARE BROKER/SECURITY SERVICES: Share broker and security firms' office falls under this category. These offices are open to the general public.

07 01 05 SERVICES/INSURANCES: This type of office buildings hold service orientated business such as insurance companies.

07 02 SHOP HOUSE BUILDINGS

07 02 01 SHOP HOUSE: Traditional shop houses range from one storey to a 5 1/2 storey structures. Typical lot sizes are 20 feet by 75 feet. A one storey shop house provides retail space at the front of the shop and residential accommodation at the back. With two storey and higher shop houses, the ground floor is used for retail while the upper floors are used for residential purposes.

07 02 02 SHOP OFFICE: A shop office is similar to a shop house except the upper floors are used for office rather than residential uses.

07 03 RETAIL PREMISES

07 03 01 SHOPPING COMPLEX: A shopping complex comprises an integrated group of retail outlets. Anchor tenants for shopping complexes may included a supermarket, emporium or other large merchandising store or in some cases large department store. On site parking is typically provided within the complex or on adjoining lots.

07 03 10 SUPERMARKET: Supermarkets offer a wide range of convenience goods with an emphasis on foods.

07 03 11 EMPORIUM: An emporium is a store with a focus on specialized goods such as apparels, shoes, cosmetic, etc.

07 03 20 DISCOUNT STORE/HYPERMARKET: This newer type of development is a large free standing, low rise, single tenant building. They are usually located in suburban areas and offer a wide range of merchandise at a discounted price. An example of a hypermarket is TESCO in Seberang Jaya, Penang.

07 03 30 CONVENIENCE STORE: Convenience stores offer convenience goods, foods, newspaper and magazines. The main distinction of this retail use is that they are small stand alone buildings with their own car parking spaces and typically are open 24-hours.

07 04 HOTEL

07 04 01 GENERAL HOTEL: A general hotel is a place of lodging. In addition to providing sleeping accommodation, accompanying facilities such as restaurants, bars night clubs, meeting rooms, banquet halls, swimming pools and sport facilities, convention facilities and limited number of retail and service shops may also be available. Tourist Development Corporation classifies the size of hotel as follows.

Size I	> 100 ROOMS
Size II	50 – 99 ROOMS
Size III	20 – 49 ROOMS
Size IV	10 – 19 ROOMS

The type of facilities varies widely from hotel to hotel with a large five star hotel providing a complete range of amenities while smaller hotels may have only basic rooms.

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- 07 04 10 BEACH RESORT HOTEL:** This category of hotel is located along the sea coast in popular beach resort areas such as Langkawi Island, Penang Island, Port Dickson etc. Beach resort hotels are similar to general hotels and provide facilities such as restaurant, nightclubs, discotheque, bars etc. In addition to these they also offer a variety of water related recreational activities such as scuba diving, water skiing, para sailing, water jet skiing, boating and so forth. Beach resort hotels occur during weekends, public holidays and school holidays.
- 07 04 11 HILL RESORT HOTEL:** Hill resort hotels cater to tourists and vacationers. Examples of this type of hotel are the resort at Fraser's Hill, Cameron Highlands and Genting Highlands recent developments have also included an amusement and other 'Disneyland type' attraction within the grounds of the resort.
- 07 04 20 CONDO/APARTMENT HOTEL:** Unlike the general hotel which provides sleeping accommodation in the form of mostly single room accommodation, this category of hotel provides only multiple-room accommodation, this category of hotels provides only multiple-room suites. Each suite typically functions as a self-contained condominium with a living room, bedrooms, bathrooms and kitchen. Facilities such as a restaurant, swimming pool and other amenities found in a five star hotel are often included.

07 05 RESTAURANT

07 05 01 GENERAL RESTAURANT: This land use category consists of sit-down eating establishments. Restaurant may serve breakfast, lunch and/or dinner and the hours of operation vary accordingly.

07 05 11 DRIVE-IN RESTAURANT: Drive-in-restaurants (such as A&W restaurant in Petaling Jaya) are characterized by a large carry out clientele and long hours of services.

07 05 20 COFFEE SHOP: Coffee Shops are ubiquitous features of the Malaysia urban scene. They are sit-down eating places and serve breakfast, lunch and dinner at moderate prices. Most of the coffee shops have several selling a variety of food.

07 05 30 PUBS: Pubs are eat-in establishment offering food and drinks including liquor and often provide live-singing entertainment. Pubs open during the evening and close late at night.

07 06 COMMERCIAL ENTERTAINMENT

07 06 01 DISCOTHEQUE: Discotheques or night clubs usually provide evening and late night entertainment with food and drink service as well as dancing facilities and live-singing bands.

07 06 02 KARAOKE LOUNGE: Karaoke lounges are evening entertainment centres that provide singing facilities for costumers as well as food and drink.

07 06 10 CINEMA: A cinema building consist a lobby, refreshment stand and an auditorium with seats for movie patrons.

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- 07 06 11** **CINEPLEX:** Cineplex are a new type of cinema. They contain several small cinemas within a single complex.
- 07 06 20** **VIDEO ARCADE:** Video arcades offer a wide range of video and computer games.
- 07 06 30** **SNOOKER PARLOR:** Snooker parlors are premises which offer the public the opportunity to play a game of snooker for a fee.
- 07 07** **PETROL STATION**
- 07 07 01** **PETROL SERVICE STATION:** Petrol service stations are located along main roads. Their primary function is to provide fueling facilities to motorist. Many service stations also provide facilities for servicing and repairing motor vehicles. Some stations also provide car wash facilities.
- 07 07 02** **PETROL STATION WITH COVENIENCE STORE:** These are service stations which in addition to providing the normal facilities also incorporate a convenience store.
- 07 08** **MARKET**
- 07 08 01** **WHOLESALE MARKET:** Wholesale markets are located in the outskirts of the city and act as a wholesale distribution centre for unprocessed and semi-processed food such as vegetables, fruits, fish, poultry, meat, dry goods, etc. a significant feature of the wholesale market is the high volume of lorry and van traffic.

07 08 02 **WET MARKET:** Wet market are morning markets for retailing of fresh food such as vegetables, fruit, poultry, meat, fish and other perishable food items.

07 09 **URBAN INFORMAL SECTOR**

07 09 01 **HAWKER CENTRE:** Hawker centres are established in areas of large population concentrations. Some centres are built by the local authorities. Hawker centre sell cooked food and drinks as well as non-food merchandise ranging from clothing to video cassettes. Some of centre specialize in either food or non-food items.

07 09 02 **NIGHT MARKET:** Night markets operate along public streets which are closed at night by the authorities allow the hawkers to ply their trade. Food as well as non food items is available at night markets.

07 09 03 **DAY MARKET:** Day markets along public street which are closed in the morning by the authorities to allow hawkers to operate. Hawkers usually operate in the suburban areas where there are no wet markets. They sell unprocessed and semi-processed food items such as meat, fish, vegetables, fruits and other grocery items.

08 INDUSTRIAL**08 01 LIGHT INDUSTRIAL**

08 01 00 LIGHT INDUSTRIAL: Buildings service/assemblage and within light industrial areas are generally small and medium size manufacturing concerns. These types of uses often include: printing plants, testing laboratories and assembly business, a mixture of factory building types comprising of detached, semi-detached and terrace and terrace factories buildings are commonly found in light industrial area.

08 02 SMALL & MEDIUM INDUSTRIAL

08 02 00 SMALL & MEDIUM INDUSTRIAL: Small and medium industries (SMI) areas accommodate cottage industries and small to medium manufacturing industries within a planned industrial area. An SMI company is defined as a manufacturing concern with less than 75 workers and with a paid up capital of less than RM 2.5 million. A mix of terrace, semi-detached and detached factory buildings are typical of this type of industrial area.

08 03 HEAVY INDUSTRIAL

08 03 00 HEAVY INDUSTRIAL: Industries located within heavy industrial areas are generally large manufacturing concern and include industries considered to be 'polluting'. Vehicle manufacturing and petroleum refining plant are example heavy industrial uses.

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- 08 04 00 HIGH-TECH:** These industrial areas are designated for manufacturing concern dealing with the production of high-tech product. The type of activities prevalent include the manufacturing of high-tech product, R&D institutions, technical supports services, technical training centre, regional headquarters of multi-national companies. High-tech industrial parks often integrate industries with other urban sector such as housing, commerce, recreation, education administration and research facilities. Provision of a high standard and efficient infrastructure and utility services are important components of a high-tech park.
- 08 05 00 SERVICE WORKSHOP:** Service workshop area would include workshops dealing primarily with motor vehicle repair painting and servicing.
- 08 06 00 FREE TRADE ZONE:** Free Trade Zone (FTZ) caters for the needs of export oriented industries such as electronics industries. Factories within FTZ enjoy minimum custom formalities and duty free import of raw materials, components parts, and machinery required directly in the manufacturing process. Export of manufactured goods is subjected only to minimum custom formalities. Most factories in FTZs are operated by multi-national companies. Factory buildings in FTZ tend to be large number of employees. FTZ are fenced up and movement of goods out of the FTZ is subject to custom clearance and inspection. Examples of FTZs are the Sungai Way FTZ in Selangor and the Bayan Lepas FTZ in Penang.

08 10 WAREHOUSING

08 10 01 GENERAL WAREHOUSING: Warehouses maybe in the form of terrace, semi-detached or detached buildings. Those buildings are frequently used for the storage of manufactured goods prior to distribution to retailers.

08 10 02 BONDED WAREHOUSING: Bonded warehouses maybe in the form of terrace, semi-detached or detached building. These buildings are frequently used for the storage of product for use in local manufacturing. The distinction of a bonded warehouse is that goods are stored duty free until the time they are needed in a factory.

09 AGRICULTURE/FORESTRY/FISHERY**09 01 AGRICULTURE**

09 01 01/02 PLANT NURSERY/HORTICULTURE CENTRE: This category includes plant nurseries operated by local authorities and other private enterprise for wholesale, retail, and other purposes.

09 01 03 GENERAL AGRICULTURE: This category includes all farming and plantation operations.

09 01 04 AGRICULTURAL RESEARCH INSTITUTE: This land use includes offices, laboratories and areas used for plant research. An example of a use that falls in this category is MARDI.

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- 09 02 FORESTRY**
- 09 02 01 FORESTRY RESEARCH INSTITUTE:** Forest research and other related areas are included in this category. Associated buildings are typically offices and laboratories. An example of this use is the Forest Research Institute of Malaysia (FRIM).
- 09 03 FISHERIES**
- 09 03 01 FISHERIES RESEARCH INSTITUTE:** This land use includes offices, laboratories and ponds for fish breeding and research.
- 10 TERMINALS**
- 10 01 WATER TERMINALS**
- 10 01 01 WATER PORT/MARINE TERMINAL (PORT):** A water port or marine terminal is an area used for the transfer of goods and materials between land and sea. On site facilities include warehouses, storage areas for containers and officers of Port Authorities and Custom Department.
- 10 01 02 MARINA:** A marina provides berthing facilities for pleasure craft and yachts. Facilities often include restaurants and a club house.
- 10 01 03 JETTY:** A jetty is a timber or concrete landing platform for waterborne craft. Jetties are used for landing of goods and fish as well as transfer of passenger.
- 10 01 04 FERRY TERMINAL:** Ferry Terminals cater exclusively to the transfer passenger between land and sea.

- 10 02 00 INLAND PORT:** Inland port are located away from water ports and here served by road or rail. Imported goods are unloaded at the ports and transported directly to an inland port for custom clearance. Similarly, goods exported are cleared at an inland port and transported to a water port for overseas shipping. Facilities included in this land use are warehouses, container areas, car parks, custom offices, etc.
- 10 03 AIR TERMINALS**
- 10 03 01 INTERNATIONAL/REGIONAL AIRPORT:** This type of airport is oriented towards commercial international passenger including those traveling within the ASEAN region as well as air freight cargo traffic. International/Regional airports are large complexes with extensive terminal facilities and long runways.
- 10 03 02 DOMESTIC AIRPORT:** Domestic airport are small and only serve flights within the country. Terminal facilities are limited and the runways shorter than international airports.
- 10 03 03 AIR LANDING STRIPS:** This type of airport is often no more than a short runway; however have small terminal buildings. Landing strips are located in small towns, estates and remote areas and are commonly in the East Malaysian state of Sabah and Sarawak.
- 10 03 04 CITY AIR TERMINAL:** City air terminals are still at the planning stage and have no yet to be constructed. It is envisaged that these terminals will be located within a large commercial complex. Air passengers will be able to check-in at the city terminal and transfer to the airport using a fast train.

10 04 ROAD TERMINAL

10 04 01 TRUCK TERMINAL: Truck terminals are a central transfer location for trucks and lorries. They include offices and areas for loading and unloading of goods.

10 04 02 TAXI/BUS TERMINAL: This category includes all terminals for intercity passenger travel by bus and/or taxi. Ancillary facilities include a hawker centre and offices for bus and taxi operators.

10 04 03 BUS DEPOT: Bus depots provide facilities for repair and maintenance of buses as well as bus parking.

10 04 04 TRISHAW TERMINAL: These terminals are usually located along busy street or near bus, taxi and railway station. Trishaw terminal are on street sites and are common in Penang and in East-coast towns of Peninsular Malaysia.

10 05 RAIL TERMINAL

10 05 01 RAILWAY STATION/RAILWAY PASSENGER STATION: Railway Stations are designed to accommodate intercity passenger movements. Buildings features may include office space, ticketing facilities, waiting areas, restaurants, and refreshment stands. Ancillary facilities may include a car park.

10 05 02 URBAN RAIL RAPID TRANSIT TERMINAL: This terminal focus on intra-city passenger movements. Examples of this type of station would be those constructed for the Light Rail Transit (LRT) or the commuter rail service (KTM) in Kuala Lumpur.

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- 10 05 03 INTEGRATED RAIL AND RAPID TRANSIT STATION:** These terminals are designed to accommodate intercity and suburban passenger movements. Examples of this type of Bandar Tasek Selatan Station have been combined for LRT and commuter rail service (KTM) in Kuala Lumpur. Building features may include ticketing facilities, waiting areas, parking space, restaurants, refreshment stands, and pedestrian bridges.
- 10 06 OFF-STREET CAR PARK**
- 10 06 01 PARK & RIDE STATION:** Park and Ride stations are car park located outside the city centre and use by commuters to park their cars before transferring to public transport for travel into the city centre. This type of use has not been observed at the time, but may be future development type.
- 10 06 02 MULTI-STOREY CAR PARK:** These structures provide parking for cars are located in either the city centre or in suburbs where car parking demand is high. A multi-storey car park may serve one or many buildings.
- 10 06 03 OPEN CAR PARK:** An open car park is a ground level car park.

SECTION 5
TRIP GENERATION MANUAL

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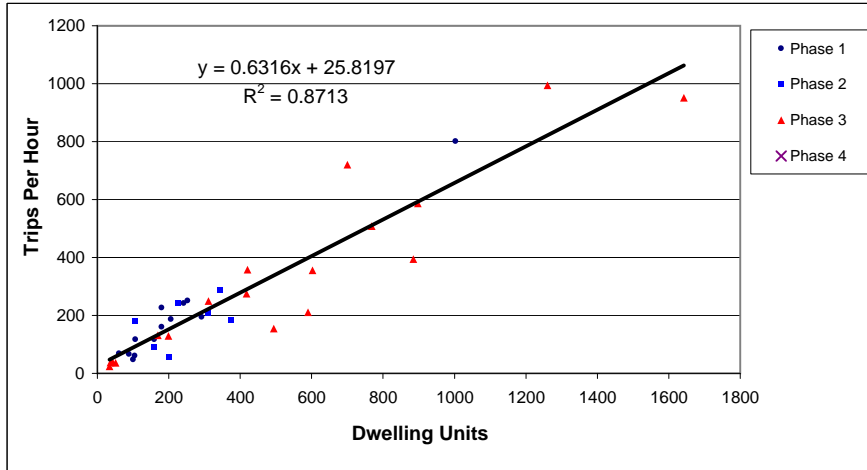
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01
RESIDENTIAL

**Residential
Terrace Link, Town House
Trips per Dwelling Units**

**CODE
01 01 01/02**

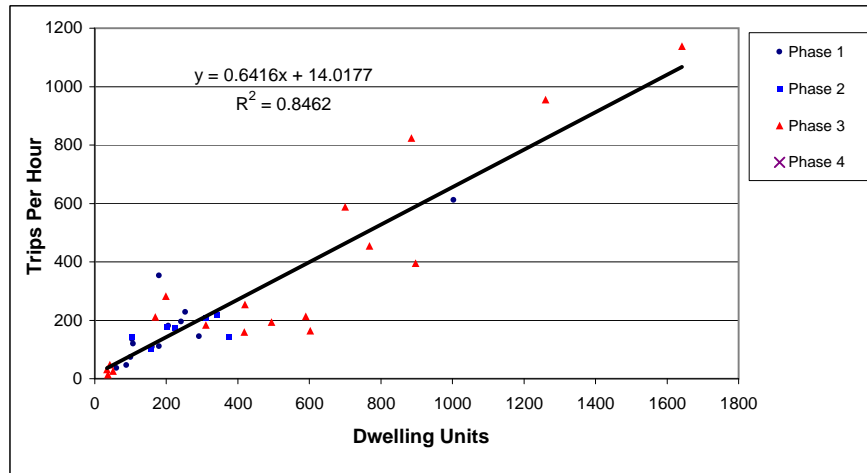
AM Peak Hour Of Commuter



Number Of Sites :	38	Percent In/Out :	30 / 70
Average Rate :	0.78	Regression Equation :	$y = 0.6316x + 25.8197$
Minimum Rate :	0.29	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.73	R-squared :	0.8713
Standard Deviation :	0.2812		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.35	1.00	0.62
Motorcycle	28.13	0.33	0.09
Small Lorry	7.48	1.75	0.13
Big Lorry	0.33	2.25	0.01
Bus	1.71	2.25	0.04
Total	100.00%		0.89

PM Peak Hour Of Commuter



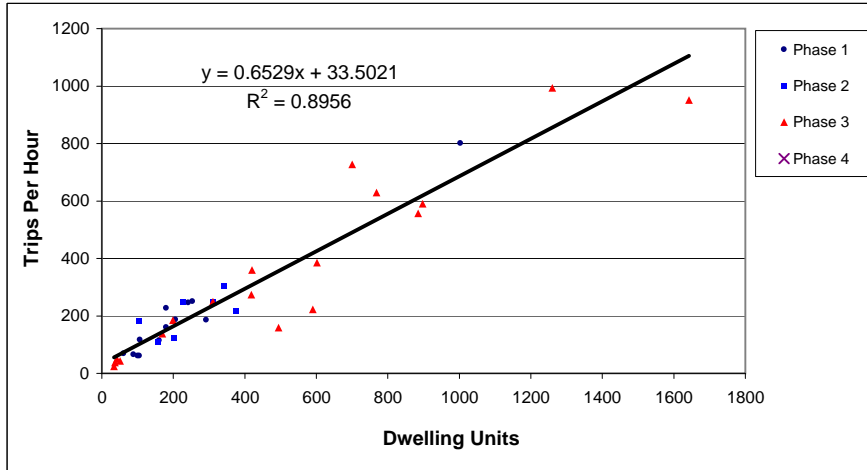
Number Of Sites :	38	Percent In/Out :	59 / 41
Average Rate :	0.76	Regression Equation :	$y = 0.6416x + 14.0177$
Minimum Rate :	0.27	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.96	R-squared :	0.8462
Standard Deviation :	0.3532		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.40	1.00	0.60
Motorcycle	31.85	0.33	0.11
Small Lorry	6.48	1.75	0.11
Big Lorry	0.27	2.25	0.01
Bus	1.01	2.25	0.02
Total	100.00%		0.85

**Residential
Terrace Link, Town House
Trips per Dwelling Units**

**CODE
01 01 01/02**

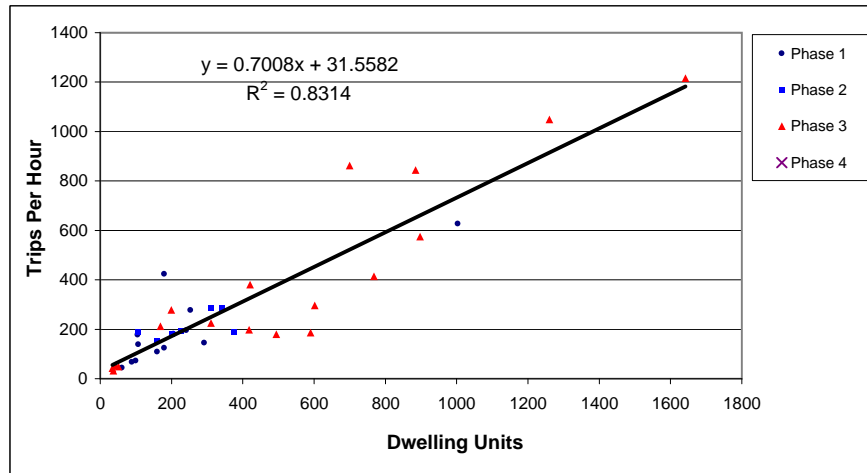
AM Peak Hour Of Generator



Number Of Sites :	38	Percent In/Out :	30 / 70
Average Rate :	0.83	Regression Equation :	$y = 0.6529x + 33.5021$
Minimum Rate :	0.32	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.73	R-squared :	0.8956
Standard Deviation :	0.2609		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.49	1.00	0.63
Motorcycle	26.88	0.33	0.09
Small Lorry	7.39	1.75	0.13
Big Lorry	0.36	2.25	0.01
Bus	1.87	2.25	0.04
Total	100.00%		0.90

PM Peak Hour Of Generator



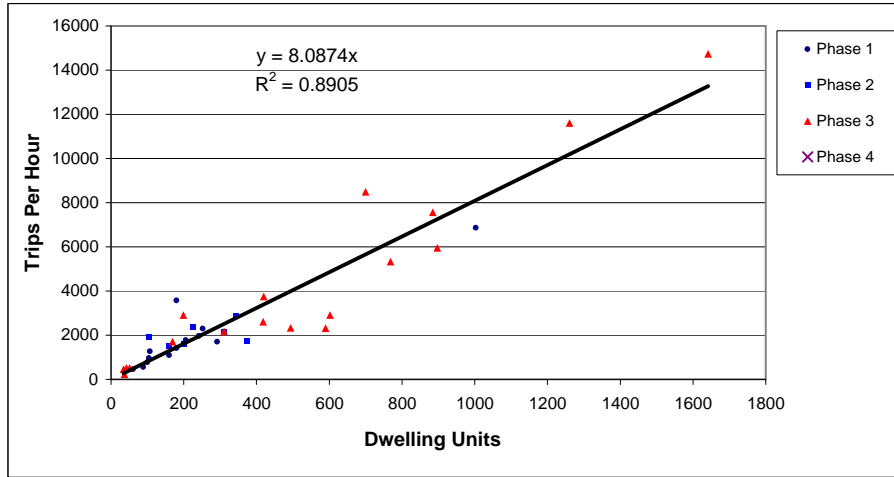
Number Of Sites :	38	Percent In/Out :	59 / 41
Average Rate :	0.92	Regression Equation :	$y = 0.7008x + 31.5582$
Minimum Rate :	0.32	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	2.36	R-squared :	0.8314
Standard Deviation :	0.4128		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.67	1.00	0.62
Motorcycle	29.65	0.33	0.10
Small Lorry	7.01	1.75	0.12
Big Lorry	0.23	2.25	0.01
Bus	1.44	2.25	0.03
Total	100.00%		0.88

**Residential
Terrace Link, Town House
Trips per Dwelling Units**

**CODE
01 01 01/02**

Daily Trip Generation



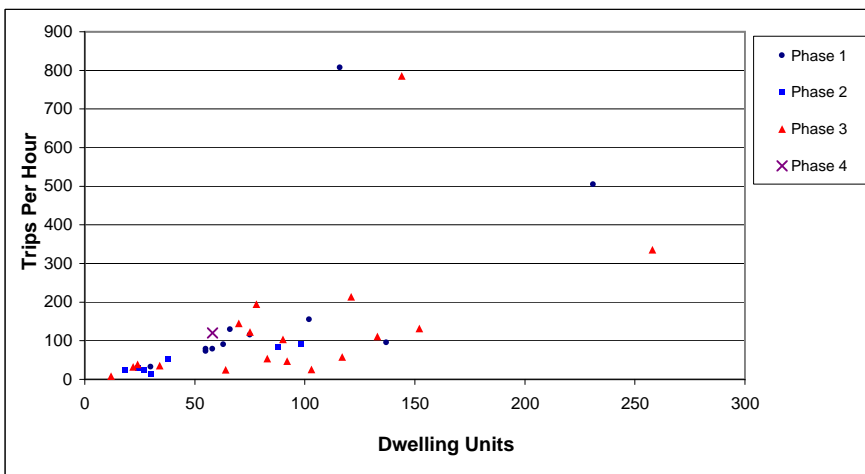
Number Of Sites :	38	Percent In/Out :	49 / 51
Average Rate :	8.85	Regression Equation :	$y = 8.0874x$
Minimum Rate :	3.94	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	19.79	R-squared :	0.8905
Standard Deviation :	3.4391		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.99	1.00	0.60
Motorcycle	30.45	0.33	0.10
Small Lorry	7.83	1.75	0.14
Big Lorry	0.31	2.25	0.01
Bus	1.42	2.25	0.03
Total	100.00%		0.88

**Residential
Semi-Detached, Detached
Trips per Dwelling Units**

**CODE
01 01 03/04**

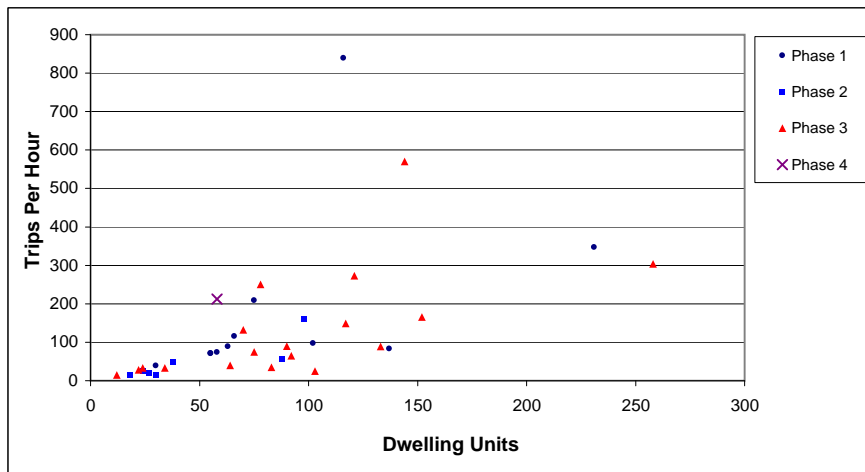
AM Peak Hour Of Commuter



Number Of Sites :	37	Percent In/Out :	33 / 67
Average Rate :	1.5	Use Trip Rates	
Minimum Rate :	0.25		
Maximum Rate :	6.96		
Standard Deviation :	1.2732		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	76.13	1.00	0.76
Motorcycle	15.43	0.33	0.05
Small Lorry	7.03	1.75	0.12
Big Lorry	0.03	2.25	0.00
Bus	1.38	2.25	0.03
Total	100.00%		0.96

PM Peak Hour Of Commuter



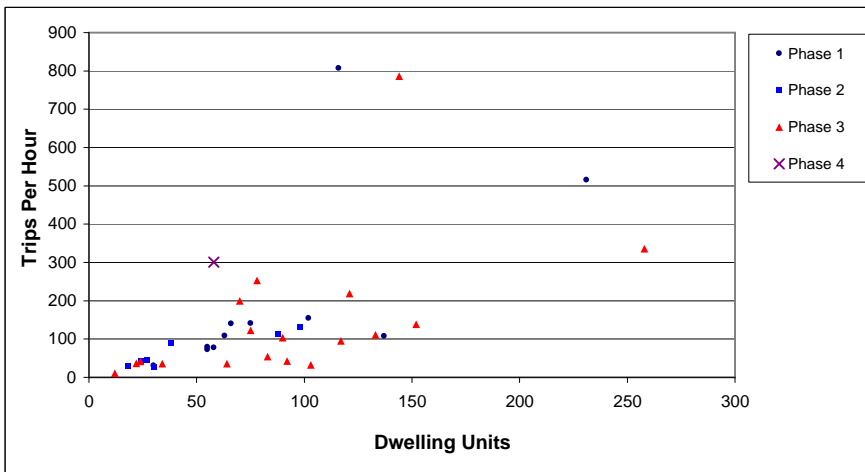
Number Of Sites :	37	Percent In/Out :	56 / 44
Average Rate :	1.52	Use Trip Rates	
Minimum Rate :	0.24		
Maximum Rate :	7.23		
Standard Deviation :	1.2824		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.18	1.00	0.68
Motorcycle	22.14	0.33	0.07
Small Lorry	8.86	1.75	0.16
Big Lorry	0.11	2.25	0.00
Bus	0.71	2.25	0.02
Total	100.00%		0.93

**Residential
Semi-Detached, Detached
Trips per Dwelling Units**

**CODE
01 01 03/04**

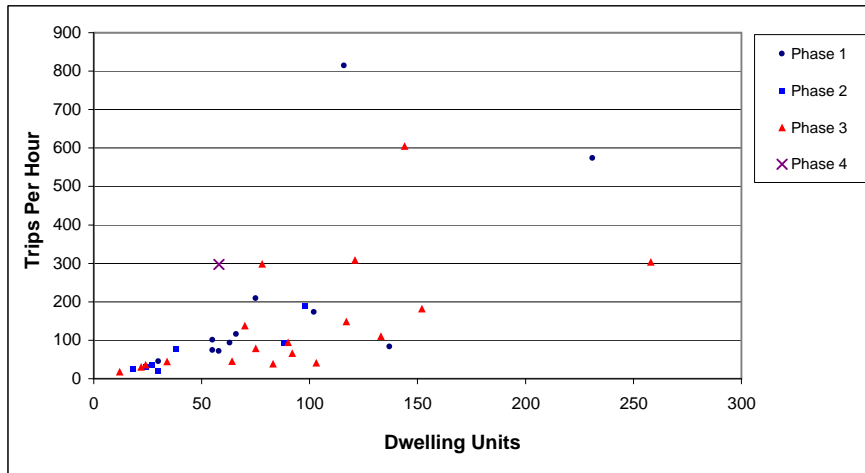
AM Peak Hour Of Generator



Number Of Sites :	37	Percent In/Out :	34 / 66
Average Rate :	1.78	Use Trip Rates	
Minimum Rate :	0.32		
Maximum Rate :	6.96		
Standard Deviation :	1.3982		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.19	1.00	0.72
Motorcycle	17.19	0.33	0.06
Small Lorry	8.90	1.75	0.16
Big Lorry	0.07	2.25	0.00
Bus	1.65	2.25	0.04
Total	100.00%		0.98

PM Peak Hour Of Generator



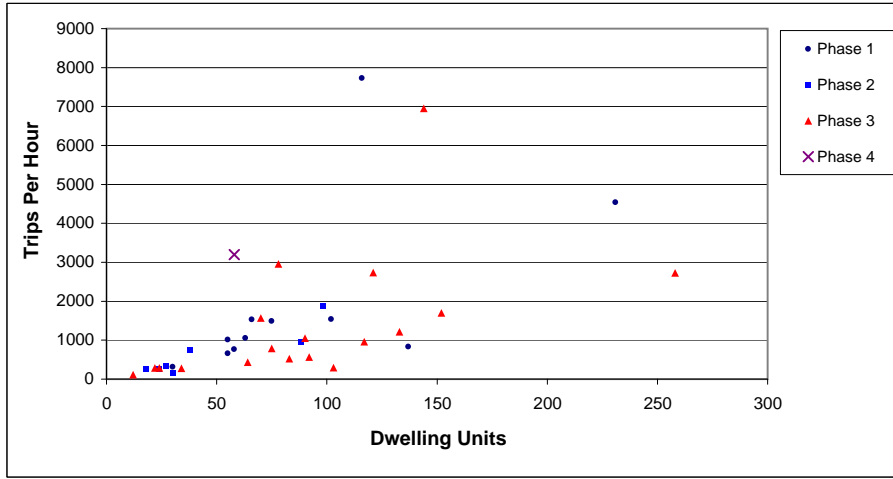
Number Of Sites :	37	Percent In/Out :	55 / 45
Average Rate :	1.78	Use Trip Rates	
Minimum Rate :	0.41		
Maximum Rate :	7.02		
Standard Deviation :	1.3396		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.86	1.00	0.71
Motorcycle	19.14	0.33	0.06
Small Lorry	8.64	1.75	0.15
Big Lorry	0.14	2.25	0.00
Bus	1.22	2.25	0.03
Total	100.00%		0.95

**Residential
Semi-Detached, Detached
Trips per Dwelling Units**

**CODE
01 01 03/04**

Daily Trip Generation

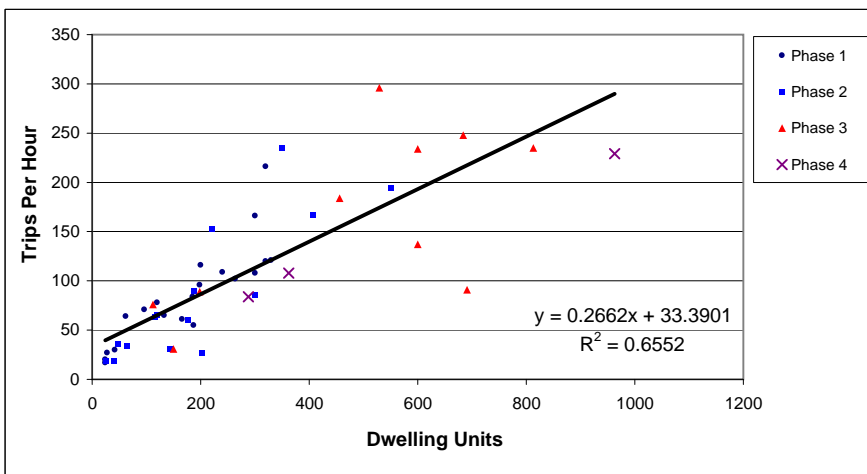


Number Of Sites :	37	Percent In/Out :	48 / 52
Average Rate :	16.93	Use Trip Rates	
Minimum Rate :	2.87		
Maximum Rate :	66.59		
Standard Deviation :	13.8355		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.01	1.00	0.70
Motorcycle	19.87	0.33	0.07
Small Lorry	8.94	1.75	0.16
Big Lorry	0.11	2.25	0.00
Bus	1.06	2.25	0.02
Total	100.00%		0.95

**Residential
Flat, Apartment, Condominium
Trips per Dwelling Units**

**CODE
01 01 05/06/07**

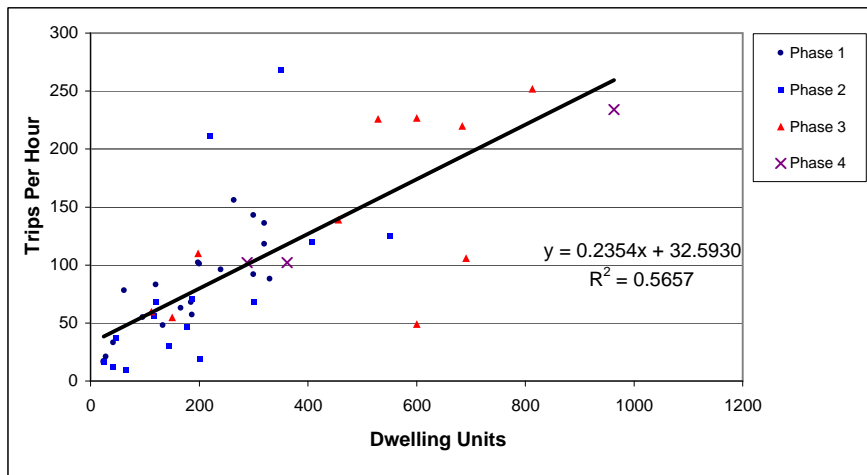
AM Peak Hour Of Commuter



Number Of Sites :	48	Percent In/Out :	29 / 71
Average Rate :	0.48	Regression Equation :	$y = 0.2662x + 33.3901$
Minimum Rate :	0.13	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.03	R-squared :	0.6552
Standard Deviation :	0.2076		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.76	1.00	0.71
Motorcycle	22.38	0.33	0.07
Small Lorry	5.72	1.75	0.10
Big Lorry	0.04	2.25	0.00
Bus	1.10	2.25	0.02
Total	100.00%		0.90

PM Peak Hour Of Commuter



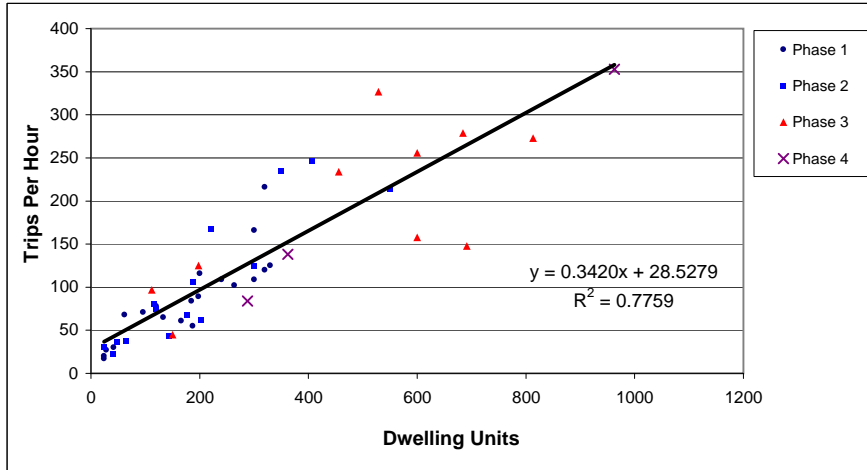
Number Of Sites :	48	Percent In/Out :	63 / 37
Average Rate :	0.44	Regression Equation :	$y = 0.2354x + 32.5930$
Minimum Rate :	0.08	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.26	R-squared :	0.5657
Standard Deviation :	0.2328		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.61	1.00	0.71
Motorcycle	24.26	0.33	0.08
Small Lorry	4.67	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.46	2.25	0.01
Total	100.00%		0.88

**Residential
Flat, Apartment, Condominium
Trips per Dwelling Units**

**CODE
01 01 05/06/07**

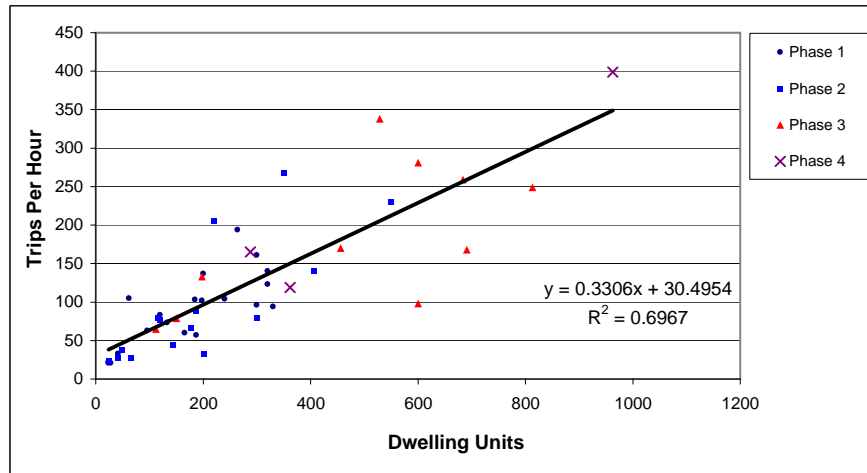
AM Peak Hour Of Generator



Number Of Sites :	48	Percent In/Out :	29 / 71
Average Rate :	0.54	Regression Equation :	$y = 0.342x + 28.5279$
Minimum Rate :	0.21	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.2	R-squared :	0.7759
Standard Deviation :	0.2183		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.01	1.00	0.71
Motorcycle	21.99	0.33	0.07
Small Lorry	5.67	1.75	0.10
Big Lorry	0.02	2.25	0.00
Bus	1.31	2.25	0.03
Total	100.00%		0.91

PM Peak Hour Of Generator



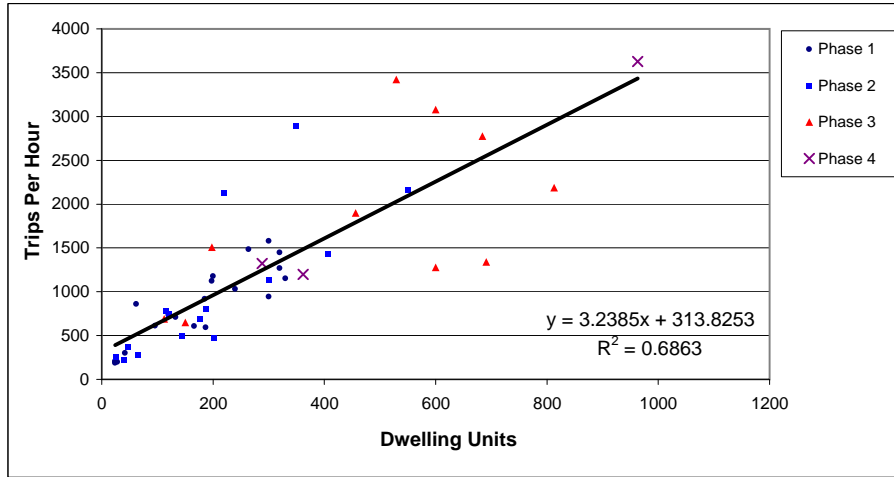
Number Of Sites :	48	Percent In/Out :	60 / 40
Average Rate :	0.55	Regression Equation :	$y = 0.3306x + 30.4954$
Minimum Rate :	0.16	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.69	R-squared :	0.6967
Standard Deviation :	0.265		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.46	1.00	0.72
Motorcycle	21.40	0.33	0.07
Small Lorry	5.49	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.65	2.25	0.01
Total	100.00%		0.90

**Residential
Flat, Apartment, Condominium
Trips per Dwelling Units**

**CODE
01 01 05/06/07**

Daily Trip Generation



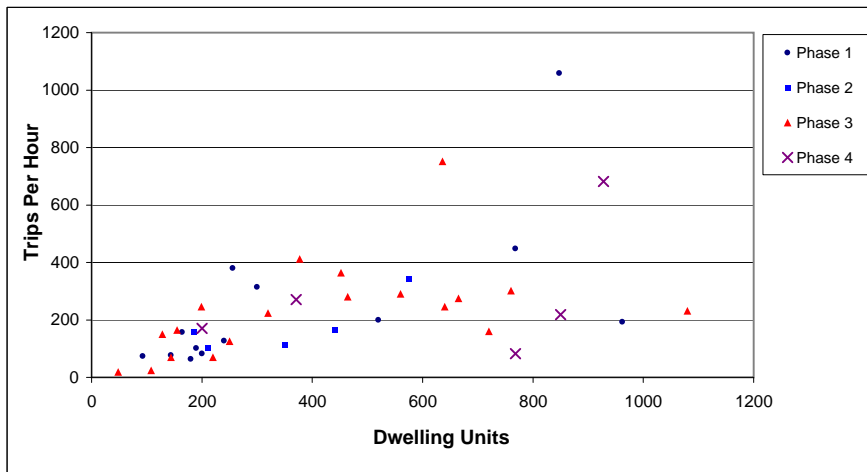
Number Of Sites :	48	Percent In/Out :	49 / 51
Average Rate :	5.33	Regression Equation :	$y = 3.2385x + 313.8253$
Minimum Rate :	1.94	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	13.82	R-squared :	0.6863
Standard Deviation :	2.2914		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.39	1.00	0.69
Motorcycle	23.64	0.33	0.08
Small Lorry	6.11	1.75	0.11
Big Lorry	0.03	2.25	0.00
Bus	0.83	2.25	0.02
Total	100.00%		0.90

**Residential
Low Cost Housing
Trips per Dwelling Units**

**CODE
01 01 20**

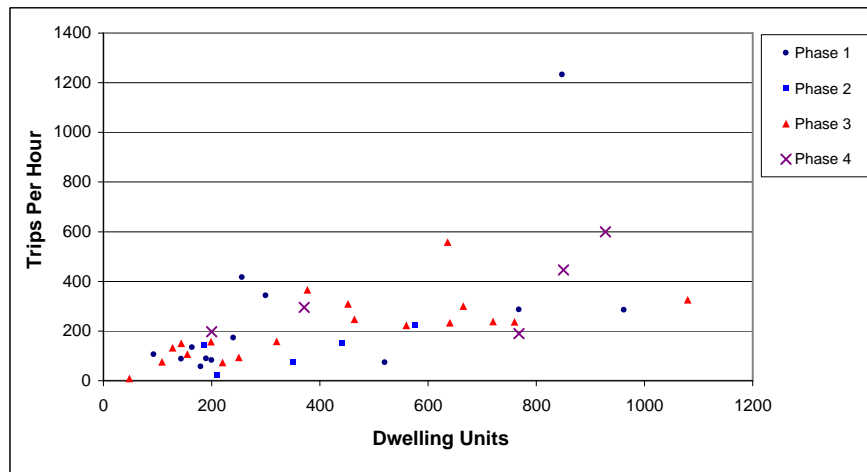
AM Peak Hour Of Commuter



Number Of Sites :	42	Percent In/Out :	34 / 66
Average Rate :	0.63	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	1.48		
Standard Deviation :	0.3420		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	45.92	1.00	0.46
Motorcycle	44.74	0.33	0.15
Small Lorry	7.56	1.75	0.13
Big Lorry	0.27	2.25	0.01
Bus	1.50	2.25	0.03
Total	100.00%		0.78

PM Peak Hour Of Commuter



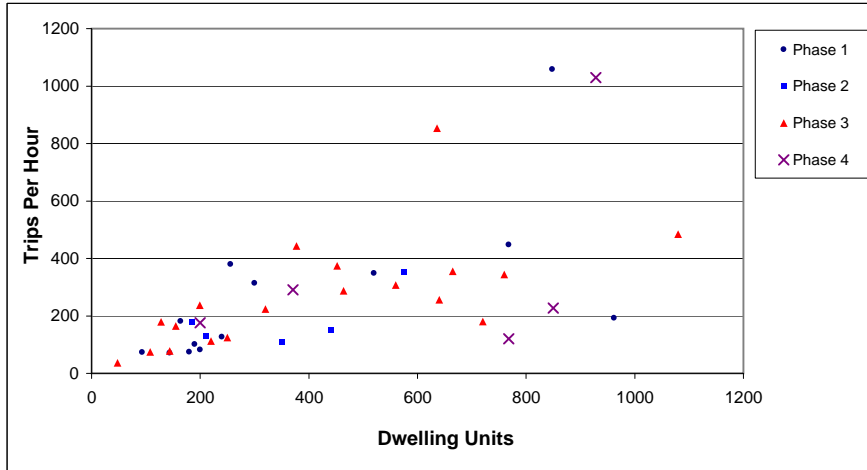
Number Of Sites :	42	Percent In/Out :	58 / 42
Average Rate :	0.61	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	1.63		
Standard Deviation :	0.3530		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.52	1.00	0.45
Motorcycle	47.76	0.33	0.16
Small Lorry	6.80	1.75	0.12
Big Lorry	0.19	2.25	0.00
Bus	0.72	2.25	0.02
Total	100.00%		0.75

**Residential
Low Cost Housing
Trips per Dwelling Units**

**CODE
01 01 20**

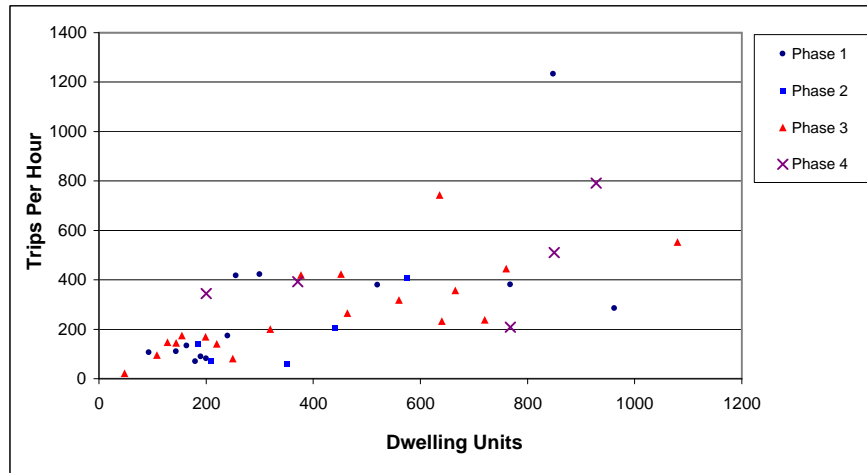
AM Peak Hour Of Generator



Number Of Sites :	42	Percent In/Out :	37 / 63
Average Rate :	0.7	Use Trip Rates	
Minimum Rate :	0.16		
Maximum Rate :	1.48		
Standard Deviation :	0.3455		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.60	1.00	0.48
Motorcycle	42.17	0.33	0.14
Small Lorry	7.97	1.75	0.14
Big Lorry	0.26	2.25	0.01
Bus	2.01	2.25	0.05
Total	100.00%		0.82

PM Peak Hour Of Generator



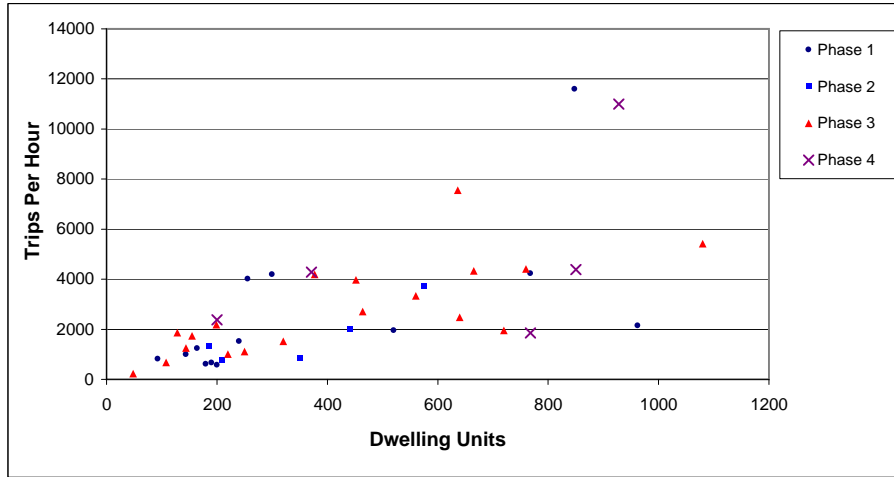
Number Of Sites :	42	Percent In/Out :	58 / 42
Average Rate :	0.75	Use Trip Rates	
Minimum Rate :	0.17		
Maximum Rate :	1.73		
Standard Deviation :	0.3794		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	45.66	1.00	0.46
Motorcycle	45.11	0.33	0.15
Small Lorry	7.28	1.75	0.13
Big Lorry	0.16	2.25	0.00
Bus	1.79	2.25	0.04
Total	100.00%		0.78

**Residential
Low Cost Housing
Trips per Dwelling Units**

**CODE
01 01 20**

Daily Trip Generation



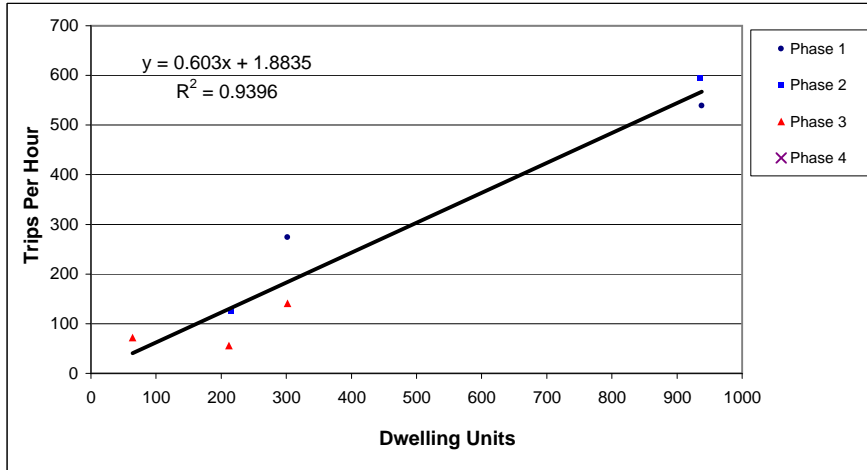
Number Of Sites :	42	Percent In/Out :	50 / 50
Average Rate :	7.12	Use Trip Rates	
Minimum Rate :	2.23		
Maximum Rate :	15.68		
Standard Deviation :	3.7528		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	45.18	1.00	0.45
Motorcycle	45.36	0.33	0.15
Small Lorry	7.78	1.75	0.14
Big Lorry	0.23	2.25	0.01
Bus	1.44	2.25	0.03
Total	100.00%		0.78

**Residential
Site & Services
Trips per Dwelling Units**

**CODE
01 01 25**

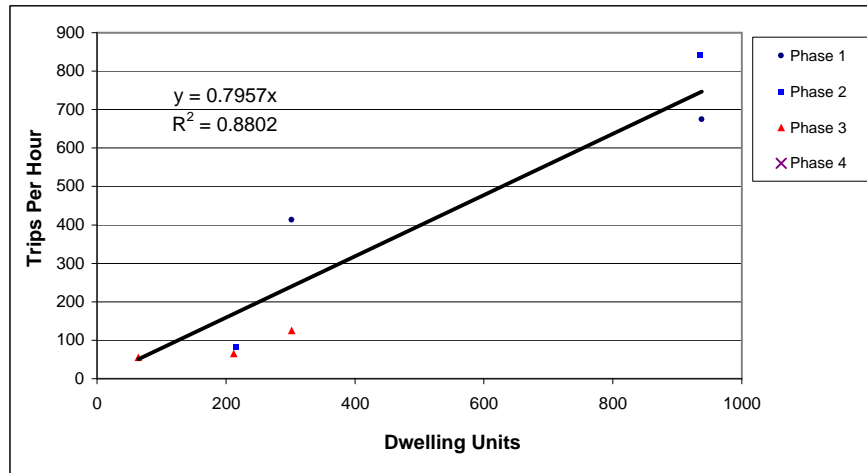
AM Peak Hour Of Commuter



Number Of Sites :	7	Percent In/Out :	30 / 70
Average Rate :	0.65	Regression Equation :	$y = 0.603x + 1.8835$
Minimum Rate :	0.26	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.13	R-squared :	0.9396
Standard Deviation :	0.2841		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	32.39	1.00	0.32
Motorcycle	59.63	0.33	0.20
Small Lorry	7.14	1.75	0.12
Big Lorry	0.28	2.25	0.01
Bus	0.56	2.25	0.01
Total	100.00%		0.66

PM Peak Hour Of Commuter



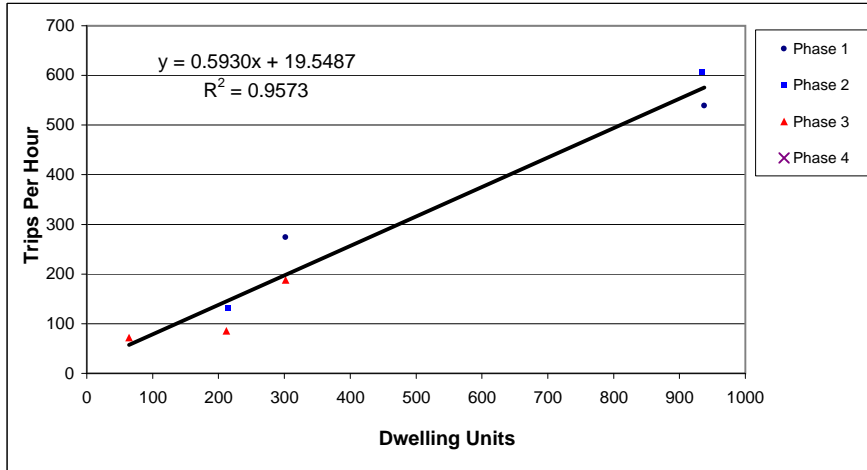
Number Of Sites :	7	Percent In/Out :	56 / 44
Average Rate :	0.71	Regression Equation :	$y = 0.7957x$
Minimum Rate :	0.31	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.37	R-squared :	0.8802
Standard Deviation :	0.3753		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	34.17	1.00	0.34
Motorcycle	58.75	0.33	0.19
Small Lorry	6.42	1.75	0.11
Big Lorry	0.13	2.25	0.00
Bus	0.52	2.25	0.01
Total	100.00%		0.65

**Residential
Site & Services
Trips per Dwelling Units**

**CODE
01 01 25**

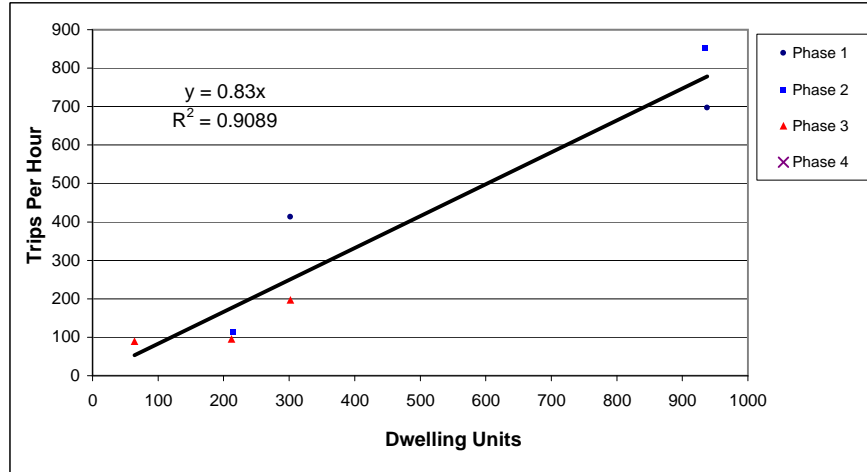
AM Peak Hour Of Generator



Number Of Sites :	7	Percent In/Out :	29 / 71
Average Rate :	0.70	Regression Equation :	$y = 0.593x + 19.5487$
Minimum Rate :	0.41	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.13	R-squared :	0.9573
Standard Deviation :	0.2388		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	33.42	1.00	0.33
Motorcycle	58.62	0.33	0.19
Small Lorry	7.10	1.75	0.12
Big Lorry	0.32	2.25	0.01
Bus	0.54	2.25	0.01
Total	100.00%		0.66

PM Peak Hour Of Generator



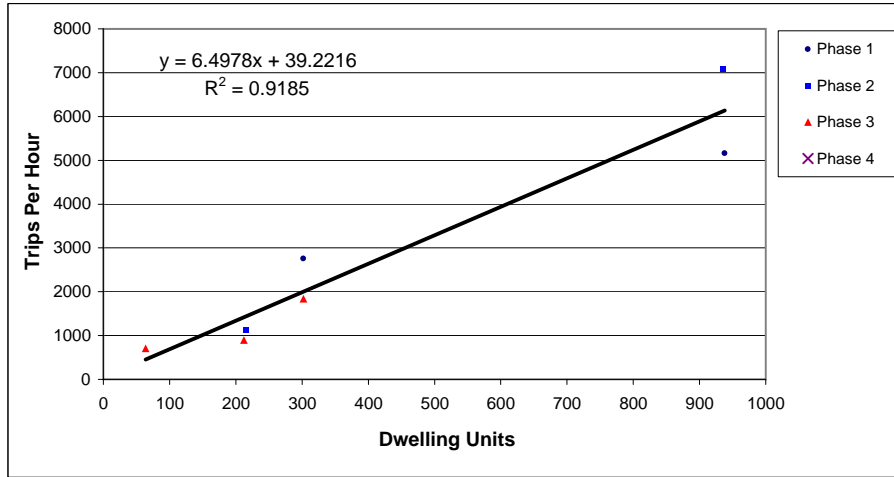
Number Of Sites :	7	Percent In/Out :	56 / 44
Average Rate :	0.87	Regression Equation :	$y = 0.83x$
Minimum Rate :	0.45	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.41	R-squared :	0.9089
Standard Deviation :	0.3844		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.10	1.00	0.37
Motorcycle	54.86	0.33	0.18
Small Lorry	7.31	1.75	0.13
Big Lorry	0.16	2.25	0.00
Bus	0.57	2.25	0.01
Total	100.00%		0.69

**Residential
Site & Services
Trips per Dwelling Units**

**CODE
01 01 25**

Daily Trip Generation



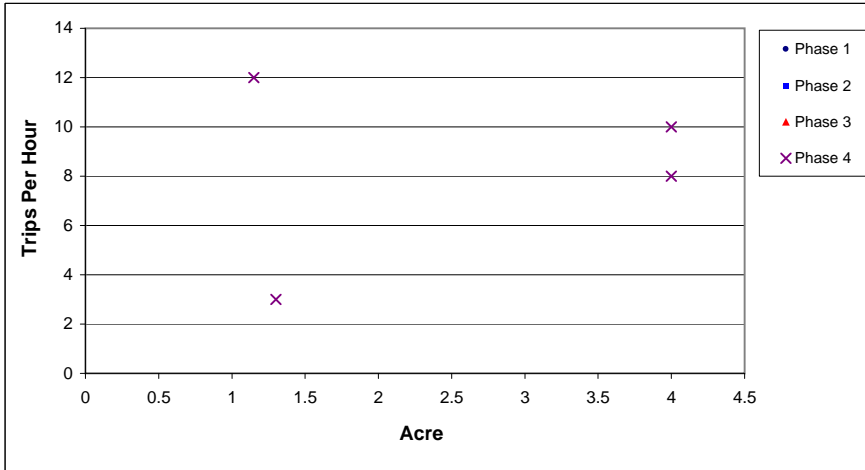
Number Of Sites :	7	Percent In/Out :	35 / 65
Average Rate :	6.98	Regression Equation :	$y = 6.4978x + 39.2216$
Minimum Rate :	4.25	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	11.11	R-squared :	0.9185
Standard Deviation :	2.4324		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	35.66	1.00	0.36
Motorcycle	54.01	0.33	0.18
Small Lorry	9.14	1.75	0.16
Big Lorry	0.41	2.25	0.01
Bus	0.79	2.25	0.02
Total	100.00%		0.73

**Residential
Workers' Hostel
Trips per Acre**

**CODE
01 01 30**

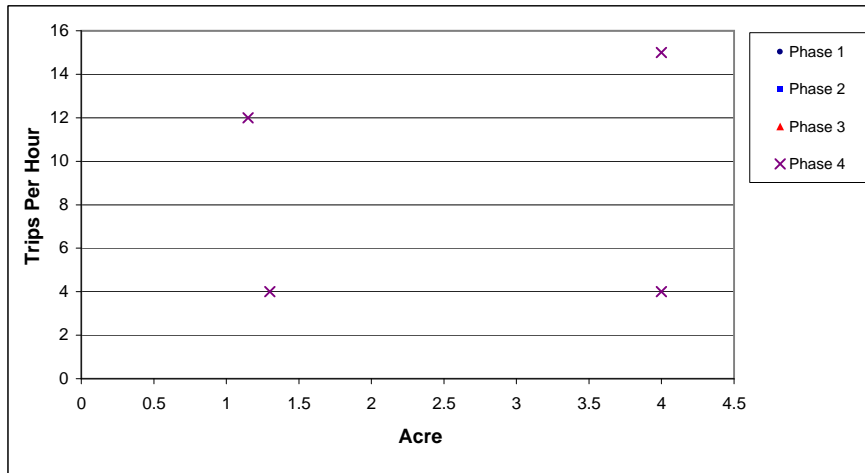
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	24 / 76
Average Rate :	4.31	Use Trip Rates	
Minimum Rate :	2.00		
Maximum Rate :	10.43		
Standard Deviation :	4.0880		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.55	1.00	0.55
Motorcycle	39.39	0.33	0.13
Small Lorry	6.06	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.79

PM Peak Hour Of Commuter



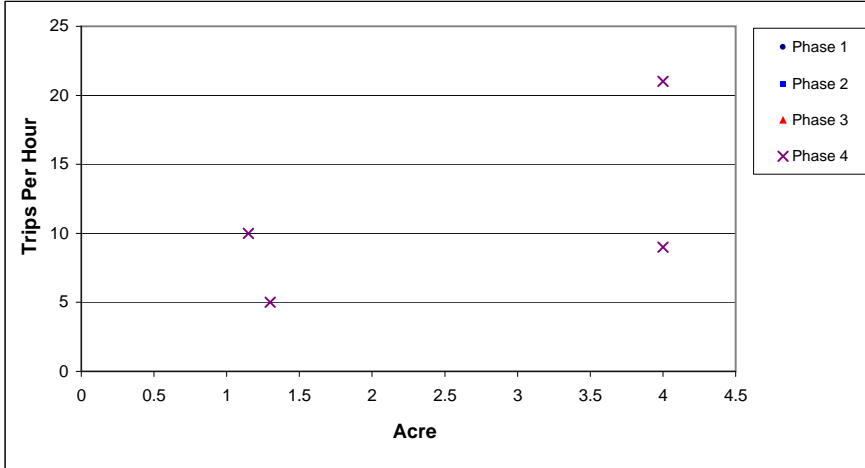
Number Of Sites :	4	Percent In/Out :	42 / 58
Average Rate :	4.57	Use Trip Rates	
Minimum Rate :	1.00		
Maximum Rate :	10.43		
Standard Deviation :	4.0842		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	28.57	1.00	0.29
Motorcycle	11.43	0.33	0.04
Small Lorry	2.86	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	57.14	2.25	1.29
Total	100.00%		1.67

**Residential
Workers' Hostel
Trips per Acre**

**CODE
01 01 30**

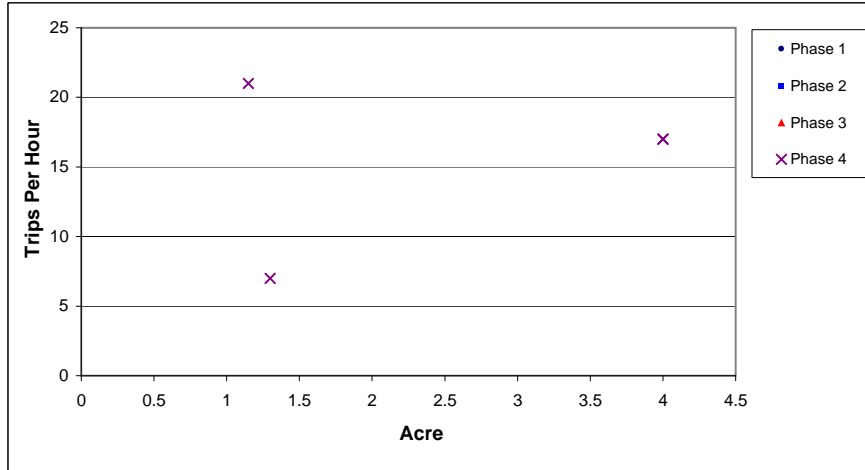
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	64 / 36
Average Rate :	5.01	Use Trip Rates	
Minimum Rate :	2.25		
Maximum Rate :	8.70		
Standard Deviation :	2.7455		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	20.00	1.00	0.20
Motorcycle	11.11	0.33	0.04
Small Lorry	26.67	1.75	0.47
Big Lorry	0.00	2.25	0.00
Bus	42.22	2.25	0.95
Total	100.00%		1.66

PM Peak Hour Of Generator



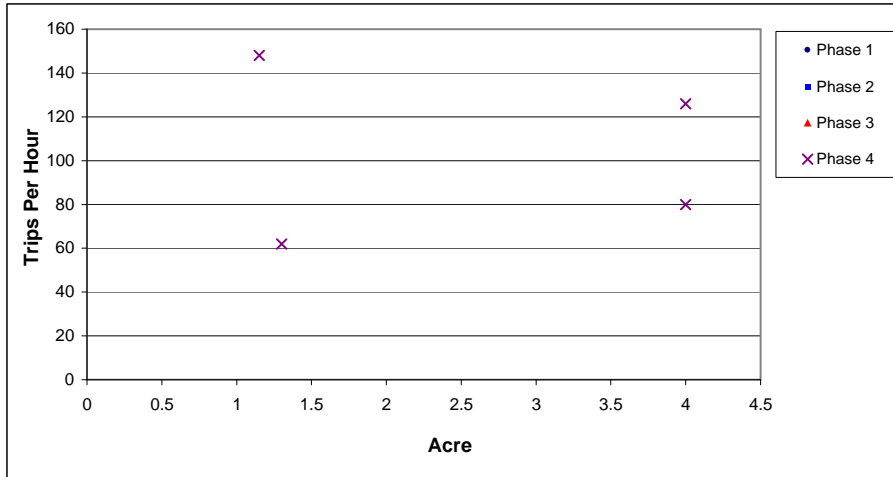
Number Of Sites :	4	Percent In/Out :	64 / 36
Average Rate :	8.04	Use Trip Rates	
Minimum Rate :	4.25		
Maximum Rate :	18.26		
Standard Deviation :	6.8373		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.23	1.00	0.53
Motorcycle	3.23	0.33	0.01
Small Lorry	8.06	1.75	0.14
Big Lorry	0.00	2.25	0.00
Bus	35.48	2.25	0.80
Total	100.00%		1.48

**Residential
Workers' Hostel
Trips per Acre**

**CODE
01 01 30**

Daily Trip Generation



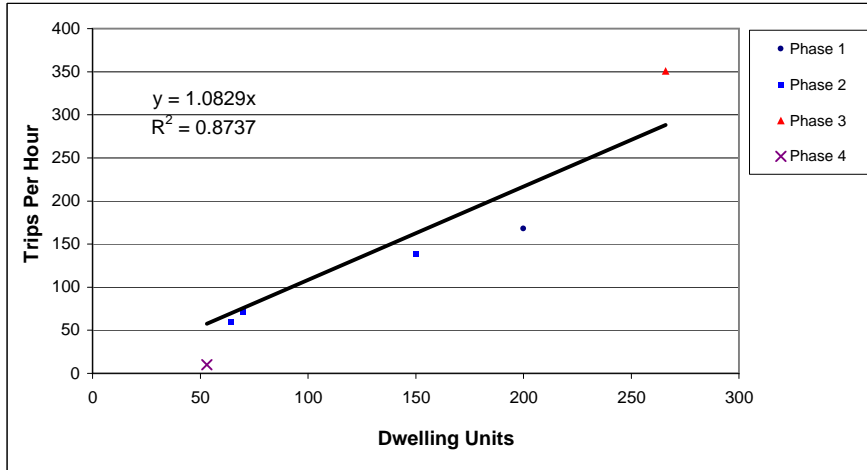
Number Of Sites :	4	Percent In/Out :	50 / 50
Average Rate :	56.97	Use Trip Rates	
Minimum Rate :	20.00		
Maximum Rate :	128.70		
Standard Deviation :	49.1465		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.60	1.00	0.48
Motorcycle	19.23	0.33	0.06
Small Lorry	12.50	1.75	0.22
Big Lorry	0.48	2.25	0.01
Bus	20.19	2.25	0.45
Total	100.00%		1.22

**Residential
Institutional Quarters
Trips per Dwelling Units**

**CODE
01 01 50**

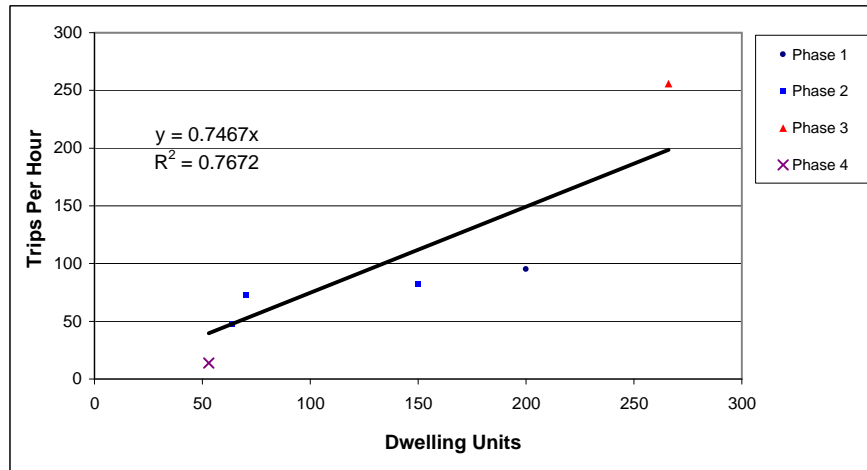
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	43 / 57
Average Rate :	0.87	Regression Equation :	$y = 1.0829x$
Minimum Rate :	0.19	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.32	R-squared :	0.8737
Standard Deviation :	0.3725		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.10	1.00	0.41
Motorcycle	52.74	0.33	0.17
Small Lorry	4.27	1.75	0.07
Big Lorry	0.13	2.25	0.00
Bus	1.76	2.25	0.04
Total	100.00%		0.69

PM Peak Hour Of Commuter



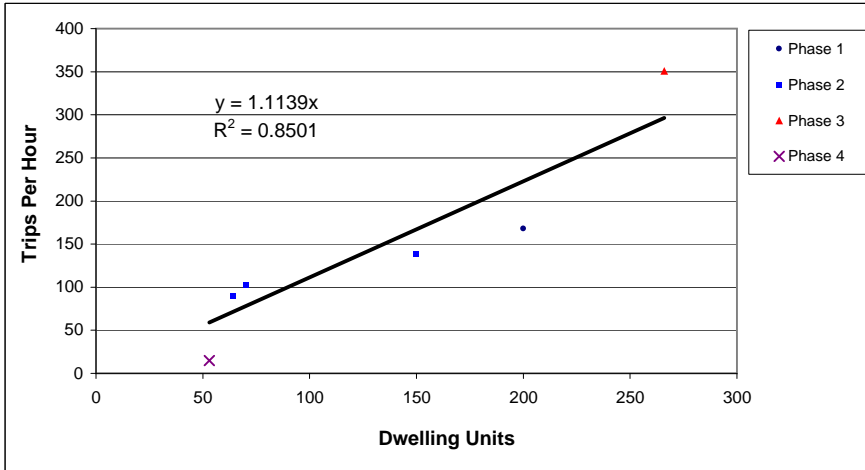
Number Of Sites :	6	Percent In/Out :	56 / 44
Average Rate :	0.67	Regression Equation :	$y = 0.7467x$
Minimum Rate :	0.26	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.04	R-squared :	0.7672
Standard Deviation :	0.2996		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	39.79	1.00	0.40
Motorcycle	56.52	0.33	0.19
Small Lorry	2.99	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.70	2.25	0.02
Total	100.00%		0.66

**Residential
Institutional Quarters
Trips per Dwelling Units**

**CODE
01 01 50**

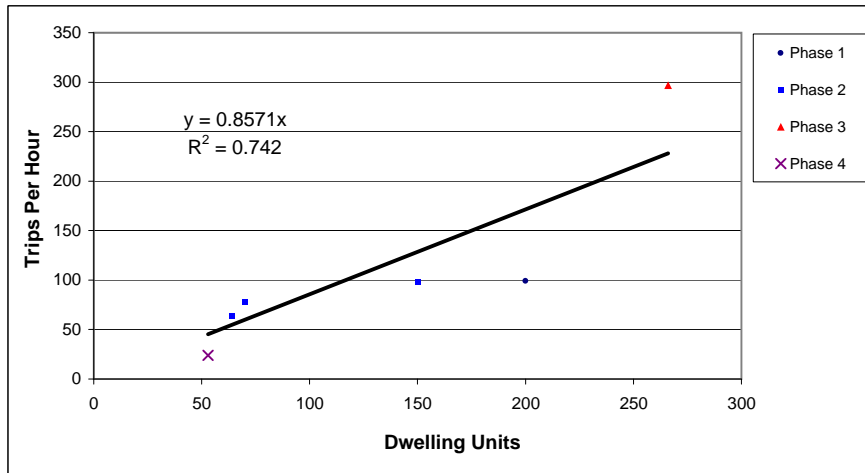
AM Peak Hour Of Generator



Number Of Sites :	6	Percent In/Out :	36 / 64
Average Rate :	1.04	Regression Equation :	$y = 1.1139x$
Minimum Rate :	0.28	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.47	R-squared :	0.8501
Standard Deviation :	0.4526		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.69	1.00	0.42
Motorcycle	52.18	0.33	0.17
Small Lorry	4.16	1.75	0.07
Big Lorry	0.12	2.25	0.00
Bus	1.86	2.25	0.04
Total	100.00%		0.70

PM Peak Hour Of Generator



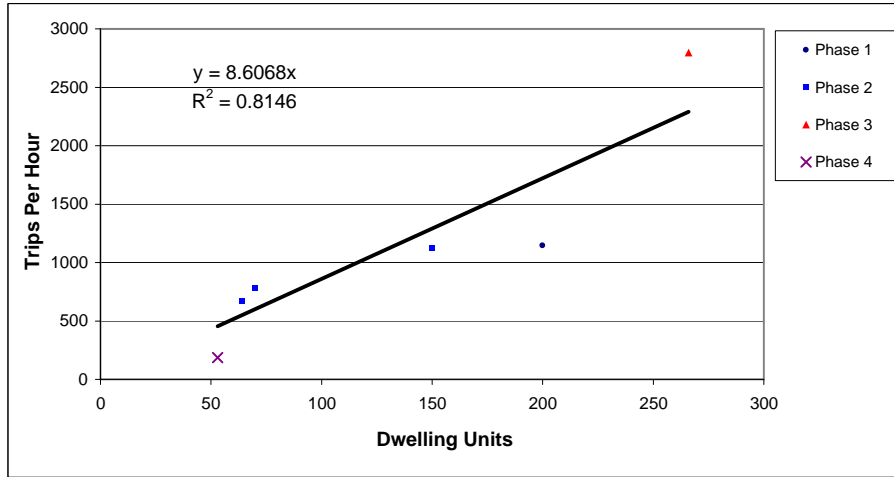
Number Of Sites :	6	Percent In/Out :	56 / 44
Average Rate :	0.81	Regression Equation :	$y = 0.8571x$
Minimum Rate :	0.45	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.12	R-squared :	0.742
Standard Deviation :	0.3079		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	45.15	1.00	0.45
Motorcycle	49.40	0.33	0.16
Small Lorry	4.24	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	1.22	2.25	0.03
Total	100.00%		0.71

**Residential
Institutional Quarters
Trips per Dwelling Units**

**CODE
01 01 50**

Daily Trip Generation



Number Of Sites :	6	Percent In/Out :	49 / 51
Average Rate :	8.15	Regression Equation :	$y = 8.6068x$
Minimum Rate :	3.49	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	11.24	R-squared :	0.8146
Standard Deviation :	3.1159		

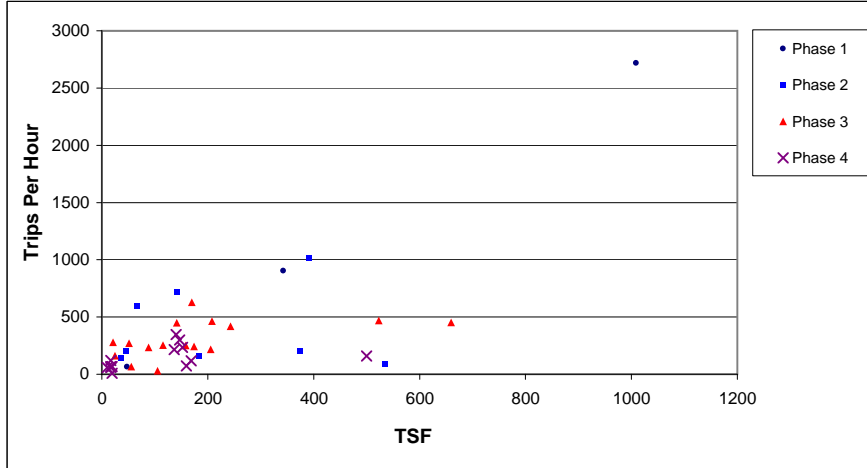
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.10	1.00	0.41
Motorcycle	53.48	0.33	0.18
Small Lorry	4.07	1.75	0.07
Big Lorry	0.22	2.25	0.01
Bus	1.12	2.25	0.03
Total	100.00%		0.70

02
INSTITUTIONAL

**Institutional
Government Office Complex
Trips per TSF**

**CODE
02 01 01**

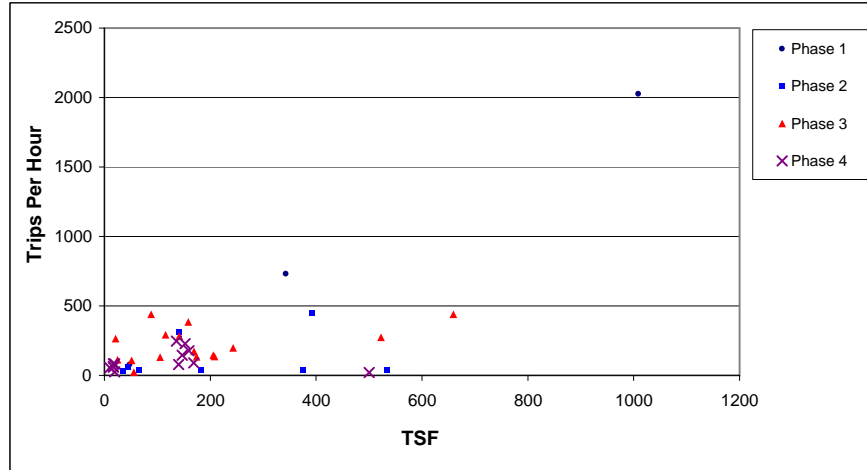
AM Peak Hour Of Commuter



Number Of Sites :	40	Percent In/Out :	76 / 24
Average Rate :	2.86	Use Trip Rates	
Minimum Rate :	0.16		
Maximum Rate :	13.00		
Standard Deviation :	2.6363		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.01	1.00	0.69
Motorcycle	25.70	0.33	0.08
Small Lorry	4.72	1.75	0.08
Big Lorry	0.01	2.25	0.00
Bus	0.56	2.25	0.01
Total	100.00%		0.86

PM Peak Hour Of Commuter



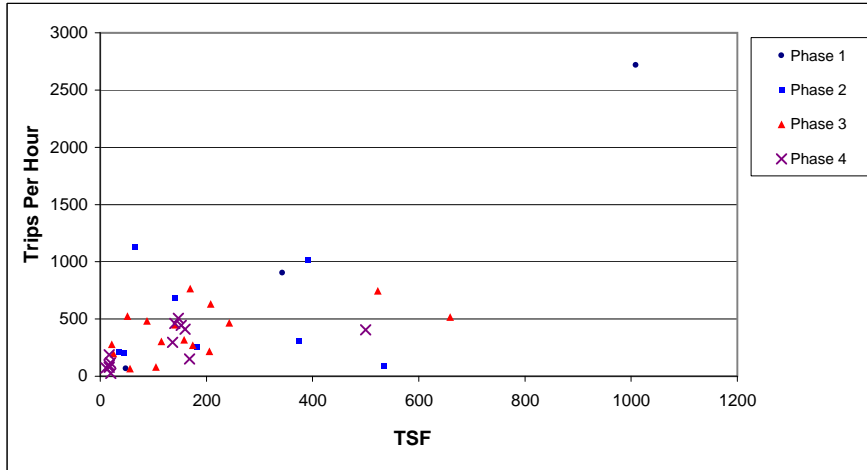
Number Of Sites :	40	Percent In/Out :	21 / 79
Average Rate :	1.99	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	12.30		
Standard Deviation :	2.2261		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.69	1.00	0.70
Motorcycle	25.20	0.33	0.08
Small Lorry	4.46	1.75	0.08
Big Lorry	0.02	2.25	0.00
Bus	0.63	2.25	0.01
Total	100.00%		0.87

**Institutional
Government Office Complex
Trips per TSF**

**CODE
02 01 01**

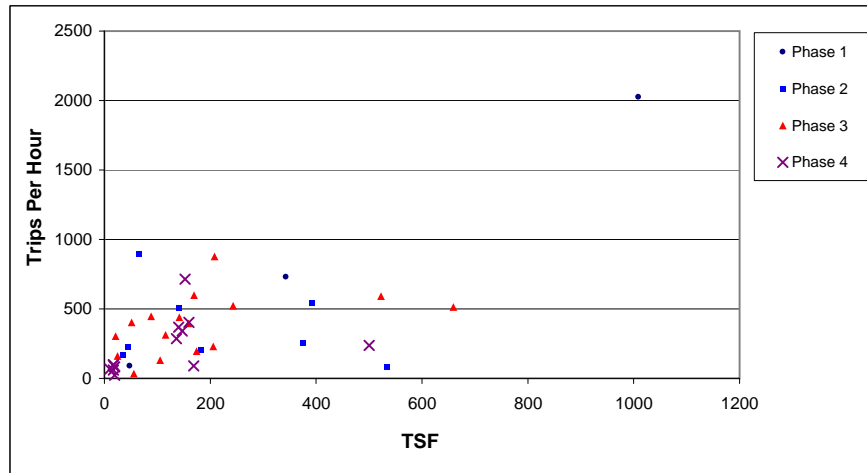
AM Peak Hour Of Generator



Number Of Sites :	40	Percent In/Out :	67 / 33
Average Rate :	3.92	Use Trip Rates	
Minimum Rate :	0.16		
Maximum Rate :	17.05		
Standard Deviation :	3.6531		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.76	1.00	0.69
Motorcycle	25.67	0.33	0.08
Small Lorry	5.03	1.75	0.09
Big Lorry	0.04	2.25	0.00
Bus	0.50	2.25	0.01
Total	100.00%		0.87

PM Peak Hour Of Generator



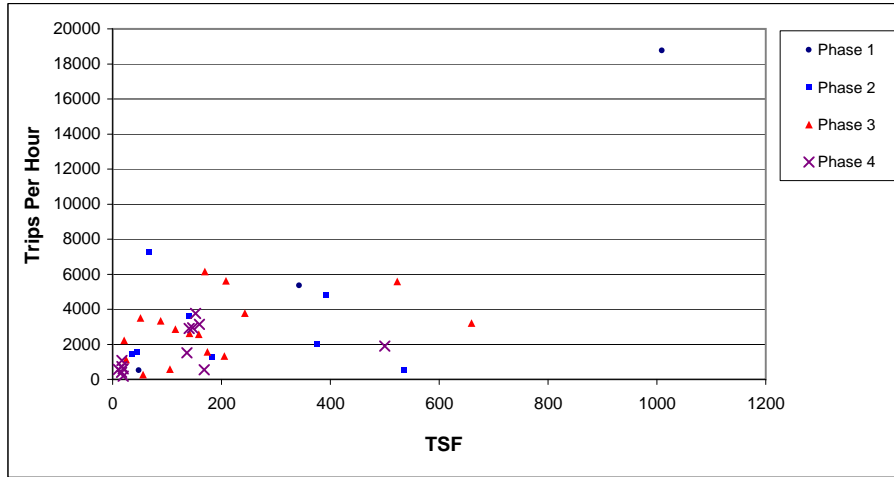
Number Of Sites :	40	Percent In/Out :	35 / 65
Average Rate :	3.41	Use Trip Rates	
Minimum Rate :	0.15		
Maximum Rate :	14.21		
Standard Deviation :	3.1094		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.40	1.00	0.70
Motorcycle	23.68	0.33	0.08
Small Lorry	5.36	1.75	0.09
Big Lorry	0.07	2.25	0.00
Bus	0.49	2.25	0.01
Total	100.00%		0.88

**Institutional
Government Office Complex
Trips per TSF**

**CODE
02 01 01**

Daily Trip Generation



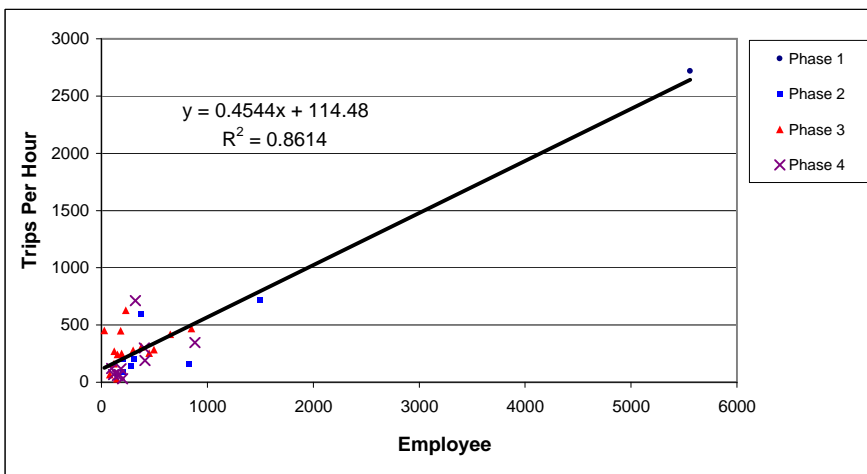
Number Of Sites :	40	Percent In/Out :	50 / 50
Average Rate :	26.16	Use Trip Rates	
Minimum Rate :	0.94		
Maximum Rate :	109.77		
Standard Deviation :	25.0414		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.92	1.00	0.68
Motorcycle	25.59	0.33	0.08
Small Lorry	6.12	1.75	0.11
Big Lorry	0.09	2.25	0.00
Bus	0.27	2.25	0.01
Total	100.00%		0.88

**Institutional
Government Office Complex
Trips per Employee**

**CODE
02 01 01**

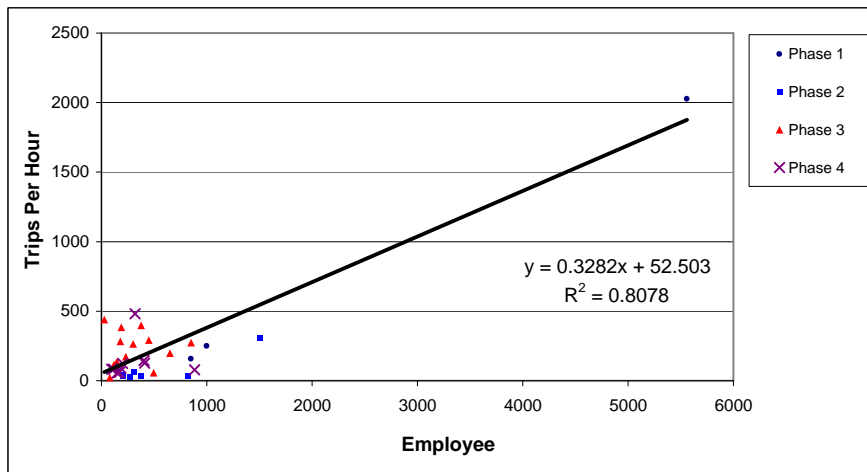
AM Peak Hour Of Commuter



Number Of Sites :	34	Percent In/Out :	75 / 25
Average Rate :	1.38	Regression Equation :	$y = 0.4544x + 114.48$
Minimum Rate :	0.16	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	16.78	R-squared :	0.8614
Standard Deviation :	2.8041		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.54	1.00	0.68
Motorcycle	27.64	0.33	0.09
Small Lorry	4.28	1.75	0.07
Big Lorry	0.03	2.25	0.00
Bus	0.51	2.25	0.01
Total	100.00%		0.85

PM Peak Hour Of Commuter



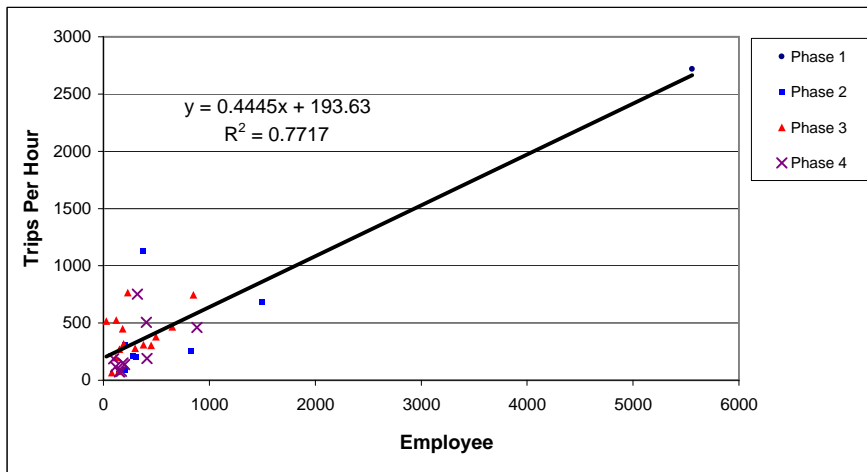
Number Of Sites :	34	Percent In/Out :	22 / 78
Average Rate :	1.05	Regression Equation :	$y = 0.3282x + 52.503$
Minimum Rate :	0.04	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	16.3	R-squared :	0.8078
Standard Deviation :	2.7346		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.98	1.00	0.70
Motorcycle	25.37	0.33	0.08
Small Lorry	4.01	1.75	0.07
Big Lorry	0.03	2.25	0.00
Bus	0.61	2.25	0.01
Total	100.00%		0.86

**Institutional
Government Office Complex
Trips per Employee**

**CODE
02 01 01**

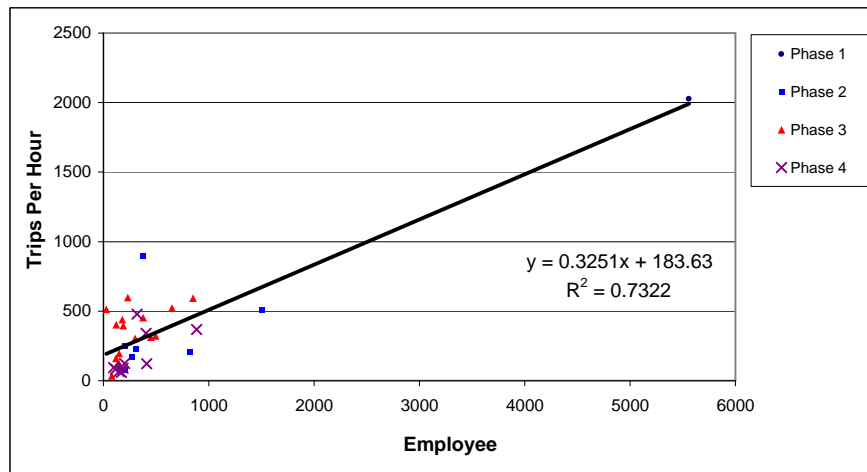
AM Peak Hour Of Generator



Number Of Sites :	34	Percent In/Out :	69 / 31
Average Rate :	1.73	Regression Equation :	$y = 0.4445x + 193.63$
Minimum Rate :	0.31	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	19.11	R-squared :	0.7717
Standard Deviation :	3.2138		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.38	1.00	0.68
Motorcycle	26.34	0.33	0.09
Small Lorry	4.73	1.75	0.08
Big Lorry	0.05	2.25	0.00
Bus	0.50	2.25	0.01
Total	100.00%		0.86

PM Peak Hour Of Generator



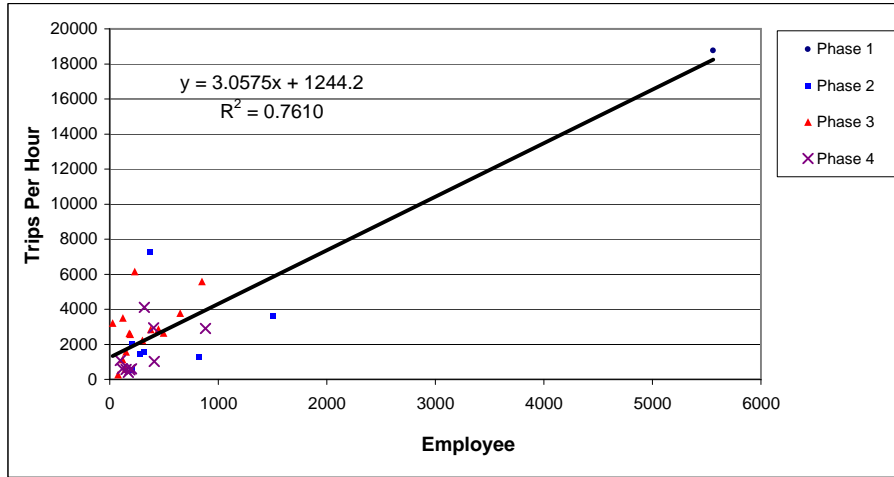
Number Of Sites :	34	Percent In/Out :	32 / 68
Average Rate :	1.53	Regression Equation :	$y = 0.3251x + 183.63$
Minimum Rate :	0.25	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	19.00	R-squared :	0.7322
Standard Deviation :	3.1760		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.73	1.00	0.70
Motorcycle	24.59	0.33	0.08
Small Lorry	5.08	1.75	0.09
Big Lorry	0.08	2.25	0.00
Bus	0.53	2.25	0.01
Total	100.00%		0.88

**Institutional
Government Office Complex
Trips per Employee**

**CODE
02 01 01**

Daily Trip Generation



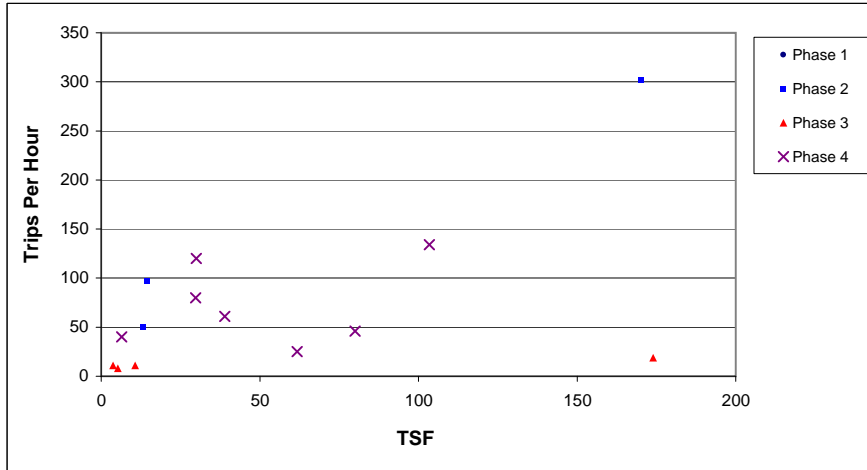
Number Of Sites :	34	Percent In/Out :	50 / 50
Average Rate :	11.08	Regression Equation :	$y = 3.0575x + 1244.2$
Minimum Rate :	1.55	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	118.96	R-squared :	0.761
Standard Deviation :	20.1457		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.00	1.00	0.68
Motorcycle	25.58	0.33	0.08
Small Lorry	6.04	1.75	0.11
Big Lorry	0.10	2.25	0.00
Bus	0.28	2.25	0.01
Total	100.00%		0.88

Institutional
Syariah, Magistrate, Session, High Court, Court Complex
Trips per TSF

CODE
02 02
01/02/03/04/05

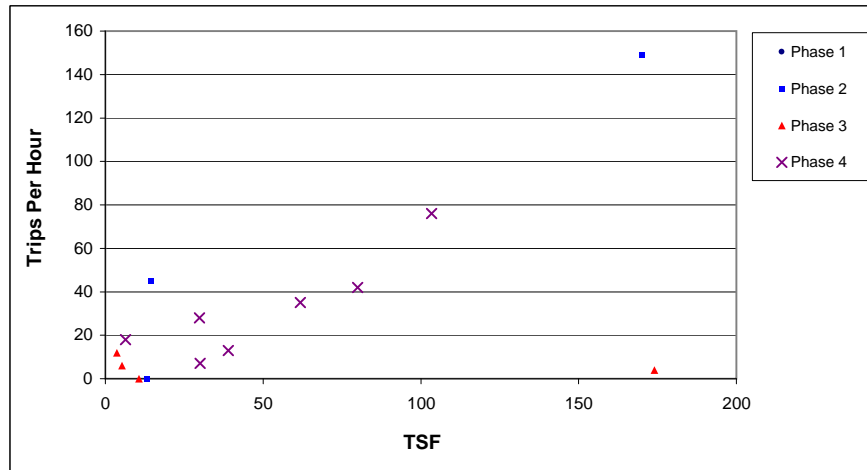
AM Peak Hour Of Commuter



Number Of Sites :	14	Percent In/Out :	79 / 21
Average Rate :	2.48	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	6.74		
Standard Deviation :	2.0708		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.61	1.00	0.73
Motorcycle	24.10	0.33	0.08
Small Lorry	3.19	1.75	0.06
Big Lorry	0.10	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.87

PM Peak Hour Of Commuter



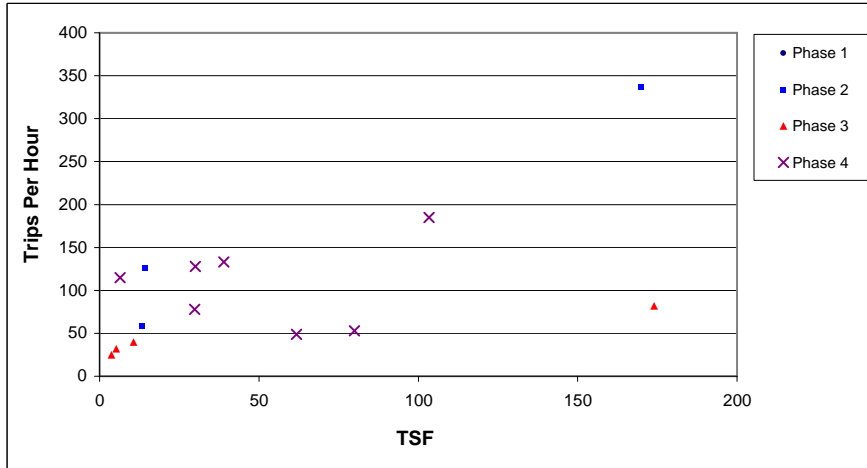
Number Of Sites :	14	Percent In/Out :	15 / 85
Average Rate :	1.04	Use Trip Rates	
Minimum Rate :	0.02		
Maximum Rate :	3.24		
Standard Deviation :	1.1535		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.72	1.00	0.72
Motorcycle	24.60	0.33	0.08
Small Lorry	3.68	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.86

Institutional
Syariah, Magistrate, Session, High Court, Court Complex
Trips per TSF

CODE
02 02
01/02/03/04/05

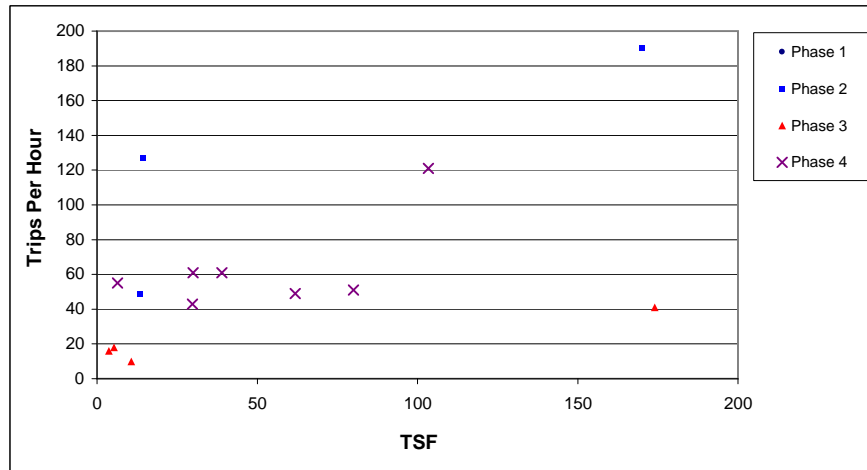
AM Peak Hour Of Generator



Number Of Sites :	14	Percent In/Out :	66 / 34
Average Rate :	4.55	Use Trip Rates	
Minimum Rate :	0.47		
Maximum Rate :	17.93		
Standard Deviation :	4.5554		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	73.28	1.00	0.73
Motorcycle	22.76	0.33	0.08
Small Lorry	3.75	1.75	0.07
Big Lorry	0.21	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.88

PM Peak Hour Of Generator



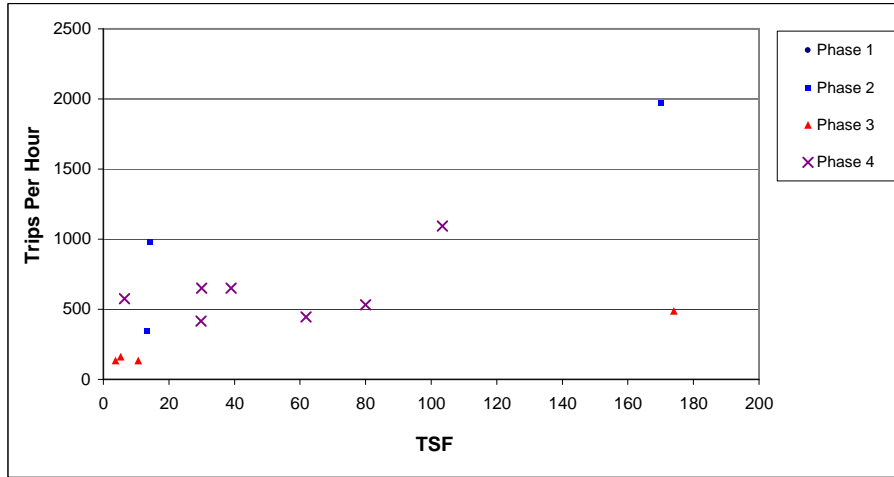
Number Of Sites :	14	Percent In/Out :	42 / 58
Average Rate :	2.77	Use Trip Rates	
Minimum Rate :	0.24		
Maximum Rate :	8.82		
Standard Deviation :	2.7908		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.25	1.00	0.65
Motorcycle	29.37	0.33	0.10
Small Lorry	5.04	1.75	0.09
Big Lorry	0.34	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.85

Institutional
Syariah, Magistrate, Session, High Court, Court Complex
Trips per TSF

CODE
02 02
01/02/03/04/05

Daily Trip Generation

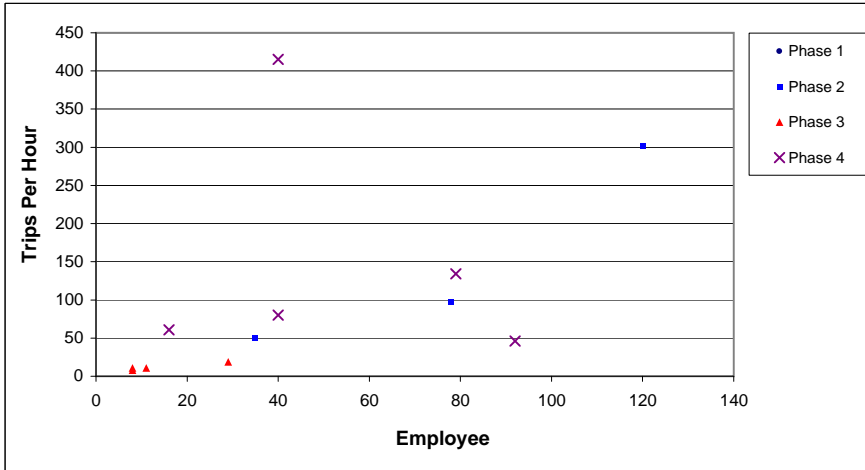


Number Of Sites :	14	Percent In/Out :	51 / 49
Average Rate :	25.28	Use Trip Rates	
Minimum Rate :	2.81		
Maximum Rate :	89.65		
Standard Deviation :	24.9106		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.15	1.00	0.64
Motorcycle	31.44	0.33	0.10
Small Lorry	4.26	1.75	0.07
Big Lorry	0.13	2.25	0.00
Bus	0.02	2.25	0.00
Total	100.00%		0.81

Institutional
Syariah, Magistrate, Session, High Court, Court Complex
Trips per Employee

CODE
02 02
01/02/03/04/05

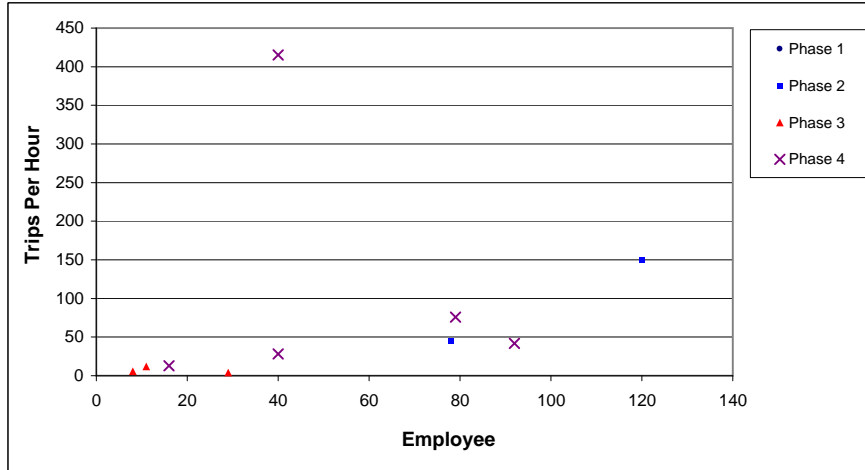
AM Peak Hour Of Commuter



Number Of Sites :	12	Percent In/Out :	71 / 29
Average Rate :	2.12	Use Trip Rates	
Minimum Rate :	0.50		
Maximum Rate :	10.38		
Standard Deviation :	2.6604		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.90	1.00	0.73
Motorcycle	23.69	0.33	0.08
Small Lorry	3.30	1.75	0.06
Big Lorry	0.12	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.87

PM Peak Hour Of Commuter



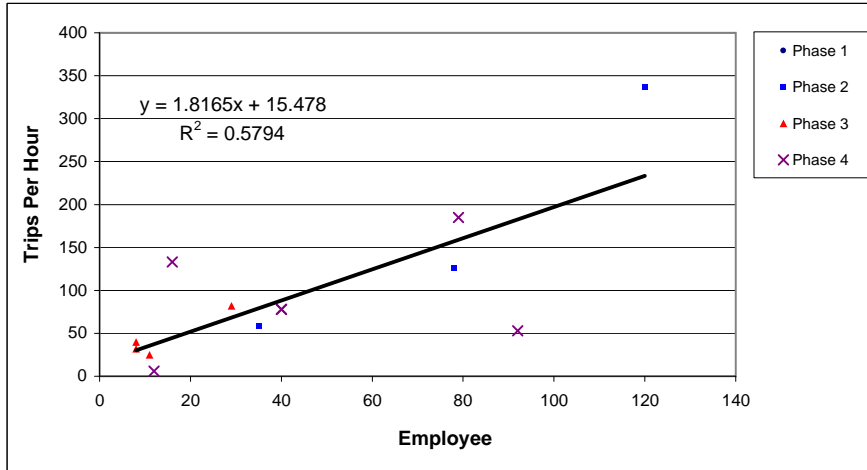
Number Of Sites :	10	Percent In/Out :	15 / 85
Average Rate :	1.32	Use Trip Rates	
Minimum Rate :	0.46		
Maximum Rate :	10.38		
Standard Deviation :	2.7548		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.13	1.00	0.74
Motorcycle	22.67	0.33	0.07
Small Lorry	3.20	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.87

Institutional
Syariah, Magistrate, Session, High Court, Court Complex
Trips per Employee

CODE
02 02
01/02/03/04/05

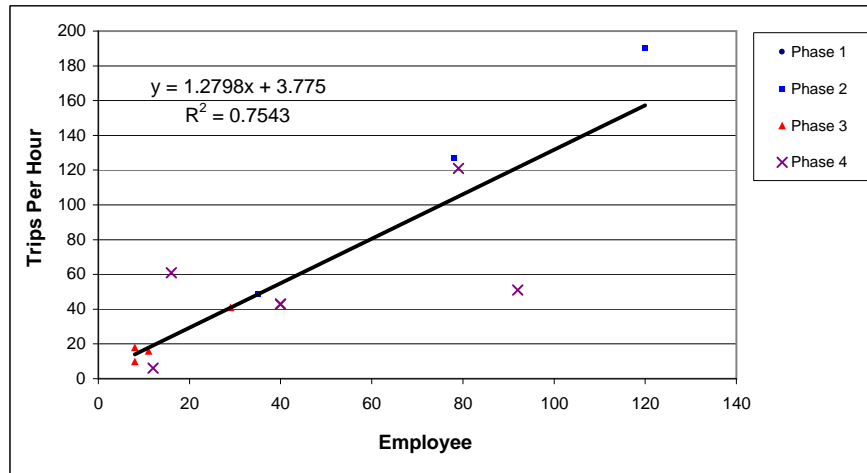
AM Peak Hour Of Generator



Number Of Sites :	13	Percent In/Out :	65 / 35
Average Rate :	2.75	Regression Equation :	$y = 1.8165x + 15.478$
Minimum Rate :	0.50	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	8.31	R-squared :	0.5794
Standard Deviation :	2.072		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	73.97	1.00	0.74
Motorcycle	22.39	0.33	0.07
Small Lorry	3.32	1.75	0.06
Big Lorry	0.32	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.88

PM Peak Hour Of Generator



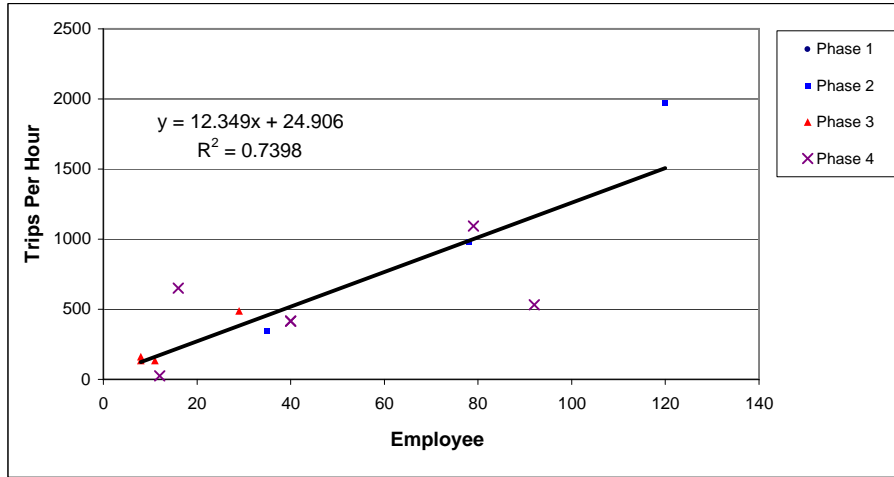
Number Of Sites :	13	Percent In/Out :	42 / 58
Average Rate :	1.50	Regression Equation :	$y = 1.2798x + 3.775$
Minimum Rate :	0.50	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	3.81	R-squared :	0.7543
Standard Deviation :	0.8303		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.24	1.00	0.66
Motorcycle	28.35	0.33	0.09
Small Lorry	5.02	1.75	0.09
Big Lorry	0.39	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.85

Institutional
Syariah, Magistrate, Session, High Court, Court Complex
Trips per Employee

CODE
02 02
01/02/03/04/05

Daily Trip Generation



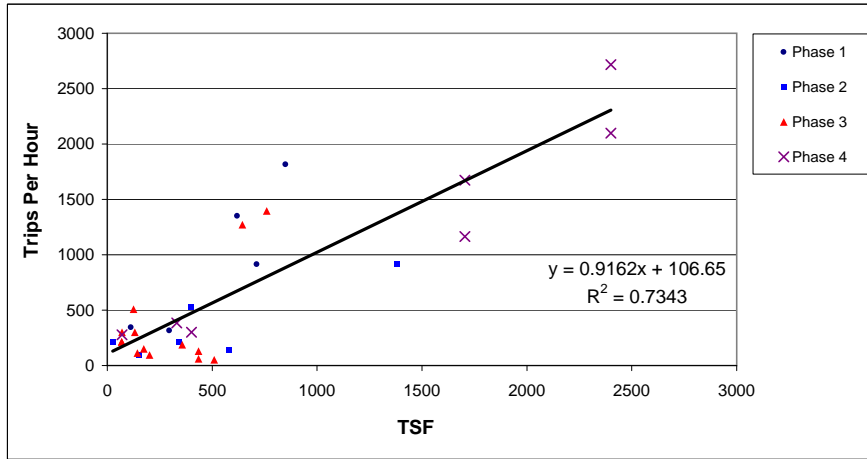
Number Of Sites :	13	Percent In/Out :	52 / 48
Average Rate :	14.45	Regression Equation :	$y = 12.349x + 24.906$
Minimum Rate :	2.00	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	40.69	R-squared :	0.7398
Standard Deviation :	9.2679		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.15	1.00	0.65
Motorcycle	30.74	0.33	0.10
Small Lorry	3.91	1.75	0.07
Big Lorry	0.16	2.25	0.00
Bus	0.03	2.25	0.00
Total	100.00%		0.82

**Institutional
General, Referral, Specialist, Nuclues, District,
Private Hospital
Trips per TSF**

**CODE
02 03
01/02/03/04/10**

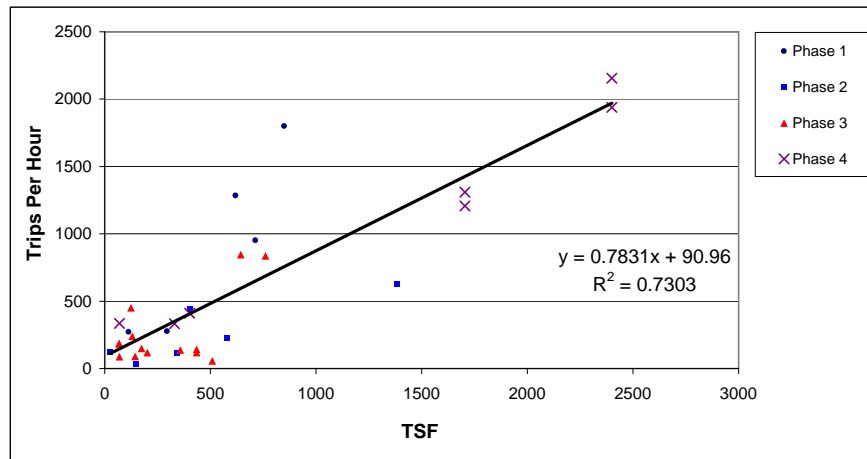
AM Peak Hour Of Commuter



Number Of Sites :	32	Percent In/Out :	66 / 34
Average Rate :	1.71	Regression Equation :	$y = 0.9162x + 106.65$
Minimum Rate :	0.1	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	8.09	R-squared :	0.7343
Standard Deviation :	1.6712		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.89	1.00	0.67
Motorcycle	29.02	0.33	0.10
Small Lorry	3.86	1.75	0.07
Big Lorry	0.05	2.25	0.00
Bus	0.18	2.25	0.00
Total	100.00%		0.84

PM Peak Hour Of Commuter



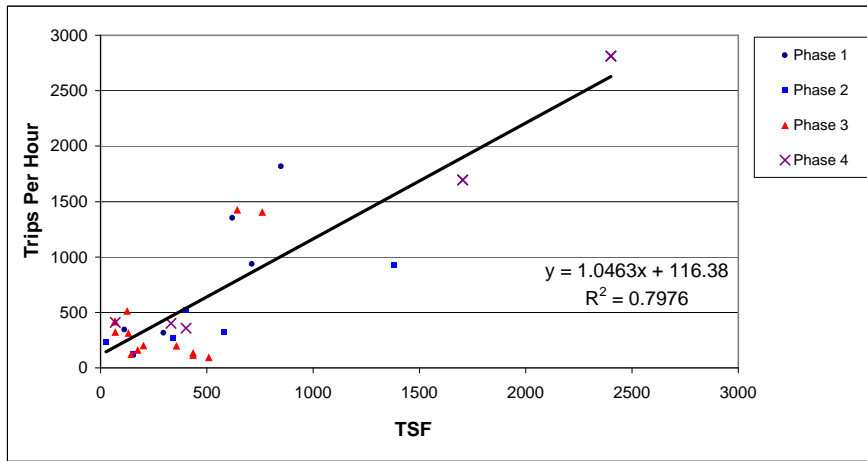
Number Of Sites :	32	Percent In/Out :	41 / 59
Average Rate :	1.37	Regression Equation :	$y = 0.7831x + 90.96$
Minimum Rate :	0.11	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	4.88	R-squared :	0.7303
Standard Deviation :	1.2389		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.38	1.00	0.67
Motorcycle	27.94	0.33	0.09
Small Lorry	4.55	1.75	0.08
Big Lorry	0.01	2.25	0.00
Bus	0.12	2.25	0.00
Total	100.00%		0.84

**Institutional
General, Referral, Specialist, Nuclues, District,
Private Hospital
Trips per TSF**

**CODE
02 03
01/02/03/04/10**

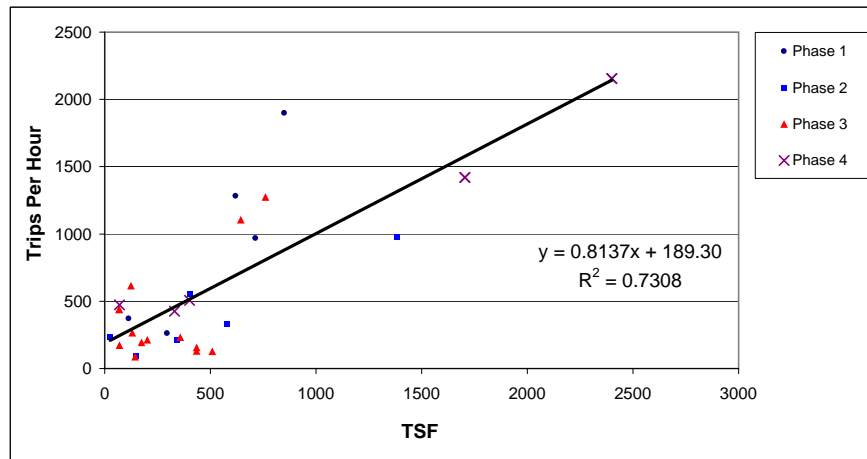
AM Peak Hour Of Generator



Number Of Sites :	32	Percent In/Out :	61 / 39
Average Rate :	2.09	Regression Equation :	$y = 1.0463x + 116.38$
Minimum Rate :	0.19	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	9.18	R-squared :	0.7976
Standard Deviation :	2.1415		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.93	1.00	0.69
Motorcycle	26.87	0.33	0.09
Small Lorry	3.91	1.75	0.07
Big Lorry	0.06	2.25	0.00
Bus	0.23	2.25	0.01
Total	100.00%		0.86

PM Peak Hour Of Generator



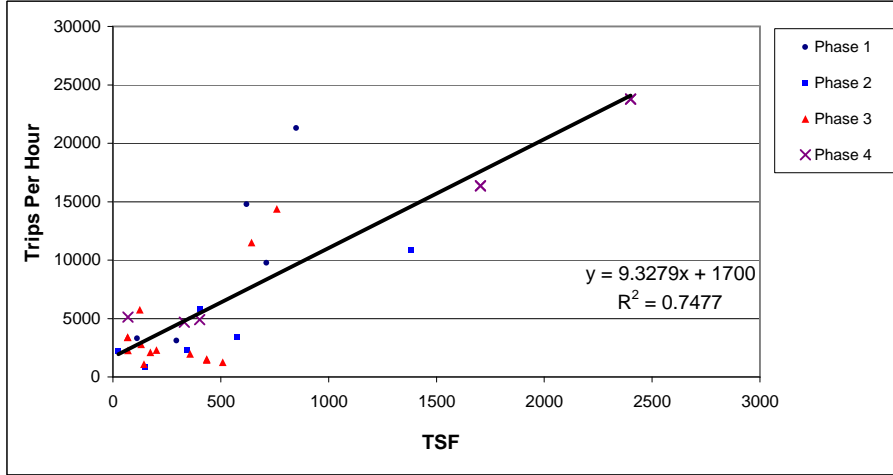
Number Of Sites :	32	Percent In/Out :	49 / 51
Average Rate :	2.06	Regression Equation :	$y = 0.8137x + 189.30$
Minimum Rate :	0.25	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	9.34	R-squared :	0.7308
Standard Deviation :	2.2522		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.34	1.00	0.69
Motorcycle	25.06	0.33	0.08
Small Lorry	5.29	1.75	0.09
Big Lorry	0.06	2.25	0.00
Bus	0.25	2.25	0.01
Total	100.00%		0.87

**Institutional
General, Referral, Specialist, Nuclues, District,
Private Hospital
Trips per TSF**

**CODE
02 03
01/02/03/04/10**

Daily Trip Generation



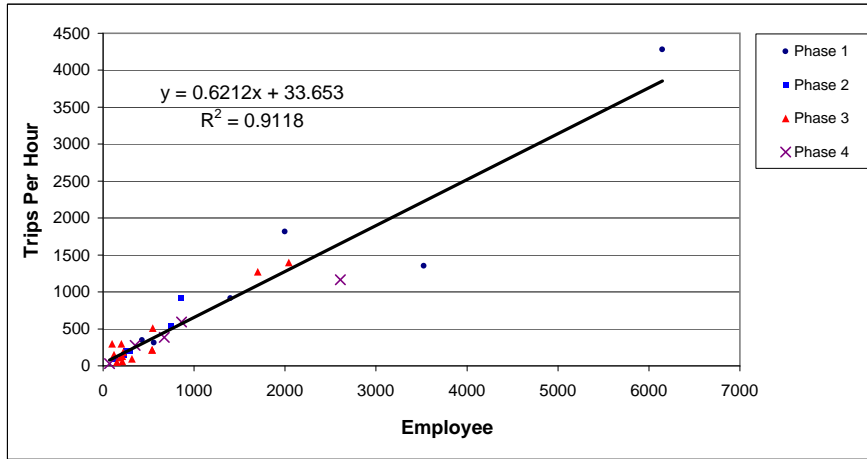
Number Of Sites :	32	Percent In/Out :	51 / 49
Average Rate :	20.33	Regression Equation :	$y = 9.3279x + 1700$
Minimum Rate :	2.48	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	86.05	R-squared :	0.7477
Standard Deviation :	20.2687		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.59	1.00	0.68
Motorcycle	26.98	0.33	0.09
Small Lorry	5.20	1.75	0.09
Big Lorry	0.04	2.25	0.00
Bus	0.18	2.25	0.00
Total	100.00%		0.86

**Institutional
General, Referral, Specialist, Nuclues, District,
Private Hospital
Trips per Employee**

**CODE
02 03
01/02/03/04/10**

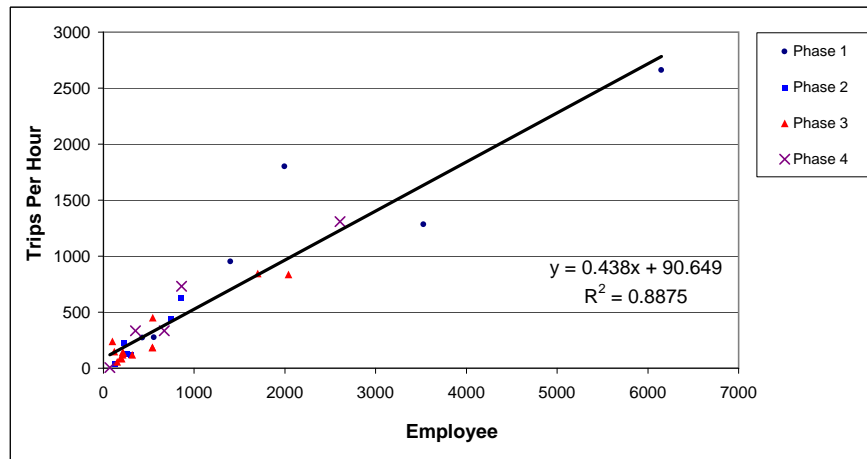
AM Peak Hour Of Commuter



Number Of Sites :	31	Percent In/Out :	65 / 35
Average Rate :	0.76	Regression Equation :	$y = 0.6212x + 33.653$
Minimum Rate :	0.29	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	3.06	R-squared :	0.9118
Standard Deviation :	0.5039		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.88	1.00	0.64
Motorcycle	30.62	0.33	0.10
Small Lorry	5.24	1.75	0.09
Big Lorry	0.06	2.25	0.00
Bus	0.20	2.25	0.00
Total	100.00%		0.83

PM Peak Hour Of Commuter



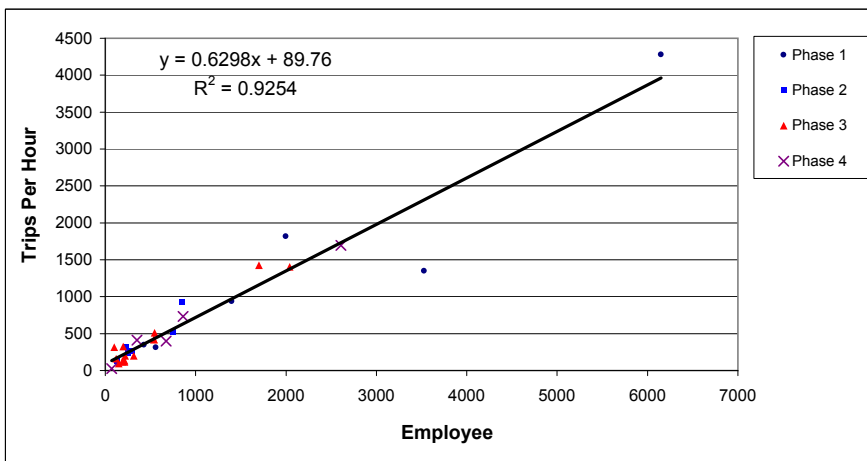
Number Of Sites :	31	Percent In/Out :	41 / 59
Average Rate :	0.63	Regression Equation :	$y = 0.438x + 90.649$
Minimum Rate :	0.07	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	2.45	R-squared :	0.8875
Standard Deviation :	0.4169		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.13	1.00	0.66
Motorcycle	28.30	0.33	0.09
Small Lorry	5.40	1.75	0.09
Big Lorry	0.01	2.25	0.00
Bus	0.16	2.25	0.00
Total	100.00%		0.84

Institutional
General, Referral, Specialist, Nuclues, District,
Private Hospital
Trips per Employee

CODE
02 03
01/02/03/04/10

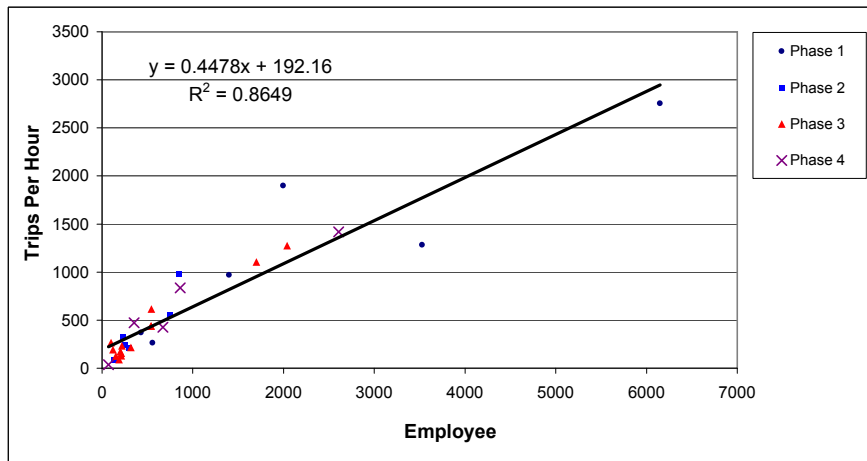
AM Peak Hour Of Generator



Number Of Sites :	31	Percent In/Out :	59 / 41
Average Rate :	0.90	Regression Equation :	$y = 0.6298x + 89.76$
Minimum Rate :	0.34	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	3.22	R-squared :	0.9254
Standard Deviation :	0.5151		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.54	1.00	0.67
Motorcycle	27.74	0.33	0.09
Small Lorry	5.45	1.75	0.10
Big Lorry	0.07	2.25	0.00
Bus	0.20	2.25	0.00
Total	100.00%		0.86

PM Peak Hour Of Generator



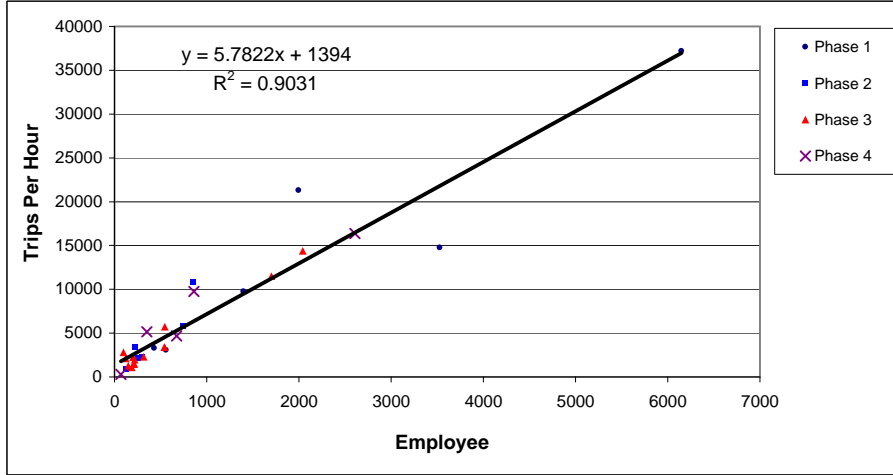
Number Of Sites :	31	Percent In/Out :	48 / 52
Average Rate :	0.88	Regression Equation :	$y = 0.4478x + 192.16$
Minimum Rate :	0.36	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	2.72	R-squared :	0.8649
Standard Deviation :	0.4514		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.19	1.00	0.68
Motorcycle	25.11	0.33	0.08
Small Lorry	6.35	1.75	0.11
Big Lorry	0.07	2.25	0.00
Bus	0.28	2.25	0.01
Total	100.00%		0.88

**Institutional
General, Referral, Specialist, Nuclues, District,
Private Hospital
Trips per Employee**

**CODE
02 03
01/02/03/04/10**

Daily Trip Generation



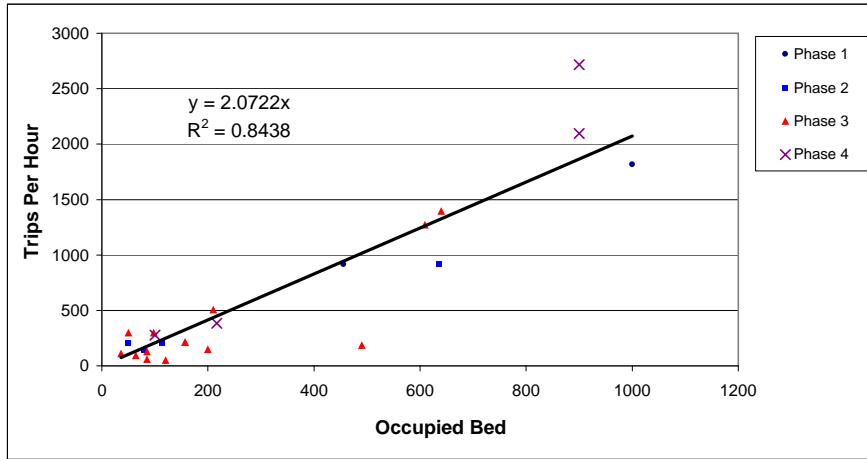
Number Of Sites :	31	Percent In/Out :	51 / 49
Average Rate :	9.10	Regression Equation :	$y = 5.7822x + 1394$
Minimum Rate :	4.00	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	28.57	R-squared :	0.9031
Standard Deviation :	4.8068		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.39	1.00	0.65
Motorcycle	28.09	0.33	0.09
Small Lorry	6.29	1.75	0.11
Big Lorry	0.05	2.25	0.00
Bus	0.18	2.25	0.00
Total	100.00%		0.85

**Institutional
General, Referral, Specialist, Nuclues, District,
Private Hospital
Trips per Occupied Bed**

**CODE
02 03
01/02/03/04/10**

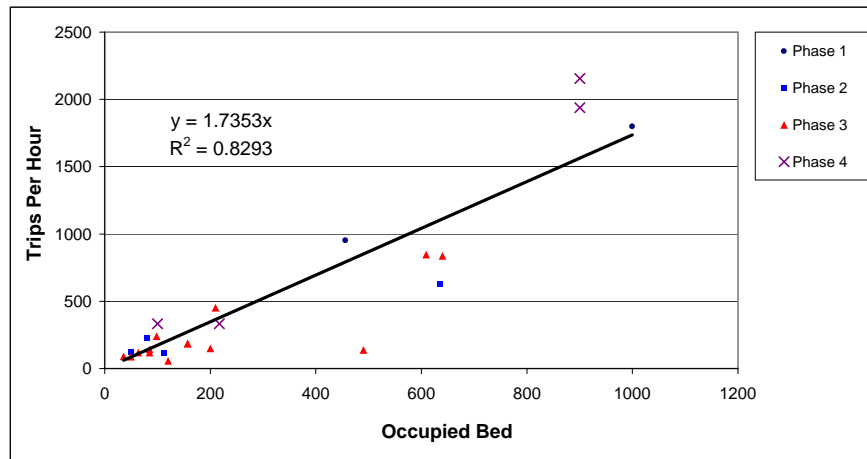
AM Peak Hour Of Commuter



Number Of Sites :	24	Percent In/Out :	66 / 34
Average Rate :	2.08	Regression Equation :	$y = 2.0722x$
Minimum Rate :	0.38	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	6.00	R-squared :	0.8438
Standard Deviation :	1.2371		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.40	1.00	0.66
Motorcycle	29.40	0.33	0.10
Small Lorry	3.97	1.75	0.07
Big Lorry	0.04	2.25	0.00
Bus	0.20	2.25	0.00
Total	100.00%		0.83

PM Peak Hour Of Commuter



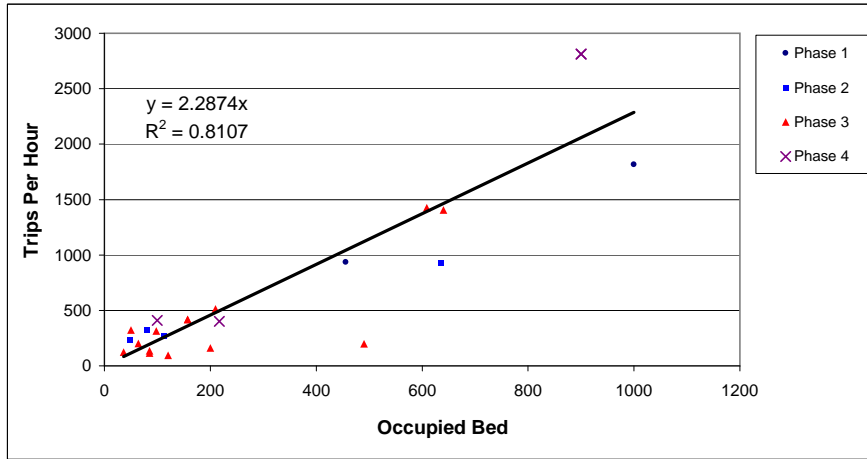
Number Of Sites :	24	Percent In/Out :	40 / 60
Average Rate :	1.71	Regression Equation :	$y = 1.7353x$
Minimum Rate :	0.28	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	3.34	R-squared :	0.8293
Standard Deviation :	0.7571		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.84	1.00	0.67
Motorcycle	28.46	0.33	0.09
Small Lorry	4.55	1.75	0.08
Big Lorry	0.01	2.25	0.00
Bus	0.14	2.25	0.00
Total	100.00%		0.84

**Institutional
General, Referral, Specialist, Nuclues, District,
Private Hospital
Trips per Occupied Bed**

**CODE
02 03
01/02/03/04/10**

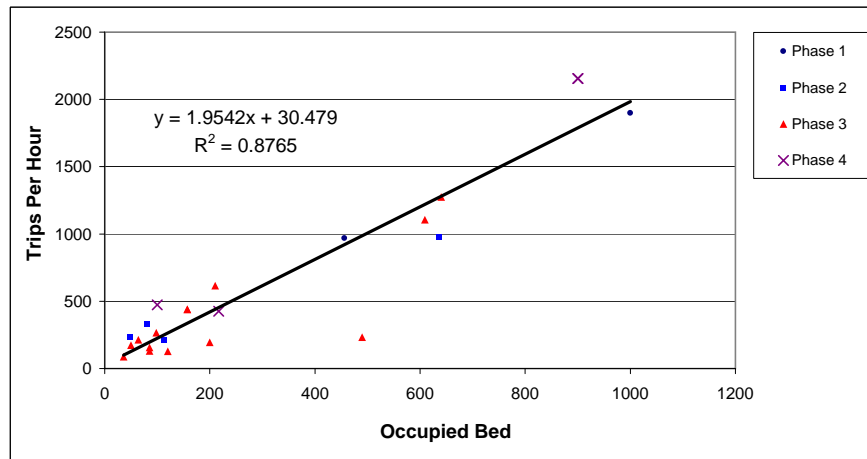
AM Peak Hour Of Generator



Number Of Sites :	24	Percent In/Out :	59 / 41
Average Rate :	2.59	Regression Equation :	$y = 2.2874x$
Minimum Rate :	0.41	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	6.48	R-squared :	0.8107
Standard Deviation :	1.3665		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.00	1.00	0.69
Motorcycle	26.53	0.33	0.09
Small Lorry	4.16	1.75	0.07
Big Lorry	0.06	2.25	0.00
Bus	0.25	2.25	0.01
Total	100.00%		0.86

PM Peak Hour Of Generator



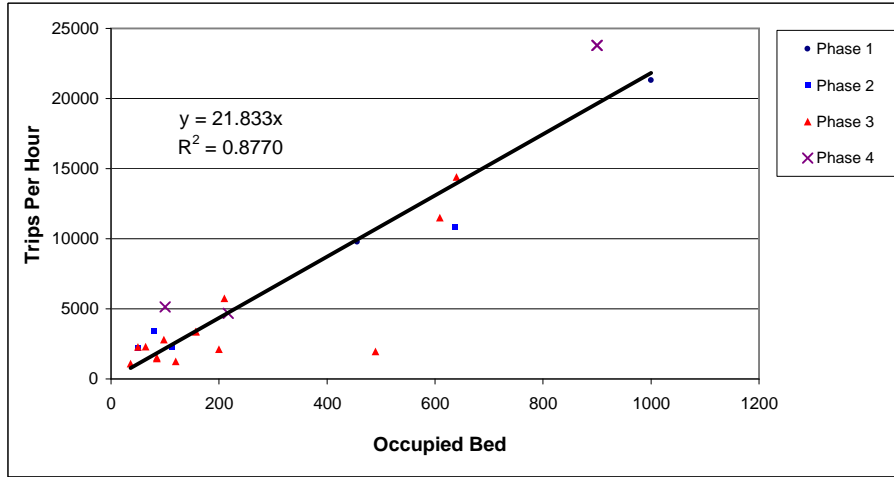
Number Of Sites :	24	Percent In/Out :	48 / 52
Average Rate :	2.42	Regression Equation :	$y = 1.9542x + 30.479$
Minimum Rate :	0.47	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	4.88	R-squared :	0.8765
Standard Deviation :	1.1015		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.92	1.00	0.69
Motorcycle	25.60	0.33	0.08
Small Lorry	5.09	1.75	0.09
Big Lorry	0.07	2.25	0.00
Bus	0.32	2.25	0.01
Total	100.00%		0.87

**Institutional
General, Referral, Specialist, Nuclues, District,
Private Hospital
Trips per Occupied Bed**

**CODE
02 03
01/02/03/04/10**

Daily Trip Generation

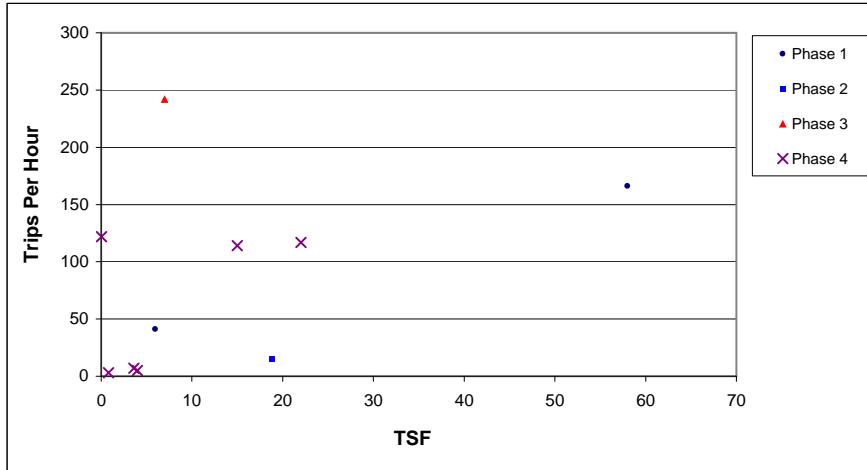


Number Of Sites :	24	Percent In/Out :	51 / 49
Average Rate :	25.27	Regression Equation :	$y = 21.833x$
Minimum Rate :	4.02	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	51.36	R-squared :	0.8770
Standard Deviation :	11.7123		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.75	1.00	0.68
Motorcycle	26.84	0.33	0.09
Small Lorry	5.16	1.75	0.09
Big Lorry	0.04	2.25	0.00
Bus	0.21	2.25	0.00
Total	100.00%		0.86

**Institutional
Polyclinic, Government Health Centre, Clinic
Trips per TSF**

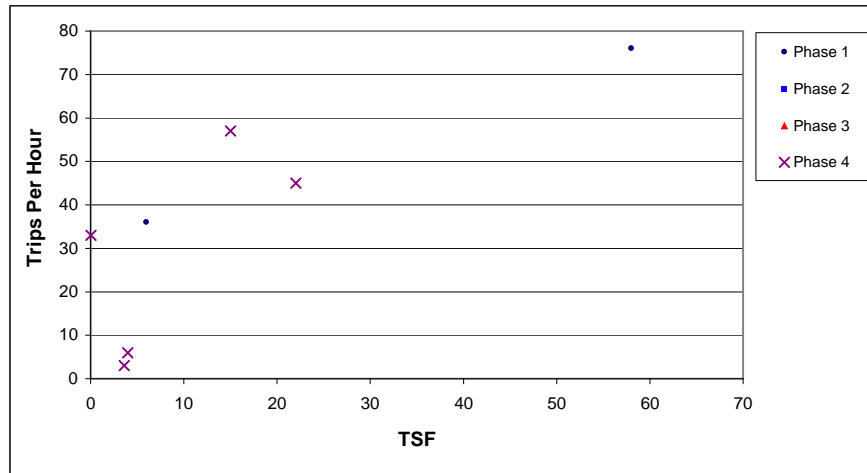
**CODE
02 03
05/06/12**

AM Peak Hour Of Commuter



Number Of Sites :	10	Percent In/Out :	73 / 27
Average Rate :	311.48	Use Trip Rates	
Minimum Rate :	0.8		
Maximum Rate :	3050		
Standard Deviation :	962.268		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.32	1.00	0.64
Motorcycle	32.48	0.33	0.11
Small Lorry	3.20	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.81

PM Peak Hour Of Commuter

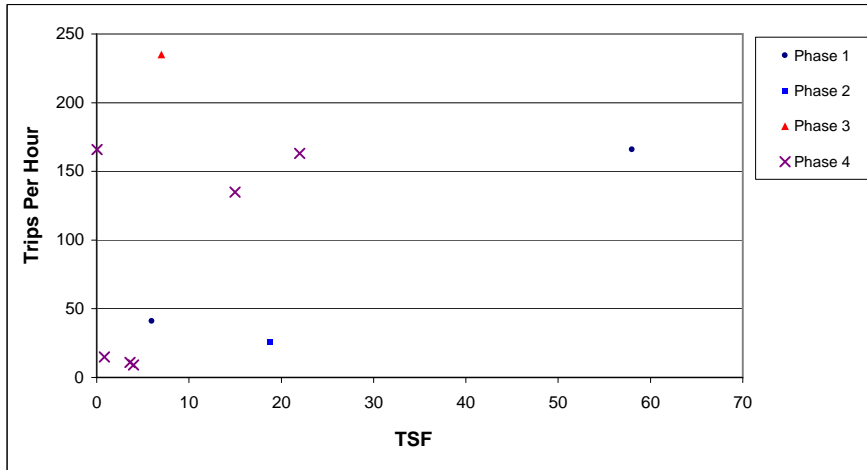


Number Of Sites :	7	Percent In/Out :	33817
Average Rate :	84.05	Use Trip Rates	
Minimum Rate :	0.83		
Maximum Rate :	825		
Standard Deviation :	260.35		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.28	1.00	0.65
Motorcycle	31.94	0.33	0.11
Small Lorry	2.78	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.81

Institutional
Polyclinic, Government Health Centre, Clinic
Trips per TSF

CODE
02 03
05/06/12

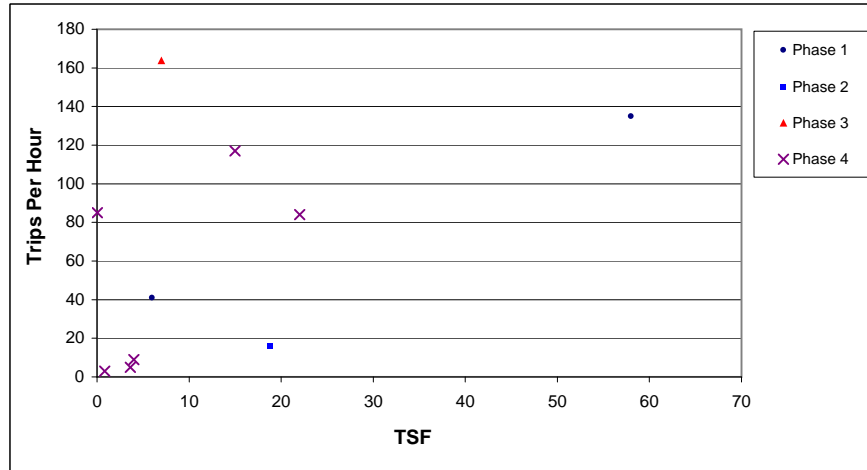
AM Peak Hour Of Generator



Number Of Sites :	10	Percent In/Out :	64 / 36
Average Rate :	423.46	Use Trip Rates	
Minimum Rate :	1.38		
Maximum Rate :	4150		
Standard Deviation :	1309.41		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.74	1.00	0.60
Motorcycle	36.18	0.33	0.12
Small Lorry	4.08	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.79

PM Peak Hour Of Generator



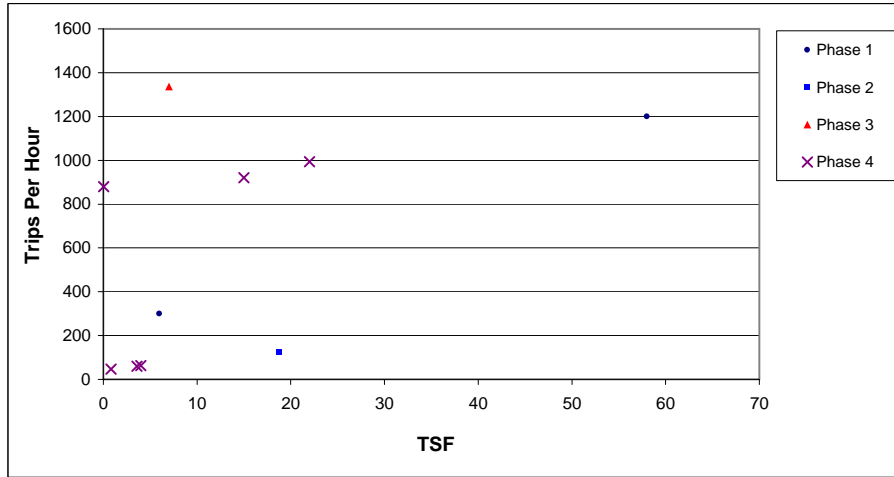
Number Of Sites :	10	Percent In/Out :	52 / 48
Average Rate :	217.74	Use Trip Rates	
Minimum Rate :	0.85		
Maximum Rate :	2125		
Standard Deviation :	670.177		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.49	1.00	0.61
Motorcycle	31.68	0.33	0.10
Small Lorry	6.83	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.83

**Institutional
Polyclinic, Government Health Centre, Clinic
Trips per TSF**

**CODE
02 03
05/06/12**

Daily Trip Generation

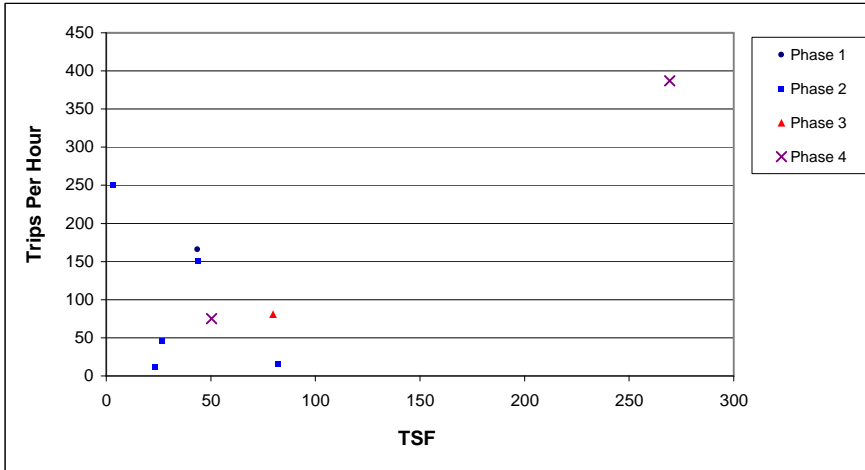


Number Of Sites :	10	Percent In/Out :	52 / 48
Average Rate :	2243.93	Use Trip Rates	
Minimum Rate :	6.70		
Maximum Rate :	21975		
Standard Deviation :	6932.99		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.91	1.00	0.57
Motorcycle	37.73	0.33	0.12
Small Lorry	5.33	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	0.02	2.25	0.00
Total	100.00%		0.78

**Institutional
Police Station
Trips per TSF**

**CODE
02 05 01**

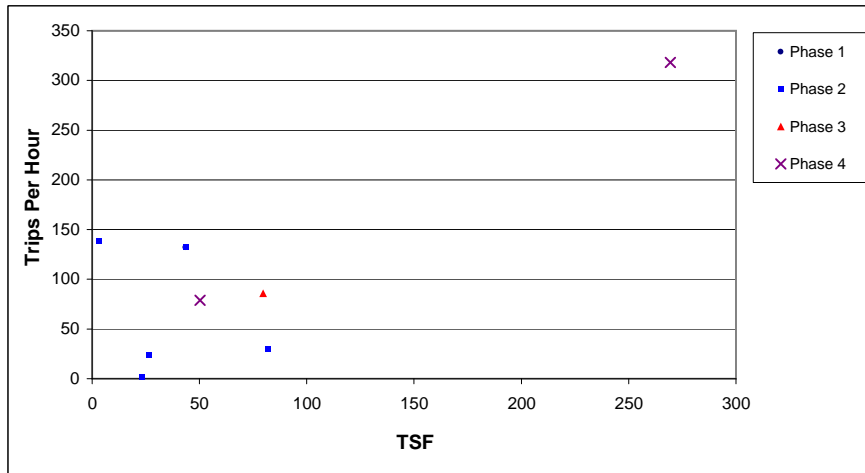
AM Peak Hour Of Commuter



Number Of Sites :	9	Percent In/Out :	63 / 37
Average Rate :	10.23	Use Trip Rates	
Minimum Rate :	0.20		
Maximum Rate :	78.44		
Standard Deviation :	25.6064		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	40.17	1.00	0.40
Motorcycle	56.70	0.33	0.19
Small Lorry	2.53	1.75	0.04
Big Lorry	0.25	2.25	0.01
Bus	0.34	2.25	0.01
Total	100.00%		0.65

PM Peak Hour Of Commuter



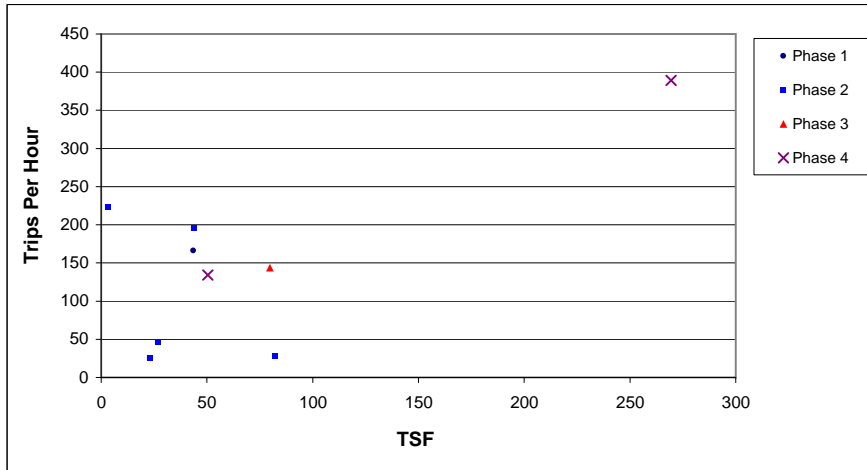
Number Of Sites :	9	Percent In/Out :	34 / 66
Average Rate :	6.04	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	43.13		
Standard Deviation :	13.9449		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.48	1.00	0.44
Motorcycle	51.59	0.33	0.17
Small Lorry	3.72	1.75	0.07
Big Lorry	0.21	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.68

**Institutional
Police Station
Trips per TSF**

**CODE
02 05 01**

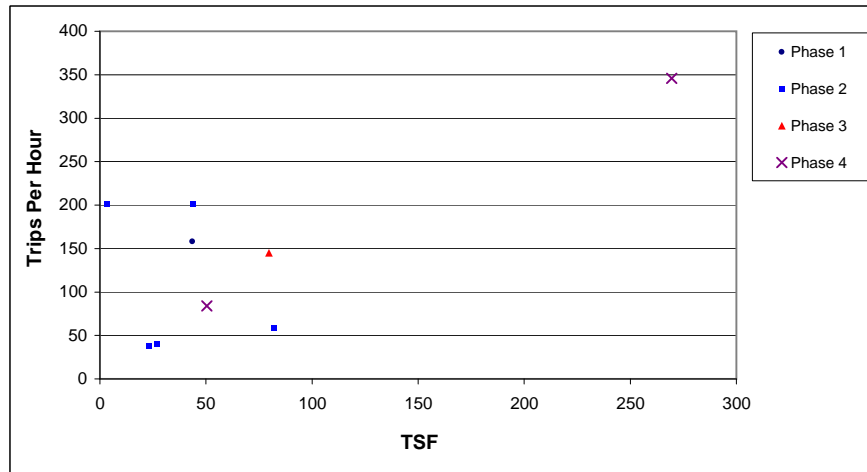
AM Peak Hour Of Generator



Number Of Sites :	9	Percent In/Out :	63 / 37
Average Rate :	9.70	Use Trip Rates	
Minimum Rate :	0.34		
Maximum Rate :	70.00		
Standard Deviation :	22.6484		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	40.54	1.00	0.41
Motorcycle	51.77	0.33	0.17
Small Lorry	6.88	1.75	0.12
Big Lorry	0.37	2.25	0.01
Bus	0.44	2.25	0.01
Total	100.00%		0.72

PM Peak Hour Of Generator



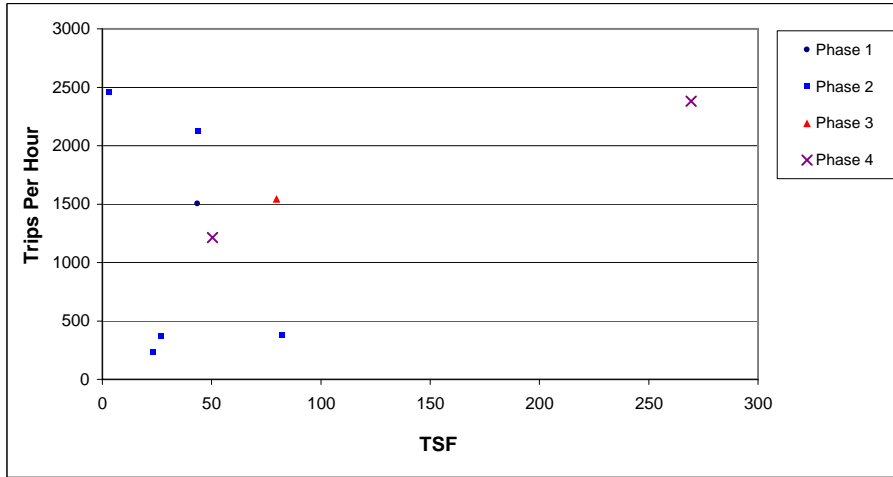
Number Of Sites :	9	Percent In/Out :	43 / 57
Average Rate :	8.89	Use Trip Rates	
Minimum Rate :	0.72		
Maximum Rate :	63.13		
Standard Deviation :	20.3757		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.02	1.00	0.47
Motorcycle	45.45	0.33	0.15
Small Lorry	7.06	1.75	0.12
Big Lorry	0.31	2.25	0.01
Bus	0.16	2.25	0.00
Total	100.00%		0.75

**Institutional
Police Station
Trips per TSF**

**CODE
02 05 01**

Daily Trip Generation



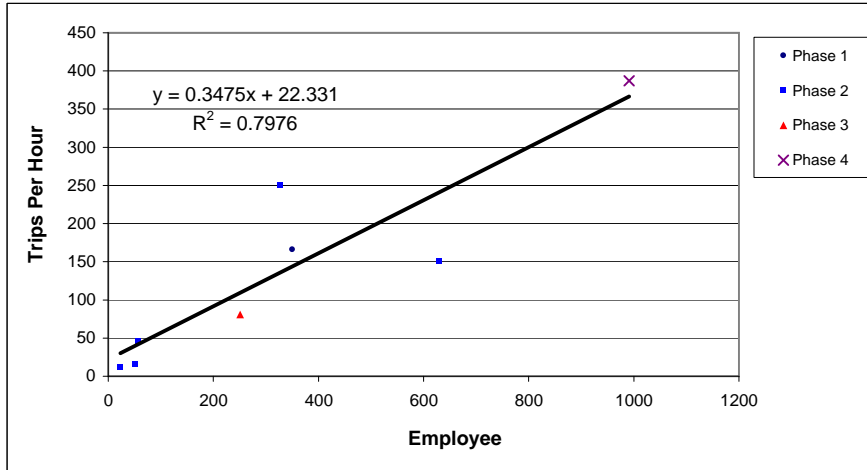
Number Of Sites :	9	Percent In/Out :	50 / 50
Average Rate :	103.63	Use Trip Rates	
Minimum Rate :	4.61		
Maximum Rate :	769.06		
Standard Deviation :	249.921		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.97	1.00	0.44
Motorcycle	49.27	0.33	0.16
Small Lorry	6.16	1.75	0.11
Big Lorry	0.44	2.25	0.01
Bus	0.15	2.25	0.00
Total	100.00%		0.72

**Institutional
Police Station
Trips per Employee**

**CODE
02 05 01**

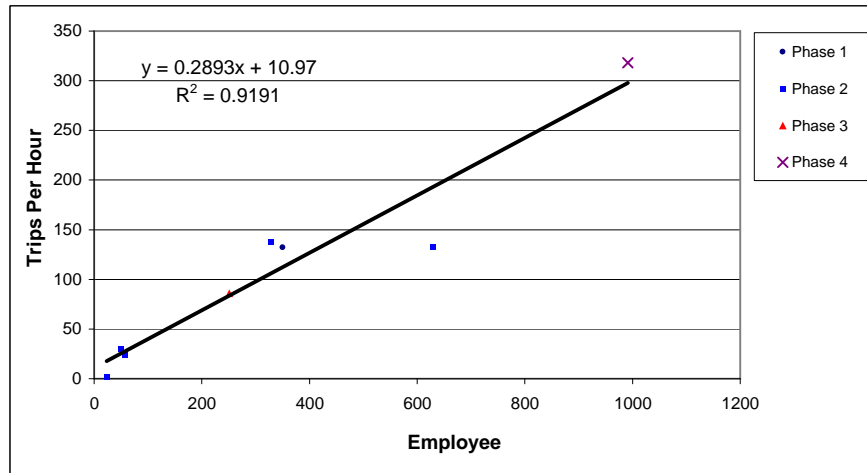
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	63 / 37
Average Rate :	0.48	Regression Equation :	$y = 0.3475x + 22.3311$
Minimum Rate :	0.24	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.81	R-squared :	0.7976
Standard Deviation :	0.2091		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	38.47	1.00	0.38
Motorcycle	58.28	0.33	0.19
Small Lorry	2.61	1.75	0.05
Big Lorry	0.27	2.25	0.01
Bus	0.36	2.25	0.01
Total	100.00%		0.64

PM Peak Hour Of Commuter



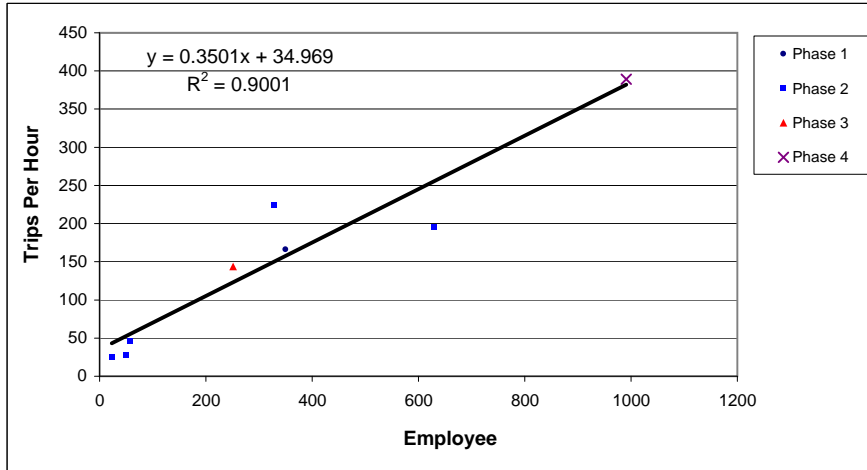
Number Of Sites :	8	Percent In/Out :	34 / 66
Average Rate :	0.35	Regression Equation :	$y = 0.2893x + 10.97$
Minimum Rate :	0.09	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.60	R-squared :	0.9191
Standard Deviation :	0.1524		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.83	1.00	0.42
Motorcycle	54.57	0.33	0.18
Small Lorry	3.49	1.75	0.06
Big Lorry	0.12	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.66

**Institutional
Police Station
Trips per Employee**

**CODE
02 05 01**

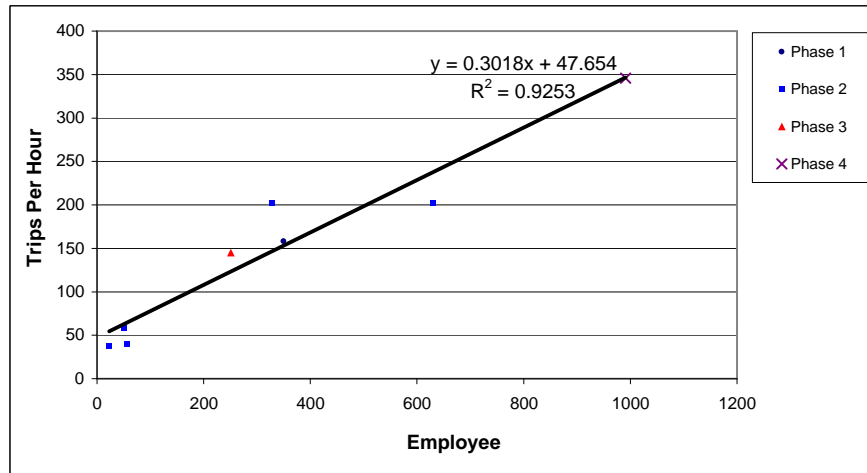
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	61 / 39
Average Rate :	0.61	Regression Equation :	$y = 0.3501x + 34.9693$
Minimum Rate :	0.31	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.09	R-squared :	0.9001
Standard Deviation :	0.248		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	38.76	1.00	0.39
Motorcycle	52.87	0.33	0.17
Small Lorry	7.47	1.75	0.13
Big Lorry	0.41	2.25	0.01
Bus	0.49	2.25	0.01
Total	100.00%		0.71

PM Peak Hour Of Generator



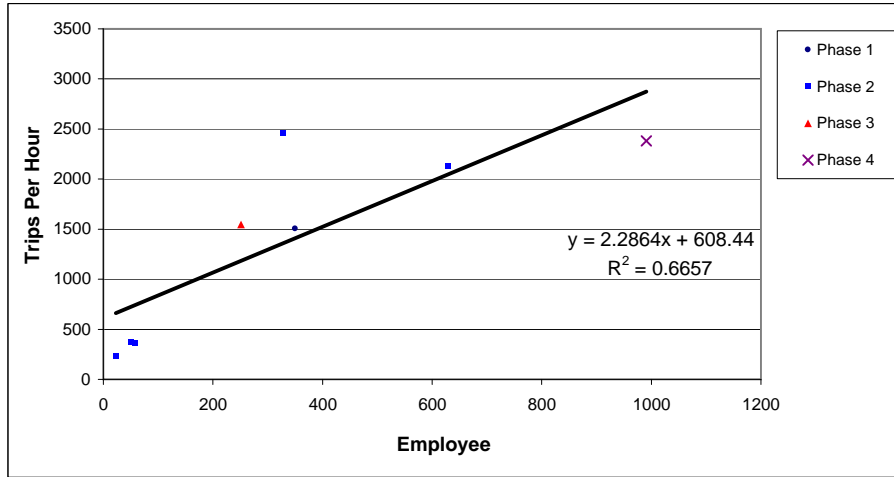
Number Of Sites :	8	Percent In/Out :	46 / 54
Average Rate :	0.73	Regression Equation :	$y = 0.3018x + 47.6544$
Minimum Rate :	0.32	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.65	R-squared :	0.9253
Standard Deviation :	0.4598		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.96	1.00	0.45
Motorcycle	47.48	0.33	0.16
Small Lorry	7.14	1.75	0.12
Big Lorry	0.25	2.25	0.01
Bus	0.17	2.25	0.00
Total	100.00%		0.74

**Institutional
Police Station
Trips per Employee**

**CODE
02 05 01**

Daily Trip Generation

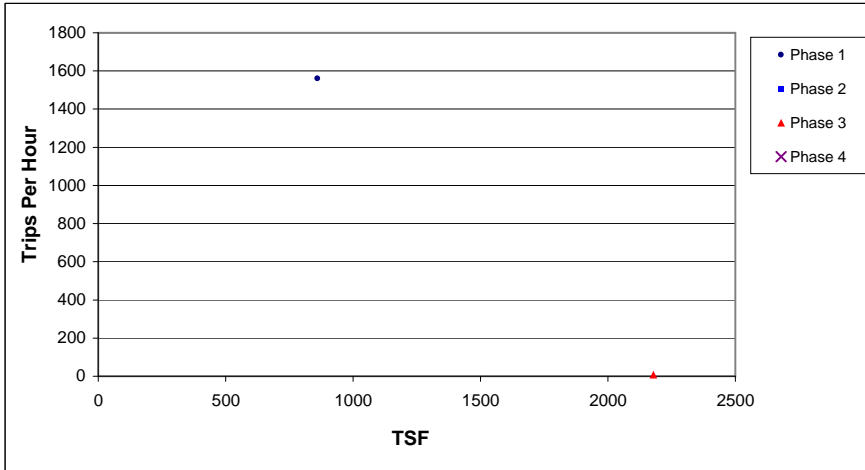


Number Of Sites :	8	Percent In/Out :	50 / 50
Average Rate :	5.96	Regression Equation :	$y = 2.2864x + 608.44$
Minimum Rate :	2.40	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	9.96	R-squared :	0.6657
Standard Deviation :	2.486		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	42.24	1.00	0.42
Motorcycle	50.86	0.33	0.17
Small Lorry	6.32	1.75	0.11
Big Lorry	0.41	2.25	0.01
Bus	0.17	2.25	0.00
Total	100.00%		0.71

**Institutional
Police Field Force
Trips per TSF**

**CODE
02 05 02**

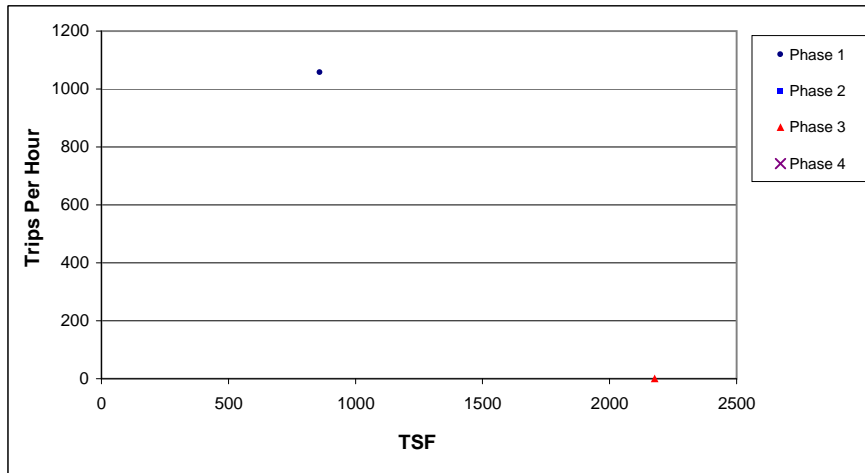
AM Peak Hour Of Commuter



Number Of Sites :	2	Percent In/Out :	66 / 34
Average Rate :	0.91	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	1.81		
Standard Deviation :	-		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.68	1.00	0.38
Motorcycle	57.94	0.33	0.19
Small Lorry	4.38	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.65

PM Peak Hour Of Commuter



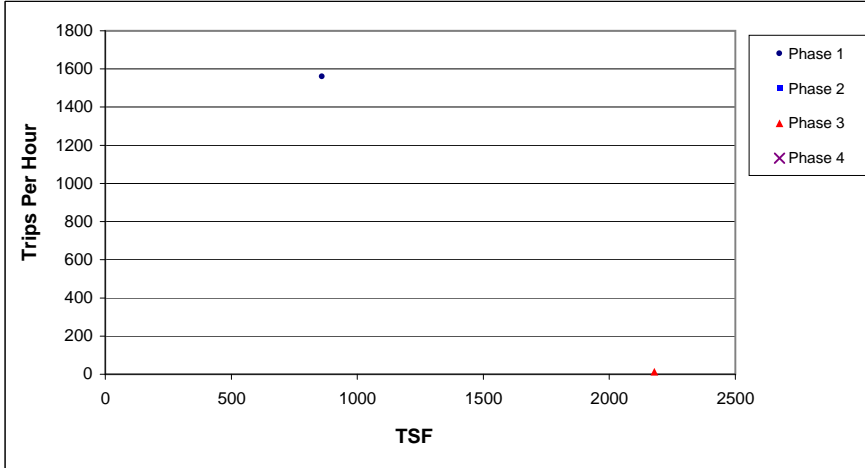
Number Of Sites :	2	Percent In/Out :	66 / 34
Average Rate :	0.61	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	1.23		
Standard Deviation :	-		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.97	1.00	0.37
Motorcycle	59.44	0.33	0.20
Small Lorry	3.59	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.63

**Institutional
Police Field Force
Trips per TSF**

**CODE
02 05 02**

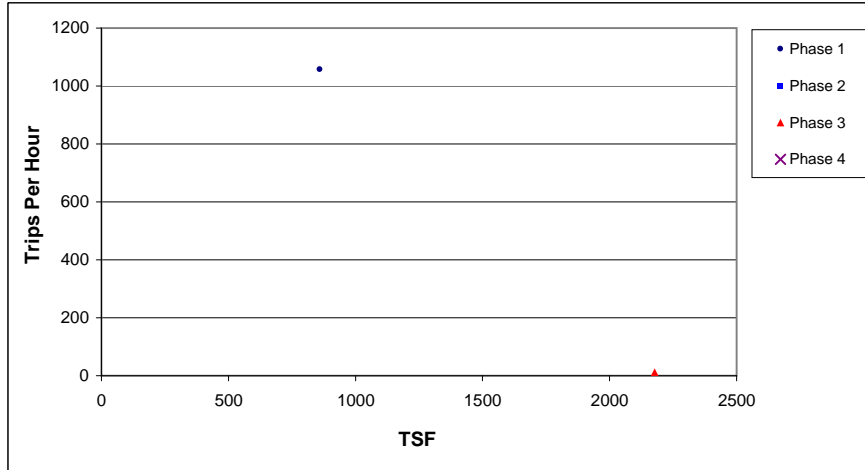
AM Peak Hour Of Generator



Number Of Sites :	2	Percent In/Out :	48 / 52
Average Rate :	0.91	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	1.81		
Standard Deviation :	-		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.64	1.00	0.38
Motorcycle	57.80	0.33	0.19
Small Lorry	4.50	1.75	0.08
Big Lorry	0.06	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.65

PM Peak Hour Of Generator



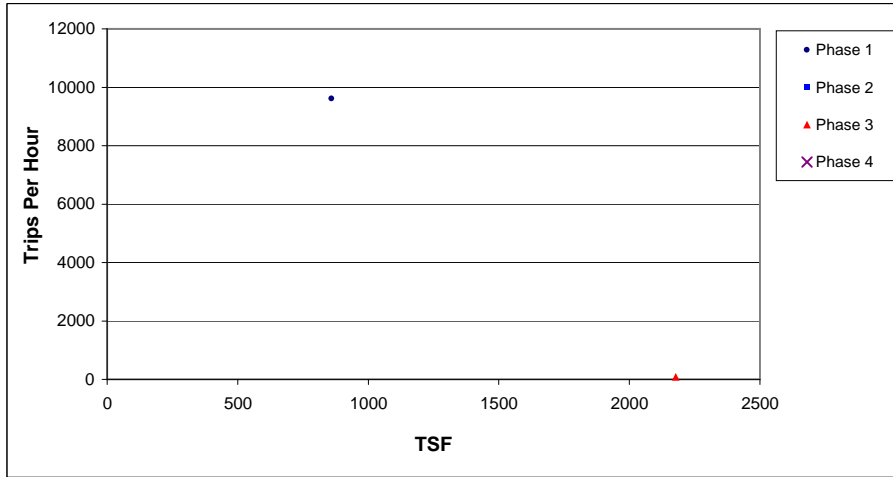
Number Of Sites :	2	Percent In/Out :	49 / 51
Average Rate :	0.62	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	1.23		
Standard Deviation :	-		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.87	1.00	0.37
Motorcycle	59.21	0.33	0.20
Small Lorry	3.65	1.75	0.06
Big Lorry	0.28	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.64

**Institutional
Police Field Force
Trips per TSF**

**CODE
02 05 02**

Daily Trip Generation

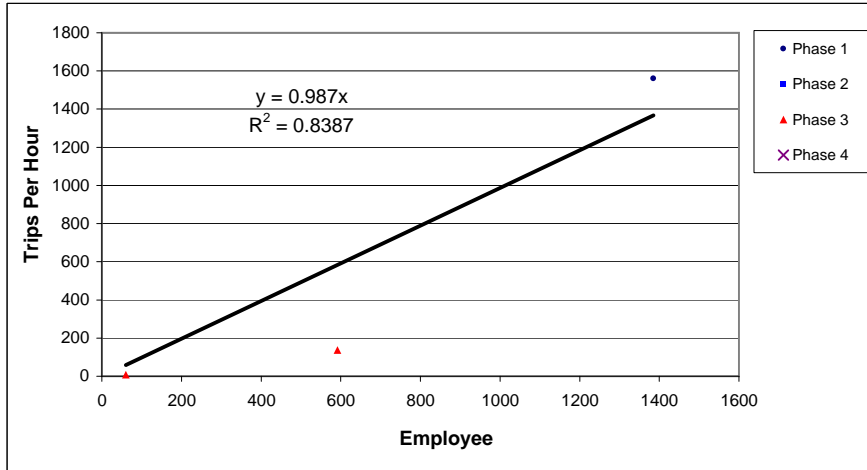


Number Of Sites :	2	Percent In/Out :	51 / 49
Average Rate :	5.61	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	11.17		
Standard Deviation :	-		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	38.17	1.00	0.38
Motorcycle	56.20	0.33	0.19
Small Lorry	5.49	1.75	0.10
Big Lorry	0.13	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.67

**Institutional
Police Field Force
Trips per Employee**

**CODE
02 05 02**

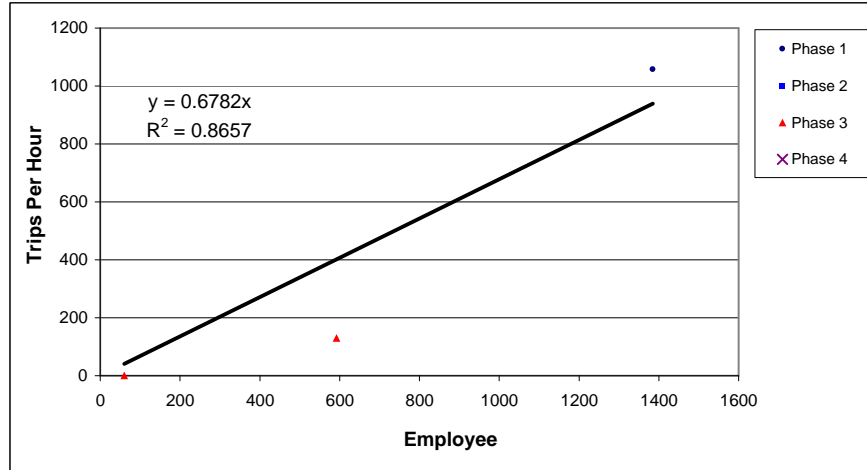
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	66 / 34
Average Rate :	0.5	Regression Equation :	$y = 0.987x$
Minimum Rate :	0.15	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.13	R-squared :	0.8387
Standard Deviation :	0.5413		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	38.15	1.00	0.38
Motorcycle	57.30	0.33	0.19
Small Lorry	4.55	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.65

PM Peak Hour Of Commuter



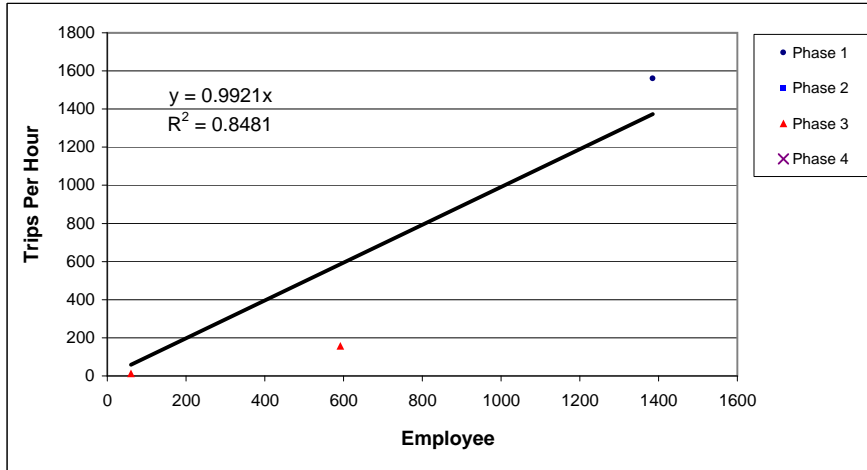
Number Of Sites :	3	Percent In/Out :	61 / 39
Average Rate :	0.33	Regression Equation :	$y = 0.6782x$
Minimum Rate :	0.02	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.76	R-squared :	0.8657
Standard Deviation :	0.386		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.38	1.00	0.37
Motorcycle	59.17	0.33	0.20
Small Lorry	3.37	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.08	2.25	0.00
Total	100.00%		0.63

**Institutional
Police Field Force
Trips per Employee**

**CODE
02 05 02**

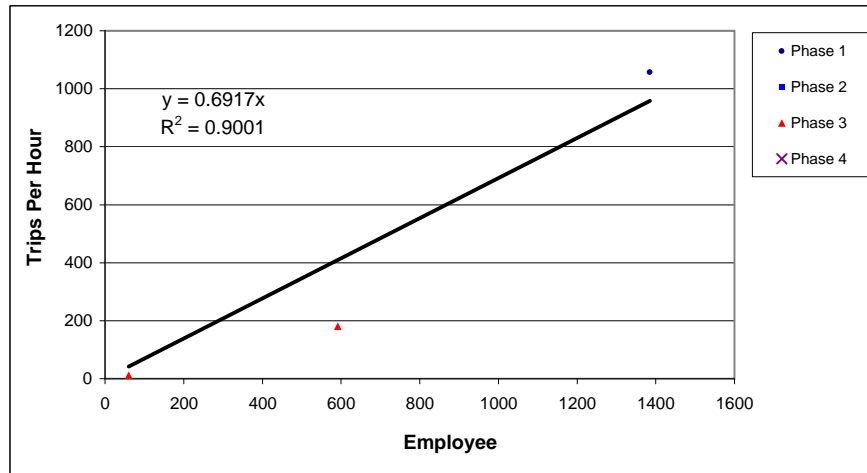
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	53 / 47
Average Rate :	0.54	Regression Equation :	$y = 0.9921x$
Minimum Rate :	0.22	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.13	R-squared :	0.8481
Standard Deviation :	0.5118		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.81	1.00	0.38
Motorcycle	57.18	0.33	0.19
Small Lorry	4.90	1.75	0.09
Big Lorry	0.12	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.66

PM Peak Hour Of Generator



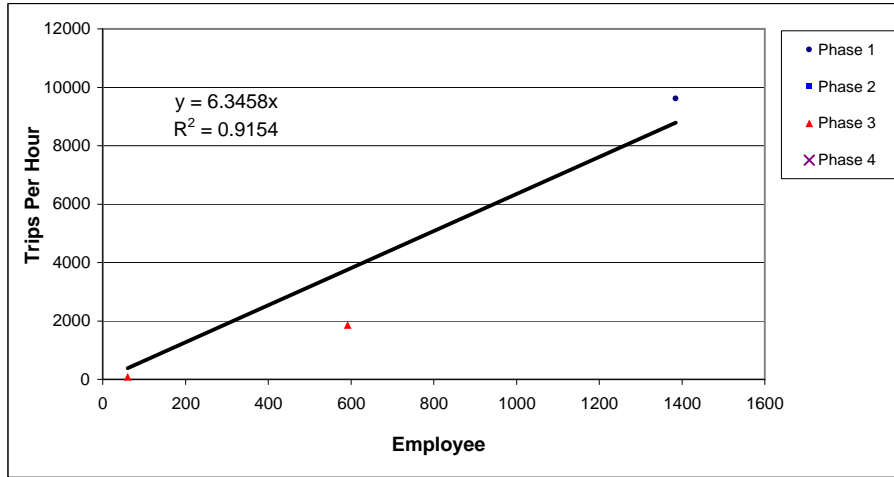
Number Of Sites :	3	Percent In/Out :	43 / 57
Average Rate :	0.42	Regression Equation :	$y = 0.6917x$
Minimum Rate :	0.20	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.76	R-squared :	0.9001
Standard Deviation :	0.2993		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.61	1.00	0.38
Motorcycle	57.67	0.33	0.19
Small Lorry	4.48	1.75	0.08
Big Lorry	0.24	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.66

**Institutional
Police Field Force
Trips per Employee**

**CODE
02 05 02**

Daily Trip Generation



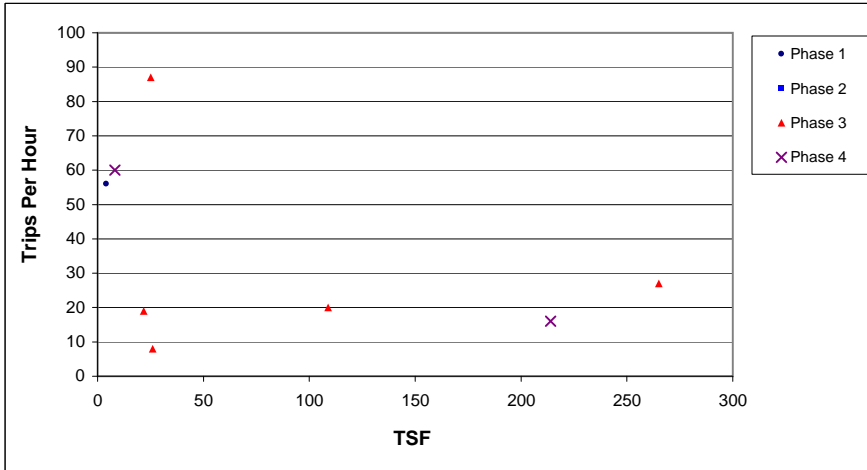
Number Of Sites :	3	Percent In/Out :	50 / 50
Average Rate :	3.88	Regression Equation :	$y = 6.3458x$
Minimum Rate :	1.55	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	6.94	R-squared :	0.9154
Standard Deviation :	2.7674		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	38.97	1.00	0.39
Motorcycle	55.37	0.33	0.18
Small Lorry	5.52	1.75	0.10
Big Lorry	0.13	2.25	0.00
Bus	0.02	2.25	0.00
Total	100.00%		0.67

**Institutional
Fire Station
Trips per TSF**

**CODE
02 05 05**

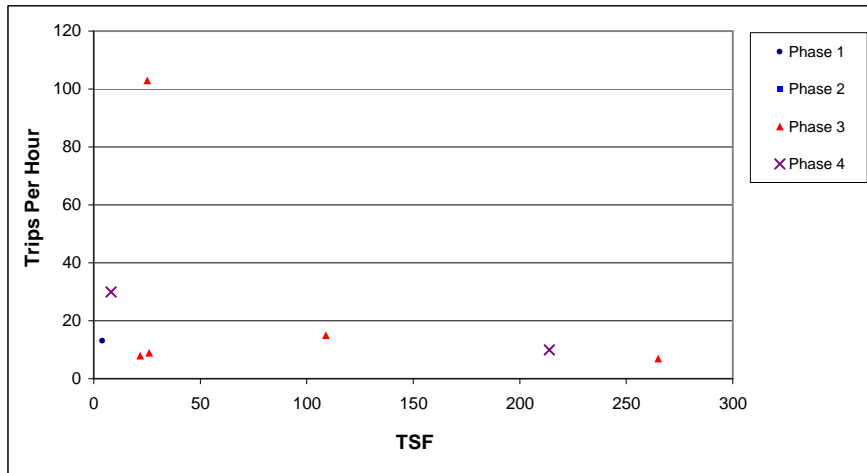
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	59 / 41
Average Rate :	3.29	Use Trip Rates	
Minimum Rate :	0.07		
Maximum Rate :	13.93		
Standard Deviation :	5.0014		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.37	1.00	0.44
Motorcycle	49.48	0.33	0.16
Small Lorry	6.15	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.71

PM Peak Hour Of Commuter



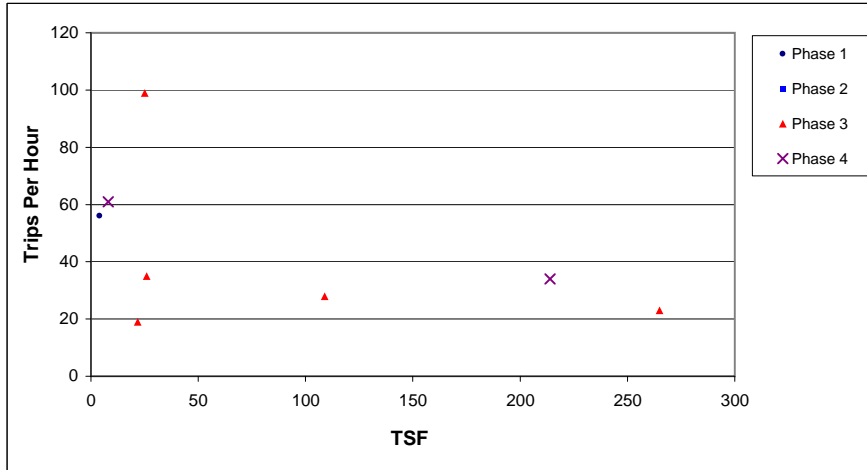
Number Of Sites :	8	Percent In/Out :	47 / 53
Average Rate :	1.50	Use Trip Rates	
Minimum Rate :	0.03		
Maximum Rate :	4.12		
Standard Deviation :	1.8305		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.59	1.00	0.44
Motorcycle	47.69	0.33	0.16
Small Lorry	8.72	1.75	0.15
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.75

**Institutional
Fire Station
Trips per TSF**

**CODE
02 05 05**

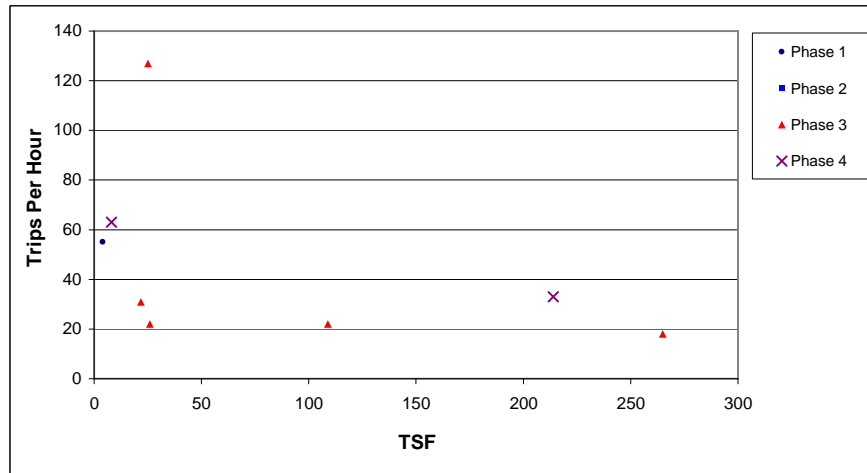
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	57 / 43
Average Rate :	3.52	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	13.93		
Standard Deviation :	4.9298		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	39.72	1.00	0.40
Motorcycle	42.81	0.33	0.14
Small Lorry	15.50	1.75	0.27
Big Lorry	1.69	2.25	0.04
Bus	0.28	2.25	0.01
Total	100.00%		0.86

PM Peak Hour Of Generator



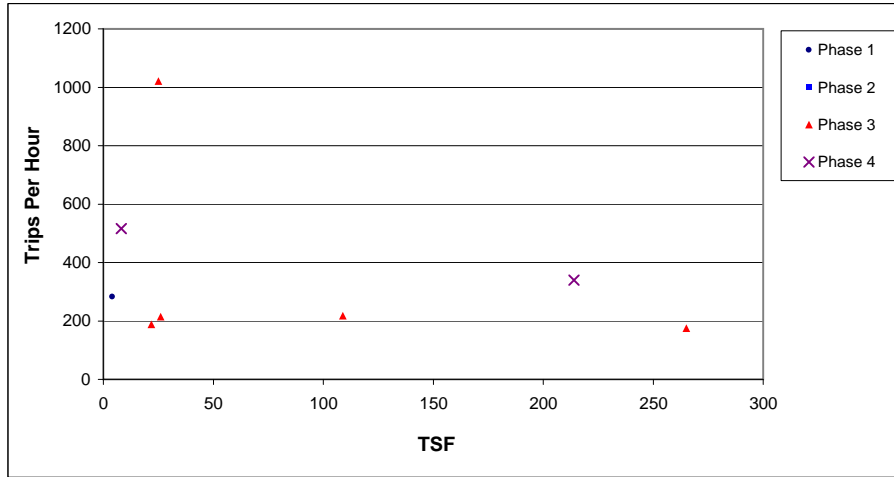
Number Of Sites :	8	Percent In/Out :	45 / 55
Average Rate :	3.65	Use Trip Rates	
Minimum Rate :	0.07		
Maximum Rate :	13.68		
Standard Deviation :	4.9202		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	46.64	1.00	0.47
Motorcycle	42.58	0.33	0.14
Small Lorry	10.78	1.75	0.19
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.80

**Institutional
Fire Station
Trips per TSF**

**CODE
02 05 05**

Daily Trip Generation

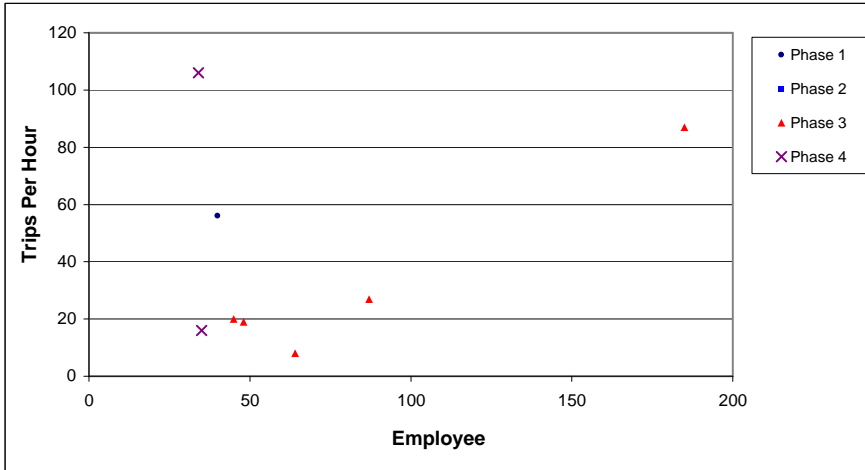


Number Of Sites :	8	Percent In/Out :	50 / 50
Average Rate :	24.51	Use Trip Rates	
Minimum Rate :	0.66		
Maximum Rate :	70.4		
Standard Deviation :	29.3345		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.51	1.00	0.42
Motorcycle	43.47	0.33	0.14
Small Lorry	14.04	1.75	0.25
Big Lorry	0.88	2.25	0.02
Bus	0.10	2.25	0.00
Total	100.00%		0.83

**Institutional
Fire Station
Trips per Employee**

**CODE
02 05 05**

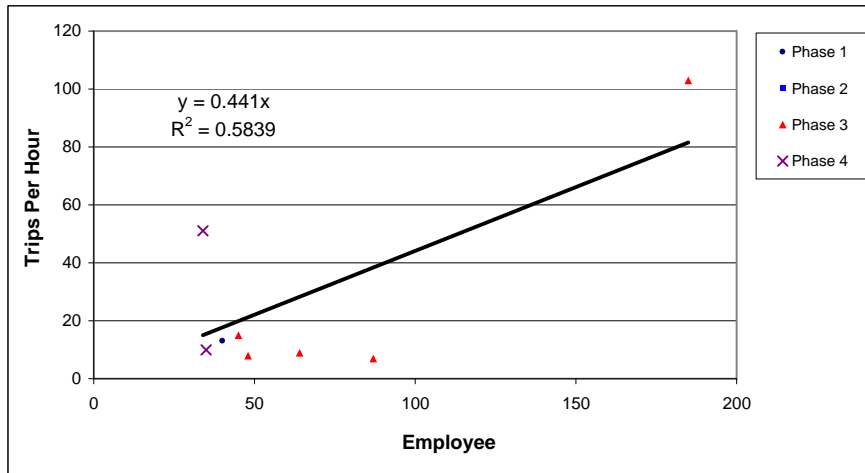
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	54 / 46
Average Rate :	0.84	Use Trip Rates	
Minimum Rate :	0.13		
Maximum Rate :	3.12		
Standard Deviation :	0.995		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	38.65	1.00	0.39
Motorcycle	54.57	0.33	0.18
Small Lorry	6.79	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.69

PM Peak Hour Of Commuter



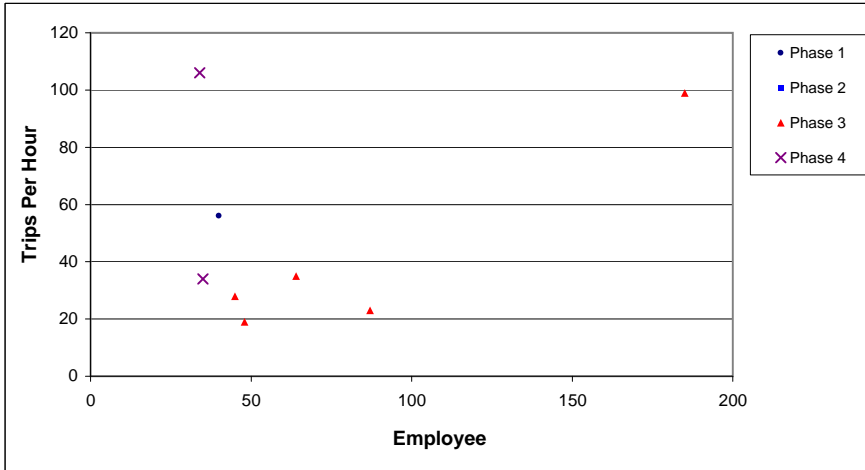
Number Of Sites :	8	Percent In/Out :	52 / 48
Average Rate :	0.42	Regression Equation :	$y = 0.441x$
Minimum Rate :	0.08	(T = Trips; X = Independent Variable)	
Maximum Rate :	1.50	R-squared :	0.5839
Standard Deviation :	0.4594		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.00	1.00	0.50
Motorcycle	40.28	0.33	0.13
Small Lorry	9.72	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.80

**Institutional
Fire Station
Trips per Employee**

**CODE
02 05 05**

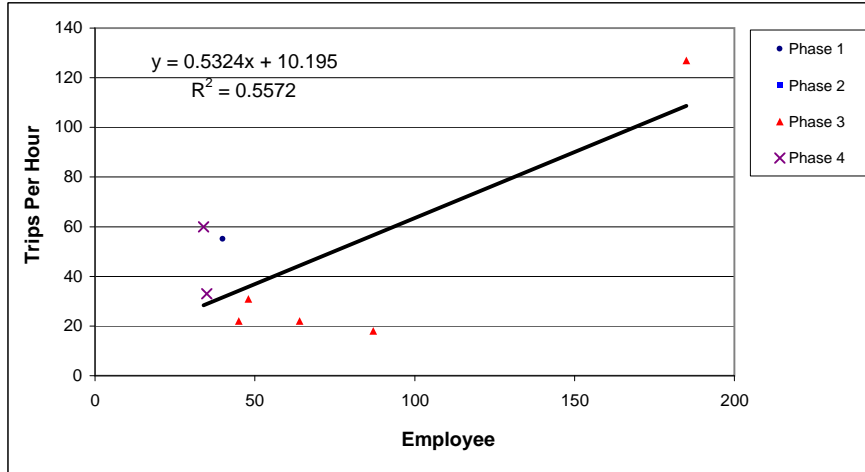
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	53 / 47
Average Rate :	0.98	Use Trip Rates	
Minimum Rate :	0.26		
Maximum Rate :	3.12		
Standard Deviation :	0.9345		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	35.00	1.00	0.35
Motorcycle	49.00	0.33	0.16
Small Lorry	14.25	1.75	0.25
Big Lorry	1.50	2.25	0.03
Bus	0.25	2.25	0.01
Total	100.00%		0.80

PM Peak Hour Of Generator



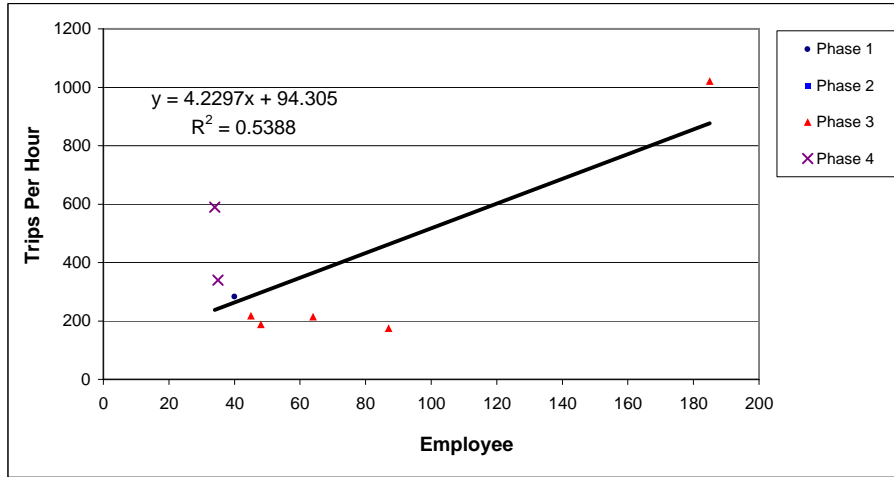
Number Of Sites :	8	Percent In/Out :	52 / 48
Average Rate :	0.81	Regression Equation :	$y = 0.5324x + 10.195$
Minimum Rate :	0.21	(T = Trips; X = Independent Variable)	
Maximum Rate :	1.76	R-squared :	0.5572
Standard Deviation :	0.5311		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	45.93	1.00	0.46
Motorcycle	44.56	0.33	0.15
Small Lorry	9.51	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.78

**Institutional
Fire Station
Trips per Employee**

**CODE
02 05 05**

Daily Trip Generation



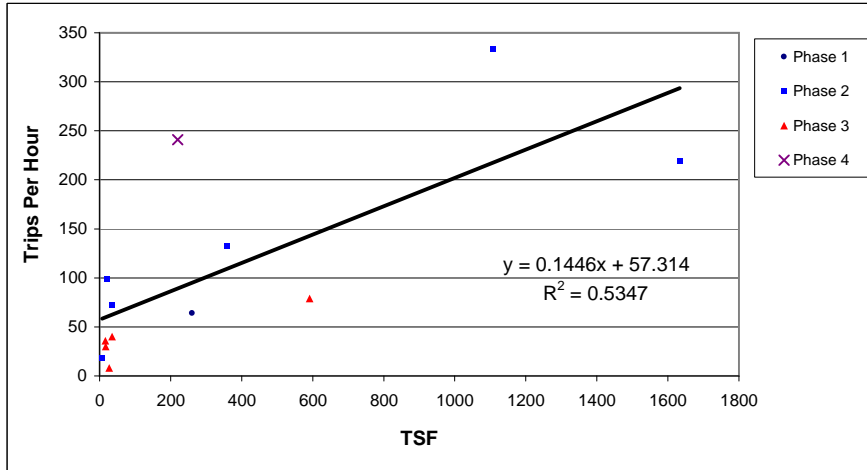
Number Of Sites :	8	Percent In/Out :	50 / 50
Average Rate :	6.72	Regression Equation :	$y = 4.2297x + 94.305$
Minimum Rate :	2.01	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	17.35	R-squared :	0.5388
Standard Deviation :	4.9053		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	40.59	1.00	0.41
Motorcycle	46.14	0.33	0.15
Small Lorry	12.51	1.75	0.22
Big Lorry	0.66	2.25	0.01
Bus	0.10	2.25	0.00
Total	100.00%		0.79

**Institutional
Research Centre, Training Centre
Trips per TSF**

**CODE
02 06 01/02**

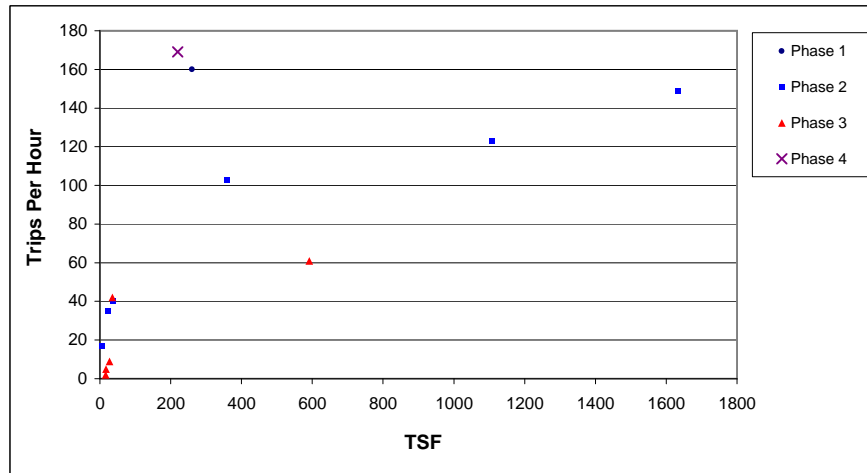
AM Peak Hour Of Commuter



Number Of Sites :	13	Percent In/Out :	79 / 21
Average Rate :	1.28	Regression Equation :	$y = 0.1446x + 57.314$
Minimum Rate :	0.13	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	4.50	R-squared :	0.5347
Standard Deviation :	1.2887		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.81	1.00	0.69
Motorcycle	28.06	0.33	0.09
Small Lorry	3.13	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.83

PM Peak Hour Of Commuter



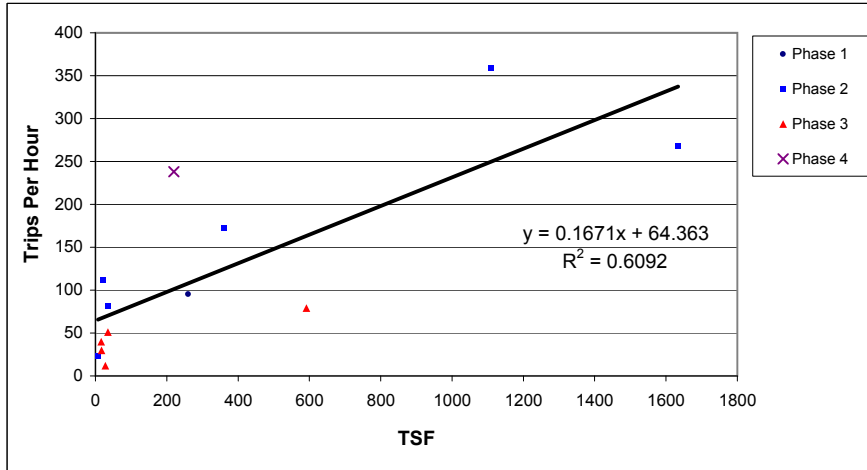
Number Of Sites :	13	Percent In/Out :	16 / 84
Average Rate :	0.69	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	2.36		
Standard Deviation :	0.6993		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.48	1.00	0.71
Motorcycle	24.48	0.33	0.08
Small Lorry	3.94	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.11	2.25	0.00
Total	100.00%		0.86

**Institutional
Research Centre, Training Centre
Trips per TSF**

**CODE
02 06 01/02**

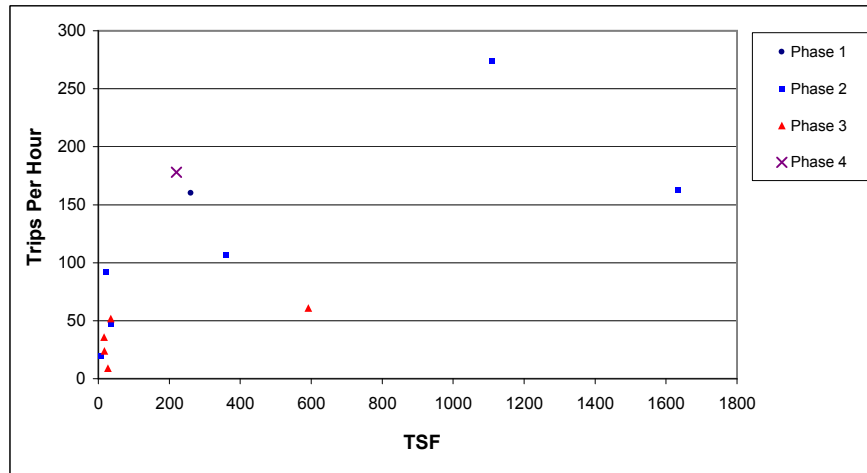
AM Peak Hour Of Generator



Number Of Sites :	13	Percent In/Out :	73 / 27
Average Rate :	1.48	Regression Equation :	$y = 0.1671x + 64.3627$
Minimum Rate :	0.13	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	5.09	R-squared :	0.6092
Standard Deviation :	1.4707		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.12	1.00	0.69
Motorcycle	27.35	0.33	0.09
Small Lorry	3.46	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.06	2.25	0.00
Total	100.00%		0.84

PM Peak Hour Of Generator



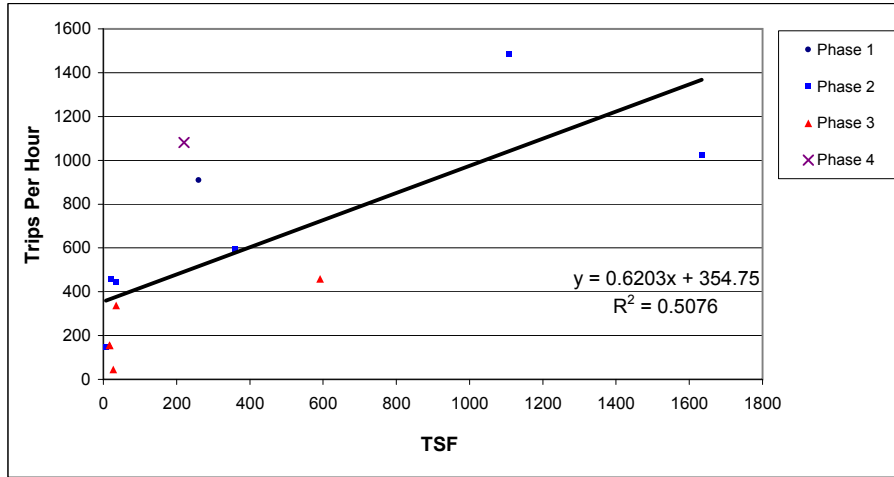
Number Of Sites :	13	Percent In/Out :	26 / 74
Average Rate :	1.22	Use Trip Rates	
Minimum Rate :	0.10		
Maximum Rate :	4.18		
Standard Deviation :	1.2202		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.30	1.00	0.71
Motorcycle	24.04	0.33	0.08
Small Lorry	4.50	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.16	2.25	0.00
Total	100.00%		0.87

**Institutional
Research Centre, Training Centre
Trips per TSF**

**CODE
02 06 01/02**

Daily Trip Generation



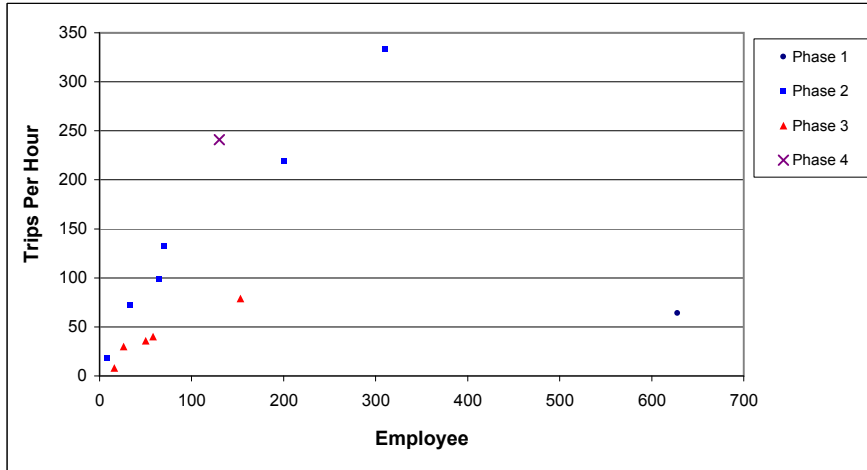
Number Of Sites :	13	Percent In/Out :	50 / 50
Average Rate :	7.42	Regression Equation :	$y = 0.6203x + 354.75$
Minimum Rate :	0.63	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	20.82	R-squared :	0.5076
Standard Deviation :	7.114		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.15	1.00	0.66
Motorcycle	27.56	0.33	0.09
Small Lorry	6.17	1.75	0.11
Big Lorry	0.04	2.25	0.00
Bus	0.08	2.25	0.00
Total	100.00%		0.86

**Institutional
Research Centre, Training Centre
Trips per Employee**

**CODE
02 06 01/02**

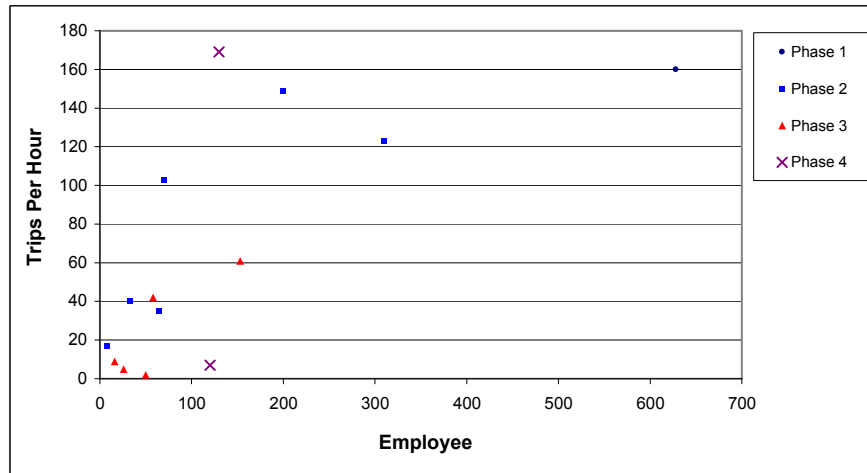
AM Peak Hour Of Commuter



Number Of Sites :	13	Percent In/Out :	73 / 27
Average Rate :	1.11	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	2.25		
Standard Deviation :	0.7401		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.81	1.00	0.69
Motorcycle	28.06	0.33	0.09
Small Lorry	3.13	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.83

PM Peak Hour Of Commuter



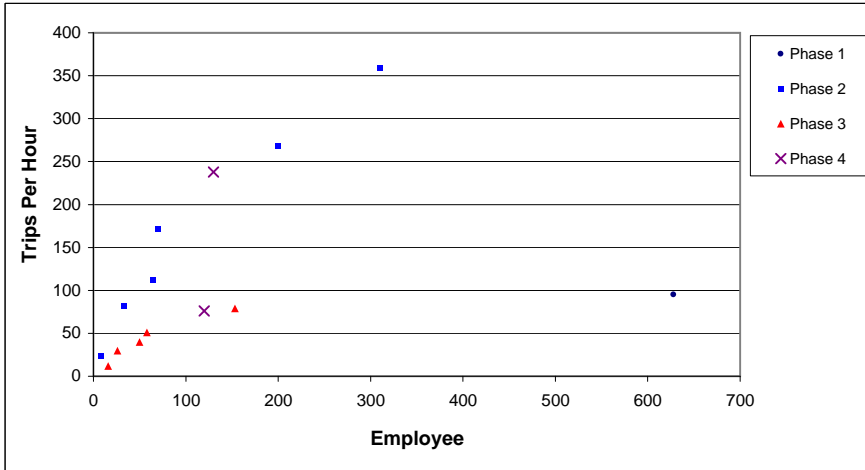
Number Of Sites :	14	Percent In/Out :	17 / 83
Average Rate :	0.72	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	2.13		
Standard Deviation :	0.6061		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.04	1.00	0.71
Motorcycle	24.94	0.33	0.08
Small Lorry	3.91	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.11	2.25	0.00
Total	100.00%		0.86

**Institutional
Research Centre, Training Centre
Trips per Employee**

**CODE
02 06 01/02**

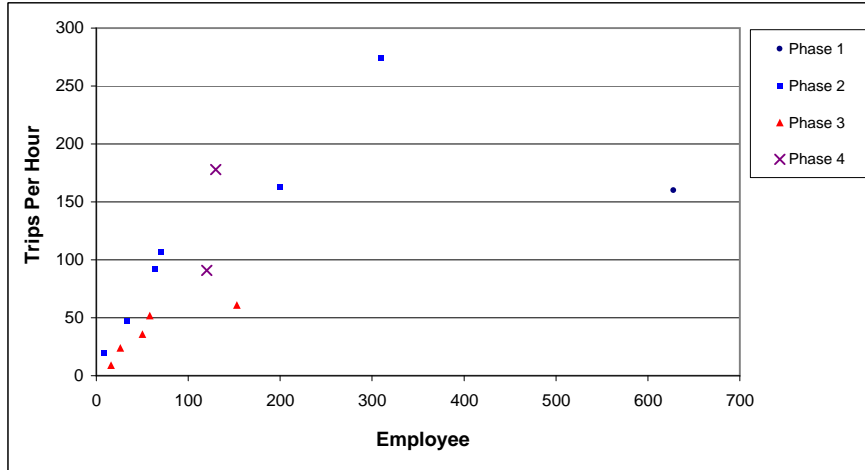
AM Peak Hour Of Generator



Number Of Sites :	14	Percent In/Out :	74 / 26
Average Rate :	1.34	Use Trip Rates	
Minimum Rate :	0.15		
Maximum Rate :	2.88		
Standard Deviation :	0.8244		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.56	1.00	0.68
Motorcycle	28.96	0.33	0.10
Small Lorry	3.42	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.06	2.25	0.00
Total	100.00%		0.84

PM Peak Hour Of Generator



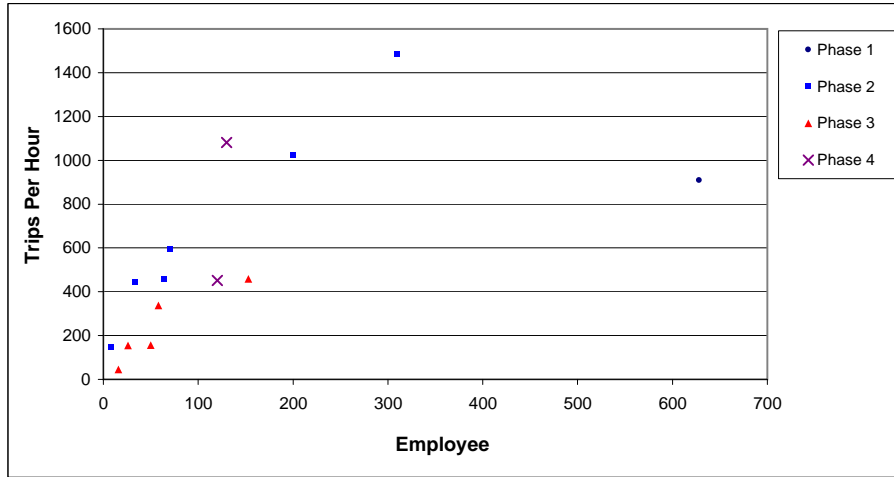
Number Of Sites :	14	Percent In/Out :	25 / 75
Average Rate :	1.03	Use Trip Rates	
Minimum Rate :	0.25		
Maximum Rate :	2.50		
Standard Deviation :	0.5772		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.49	1.00	0.68
Motorcycle	26.86	0.33	0.09
Small Lorry	4.49	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.15	2.25	0.00
Total	100.00%		0.85

**Institutional
Research Centre, Training Centre
Trips per Employee**

**CODE
02 06 01/02**

Daily Trip Generation

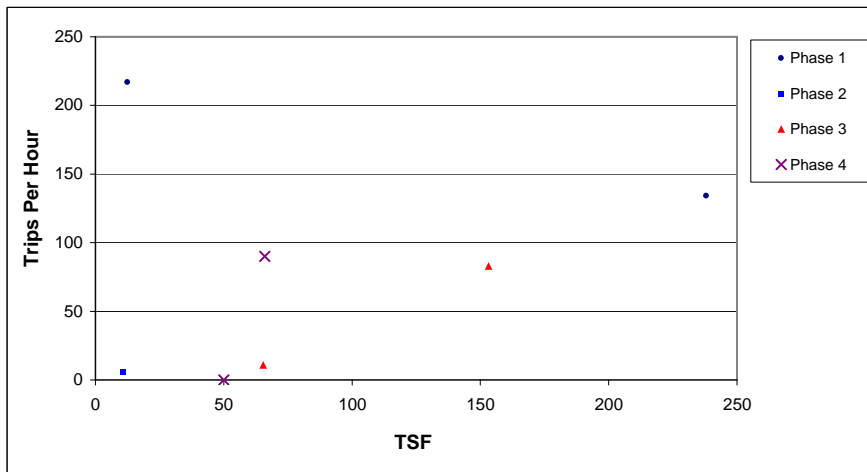


Number Of Sites :	14	Percent In/Out :	50 / 50
Average Rate :	6.56	Use Trip Rates	
Minimum Rate :	1.45		
Maximum Rate :	18.63		
Standard Deviation :	4.6272		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.05	1.00	0.64
Motorcycle	29.48	0.33	0.10
Small Lorry	6.35	1.75	0.11
Big Lorry	0.04	2.25	0.00
Bus	0.08	2.25	0.00
Total	100.00%		0.85

**Institutional
Public Library
Trips per TSF**

**CODE
02 07 01**

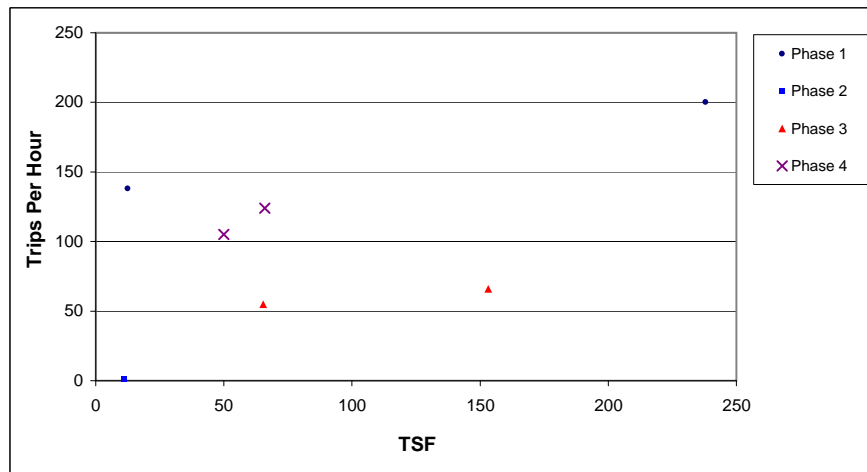
AM Peak Hour Of Commuter



Number Of Sites :	7	Percent In/Out :	67 / 33
Average Rate :	2.94	Use Trip Rates	
Minimum Rate :	1.36		
Maximum Rate :	17.36		
Standard Deviation :	6.3752		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.25	1.00	0.70
Motorcycle	28.09	0.33	0.09
Small Lorry	1.66	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.82

PM Peak Hour Of Commuter



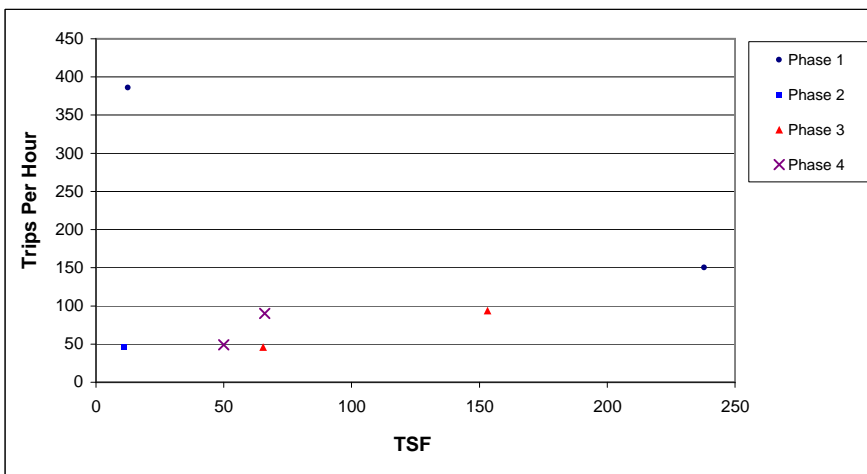
Number Of Sites :	7	Percent In/Out :	27 / 73
Average Rate :	2.46	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	11.04		
Standard Deviation :	3.8525		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.86	1.00	0.64
Motorcycle	30.48	0.33	0.10
Small Lorry	4.35	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	1.31	2.25	0.03
Total	100.00%		0.85

**Institutional
Public Library
Trips per TSF**

**CODE
02 07 01**

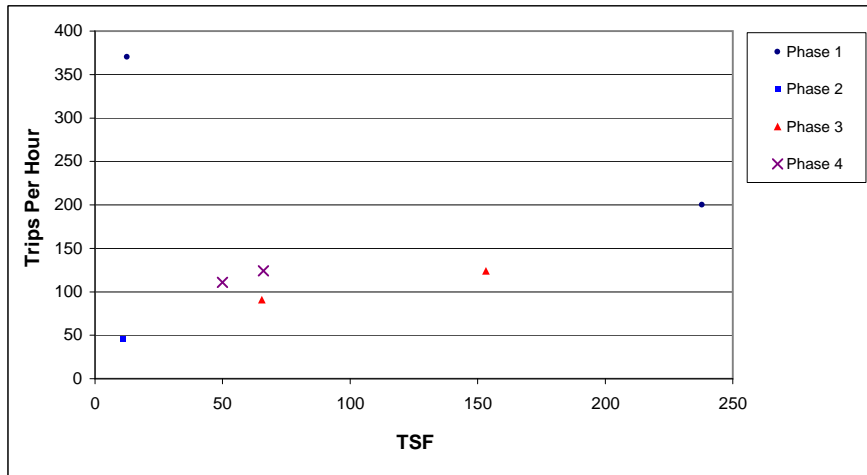
AM Peak Hour Of Generator



Number Of Sites :	7	Percent In/Out :	53 / 47
Average Rate :	5.63	Use Trip Rates	
Minimum Rate :	0.61		
Maximum Rate :	30.88		
Standard Deviation :	11.2086		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	76.18	1.00	0.76
Motorcycle	21.38	0.33	0.07
Small Lorry	2.44	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.87

PM Peak Hour Of Generator



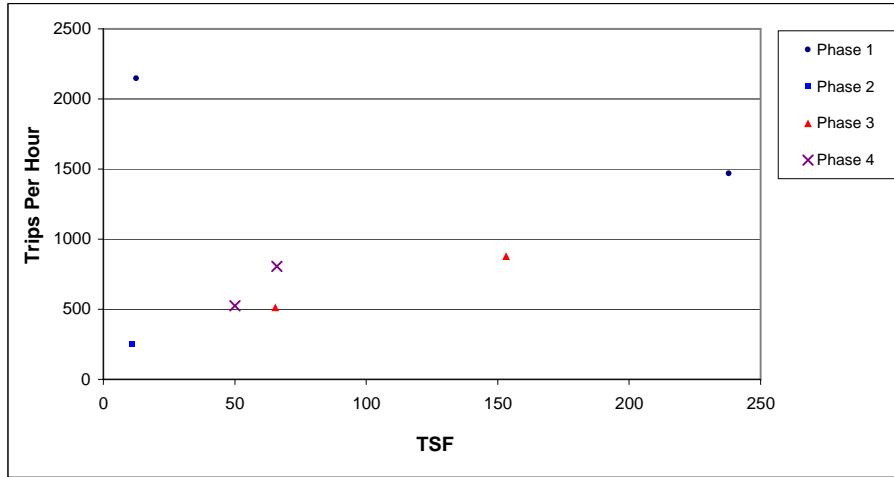
Number Of Sites :	7	Percent In/Out :	37 / 63
Average Rate :	5.85	Use Trip Rates	
Minimum Rate :	0.81		
Maximum Rate :	29.6		
Standard Deviation :	10.5359		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.86	1.00	0.72
Motorcycle	23.64	0.33	0.08
Small Lorry	3.56	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.94	2.25	0.02
Total	100.00%		0.88

**Institutional
Public Library
Trips per TSF**

**CODE
02 07 01**

Daily Trip Generation



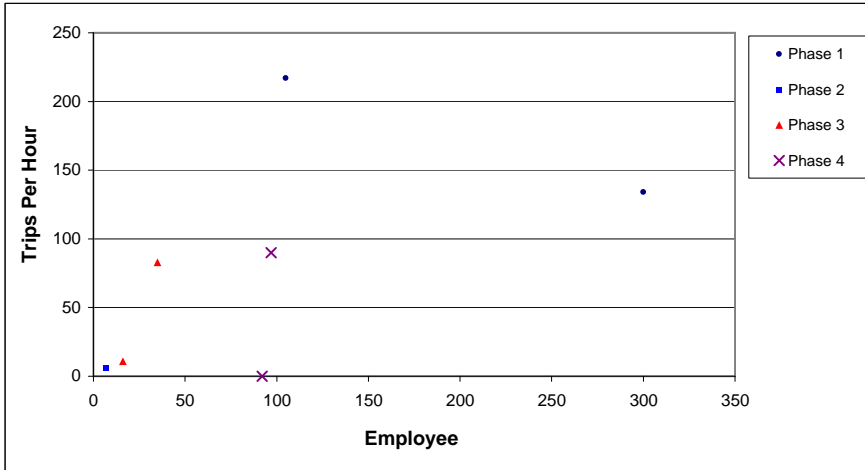
Number Of Sites :	7	Percent In/Out :	50 / 50
Average Rate :	33.88	Use Trip Rates	
Minimum Rate :	5.74		
Maximum Rate :	171.6		
Standard Deviation :	61.0144		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.09	1.00	0.70
Motorcycle	25.96	0.33	0.09
Small Lorry	3.66	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.28	2.25	0.01
Total	100.00%		0.86

**Institutional
Public Library
Trips per Employee**

**CODE
02 07 01**

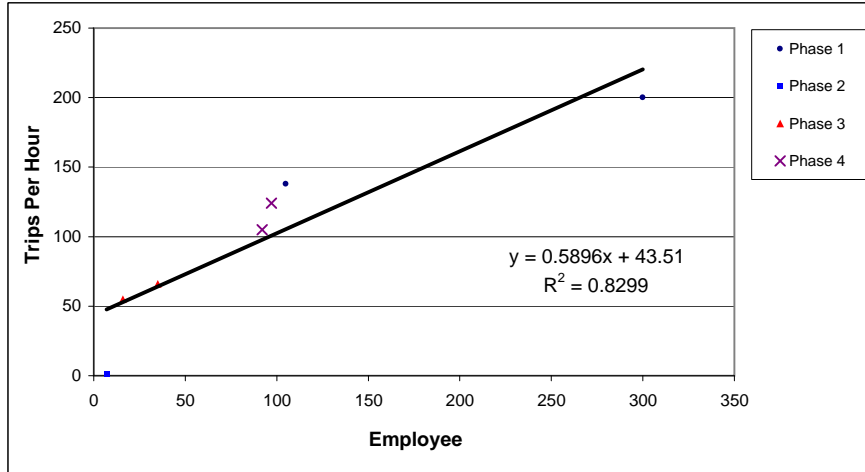
AM Peak Hour Of Commuter



Number Of Sites :	7	Percent In/Out :	67 / 33
Average Rate :	1.05	Use Trip Rates	
Minimum Rate :	0.93		
Maximum Rate :	2.37		
Standard Deviation :	0.8592		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.25	1.00	0.70
Motorcycle	28.09	0.33	0.09
Small Lorry	1.66	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.82

PM Peak Hour Of Commuter



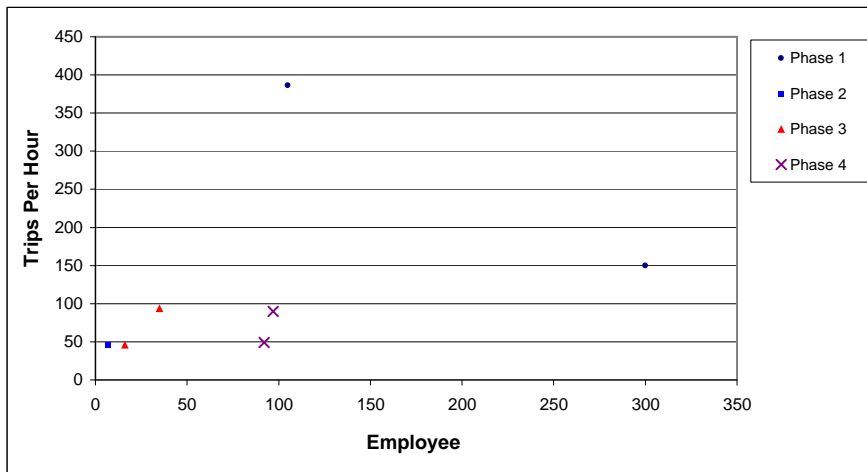
Number Of Sites :	7	Percent In/Out :	27 / 73
Average Rate :	1.41	Regression Equation :	$y = 0.5896x + 43.51$
Minimum Rate :	0.14	($T = Trips; X = Independent Variable$)	
Maximum Rate :	3.44	R-squared :	0.8299
Standard Deviation :	1.0483		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.86	1.00	0.64
Motorcycle	30.48	0.33	0.10
Small Lorry	4.35	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	1.31	2.25	0.03
Total	100.00%		0.85

**Institutional
Public Library
Trips per Employee**

**CODE
02 07 01**

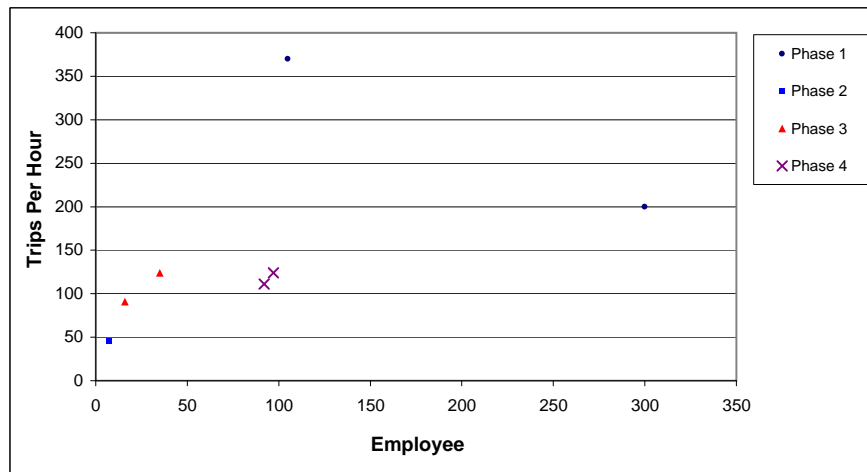
AM Peak Hour Of Generator



Number Of Sites :	7	Percent In/Out :	53 / 47
Average Rate :	2.54	Use Trip Rates	
Minimum Rate :	0.50		
Maximum Rate :	6.57		
Standard Deviation :	2.1782		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	76.18	1.00	0.76
Motorcycle	21.38	0.33	0.07
Small Lorry	2.44	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.87

PM Peak Hour Of Generator



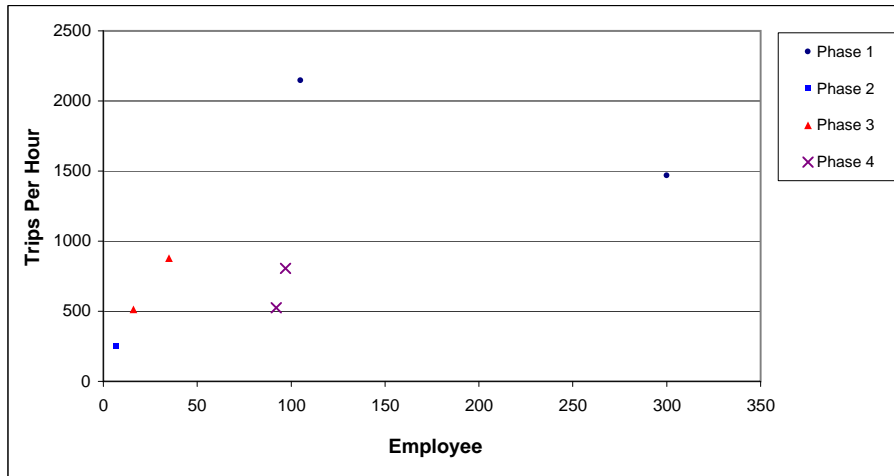
Number Of Sites :	7	Percent In/Out :	37 / 63
Average Rate :	3.21	Use Trip Rates	
Minimum Rate :	0.67		
Maximum Rate :	6.57		
Standard Deviation :	2.3044		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.86	1.00	0.72
Motorcycle	23.64	0.33	0.08
Small Lorry	3.56	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.94	2.25	0.02
Total	100.00%		0.88

**Institutional
Public Library
Trips per Employee**

**CODE
02 07 01**

Daily Trip Generation



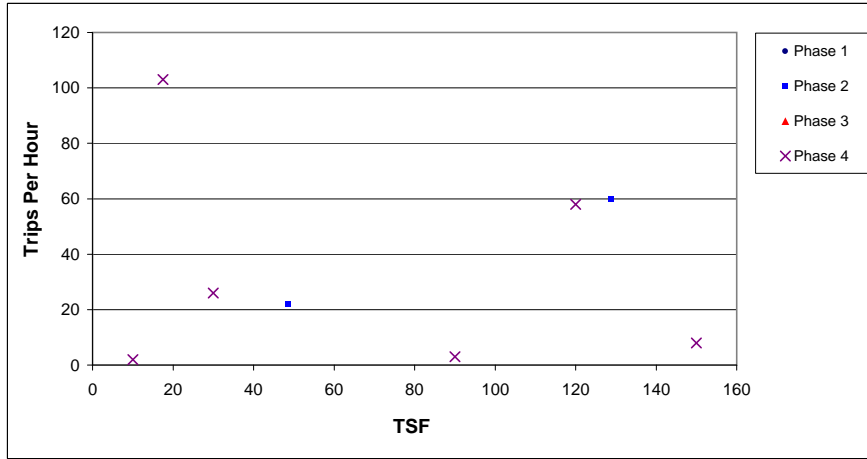
Number Of Sites :	7	Percent In/Out :	50 / 50
Average Rate :	18.94	Use Trip Rates	
Minimum Rate :	4.89		
Maximum Rate :	36.00		
Standard Deviation :	12.8529		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.09	1.00	0.70
Motorcycle	25.96	0.33	0.09
Small Lorry	3.66	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.28	2.25	0.01
Total	100.00%		0.86

**Institutional
Telecommunications, Power Supply,
Gas Distribution Centre, Environmental Services
Trips per TSF**

**CODE
02 09
01/02/03/04**

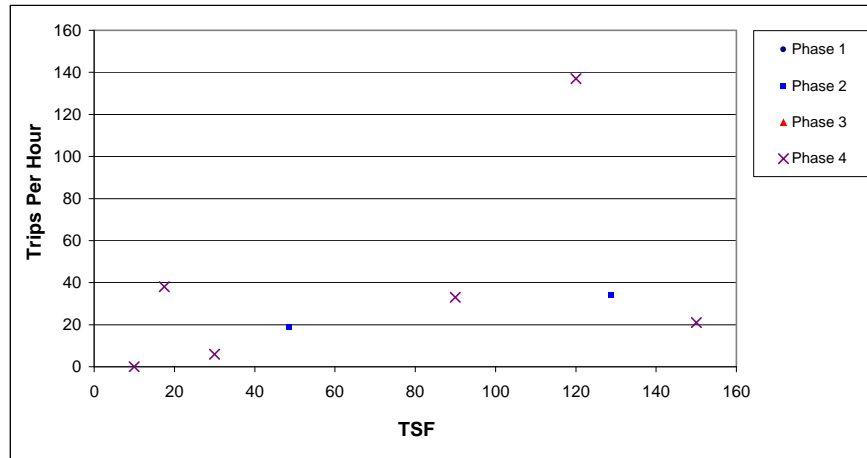
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	81 / 19
Average Rate :	1.06	Use Trip Rates	
Minimum Rate :	0.03		
Maximum Rate :	5.89		
Standard Deviation :	1.9707		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.71	1.00	0.51
Motorcycle	36.53	0.33	0.12
Small Lorry	12.77	1.75	0.22
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.85

PM Peak Hour Of Commuter



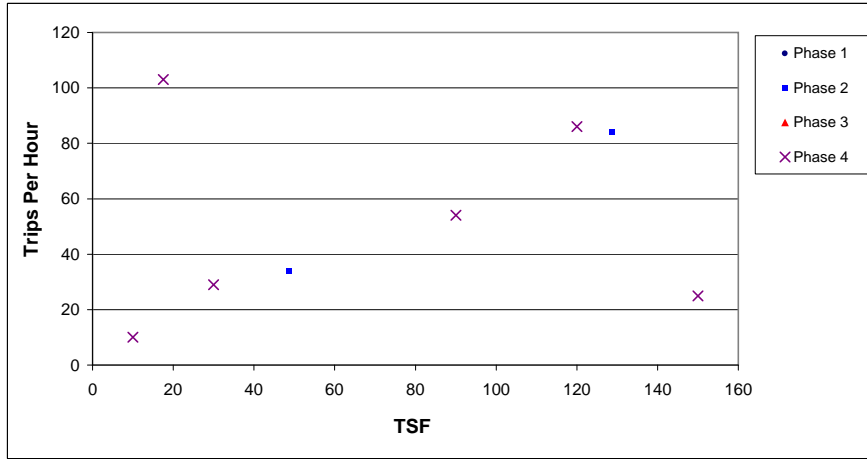
Number Of Sites :	8	Percent In/Out :	17 / 83
Average Rate :	0.58	Use Trip Rates	
Minimum Rate :	0.14		
Maximum Rate :	2.17		
Standard Deviation :	0.7274		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	49.65	1.00	0.50
Motorcycle	30.56	0.33	0.10
Small Lorry	17.36	1.75	0.30
Big Lorry	2.43	2.25	0.05
Bus	0.00	2.25	0.00
Total	100.00%		0.95

**Institutional
Telecommunications, Power Supply,
Gas Distribution Centre, Environmental Services
Trips per TSF**

**CODE
02 09
01/02/03/04**

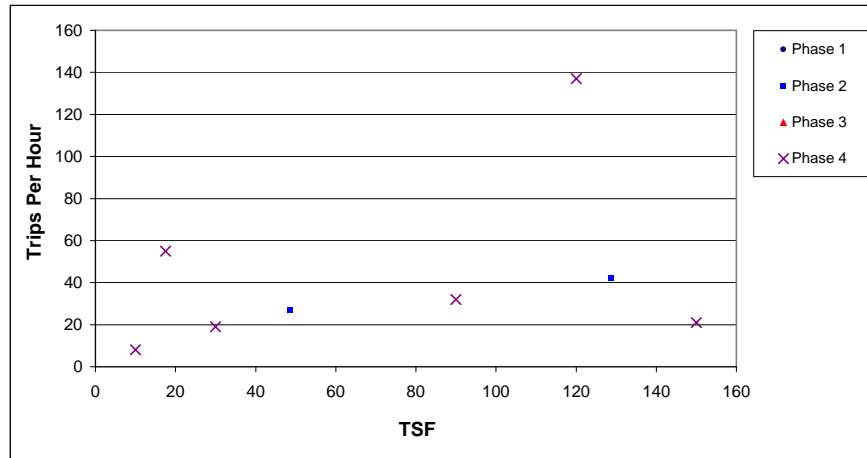
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	63 / 37
Average Rate :	1.34	Use Trip Rates	
Minimum Rate :	0.17		
Maximum Rate :	5.89		
Standard Deviation :	1.8560		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	46.82	1.00	0.47
Motorcycle	25.88	0.33	0.09
Small Lorry	26.12	1.75	0.46
Big Lorry	1.18	2.25	0.03
Bus	0.00	2.25	0.00
Total	100.00%		1.05

PM Peak Hour Of Generator



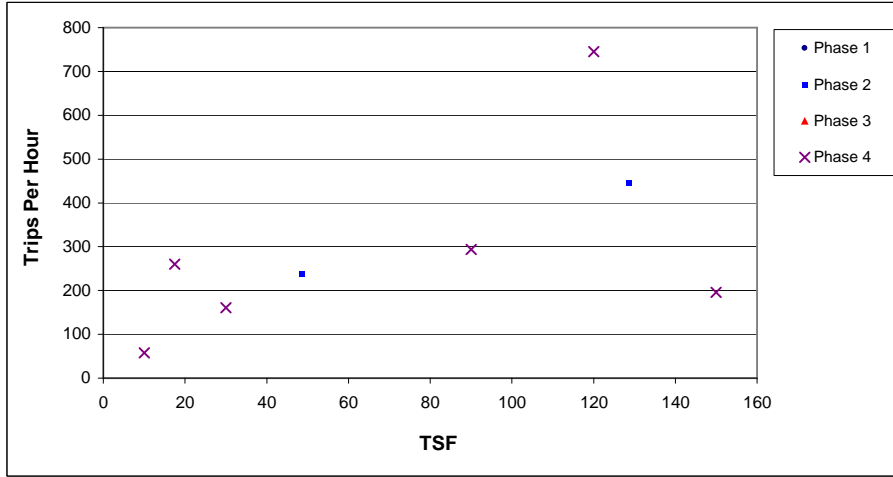
Number Of Sites :	8	Percent In/Out :	40 / 60
Average Rate :	0.89	Use Trip Rates	
Minimum Rate :	0.14		
Maximum Rate :	3.14		
Standard Deviation :	0.9629		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	42.52	1.00	0.43
Motorcycle	29.62	0.33	0.10
Small Lorry	25.81	1.75	0.45
Big Lorry	2.05	2.25	0.05
Bus	0.00	2.25	0.00
Total	100.00%		1.03

**Institutional
Telecommunications, Power Supply,
Gas Distribution Centre, Environmental Services
Trips per TSF**

**CODE
02 09
01/02/03/04**

Daily Trip Generation

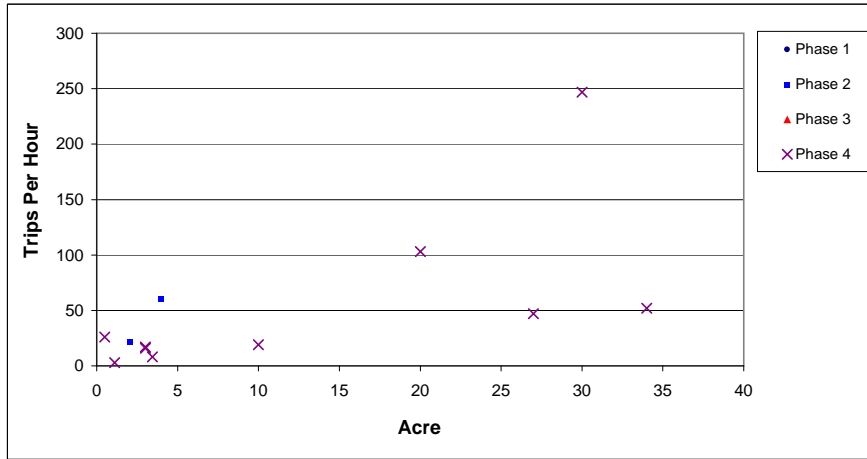


Number Of Sites :	8	Percent In/Out :	49 / 51
Average Rate :	5.65	Use Trip Rates	
Minimum Rate :	1.31		
Maximum Rate :	14.86		
Standard Deviation :	4.0546		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.45	1.00	0.43
Motorcycle	25.90	0.33	0.09
Small Lorry	28.44	1.75	0.50
Big Lorry	2.21	2.25	0.05
Bus	0.00	2.25	0.00
Total	100.00%		1.07

**Institutional
Telecommunications, Power Supply,
Gas Distribution Centre, Environmental Services
Trips per Acre**

**CODE
02 09
01/02/03/04**

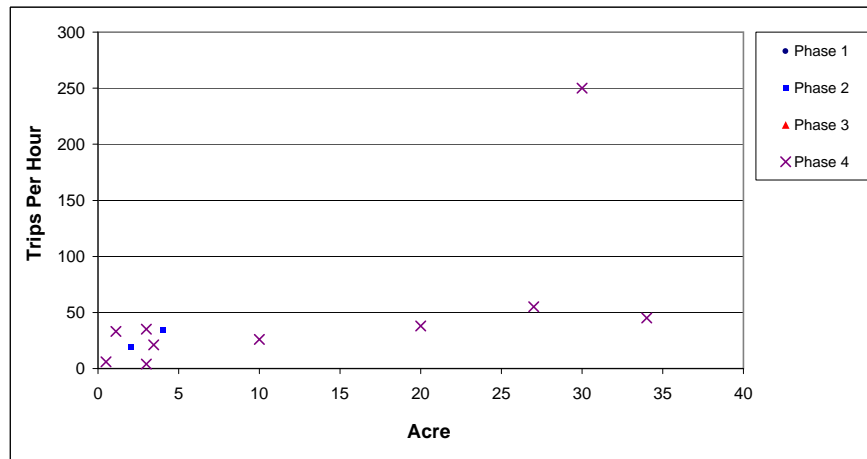
AM Peak Hour Of Commuter



Number Of Sites :	12	Percent In/Out :	80 / 20
Average Rate :	9.35	Use Trip Rates	
Minimum Rate :	1.53		
Maximum Rate :	52.00		
Standard Deviation :	14.0433		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	49.03	1.00	0.49
Motorcycle	40.65	0.33	0.13
Small Lorry	9.52	1.75	0.17
Big Lorry	0.81	2.25	0.02
Bus	0.00	2.25	0.00
Total	100.00%		0.81

PM Peak Hour Of Commuter



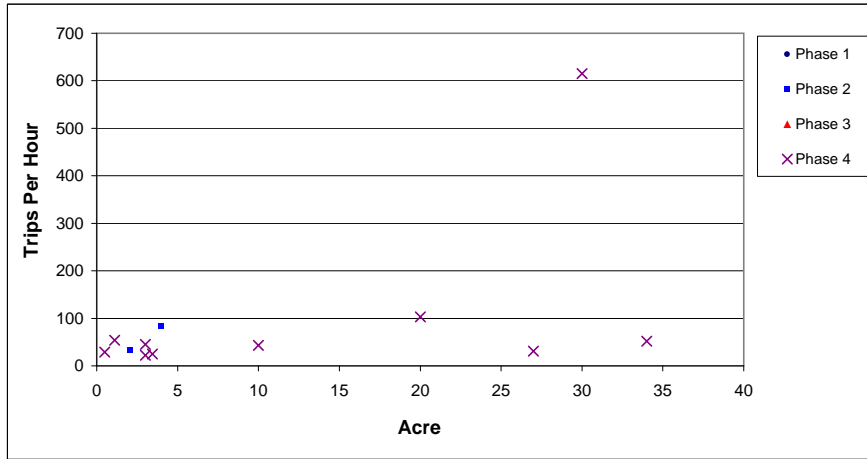
Number Of Sites :	12	Percent In/Out :	20 / 80
Average Rate :	7.89	Use Trip Rates	
Minimum Rate :	1.32		
Maximum Rate :	29.73		
Standard Deviation :	7.9649		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	48.23	1.00	0.48
Motorcycle	42.40	0.33	0.14
Small Lorry	7.77	1.75	0.14
Big Lorry	1.59	2.25	0.04
Bus	0.00	2.25	0.00
Total	100.00%		0.80

**Institutional
Telecommunications, Power Supply,
Gas Distribution Centre, Environmental Services
Trips per Acre**

**CODE
02 09
01/02/03/04**

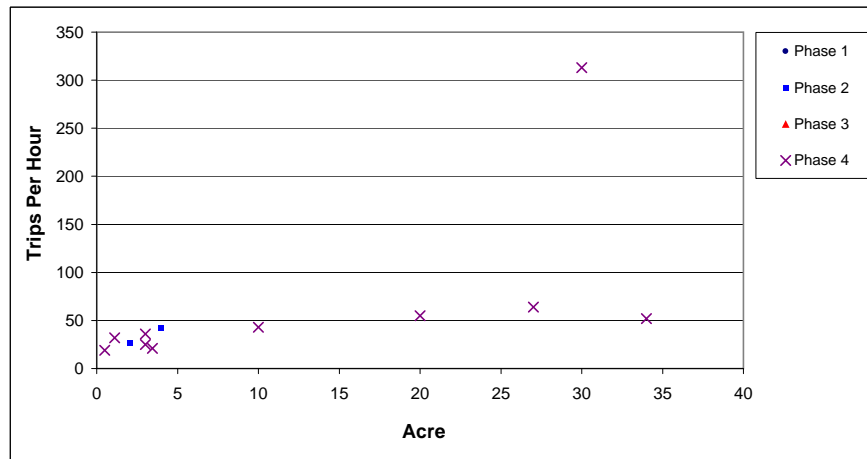
AM Peak Hour Of Generator



Number Of Sites :	12	Percent In/Out :	71 / 29
Average Rate :	17.19	Use Trip Rates	
Minimum Rate :	1.15		
Maximum Rate :	58.00		
Standard Deviation :	18.3295		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	42.39	1.00	0.42
Motorcycle	45.73	0.33	0.15
Small Lorry	11.26	1.75	0.20
Big Lorry	0.62	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.78

PM Peak Hour Of Generator



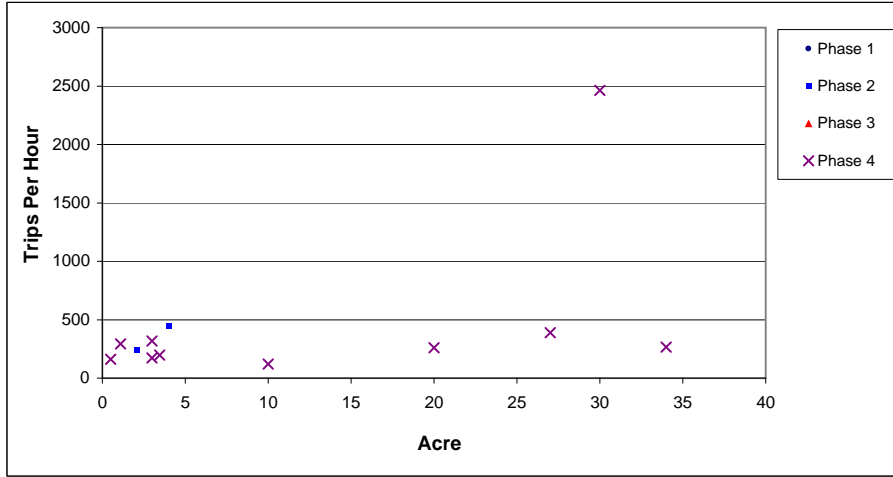
Number Of Sites :	12	Percent In/Out :	40 / 60
Average Rate :	11.51	Use Trip Rates	
Minimum Rate :	1.53		
Maximum Rate :	38.00		
Standard Deviation :	11.1102		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.17	1.00	0.37
Motorcycle	46.09	0.33	0.15
Small Lorry	15.78	1.75	0.28
Big Lorry	0.96	2.25	0.02
Bus	0.00	2.25	0.00
Total	100.00%		0.82

**Institutional
Telecommunications, Power Supply,
Gas Distribution Centre, Environmental Services
Trips per Acre**

**CODE
02 09
01/02/03/04**

Daily Trip Generation



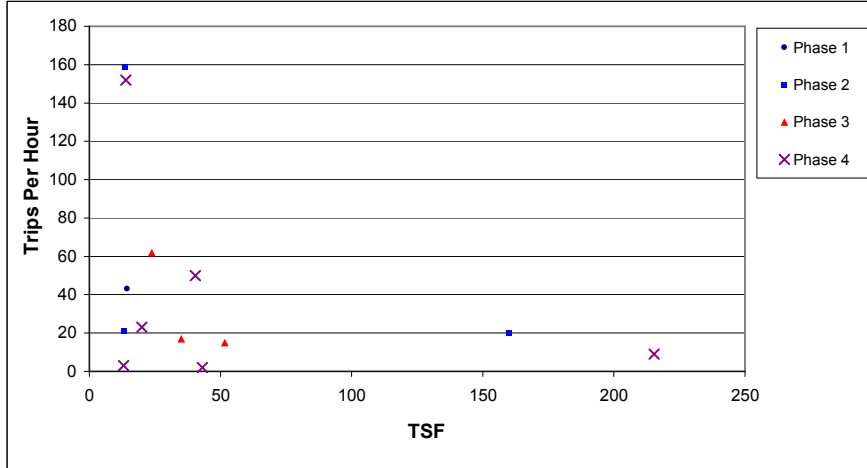
Number Of Sites :	12	Percent In/Out :	51 / 49
Average Rate :	96.95	Use Trip Rates	
Minimum Rate :	7.79		
Maximum Rate :	322		
Standard Deviation :	100.846		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.40	1.00	0.44
Motorcycle	39.82	0.33	0.13
Small Lorry	14.24	1.75	0.25
Big Lorry	1.54	2.25	0.03
Bus	0.00	2.25	0.00
Total	100.00%		0.85

03
RELIGIOUS

**Religious
Mosque
Trips per TSF**

**CODE
03 01 01**

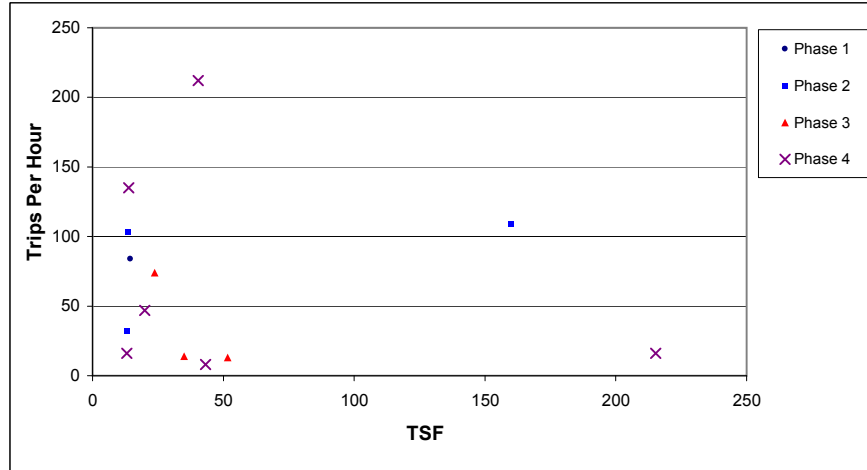
AM Peak Hour Of Commuter



Number Of Sites :	13	Percent In/Out :	54 / 46
Average Rate :	2.56	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	11.61		
Standard Deviation :	3.9852		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.42	1.00	0.56
Motorcycle	34.72	0.33	0.11
Small Lorry	6.60	1.75	0.12
Big Lorry	0.17	2.25	0.00
Bus	2.09	2.25	0.05
Total	100.00%		0.84

PM Peak Hour Of Commuter



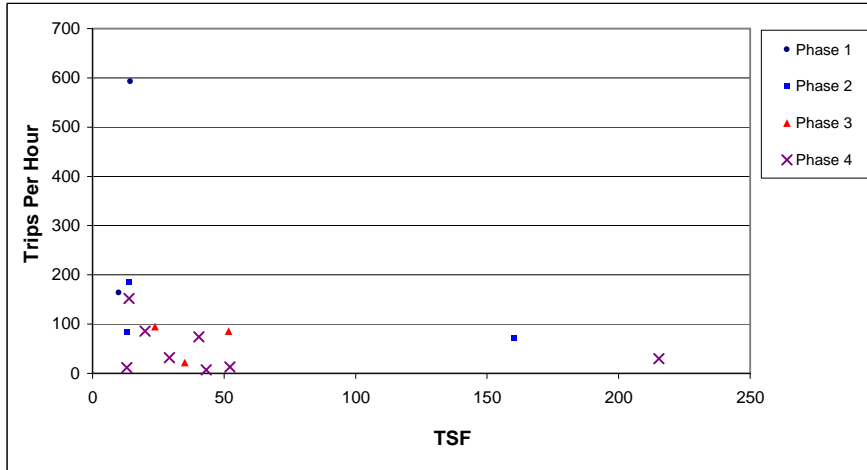
Number Of Sites :	13	Percent In/Out :	40 / 60
Average Rate :	3.00	Use Trip Rates	
Minimum Rate :	0.07		
Maximum Rate :	9.73		
Standard Deviation :	3.1469		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.54	1.00	0.65
Motorcycle	28.62	0.33	0.09
Small Lorry	6.61	1.75	0.12
Big Lorry	0.12	2.25	0.00
Bus	0.12	2.25	0.00
Total	100.00%		0.86

**Religious
Mosque
Trips per TSF**

**CODE
03 01 01**

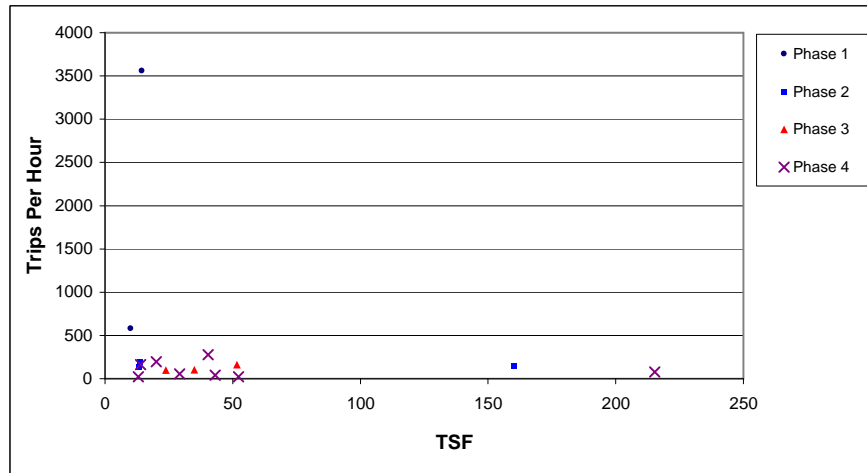
AM Peak Hour Of Generator



Number Of Sites :	16	Percent In/Out :	46 / 54
Average Rate :	6.49	Use Trip Rates	
Minimum Rate :	0.14		
Maximum Rate :	41.18		
Standard Deviation :	10.5771		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	48.01	1.00	0.48
Motorcycle	45.50	0.33	0.15
Small Lorry	5.74	1.75	0.10
Big Lorry	0.06	2.25	0.00
Bus	0.69	2.25	0.02
Total	100.00%		0.75

PM Peak Hour Of Generator



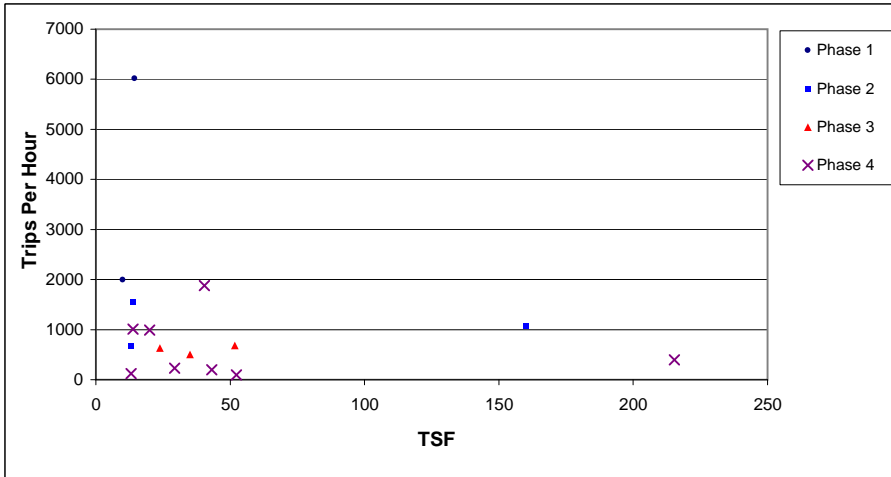
Number Of Sites :	16	Percent In/Out :	54 / 46
Average Rate :	23.41	Use Trip Rates	
Minimum Rate :	0.36		
Maximum Rate :	247.22		
Standard Deviation :	61.2993		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.39	1.00	0.36
Motorcycle	58.85	0.33	0.19
Small Lorry	4.41	1.75	0.08
Big Lorry	0.14	2.25	0.00
Bus	0.22	2.25	0.00
Total	100.00%		0.63

**Religious
Mosque
Trips per TSF**

**CODE
03 01 01**

Daily Trip Generation



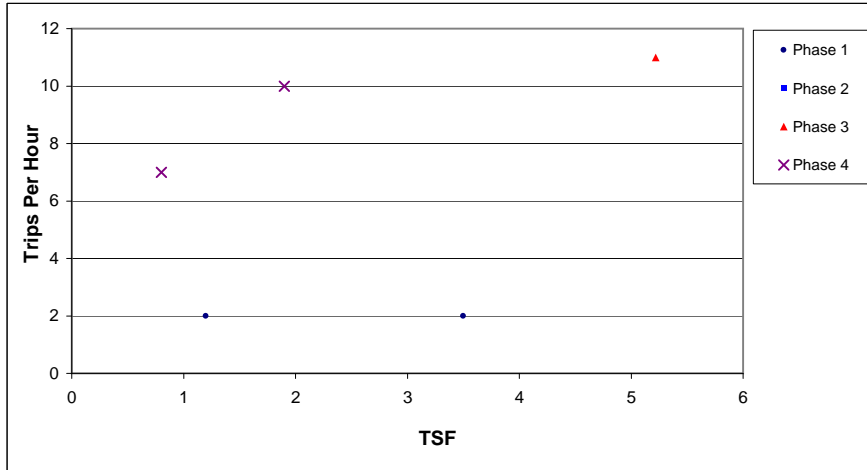
Number Of Sites :	16	Percent In/Out :	48 / 52
Average Rate :	64.84	Use Trip Rates	
Minimum Rate :	1.78		
Maximum Rate :	417.92		
Standard Deviation :	107.714		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	45.36	1.00	0.45
Motorcycle	48.34	0.33	0.16
Small Lorry	5.75	1.75	0.10
Big Lorry	0.16	2.25	0.00
Bus	0.39	2.25	0.01
Total	100.00%		0.72

**Religious
Surau, Madrasah
Trips per TSF**

**CODE
03 01 02**

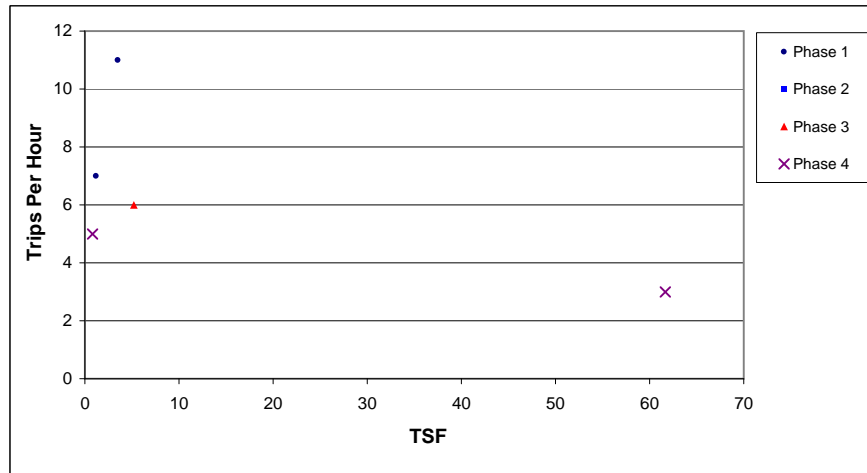
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	19 / 81
Average Rate :	2.29	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	8.75		
Standard Deviation :	3.1550		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.50	1.00	0.38
Motorcycle	62.50	0.33	0.21
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.59

PM Peak Hour Of Commuter



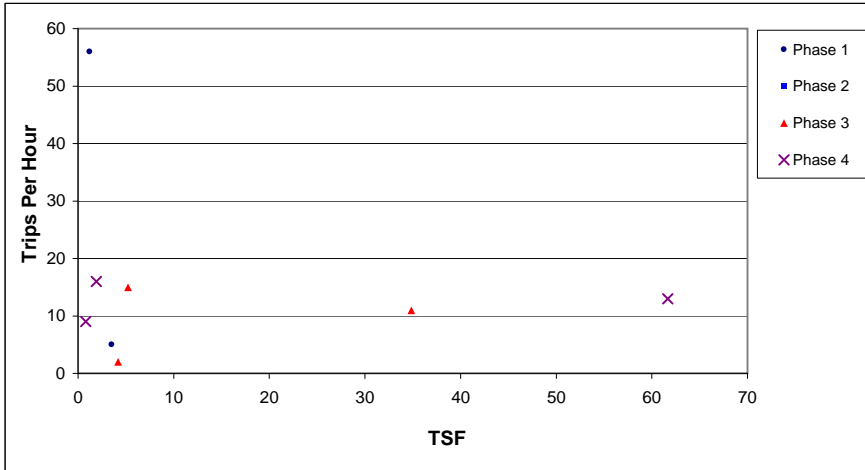
Number Of Sites :	5	Percent In/Out :	36 / 64
Average Rate :	2.05	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	6.25		
Standard Deviation :	2.6879		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.21	1.00	0.64
Motorcycle	35.79	0.33	0.12
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.76

**Religious
Surau, Madrasah
Trips per TSF**

**CODE
03 01 02**

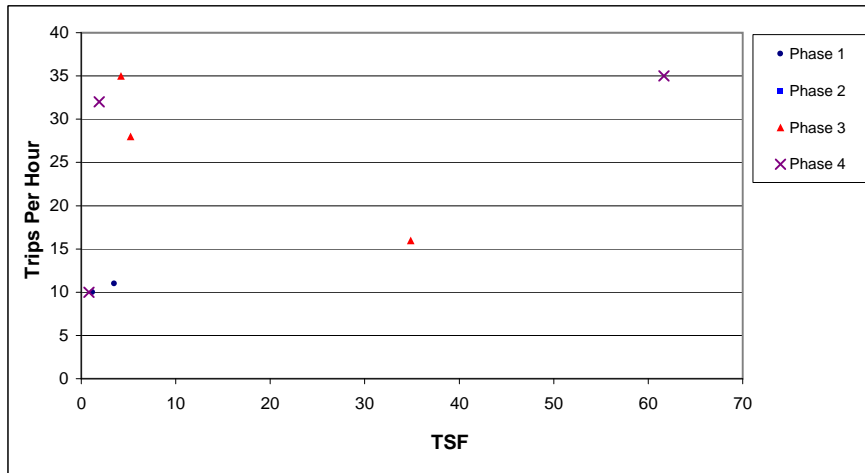
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	57 / 43
Average Rate :	8.96	Use Trip Rates	
Minimum Rate :	0.21		
Maximum Rate :	46.67		
Standard Deviation :	15.7858		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	39.01	1.00	0.39
Motorcycle	60.99	0.33	0.20
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.59

PM Peak Hour Of Generator



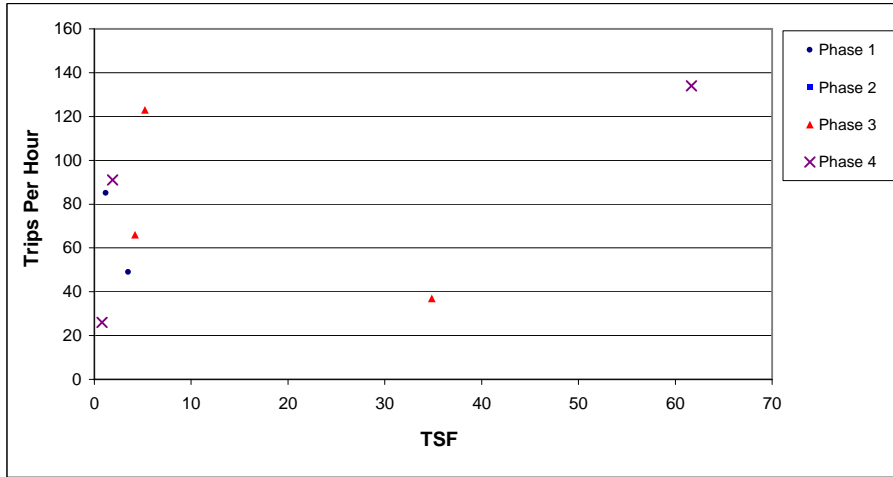
Number Of Sites :	8	Percent In/Out :	46 / 54
Average Rate :	6.94	Use Trip Rates	
Minimum Rate :	0.46		
Maximum Rate :	16.84		
Standard Deviation :	5.7615		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.04	1.00	0.41
Motorcycle	58.96	0.33	0.19
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.60

**Religious
Surau, Madrasah
Trips per TSF**

**CODE
03 01 02**

Daily Trip Generation



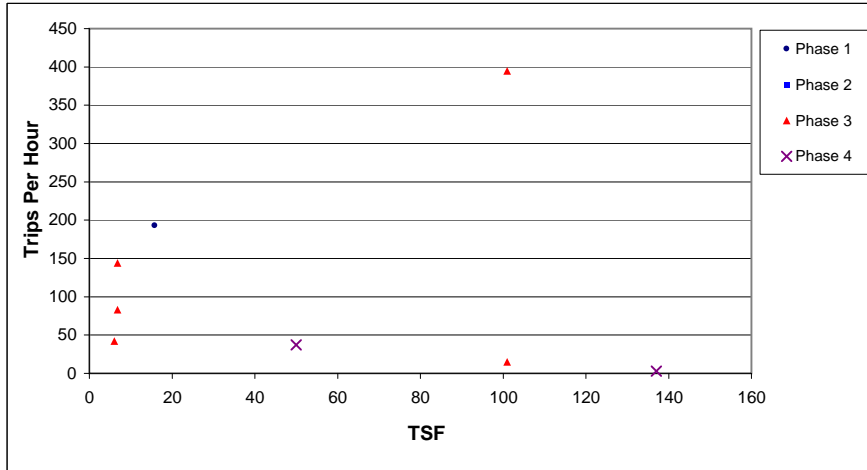
Number Of Sites :	8	Percent In/Out :	51 / 49
Average Rate :	25.97	Use Trip Rates	
Minimum Rate :	1.06		
Maximum Rate :	70.83		
Standard Deviation :	23.8359		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	38.00	1.00	0.38
Motorcycle	61.65	0.33	0.20
Small Lorry	0.36	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.59

**Religious
Church
Trips per TSF**

**CODE
03 01 10**

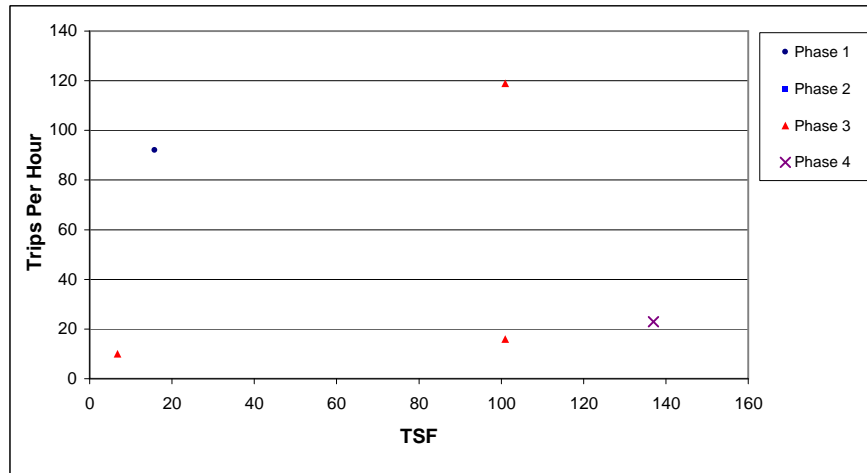
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	65 / 35
Average Rate :	7.17	Use Trip Rates	
Minimum Rate :	0.02		
Maximum Rate :	21.18		
Standard Deviation :	7.5537		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	78.50	1.00	0.79
Motorcycle	16.01	0.33	0.05
Small Lorry	4.49	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.99	2.25	0.02
Total	100.00%		0.94

PM Peak Hour Of Commuter



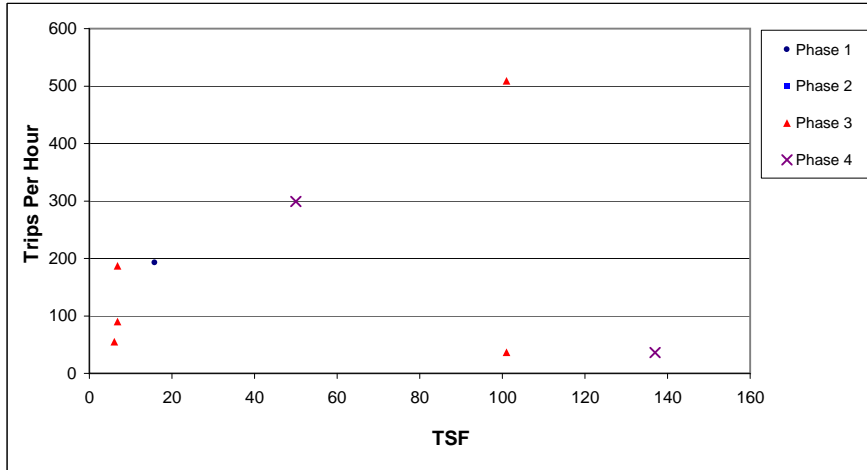
Number Of Sites :	5	Percent In/Out :	61 / 39
Average Rate :	1.76	Use Trip Rates	
Minimum Rate :	0.16		
Maximum Rate :	5.82		
Standard Deviation :	2.3467		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	82.67	1.00	0.83
Motorcycle	15.39	0.33	0.05
Small Lorry	0.77	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	1.17	2.25	0.03
Total	100.00%		0.92

**Religious
Church
Trips per TSF**

**CODE
03 01 10**

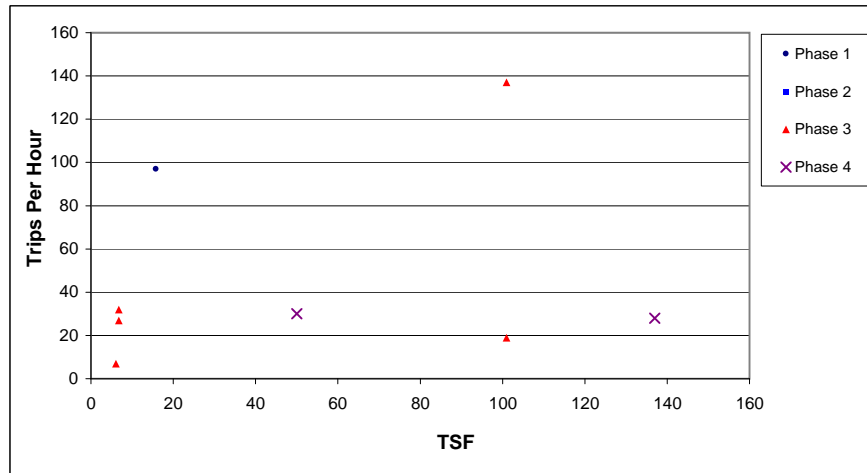
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	43 / 57
Average Rate :	9.21	Use Trip Rates	
Minimum Rate :	0.26		
Maximum Rate :	27.5		
Standard Deviation :	8.8306		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.72	1.00	0.82
Motorcycle	12.88	0.33	0.04
Small Lorry	4.76	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.65	2.25	0.01
Total	100.00%		0.95

PM Peak Hour Of Generator



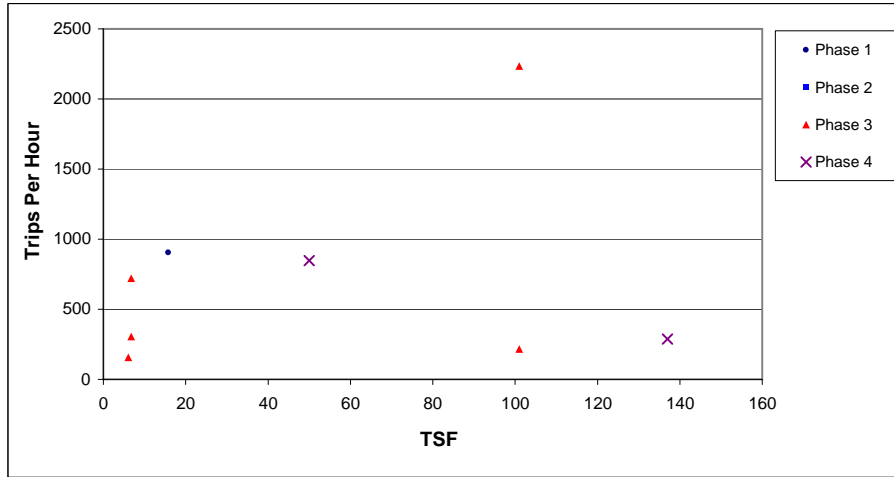
Number Of Sites :	8	Percent In/Out :	38 / 62
Average Rate :	2.29	Use Trip Rates	
Minimum Rate :	0.19		
Maximum Rate :	6.14		
Standard Deviation :	2.307		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	79.01	1.00	0.79
Motorcycle	15.14	0.33	0.05
Small Lorry	5.31	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	0.54	2.25	0.01
Total	100.00%		0.94

**Religious
Church
Trips per TSF**

**CODE
03 01 10**

Daily Trip Generation

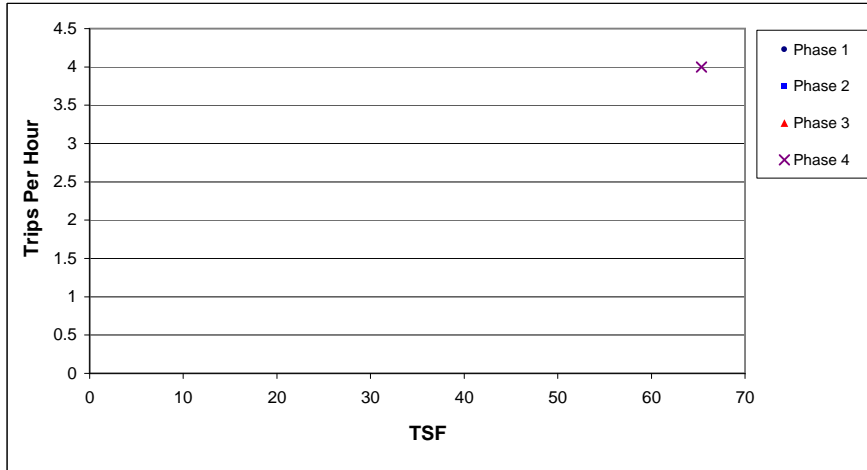


Number Of Sites :	8	Percent In/Out :	52 / 48
Average Rate :	34.7	Use Trip Rates	
Minimum Rate :	2.09		
Maximum Rate :	106.03		
Standard Deviation :	34.5728		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	80.12	1.00	0.80
Motorcycle	14.93	0.33	0.05
Small Lorry	3.93	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	1.02	2.25	0.02
Total	100.00%		0.94

**Religious
Temple (Buddhist, Taiost, Hindu, Sikh)
Trips per TSF**

**CODE
03 01 20**

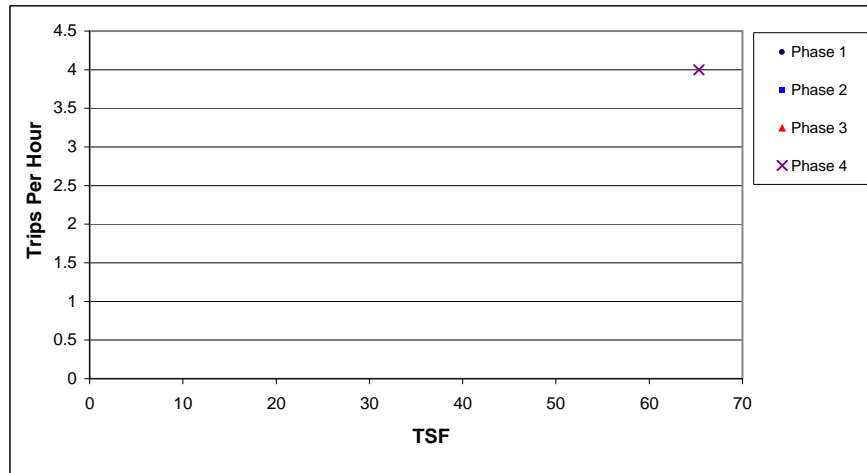
AM Peak Hour Of Commuter



Number Of Sites :	1	Percent In/Out :	100 / 0
Average Rate :	0.06	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	0.06		
Standard Deviation :	NIL		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.00	1.00	0.50
Motorcycle	50.00	0.33	0.17
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.78

PM Peak Hour Of Commuter



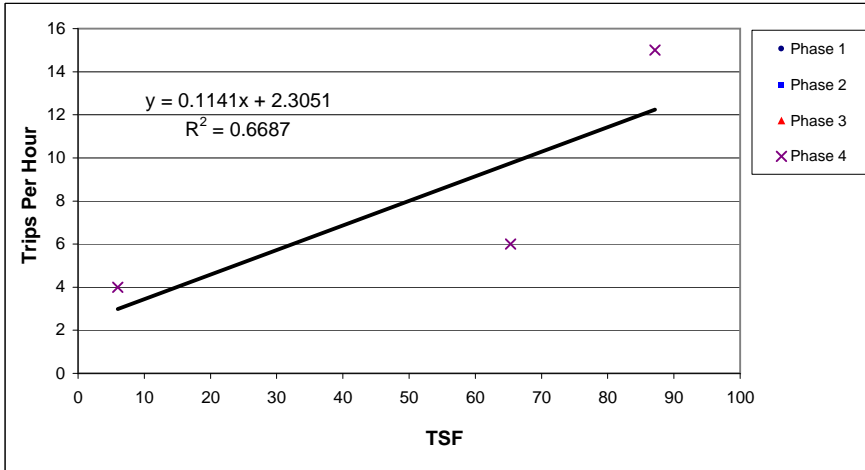
Number Of Sites :	1	Percent In/Out :	100 / 0
Average Rate :	0.06	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	0.06		
Standard Deviation :	NIL		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.00	1.00	0.50
Motorcycle	50.00	0.33	0.17
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.78

**Religious
Temple (Buddhist, Taiost, Hindu, Sikh)
Trips per TSF**

**CODE
03 01 20**

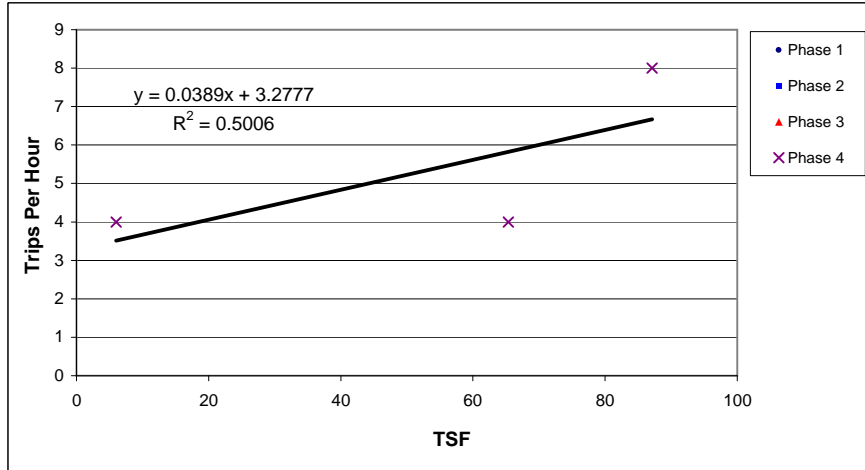
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	46 / 54
Average Rate :	0.31	Regression Equation :	$y = 0.1141x + 2.3051$
Minimum Rate :	0.09	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.67	R-squared :	0.6687
Standard Deviation :	0.3113		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.00	1.00	0.52
Motorcycle	44.00	0.33	0.15
Small Lorry	4.00	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.89

PM Peak Hour Of Generator



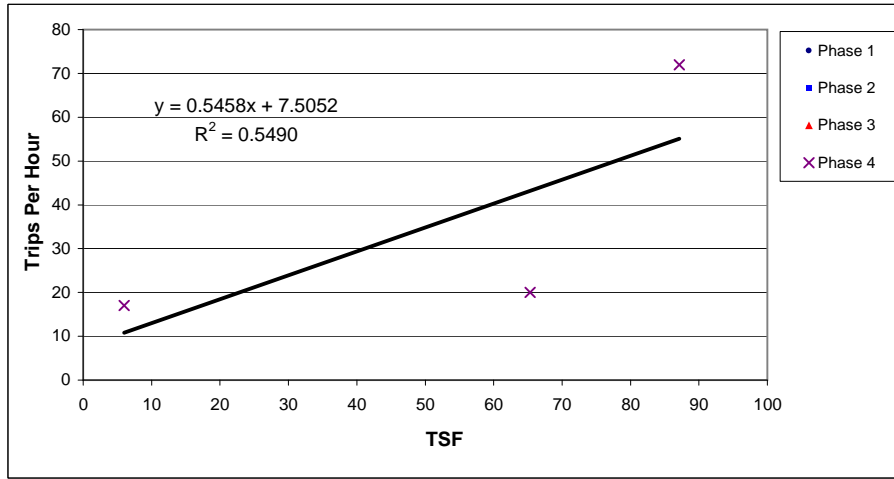
Number Of Sites :	3	Percent In/Out :	46 / 54
Average Rate :	0.27	Regression Equation :	$y = 0.0389x + 3.2777$
Minimum Rate :	0.06	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.67	R-squared :	0.5006
Standard Deviation :	0.3411		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	87.50	1.00	0.88
Motorcycle	12.50	0.33	0.04
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.92

**Religious
Temple (Buddhist, Taiost, Hindu, Sikh)
Trips per TSF**

**CODE
03 01 20**

Daily Trip Generation



Number Of Sites :	3	Percent In/Out :	58 / 42
Average Rate :	1.32	Regression Equation :	$y = 0.5458x + 7.5052$
Minimum Rate :	0.31	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	2.83	R-squared :	0.549
Standard Deviation :	1.3345		

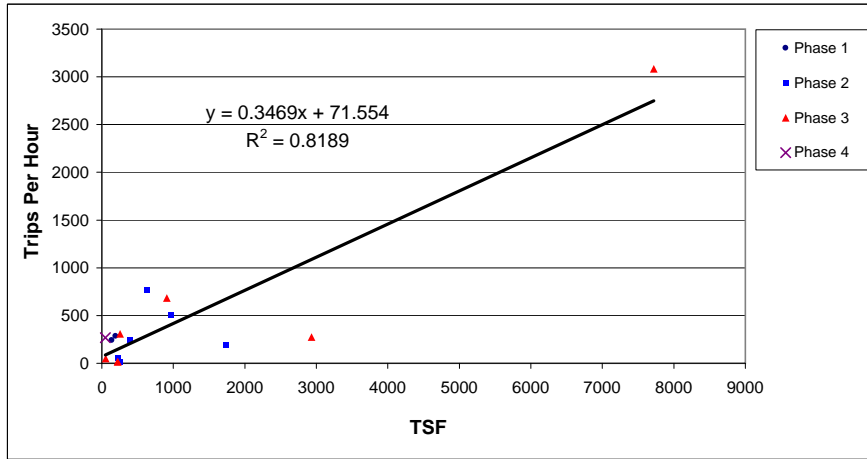
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.29	1.00	0.52
Motorcycle	44.04	0.33	0.15
Small Lorry	3.67	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.73

04
EDUCATIONAL

**Educational
University & College, Private University & College,
Teachers' College
Trips per TSF**

**CODE
04 01 01/02/05**

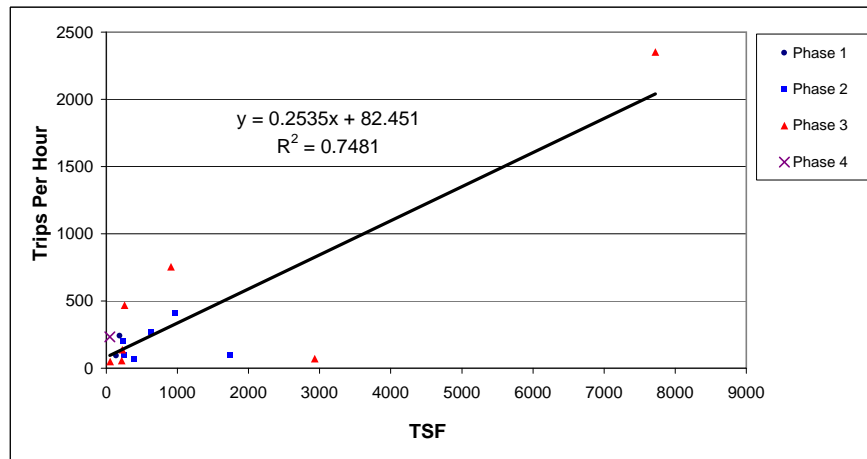
AM Peak Hour Of Commuter



Number Of Sites :	16	Percent In/Out :	80 / 20
Average Rate :	0.94	Regression Equation :	$y = 0.3469x + 71.554$
Minimum Rate :	0.04	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	5.59	R-squared :	0.8189
Standard Deviation :	1.3518		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.81	1.00	0.64
Motorcycle	32.83	0.33	0.11
Small Lorry	2.50	1.75	0.04
Big Lorry	0.01	2.25	0.00
Bus	0.84	2.25	0.02
Total	100.00%		0.81

PM Peak Hour Of Commuter



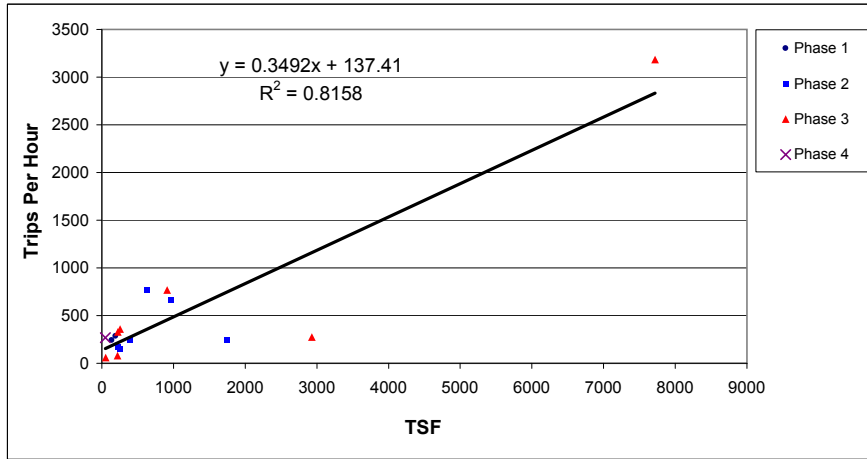
Number Of Sites :	16	Percent In/Out :	36 / 64
Average Rate :	0.87	Regression Equation :	$y = 0.2535x + 82.451$
Minimum Rate :	0.02	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	4.88	R-squared :	0.7481
Standard Deviation :	1.1666		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.79	1.00	0.64
Motorcycle	31.94	0.33	0.11
Small Lorry	3.30	1.75	0.06
Big Lorry	0.05	2.25	0.00
Bus	0.91	2.25	0.02
Total	100.00%		0.83

**Educational
University & College, Private University & College,
Teachers' College
Trips per TSF**

**CODE
04 01 01/02/05**

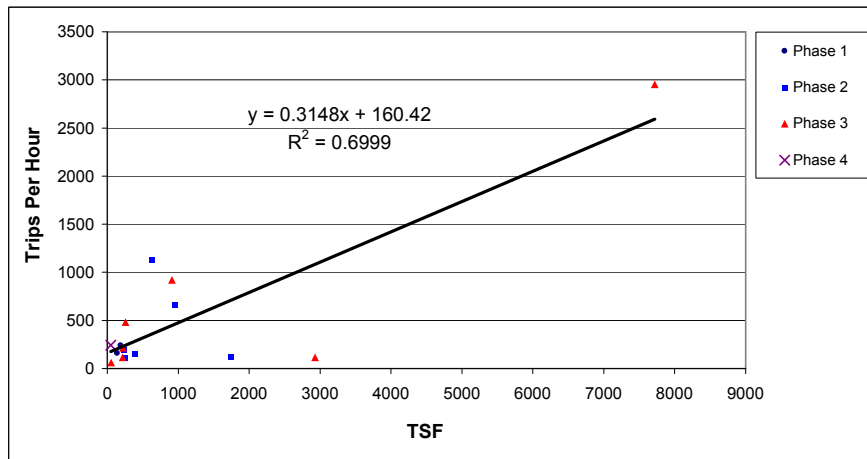
AM Peak Hour Of Generator



Number Of Sites :	16	Percent In/Out :	75 / 25
Average Rate :	1.16	Regression Equation :	$y = 0.3492x + 137.41$
Minimum Rate :	0.09	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	5.59	R-squared :	0.8158
Standard Deviation :	1.2807		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.25	1.00	0.63
Motorcycle	32.96	0.33	0.11
Small Lorry	2.78	1.75	0.05
Big Lorry	0.02	2.25	0.00
Bus	0.99	2.25	0.02
Total	100.00%		0.81

PM Peak Hour Of Generator



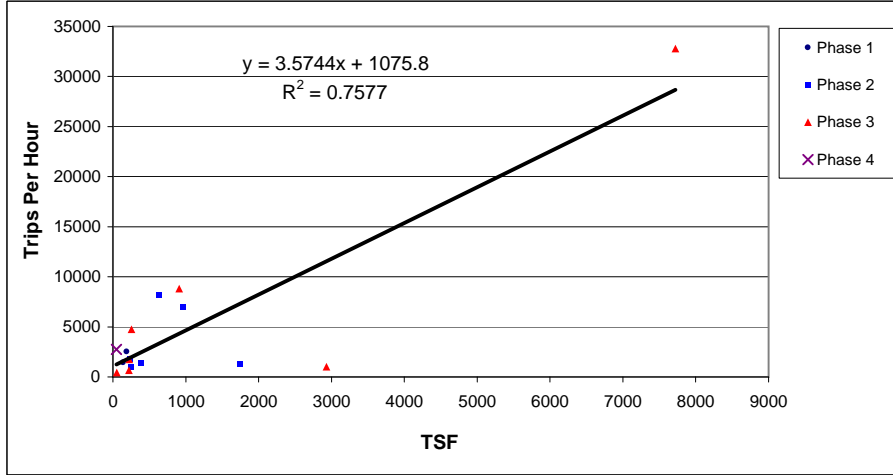
Number Of Sites :	16	Percent In/Out :	37 / 63
Average Rate :	1.10	Regression Equation :	$y = 0.3148x + 160.42$
Minimum Rate :	0.04	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	5.04	R-squared :	0.6999
Standard Deviation :	1.1790		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.33	1.00	0.64
Motorcycle	31.56	0.33	0.10
Small Lorry	3.46	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.65	2.25	0.01
Total	100.00%		0.81

**Educational
University & College, Private University & College,
Teachers' College
Trips per TSF**

**CODE
04 01 01/02/05**

Daily Trip Generation

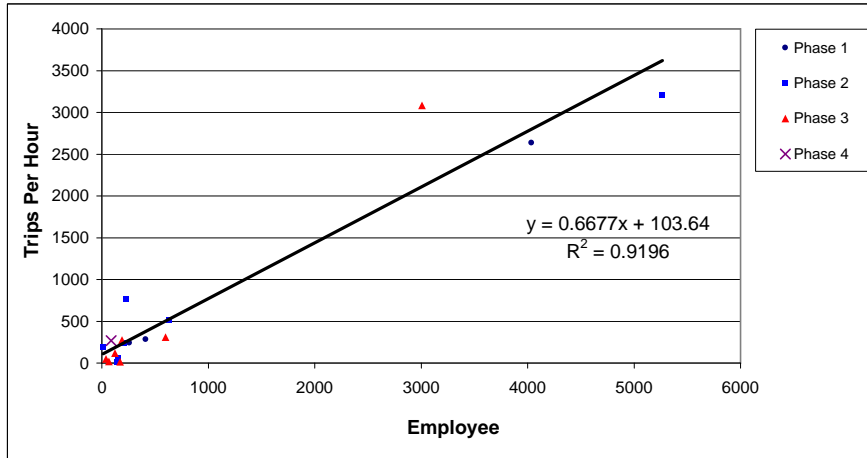


Number Of Sites :	16	Percent In/Out :	51 / 49
Average Rate :	10.55	Regression Equation :	$y = 3.5744x + 1075.8$
Minimum Rate :	0.35	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	57.04	R-squared :	0.7577
Standard Deviation :	13.3178		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.02	1.00	0.60
Motorcycle	36.38	0.33	0.12
Small Lorry	2.87	1.75	0.05
Big Lorry	0.04	2.25	0.00
Bus	0.69	2.25	0.02
Total	100.00%		0.79

**Educational
University & College, Private University & College,
Teachers' College
Trips per Employee**

**CODE
04 01 01/02/05**

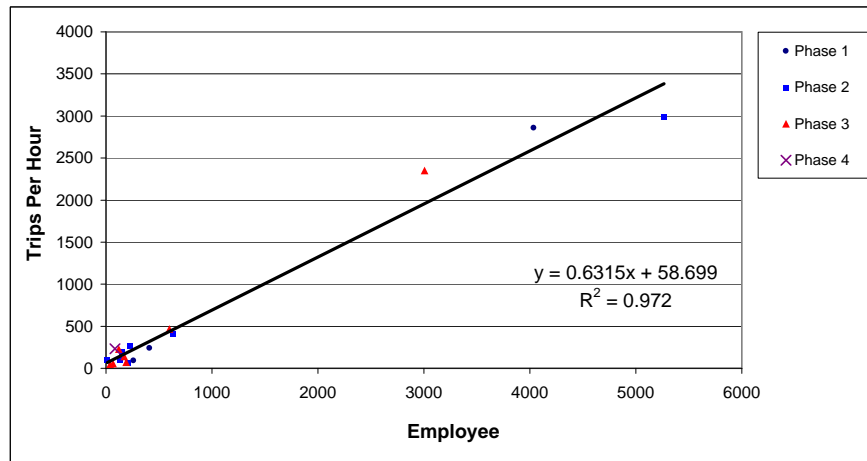
AM Peak Hour Of Commuter



Number Of Sites :	18	Percent In/Out :	79 / 21
Average Rate :	1.78	Regression Equation :	$y = 0.6677x + 103.64$
Minimum Rate :	0.07	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	14.62	R-squared :	0.9196
Standard Deviation :	3.3269		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.06	1.00	0.64
Motorcycle	31.70	0.33	0.10
Small Lorry	3.16	1.75	0.06
Big Lorry	0.03	2.25	0.00
Bus	1.06	2.25	0.02
Total	100.00%		0.82

PM Peak Hour Of Commuter



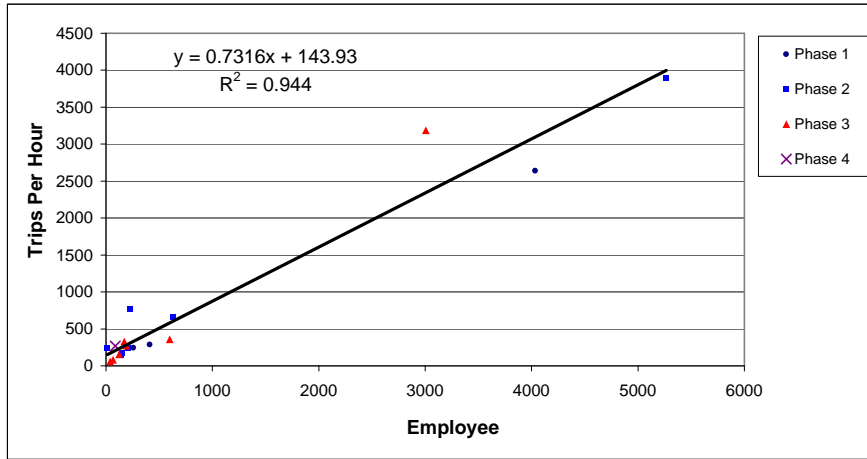
Number Of Sites :	18	Percent In/Out :	38 / 62
Average Rate :	1.31	Regression Equation :	$y = 0.6315x + 58.699$
Minimum Rate :	0.32	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	7.62	R-squared :	0.972
Standard Deviation :	1.6812		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.16	1.00	0.57
Motorcycle	38.63	0.33	0.13
Small Lorry	3.21	1.75	0.06
Big Lorry	0.16	2.25	0.00
Bus	0.84	2.25	0.02
Total	100.00%		0.78

**Educational
University & College, Private University & College,
Teachers' College
Trips per Employee**

**CODE
04 01 01/02/05**

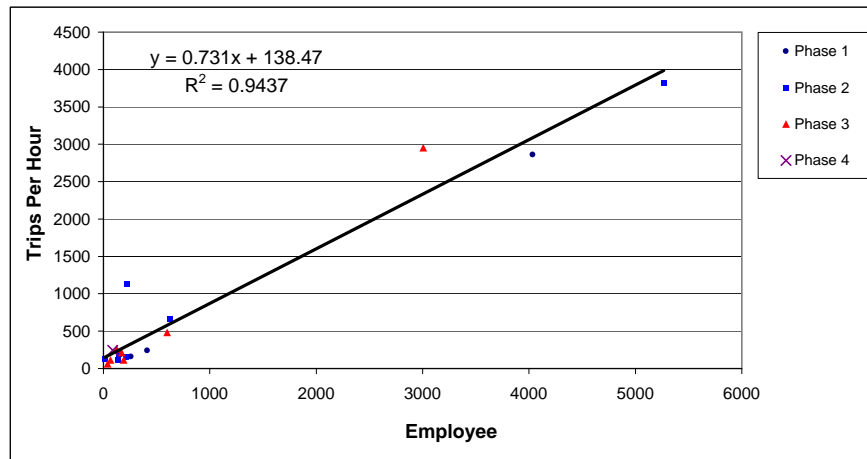
AM Peak Hour Of Generator



Number Of Sites :	18	Percent In/Out :	73 / 27
Average Rate :	2.35	Regression Equation :	$y = 0.7316x + 143.93$
Minimum Rate :	0.60	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	19.15	R-squared :	0.944
Standard Deviation :	4.2638		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.34	1.00	0.61
Motorcycle	34.13	0.33	0.11
Small Lorry	3.35	1.75	0.06
Big Lorry	0.05	2.25	0.00
Bus	1.13	2.25	0.03
Total	100.00%		0.81

PM Peak Hour Of Generator



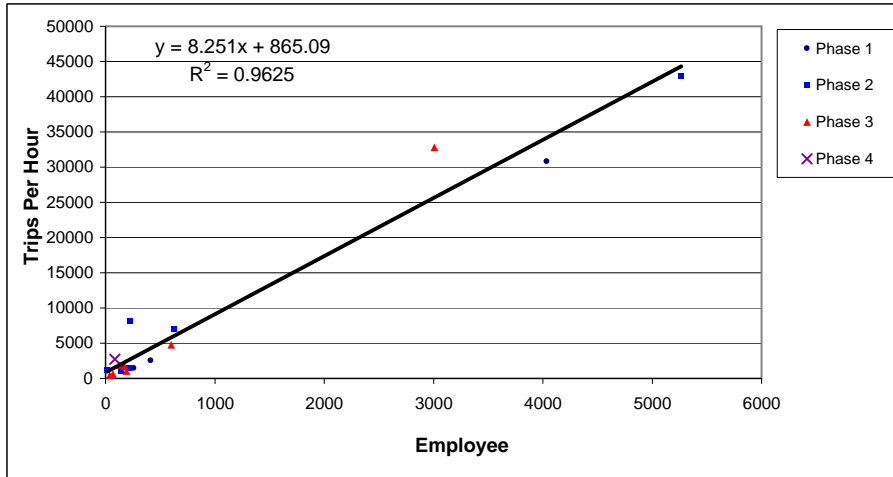
Number Of Sites :	18	Percent In/Out :	36 / 64
Average Rate :	1.84	Regression Equation :	$y = 0.731x + 138.47$
Minimum Rate :	0.58	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	9.54	R-squared :	0.9437
Standard Deviation :	2.2039		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.41	1.00	0.59
Motorcycle	36.45	0.33	0.12
Small Lorry	3.38	1.75	0.06
Big Lorry	0.10	2.25	0.00
Bus	0.67	2.25	0.02
Total	100.00%		0.79

**Educational
University & College, Private University & College,
Teachers' College
Trips per Employee**

**CODE
04 01 01/02/05**

Daily Trip Generation



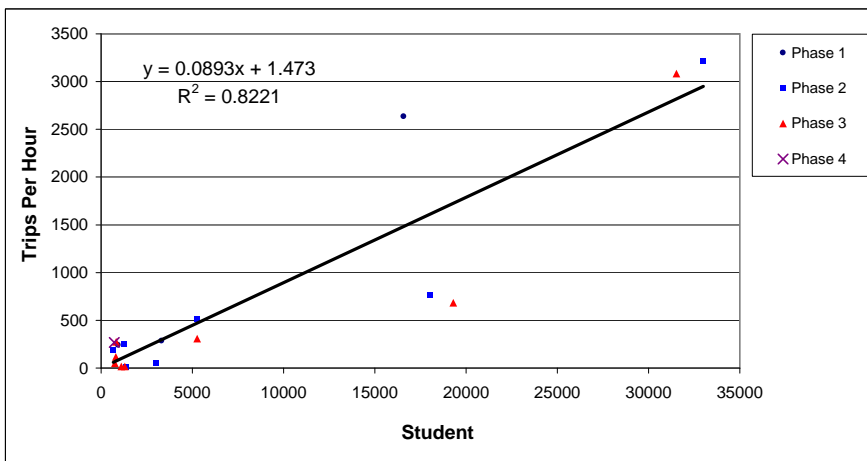
Number Of Sites :	18	Percent In/Out :	51 / 49
Average Rate :	16.59	Regression Equation :	$y = 8.251x + 865.09$
Minimum Rate :	5.46	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	94.85	R-squared :	0.9625
Standard Deviation :	21.279		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.12	1.00	0.55
Motorcycle	40.64	0.33	0.13
Small Lorry	3.28	1.75	0.06
Big Lorry	0.12	2.25	0.00
Bus	0.83	2.25	0.02
Total	100.00%		0.76

**Educational
University & College, Private University & College,
Teachers' College
Trips per Student**

**CODE
04 01 01/02/05**

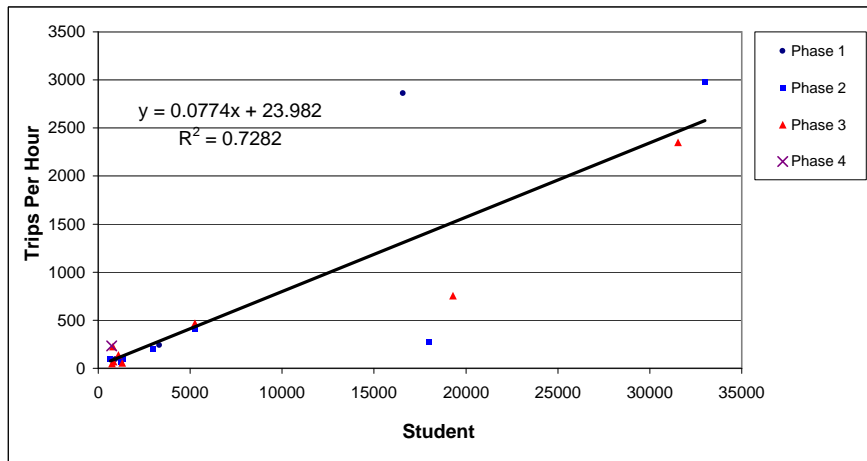
AM Peak Hour Of Commuter



Number Of Sites :	19	Percent In/Out :	79 / 21
Average Rate :	0.13	Regression Equation :	$y = 0.0893x + 1.473$
Minimum Rate :	0.01	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.37	R-squared :	0.8221
Standard Deviation :	0.1129		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.19	1.00	0.64
Motorcycle	31.66	0.33	0.10
Small Lorry	3.11	1.75	0.05
Big Lorry	0.03	2.25	0.00
Bus	1.00	2.25	0.02
Total	100.00%		0.81

PM Peak Hour Of Commuter



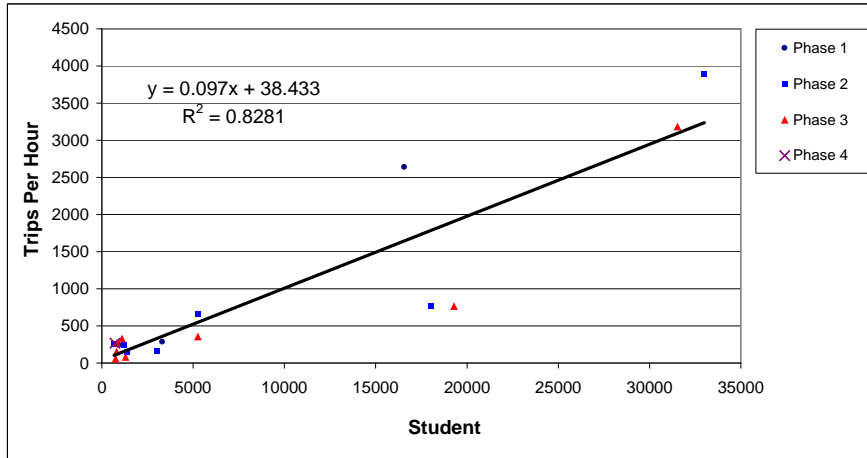
Number Of Sites :	19	Percent In/Out :	37 / 63
Average Rate :	0.11	Regression Equation :	$y = 0.0774x + 23.982$
Minimum Rate :	0.01	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.32	R-squared :	0.7282
Standard Deviation :	0.0793		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.75	1.00	0.58
Motorcycle	38.15	0.33	0.13
Small Lorry	3.16	1.75	0.06
Big Lorry	0.15	2.25	0.00
Bus	0.79	2.25	0.02
Total	100.00%		0.79

**Educational
University & College, Private University & College,
Teachers' College
Trips per Student**

**CODE
04 01 01/02/05**

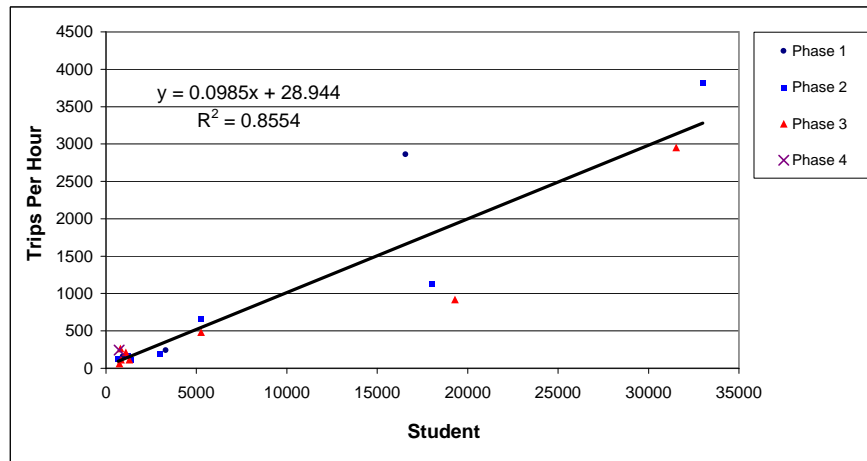
AM Peak Hour Of Generator



Number Of Sites :	19	Percent In/Out :	73 / 27
Average Rate :	0.16	Regression Equation :	$y = 0.097x + 38.433$
Minimum Rate :	0.04	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.37	R-squared :	0.8281
Standard Deviation :	0.1127		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.73	1.00	0.62
Motorcycle	33.90	0.33	0.11
Small Lorry	3.25	1.75	0.06
Big Lorry	0.05	2.25	0.00
Bus	1.07	2.25	0.02
Total	100.00%		0.81

PM Peak Hour Of Generator



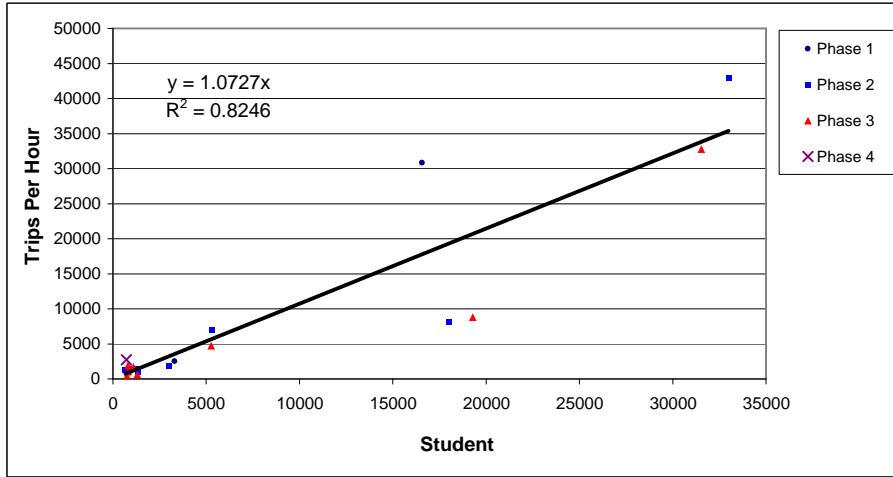
Number Of Sites :	19	Percent In/Out :	37 / 63
Average Rate :	0.14	Regression Equation :	$y = 0.0985x + 28.944$
Minimum Rate :	0.05	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.33	R-squared :	0.8554
Standard Deviation :	0.0818		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.71	1.00	0.60
Motorcycle	36.33	0.33	0.12
Small Lorry	3.23	1.75	0.06
Big Lorry	0.09	2.25	0.00
Bus	0.63	2.25	0.01
Total	100.00%		0.79

**Educational
University & College, Private University & College,
Teachers' College
Trips per Student**

**CODE
04 01 01/02/05**

Daily Trip Generation



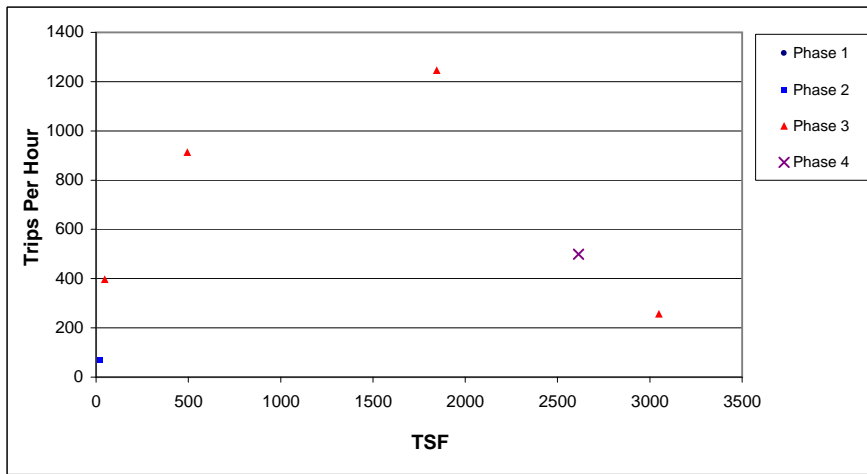
Number Of Sites :	19	Percent In/Out :	51 / 49
Average Rate :	1.27	Regression Equation :	$y = 1.0727x$
Minimum Rate :	0.45	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	3.79	R-squared :	0.8246
Standard Deviation :	0.8163		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.64	1.00	0.56
Motorcycle	40.24	0.33	0.13
Small Lorry	3.23	1.75	0.06
Big Lorry	0.11	2.25	0.00
Bus	0.78	2.25	0.02
Total	100.00%		0.77

**Educational
Polytechnic
Trips per TSF**

**CODE
04 01 03**

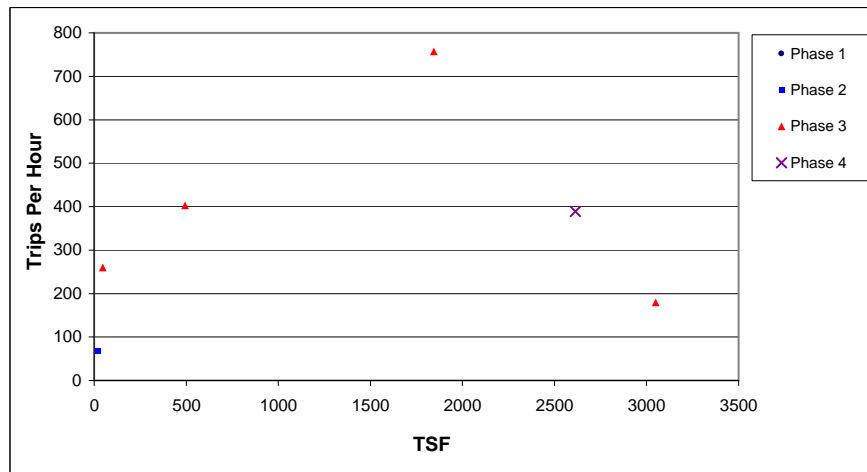
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	87 / 13
Average Rate :	2.42	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	8.55		
Standard Deviation :	3.2209		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.62	1.00	0.38
Motorcycle	61.17	0.33	0.20
Small Lorry	0.95	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.27	2.25	0.01
Total	100.00%		0.61

PM Peak Hour Of Commuter



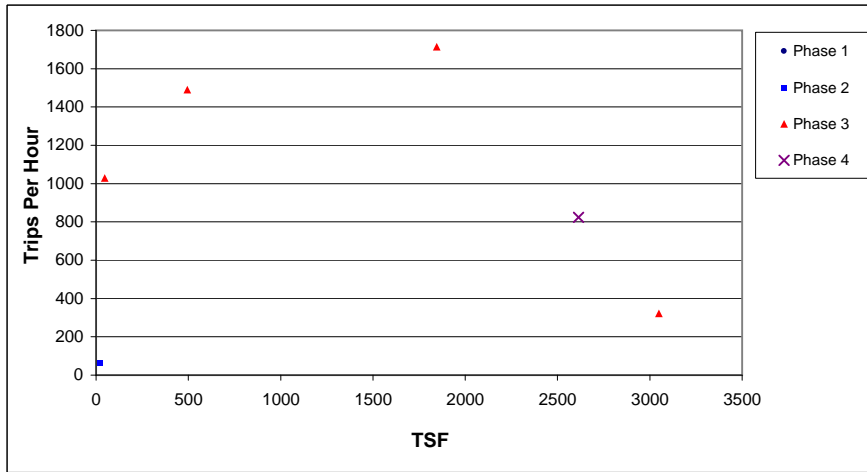
Number Of Sites :	6	Percent In/Out :	25 / 75
Average Rate :	1.69	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	5.58		
Standard Deviation :	2.2235		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.34	1.00	0.43
Motorcycle	54.96	0.33	0.18
Small Lorry	1.65	1.75	0.03
Big Lorry	0.05	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.64

**Educational
Polytechnic
Trips per TSF**

**CODE
04 01 03**

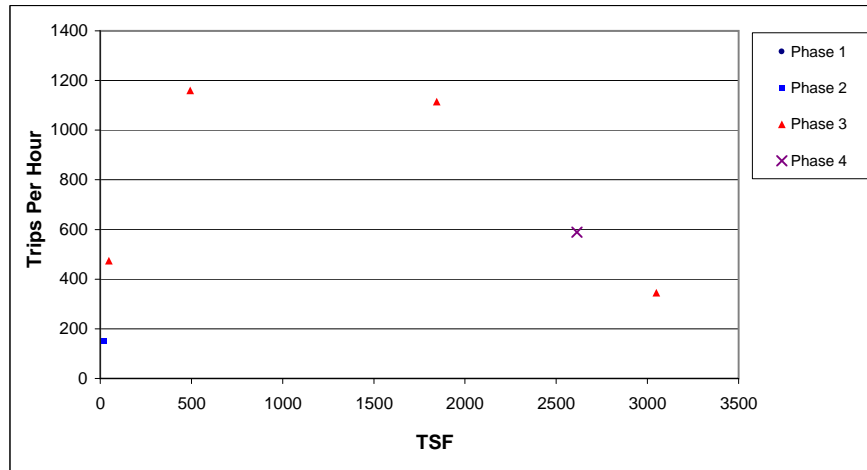
AM Peak Hour Of Generator



Number Of Sites :	6	Percent In/Out :	76 / 24
Average Rate :	4.92	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	22.1		
Standard Deviation :	8.5156		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	33.83	1.00	0.34
Motorcycle	65.12	0.33	0.21
Small Lorry	0.92	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.13	2.25	0.00
Total	100.00%		0.57

PM Peak Hour Of Generator



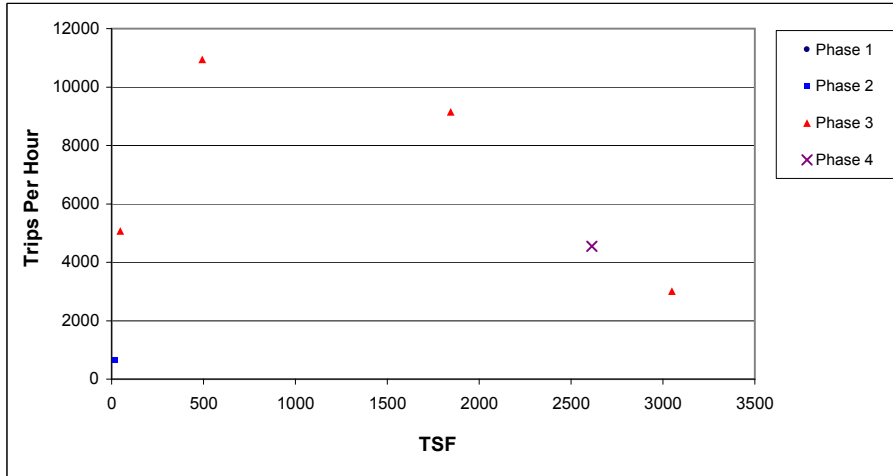
Number Of Sites :	6	Percent In/Out :	43 / 57
Average Rate :	3.42	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	10.18		
Standard Deviation :	4.2199		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	32.43	1.00	0.32
Motorcycle	66.01	0.33	0.22
Small Lorry	1.46	1.75	0.03
Big Lorry	0.03	2.25	0.00
Bus	0.08	2.25	0.00
Total	100.00%		0.57

**Educational
Polytechnic
Trips per TSF**

**CODE
04 01 03**

Daily Trip Generation



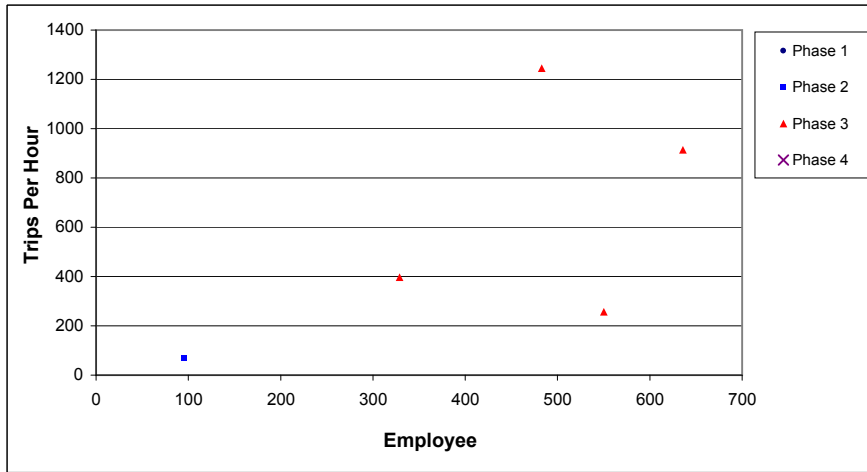
Number Of Sites :	6	Percent In/Out :	48 / 52
Average Rate :	28.25	Use Trip Rates	
Minimum Rate :	0.99		
Maximum Rate :	109.02		
Standard Deviation :	41.3634		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	28.15	1.00	0.28
Motorcycle	70.08	0.33	0.23
Small Lorry	1.67	1.75	0.03
Big Lorry	0.01	2.25	0.00
Bus	0.08	2.25	0.00
Total	100.00%		0.54

**Educational
Polytechnic
Trips per Employee**

**CODE
04 01 03**

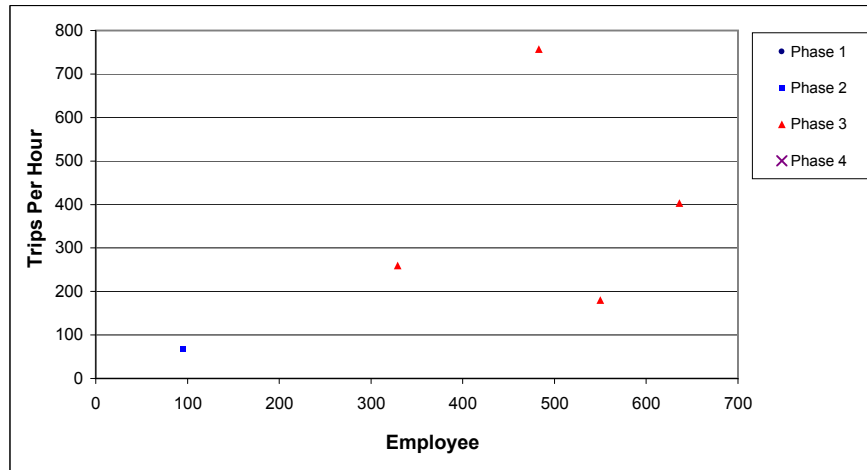
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	86 / 14
Average Rate :	1.28	Use Trip Rates	
Minimum Rate :	0.47		
Maximum Rate :	2.58		
Standard Deviation :	0.8231		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	33.48	1.00	0.33
Motorcycle	65.37	0.33	0.22
Small Lorry	0.83	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	0.31	2.25	0.01
Total	100.00%		0.57

PM Peak Hour Of Commuter



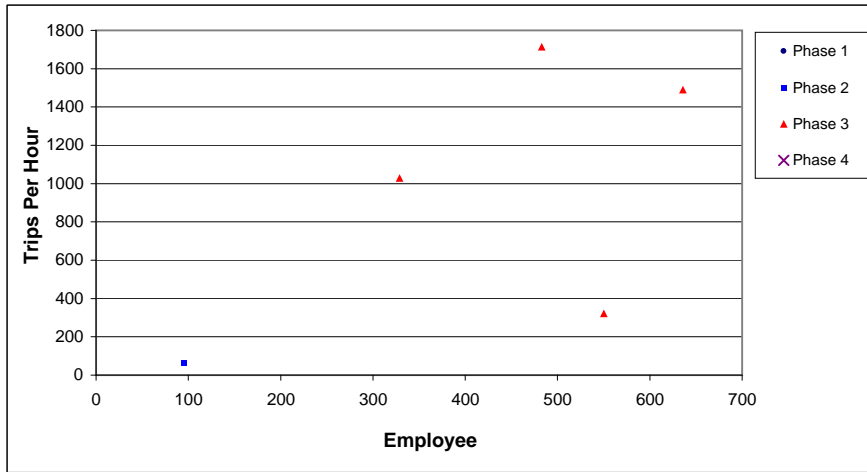
Number Of Sites :	5	Percent In/Out :	28 / 72
Average Rate :	0.80	Use Trip Rates	
Minimum Rate :	0.33		
Maximum Rate :	1.57		
Standard Deviation :	0.4607		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.85	1.00	0.38
Motorcycle	60.65	0.33	0.20
Small Lorry	1.50	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.61

**Educational
Polytechnic
Trips per Employee**

**CODE
04 01 03**

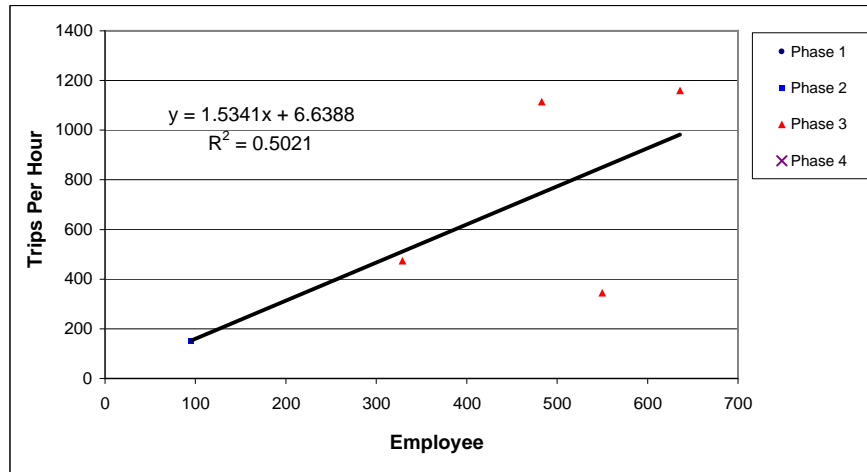
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	74 / 26
Average Rate :	2.06	Use Trip Rates	
Minimum Rate :	0.59		
Maximum Rate :	3.55		
Standard Deviation :	1.3697		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	30.64	1.00	0.31
Motorcycle	68.38	0.33	0.23
Small Lorry	0.82	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	0.15	2.25	0.00
Total	100.00%		0.55

PM Peak Hour Of Generator



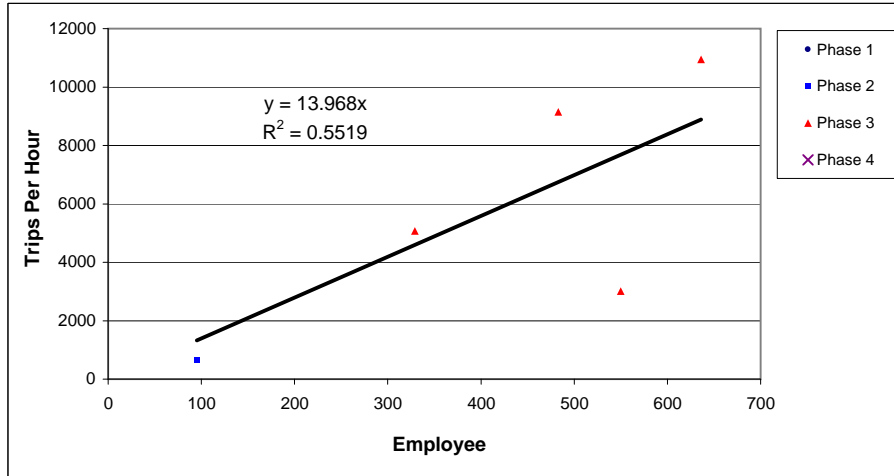
Number Of Sites :	5	Percent In/Out :	40 / 60
Average Rate :	1.56	Regression Equation :	$y = 1.5341x + 6.6388$
Minimum Rate :	0.63	(T = Trips; X = Independent Variable)	
Maximum Rate :	2.31	R-squared :	0.5021
Standard Deviation :	0.6153		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	30.43	1.00	0.30
Motorcycle	68.31	0.33	0.23
Small Lorry	1.17	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.09	2.25	0.00
Total	100.00%		0.55

**Educational
Polytechnic
Trips per Employee**

**CODE
04 01 03**

Daily Trip Generation

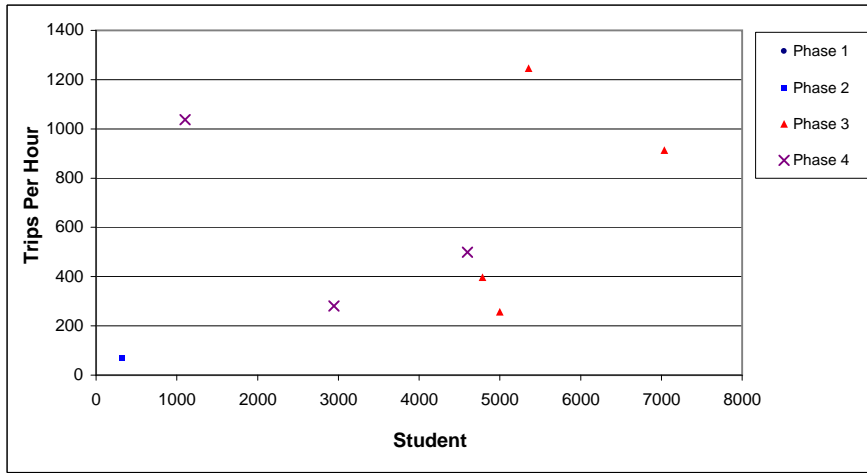


Number Of Sites :	5	Percent In/Out :	48 / 52
Average Rate :	12.79	Regression Equation :	$y = 13.968x$
Minimum Rate :	5.49	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	18.94	R-squared :	0.5519
Standard Deviation :	6.1809		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	25.28	1.00	0.25
Motorcycle	73.37	0.33	0.24
Small Lorry	1.26	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.09	2.25	0.00
Total	100.00%		0.51

**Educational
Polytechnic
Trips per Student**

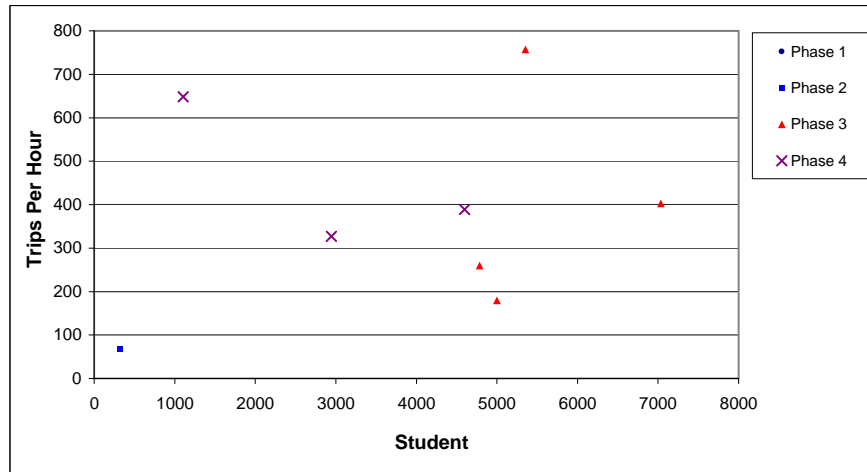
**CODE
04 01 03**

AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	85 / 15
Average Rate :	0.23	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	0.94		
Standard Deviation :	0.2930		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.88	1.00	0.37
Motorcycle	61.57	0.33	0.20
Small Lorry	1.36	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.19	2.25	0.00
Total	100.00%		0.59

PM Peak Hour Of Commuter

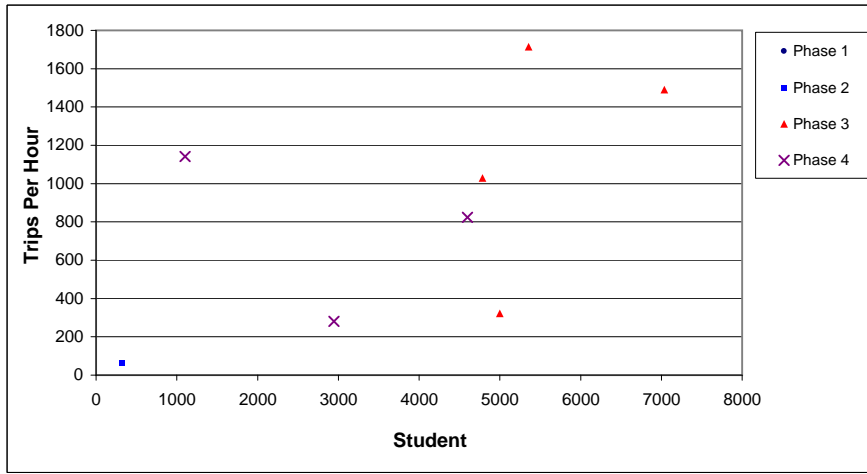


Number Of Sites :	8	Percent In/Out :	26 / 74
Average Rate :	0.16	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	0.59		
Standard Deviation :	0.1815		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.12	1.00	0.43
Motorcycle	54.60	0.33	0.18
Small Lorry	2.18	1.75	0.04
Big Lorry	0.10	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.65

**Educational
Polytechnic
Trips per Student**

**CODE
04 01 03**

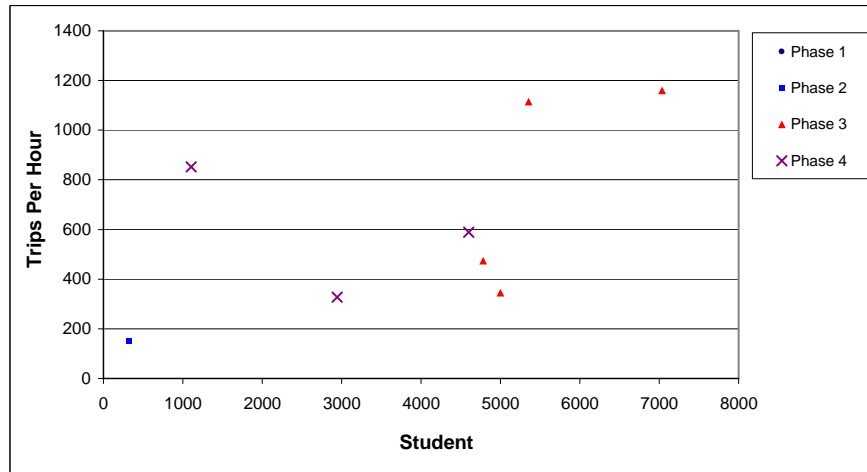
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	77 / 23
Average Rate :	0.29	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	1.04		
Standard Deviation :	0.3109		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	33.93	1.00	0.34
Motorcycle	64.75	0.33	0.21
Small Lorry	1.22	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.10	2.25	0.00
Total	100.00%		0.57

PM Peak Hour Of Generator



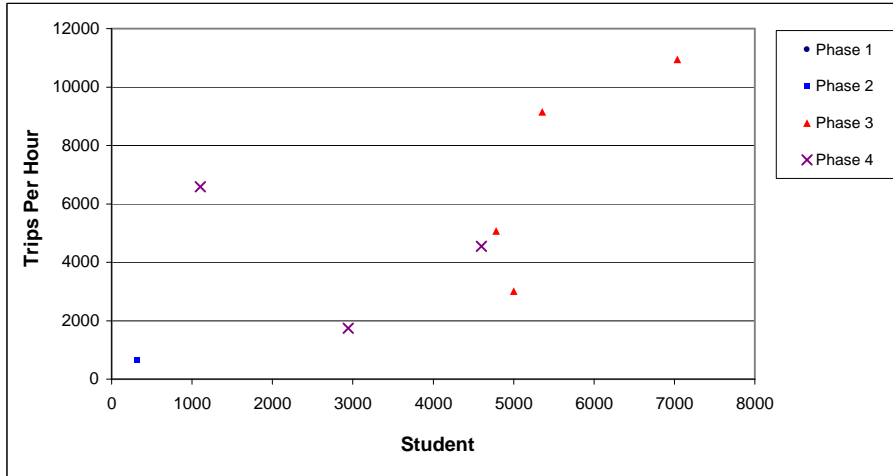
Number Of Sites :	8	Percent In/Out :	46 / 54
Average Rate :	0.25	Use Trip Rates	
Minimum Rate :	0.07		
Maximum Rate :	0.77		
Standard Deviation :	0.2448		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	31.80	1.00	0.32
Motorcycle	66.36	0.33	0.22
Small Lorry	1.76	1.75	0.03
Big Lorry	0.02	2.25	0.00
Bus	0.06	2.25	0.00
Total	100.00%		0.57

**Educational
Polytechnic
Trips per Student**

**CODE
04 01 03**

Daily Trip Generation

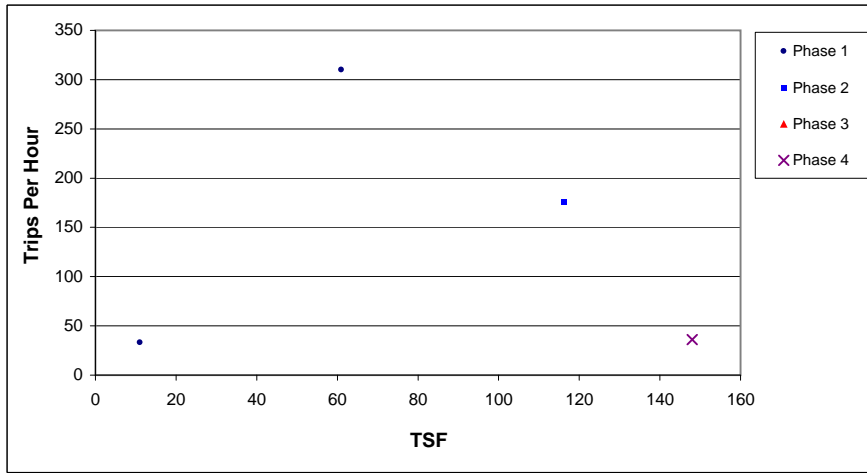


Number Of Sites :	8	Percent In/Out :	48 / 52
Average Rate :	1.82	Use Trip Rates	
Minimum Rate :	0.59		
Maximum Rate :	5.97		
Standard Deviation :	1.7580		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	29.07	1.00	0.29
Motorcycle	68.90	0.33	0.23
Small Lorry	1.91	1.75	0.03
Big Lorry	0.03	2.25	0.00
Bus	0.09	2.25	0.00
Total	100.00%		0.55

**Educational
Training Institute
Trips per TSF**

**CODE
04 01 04**

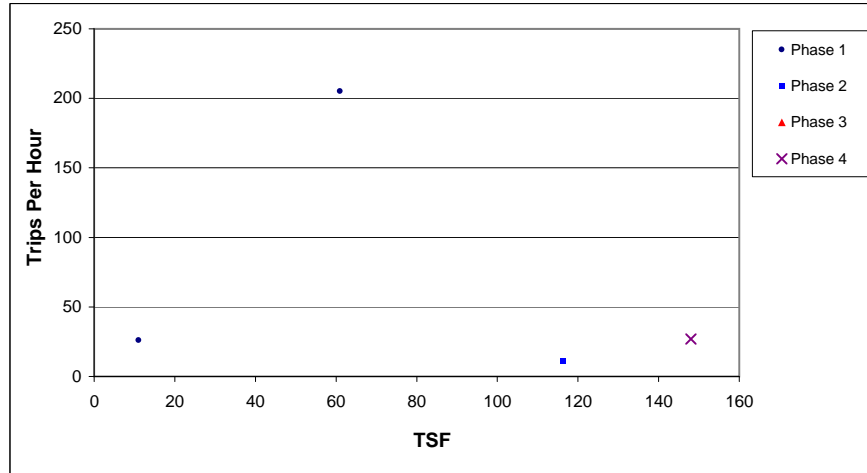
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	79 / 21
Average Rate :	2.46	Use Trip Rates	
Minimum Rate :	0.24		
Maximum Rate :	5.08		
Standard Deviation :	2.0797		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.52	1.00	0.56
Motorcycle	40.91	0.33	0.14
Small Lorry	3.40	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.17	2.25	0.00
Total	100.00%		0.76

PM Peak Hour Of Commuter



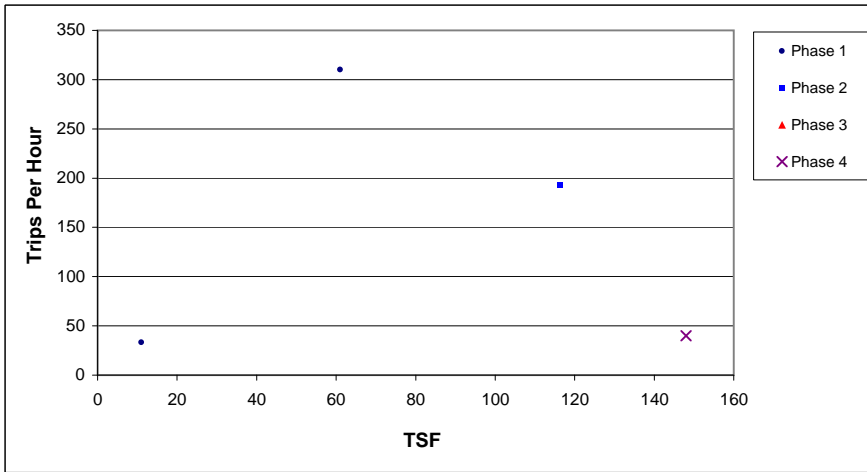
Number Of Sites :	4	Percent In/Out :	27 / 73
Average Rate :	1.50	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	3.36		
Standard Deviation :	1.6247		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.95	1.00	0.71
Motorcycle	22.66	0.33	0.07
Small Lorry	5.24	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	1.14	2.25	0.03
Total	100.00%		0.90

**Educational
Training Institute
Trips per TSF**

**CODE
04 01 04**

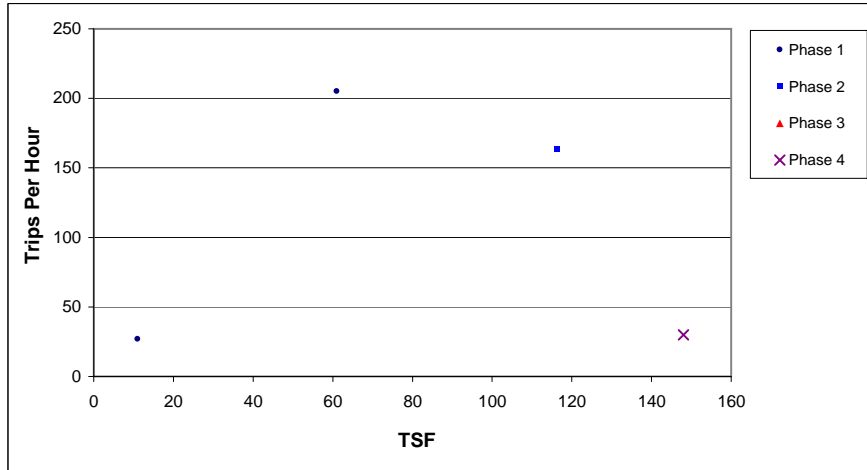
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	79 / 21
Average Rate :	2.50	Use Trip Rates	
Minimum Rate :	0.27		
Maximum Rate :	5.08		
Standard Deviation :	2.0489		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.23	1.00	0.55
Motorcycle	41.33	0.33	0.14
Small Lorry	3.27	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.16	2.25	0.00
Total	100.00%		0.75

PM Peak Hour Of Generator



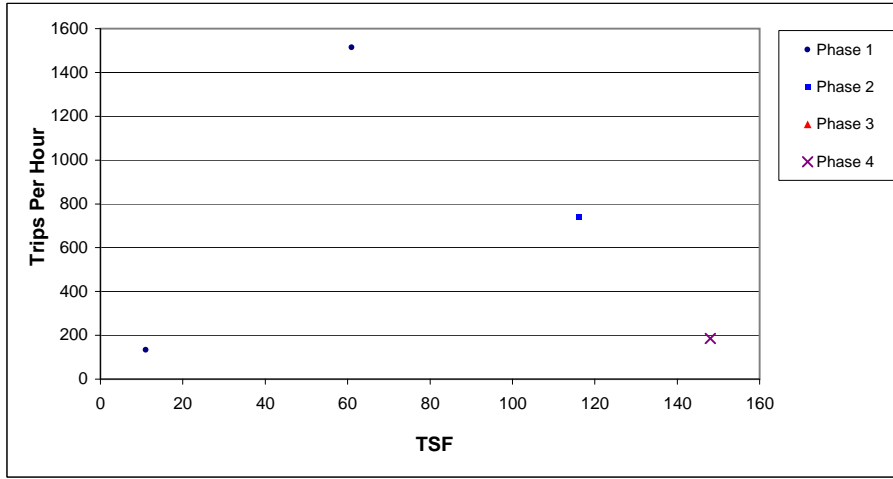
Number Of Sites :	4	Percent In/Out :	23 / 77
Average Rate :	1.86	Use Trip Rates	
Minimum Rate :	0.20		
Maximum Rate :	3.36		
Standard Deviation :	1.3607		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	51.62	1.00	0.52
Motorcycle	43.41	0.33	0.14
Small Lorry	4.25	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.72	2.25	0.02
Total	100.00%		0.75

**Educational
Training Institute
Trips per TSF**

**CODE
04 01 04**

Daily Trip Generation



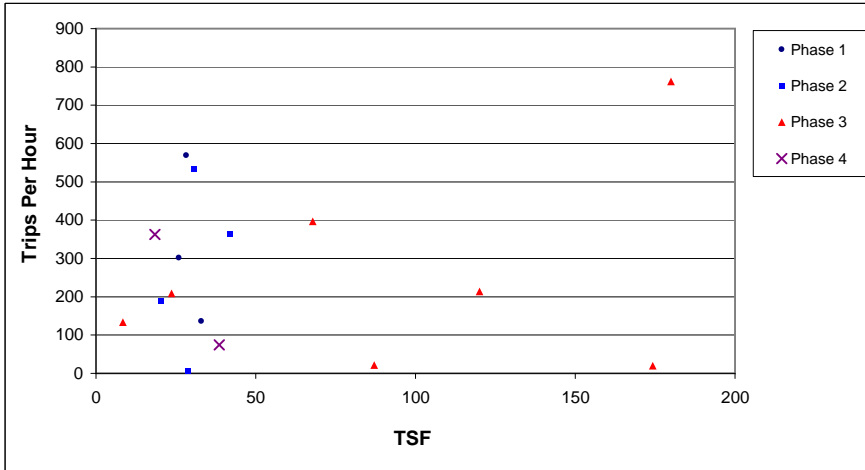
Number Of Sites :	4	Percent In/Out :	53 / 47
Average Rate :	11.13	Use Trip Rates	
Minimum Rate :	1.26		
Maximum Rate :	24.82		
Standard Deviation :	10.1411		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.86	1.00	0.54
Motorcycle	39.82	0.33	0.13
Small Lorry	5.67	1.75	0.10
Big Lorry	0.08	2.25	0.00
Bus	0.57	2.25	0.01
Total	100.00%		0.78

**Educational
Primary School
Trips per TSF**

**CODE
04 02 01**

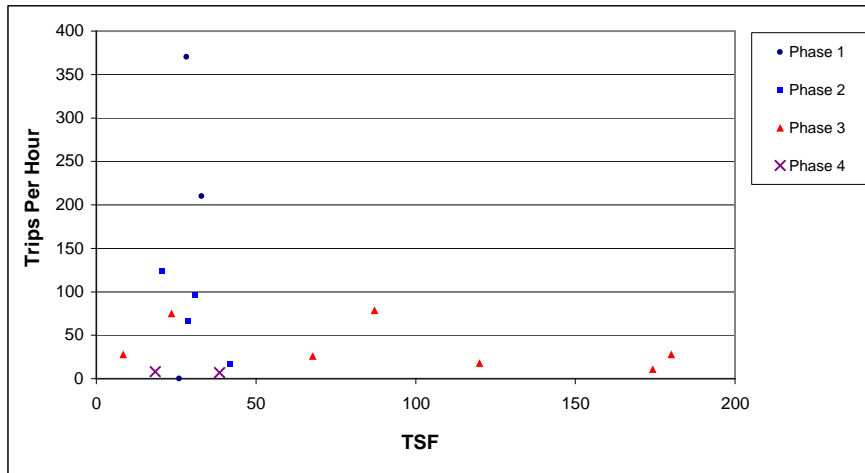
AM Peak Hour Of Commuter



Number Of Sites :	16	Percent In/Out :	60 / 40
Average Rate :	8.13	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	20.14		
Standard Deviation :	7.0375		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.68	1.00	0.53
Motorcycle	39.32	0.33	0.13
Small Lorry	5.25	1.75	0.09
Big Lorry	0.07	2.25	0.00
Bus	2.68	2.25	0.06
Total	100.00%		0.81

PM Peak Hour Of Commuter



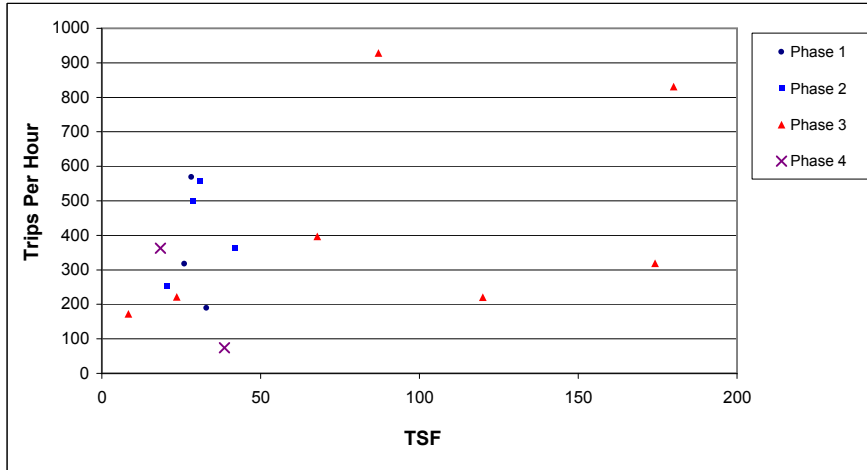
Number Of Sites :	16	Percent In/Out :	51 / 49
Average Rate :	2.51	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	13.1		
Standard Deviation :	3.5193		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.95	1.00	0.54
Motorcycle	33.50	0.33	0.11
Small Lorry	5.76	1.75	0.10
Big Lorry	0.09	2.25	0.00
Bus	6.71	2.25	0.15
Total	100.00%		0.90

**Educational
Primary School
Trips per TSF**

**CODE
04 02 01**

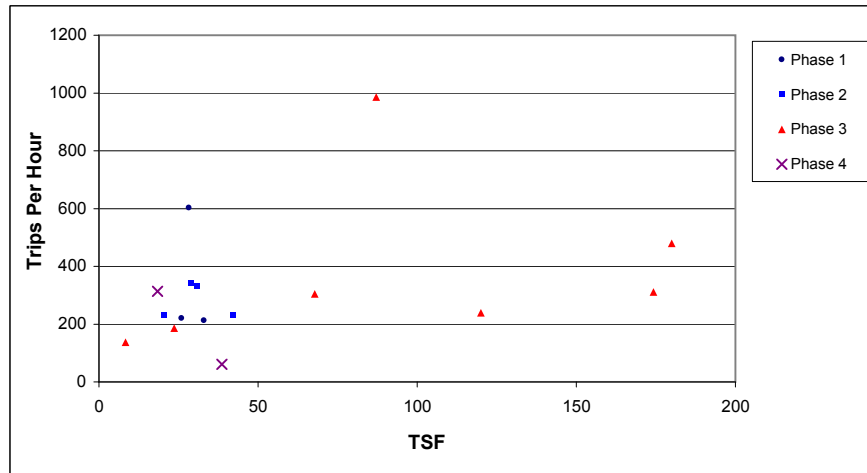
AM Peak Hour Of Generator



Number Of Sites :	16	Percent In/Out :	58 / 42
Average Rate :	10.69	Use Trip Rates	
Minimum Rate :	1.83		
Maximum Rate :	20.60		
Standard Deviation :	6.8215		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.94	1.00	0.58
Motorcycle	32.36	0.33	0.11
Small Lorry	5.98	1.75	0.10
Big Lorry	0.05	2.25	0.00
Bus	3.66	2.25	0.08
Total	100.00%		0.87

PM Peak Hour Of Generator



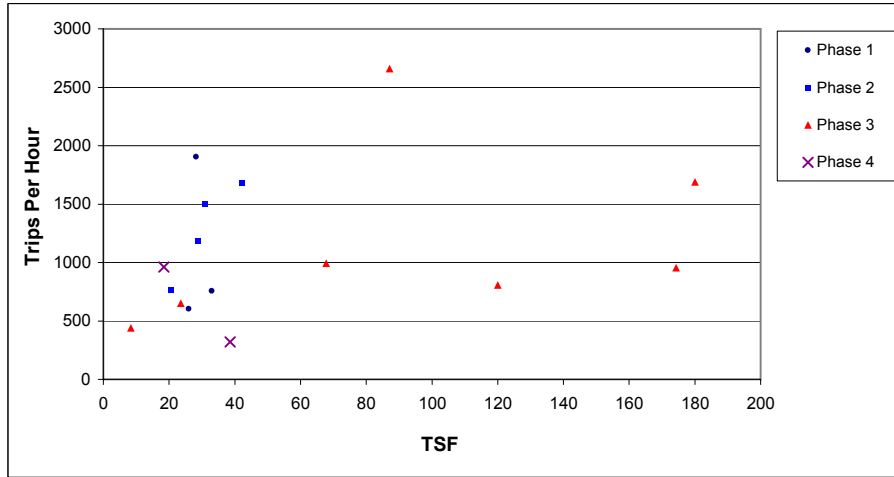
Number Of Sites :	16	Percent In/Out :	45 / 55
Average Rate :	8.81	Use Trip Rates	
Minimum Rate :	1.58		
Maximum Rate :	21.35		
Standard Deviation :	5.9381		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.54	1.00	0.61
Motorcycle	28.91	0.33	0.10
Small Lorry	6.01	1.75	0.11
Big Lorry	0.04	2.25	0.00
Bus	4.50	2.25	0.10
Total	100.00%		0.92

**Educational
Primary School
Trips per TSF**

**CODE
04 02 01**

Daily Trip Generation



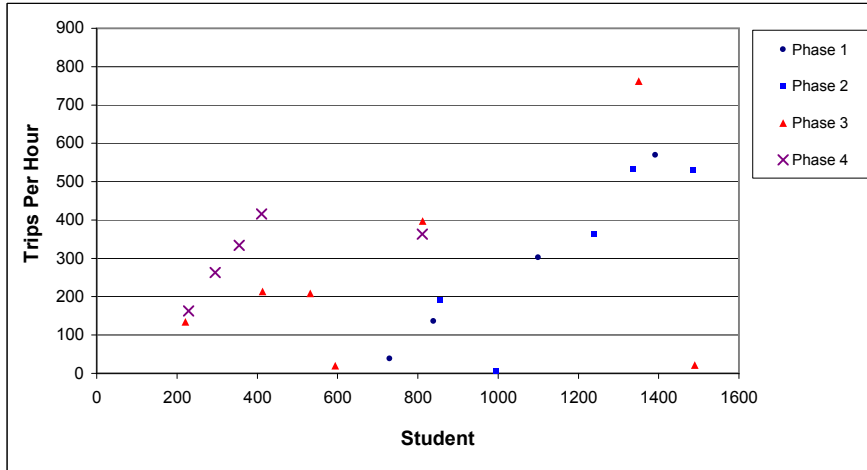
Number Of Sites :	16	Percent In/Out :	51 / 49
Average Rate :	30.50	Use Trip Rates	
Minimum Rate :	5.49		
Maximum Rate :	67.36		
Standard Deviation :	18.9599		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.70	1.00	0.57
Motorcycle	32.13	0.33	0.11
Small Lorry	6.85	1.75	0.12
Big Lorry	0.05	2.25	0.00
Bus	4.27	2.25	0.10
Total	100.00%		0.90

**Educational
Primary School
Trips per Student**

**CODE
04 02 01**

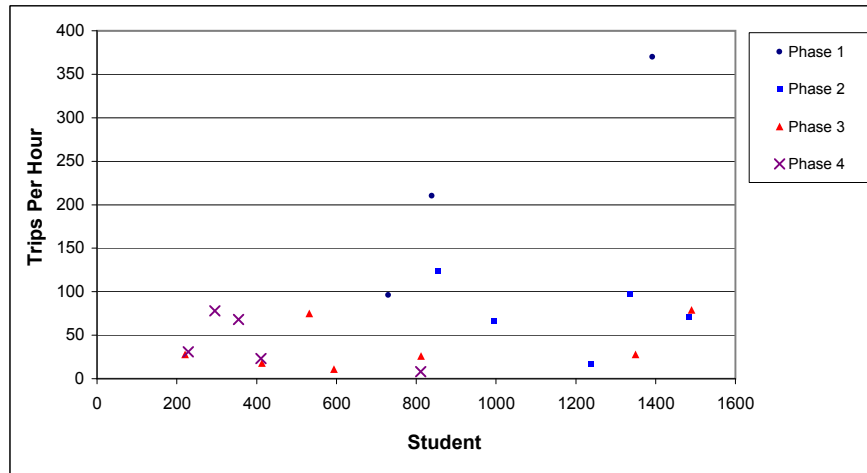
AM Peak Hour Of Commuter



Number Of Sites :	21	Percent In/Out :	58 / 42
Average Rate :	0.42	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	1.01		
Standard Deviation :	0.2972		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	51.22	1.00	0.51
Motorcycle	40.93	0.33	0.14
Small Lorry	5.41	1.75	0.09
Big Lorry	0.05	2.25	0.00
Bus	2.40	2.25	0.05
Total	100.00%		0.79

PM Peak Hour Of Commuter



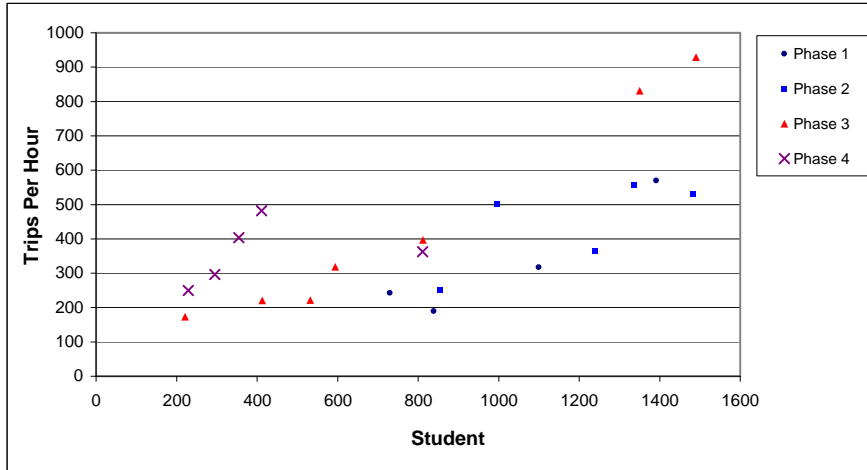
Number Of Sites :	20	Percent In/Out :	48 / 52
Average Rate :	0.10	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	0.27		
Standard Deviation :	0.0858		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	51.70	1.00	0.52
Motorcycle	36.74	0.33	0.12
Small Lorry	6.30	1.75	0.11
Big Lorry	0.07	2.25	0.00
Bus	5.19	2.25	0.12
Total	100.00%		0.87

**Educational
Primary School
Trips per Student**

**CODE
04 02 01**

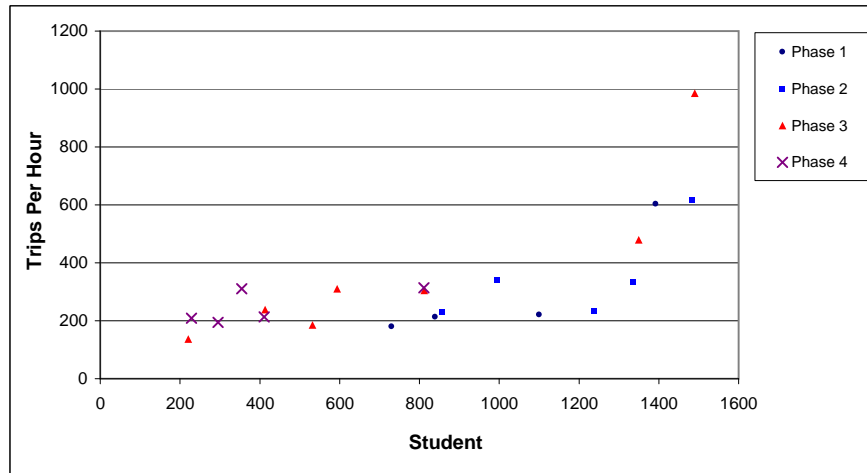
AM Peak Hour Of Generator



Number Of Sites :	21	Percent In/Out :	57 / 43
Average Rate :	0.57	Use Trip Rates	
Minimum Rate :	0.23		
Maximum Rate :	1.17		
Standard Deviation :	0.2957		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.95	1.00	0.54
Motorcycle	37.04	0.33	0.12
Small Lorry	5.92	1.75	0.10
Big Lorry	0.04	2.25	0.00
Bus	3.06	2.25	0.07
Total	100.00%		0.83

PM Peak Hour Of Generator



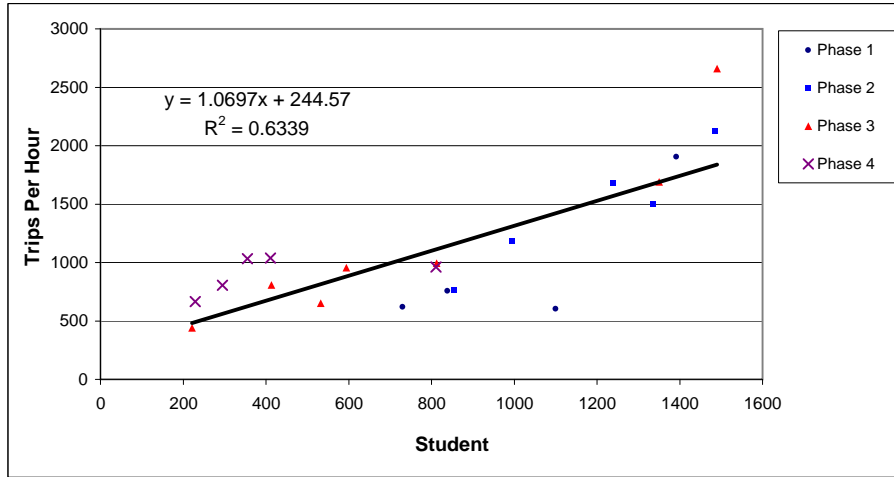
Number Of Sites :	21	Percent In/Out :	46 / 54
Average Rate :	0.45	Use Trip Rates	
Minimum Rate :	0.19		
Maximum Rate :	0.91		
Standard Deviation :	0.2077		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.04	1.00	0.57
Motorcycle	32.66	0.33	0.11
Small Lorry	6.52	1.75	0.11
Big Lorry	0.03	2.25	0.00
Bus	3.74	2.25	0.08
Total	100.00%		0.87

**Educational
Primary School
Trips per Student**

**CODE
04 02 01**

Daily Trip Generation



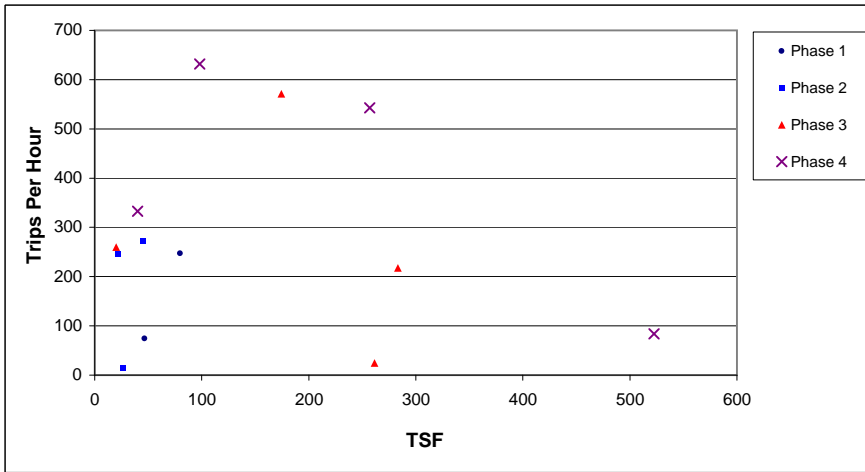
Number Of Sites :	21	Percent In/Out :	50 / 50
Average Rate :	1.57	Regression Equation :	$y = 1.0697x + 244.57$
Minimum Rate :	0.55	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	2.91	R-squared :	0.6339
Standard Deviation :	0.6943		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.91	1.00	0.54
Motorcycle	35.37	0.33	0.12
Small Lorry	7.12	1.75	0.12
Big Lorry	0.04	2.25	0.00
Bus	3.56	2.25	0.08
Total	100.00%		0.86

**Educational
Secondary School
Trips per TSF**

**CODE
04 02 02**

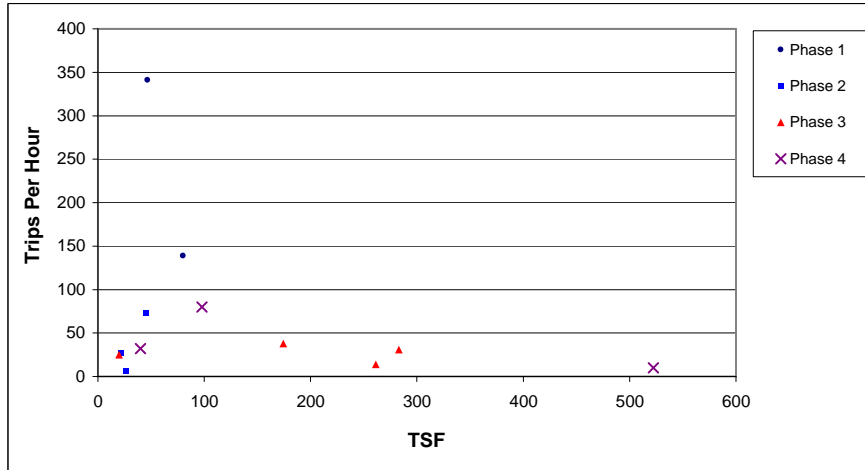
AM Peak Hour Of Commuter



Number Of Sites :	13	Percent In/Out :	71 / 29
Average Rate :	4.37	Use Trip Rates	
Minimum Rate :	0.10		
Maximum Rate :	13.00		
Standard Deviation :	4.3339		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.84	1.00	0.62
Motorcycle	30.43	0.33	0.10
Small Lorry	5.43	1.75	0.09
Big Lorry	0.06	2.25	0.00
Bus	2.25	2.25	0.05
Total	100.00%		0.86

PM Peak Hour Of Commuter



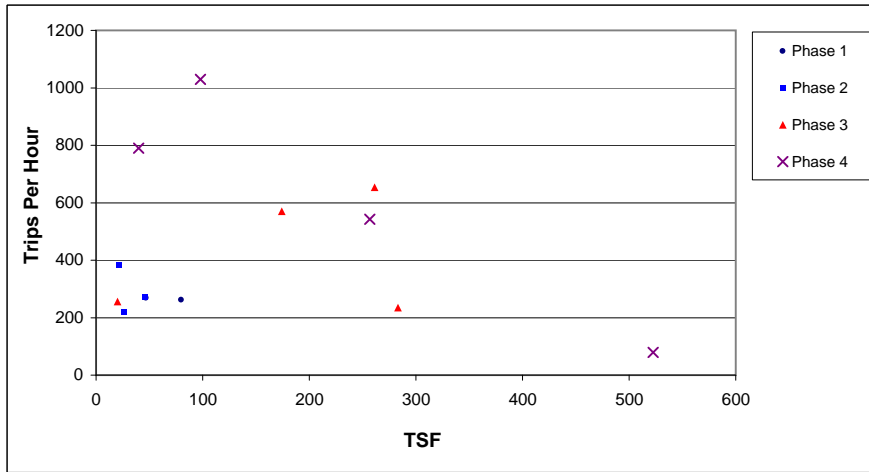
Number Of Sites :	12	Percent In/Out :	30 / 70
Average Rate :	1.18	Use Trip Rates	
Minimum Rate :	0.80		
Maximum Rate :	7.29		
Standard Deviation :	1.9396		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.30	1.00	0.60
Motorcycle	28.29	0.33	0.09
Small Lorry	8.94	1.75	0.16
Big Lorry	0.00	2.25	0.00
Bus	2.46	2.25	0.06
Total	100.00%		0.91

**Educational
Secondary School
Trips per TSF**

**CODE
04 02 02**

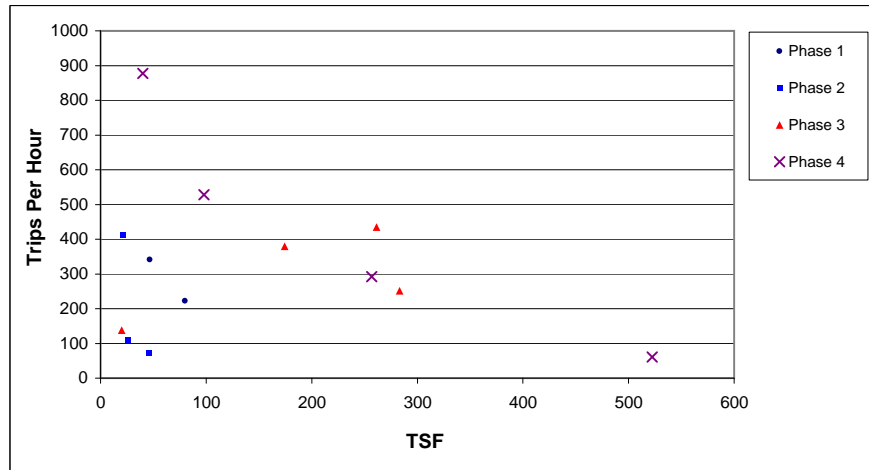
AM Peak Hour Of Generator



Number Of Sites :	13	Percent In/Out :	69 / 31
Average Rate :	7.15	Use Trip Rates	
Minimum Rate :	0.15		
Maximum Rate :	19.75		
Standard Deviation :	6.3482		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.11	1.00	0.64
Motorcycle	26.82	0.33	0.09
Small Lorry	6.08	1.75	0.11
Big Lorry	0.04	2.25	0.00
Bus	2.96	2.25	0.07
Total	100.00%		0.91

PM Peak Hour Of Generator



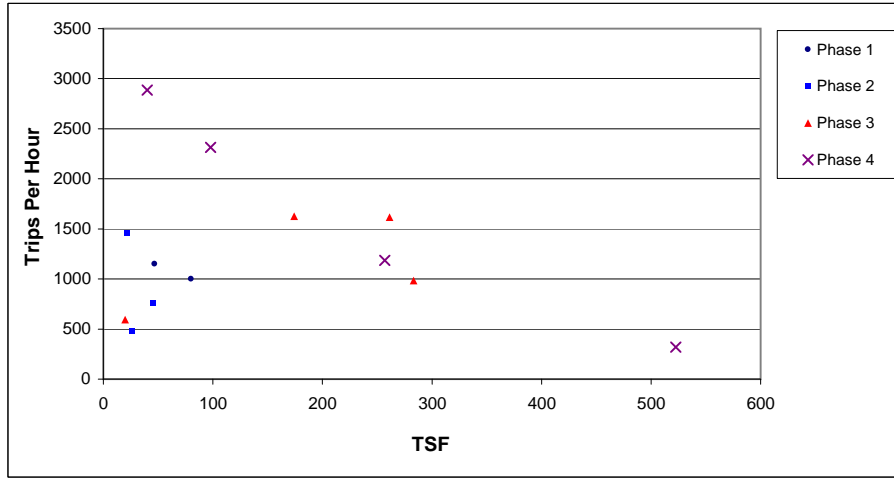
Number Of Sites :	13	Percent In/Out :	34 / 66
Average Rate :	5.77	Use Trip Rates	
Minimum Rate :	0.12		
Maximum Rate :	21.93		
Standard Deviation :	6.9301		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.57	1.00	0.63
Motorcycle	25.24	0.33	0.08
Small Lorry	8.11	1.75	0.14
Big Lorry	0.02	2.25	0.00
Bus	4.06	2.25	0.09
Total	100.00%		0.94

**Educational
Secondary School
Trips per TSF**

**CODE
04 02 02**

Daily Trip Generation

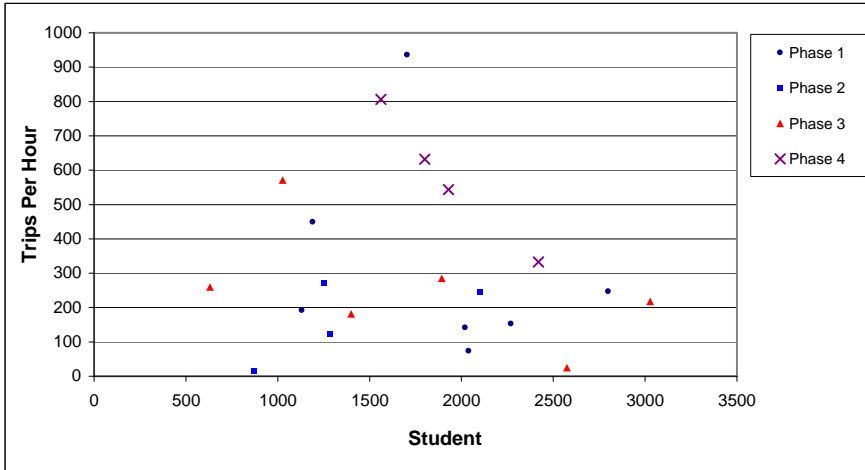


Number Of Sites :	13	Percent In/Out :	51 / 49
Average Rate :	22.27	Use Trip Rates	
Minimum Rate :	0.61		
Maximum Rate :	72.15		
Standard Deviation :	22.9618		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.03	1.00	0.61
Motorcycle	27.26	0.33	0.09
Small Lorry	8.03	1.75	0.14
Big Lorry	0.09	2.25	0.00
Bus	3.59	2.25	0.08
Total	100.00%		0.92

**Educational
Secondary School
Trips per Student**

**CODE
04 02 02**

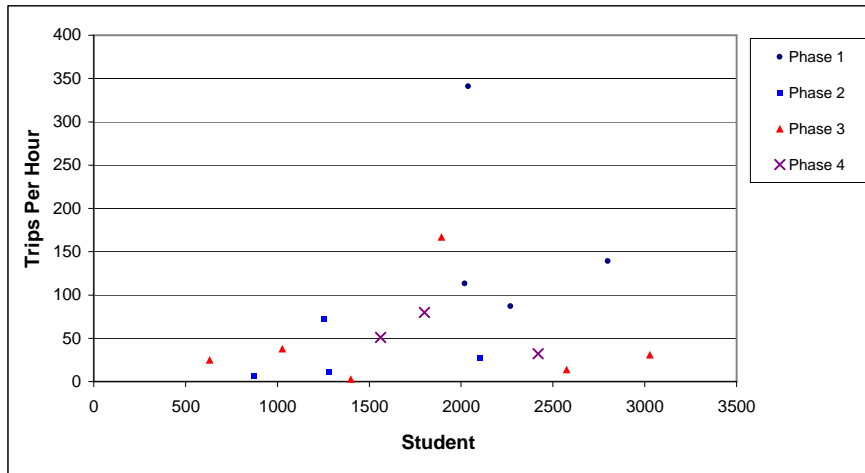
AM Peak Hour Of Commuter



Number Of Sites :	21	Percent In/Out :	73 / 27
Average Rate :	0.21	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	0.56		
Standard Deviation :	0.1792		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.17	1.00	0.59
Motorcycle	32.71	0.33	0.11
Small Lorry	5.78	1.75	0.10
Big Lorry	0.04	2.25	0.00
Bus	2.29	2.25	0.05
Total	100.00%		0.85

PM Peak Hour Of Commuter



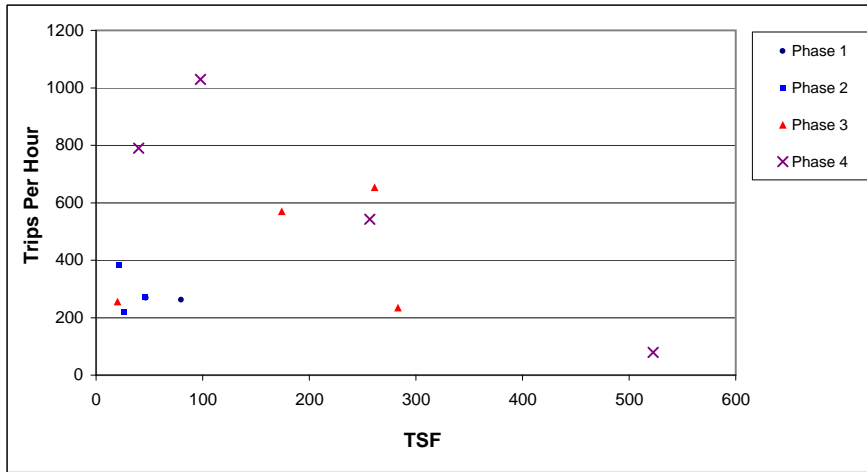
Number Of Sites :	17	Percent In/Out :	39 / 61
Average Rate :	0.03	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	0.17		
Standard Deviation :	0.0396		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.22	1.00	0.64
Motorcycle	24.22	0.33	0.08
Small Lorry	8.32	1.75	0.15
Big Lorry	0.00	2.25	0.00
Bus	3.24	2.25	0.07
Total	100.00%		0.94

**Educational
Secondary School
Trips per TSF**

**CODE
04 02 02**

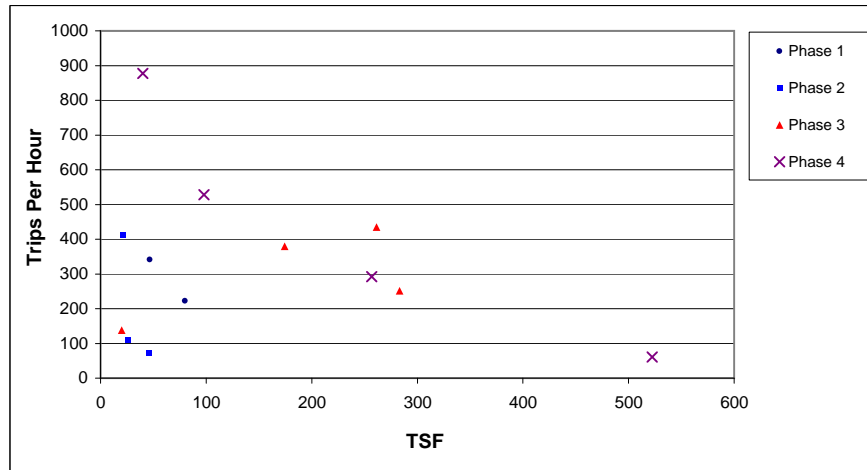
AM Peak Hour Of Generator



Number Of Sites :	13	Percent In/Out :	69 / 31
Average Rate :	7.15	Use Trip Rates	
Minimum Rate :	0.15		
Maximum Rate :	19.75		
Standard Deviation :	6.3482		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.11	1.00	0.64
Motorcycle	26.82	0.33	0.09
Small Lorry	6.08	1.75	0.11
Big Lorry	0.04	2.25	0.00
Bus	2.96	2.25	0.07
Total	100.00%		0.91

PM Peak Hour Of Generator



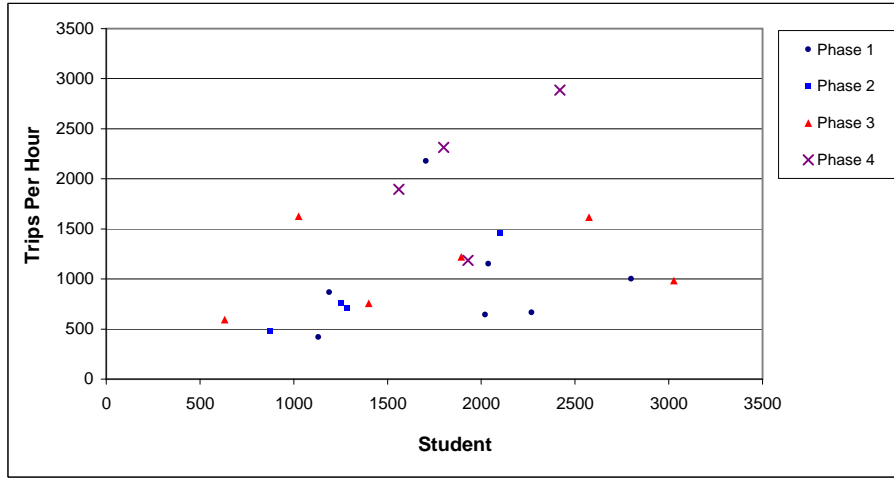
Number Of Sites :	13	Percent In/Out :	34 / 66
Average Rate :	5.77	Use Trip Rates	
Minimum Rate :	0.12		
Maximum Rate :	21.93		
Standard Deviation :	6.9301		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.57	1.00	0.63
Motorcycle	25.24	0.33	0.08
Small Lorry	8.11	1.75	0.14
Big Lorry	0.02	2.25	0.00
Bus	4.06	2.25	0.09
Total	100.00%		0.94

**Educational
Secondary School
Trips per Student**

**CODE
04 02 02**

Daily Trip Generation

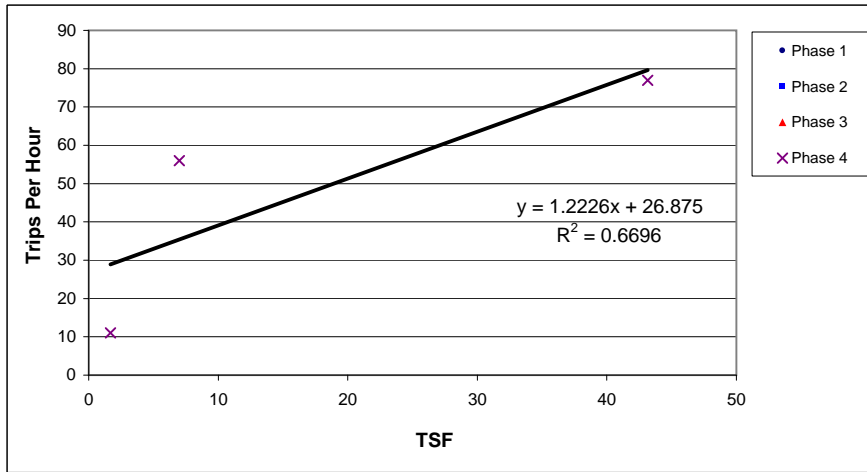


Number Of Sites :	21	Percent In/Out :	51 / 49
Average Rate :	0.73	Use Trip Rates	
Minimum Rate :	0.29		
Maximum Rate :	1.59		
Standard Deviation :	0.3741		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	58.91	1.00	0.59
Motorcycle	29.08	0.33	0.10
Small Lorry	7.99	1.75	0.14
Big Lorry	0.06	2.25	0.00
Bus	3.95	2.25	0.09
Total	100.00%		0.92

**Educational
Kindergarten
Trips per TSF**

**CODE
04 02 03**

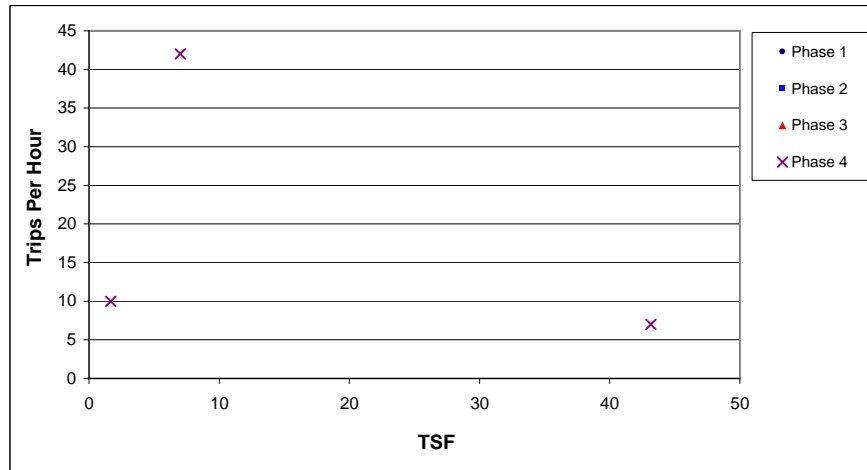
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	55 / 45
Average Rate :	5.44	Regression Equation :	$y = 1.2226x + 26.875$
Minimum Rate :	1.78	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	8.00	R-squared :	0.6696
Standard Deviation :	3.2515		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.00	1.00	0.75
Motorcycle	15.28	0.33	0.05
Small Lorry	9.72	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.97

PM Peak Hour Of Commuter



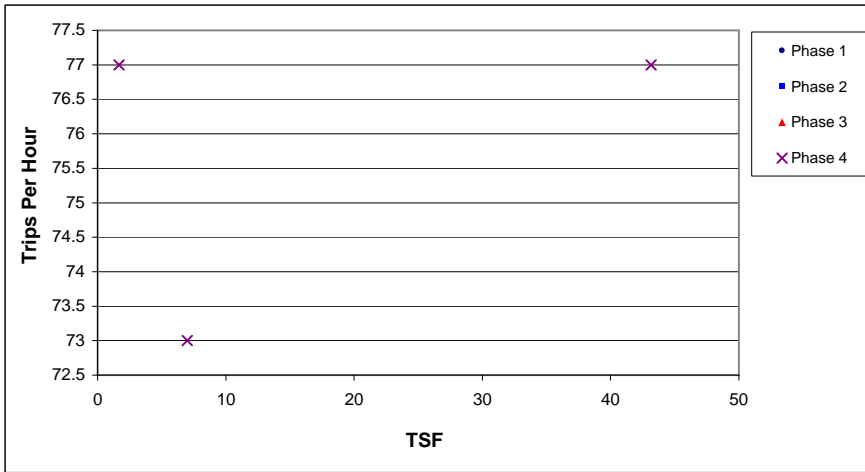
Number Of Sites :	3	Percent In/Out :	52 / 48
Average Rate :	4.04	Use Trip Rates	
Minimum Rate :	0.16		
Maximum Rate :	6.00		
Standard Deviation :	3.3568		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	86.44	1.00	0.86
Motorcycle	10.17	0.33	0.03
Small Lorry	3.39	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.95

**Educational
Kindergarten
Trips per TSF**

**CODE
04 02 03**

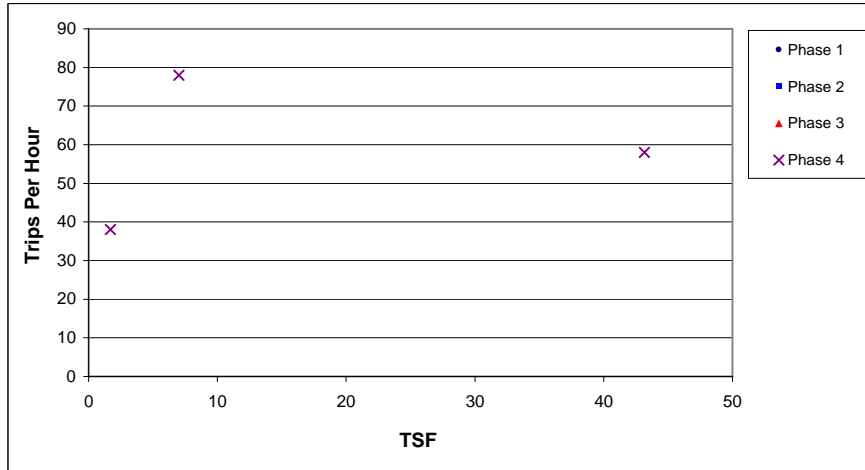
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	52 / 48
Average Rate :	19.35	Use Trip Rates	
Minimum Rate :	1.78		
Maximum Rate :	45.83		
Standard Deviation :	23.34		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	80.18	1.00	0.80
Motorcycle	12.78	0.33	0.04
Small Lorry	7.05	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

PM Peak Hour Of Generator



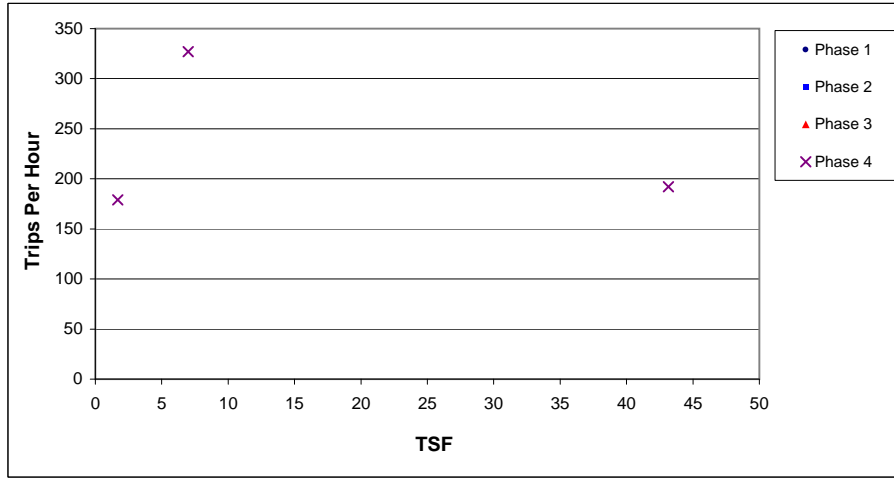
Number Of Sites :	3	Percent In/Out :	51 / 49
Average Rate :	11.7	Use Trip Rates	
Minimum Rate :	1.34		
Maximum Rate :	22.62		
Standard Deviation :	10.6485		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	78.74	1.00	0.79
Motorcycle	17.24	0.33	0.06
Small Lorry	4.02	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.92

**Educational
Kindergarten
Trips per TSF**

**CODE
04 02 03**

Daily Trip Generation

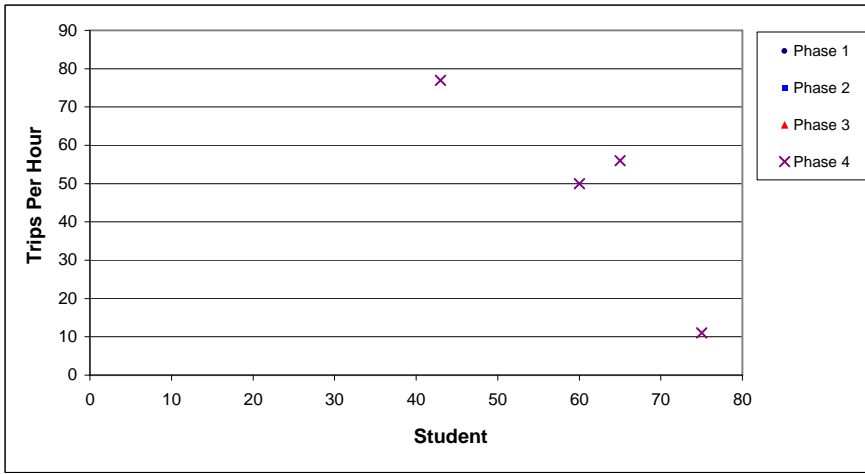


Number Of Sites :	3	Percent In/Out :	51 / 49
Average Rate :	52.57	Use Trip Rates	
Minimum Rate :	4.45		
Maximum Rate :	106.55		
Standard Deviation :	51.3006		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.50	1.00	0.76
Motorcycle	17.62	0.33	0.06
Small Lorry	6.88	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.94

**Educational
Kindergarten
Trips per Student**

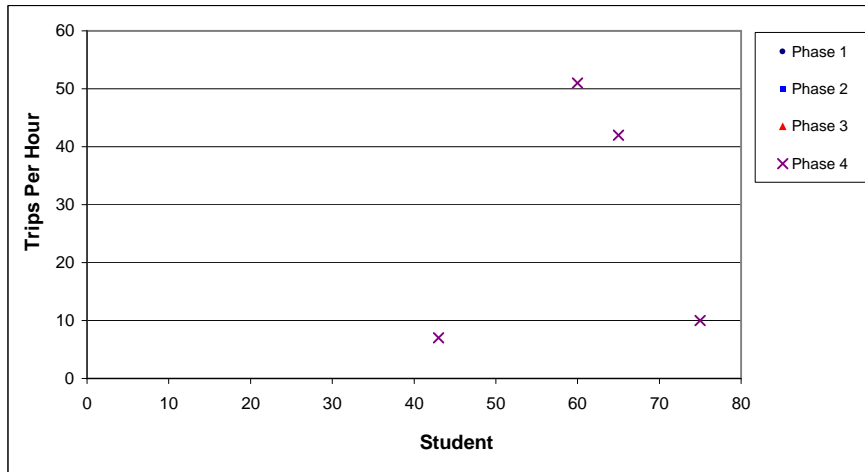
**CODE
04 02 03**

AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	53 / 47
Average Rate :	0.91	Use Trip Rates	
Minimum Rate :	0.15		
Maximum Rate :	1.79		
Standard Deviation :	0.6749		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	78.35	1.00	0.78
Motorcycle	12.37	0.33	0.04
Small Lorry	9.28	1.75	0.16
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.98

PM Peak Hour Of Commuter

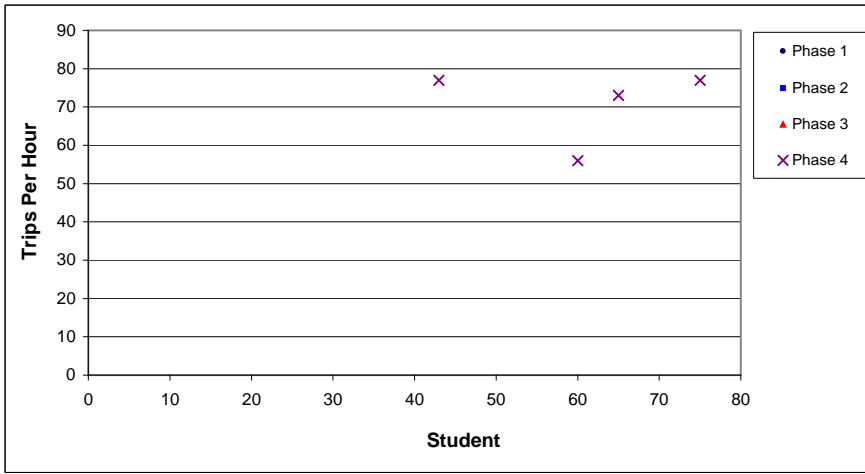


Number Of Sites :	4	Percent In/Out :	51 / 49
Average Rate :	0.45	Use Trip Rates	
Minimum Rate :	0.13		
Maximum Rate :	0.85		
Standard Deviation :	0.3565		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	83.64	1.00	0.84
Motorcycle	10.91	0.33	0.04
Small Lorry	5.45	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.98

**Educational
Kindergarten
Trips per Student**

**CODE
04 02 03**

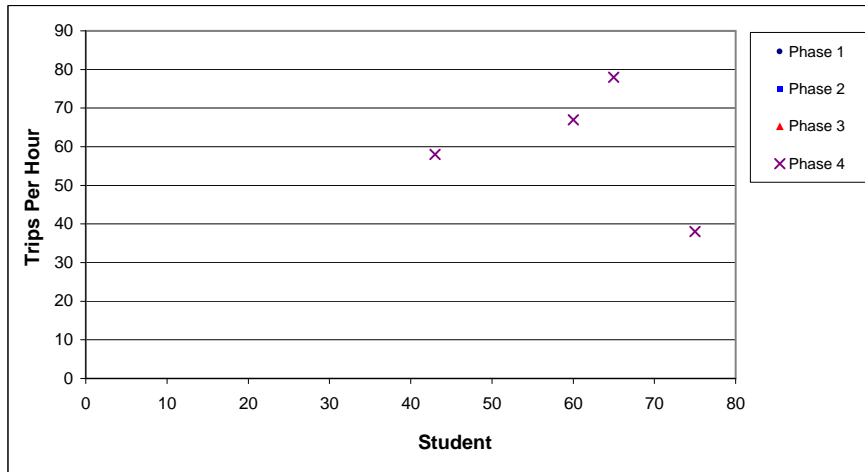
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	51 / 49
Average Rate :	1.22	Use Trip Rates	
Minimum Rate :	0.93		
Maximum Rate :	1.79		
Standard Deviation :	0.3893		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	80.57	1.00	0.81
Motorcycle	11.66	0.33	0.04
Small Lorry	7.77	1.75	0.14
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.99

PM Peak Hour Of Generator



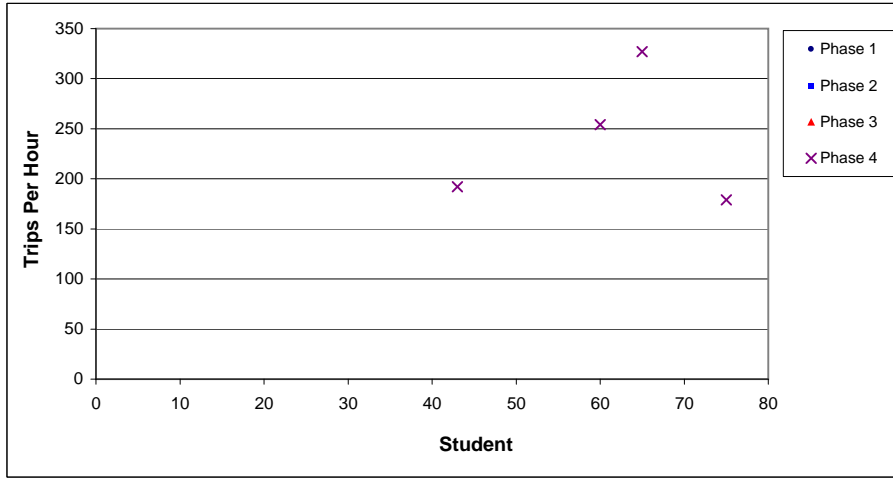
Number Of Sites :	4	Percent In/Out :	51 / 49
Average Rate :	1.04	Use Trip Rates	
Minimum Rate :	0.51		
Maximum Rate :	1.35		
Standard Deviation :	0.3703		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	78.42	1.00	0.78
Motorcycle	15.35	0.33	0.05
Small Lorry	6.22	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.94

**Educational
Kindergarten
Trips per Student**

**CODE
04 02 03**

Daily Trip Generation



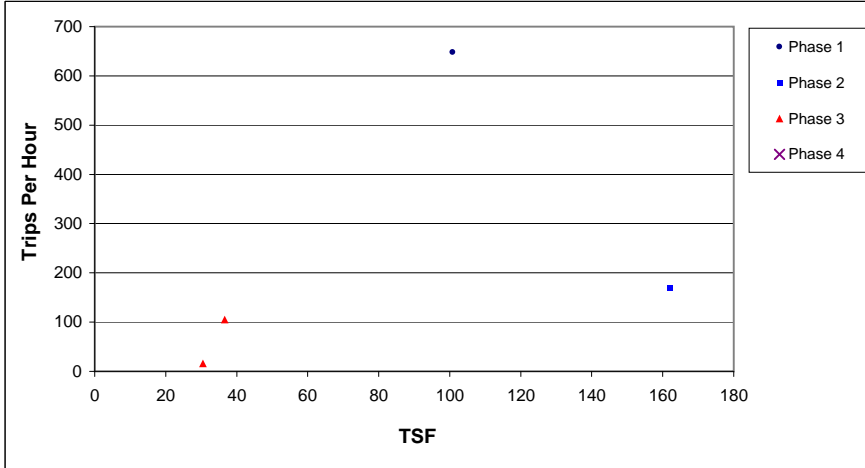
Number Of Sites :	4	Percent In/Out :	51 / 49
Average Rate :	4.03	Use Trip Rates	
Minimum Rate :	2.39		
Maximum Rate :	5.03		
Standard Deviation :	1.145		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	76.58	1.00	0.77
Motorcycle	15.65	0.33	0.05
Small Lorry	7.77	1.75	0.14
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

**Educational
Private - Combined Kindergarten, Primary & Secondary
Trips per TSF**

**CODE
04 02 06**

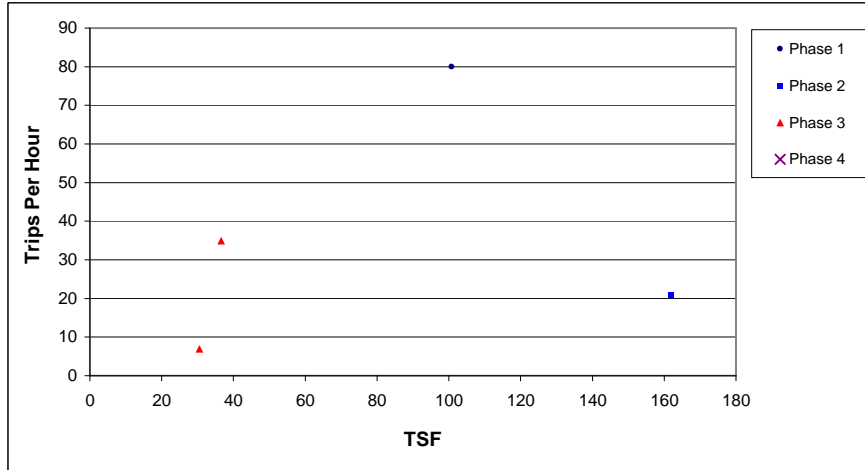
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	54 / 46
Average Rate :	2.72	Use Trip Rates	
Minimum Rate :	0.52		
Maximum Rate :	6.43		
Standard Deviation :	2.6712		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.97	1.00	0.82
Motorcycle	1.70	0.33	0.01
Small Lorry	10.25	1.75	0.18
Big Lorry	0.00	2.25	0.00
Bus	6.08	2.25	0.14
Total	100.00%		1.15

PM Peak Hour Of Commuter



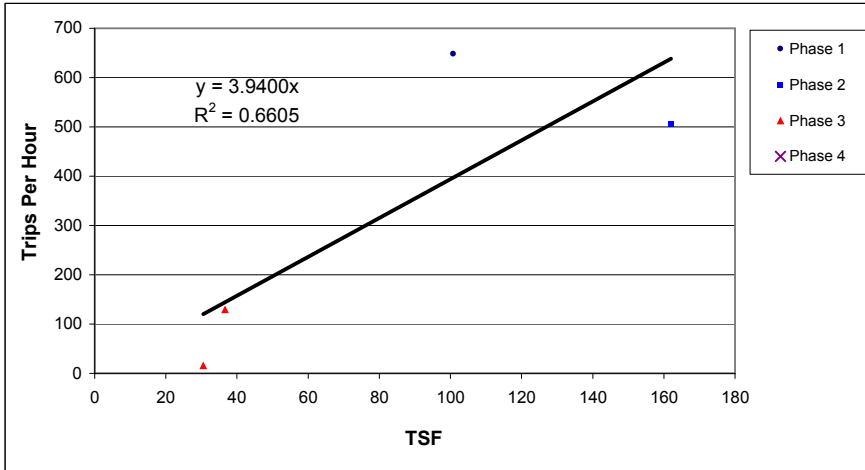
Number Of Sites :	4	Percent In/Out :	37 / 63
Average Rate :	0.53	Use Trip Rates	
Minimum Rate :	0.13		
Maximum Rate :	0.96		
Standard Deviation :	0.4091		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	93.01	1.00	0.93
Motorcycle	4.90	0.33	0.02
Small Lorry	1.40	1.75	0.02
Big Lorry	0.70	2.25	0.02
Bus	0.00	2.25	0.00
Total	100.00%		0.99

**Educational
Private - Combined Kindergarten, Primary & Secondary
Trips per TSF**

**CODE
04 02 06**

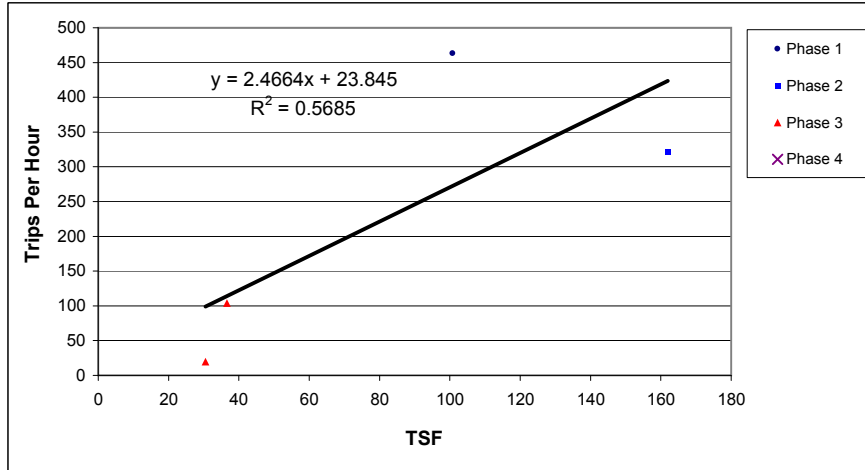
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	56 / 44
Average Rate :	3.41	Regression Equation :	$y = 3.9400x$
Minimum Rate :	0.52	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	6.43	R-squared :	0.6605
Standard Deviation :	2.4182		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	79.13	1.00	0.79
Motorcycle	1.15	0.33	0.00
Small Lorry	14.02	1.75	0.25
Big Lorry	0.00	2.25	0.00
Bus	5.70	2.25	0.13
Total	100.00%		1.17

PM Peak Hour Of Generator



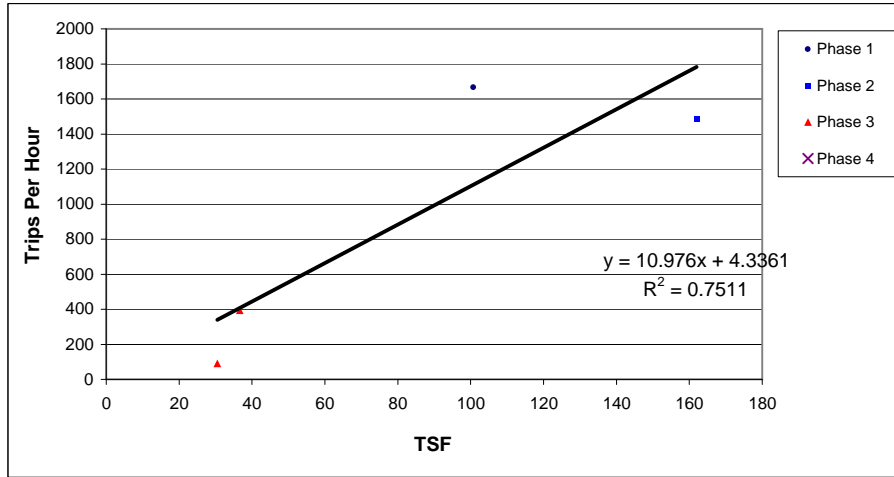
Number Of Sites :	4	Percent In/Out :	45 / 55
Average Rate :	2.52	Regression Equation :	$y = 2.4664x + 23.845$
Minimum Rate :	0.66	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	4.59	R-squared :	0.5685
Standard Deviation :	1.6493		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	85.63	1.00	0.86
Motorcycle	1.20	0.33	0.00
Small Lorry	9.46	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	3.72	2.25	0.08
Total	100.00%		1.11

**Educational
Private - Combined Kindergarten, Primary & Secondary
Trips per TSF**

**CODE
04 02 06**

Daily Trip Generation

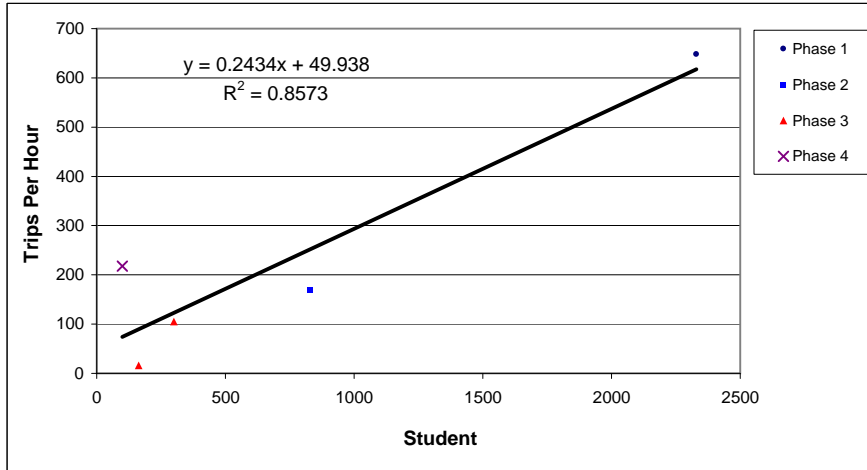


Number Of Sites :	4	Percent In/Out :	49 / 51
Average Rate :	9.87	Regression Equation :	$y = 10.9756x + 4.3361$
Minimum Rate :	2.98	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	16.53	R-squared :	0.7511
Standard Deviation :	5.5702		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	78.48	1.00	0.78
Motorcycle	2.68	0.33	0.01
Small Lorry	13.50	1.75	0.24
Big Lorry	0.03	2.25	0.00
Bus	5.31	2.25	0.12
Total	100.00%		1.15

**Educational
Private - Combined Kindergarten, Primary & Secondary
Trips per Student**

**CODE
04 02 06**

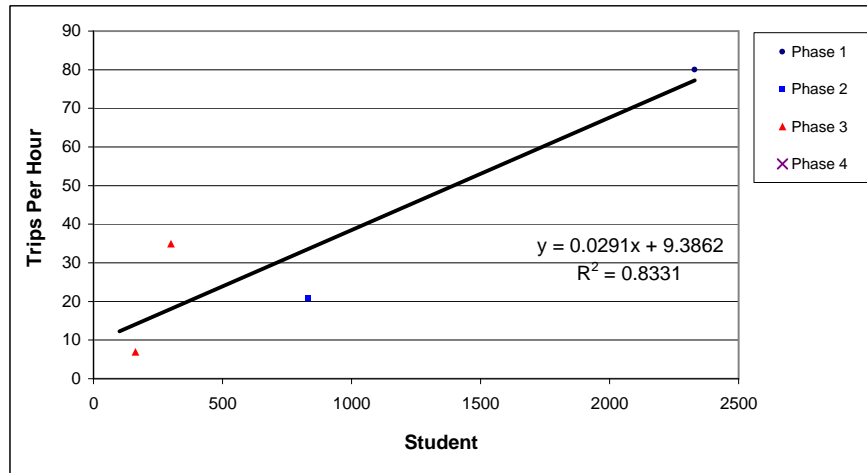
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	54 / 46
Average Rate :	0.62	Regression Equation :	$y = 0.2434x + 49.938$
Minimum Rate :	0.10	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	2.18	R-squared :	0.8573
Standard Deviation :	0.8759		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	83.81	1.00	0.84
Motorcycle	2.24	0.33	0.01
Small Lorry	9.01	1.75	0.16
Big Lorry	0.00	2.25	0.00
Bus	4.93	2.25	0.11
Total	100.00%		1.12

PM Peak Hour Of Commuter



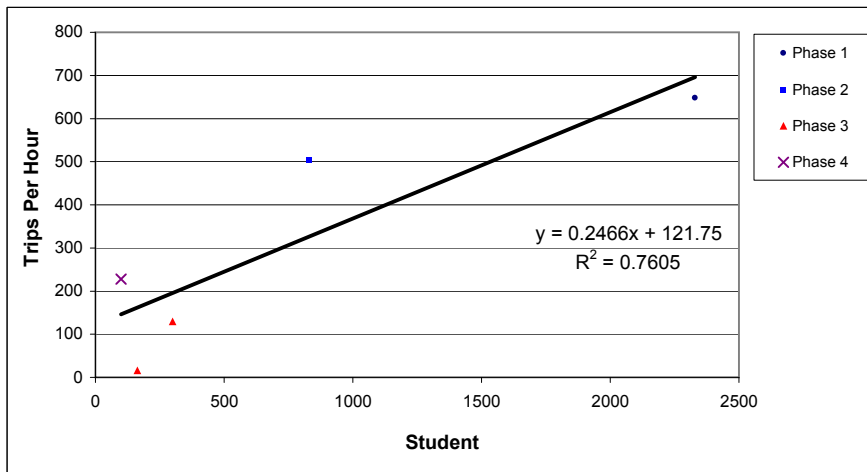
Number Of Sites :	4	Percent In/Out :	29 / 71
Average Rate :	0.04	Regression Equation :	$y = 0.0291x + 9.3862$
Minimum Rate :	0.00	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.12	R-squared :	0.8331
Standard Deviation :	0.0438		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	93.01	1.00	0.93
Motorcycle	4.90	0.33	0.02
Small Lorry	1.40	1.75	0.02
Big Lorry	0.70	2.25	0.02
Bus	0.00	2.25	0.00
Total	100.00%		0.99

**Educational
Private - Combined Kindergarten, Primary & Secondary
Trips per Student**

**CODE
04 02 06**

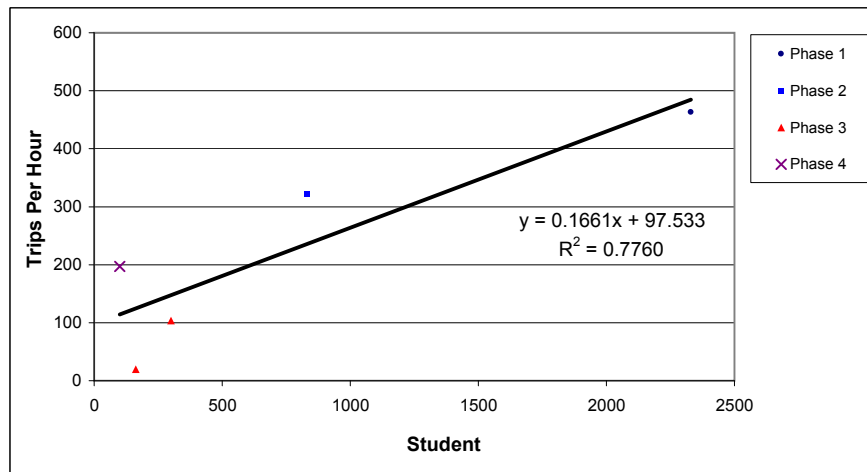
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	56 / 44
Average Rate :	0.74	Regression Equation :	$y = 0.2466x + 121.75$
Minimum Rate :	0.10	(T = Trips; X = Independent Variable)	
Maximum Rate :	2.28	R-squared :	0.7605
Standard Deviation :	0.8815		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.00	1.00	0.81
Motorcycle	1.70	0.33	0.01
Small Lorry	12.45	1.75	0.22
Big Lorry	0.00	2.25	0.00
Bus	4.85	2.25	0.11
Total	100.00%		1.15

PM Peak Hour Of Generator



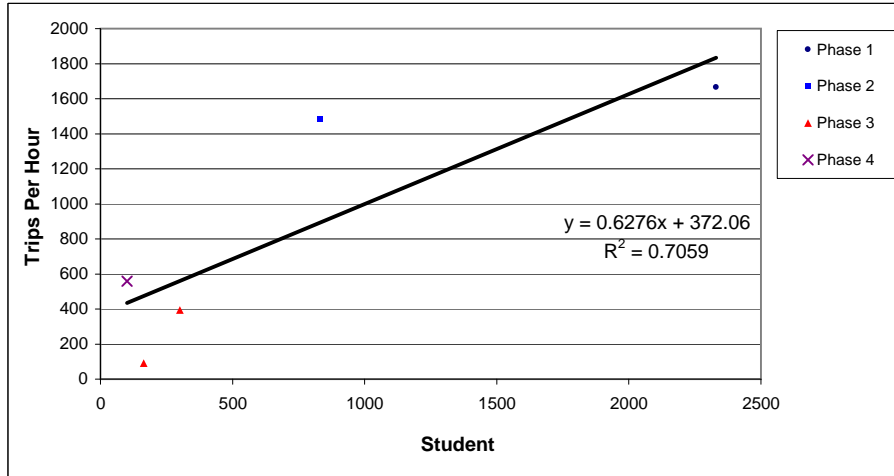
Number Of Sites :	5	Percent In/Out :	46 / 54
Average Rate :	0.61	Regression Equation :	$y = 0.1661x + 97.533$
Minimum Rate :	0.12	(T = Trips; X = Independent Variable)	
Maximum Rate :	1.97	R-squared :	0.7760
Standard Deviation :	0.7705		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	86.92	1.00	0.87
Motorcycle	1.62	0.33	0.01
Small Lorry	8.40	1.75	0.15
Big Lorry	0.00	2.25	0.00
Bus	3.06	2.25	0.07
Total	100.00%		1.10

**Educational
Private - Combined Kindergarten, Primary & Secondary
Trips per Student**

**CODE
04 02 06**

Daily Trip Generation



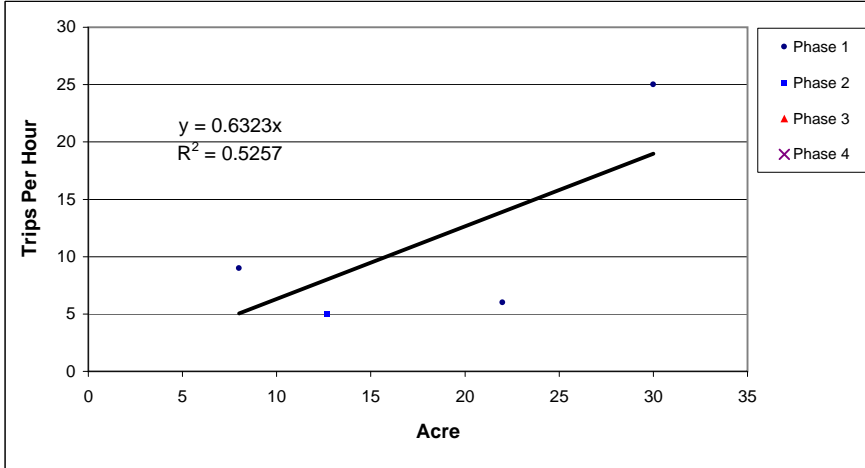
Number Of Sites :	5	Percent In/Out :	49 / 51
Average Rate :	1.99	Regression Equation :	$y = 0.6276x + 372.06$
Minimum Rate :	0.56	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	5.59	R-squared :	0.7059
Standard Deviation :	2.0693		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	80.20	1.00	0.80
Motorcycle	3.09	0.33	0.01
Small Lorry	12.06	1.75	0.21
Big Lorry	0.02	2.25	0.00
Bus	4.63	2.25	0.10
Total	100.00%		1.12

05
BURIAL

**Burial
Cemetery/Memorial Park
Trips per Acre**

**CODE
05 01 00**

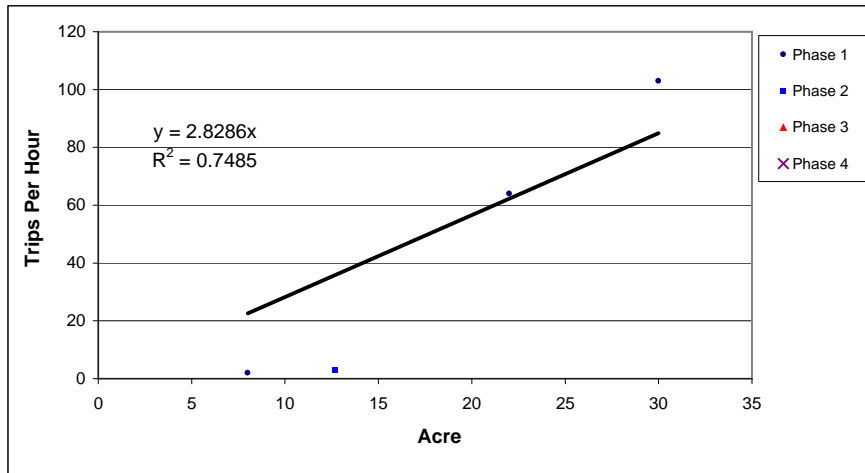
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	55 / 45
Average Rate :	0.66	Regression Equation :	$y = 0.6323x$
Minimum Rate :	0.27	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.13	R-squared :	0.5257
Standard Deviation :	0.3946		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	39.99	1.00	0.40
Motorcycle	48.90	0.33	0.16
Small Lorry	11.11	1.75	0.19
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.75

PM Peak Hour Of Commuter



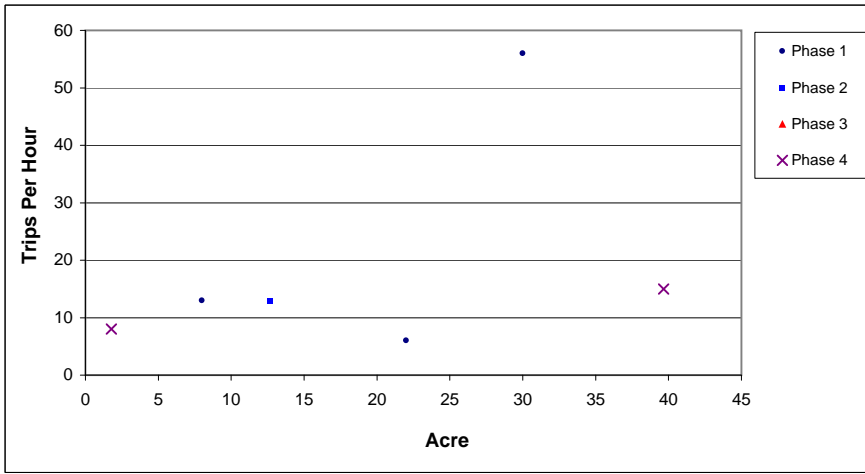
Number Of Sites :	4	Percent In/Out :	48 / 52
Average Rate :	1.71	Regression Equation :	$y = 2.8286x$
Minimum Rate :	0.24	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	3.43	R-squared :	0.7485
Standard Deviation :	1.704		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	10.50	1.00	0.10
Motorcycle	84.83	0.33	0.28
Small Lorry	4.67	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.46

**Burial
Cemetery/Memorial Park
Trips per Acre**

**CODE
05 01 00**

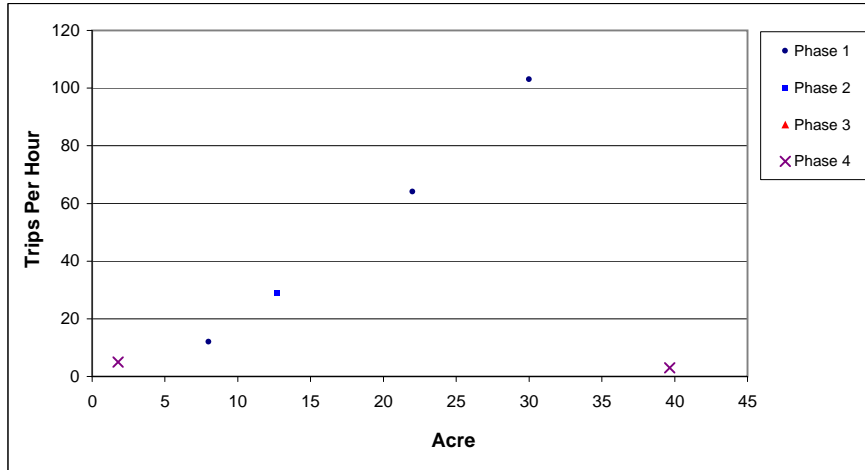
AM Peak Hour Of Generator



Number Of Sites :	6	Percent In/Out :	55 / 45
Average Rate :	1.61	Use Trip Rates	
Minimum Rate :	0.27		
Maximum Rate :	4.52		
Standard Deviation :	1.5609		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	25.20	1.00	0.25
Motorcycle	63.07	0.33	0.21
Small Lorry	9.91	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	1.82	2.25	0.04
Total	100.00%		0.67

PM Peak Hour Of Generator



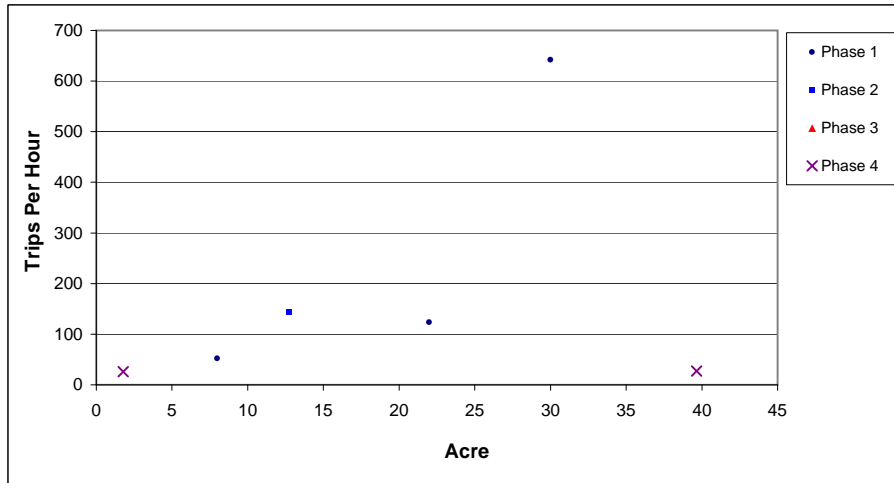
Number Of Sites :	6	Percent In/Out :	42 / 58
Average Rate :	2.17	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	3.43		
Standard Deviation :	1.2181		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	20.39	1.00	0.20
Motorcycle	74.04	0.33	0.24
Small Lorry	5.57	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.54

**Burial
Cemetery/Memorial Park
Trips per Acre**

**CODE
05 01 00**

Daily Trip Generation

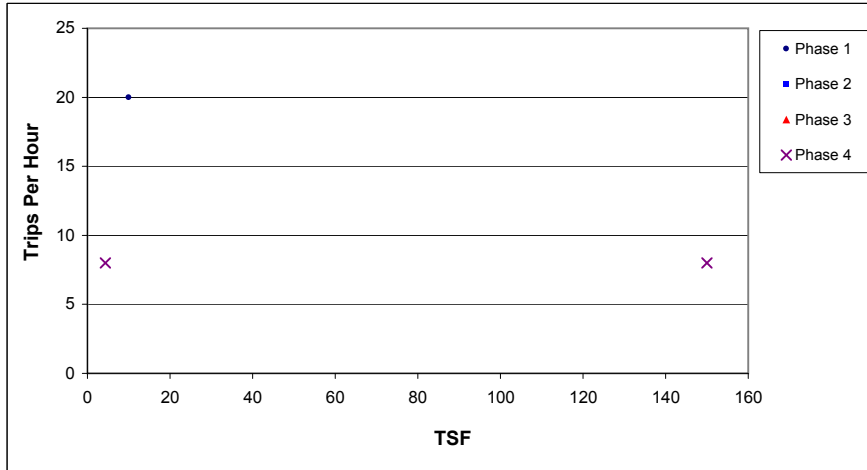


Number Of Sites :	6	Percent In/Out :	50 / 50
Average Rate :	10.02	Use Trip Rates	
Minimum Rate :	0.68		
Maximum Rate :	21.4		
Standard Deviation :	7.3766		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	22.78	1.00	0.23
Motorcycle	70.21	0.33	0.23
Small Lorry	6.25	1.75	0.11
Big Lorry	0.19	2.25	0.00
Bus	0.57	2.25	0.01
Total	100.00%		0.58

**Burial
Crematorium
Trips per TSF**

**CODE
05 02 00**

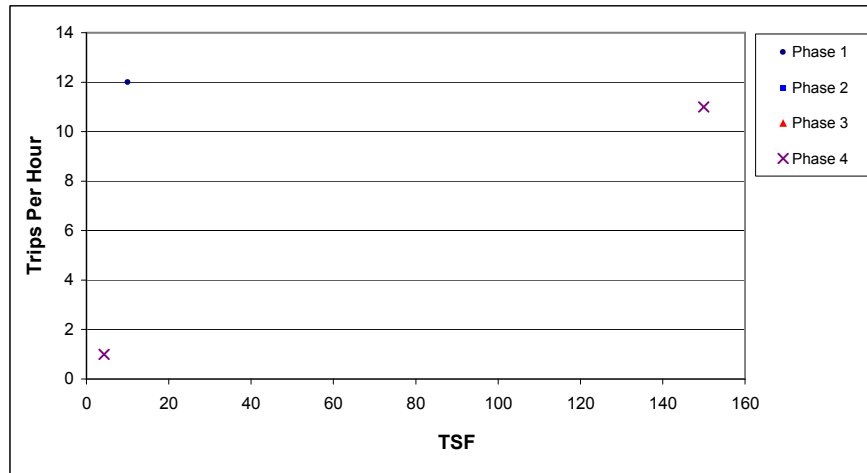
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	75 / 25
Average Rate :	1.30	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	2.00		
Standard Deviation :	1.0853		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.22	1.00	0.47
Motorcycle	47.22	0.33	0.16
Small Lorry	0.00	1.75	0.00
Big Lorry	5.56	2.25	0.13
Bus	0.00	2.25	0.00
Total	100.00%		0.76

PM Peak Hour Of Commuter



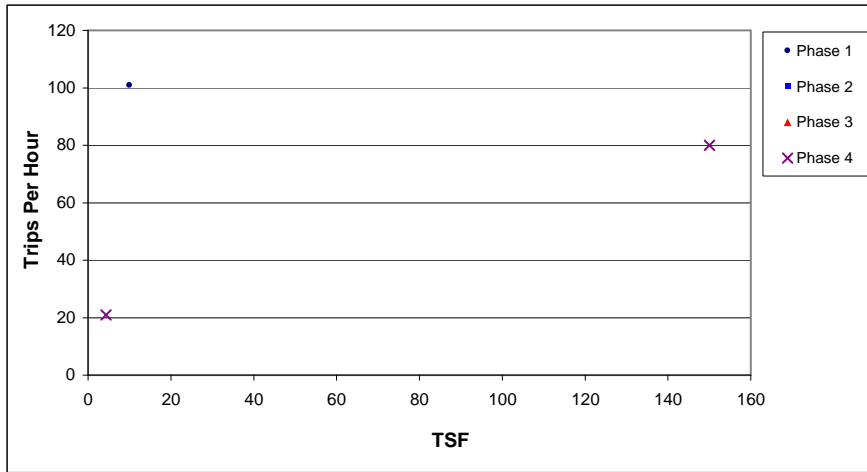
Number Of Sites :	3	Percent In/Out :	26 / 74
Average Rate :	0.42	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	1.20		
Standard Deviation :	0.6727		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	17.40	1.00	0.17
Motorcycle	47.85	0.33	0.16
Small Lorry	8.67	1.75	0.15
Big Lorry	26.08	2.25	0.59
Bus	0.00	2.25	0.00
Total	100.00%		1.07

**Burial
Crematorium
Trips per TSF**

**CODE
05 02 00**

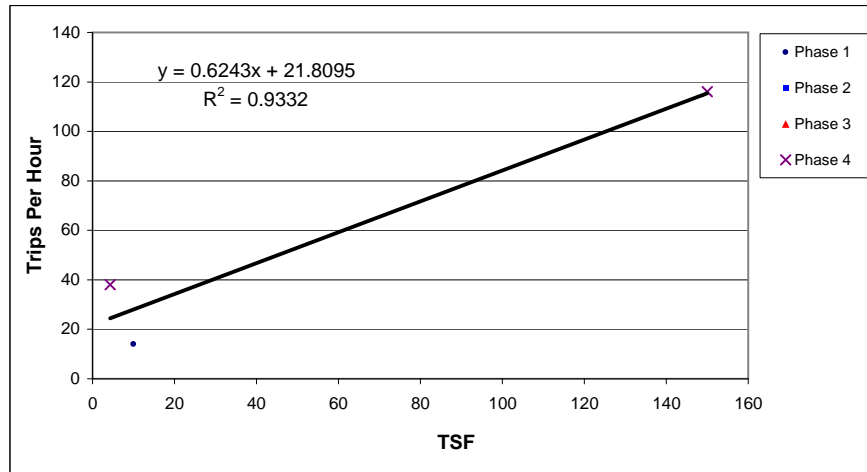
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	57 / 43
Average Rate :	5.17	Use Trip Rates	
Minimum Rate :	0.53		
Maximum Rate :	10.1		
Standard Deviation :	4.79		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.74	1.00	0.75
Motorcycle	13.38	0.33	0.04
Small Lorry	9.89	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	1.99	2.25	0.04
Total	100.00%		1.00

PM Peak Hour Of Generator



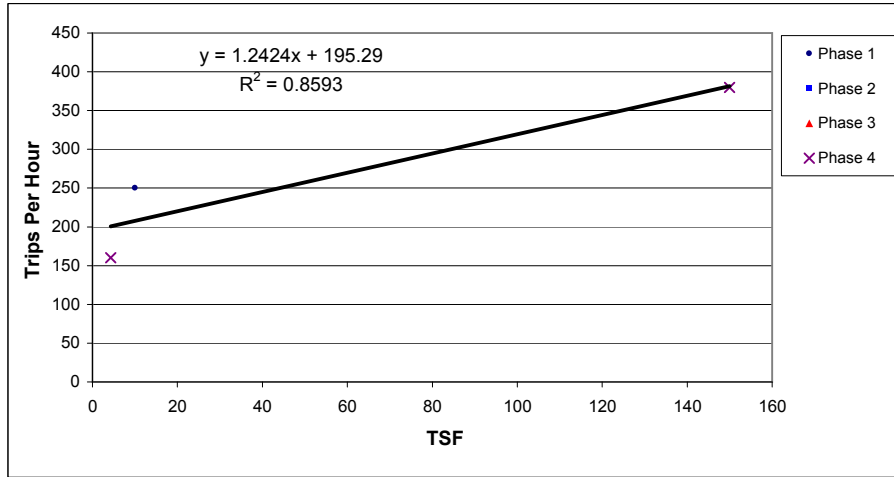
Number Of Sites :	3	Percent In/Out :	48 / 52
Average Rate :	3.67	Regression Equation :	$y = 0.6243x + 21.8095$
Minimum Rate :	0.77	(T = Trips; X = Independent Variable)	
Maximum Rate :	8.83	R-squared :	0.9332
Standard Deviation :	4.4798		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.95	1.00	0.56
Motorcycle	30.95	0.33	0.10
Small Lorry	7.74	1.75	0.14
Big Lorry	5.36	2.25	0.12
Bus	0.00	2.25	0.00
Total	100.00%		0.92

**Burial
Crematorium
Trips per TSF**

**CODE
05 02 00**

Daily Trip Generation

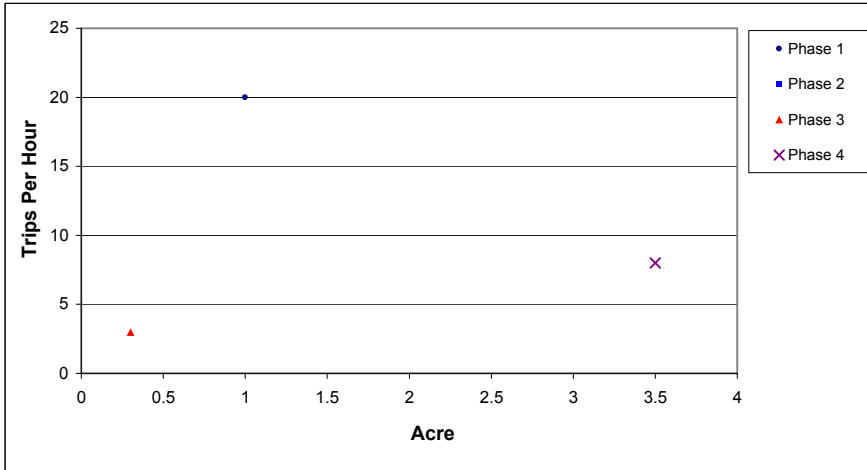


Number Of Sites :	3	Percent In/Out :	51 / 49
Average Rate :	21.57	Regression Equation :	$y = 1.2424x + 195.29$
Minimum Rate :	2.53	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	37.17	R-squared :	0.8593
Standard Deviation :	17.5698		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.58	1.00	0.57
Motorcycle	32.41	0.33	0.11
Small Lorry	7.22	1.75	0.13
Big Lorry	2.78	2.25	0.06
Bus	1.01	2.25	0.02
Total	100.00%		0.89

**Burial
Crematorium
Trips per Acre**

**CODE
05 02 00**

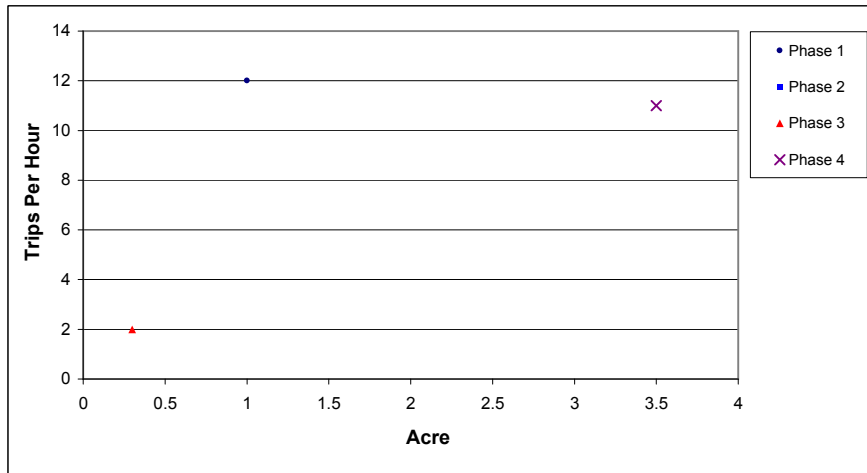
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	79 / 21
Average Rate :	10.76	Use Trip Rates	
Minimum Rate :	2.29		
Maximum Rate :	20.00		
Standard Deviation :	8.8817		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	51.61	1.00	0.52
Motorcycle	38.71	0.33	0.13
Small Lorry	3.23	1.75	0.06
Big Lorry	6.45	2.25	0.15
Bus	0.00	2.25	0.00
Total	100.00%		0.86

PM Peak Hour Of Commuter



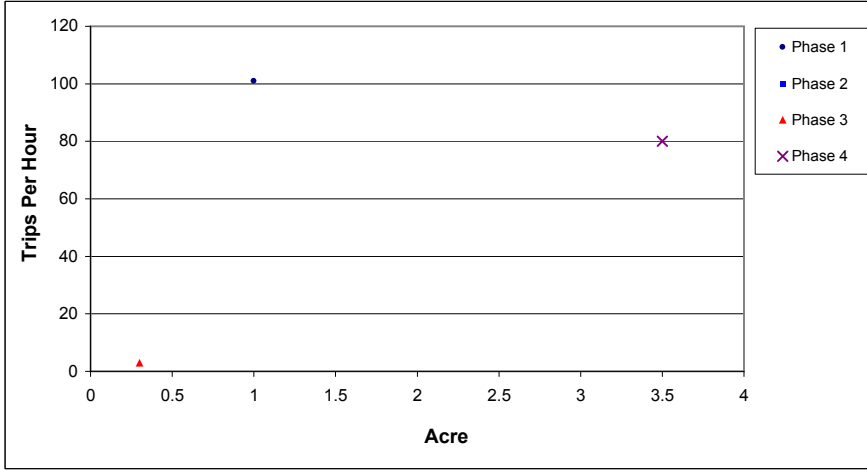
Number Of Sites :	3	Percent In/Out :	26 / 74
Average Rate :	7.27	Use Trip Rates	
Minimum Rate :	3.14		
Maximum Rate :	12.00		
Standard Deviation :	4.4593		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	16.01	1.00	0.16
Motorcycle	52.02	0.33	0.17
Small Lorry	7.97	1.75	0.14
Big Lorry	24.00	2.25	0.54
Bus	0.00	2.25	0.00
Total	100.00%		1.01

**Burial
Crematorium
Trips per Acre**

**CODE
05 02 00**

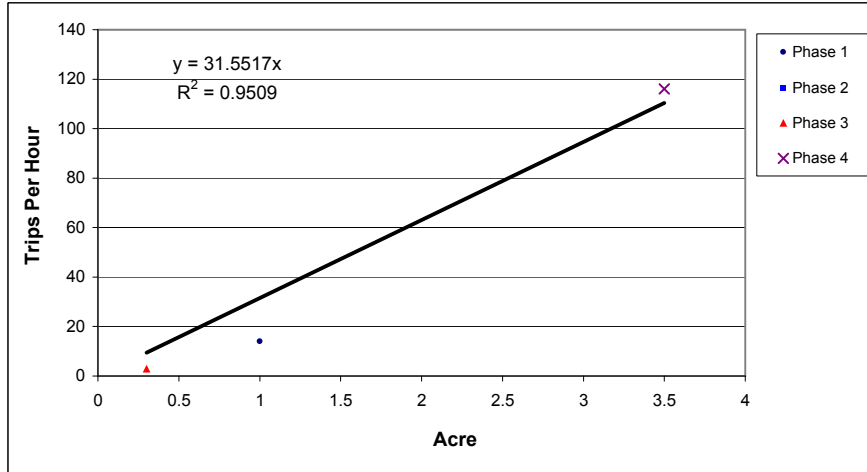
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	66 / 34
Average Rate :	44.62	Use Trip Rates	
Minimum Rate :	10.00		
Maximum Rate :	101.00		
Standard Deviation :	49.2487		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.53	1.00	0.76
Motorcycle	11.42	0.33	0.04
Small Lorry	10.86	1.75	0.19
Big Lorry	0.00	2.25	0.00
Bus	2.18	2.25	0.05
Total	100.00%		1.04

PM Peak Hour Of Generator



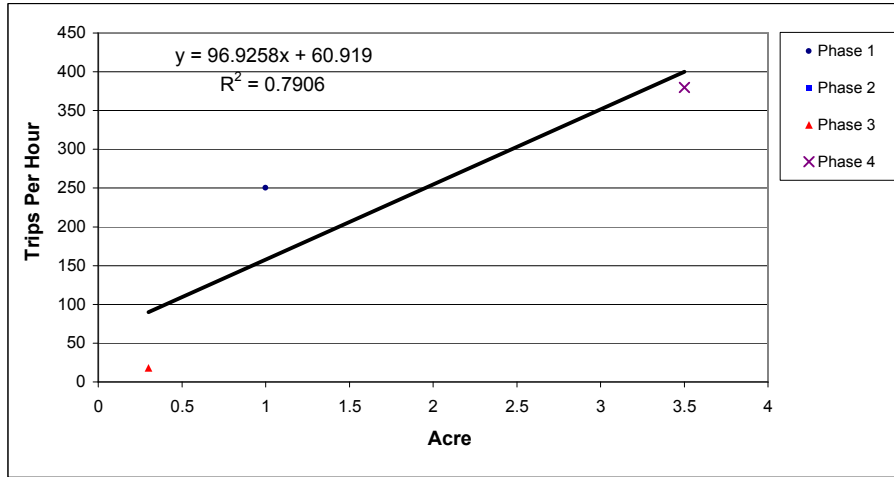
Number Of Sites :	3	Percent In/Out :	19 / 81
Average Rate :	19.05	Regression Equation :	y = 31.5517x
Minimum Rate :	10.00	(T = Trips; X = Independent Variable)	
Maximum Rate :	33.14	R-squared :	0.9509
Standard Deviation :	12.3696		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.15	1.00	0.60
Motorcycle	27.07	0.33	0.09
Small Lorry	6.02	1.75	0.11
Big Lorry	6.77	2.25	0.15
Bus	0.00	2.25	0.00
Total	100.00%		0.95

**Burial
Crematorium
Trips per Acre**

**CODE
05 02 00**

Daily Trip Generation



Number Of Sites :	3	Percent In/Out :	48 / 52
Average Rate :	139.52	Regression Equation :	$y = 96.9258x + 60.919$
Minimum Rate :	60.00	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	250.00	R-squared :	0.7906
Standard Deviation :	98.7094		

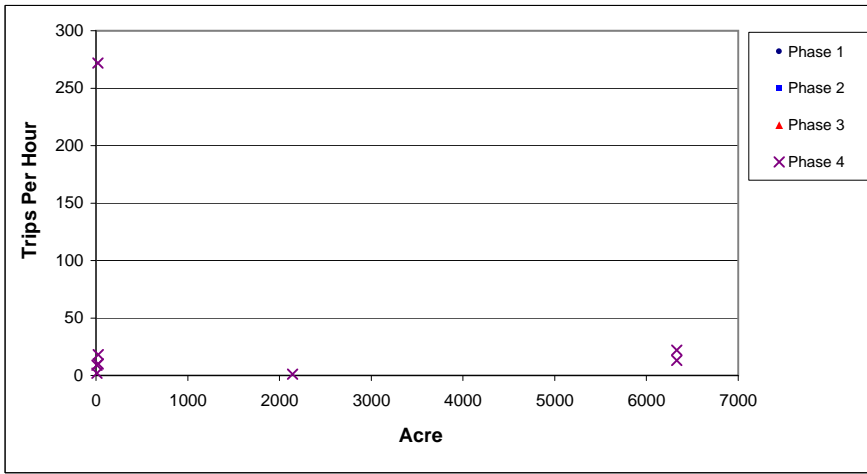
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.03	1.00	0.60
Motorcycle	27.78	0.33	0.09
Small Lorry	7.56	1.75	0.13
Big Lorry	3.40	2.25	0.08
Bus	1.23	2.25	0.03
Total	100.00%		0.93

06
**COMMUNITY FACILITIES
AND RECREATIONAL**

**Community
National & State Parks
Trips per Acre**

**CODE
06 01 01**

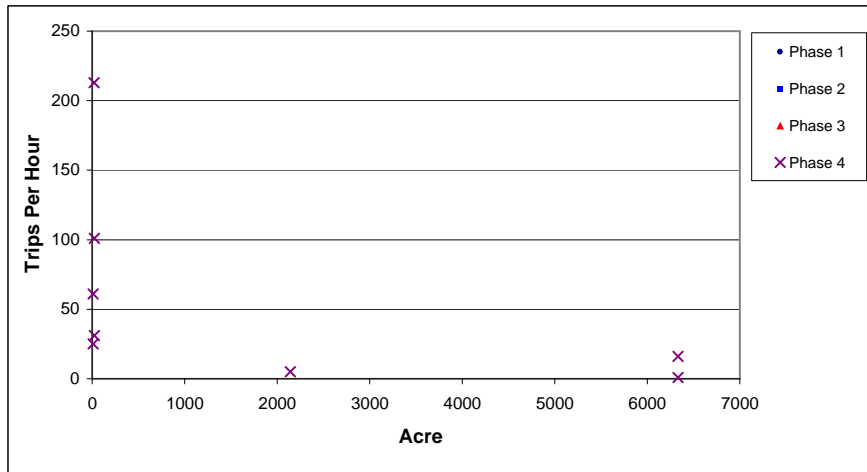
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	81 / 19
Average Rate :	1.94	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	13.2		
Standard Deviation :	4.5645		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.04	1.00	0.55
Motorcycle	40.06	0.33	0.13
Small Lorry	3.17	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	1.73	2.25	0.04
Total	100.00%		0.78

PM Peak Hour Of Commuter



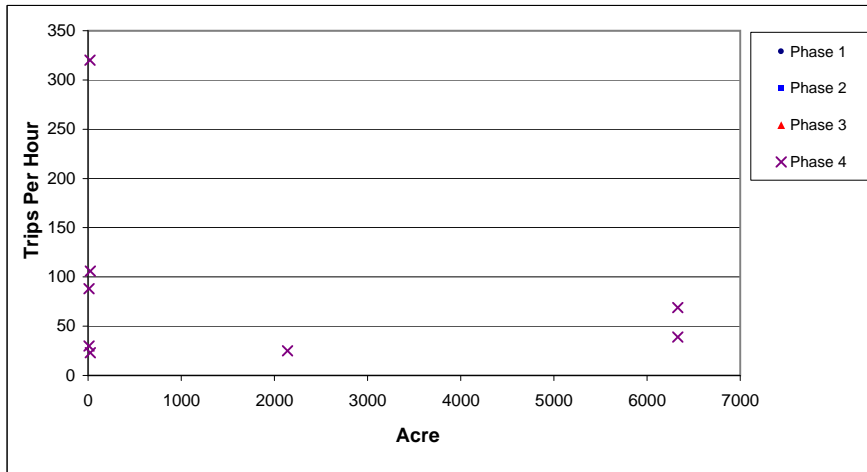
Number Of Sites :	8	Percent In/Out :	47 / 53
Average Rate :	3.14	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	10.34		
Standard Deviation :	3.7507		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	49.45	1.00	0.49
Motorcycle	47.46	0.33	0.16
Small Lorry	2.43	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.66	2.25	0.01
Total	100.00%		0.70

**Community
National & State Parks
Trips per Acre**

**CODE
06 01 01**

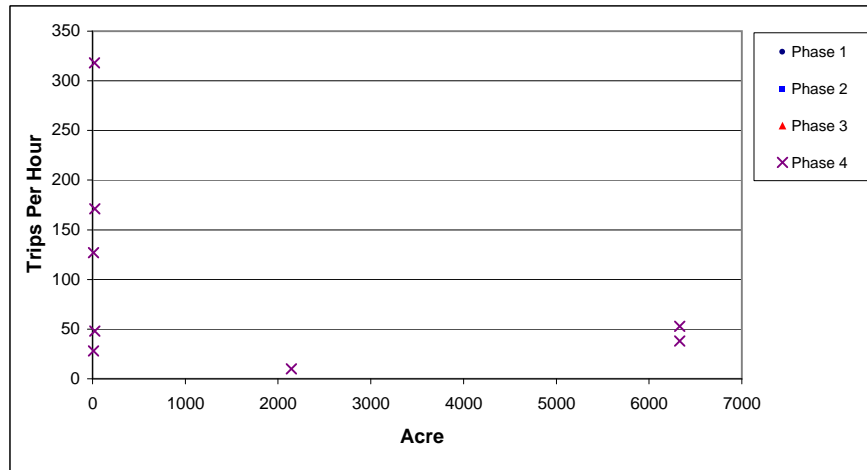
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	61 / 39
Average Rate :	4.21	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	15.53		
Standard Deviation :	5.6329		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.86	1.00	0.55
Motorcycle	39.86	0.33	0.13
Small Lorry	4.43	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.86	2.25	0.02
Total	100.00%		0.78

PM Peak Hour Of Generator



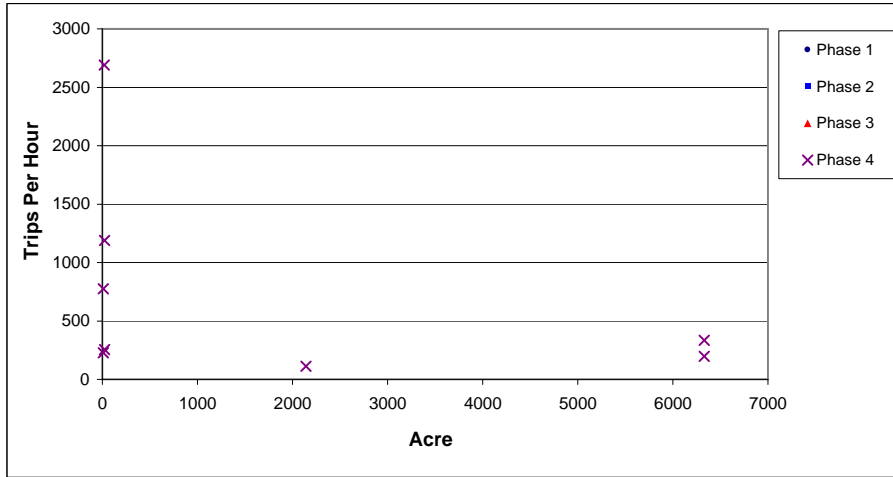
Number Of Sites :	8	Percent In/Out :	41 / 59
Average Rate :	5.16	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	15.44		
Standard Deviation :	6.3174		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	46.41	1.00	0.46
Motorcycle	47.67	0.33	0.16
Small Lorry	4.79	1.75	0.08
Big Lorry	0.13	2.25	0.00
Bus	1.01	2.25	0.02
Total	100.00%		0.72

**Community
National & State Parks
Trips per Acre**

**CODE
06 01 01**

Daily Trip Generation



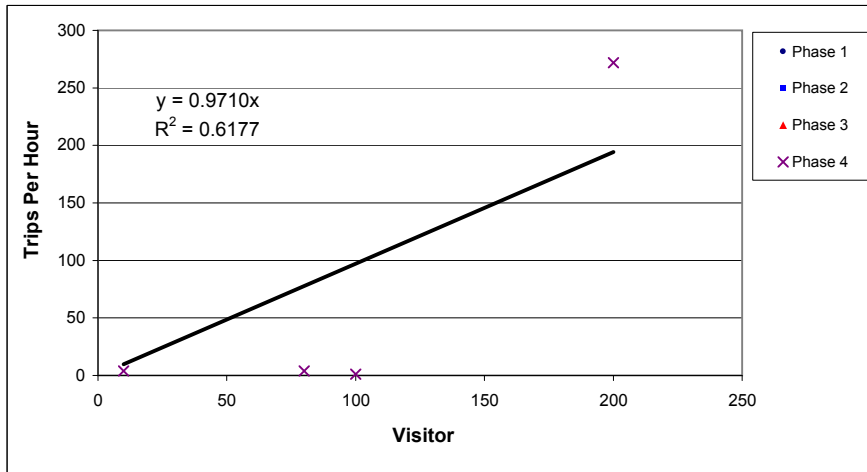
Number Of Sites :	8	Percent In/Out :	49 / 51
Average Rate :	37.37	Use Trip Rates	
Minimum Rate :	0.03		
Maximum Rate :	130.58		
Standard Deviation :	47.9933		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.21	1.00	0.50
Motorcycle	43.95	0.33	0.15
Small Lorry	4.50	1.75	0.08
Big Lorry	0.03	2.25	0.00
Bus	1.31	2.25	0.03
Total	100.00%		0.76

**Community
National & State Parks
Trips per Visitor**

**CODE
06 01 01**

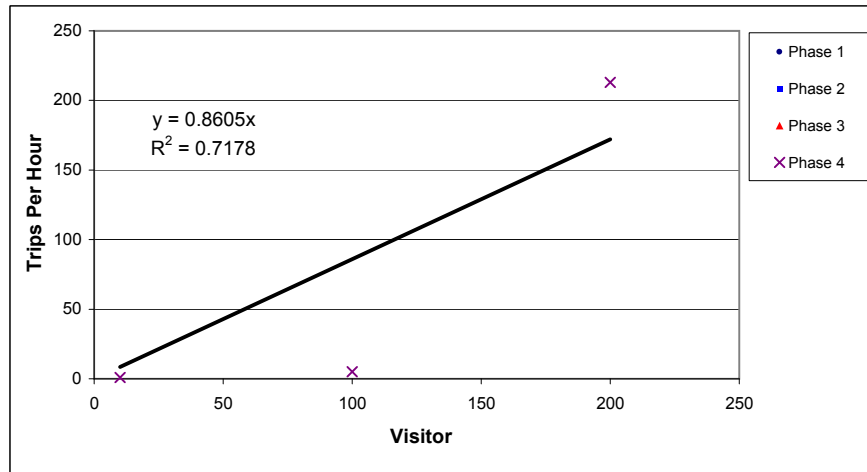
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	79 / 21
Average Rate :	0.46	Regression Equation :	y = 0.9710x
Minimum Rate :	0.01	(T = Trips; X = Independent Variable)	
Maximum Rate :	1.36	R-squared :	0.6177
Standard Deviation :	0.6283		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.85	1.00	0.61
Motorcycle	36.65	0.33	0.12
Small Lorry	2.49	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.77

PM Peak Hour Of Commuter



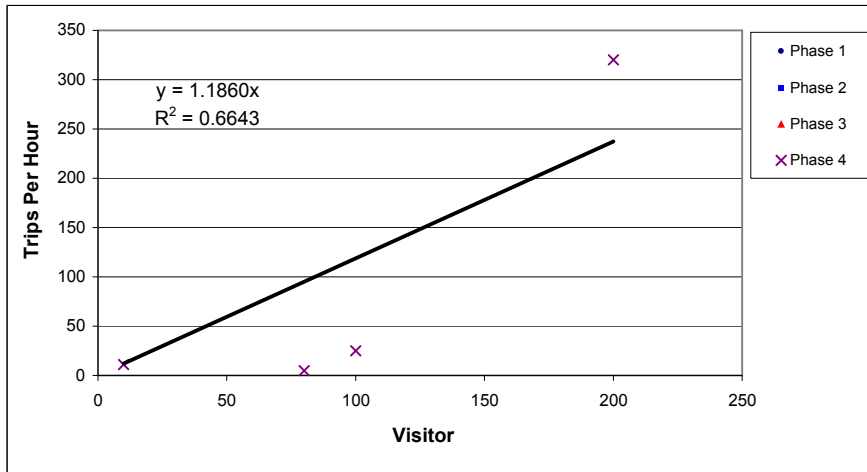
Number Of Sites :	3	Percent In/Out :	29 / 71
Average Rate :	0.30	Regression Equation :	y = 0.8605x
Minimum Rate :	0.00	(T = Trips; X = Independent Variable)	
Maximum Rate :	1.07	R-squared :	0.7178
Standard Deviation :	0.5091		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.99	1.00	0.58
Motorcycle	41.55	0.33	0.14
Small Lorry	0.46	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.73

**Community
National & State Parks
Trips per Visitor**

**CODE
06 01 01**

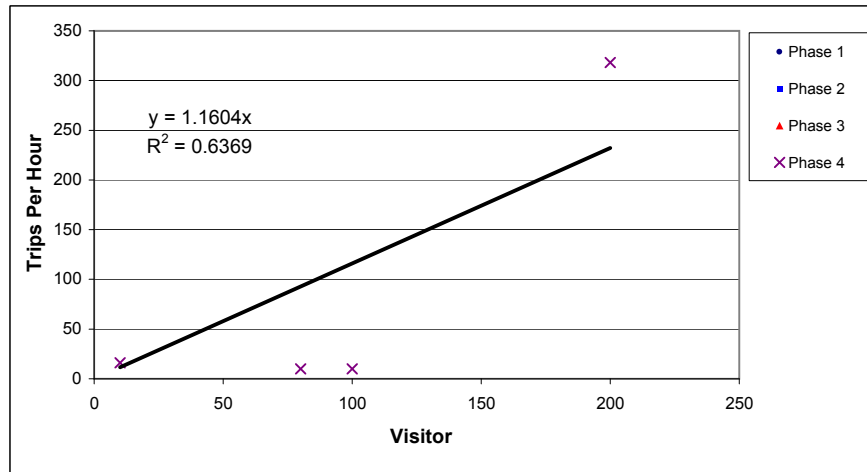
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	58 / 42
Average Rate :	0.75	Regression Equation :	y = 1.1860x
Minimum Rate :	0.06	(T = Trips; X = Independent Variable)	
Maximum Rate :	1.60	R-squared :	0.6643
Standard Deviation :	0.7229		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.82	1.00	0.65
Motorcycle	30.75	0.33	0.10
Small Lorry	3.88	1.75	0.07
Big Lorry	0.28	2.25	0.01
Bus	0.28	2.25	0.01
Total	100.00%		0.84

PM Peak Hour Of Generator



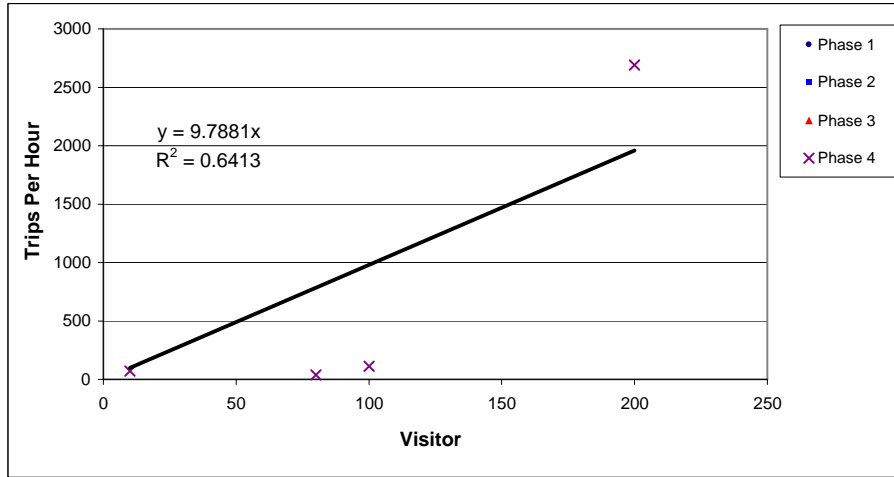
Number Of Sites :	4	Percent In/Out :	33 / 67
Average Rate :	0.85	Regression Equation :	y = 1.1604x
Minimum Rate :	0.10	(T = Trips; X = Independent Variable)	
Maximum Rate :	1.60	R-squared :	0.6369
Standard Deviation :	0.8560		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.53	1.00	0.42
Motorcycle	53.67	0.33	0.18
Small Lorry	3.67	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	1.13	2.25	0.03
Total	100.00%		0.69

**Community
National & State Parks
Trips per Visitor**

**CODE
06 01 01**

Daily Trip Generation



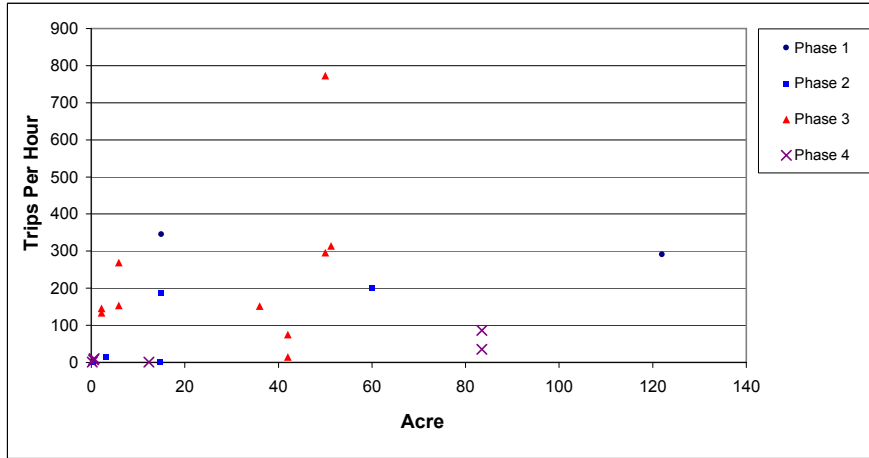
Number Of Sites :	4	Percent In/Out :	50 / 50
Average Rate :	5.54	Regression Equation :	$y = 9.7881x$
Minimum Rate :	0.49	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	13.45	R-squared :	0.6413
Standard Deviation :	6.0571		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.83	1.00	0.58
Motorcycle	38.26	0.33	0.13
Small Lorry	3.47	1.75	0.06
Big Lorry	0.03	2.25	0.00
Bus	0.41	2.25	0.01
Total	100.00%		0.78

**Community
Public Park, Botanical Parks, Open Space,
Playground, Recreational Forest
Trips per Acre**

**CODE
06 01
02/03/04/05/06**

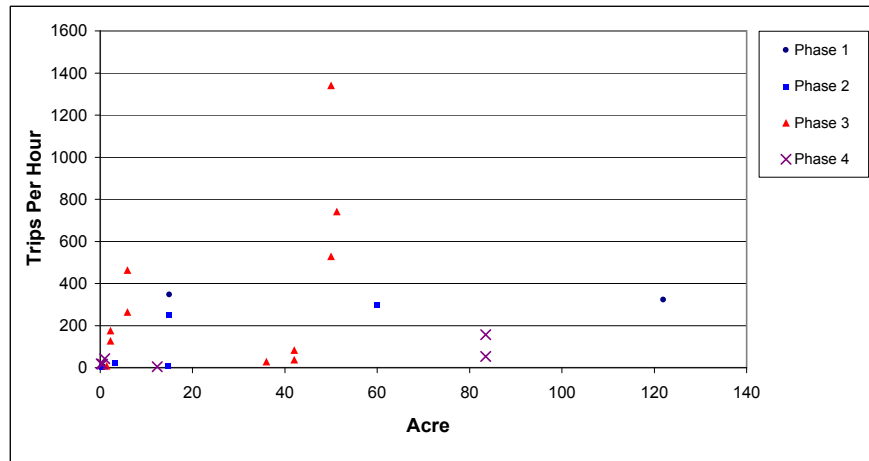
AM Peak Hour Of Commuter



Number Of Sites :	23	Percent In/Out :	59 / 41
Average Rate :	12.69	Use Trip Rates	
Minimum Rate :	0.42		
Maximum Rate :	65.77		
Standard Deviation :	18.5185		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.85	1.00	0.66
Motorcycle	30.72	0.33	0.10
Small Lorry	3.31	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.12	2.25	0.00
Total	100.00%		0.82

PM Peak Hour Of Commuter



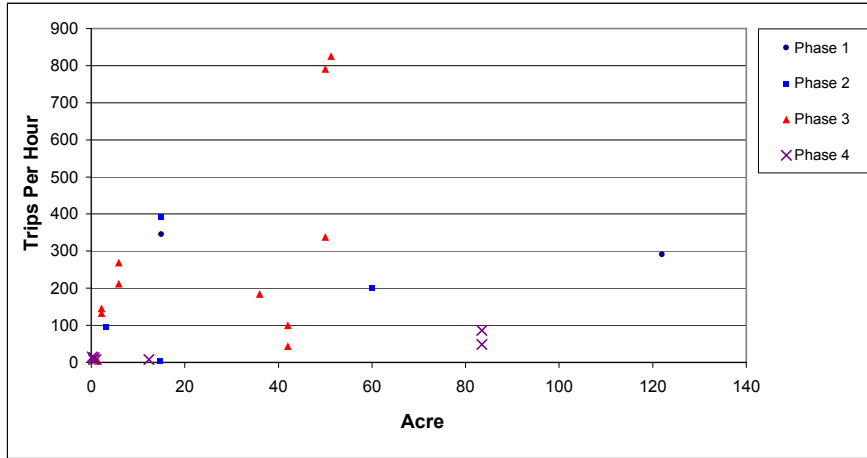
Number Of Sites :	24	Percent In/Out :	58 / 42
Average Rate :	22.31	Use Trip Rates	
Minimum Rate :	0.32		
Maximum Rate :	90.00		
Standard Deviation :	27.7880		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	58.46	1.00	0.58
Motorcycle	37.99	0.33	0.13
Small Lorry	3.51	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.04	2.25	0.00
Total	100.00%		0.77

**Community
Public Park, Botanical Parks, Open Space,
Playground, Recreational Forest
Trips per Acre**

**CODE
06 01
02/03/04/05/06**

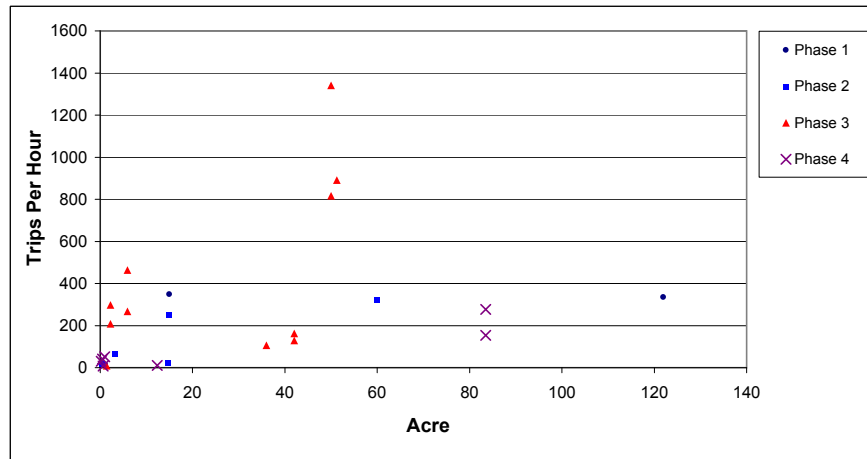
AM Peak Hour Of Generator



Number Of Sites :	25	Percent In/Out :	48 / 52
Average Rate :	20.50	Use Trip Rates	
Minimum Rate :	0.27		
Maximum Rate :	75.00		
Standard Deviation :	22.5452		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.65	1.00	0.70
Motorcycle	26.58	0.33	0.09
Small Lorry	3.61	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.16	2.25	0.00
Total	100.00%		0.82

PM Peak Hour Of Generator



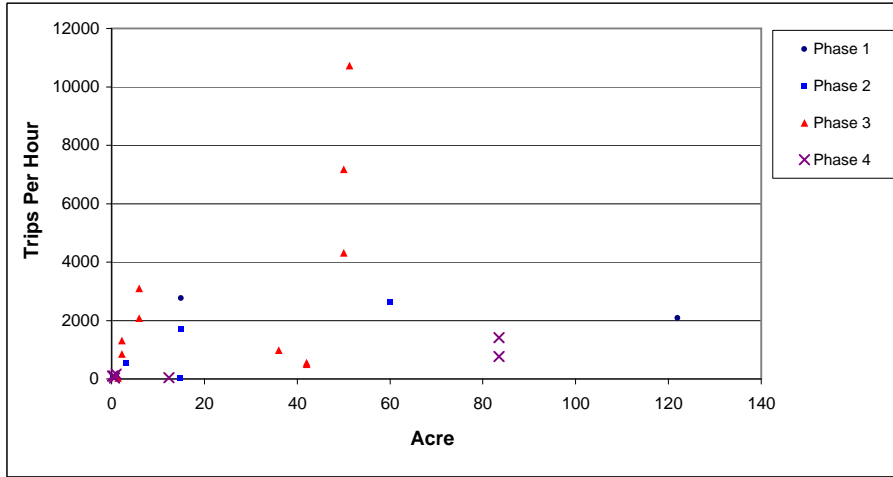
Number Of Sites :	25	Percent In/Out :	46 / 54
Average Rate :	34.58	Use Trip Rates	
Minimum Rate :	0.81		
Maximum Rate :	150.00		
Standard Deviation :	42.8368		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.40	1.00	0.59
Motorcycle	37.09	0.33	0.12
Small Lorry	3.48	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.03	2.25	0.00
Total	100.00%		0.77

**Community
Public Park, Botanical Parks, Open Space,
Playground, Recreational Forest
Trips per Acre**

**CODE
06 01
02/03/04/05/06**

Daily Trip Generation



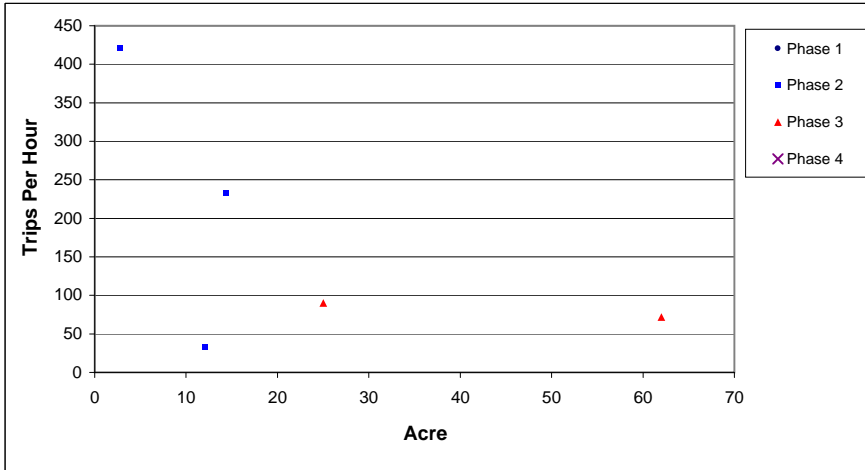
Number Of Sites :	25	Percent In/Out :	50 / 50
Average Rate :	164.16	Use Trip Rates	
Minimum Rate :	2.86		
Maximum Rate :	591.44		
Standard Deviation :	178.60		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.55	1.00	0.63
Motorcycle	33.25	0.33	0.11
Small Lorry	4.07	1.75	0.07
Big Lorry	0.05	2.25	0.00
Bus	0.09	2.25	0.00
Total	100.00%		0.81

**Community
Public Beach
Trips per Acre**

**CODE
06 02 00**

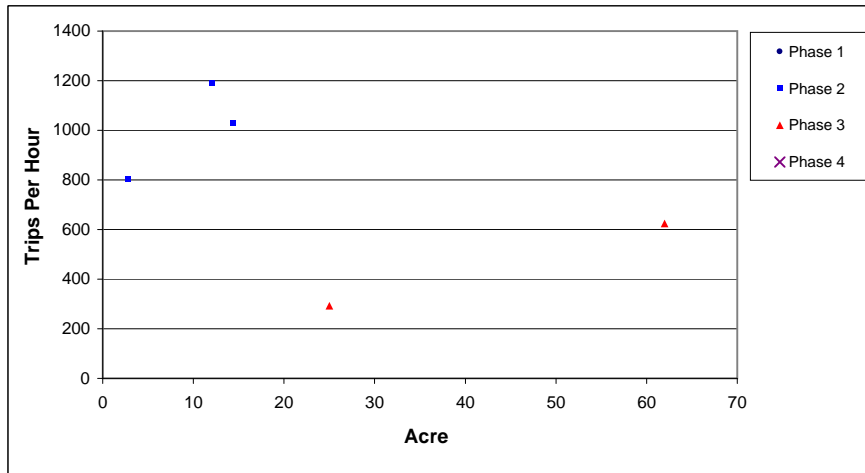
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	63 / 37
Average Rate :	35.04	Use Trip Rates	
Minimum Rate :	1.16		
Maximum Rate :	151.44		
Standard Deviation :	65.3452		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.06	1.00	0.52
Motorcycle	38.52	0.33	0.13
Small Lorry	8.48	1.75	0.15
Big Lorry	0.00	2.25	0.00
Bus	0.94	2.25	0.02
Total	100.00%		0.82

PM Peak Hour Of Commuter



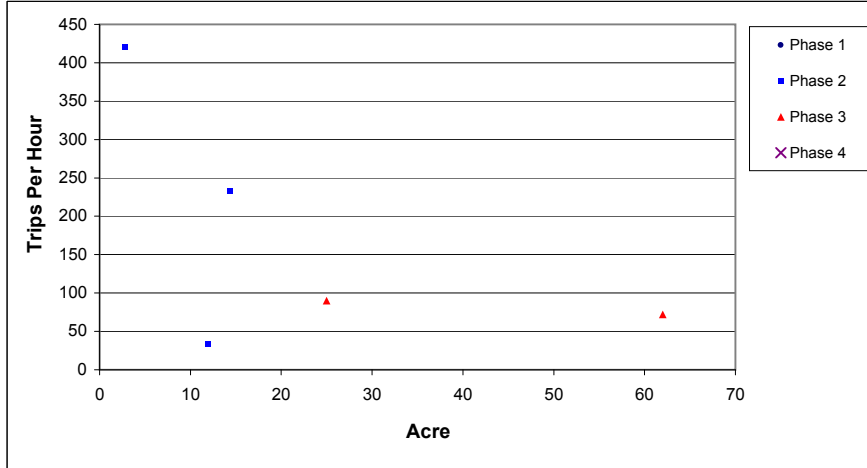
Number Of Sites :	5	Percent In/Out :	50 / 50
Average Rate :	96.52	Use Trip Rates	
Minimum Rate :	10.06		
Maximum Rate :	289.57		
Standard Deviation :	114.61		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.34	1.00	0.52
Motorcycle	35.90	0.33	0.12
Small Lorry	4.38	1.75	0.08
Big Lorry	0.07	2.25	0.00
Bus	7.30	2.25	0.16
Total	100.00%		0.88

**Community
Public Beach
Trips per Acre**

**CODE
06 02 00**

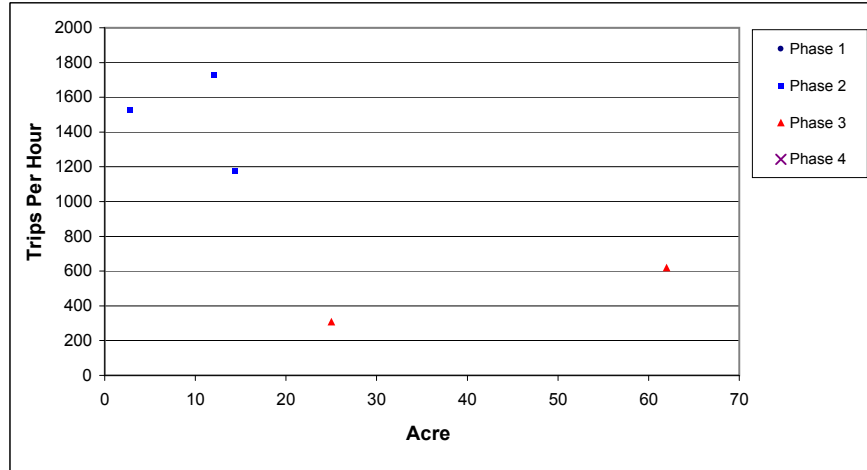
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	56 / 44
Average Rate :	64.82	Use Trip Rates	
Minimum Rate :	7.60		
Maximum Rate :	210.07		
Standard Deviation :	83.9435		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	51.36	1.00	0.51
Motorcycle	37.41	0.33	0.12
Small Lorry	6.89	1.75	0.12
Big Lorry	0.19	2.25	0.00
Bus	4.14	2.25	0.09
Total	100.00%		0.84

PM Peak Hour Of Generator



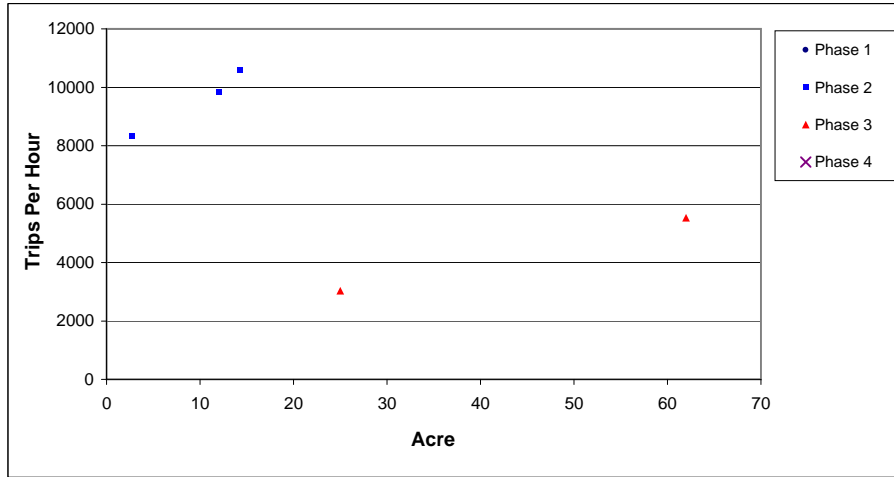
Number Of Sites :	5	Percent In/Out :	43 / 57
Average Rate :	159.61	Use Trip Rates	
Minimum Rate :	10.02		
Maximum Rate :	549.64		
Standard Deviation :	224.974		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.25	1.00	0.53
Motorcycle	35.53	0.33	0.12
Small Lorry	3.42	1.75	0.06
Big Lorry	0.07	2.25	0.00
Bus	7.72	2.25	0.17
Total	100.00%		0.88

**Community
Public Beach
Trips per Acre**

**CODE
06 02 00**

Daily Trip Generation

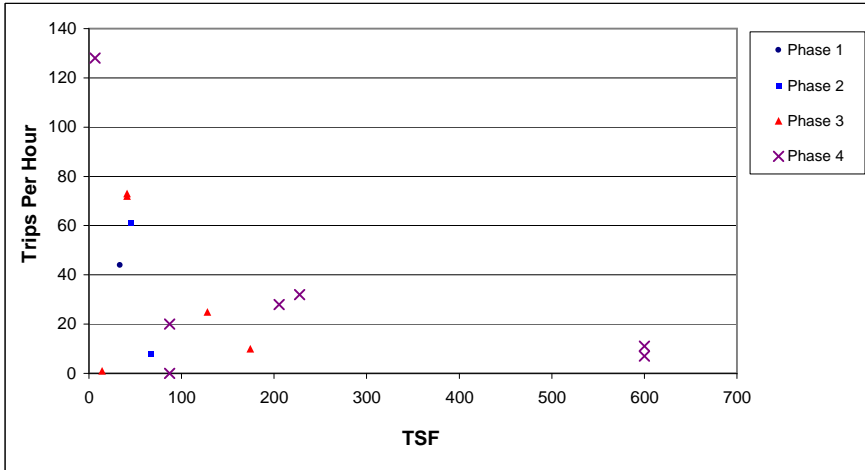


Number Of Sites :	5	Percent In/Out :	50 / 50
Average Rate :	952.19	Use Trip Rates	
Minimum Rate :	89.23		
Maximum Rate :	2990.65		
Standard Deviation :	1188.75		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.44	1.00	0.52
Motorcycle	36.70	0.33	0.12
Small Lorry	4.91	1.75	0.09
Big Lorry	0.07	2.25	0.00
Bus	5.89	2.25	0.13
Total	100.00%		0.86

**Community
Sport Complex
Trips per TSF**

**CODE
06 03 01**

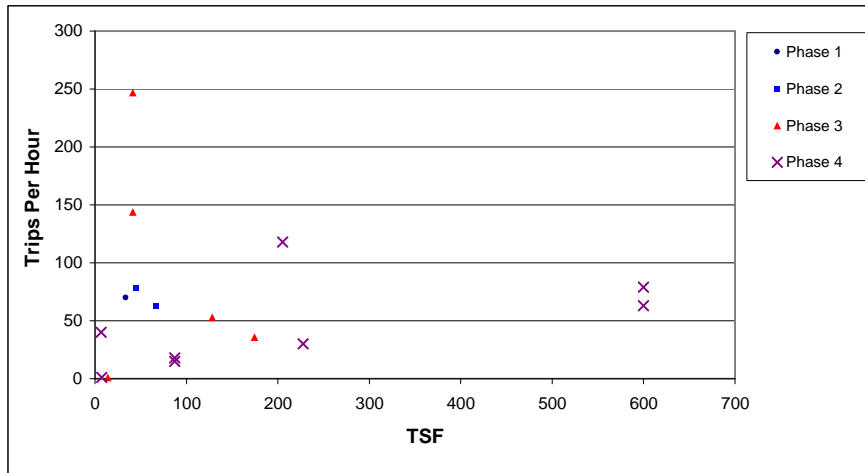
AM Peak Hour Of Commuter



Number Of Sites :	15	Percent In/Out :	56 / 44
Average Rate :	1.68	Use Trip Rates	
Minimum Rate :	0.14		
Maximum Rate :	19.69		
Standard Deviation :	4.8484		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.54	1.00	0.57
Motorcycle	35.39	0.33	0.12
Small Lorry	5.58	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	2.50	2.25	0.06
Total	100.00%		0.85

PM Peak Hour Of Commuter



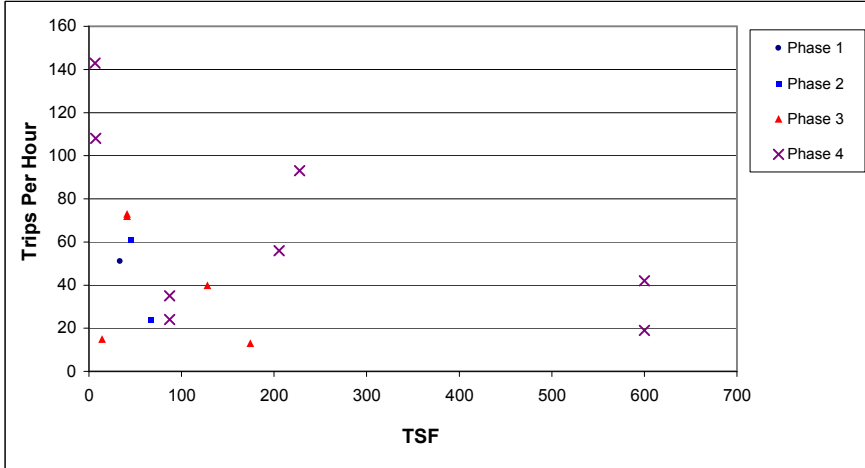
Number Of Sites :	16	Percent In/Out :	55 / 45
Average Rate :	1.41	Use Trip Rates	
Minimum Rate :	0.07		
Maximum Rate :	6.15		
Standard Deviation :	2.0495		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.33	1.00	0.74
Motorcycle	21.40	0.33	0.07
Small Lorry	3.79	1.75	0.07
Big Lorry	0.09	2.25	0.00
Bus	0.38	2.25	0.01
Total	100.00%		0.89

**Community
Sport Complex
Trips per TSF**

**CODE
06 03 01**

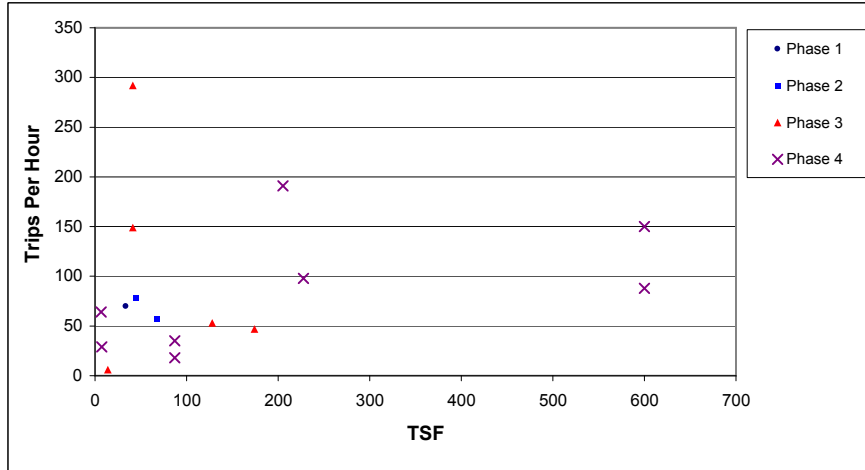
AM Peak Hour Of Generator



Number Of Sites :	16	Percent In/Out :	51 / 49
Average Rate :	2.90	Use Trip Rates	
Minimum Rate :	0.03		
Maximum Rate :	22.00		
Standard Deviation :	6.2079		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.96	1.00	0.57
Motorcycle	33.49	0.33	0.11
Small Lorry	6.68	1.75	0.12
Big Lorry	1.27	2.25	0.03
Bus	1.61	2.25	0.04
Total	100.00%		0.87

PM Peak Hour Of Generator



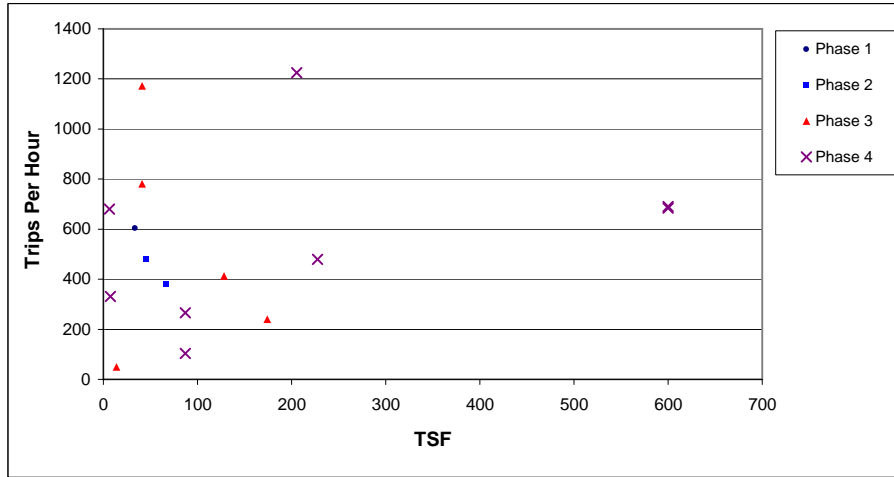
Number Of Sites :	16	Percent In/Out :	52 / 48
Average Rate :	2.04	Use Trip Rates	
Minimum Rate :	0.15		
Maximum Rate :	9.85		
Standard Deviation :	2.8155		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.84	1.00	0.73
Motorcycle	21.40	0.33	0.07
Small Lorry	4.14	1.75	0.07
Big Lorry	1.05	2.25	0.02
Bus	0.56	2.25	0.01
Total	100.00%		0.90

**Community
Sport Complex
Trips per TSF**

**CODE
06 03 01**

Daily Trip Generation



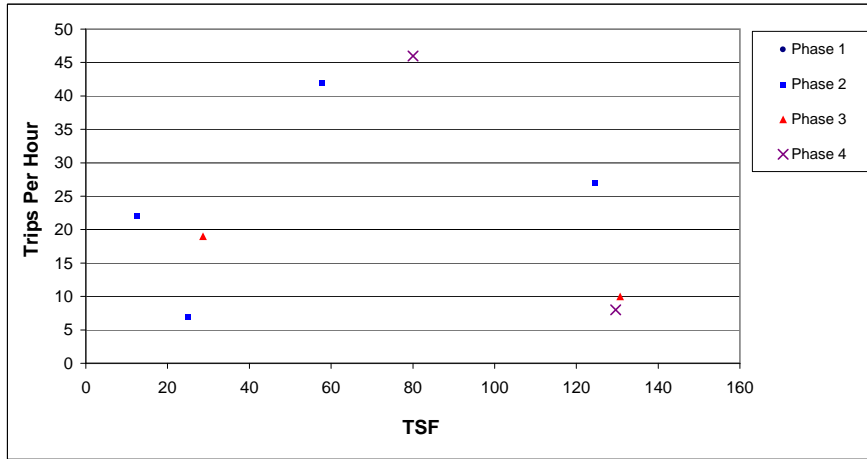
Number Of Sites :	16	Percent In/Out :	54 / 46
Average Rate :	15.88	Use Trip Rates	
Minimum Rate :	1.14		
Maximum Rate :	104.62		
Standard Deviation :	26.6482		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.39	1.00	0.67
Motorcycle	25.97	0.33	0.09
Small Lorry	5.56	1.75	0.10
Big Lorry	0.49	2.25	0.01
Bus	0.60	2.25	0.01
Total	100.00%		0.88

**Community
Clubs, Tennis, Squash Court Centre,
Badminton Halls, Public Swimming Pool
Trips per TSF**

**CODE
06 03
03/04/05/06**

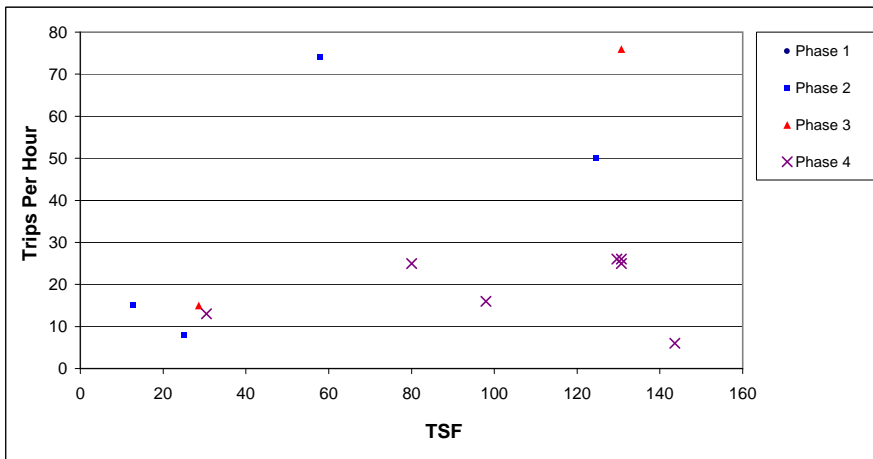
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	46 / 54
Average Rate :	0.33	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	1.74		
Standard Deviation :	0.5011		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.67	1.00	0.60
Motorcycle	29.84	0.33	0.10
Small Lorry	10.50	1.75	0.18
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.88

PM Peak Hour Of Commuter



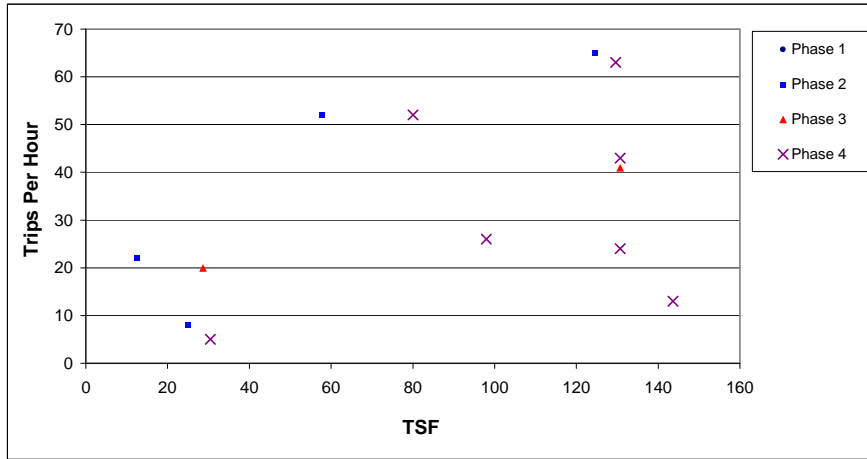
Number Of Sites :	13	Percent In/Out :	69 / 31
Average Rate :	0.45	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	1.28		
Standard Deviation :	0.3800		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.07	1.00	0.81
Motorcycle	9.07	0.33	0.03
Small Lorry	9.87	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		1.01

**Community
Clubs, Tennis, Squash Court Centre,
Badminton Halls, Public Swimming Pool
Trips per TSF**

**CODE
06 03
03/04/05/06**

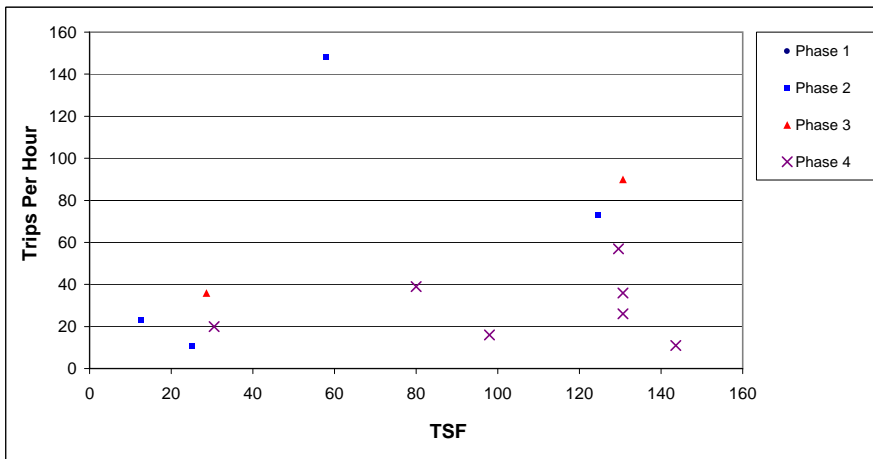
AM Peak Hour Of Generator



Number Of Sites :	13	Percent In/Out :	61 / 39
Average Rate :	0.51	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	1.74		
Standard Deviation :	0.4369		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.89	1.00	0.72
Motorcycle	17.05	0.33	0.06
Small Lorry	11.06	1.75	0.19
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.97

PM Peak Hour Of Generator



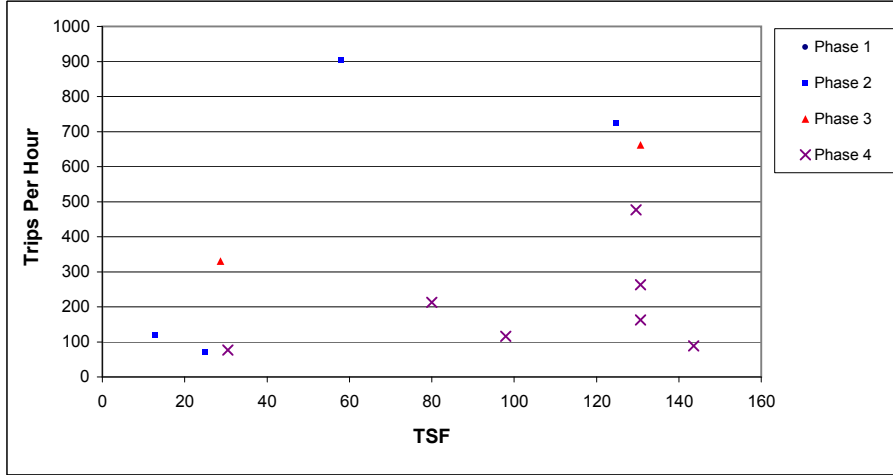
Number Of Sites :	13	Percent In/Out :	54 / 46
Average Rate :	0.74	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	2.56		
Standard Deviation :	0.7245		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	79.86	1.00	0.80
Motorcycle	10.07	0.33	0.03
Small Lorry	10.07	1.75	0.18
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		1.01

**Community
Clubs, Tennis, Squash Court Centre,
Badminton Halls, Public Swimming Pool
Trips per TSF**

**CODE
06 03
03/04/05/06**

Daily Trip Generation



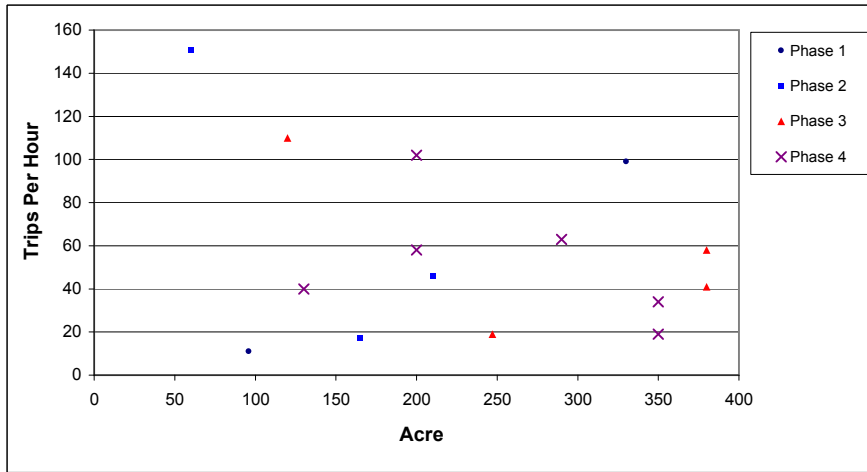
Number Of Sites :	13	Percent In/Out :	52 / 48
Average Rate :	4.96	Use Trip Rates	
Minimum Rate :	0.62		
Maximum Rate :	15.65		
Standard Deviation :	4.5863		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.24	1.00	0.75
Motorcycle	15.67	0.33	0.05
Small Lorry	9.07	1.75	0.16
Big Lorry	0.00	2.25	0.00
Bus	0.02	2.25	0.00
Total	100.00%		0.96

**Community
Golf Course
Trips per Acre**

**CODE
06 03 10**

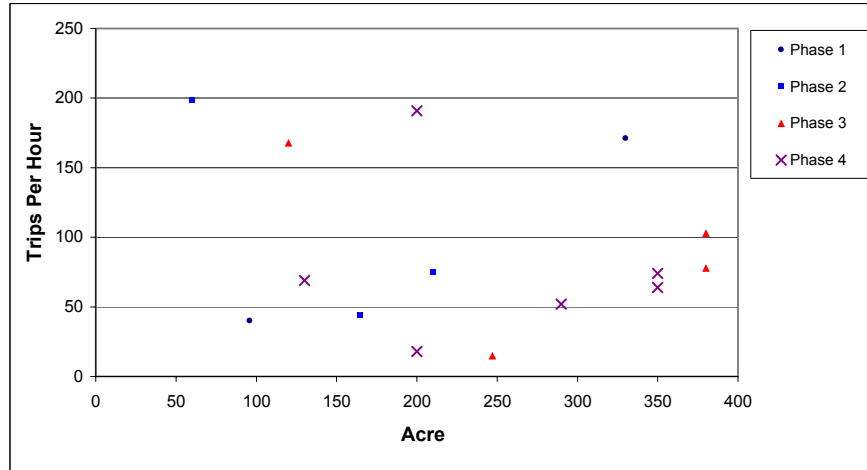
AM Peak Hour Of Commuter



Number Of Sites :	15	Percent In/Out :	67 / 33
Average Rate :	0.40	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	2.52		
Standard Deviation :	0.6261		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.12	1.00	0.75
Motorcycle	18.66	0.33	0.06
Small Lorry	5.42	1.75	0.09
Big Lorry	0.35	2.25	0.01
Bus	0.46	2.25	0.01
Total	100.00%		0.92

PM Peak Hour Of Commuter



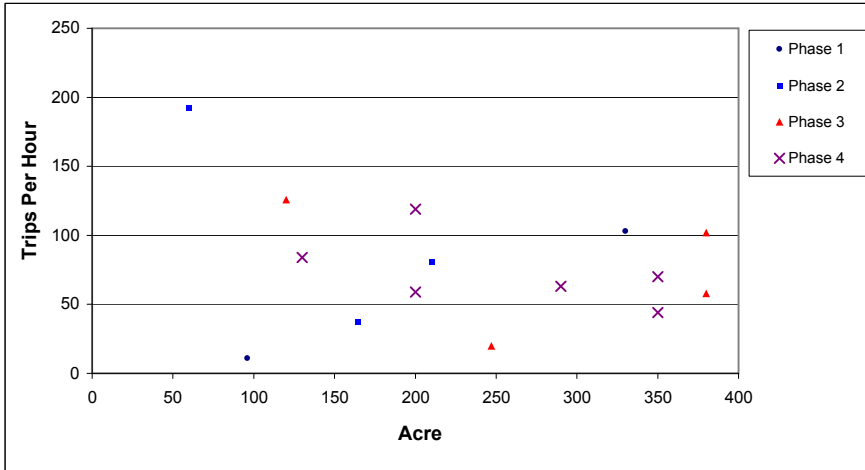
Number Of Sites :	15	Percent In/Out :	49 / 51
Average Rate :	0.60	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	3.32		
Standard Deviation :	0.8314		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	80.96	1.00	0.81
Motorcycle	14.48	0.33	0.05
Small Lorry	4.56	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.94

**Community
Golf Course
Trips per Acre**

**CODE
06 03 10**

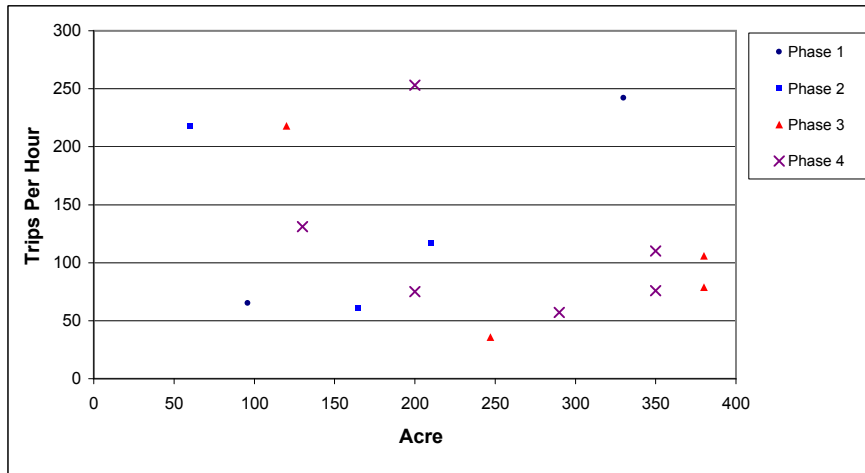
AM Peak Hour Of Generator



Number Of Sites :	15	Percent In/Out :	54 / 46
Average Rate :	0.52	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	3.20		
Standard Deviation :	0.7832		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.87	1.00	0.76
Motorcycle	14.97	0.33	0.05
Small Lorry	8.73	1.75	0.15
Big Lorry	0.34	2.25	0.01
Bus	0.09	2.25	0.00
Total	100.00%		0.97

PM Peak Hour Of Generator



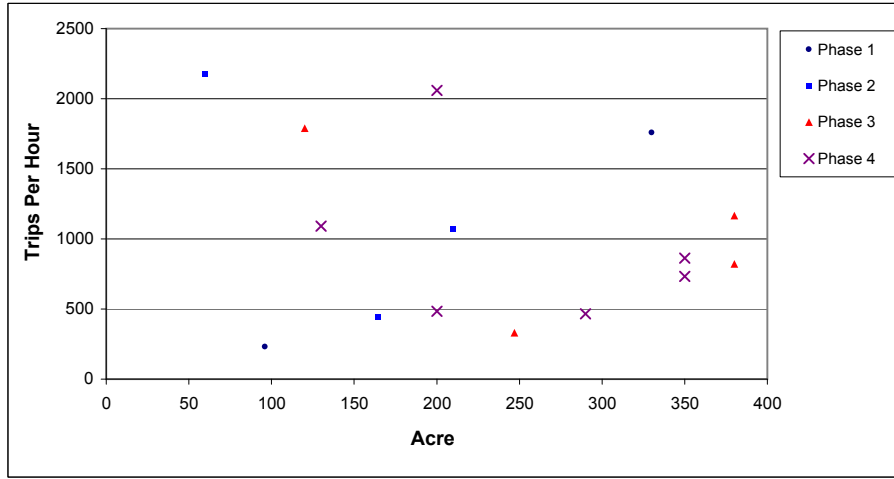
Number Of Sites :	15	Percent In/Out :	35 / 65
Average Rate :	0.79	Use Trip Rates	
Minimum Rate :	0.15		
Maximum Rate :	3.63		
Standard Deviation :	0.9162		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	85.37	1.00	0.85
Motorcycle	9.65	0.33	0.03
Small Lorry	4.71	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.27	2.25	0.01
Total	100.00%		0.97

**Community
Golf Course
Trips per Acre**

**CODE
06 03 10**

Daily Trip Generation



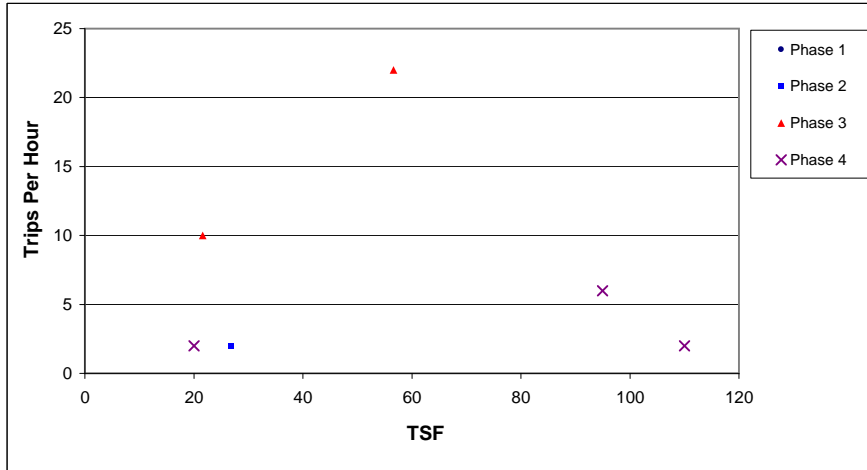
Number Of Sites :	15	Percent In/Out :	50 / 50
Average Rate :	6.70	Use Trip Rates	
Minimum Rate :	1.34		
Maximum Rate :	36.25		
Standard Deviation :	9.0289		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	76.43	1.00	0.76
Motorcycle	16.61	0.33	0.05
Small Lorry	6.74	1.75	0.12
Big Lorry	0.06	2.25	0.00
Bus	0.16	2.25	0.00
Total	100.00%		0.93

**Community Stadium
Trips per TSF**

**CODE
06 03 20**

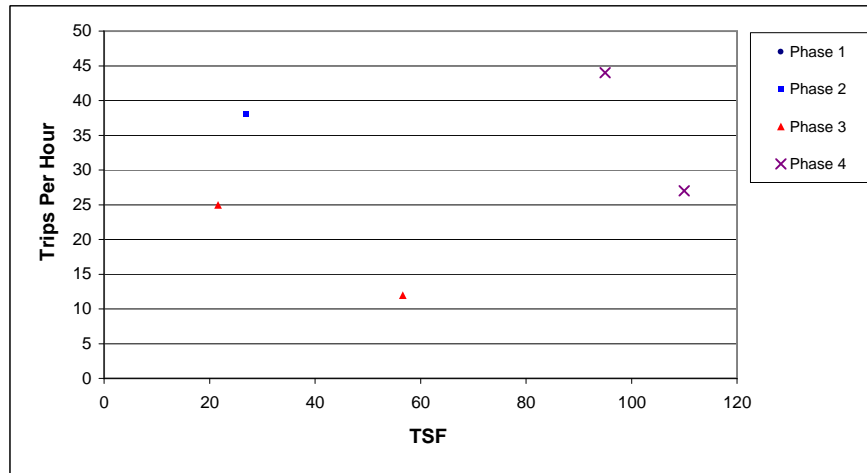
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	87 / 13
Average Rate :	0.18	Use Trip Rates	
Minimum Rate :	0.02		
Maximum Rate :	0.46		
Standard Deviation :	0.1902		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.36	1.00	0.36
Motorcycle	59.09	0.33	0.20
Small Lorry	4.55	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.64

PM Peak Hour Of Commuter



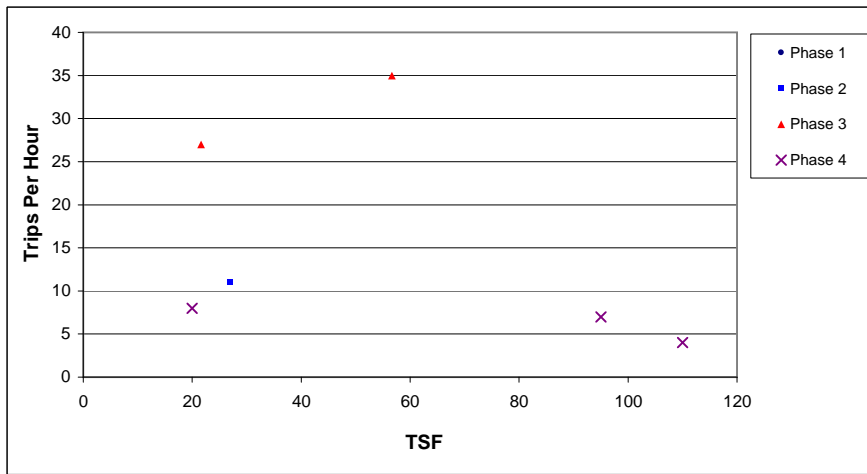
Number Of Sites :	5	Percent In/Out :	63 / 37
Average Rate :	0.58	Use Trip Rates	
Minimum Rate :	0.25		
Maximum Rate :	1.42		
Standard Deviation :	0.5707		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	34.93	1.00	0.35
Motorcycle	62.33	0.33	0.21
Small Lorry	2.05	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.68	2.25	0.02
Total	100.00%		0.62

**Community Stadium
Trips per TSF**

**CODE
06 03 20**

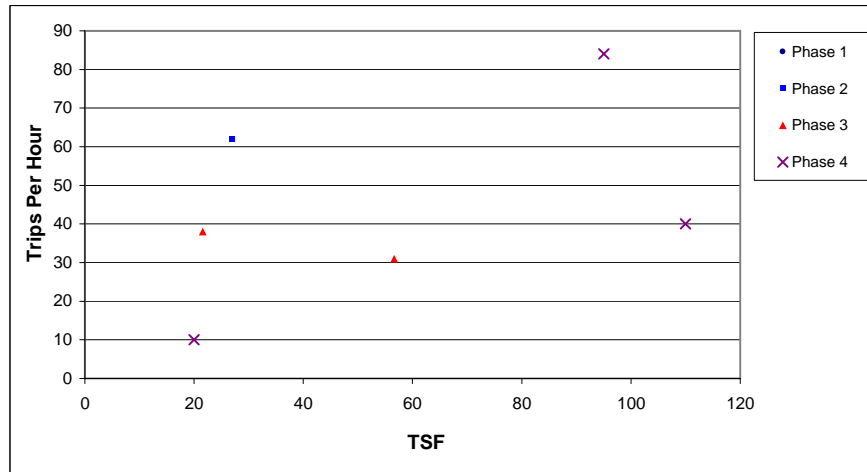
AM Peak Hour Of Generator



Number Of Sites :	6	Percent In/Out :	55 / 45
Average Rate :	0.46	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	1.25		
Standard Deviation :	0.4436		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.26	1.00	0.53
Motorcycle	39.13	0.33	0.13
Small Lorry	6.52	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	1.09	2.25	0.02
Total	100.00%		0.79

PM Peak Hour Of Generator



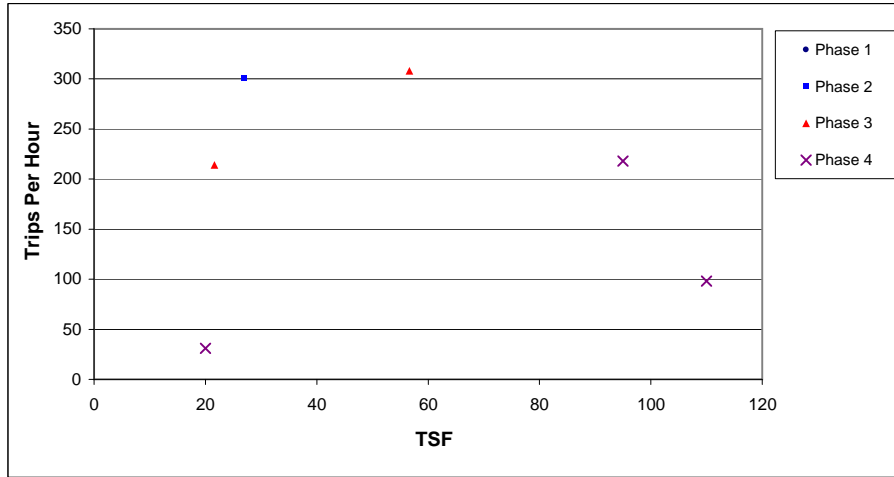
Number Of Sites :	6	Percent In/Out :	37 / 63
Average Rate :	1.06	Use Trip Rates	
Minimum Rate :	0.36		
Maximum Rate :	2.31		
Standard Deviation :	0.7926		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	46.04	1.00	0.46
Motorcycle	53.21	0.33	0.18
Small Lorry	0.38	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	0.38	2.25	0.01
Total	100.00%		0.66

**Community
Stadium
Trips per TSF**

**CODE
06 03 20**

Daily Trip Generation

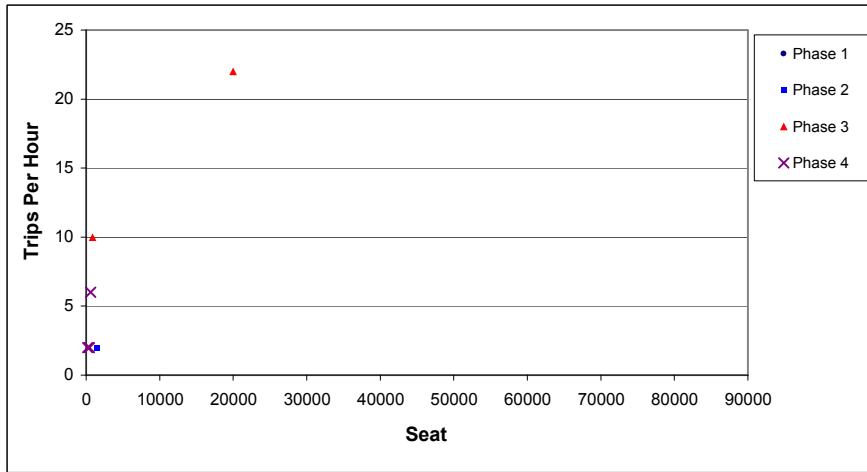


Number Of Sites :	6	Percent In/Out :	53 / 47
Average Rate :	5.22	Use Trip Rates	
Minimum Rate :	0.89		
Maximum Rate :	11.21		
Standard Deviation :	4.4423		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.51	1.00	0.51
Motorcycle	45.90	0.33	0.15
Small Lorry	2.56	1.75	0.04
Big Lorry	0.09	2.25	0.00
Bus	0.94	2.25	0.02
Total	100.00%		0.72

**Community Stadium
Trips per Seat**

**CODE
06 03 20**

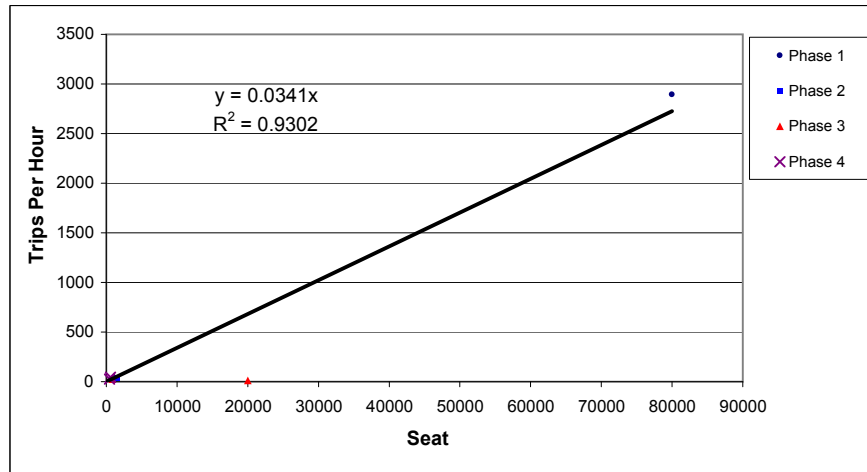
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	89 / 11
Average Rate :	0.01	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	0.01		
Standard Deviation :	0.0049		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.36	1.00	0.36
Motorcycle	59.09	0.33	0.20
Small Lorry	4.55	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.64

PM Peak Hour Of Commuter



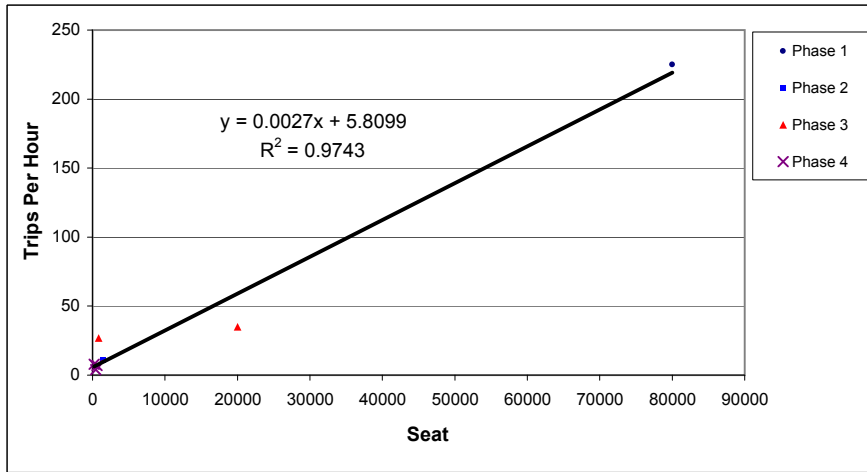
Number Of Sites :	6	Percent In/Out :	67 / 33
Average Rate :	0.03	Regression Equation :	$y = 0.0341x$
Minimum Rate :	0.06	(T = Trips; X = Independent Variable)	
Maximum Rate :	0.07	R-squared :	0.9302
Standard Deviation :	0.0276		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.41	1.00	0.60
Motorcycle	28.32	0.33	0.09
Small Lorry	10.28	1.75	0.18
Big Lorry	0.10	2.25	0.00
Bus	0.89	2.25	0.02
Total	100.00%		0.89

**Community Stadium
Trips per Seat**

**CODE
06 03 20**

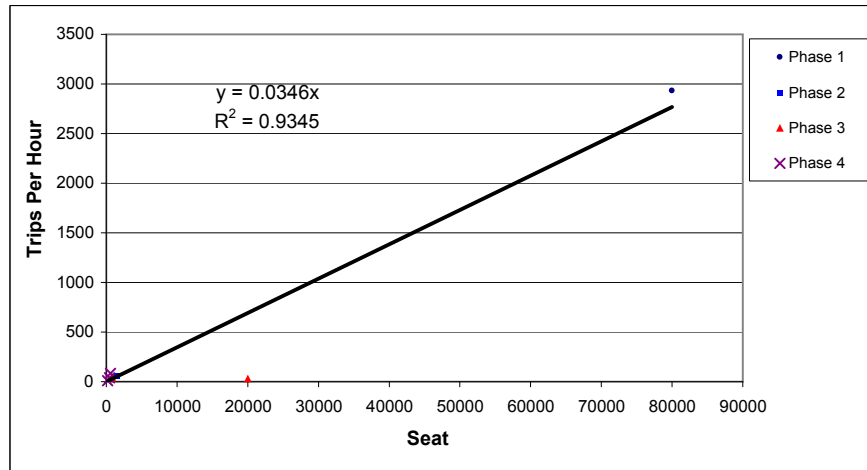
AM Peak Hour Of Generator



Number Of Sites :	7	Percent In/Out :	54 / 46
Average Rate :	0.01	Regression Equation :	$y = 0.0027x + 5.8099$
Minimum Rate :	0.00	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.04	R-squared :	0.9743
Standard Deviation :	0.0149		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.29	1.00	0.59
Motorcycle	31.25	0.33	0.10
Small Lorry	8.50	1.75	0.15
Big Lorry	0.64	2.25	0.01
Bus	0.32	2.25	0.01
Total	100.00%		0.86

PM Peak Hour Of Generator



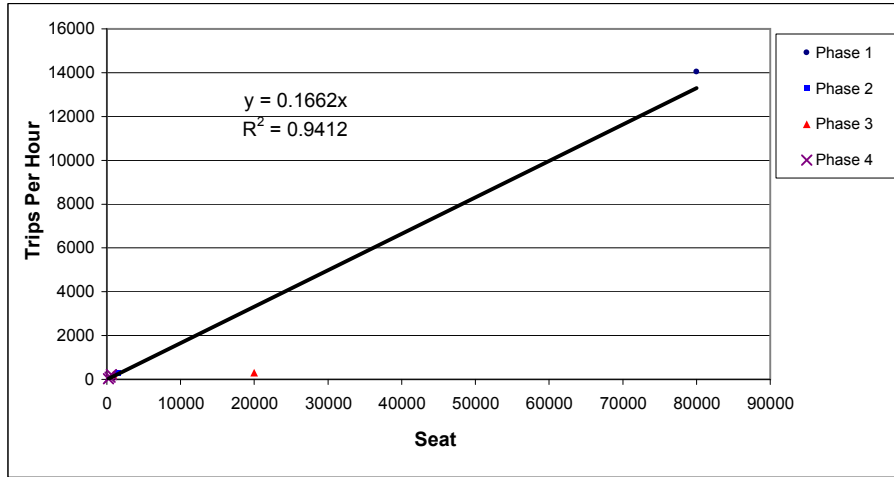
Number Of Sites :	7	Percent In/Out :	45 / 55
Average Rate :	0.06	Regression Equation :	$y = 0.0346x$
Minimum Rate :	0.00	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.14	R-squared :	0.9345
Standard Deviation :	0.0444		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.59	1.00	0.61
Motorcycle	28.99	0.33	0.10
Small Lorry	9.66	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	0.76	2.25	0.02
Total	100.00%		0.90

**Community
Stadium
Trips per Seat**

**CODE
06 03 20**

Daily Trip Generation

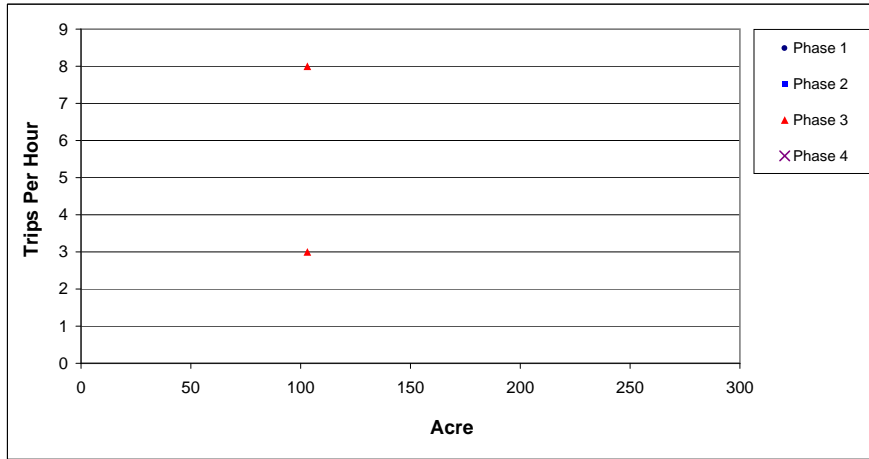


Number Of Sites :	7	Percent In/Out :	57 / 43
Average Rate :	0.20	Regression Equation :	y = 0.1662x
Minimum Rate :	0.02	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.36	R-squared :	0.9412
Standard Deviation :	0.1049		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.95	1.00	0.53
Motorcycle	35.04	0.33	0.12
Small Lorry	10.18	1.75	0.18
Big Lorry	0.19	2.25	0.00
Bus	1.64	2.25	0.04
Total	100.00%		0.87

**Community
Polo Ground, Horse Race Track & Turf Club,
Racing Track
Trips per Acre**

**CODE
06 03
30/40/41**

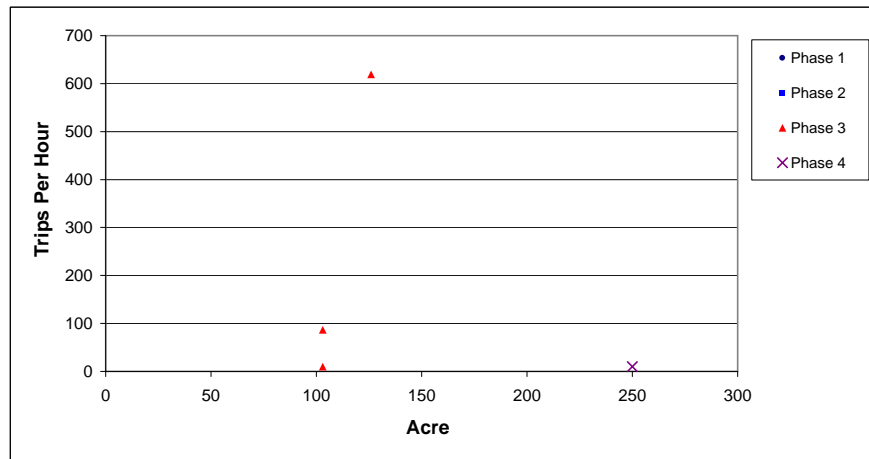
AM Peak Hour Of Commuter



Number Of Sites :	2	Percent In/Out :	44 / 56
Average Rate :	0.03	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	0.08		
Standard Deviation :	0.0366		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.73	1.00	0.73
Motorcycle	0.00	0.33	0.00
Small Lorry	27.27	1.75	0.48
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		1.21

PM Peak Hour Of Commuter



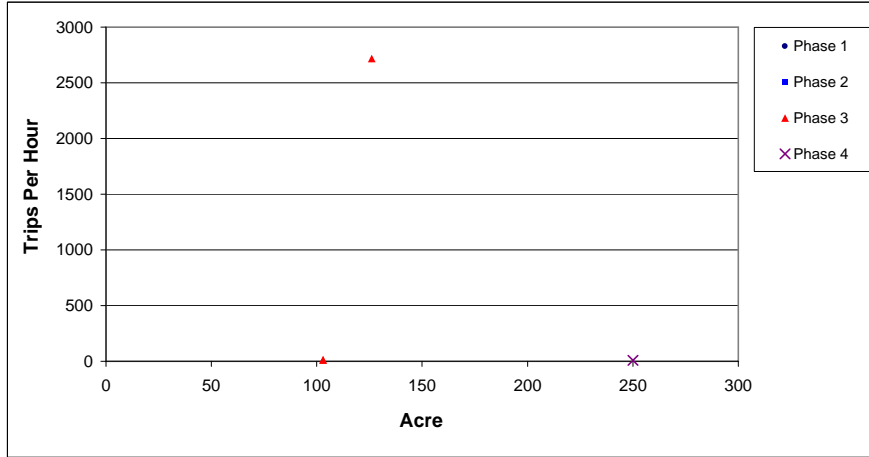
Number Of Sites :	4	Percent In/Out :	15 / 85
Average Rate :	1.47	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	4.91		
Standard Deviation :	2.3218		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.19	1.00	0.60
Motorcycle	33.61	0.33	0.11
Small Lorry	6.20	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.82

**Community
Polo Ground, Horse Race Track & Turf Club,
Racing Track
Trips per Acre**

**CODE
06 03
30/40/41**

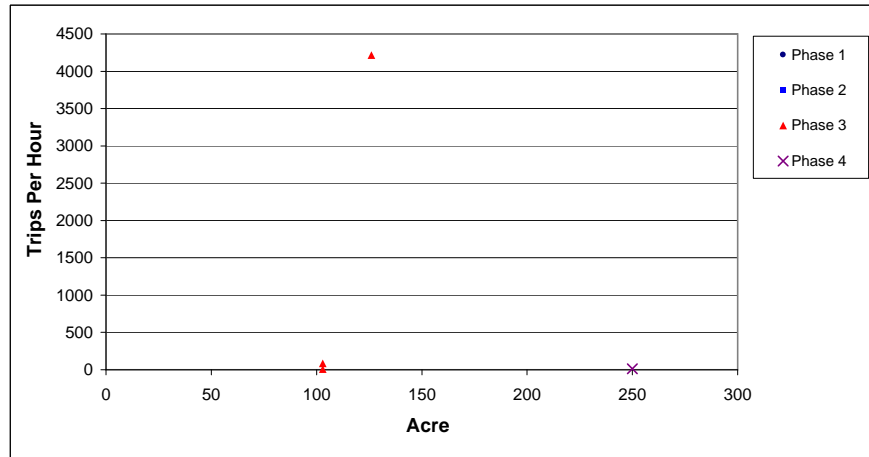
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	69 / 31
Average Rate :	5.47	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	21.58		
Standard Deviation :	10.7426		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.14	1.00	0.54
Motorcycle	43.06	0.33	0.14
Small Lorry	2.72	1.75	0.05
Big Lorry	0.07	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.73

PM Peak Hour Of Generator



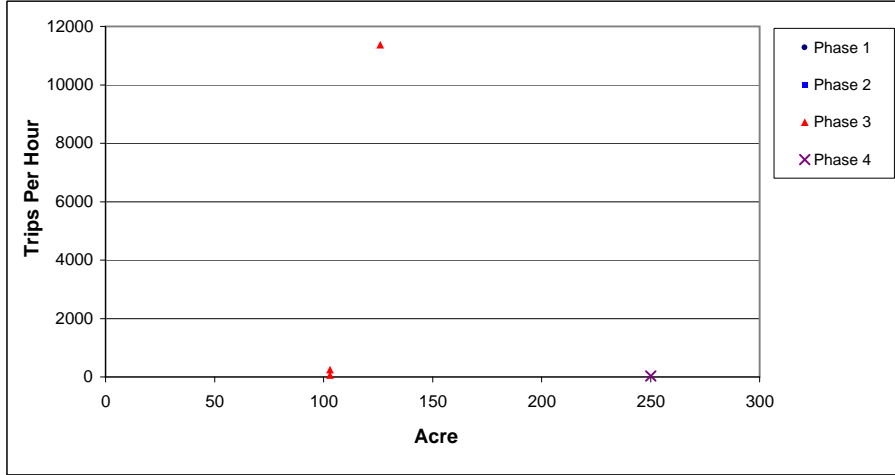
Number Of Sites :	4	Percent In/Out :	26 / 74
Average Rate :	8.61	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	33.46		
Standard Deviation :	16.5692		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.72	1.00	0.44
Motorcycle	54.06	0.33	0.18
Small Lorry	2.22	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.66

**Community
Polo Ground, Horse Race Track & Turf Club,
Racing Track
Trips per Acre**

**CODE
06 03
30/40/41**

Daily Trip Generation



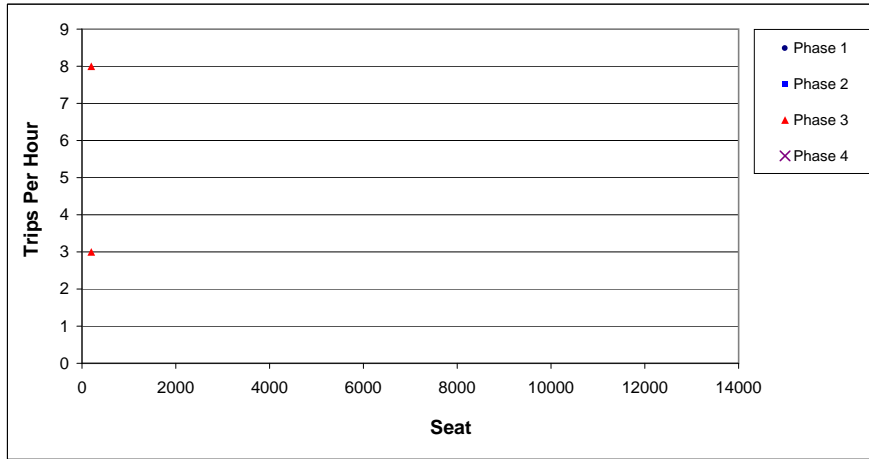
Number Of Sites :	4	Percent In/Out :	50 / 50
Average Rate :	23.36	Use Trip Rates	
Minimum Rate :	0.14		
Maximum Rate :	90.24		
Standard Deviation :	44.5945		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.87	1.00	0.45
Motorcycle	52.34	0.33	0.17
Small Lorry	2.62	1.75	0.05
Big Lorry	0.05	2.25	0.00
Bus	0.12	2.25	0.00
Total	100.00%		0.67

**Community
Polo Ground, Horse Race Track & Turf Club,
Racing Track
Trips per Seat**

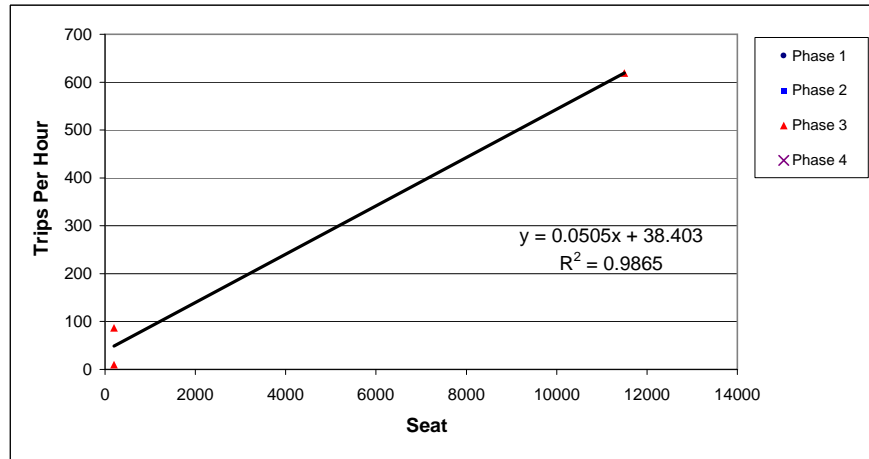
**CODE
06 03
30/40/41**

AM Peak Hour Of Commuter



Number Of Sites :	2	Percent In/Out :	58 / 42
Average Rate :	0.02	Use Trip Rates	
Minimum Rate :	0.02		
Maximum Rate :	0.04		
Standard Deviation :	0.0202		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.73	1.00	0.73
Motorcycle	0.00	0.33	0.00
Small Lorry	27.27	1.75	0.48
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		1.21

PM Peak Hour Of Commuter

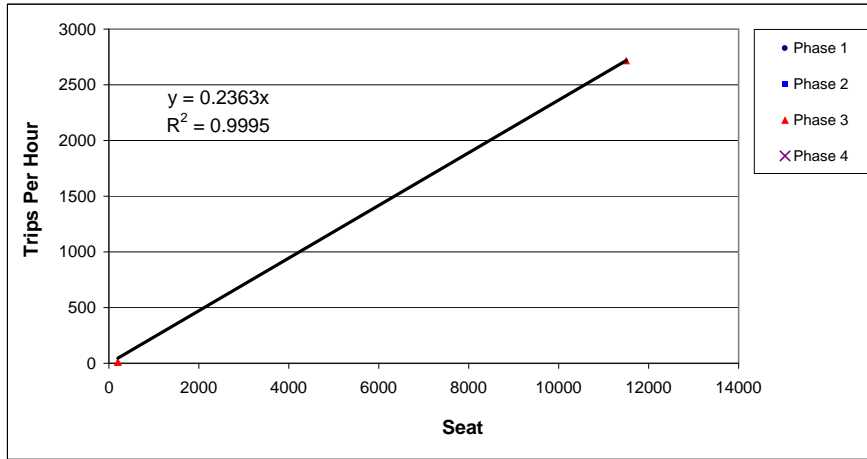


Number Of Sites :	3	Percent In/Out :	21 / 79
Average Rate :	0.18	Regression Equation :	$y = 0.0505x + 38.403$
Minimum Rate :	0.05	(T = Trips; X = Independent Variable)	
Maximum Rate :	0.44	R-squared :	0.9865
Standard Deviation :	0.2212		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.61	1.00	0.61
Motorcycle	33.10	0.33	0.11
Small Lorry	6.28	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.83

**Community
Polo Ground, Horse Race Track & Turf Club,
Racing Track
Trips per Seat**

**CODE
06 03
30/40/41**

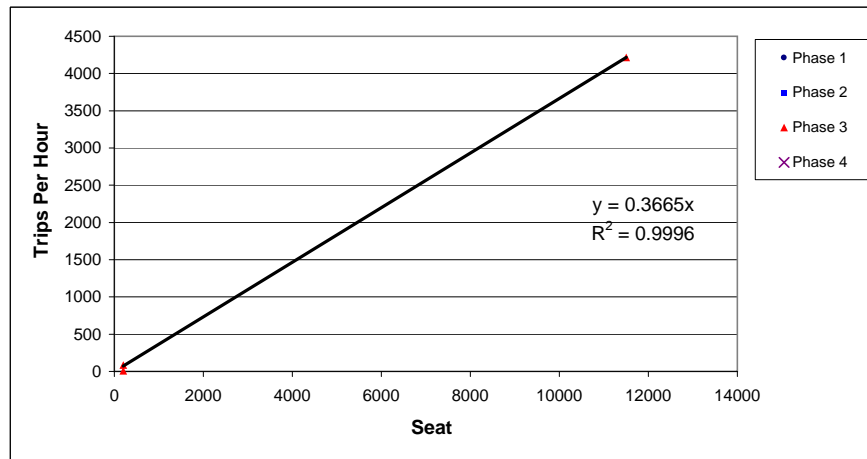
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	59 / 41
Average Rate :	0.12	Regression Equation :	$y = 0.2363x$
Minimum Rate :	0.06	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.24	R-squared :	0.9995
Standard Deviation :	0.1007		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.23	1.00	0.54
Motorcycle	42.97	0.33	0.14
Small Lorry	2.73	1.75	0.05
Big Lorry	0.07	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.73

PM Peak Hour Of Generator



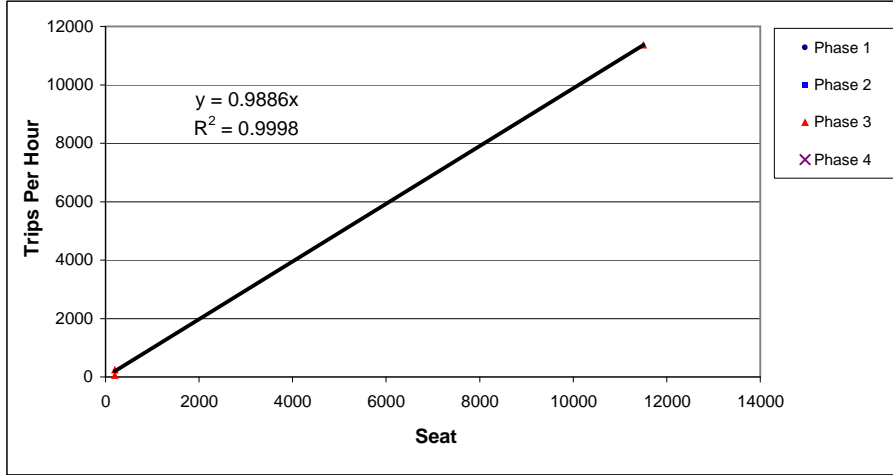
Number Of Sites :	3	Percent In/Out :	20 / 80
Average Rate :	0.28	Regression Equation :	$y = 0.3665x$
Minimum Rate :	0.05	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.44	R-squared :	0.9996
Standard Deviation :	0.2054		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.75	1.00	0.44
Motorcycle	54.02	0.33	0.18
Small Lorry	2.23	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.66

**Community
Polo Ground, Horse Race Track & Turf Club,
Racing Track
Trips per Seat**

**CODE
06 03
30/40/41**

Daily Trip Generation

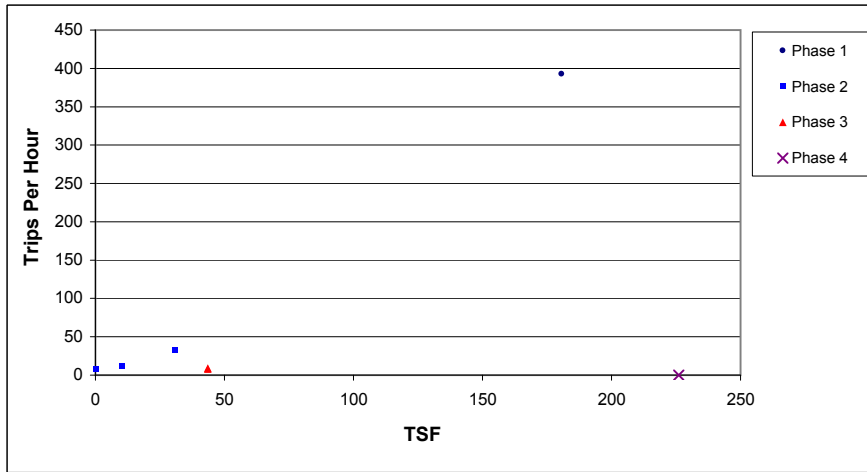


Number Of Sites :	3	Percent In/Out :	50 / 50
Average Rate :	0.86	Regression Equation :	$y = 0.9886x$
Minimum Rate :	0.33	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.26	R-squared :	0.9998
Standard Deviation :	0.481		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.91	1.00	0.45
Motorcycle	52.29	0.33	0.17
Small Lorry	2.63	1.75	0.05
Big Lorry	0.05	2.25	0.00
Bus	0.12	2.25	0.00
Total	100.00%		0.67

**Community
Amusement Park, Zoo, Aquarium, Bird Park, Science Park
Trips per TSF**

**CODE
06 05
01/02/03/04/05**

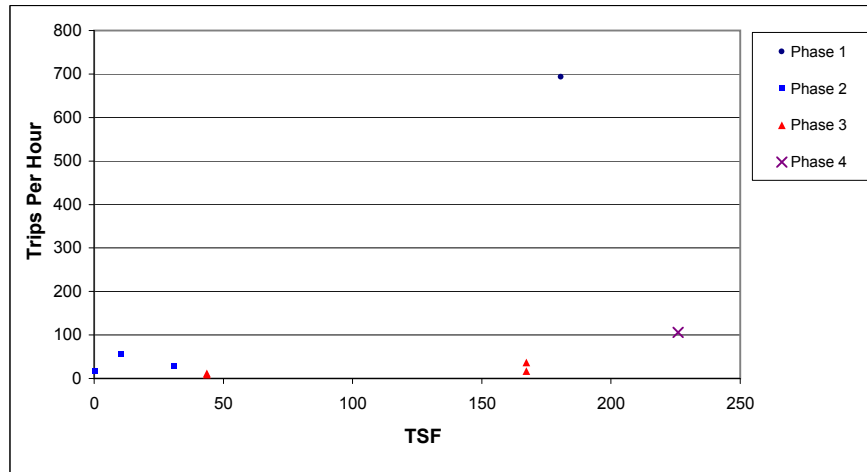
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	41 / 59
Average Rate :	3.49	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	26.67		
Standard Deviation :	8.7221		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.62	1.00	0.72
Motorcycle	11.82	0.33	0.04
Small Lorry	8.15	1.75	0.14
Big Lorry	0.00	2.25	0.00
Bus	8.41	2.25	0.19
Total	100.00%		1.09

PM Peak Hour Of Commuter



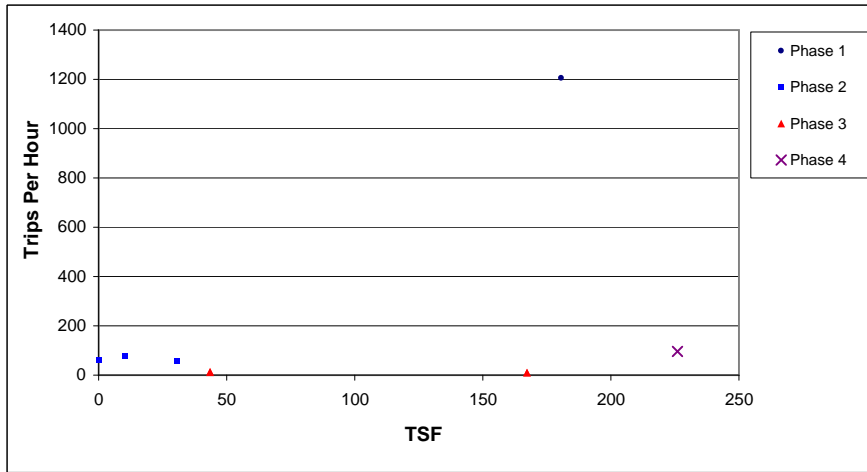
Number Of Sites :	9	Percent In/Out :	32 / 68
Average Rate :	7.94	Use Trip Rates	
Minimum Rate :	0.10		
Maximum Rate :	60.00		
Standard Deviation :	19.6148		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.35	1.00	0.72
Motorcycle	13.16	0.33	0.04
Small Lorry	7.76	1.75	0.14
Big Lorry	0.07	2.25	0.00
Bus	6.65	2.25	0.15
Total	100.00%		1.05

**Community
Amusement Park, Zoo, Aquarium, Bird Park, Science Park
Trips per TSF**

**CODE
06 05
01/02/03/04/05**

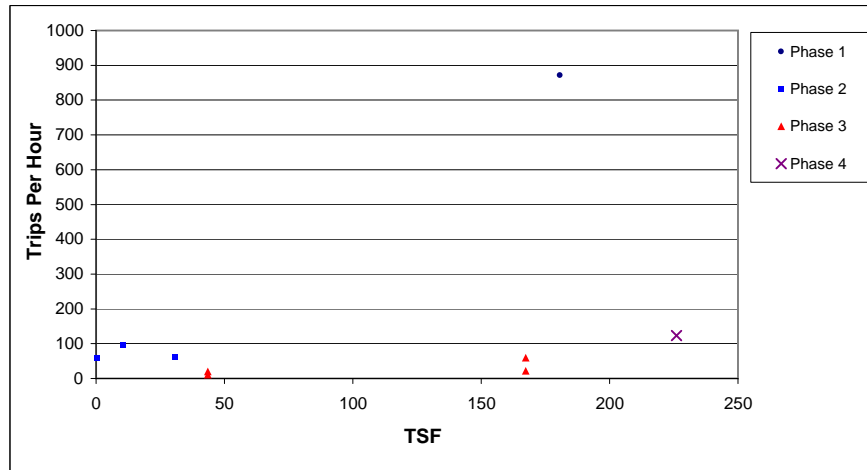
AM Peak Hour Of Generator



Number Of Sites :	9	Percent In/Out :	67 / 33
Average Rate :	24.13	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	200		
Standard Deviation :	66.0167		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.70	1.00	0.82
Motorcycle	6.54	0.33	0.02
Small Lorry	9.19	1.75	0.16
Big Lorry	0.00	2.25	0.00
Bus	2.57	2.25	0.06
Total	100.00%		1.06

PM Peak Hour Of Generator



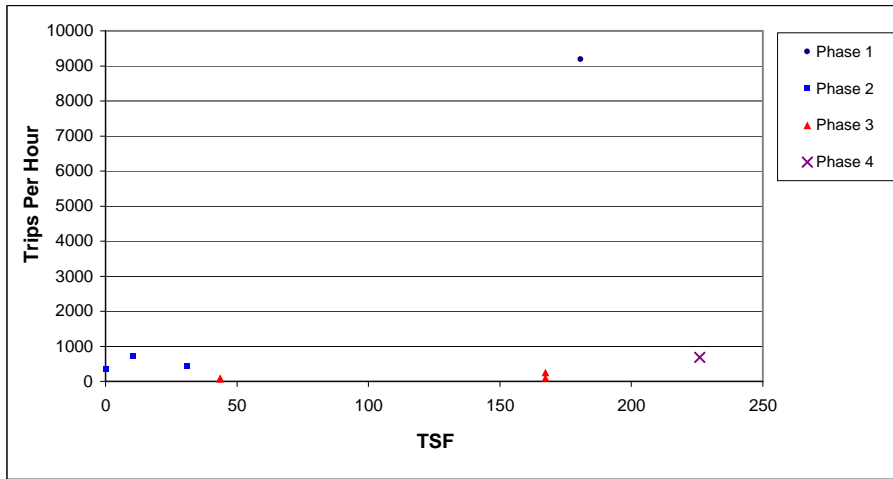
Number Of Sites :	9	Percent In/Out :	46 / 54
Average Rate :	24.21	Use Trip Rates	
Minimum Rate :	0.13		
Maximum Rate :	200		
Standard Deviation :	65.9928		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.35	1.00	0.75
Motorcycle	12.27	0.33	0.04
Small Lorry	7.50	1.75	0.13
Big Lorry	0.08	2.25	0.00
Bus	4.81	2.25	0.11
Total	100.00%		1.03

Community
Amusement Park, Zoo, Aquarium, Bird Park, Science Park
Trips per TSF

CODE
06 05
01/02/03/04/05

Daily Trip Generation

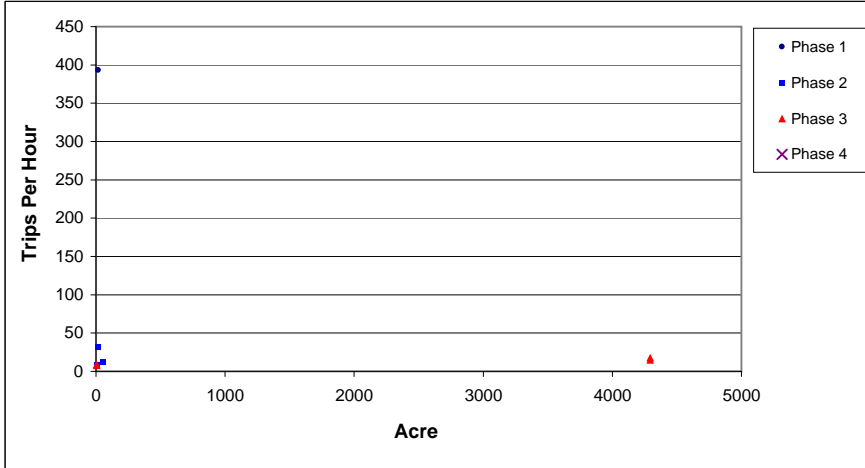


Number Of Sites :	9	Percent In/Out :	48 / 52
Average Rate :	152.12	Use Trip Rates	
Minimum Rate :	0.59		
Maximum Rate :	1226.67		
Standard Deviation :	403.727		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.26	1.00	0.75
Motorcycle	11.37	0.33	0.04
Small Lorry	7.58	1.75	0.13
Big Lorry	0.10	2.25	0.00
Bus	5.69	2.25	0.13
Total	100.00%		1.05

**Community
Amusement Park, Zoo, Aquarium, Bird Park, Science Park
Trips per Acre**

**CODE
06 05
01/02/03/04/05**

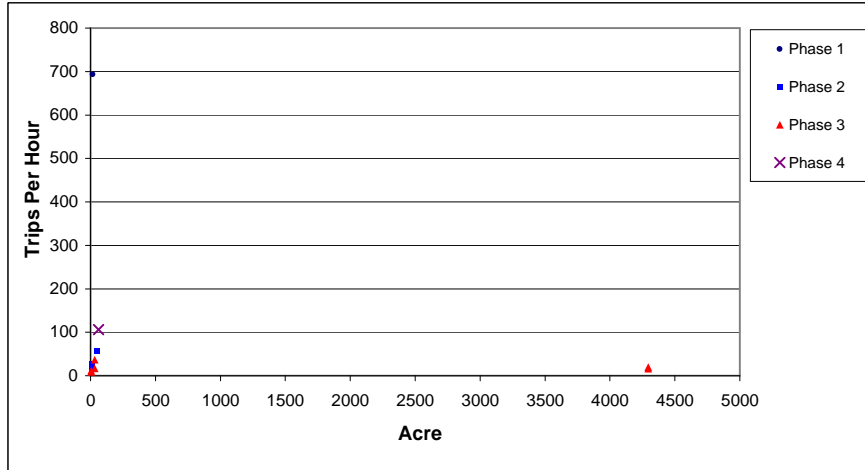
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	51 / 49
Average Rate :	2.71	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	23.12		
Standard Deviation :	6.8205		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.70	1.00	0.72
Motorcycle	10.98	0.33	0.04
Small Lorry	8.65	1.75	0.15
Big Lorry	0.00	2.25	0.00
Bus	8.67	2.25	0.20
Total	100.00%		1.11

PM Peak Hour Of Commuter



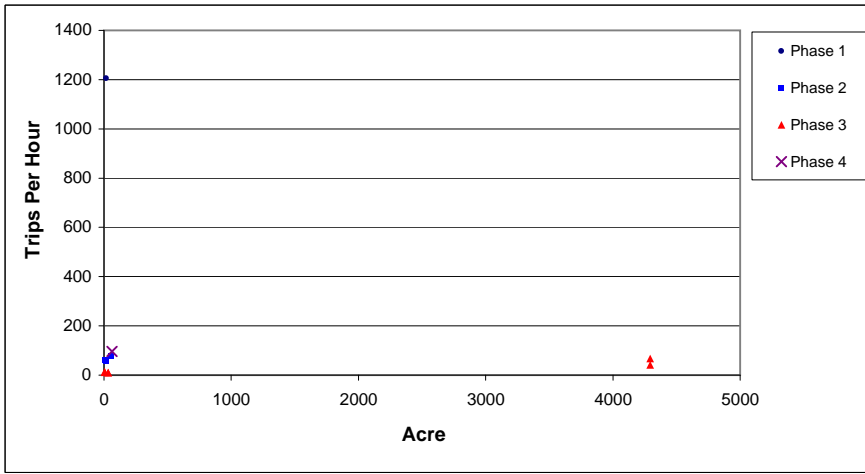
Number Of Sites :	11	Percent In/Out :	31 / 69
Average Rate :	4.84	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	40.76		
Standard Deviation :	11.9418		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.74	1.00	0.72
Motorcycle	12.99	0.33	0.04
Small Lorry	7.99	1.75	0.14
Big Lorry	0.07	2.25	0.00
Bus	7.22	2.25	0.16
Total	100.00%		1.06

**Community
Amusement Park, Zoo, Aquarium, Bird Park, Science Park
Trips per Acre**

**CODE
06 05
01/02/03/04/05**

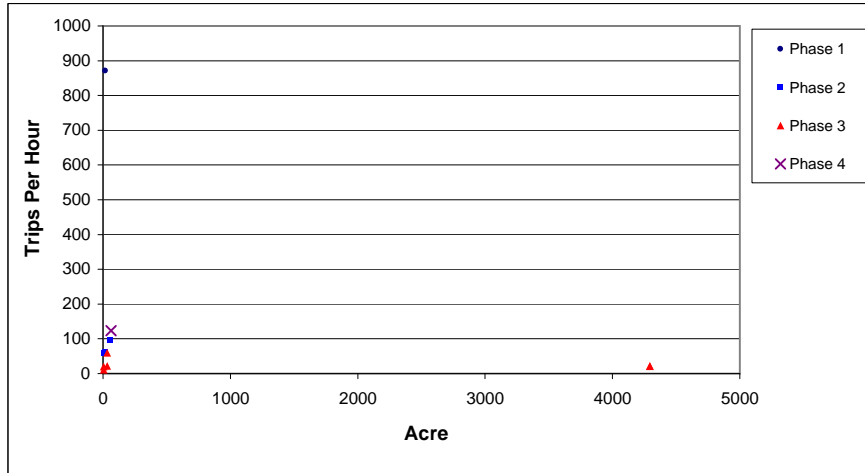
AM Peak Hour Of Generator



Number Of Sites :	11	Percent In/Out :	66 / 34
Average Rate :	8.17	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	70.88		
Standard Deviation :	20.8863		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.00	1.00	0.81
Motorcycle	6.22	0.33	0.02
Small Lorry	8.69	1.75	0.15
Big Lorry	0.00	2.25	0.00
Bus	4.08	2.25	0.09
Total	100.00%		1.07

PM Peak Hour Of Generator



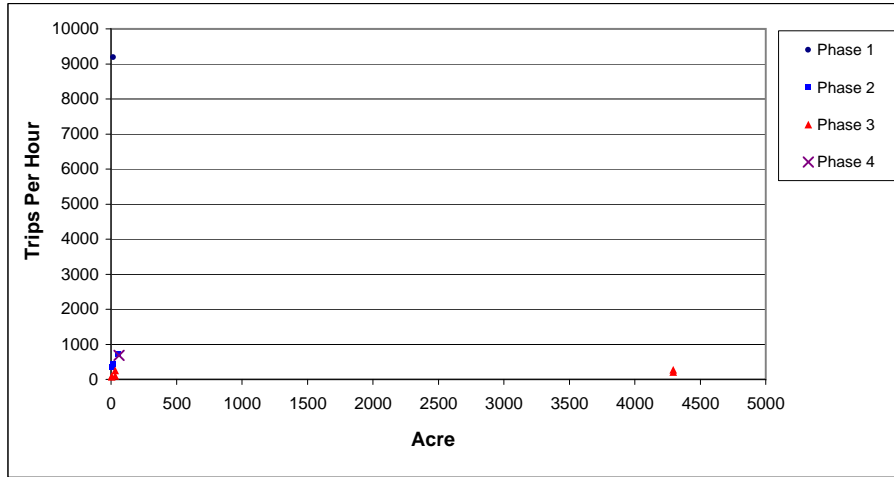
Number Of Sites :	11	Percent In/Out :	48 / 52
Average Rate :	6.75	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	51.24		
Standard Deviation :	14.8745		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.09	1.00	0.75
Motorcycle	11.94	0.33	0.04
Small Lorry	7.40	1.75	0.13
Big Lorry	0.08	2.25	0.00
Bus	5.49	2.25	0.12
Total	100.00%		1.04

Community
Amusement Park, Zoo, Aquarium, Bird Park, Science Park
Trips per Acre

CODE
06 05
01/02/03/04/05

Daily Trip Generation

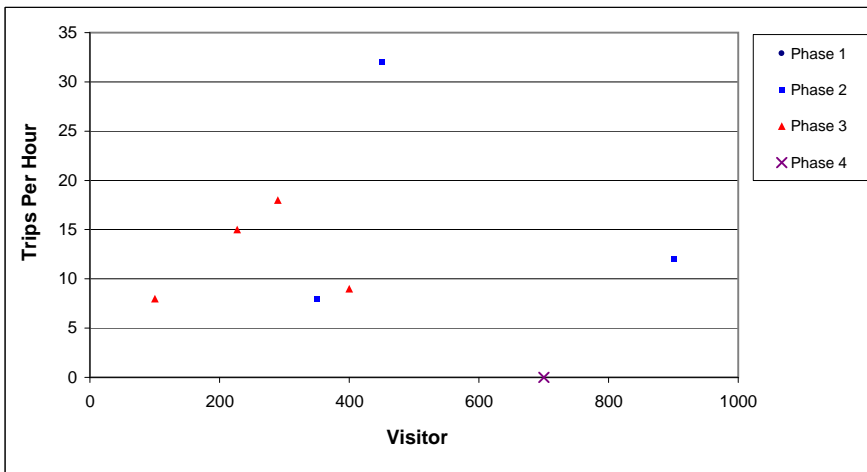


Number Of Sites :	11	Percent In/Out :	49 / 51
Average Rate :	61.43	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	540.29		
Standard Deviation :	159.257		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.00	1.00	0.75
Motorcycle	10.99	0.33	0.04
Small Lorry	7.63	1.75	0.13
Big Lorry	0.09	2.25	0.00
Bus	6.28	2.25	0.14
Total	100.00%		1.06

Community
Amusement Park, Zoo, Aquarium, Bird Park, Science Park
Trips per Visitor

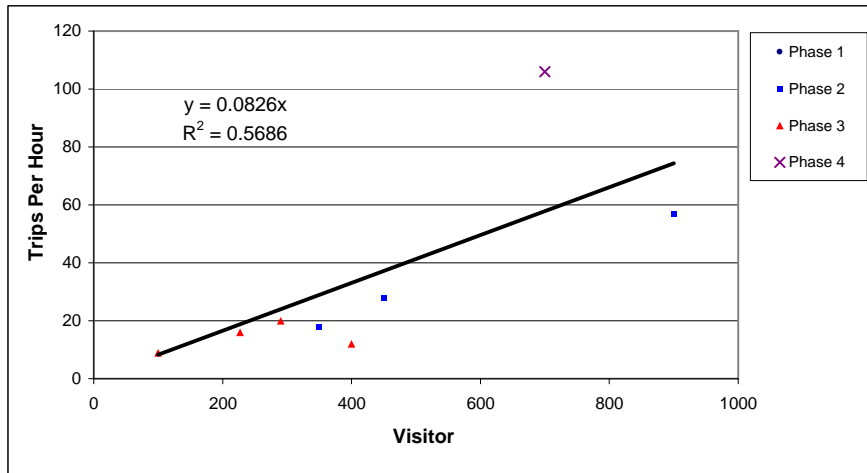
CODE
06 05
01/02/03/04/05

AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	60 / 40
Average Rate :	0.04	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	0.08		
Standard Deviation :	0.0307		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.00	1.00	0.70
Motorcycle	11.43	0.33	0.04
Small Lorry	12.86	1.75	0.23
Big Lorry	0.00	2.25	0.00
Bus	5.71	2.25	0.13
Total	100.00%		1.10

PM Peak Hour Of Commuter

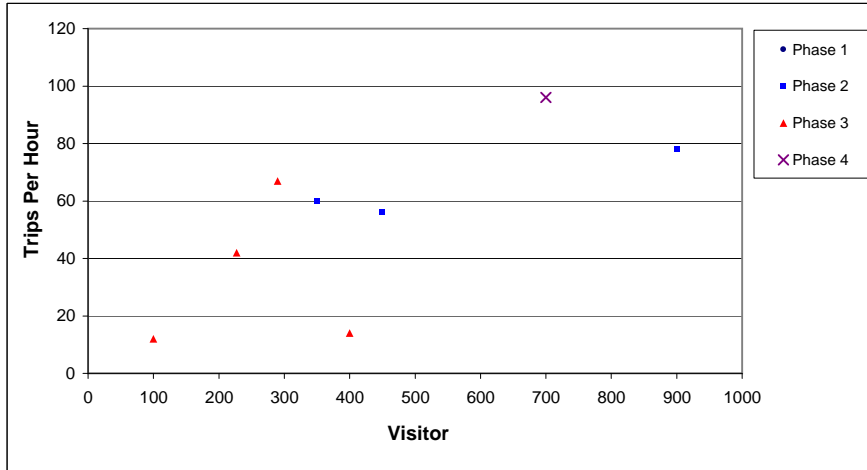


Number Of Sites :	8	Percent In/Out :	33 / 67
Average Rate :	0.07	Regression Equation :	$y = 0.0826x$
Minimum Rate :	0.03	(T = Trips; X = Independent Variable)	
Maximum Rate :	0.15	R-squared :	0.5686
Standard Deviation :	0.0358		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.49	1.00	0.68
Motorcycle	20.17	0.33	0.07
Small Lorry	7.98	1.75	0.14
Big Lorry	0.00	2.25	0.00
Bus	3.36	2.25	0.08
Total	100.00%		0.97

**Community
Amusement Park, Zoo, Aquarium, Bird Park, Science Park
Trips per Visitor**

**CODE
06 05
01/02/03/04/05**

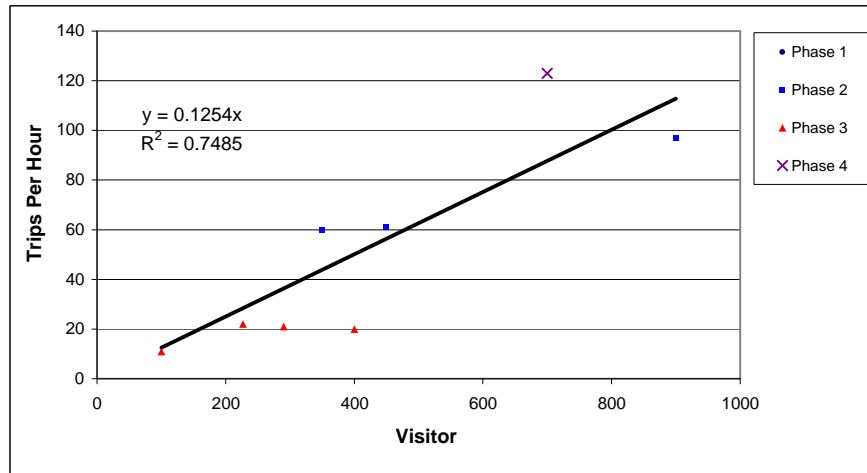
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	57 / 43
Average Rate :	0.14	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	0.23		
Standard Deviation :	0.0606		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	73.17	1.00	0.73
Motorcycle	7.86	0.33	0.03
Small Lorry	9.48	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	9.48	2.25	0.21
Total	100.00%		1.14

PM Peak Hour Of Generator



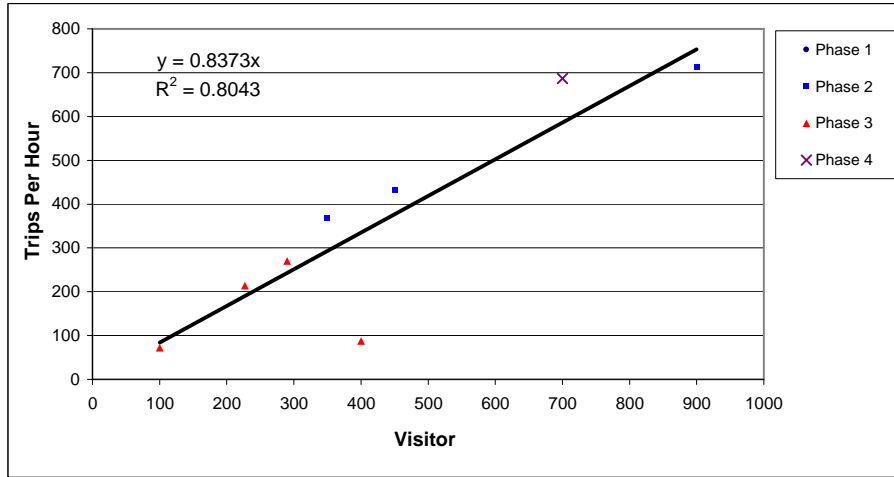
Number Of Sites :	8	Percent In/Out :	52 / 48
Average Rate :	0.11	Regression Equation :	$y = 0.1254x$
Minimum Rate :	0.05	(T = Trips; X = Independent Variable)	
Maximum Rate :	0.18	R-squared :	0.7485
Standard Deviation :	0.0443		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.36	1.00	0.68
Motorcycle	15.54	0.33	0.05
Small Lorry	11.30	1.75	0.20
Big Lorry	0.28	2.25	0.01
Bus	4.52	2.25	0.10
Total	100.00%		1.04

**Community
Amusement Park, Zoo, Aquarium, Bird Park, Science Park
Trips per Visitor**

**CODE
06 05
01/02/03/04/05**

Daily Trip Generation

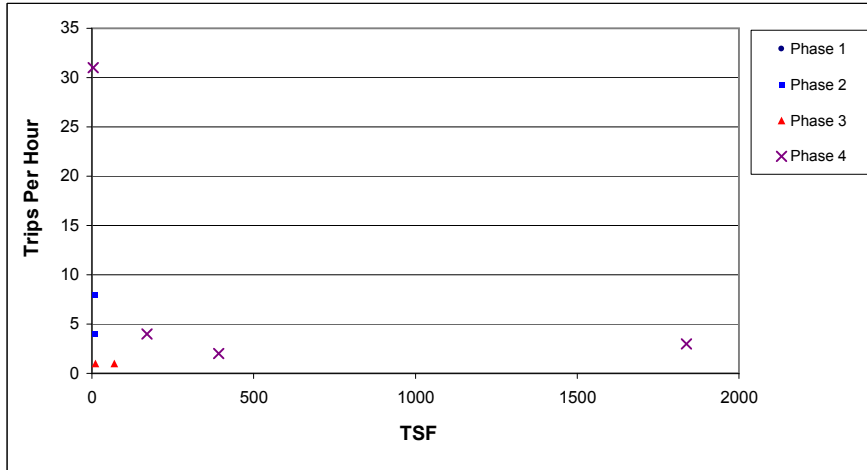


Number Of Sites :	8	Percent In/Out :	48 / 52
Average Rate :	0.83	Regression Equation :	$y = 0.8373x$
Minimum Rate :	0.22	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.05	R-squared :	0.8043
Standard Deviation :	0.2667		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.66	1.00	0.72
Motorcycle	13.18	0.33	0.04
Small Lorry	9.53	1.75	0.17
Big Lorry	0.46	2.25	0.01
Bus	5.18	2.25	0.12
Total	100.00%		1.06

**Community
Community Hall
Trips per TSF**

**CODE
06 06 02**

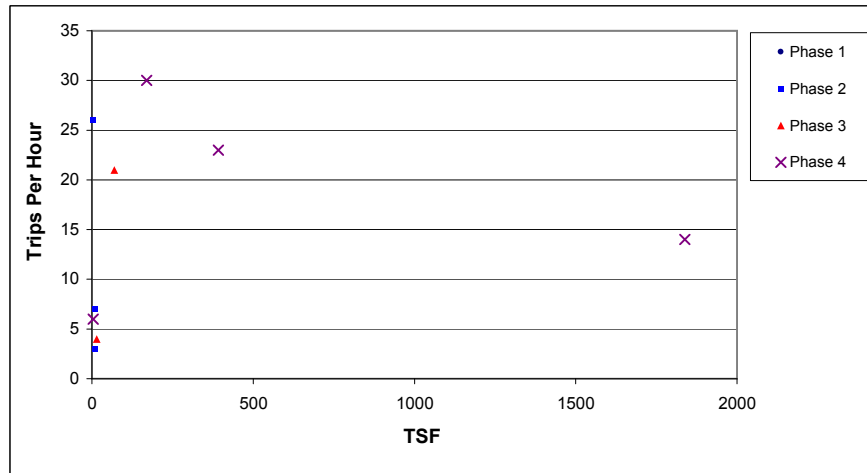
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	47 / 53
Average Rate :	0.90	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	7.75		
Standard Deviation :	2.4193		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	46.30	1.00	0.46
Motorcycle	51.85	0.33	0.17
Small Lorry	1.85	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.66

PM Peak Hour Of Commuter



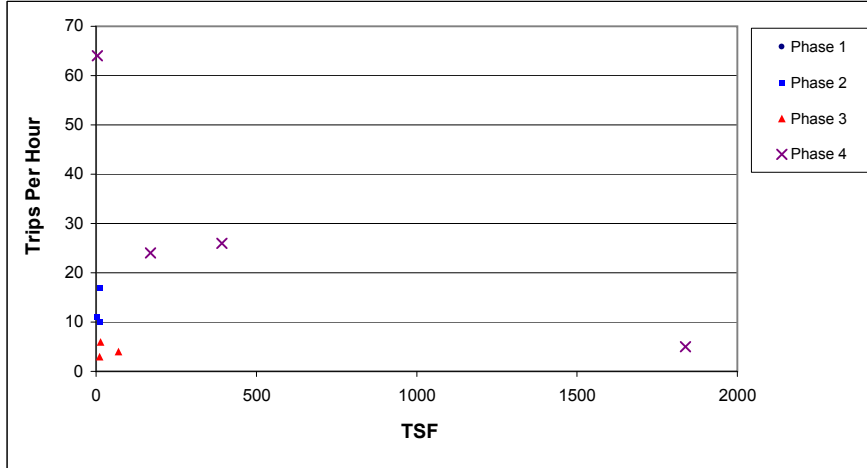
Number Of Sites :	9	Percent In/Out :	68 / 32
Average Rate :	1.36	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	10.4		
Standard Deviation :	3.2060		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.94	1.00	0.62
Motorcycle	29.85	0.33	0.10
Small Lorry	8.21	1.75	0.14
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.86

**Community
Community Hall
Trips per TSF**

**CODE
06 06 02**

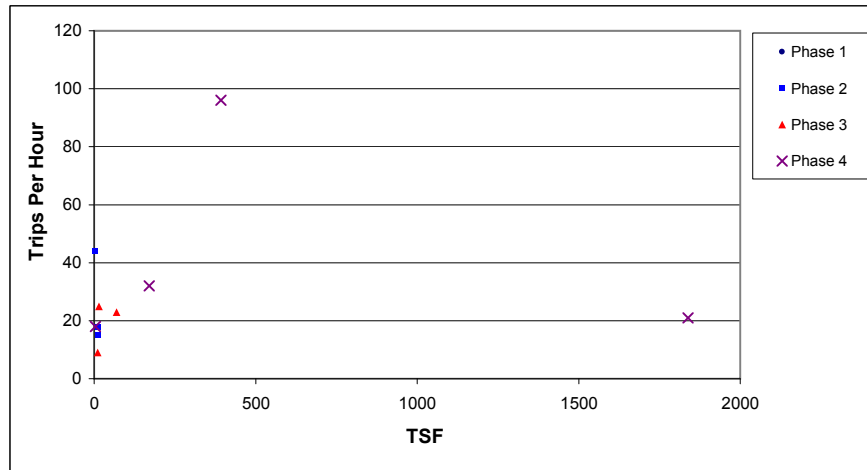
AM Peak Hour Of Generator



Number Of Sites :	10	Percent In/Out :	46 / 54
Average Rate :	2.38	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	16.00		
Standard Deviation :	4.9685		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	45.29	1.00	0.45
Motorcycle	41.18	0.33	0.14
Small Lorry	10.59	1.75	0.19
Big Lorry	2.94	2.25	0.07
Bus	0.00	2.25	0.00
Total	100.00%		0.85

PM Peak Hour Of Generator



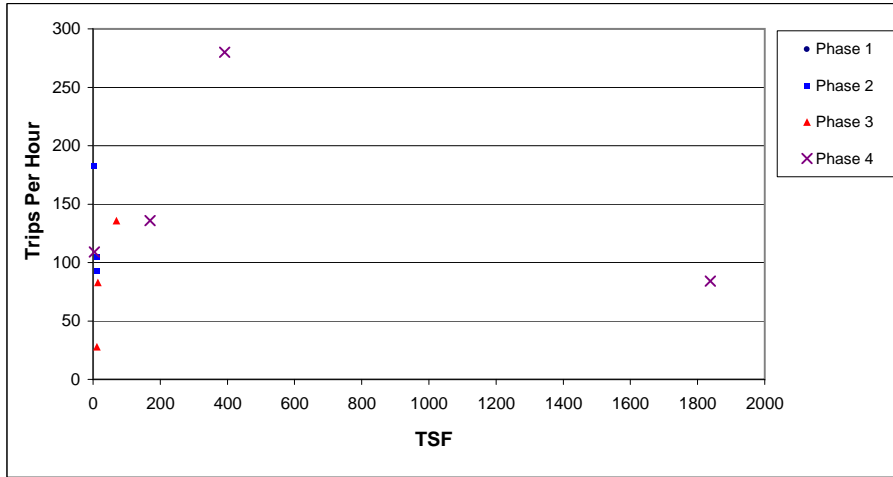
Number Of Sites :	10	Percent In/Out :	52 / 48
Average Rate :	2.84	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	17.6		
Standard Deviation :	5.351		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.46	1.00	0.62
Motorcycle	30.56	0.33	0.10
Small Lorry	6.98	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.84

**Community
Community Hall
Trips per TSF**

**CODE
06 06 02**

Daily Trip Generation



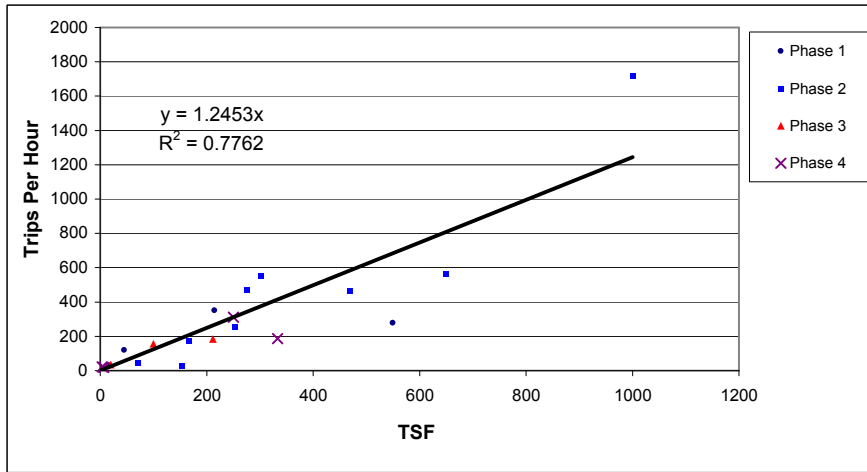
Number Of Sites :	10	Percent In/Out :	55 / 45
Average Rate :	13.03	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	73.2		
Standard Deviation :	22.6384		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.41	1.00	0.54
Motorcycle	38.24	0.33	0.13
Small Lorry	6.95	1.75	0.12
Big Lorry	0.40	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.80

07
COMMERCIAL

**Commercial
General Office
Trips per TSF**

**CODE
07 01 01**

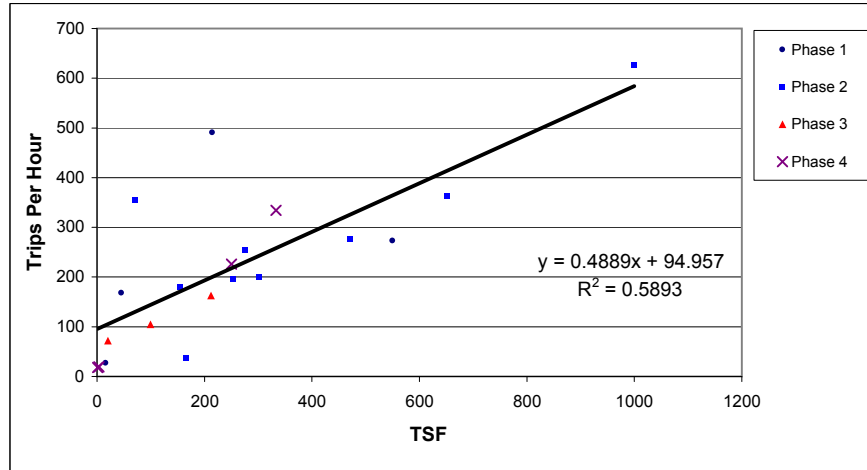
AM Peak Hour Of Commuter



Number Of Sites :	20	Percent In/Out :	73 / 27
Average Rate :	1.49	Regression Equation :	$y = 1.2453x$
Minimum Rate :	0.56	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	5.99	R-squared :	0.7762
Standard Deviation :	1.2567		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	58.07	1.00	0.58
Motorcycle	39.57	0.33	0.13
Small Lorry	1.82	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.54	2.25	0.01
Total	100.00%		0.75

PM Peak Hour Of Commuter



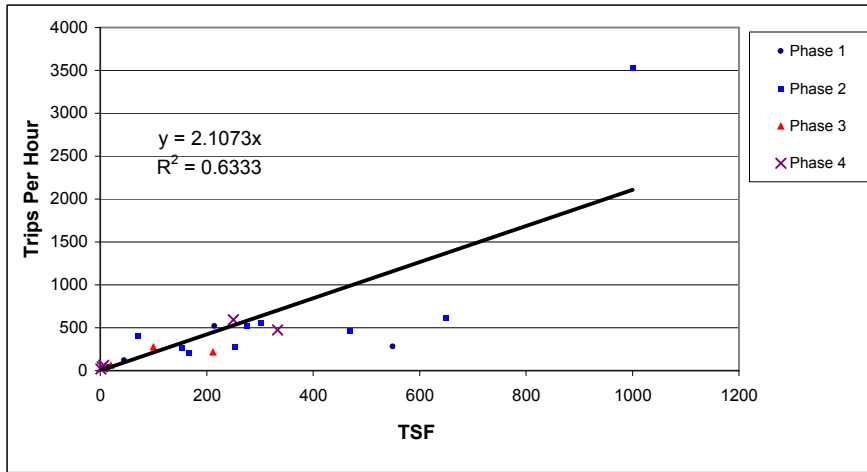
Number Of Sites :	20	Percent In/Out :	25 / 75
Average Rate :	2.09	Regression Equation :	$y = 0.4889x + 94.957$
Minimum Rate :	0.90	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	12.86	R-squared :	0.5893
Standard Deviation :	2.8843		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.74	1.00	0.66
Motorcycle	30.55	0.33	0.10
Small Lorry	3.32	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.39	2.25	0.01
Total	100.00%		0.83

**Commercial
General Office
Trips per TSF**

**CODE
07 01 01**

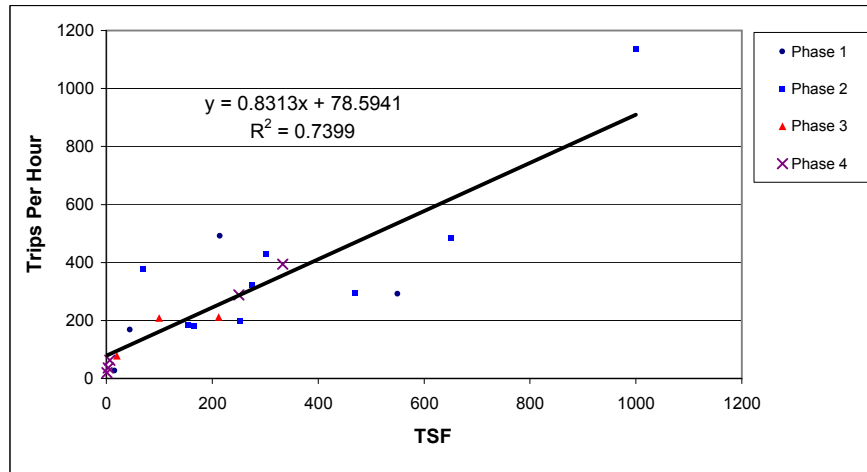
AM Peak Hour Of Generator



Number Of Sites :	21	Percent In/Out :	66 / 34
Average Rate :	3.40	Regression Equation :	$y = 2.1073x$
Minimum Rate :	0.51	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	12.14	R-squared :	0.6333
Standard Deviation :	3.4451		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.35	1.00	0.65
Motorcycle	29.81	0.33	0.10
Small Lorry	4.39	1.75	0.08
Big Lorry	0.01	2.25	0.00
Bus	0.44	2.25	0.01
Total	100.00%		0.84

PM Peak Hour Of Generator



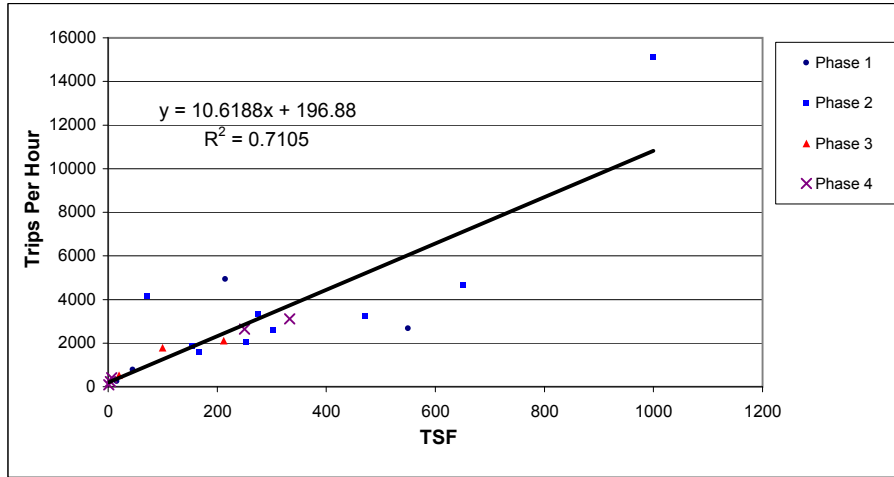
Number Of Sites :	21	Percent In/Out :	35 / 65
Average Rate :	3.06	Regression Equation :	$y = 0.8313x + 78.5941$
Minimum Rate :	0.53	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	14.29	R-squared :	0.7399
Standard Deviation :	3.6662		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.59	1.00	0.65
Motorcycle	30.31	0.33	0.10
Small Lorry	4.37	1.75	0.08
Big Lorry	0.02	2.25	0.00
Bus	0.71	2.25	0.02
Total	100.00%		0.85

**Commercial
General Office
Trips per TSF**

**CODE
07 01 01**

Daily Trip Generation



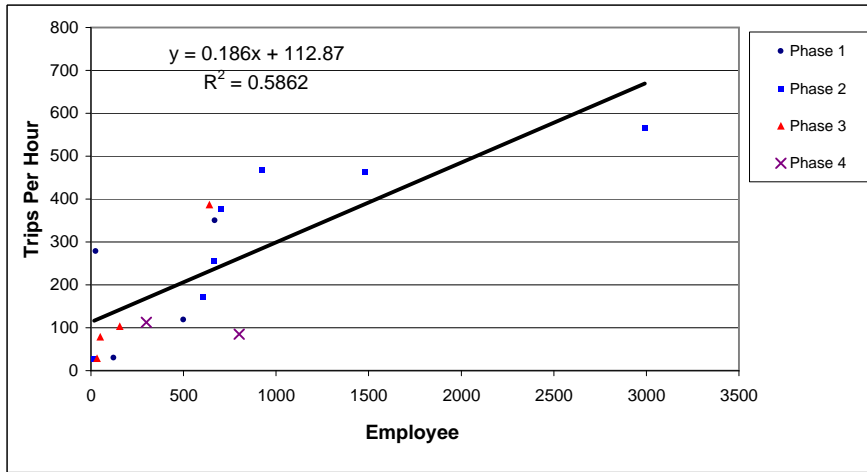
Number Of Sites :	21	Percent In/Out :	51 / 49
Average Rate :	21.66	Regression Equation :	$y = 10.6188x + 196.88$
Minimum Rate :	4.86	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	62.05	R-squared :	0.7105
Standard Deviation :	19.7841		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.84	1.00	0.64
Motorcycle	30.87	0.33	0.10
Small Lorry	4.77	1.75	0.08
Big Lorry	0.01	2.25	0.00
Bus	0.51	2.25	0.01
Total	100.00%		0.83

**Commercial
General Office
Trips per Employee**

**CODE
07 01 01**

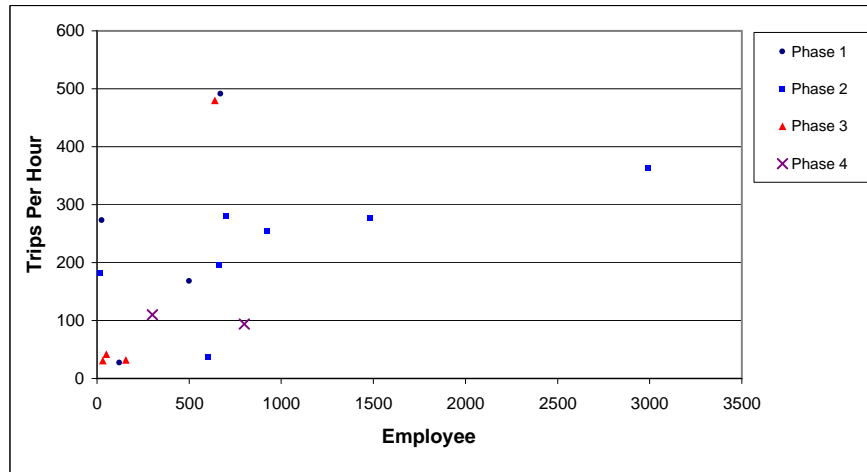
AM Peak Hour Of Commuter



Number Of Sites :	17	Percent In/Out :	73 / 27
Average Rate :	1.16	Regression Equation :	$y = 0.186x + 112.87$
Minimum Rate :	0.11	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	10.69	R-squared :	0.5862
Standard Deviation :	2.4928		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.75	1.00	0.65
Motorcycle	32.34	0.33	0.11
Small Lorry	2.34	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.56	2.25	0.01
Total	100.00%		0.81

PM Peak Hour Of Commuter



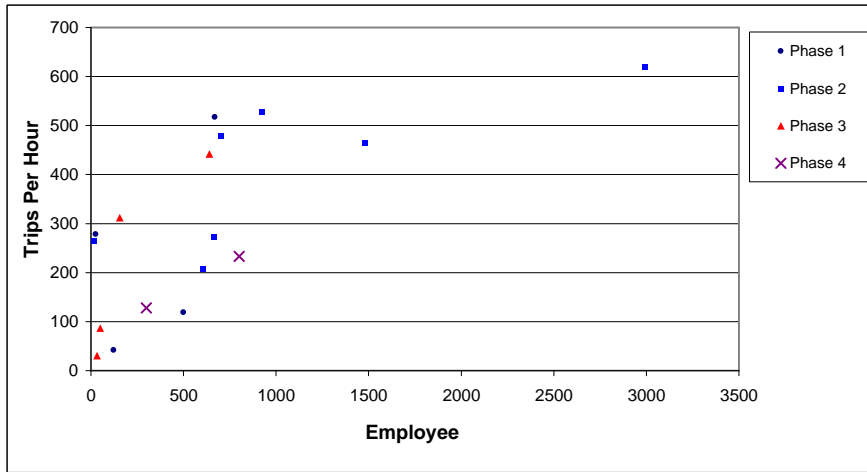
Number Of Sites :	17	Percent In/Out :	29 / 71
Average Rate :	1.56	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	10.5		
Standard Deviation :	3.2951		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.60	1.00	0.70
Motorcycle	25.50	0.33	0.08
Small Lorry	4.52	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.39	2.25	0.01
Total	100.00%		0.87

**Commercial
General Office
Trips per Employee**

**CODE
07 01 01**

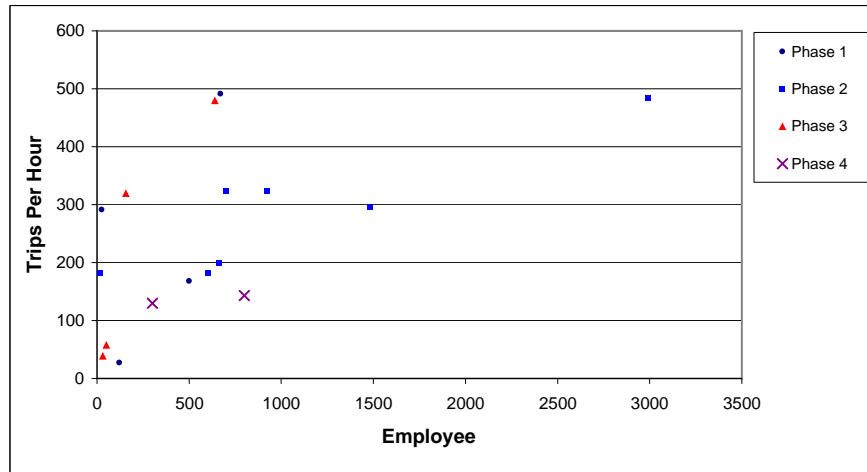
AM Peak Hour Of Generator



Number Of Sites :	17	Percent In/Out :	72 / 28
Average Rate :	2.08	Use Trip Rates	
Minimum Rate :	0.21		
Maximum Rate :	14.67		
Standard Deviation :	4.0819		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.72	1.00	0.65
Motorcycle	31.45	0.33	0.10
Small Lorry	3.32	1.75	0.06
Big Lorry	0.02	2.25	0.00
Bus	0.50	2.25	0.01
Total	100.00%		0.82

PM Peak Hour Of Generator



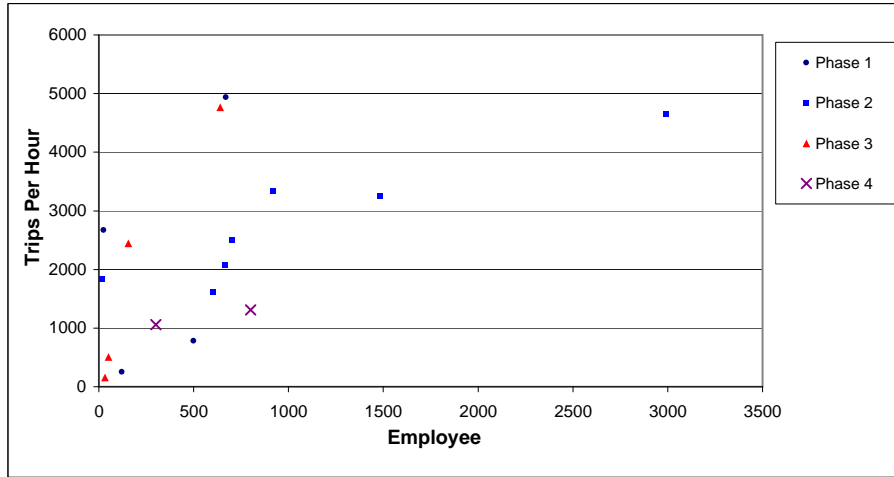
Number Of Sites :	17	Percent In/Out :	36 / 64
Average Rate :	1.78	Use Trip Rates	
Minimum Rate :	0.16		
Maximum Rate :	11.19		
Standard Deviation :	3.3914		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.87	1.00	0.71
Motorcycle	23.01	0.33	0.08
Small Lorry	5.46	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.65	2.25	0.01
Total	100.00%		0.90

**Commercial
General Office
Trips per Employee**

**CODE
07 01 01**

Daily Trip Generation

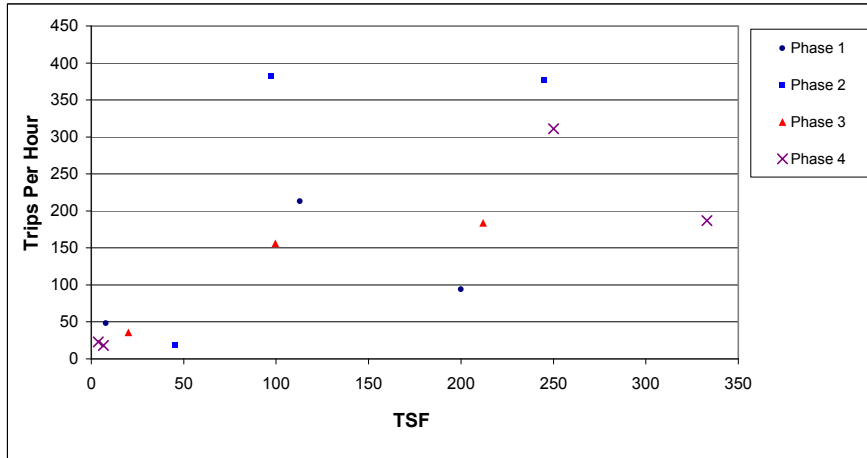


Number Of Sites :	17	Percent In/Out :	50 / 50
Average Rate :	16.26	Use Trip Rates	
Minimum Rate :	1.56		
Maximum Rate :	102.77		
Standard Deviation :	32.7279		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.82	1.00	0.67
Motorcycle	27.25	0.33	0.09
Small Lorry	5.30	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	0.63	2.25	0.01
Total	100.00%		0.86

**Commercial
Finance & Banking, Business & Professional,
Share Broker/Security Service, Services/Insurance
Trips per TSF**

**CODE
07 01
02/03/04/05**

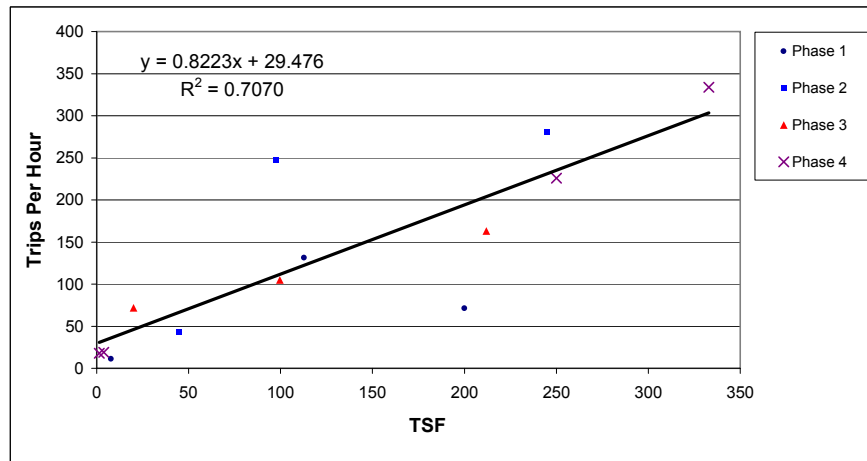
AM Peak Hour Of Commuter



Number Of Sites :	13	Percent In/Out :	74 / 26
Average Rate :	2.07	Use Trip Rates	
Minimum Rate :	0.56		
Maximum Rate :	6.06		
Standard Deviation :	1.9584		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.00	1.00	0.75
Motorcycle	21.48	0.33	0.07
Small Lorry	3.08	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.44	2.25	0.01
Total	100.00%		0.88

PM Peak Hour Of Commuter



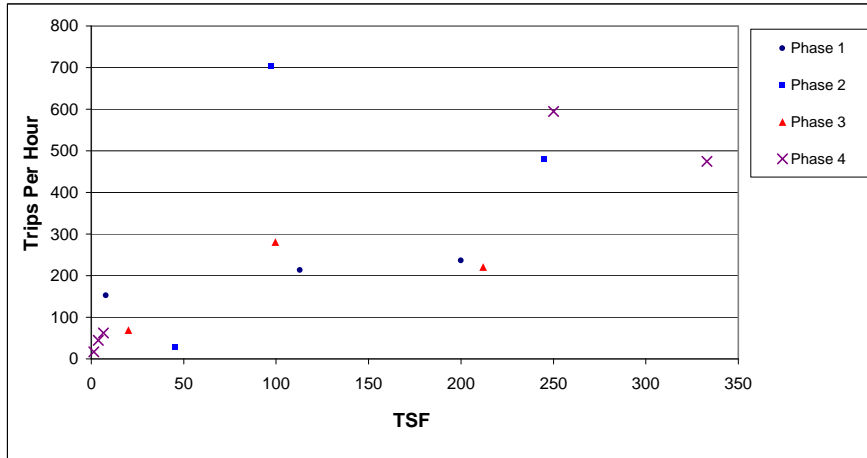
Number Of Sites :	13	Percent In/Out :	20 / 80
Average Rate :	2.33	Regression Equation :	$y = 0.8223x + 29.476$
Minimum Rate :	0.90	(T = Trips; X = Independent Variable)	
Maximum Rate :	12.86	R-squared :	0.7070
Standard Deviation :	3.3055		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.09	1.00	0.75
Motorcycle	21.66	0.33	0.07
Small Lorry	3.26	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.88

**Commercial
Finance & Banking, Business & Professional,
Share Broker/Security Service, Services/Insurance
Trips per TSF**

**CODE
07 01
02/03/04/05**

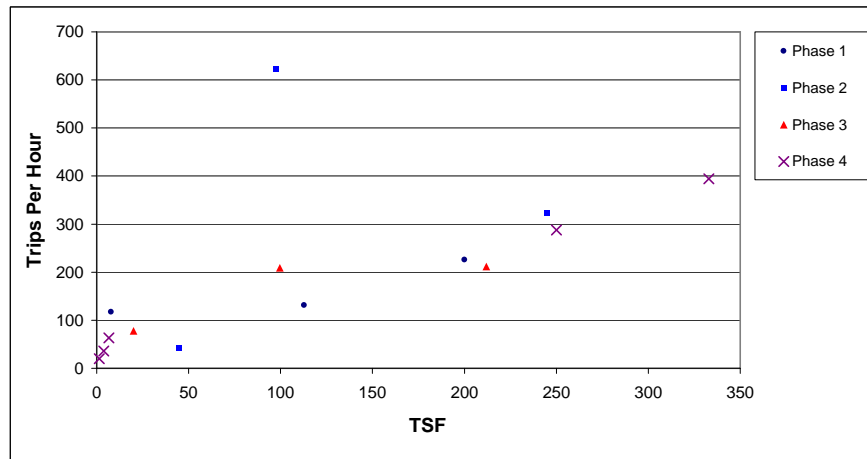
AM Peak Hour Of Generator



Number Of Sites :	14	Percent In/Out :	62 / 38
Average Rate :	5.46	Use Trip Rates	
Minimum Rate :	0.64		
Maximum Rate :	19.19		
Standard Deviation :	5.6402		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.41	1.00	0.64
Motorcycle	30.86	0.33	0.10
Small Lorry	4.53	1.75	0.08
Big Lorry	0.06	2.25	0.00
Bus	0.14	2.25	0.00
Total	100.00%		0.82

PM Peak Hour Of Generator



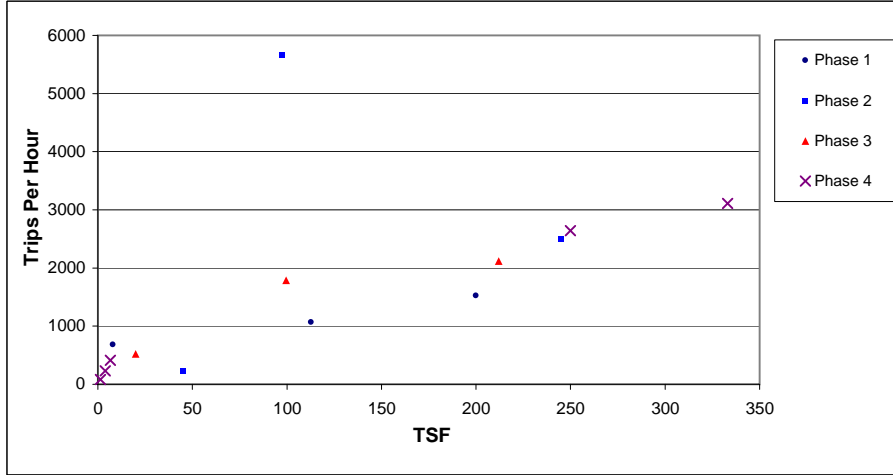
Number Of Sites :	14	Percent In/Out :	36 / 64
Average Rate :	4.87	Use Trip Rates	
Minimum Rate :	0.96		
Maximum Rate :	14.77		
Standard Deviation :	5.096		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.08	1.00	0.71
Motorcycle	25.40	0.33	0.08
Small Lorry	3.51	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.85

**Commercial
Finance & Banking, Business & Professional,
Share Broker & Security Service, Services, Insurance
Trips per TSF**

**CODE
07 01
02/03/04/05**

Daily Trip Generation



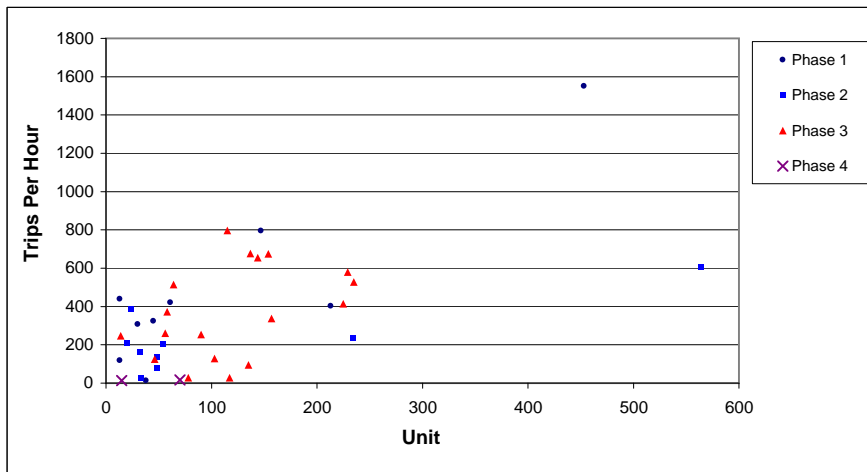
Number Of Sites :	14	Percent In/Out :	52 / 48
Average Rate :	30.85	Use Trip Rates	
Minimum Rate :	5.22		
Maximum Rate :	86.49		
Standard Deviation :	27.7623		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.84	1.00	0.64
Motorcycle	30.87	0.33	0.10
Small Lorry	4.77	1.75	0.08
Big Lorry	0.01	2.25	0.00
Bus	0.51	2.25	0.01
Total	100.00%		0.84

**Commercial
Shop House, Shop Office (Weekday)
Trips per Unit**

**CODE
07 02 01/02**

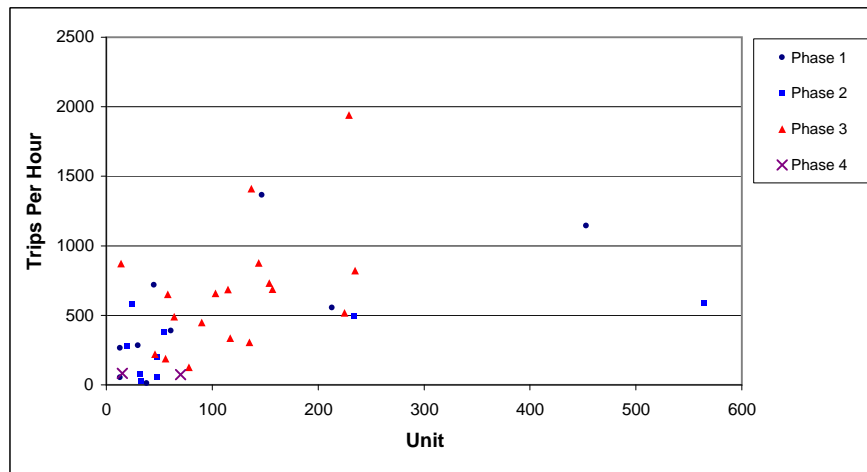
AM Peak Hour Of Commuter



Number Of Sites :	38	Percent In/Out :	63 / 37
Average Rate :	5.17	Use Trip Rates	
Minimum Rate :	0.23		
Maximum Rate :	33.77		
Standard Deviation :	6.293		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.72	1.00	0.66
Motorcycle	25.99	0.33	0.09
Small Lorry	7.48	1.75	0.13
Big Lorry	0.62	2.25	0.01
Bus	0.19	2.25	0.00
Total	100.00%		0.89

PM Peak Hour Of Commuter



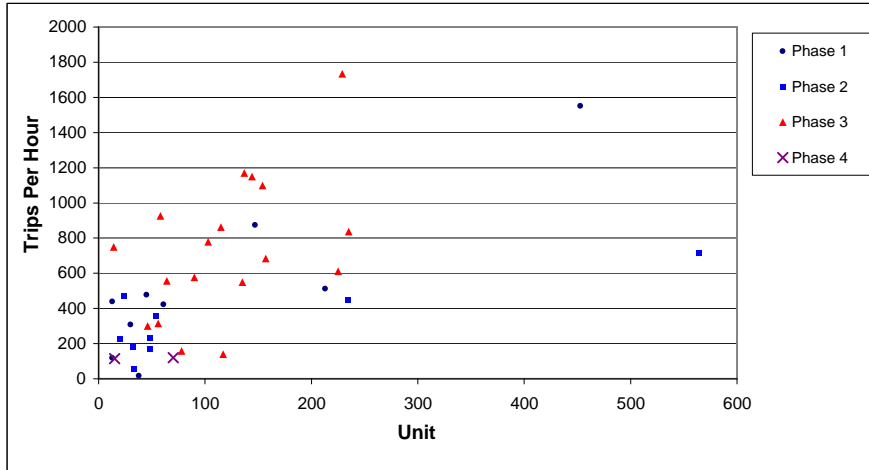
Number Of Sites :	38	Percent In/Out :	44 / 56
Average Rate :	7.57	Use Trip Rates	
Minimum Rate :	0.29		
Maximum Rate :	62.29		
Standard Deviation :	10.5449		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.86	1.00	0.66
Motorcycle	26.28	0.33	0.09
Small Lorry	7.40	1.75	0.13
Big Lorry	0.33	2.25	0.01
Bus	0.13	2.25	0.00
Total	100.00%		0.89

**Commercial
Shop House, Shop Office (Weekday)
Trips per Unit**

**CODE
07 02 01/02**

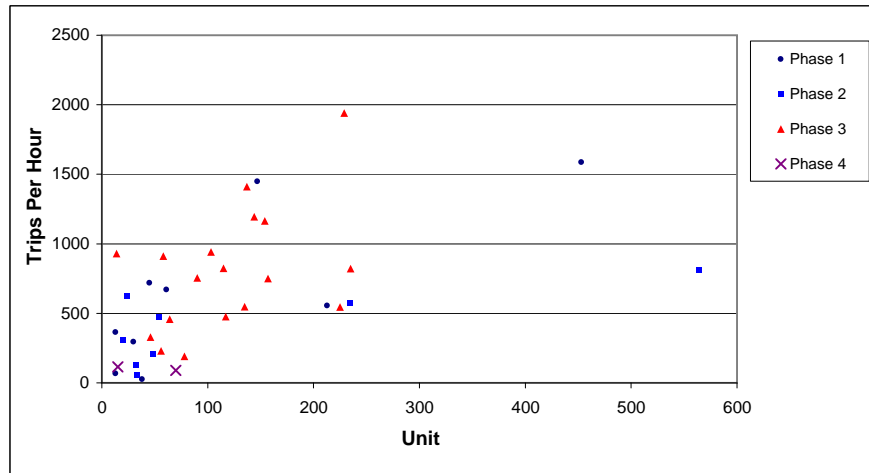
AM Peak Hour Of Generator



Number Of Sites :	38	Percent In/Out :	57 / 43
Average Rate :	8.14	Use Trip Rates	
Minimum Rate :	0.45		
Maximum Rate :	53.57		
Standard Deviation :	9.6501		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.27	1.00	0.65
Motorcycle	25.21	0.33	0.08
Small Lorry	8.88	1.75	0.16
Big Lorry	0.51	2.25	0.01
Bus	0.13	2.25	0.00
Total	100.00%		0.90

PM Peak Hour Of Generator



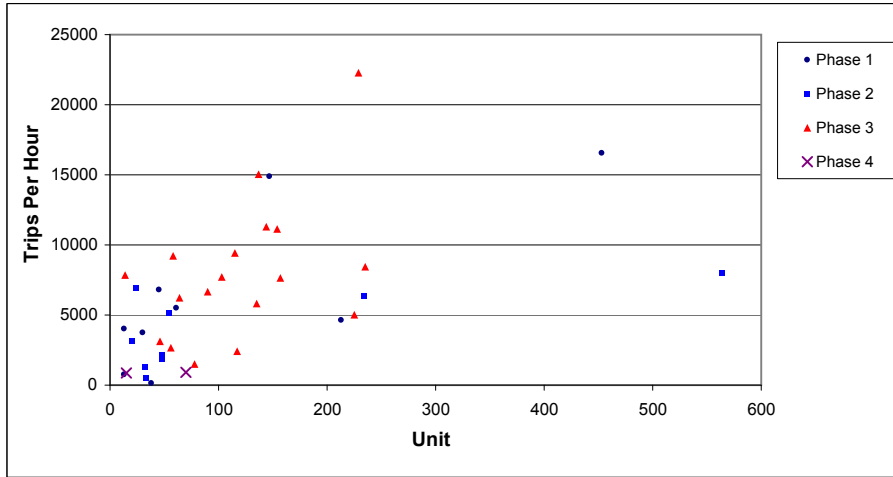
Number Of Sites :	38	Percent In/Out :	50 / 50
Average Rate :	9.09	Use Trip Rates	
Minimum Rate :	0.66		
Maximum Rate :	66.5		
Standard Deviation :	11.337		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.96	1.00	0.63
Motorcycle	27.23	0.33	0.09
Small Lorry	9.42	1.75	0.16
Big Lorry	0.26	2.25	0.01
Bus	0.13	2.25	0.00
Total	100.00%		0.89

**Commercial
Shop House, Shop Office (Weekday)
Trips per Unit**

**CODE
07 02 01/02**

Daily Trip Generation



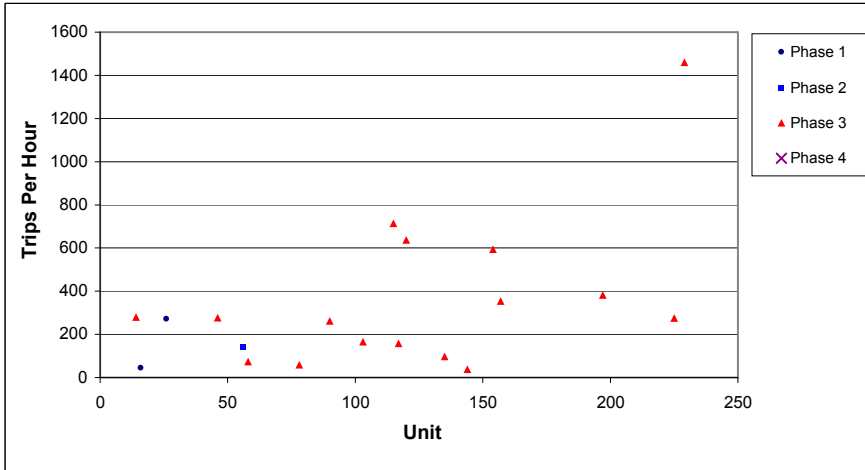
Number Of Sites :	38	Percent In/Out :	52 / 48
Average Rate :	89.57	Use Trip Rates	
Minimum Rate :	3.50		
Maximum Rate :	560.79		
Standard Deviation :	103.227		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.14	1.00	0.65
Motorcycle	25.78	0.33	0.09
Small Lorry	8.54	1.75	0.15
Big Lorry	0.40	2.25	0.01
Bus	0.13	2.25	0.00
Total	100.00%		0.90

**Commercial
Shop House, Shop Office (Weekend)
Trips per Unit**

**CODE
07 02 01/02**

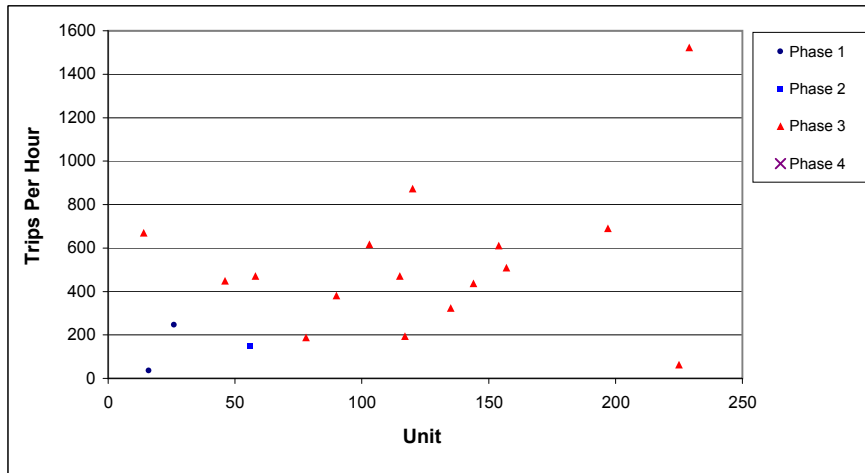
AM Peak Hour Of Commuter



Number Of Sites :	19	Percent In/Out :	61 / 39
Average Rate :	4.09	Use Trip Rates	
Minimum Rate :	0.26		
Maximum Rate :	20.00		
Standard Deviation :	4.647		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.56	1.00	0.68
Motorcycle	22.48	0.33	0.07
Small Lorry	8.90	1.75	0.16
Big Lorry	0.68	2.25	0.02
Bus	0.37	2.25	0.01
Total	100.00%		0.94

PM Peak Hour Of Commuter



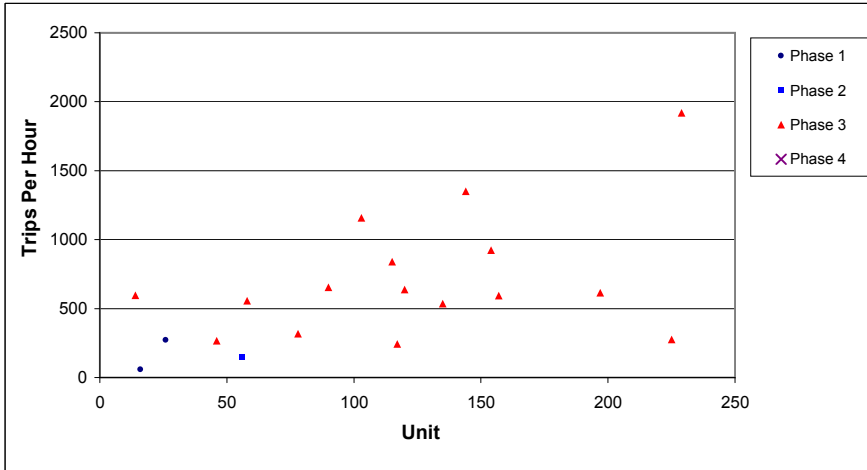
Number Of Sites :	19	Percent In/Out :	48 / 52
Average Rate :	6.79	Use Trip Rates	
Minimum Rate :	0.28		
Maximum Rate :	47.93		
Standard Deviation :	10.3134		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.29	1.00	0.67
Motorcycle	25.68	0.33	0.08
Small Lorry	6.50	1.75	0.11
Big Lorry	0.36	2.25	0.01
Bus	0.18	2.25	0.00
Total	100.00%		0.87

**Commercial
Shop House, Shop Office (Weekend)
Trips per Unit**

**CODE
07 02 01/02**

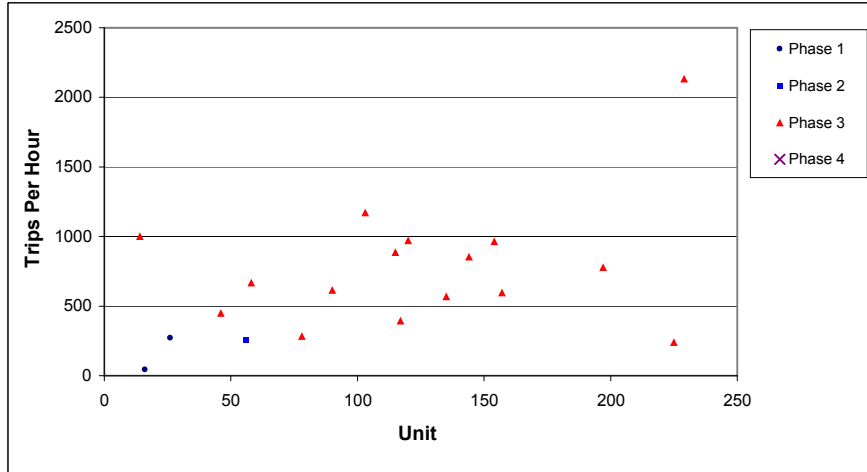
AM Peak Hour Of Generator



Number Of Sites :	19	Percent In/Out :	54 / 46
Average Rate :	7.78	Use Trip Rates	
Minimum Rate :	1.23		
Maximum Rate :	42.57		
Standard Deviation :	8.9283		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.87	1.00	0.69
Motorcycle	22.06	0.33	0.07
Small Lorry	8.48	1.75	0.15
Big Lorry	0.38	2.25	0.01
Bus	0.21	2.25	0.00
Total	100.00%		0.92

PM Peak Hour Of Generator



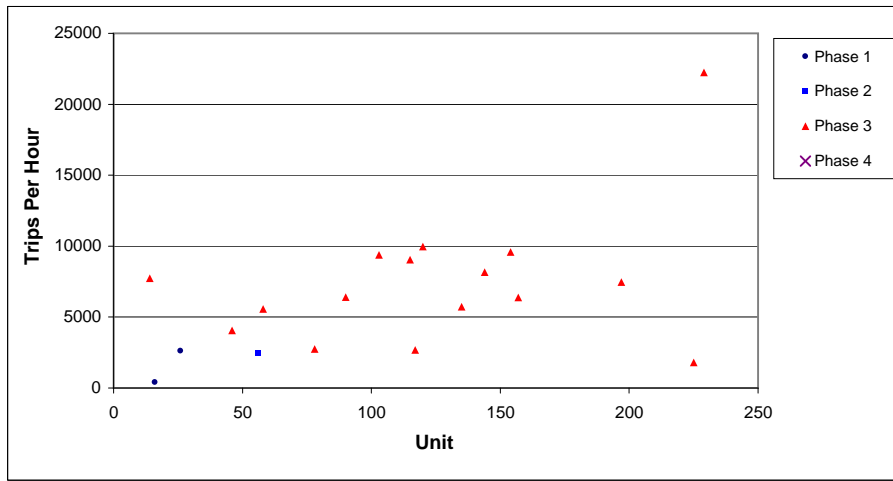
Number Of Sites :	19	Percent In/Out :	47 / 53
Average Rate :	9.81	Use Trip Rates	
Minimum Rate :	1.07		
Maximum Rate :	71.64		
Standard Deviation :	15.2899		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.62	1.00	0.68
Motorcycle	24.82	0.33	0.08
Small Lorry	6.73	1.75	0.12
Big Lorry	0.68	2.25	0.02
Bus	0.14	2.25	0.00
Total	100.00%		0.90

**Commercial
Shop House, Shop Office (Weekend)
Trips per Unit**

**CODE
07 02 01/02**

Daily Trip Generation

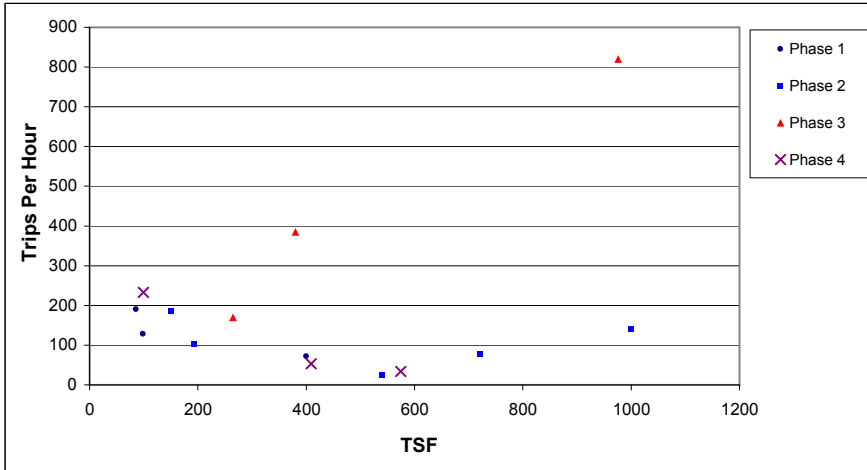


Number Of Sites :	19	Percent In/Out :	51 / 49
Average Rate :	86.01	Use Trip Rates	
Minimum Rate :	8.00		
Maximum Rate :	552.29		
Standard Deviation :	116.419		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.03	1.00	0.68
Motorcycle	23.91	0.33	0.08
Small Lorry	7.42	1.75	0.13
Big Lorry	0.39	2.25	0.01
Bus	0.25	2.25	0.01
Total	100.00%		0.91

**Commercial
Shopping Complex (Weekday)
Trips per TSF**

**CODE
07 03 01**

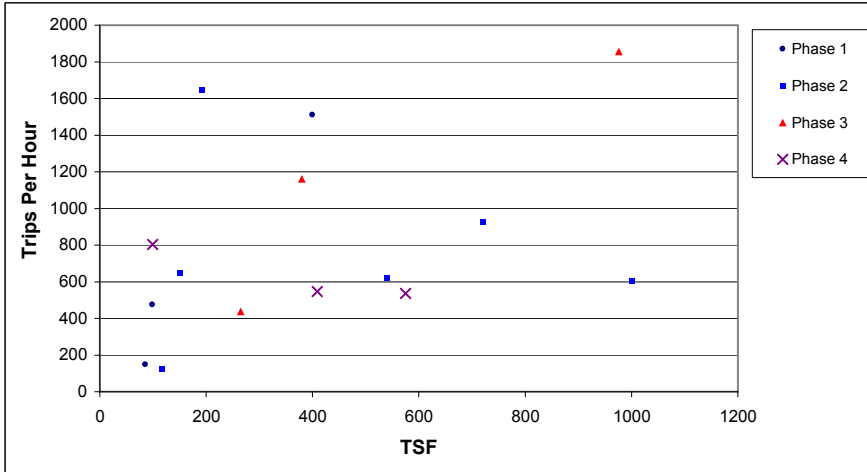
AM Peak Hour Of Commuter



Number Of Sites :	15	Percent In/Out :	70 / 30
Average Rate :	0.72	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	2.35		
Standard Deviation :	0.7746		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	58.93	1.00	0.59
Motorcycle	27.86	0.33	0.09
Small Lorry	11.38	1.75	0.20
Big Lorry	0.48	2.25	0.01
Bus	1.35	2.25	0.03
Total	100.00%		0.92

PM Peak Hour Of Commuter



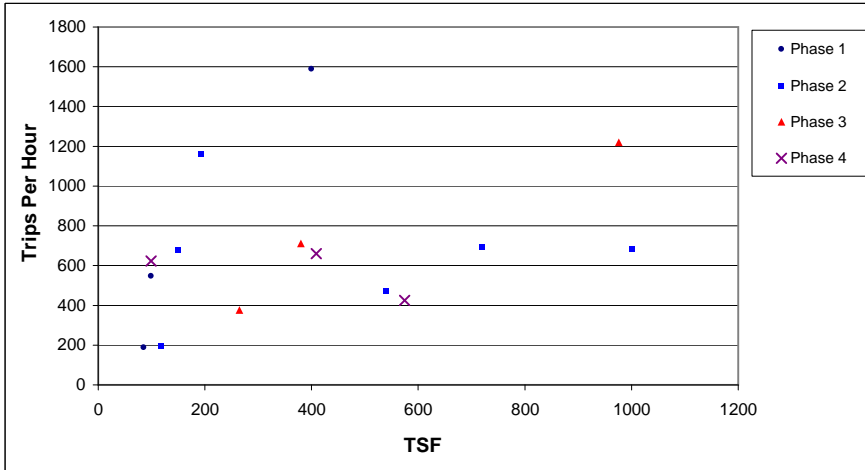
Number Of Sites :	15	Percent In/Out :	50 / 50
Average Rate :	2.95	Use Trip Rates	
Minimum Rate :	0.60		
Maximum Rate :	8.55		
Standard Deviation :	2.5324		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.23	1.00	0.72
Motorcycle	22.60	0.33	0.07
Small Lorry	4.53	1.75	0.08
Big Lorry	0.03	2.25	0.00
Bus	0.62	2.25	0.01
Total	100.00%		0.88

**Commercial
Shopping Complex (Weekday)
Trips per TSF**

**CODE
07 03 01**

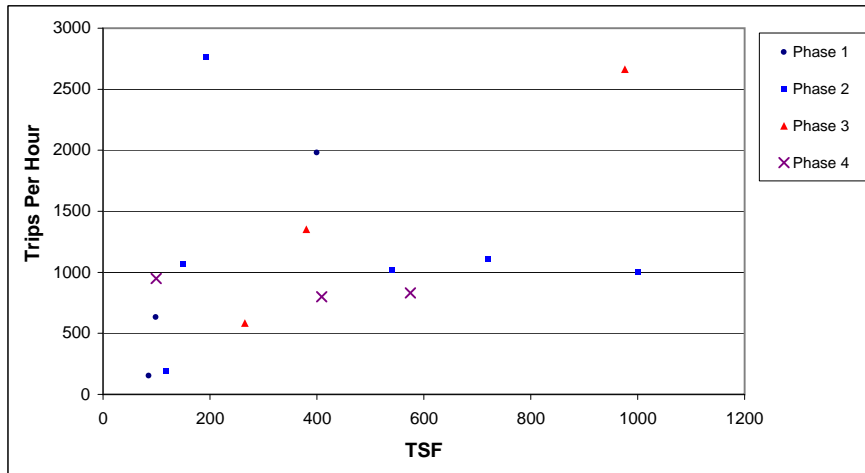
AM Peak Hour Of Generator



Number Of Sites :	15	Percent In/Out :	60 / 40
Average Rate :	2.64	Use Trip Rates	
Minimum Rate :	0.68		
Maximum Rate :	6.27		
Standard Deviation :	2.0334		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	68.32	1.00	0.68
Motorcycle	22.10	0.33	0.07
Small Lorry	8.72	1.75	0.15
Big Lorry	0.11	2.25	0.00
Bus	0.75	2.25	0.02
Total	100.00%		0.92

PM Peak Hour Of Generator



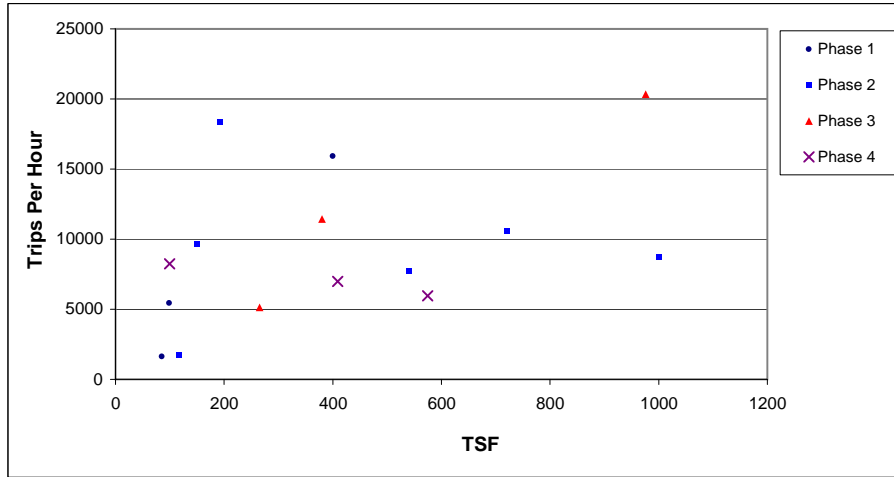
Number Of Sites :	15	Percent In/Out :	55 / 45
Average Rate :	4.14	Use Trip Rates	
Minimum Rate :	1.01		
Maximum Rate :	14.34		
Standard Deviation :	3.7779		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	76.83	1.00	0.77
Motorcycle	19.20	0.33	0.06
Small Lorry	3.50	1.75	0.06
Big Lorry	0.04	2.25	0.00
Bus	0.43	2.25	0.01
Total	100.00%		0.90

**Commercial
Shopping Complex (Weekday)
Trips per TSF**

**CODE
07 03 01**

Daily Trip Generation

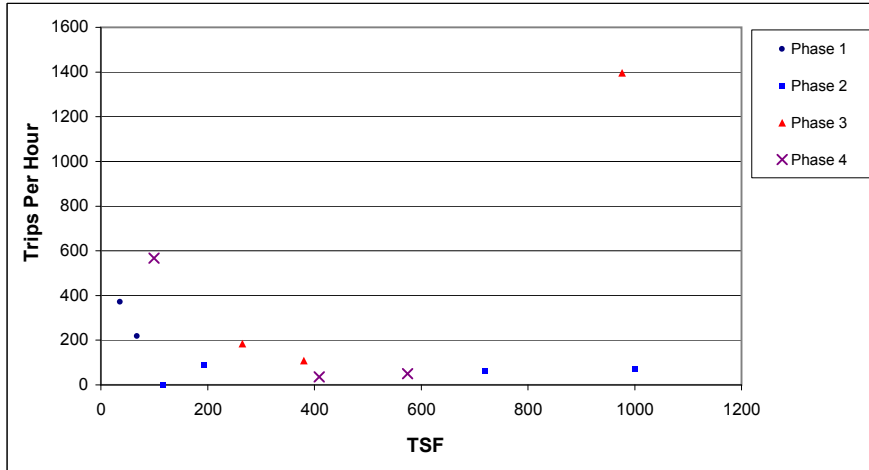


Number Of Sites :	15	Percent In/Out :	49 / 51
Average Rate :	33.76	Use Trip Rates	
Minimum Rate :	8.71		
Maximum Rate :	95.18		
Standard Deviation :	27.77		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.39	1.00	0.72
Motorcycle	20.95	0.33	0.07
Small Lorry	5.91	1.75	0.10
Big Lorry	0.08	2.25	0.00
Bus	0.68	2.25	0.02
Total	100.00%		0.91

**Commercial
Shopping Complex (Weekend)
Trips per TSF**

**CODE
07 03 01**

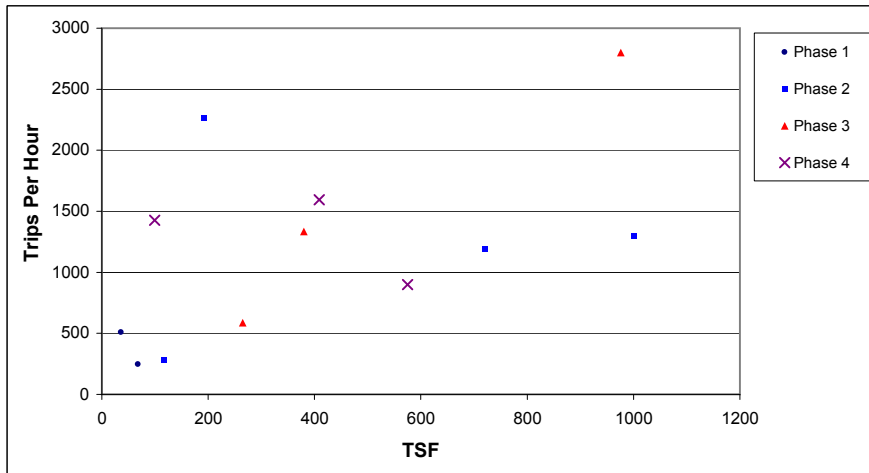
AM Peak Hour Of Commuter



Number Of Sites :	12	Percent In/Out :	70 / 30
Average Rate :	1.87	Use Trip Rates	
Minimum Rate :	0.02		
Maximum Rate :	10.31		
Standard Deviation :	3.1611		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.86	1.00	0.71
Motorcycle	22.82	0.33	0.08
Small Lorry	5.97	1.75	0.10
Big Lorry	0.13	2.25	0.00
Bus	0.23	2.25	0.01
Total	100.00%		0.90

PM Peak Hour Of Commuter



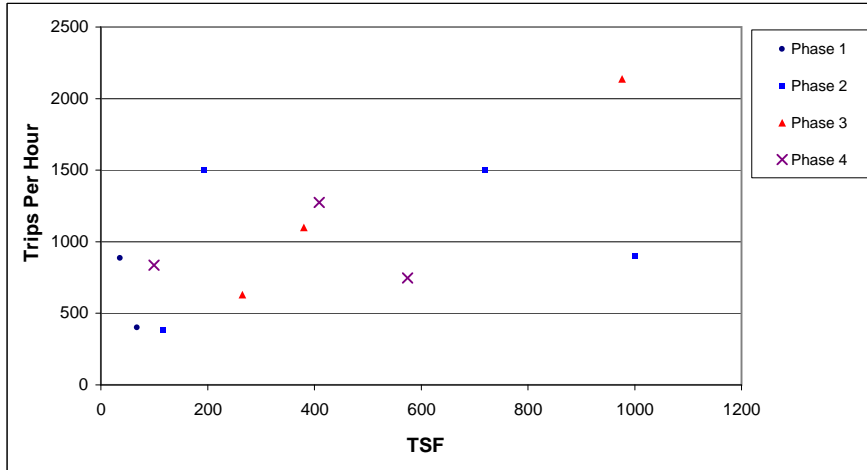
Number Of Sites :	12	Percent In/Out :	50 / 50
Average Rate :	5.27	Use Trip Rates	
Minimum Rate :	1.30		
Maximum Rate :	14.36		
Standard Deviation :	5.0063		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.10	1.00	0.81
Motorcycle	14.86	0.33	0.05
Small Lorry	3.62	1.75	0.06
Big Lorry	0.04	2.25	0.00
Bus	0.38	2.25	0.01
Total	100.00%		0.93

**Commercial
Shopping Complex (Weekend)
Trips per TSF**

**CODE
07 03 01**

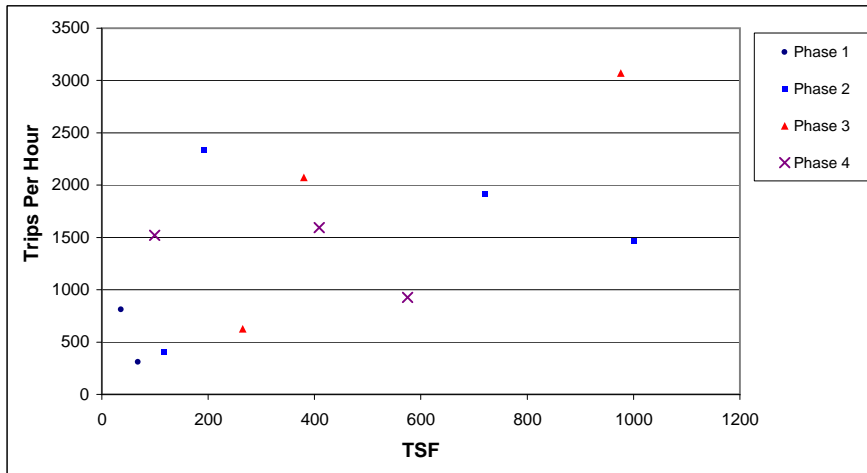
AM Peak Hour Of Generator



Number Of Sites :	12	Percent In/Out :	58 / 42
Average Rate :	5.40	Use Trip Rates	
Minimum Rate :	0.90		
Maximum Rate :	24.58		
Standard Deviation :	6.5113		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.34	1.00	0.81
Motorcycle	12.84	0.33	0.04
Small Lorry	5.26	1.75	0.09
Big Lorry	0.13	2.25	0.00
Bus	0.43	2.25	0.01
Total	100.00%		0.95

PM Peak Hour Of Generator



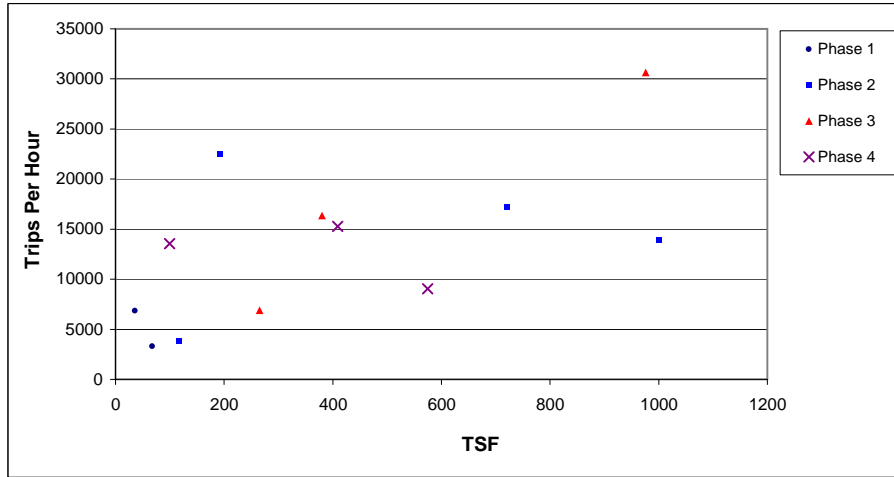
Number Of Sites :	12	Percent In/Out :	52 / 48
Average Rate :	6.55	Use Trip Rates	
Minimum Rate :	1.47		
Maximum Rate :	22.56		
Standard Deviation :	6.6115		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	83.64	1.00	0.84
Motorcycle	12.22	0.33	0.04
Small Lorry	3.81	1.75	0.07
Big Lorry	0.02	2.25	0.00
Bus	0.31	2.25	0.01
Total	100.00%		0.96

**Commercial
Shopping Complex (Weekend)
Trips per TSF**

**CODE
07 03 01**

Daily Trip Generation

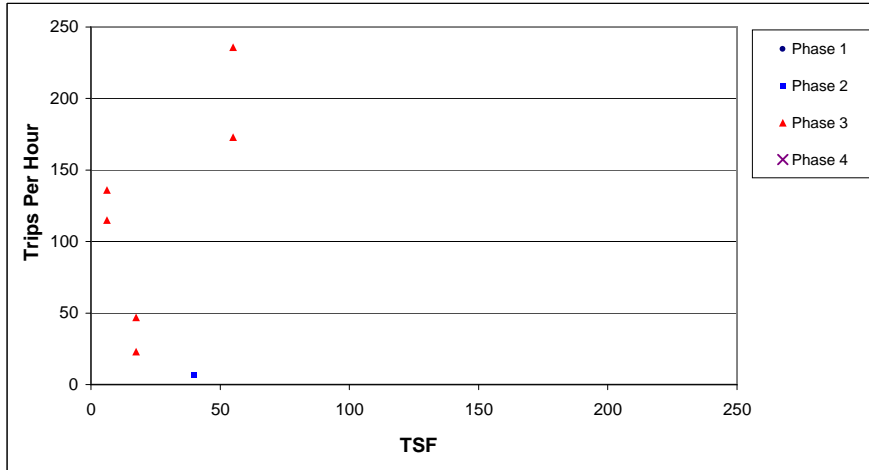


Number Of Sites :	12	Percent In/Out :	52 / 48
Average Rate :	59.69	Use Trip Rates	
Minimum Rate :	13.92		
Maximum Rate :	190.33		
Standard Deviation :	56.46		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.12	1.00	0.81
Motorcycle	14.19	0.33	0.05
Small Lorry	4.25	1.75	0.07
Big Lorry	0.06	2.25	0.00
Bus	0.38	2.25	0.01
Total	100.00%		0.94

**Commercial
Supermarket, Emporium
Trips per TSF**

**CODE
07 03 10/11**

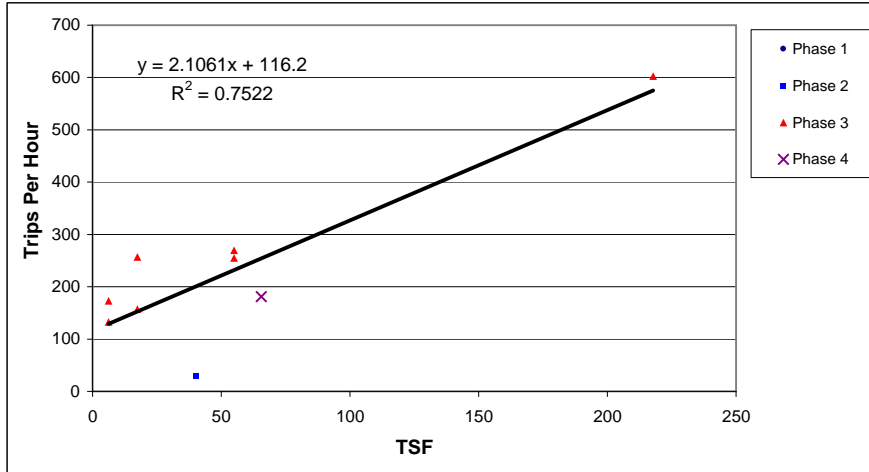
AM Peak Hour Of Commuter



Number Of Sites :	7	Percent In/Out :	45 / 55
Average Rate :	5.77	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	21.83		
Standard Deviation :	8.3302		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.37	1.00	0.52
Motorcycle	42.74	0.33	0.14
Small Lorry	4.88	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.75

PM Peak Hour Of Commuter



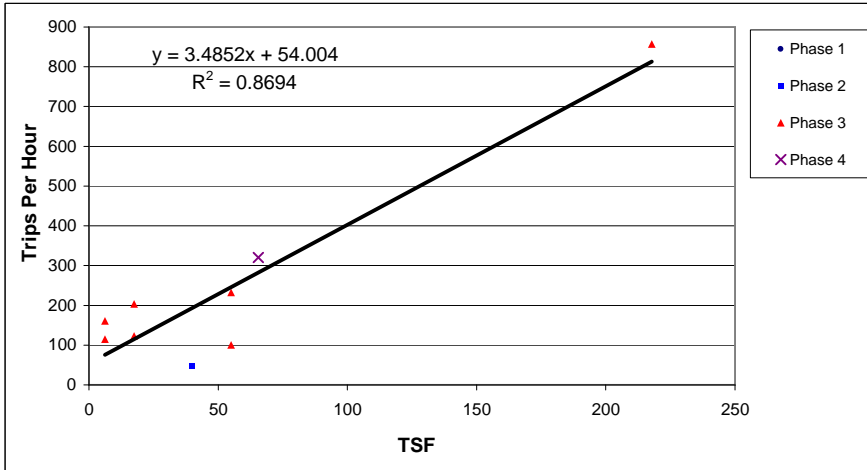
Number Of Sites :	9	Percent In/Out :	52 / 48
Average Rate :	9.85	Regression Equation :	$y = 2.1061x + 116.2$
Minimum Rate :	0.73	(T = Trips; X = Independent Variable)	
Maximum Rate :	27.77	R-squared :	0.7522
Standard Deviation :	9.4423		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.65	1.00	0.66
Motorcycle	29.40	0.33	0.10
Small Lorry	4.66	1.75	0.08
Big Lorry	0.05	2.25	0.00
Bus	0.24	2.25	0.01
Total	100.00%		0.85

**Commercial
Supermarket, Emporium
Trips per TSF**

**CODE
07 03 10/11**

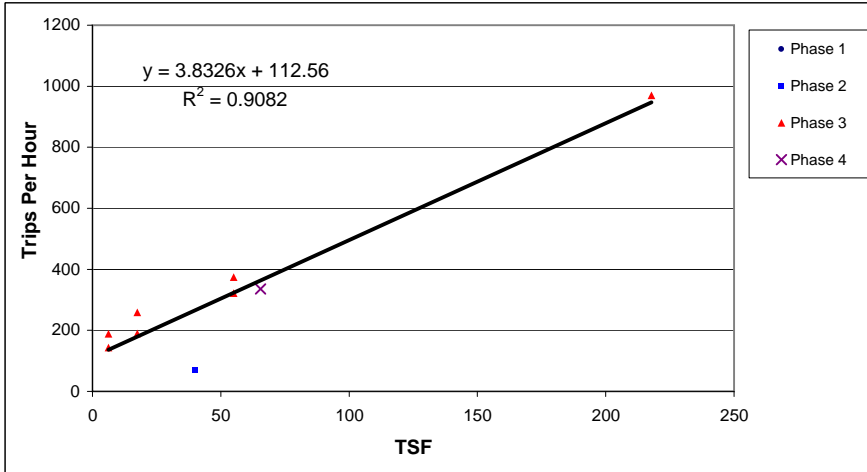
AM Peak Hour Of Generator



Number Of Sites :	9	Percent In/Out :	57 / 43
Average Rate :	8.79	Regression Equation :	$y = 3.4852x + 54.0044$
Minimum Rate :	1.18	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	25.84	R-squared :	0.8694
Standard Deviation :	8.3793		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.44	1.00	0.63
Motorcycle	27.35	0.33	0.09
Small Lorry	8.88	1.75	0.16
Big Lorry	0.00	2.25	0.00
Bus	0.32	2.25	0.01
Total	100.00%		0.89

PM Peak Hour Of Generator



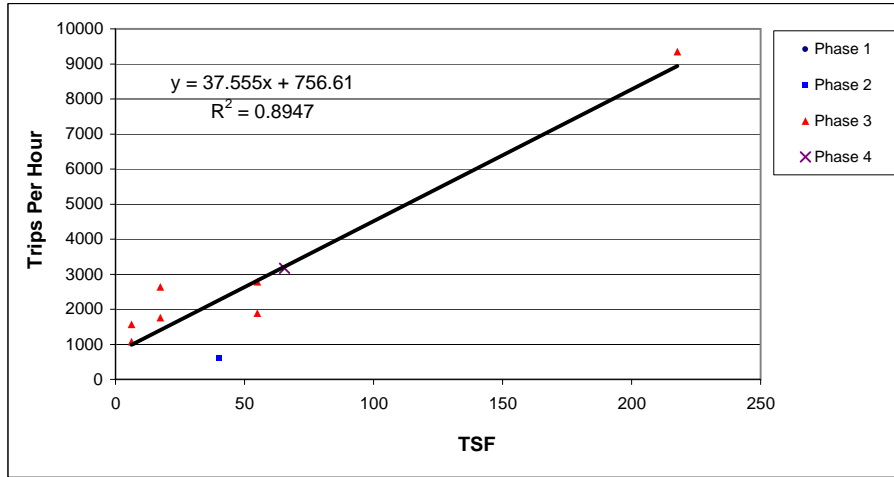
Number Of Sites :	9	Percent In/Out :	50 / 50
Average Rate :	11.47	Regression Equation :	$y = 3.8326x + 112.56$
Minimum Rate :	1.78	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	30.34	R-squared :	0.9082
Standard Deviation :	10		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.83	1.00	0.67
Motorcycle	28.76	0.33	0.09
Small Lorry	4.13	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.28	2.25	0.01
Total	100.00%		0.84

**Commercial
Supermarket, Emporium
Trips per TSF**

**CODE
07 03 10/11**

Daily Trip Generation

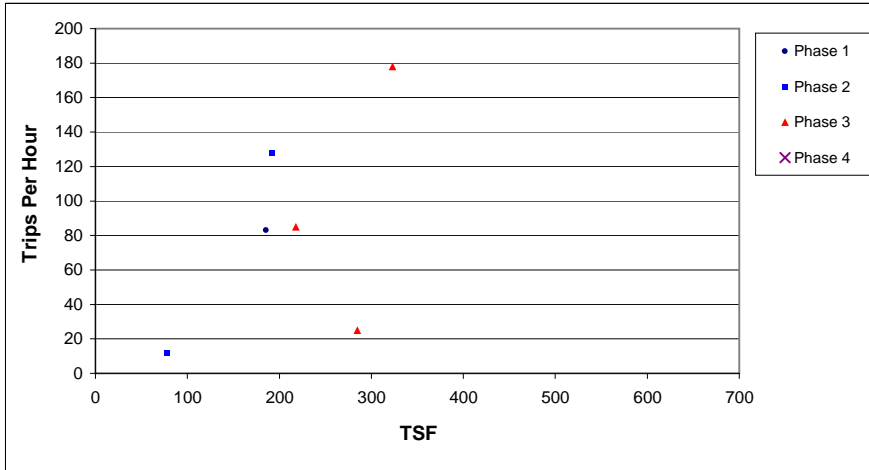


Number Of Sites :	9	Percent In/Out :	52 / 48
Average Rate :	96.58	Regression Equation :	$y = 37.555x + 756.61$
Minimum Rate :	15.45	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	252.33	R-squared :	0.8947
Standard Deviation :	79.71		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.68	1.00	0.67
Motorcycle	27.79	0.33	0.09
Small Lorry	5.33	1.75	0.09
Big Lorry	0.01	2.25	0.00
Bus	0.20	2.25	0.00
Total	100.00%		0.85

**Commercial
Hypermarket (Weekday)
Trips per TSF**

**CODE
07 03 20**

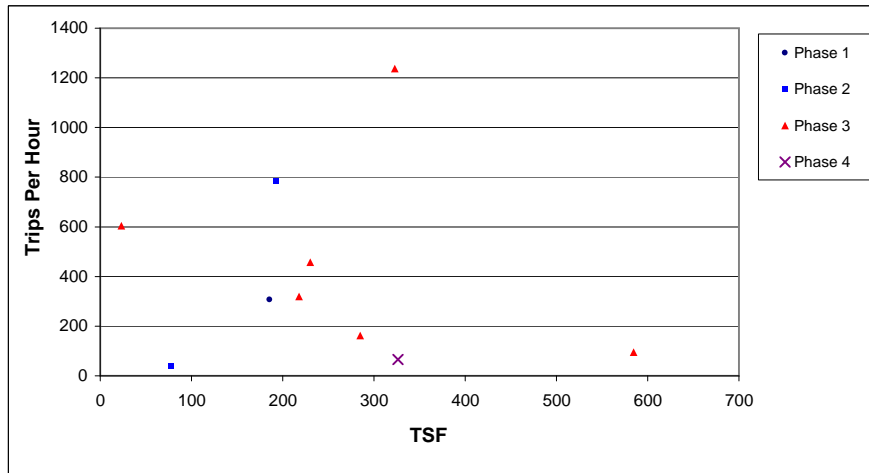
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	44 / 56
Average Rate :	0.23	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	0.66		
Standard Deviation :	0.2588		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.43	1.00	0.62
Motorcycle	29.55	0.33	0.10
Small Lorry	7.62	1.75	0.13
Big Lorry	0.39	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.86

PM Peak Hour Of Commuter



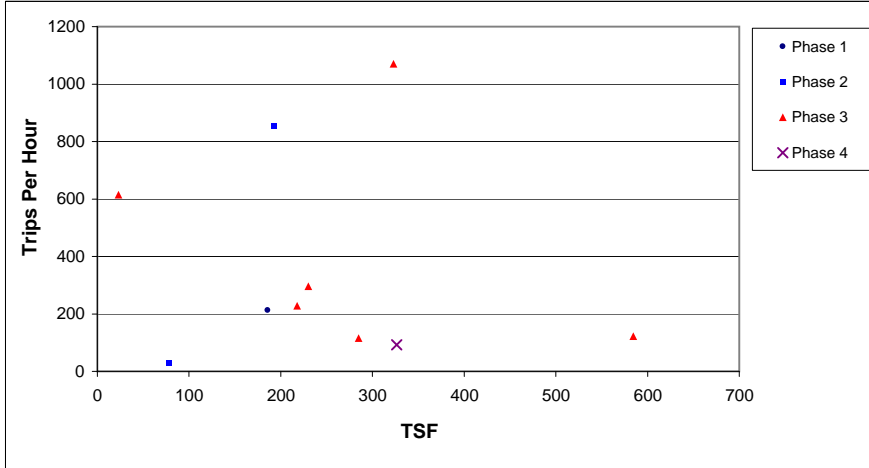
Number Of Sites :	10	Percent In/Out :	50 / 50
Average Rate :	4.06	Use Trip Rates	
Minimum Rate :	0.16		
Maximum Rate :	26.10		
Standard Deviation :	7.8706		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.58	1.00	0.72
Motorcycle	20.94	0.33	0.07
Small Lorry	7.34	1.75	0.13
Big Lorry	0.15	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.92

**Commercial
Hypermarket (Weekday)
Trips per TSF**

**CODE
07 03 20**

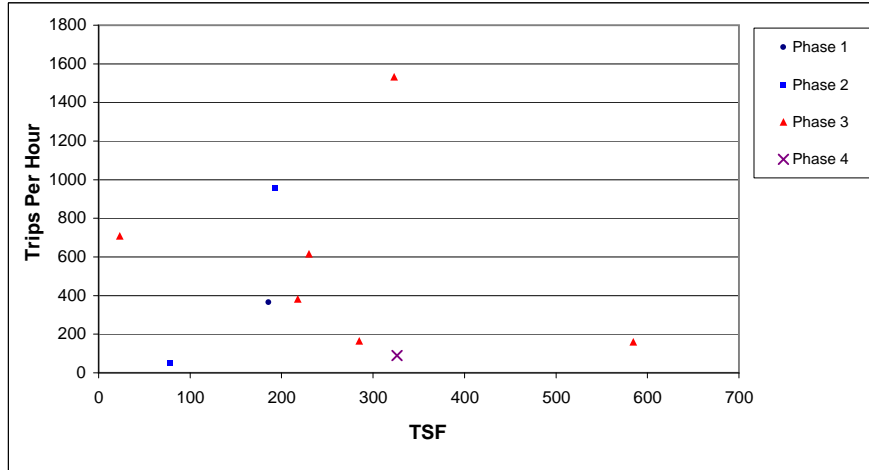
AM Peak Hour Of Generator



Number Of Sites :	10	Percent In/Out :	57 / 43
Average Rate :	3.91	Use Trip Rates	
Minimum Rate :	0.21		
Maximum Rate :	26.58		
Standard Deviation :	8.0877		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.99	1.00	0.73
Motorcycle	15.80	0.33	0.05
Small Lorry	10.75	1.75	0.19
Big Lorry	0.46	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.98

PM Peak Hour Of Generator



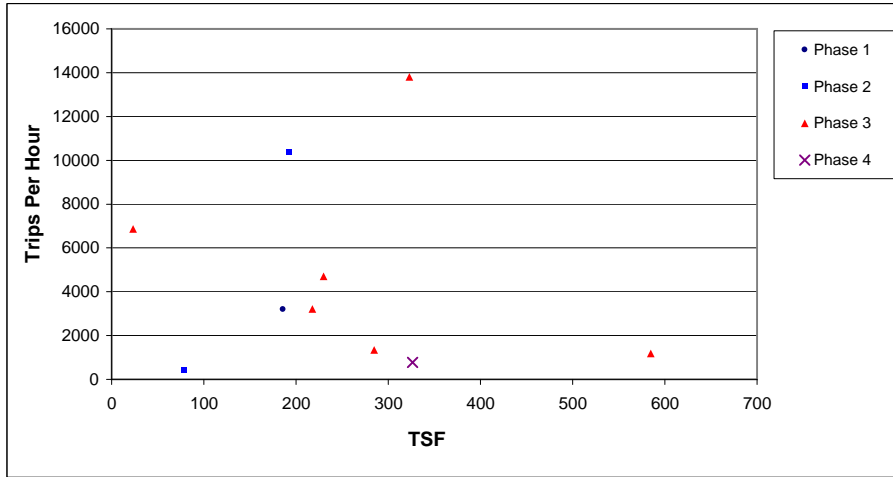
Number Of Sites :	10	Percent In/Out :	46 / 54
Average Rate :	4.86	Use Trip Rates	
Minimum Rate :	0.27		
Maximum Rate :	30.68		
Standard Deviation :	9.2353		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.88	1.00	0.75
Motorcycle	17.18	0.33	0.06
Small Lorry	7.89	1.75	0.14
Big Lorry	0.04	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.95

**Commercial
Hypermarket (Weekday)
Trips per TSF**

**CODE
07 03 20**

Daily Trip Generation



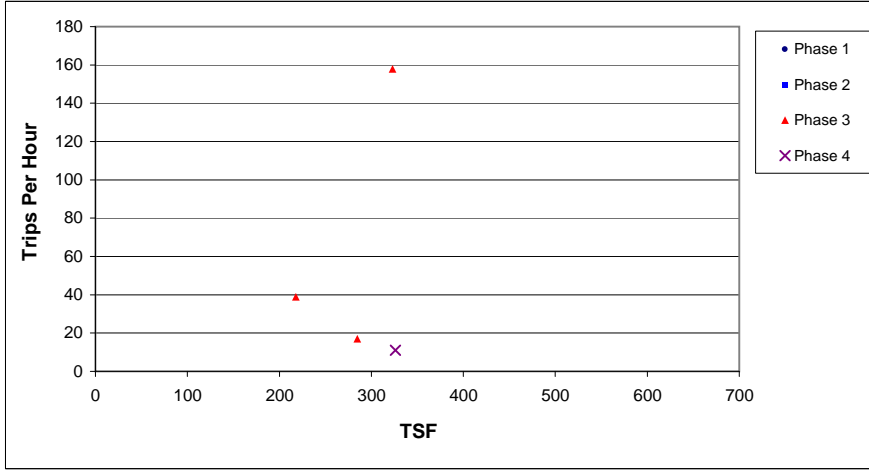
Number Of Sites :	10	Percent In/Out :	52 / 48
Average Rate :	46.00	Use Trip Rates	
Minimum Rate :	2.02		
Maximum Rate :	296.47		
Standard Deviation :	89.7349		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.07	1.00	0.72
Motorcycle	19.12	0.33	0.06
Small Lorry	8.57	1.75	0.15
Big Lorry	0.24	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.94

**Commercial
Hypermarket (Weekend)
Trips per TSF**

**CODE
07 03 20**

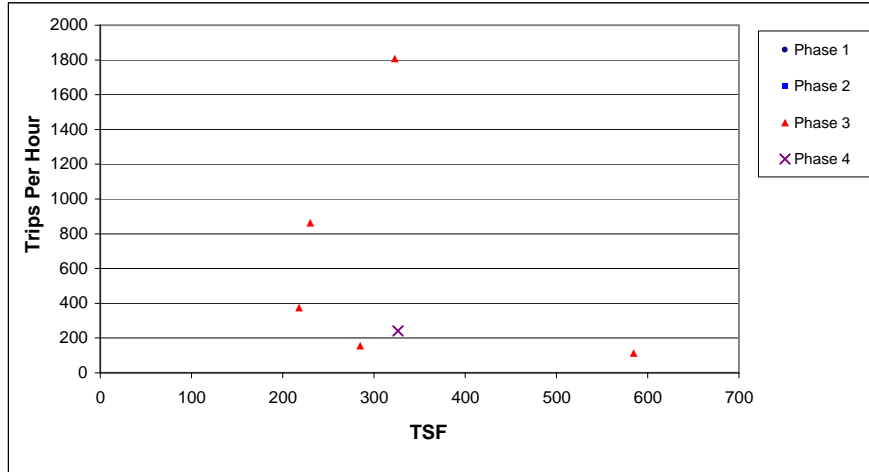
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	54 / 46
Average Rate :	0.13	Use Trip Rates	
Minimum Rate :	0.03		
Maximum Rate :	0.49		
Standard Deviation :	0.1895		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.00	1.00	0.56
Motorcycle	37.33	0.33	0.12
Small Lorry	4.89	1.75	0.09
Big Lorry	1.33	2.25	0.03
Bus	0.44	2.25	0.01
Total	100.00%		0.81

PM Peak Hour Of Commuter



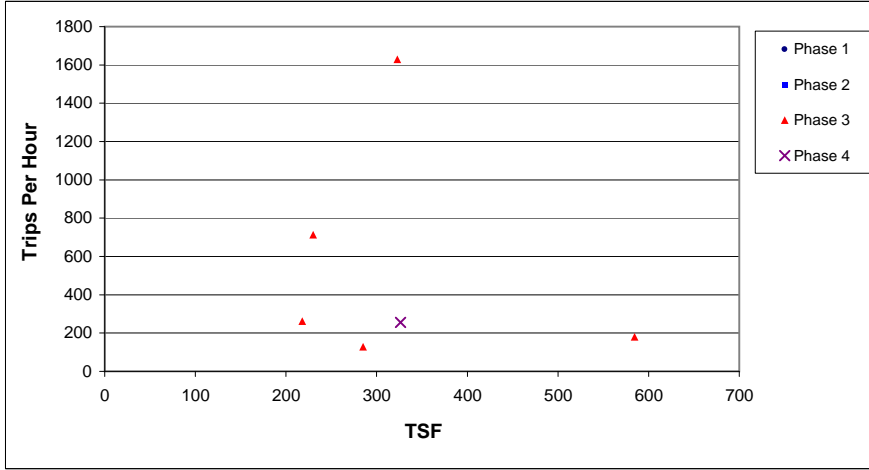
Number Of Sites :	6	Percent In/Out :	52 / 48
Average Rate :	2.09	Use Trip Rates	
Minimum Rate :	0.20		
Maximum Rate :	5.60		
Standard Deviation :	2.1454		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	80.11	1.00	0.80
Motorcycle	15.03	0.33	0.05
Small Lorry	4.61	1.75	0.08
Big Lorry	0.06	2.25	0.00
Bus	0.20	2.25	0.00
Total	100.00%		0.93

**Commercial
Hypermarket (Weekend)
Trips per TSF**

**CODE
07 03 20**

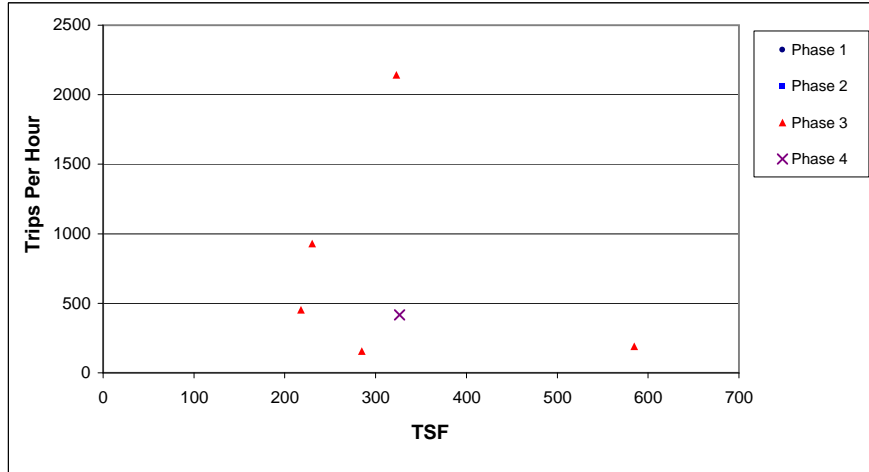
AM Peak Hour Of Generator



Number Of Sites :	6	Percent In/Out :	60 / 40
Average Rate :	1.82	Use Trip Rates	
Minimum Rate :	0.31		
Maximum Rate :	5.05		
Standard Deviation :	1.8799		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	82.33	1.00	0.82
Motorcycle	11.93	0.33	0.04
Small Lorry	5.55	1.75	0.10
Big Lorry	0.19	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

PM Peak Hour Of Generator



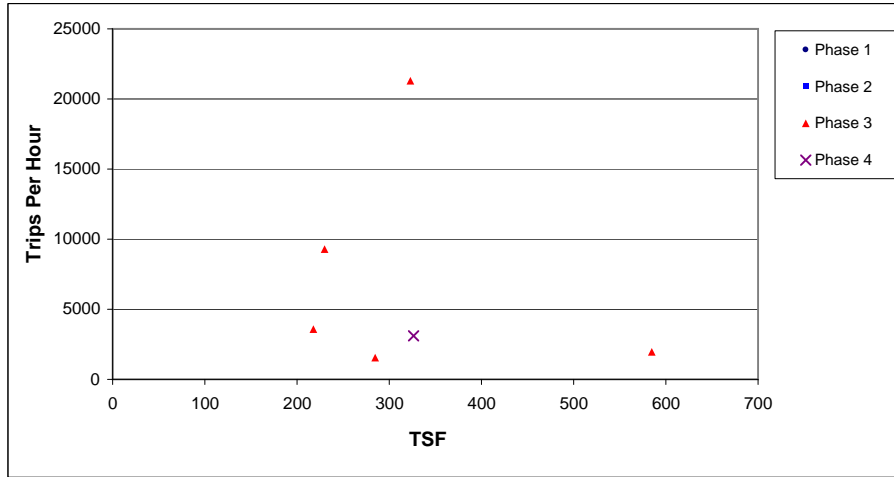
Number Of Sites :	6	Percent In/Out :	47 / 53
Average Rate :	2.49	Use Trip Rates	
Minimum Rate :	0.33		
Maximum Rate :	6.64		
Standard Deviation :	2.4367		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.08	1.00	0.81
Motorcycle	14.50	0.33	0.05
Small Lorry	4.36	1.75	0.08
Big Lorry	0.05	2.25	0.00
Bus	0.02	2.25	0.00
Total	100.00%		0.94

**Commercial
Hypermarket (Weekend)
Trips per TSF**

**CODE
07 03 20**

Daily Trip Generation

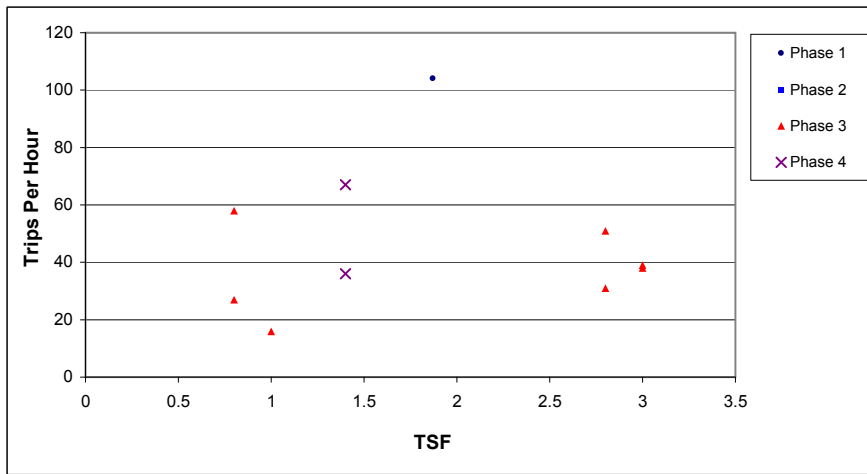


Number Of Sites :	6	Percent In/Out :	52 / 48
Average Rate :	23.53	Use Trip Rates	
Minimum Rate :	3.37		
Maximum Rate :	66.00		
Standard Deviation :	24.7775		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	79.92	1.00	0.80
Motorcycle	14.60	0.33	0.05
Small Lorry	5.25	1.75	0.09
Big Lorry	0.16	2.25	0.00
Bus	0.08	2.25	0.00
Total	100.00%		0.94

**Commercial
Convenience Store/Mini Market
Trips per TSF**

**CODE
07 03 30**

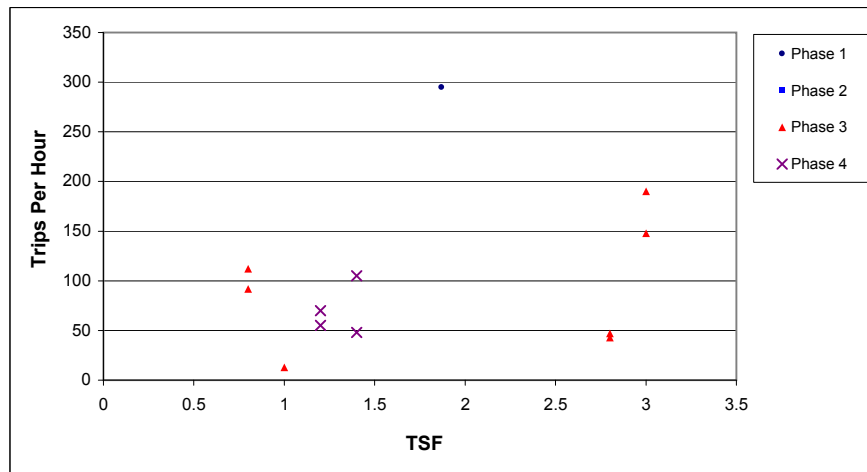
AM Peak Hour Of Commuter



Number Of Sites :	10	Percent In/Out :	44 / 56
Average Rate :	25.53	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	72.50		
Standard Deviation :	22.6772		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.97	1.00	0.54
Motorcycle	33.62	0.33	0.11
Small Lorry	11.34	1.75	0.20
Big Lorry	1.07	2.25	0.02
Bus	0.00	2.25	0.00
Total	100.00%		0.87

PM Peak Hour Of Commuter



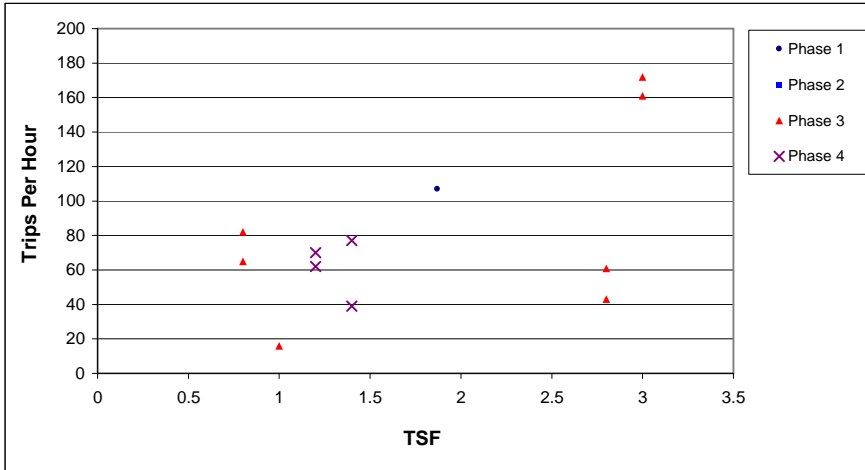
Number Of Sites :	12	Percent In/Out :	50 / 50
Average Rate :	65.33	Use Trip Rates	
Minimum Rate :	13.00		
Maximum Rate :	157.75		
Standard Deviation :	48.5456		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.55	1.00	0.54
Motorcycle	39.65	0.33	0.13
Small Lorry	6.81	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.79

**Commercial
Convenience Store/Mini Market
Trips per TSF**

**CODE
07 03 30**

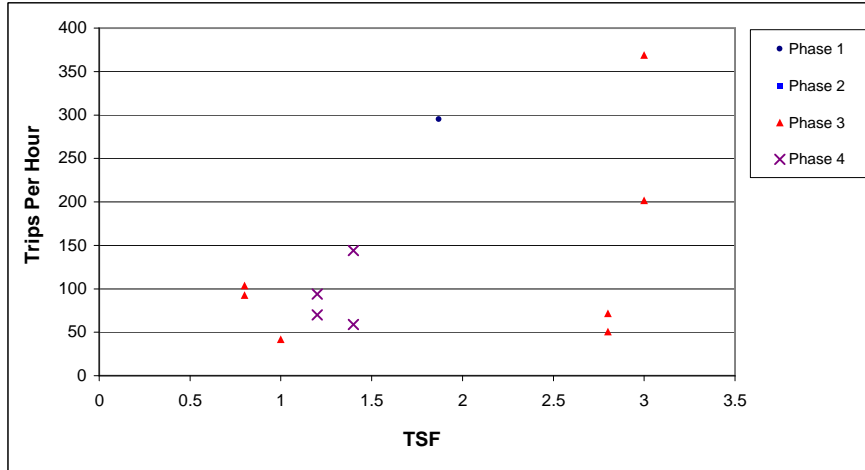
AM Peak Hour Of Generator



Number Of Sites :	12	Percent In/Out :	50 / 50
Average Rate :	49.83	Use Trip Rates	
Minimum Rate :	15.36		
Maximum Rate :	102.5		
Standard Deviation :	26.2705		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.30	1.00	0.53
Motorcycle	32.15	0.33	0.11
Small Lorry	12.98	1.75	0.23
Big Lorry	1.57	2.25	0.04
Bus	0.00	2.25	0.00
Total	100.00%		0.91

PM Peak Hour Of Generator



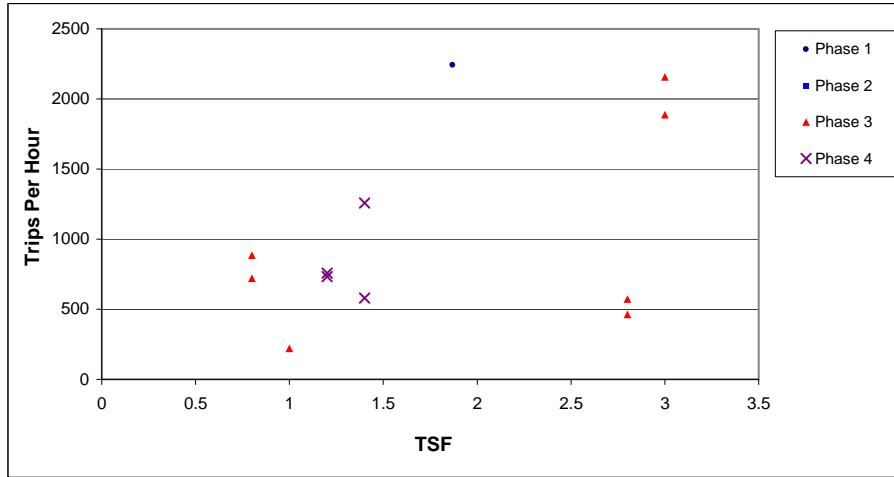
Number Of Sites :	12	Percent In/Out :	48 / 52
Average Rate :	80.16	Use Trip Rates	
Minimum Rate :	18.21		
Maximum Rate :	157.75		
Standard Deviation :	45.2319		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.33	1.00	0.61
Motorcycle	33.10	0.33	0.11
Small Lorry	5.57	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.82

**Commercial
Convenience Store/Mini Market
Trips per TSF**

**CODE
07 03 30**

Daily Trip Generation

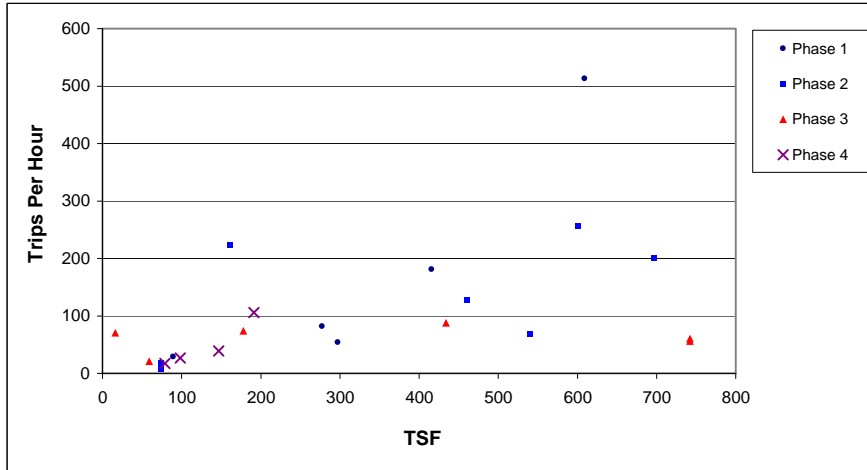


Number Of Sites :	12	Percent In/Out :	50 / 50
Average Rate :	641.71	Use Trip Rates	
Minimum Rate :	165.36		
Maximum Rate :	1198.93		
Standard Deviation :	345.5		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.47	1.00	0.55
Motorcycle	36.05	0.33	0.12
Small Lorry	8.14	1.75	0.14
Big Lorry	0.33	2.25	0.01
Bus	0.01	2.25	0.00
Total	100.00%		0.82

Commercial
General, Beach Resort, Hill Resort Hotel
Trips per TSF

CODE
07 04 01/10/11

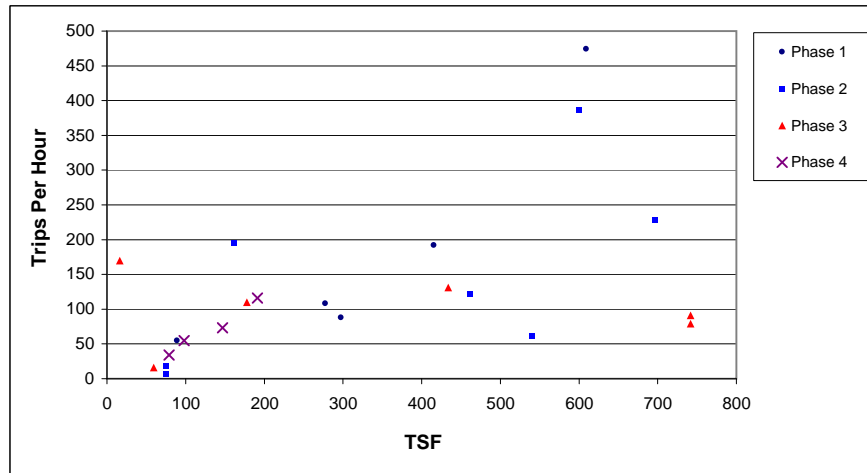
AM Peak Hour Of Commuter



Number Of Sites :	22	Percent In/Out :	61 / 39
Average Rate :	0.53	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	4.40		
Standard Deviation :	0.9099		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.29	1.00	0.71
Motorcycle	20.25	0.33	0.07
Small Lorry	7.33	1.75	0.13
Big Lorry	0.13	2.25	0.00
Bus	1.00	2.25	0.02
Total	100.00%		0.93

PM Peak Hour Of Commuter



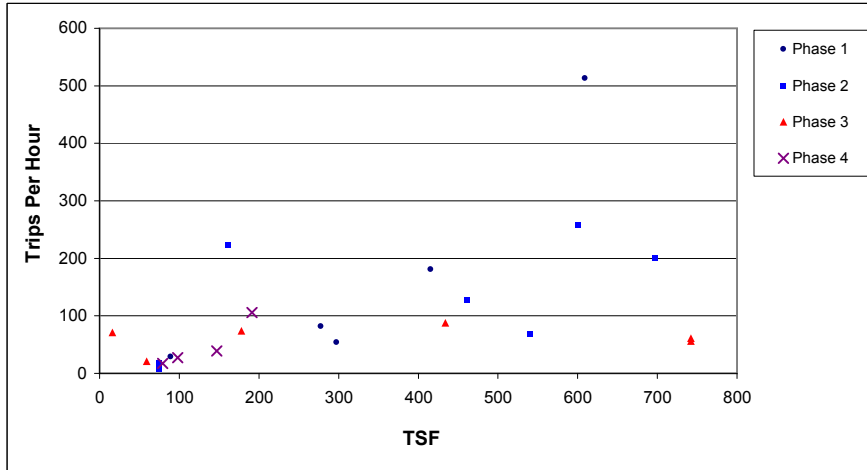
Number Of Sites :	22	Percent In/Out :	44 / 56
Average Rate :	0.89	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	10.53		
Standard Deviation :	2.1699		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.97	1.00	0.75
Motorcycle	18.75	0.33	0.06
Small Lorry	5.22	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	1.07	2.25	0.02
Total	100.00%		0.92

Commercial
General, Beach Resort, Hill Resort Hotel
Trips per TSF

CODE
07 04 01/10/11

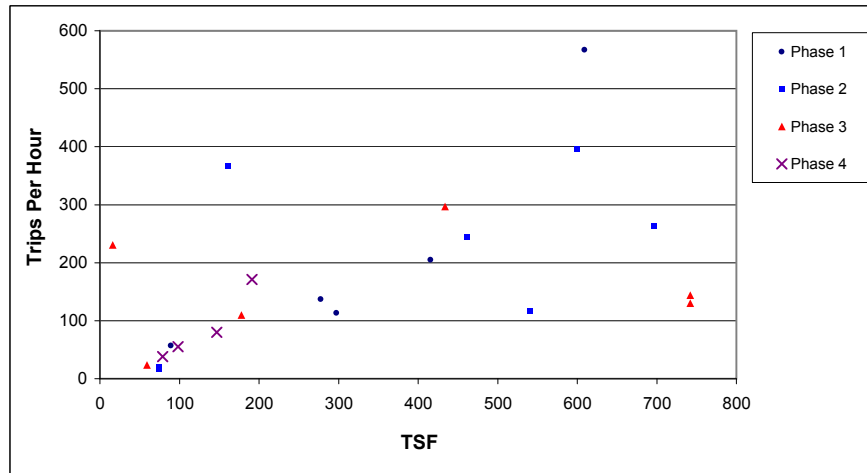
AM Peak Hour Of Generator



Number Of Sites :	22	Percent In/Out :	60 / 40
Average Rate :	0.89	Use Trip Rates	
Minimum Rate :	0.15		
Maximum Rate :	8.49		
Standard Deviation :	1.7426		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	73.72	1.00	0.74
Motorcycle	15.95	0.33	0.05
Small Lorry	9.42	1.75	0.16
Big Lorry	0.09	2.25	0.00
Bus	0.82	2.25	0.02
Total	100.00%		0.97

PM Peak Hour Of Generator



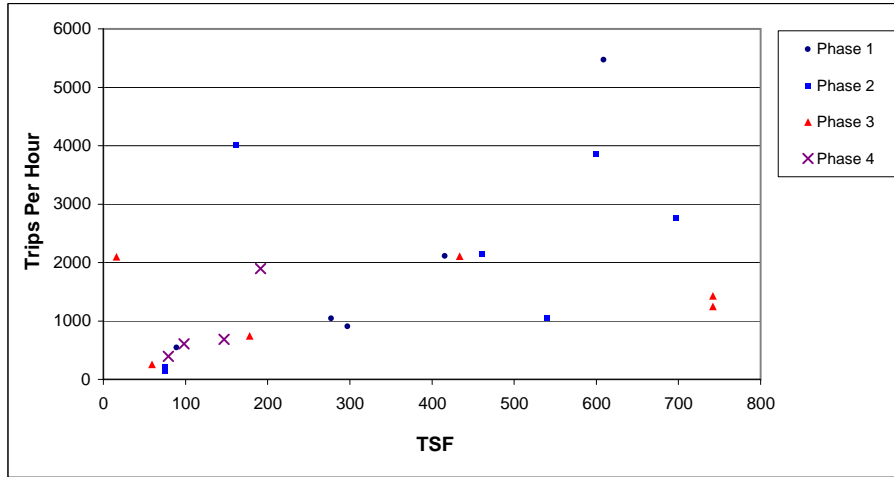
Number Of Sites :	22	Percent In/Out :	51 / 49
Average Rate :	1.20	Use Trip Rates	
Minimum Rate :	0.18		
Maximum Rate :	14.31		
Standard Deviation :	2.9595		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	77.40	1.00	0.77
Motorcycle	14.64	0.33	0.05
Small Lorry	7.21	1.75	0.13
Big Lorry	0.00	2.25	0.00
Bus	0.74	2.25	0.02
Total	100.00%		0.97

**Commercial
General, Beach Resort, Hill Resort Hotel
Trips per TSF**

**CODE
07 04 01/10/11**

Daily Trip Generation

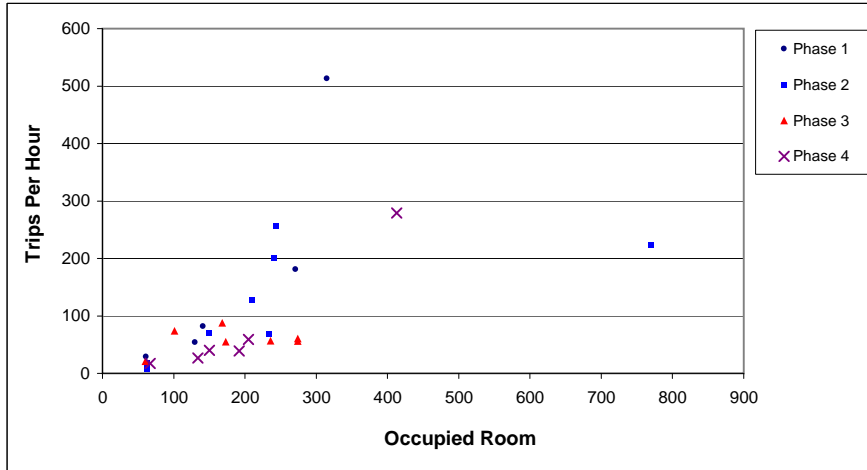


Number Of Sites :	22	Percent In/Out :	52 / 48
Average Rate :	11.19	Use Trip Rates	
Minimum Rate :	1.68		
Maximum Rate :	129.95		
Standard Deviation :	26.9575		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.34	1.00	0.74
Motorcycle	15.95	0.33	0.05
Small Lorry	8.74	1.75	0.15
Big Lorry	0.06	2.25	0.00
Bus	0.92	2.25	0.02
Total	100.00%		0.96

Commercial
General, Beach Resort, Hill Resort Hotel
Trips per Occupied Room

CODE
07 04 01/10/11

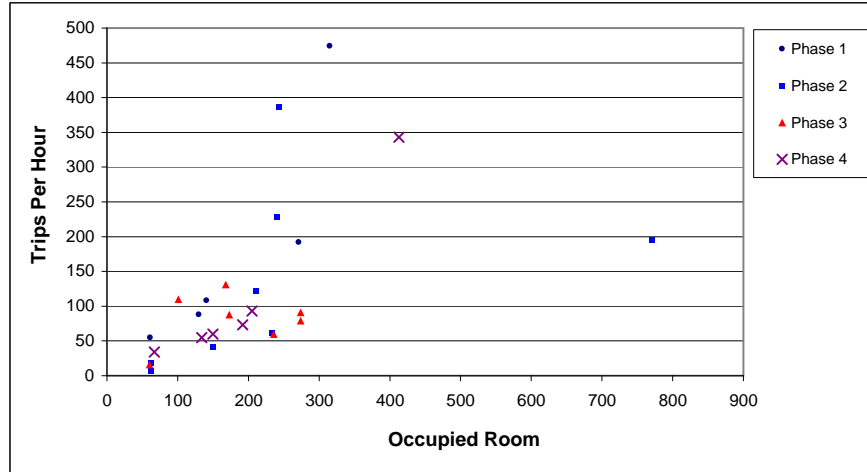
AM Peak Hour Of Commuter



Number Of Sites :	26	Percent In/Out :	62 / 38
Average Rate :	0.47	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	1.63		
Standard Deviation :	0.33		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.44	1.00	0.69
Motorcycle	21.97	0.33	0.07
Small Lorry	7.21	1.75	0.13
Big Lorry	0.26	2.25	0.01
Bus	1.11	2.25	0.03
Total	100.00%		0.93

PM Peak Hour Of Commuter



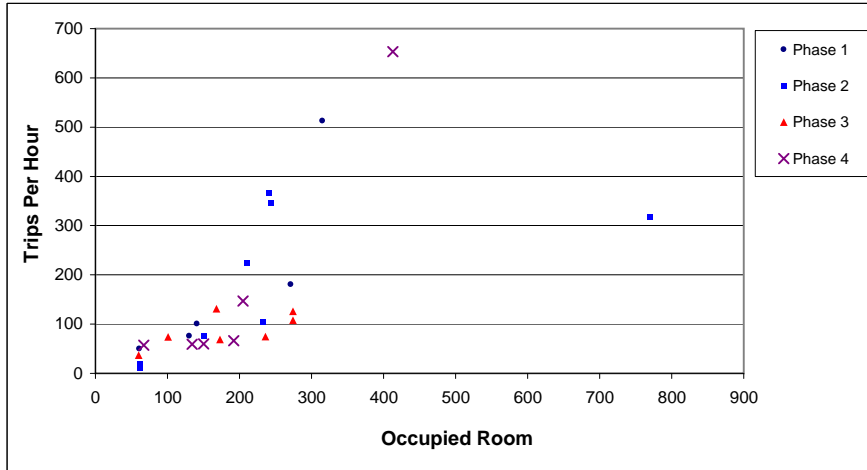
Number Of Sites :	26	Percent In/Out :	43 / 57
Average Rate :	0.59	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	1.59		
Standard Deviation :	0.3803		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.38	1.00	0.74
Motorcycle	19.43	0.33	0.06
Small Lorry	5.25	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	0.94	2.25	0.02
Total	100.00%		0.91

Commercial
General, Beach Resort, Hill Resort Hotel
Trips per Occupied Room

CODE
07 04 01/10/11

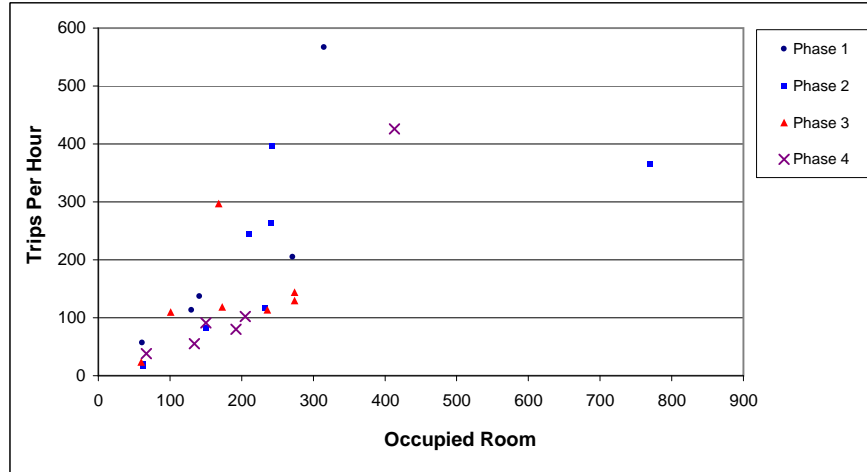
AM Peak Hour Of Generator



Number Of Sites :	26	Percent In/Out :	60 / 40
Average Rate :	0.70	Use Trip Rates	
Minimum Rate :	0.19		
Maximum Rate :	1.63		
Standard Deviation :	0.4147		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.51	1.00	0.75
Motorcycle	15.39	0.33	0.05
Small Lorry	9.26	1.75	0.16
Big Lorry	0.12	2.25	0.00
Bus	0.72	2.25	0.02
Total	100.00%		0.98

PM Peak Hour Of Generator



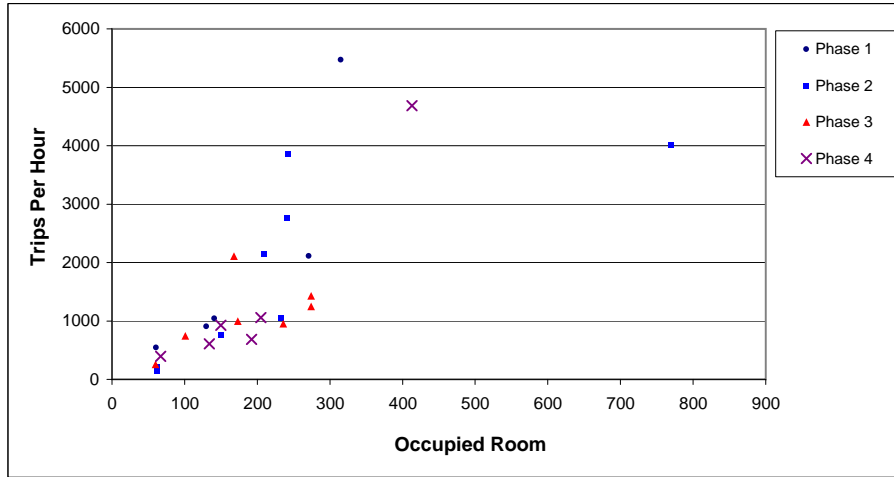
Number Of Sites :	26	Percent In/Out :	50 / 50
Average Rate :	0.78	Use Trip Rates	
Minimum Rate :	0.27		
Maximum Rate :	1.80		
Standard Deviation :	0.434		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	76.02	1.00	0.76
Motorcycle	15.71	0.33	0.05
Small Lorry	7.48	1.75	0.13
Big Lorry	0.00	2.25	0.00
Bus	0.79	2.25	0.02
Total	100.00%		0.96

**Commercial
General, Beach Resort, Hill Resort Hotel
Trips per Occupied Room**

**CODE
07 04 01/10/11**

Daily Trip Generation



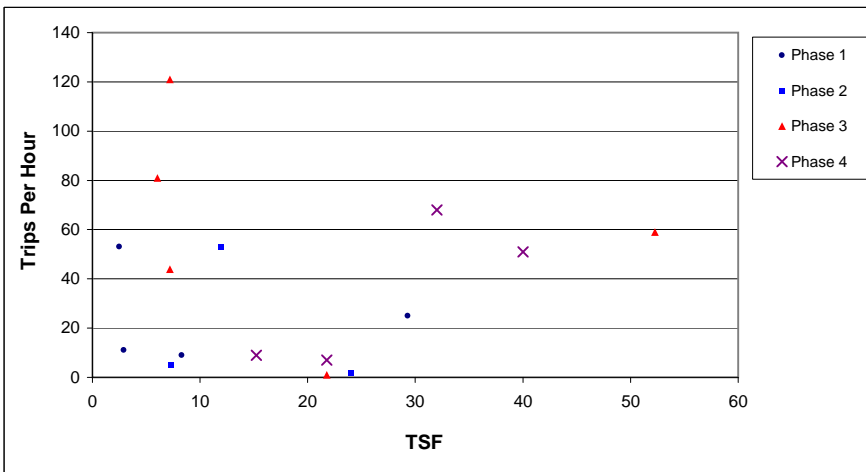
Number Of Sites :	26	Percent In/Out :	52 / 48
Average Rate :	7.18	Use Trip Rates	
Minimum Rate :	2.19		
Maximum Rate :	17.36		
Standard Deviation :	3.8387		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	73.86	1.00	0.74
Motorcycle	16.48	0.33	0.05
Small Lorry	8.71	1.75	0.15
Big Lorry	0.08	2.25	0.00
Bus	0.87	2.25	0.02
Total	100.00%		0.96

**Commercial
General Restaurant
Trips per TSF**

**CODE
07 05 01**

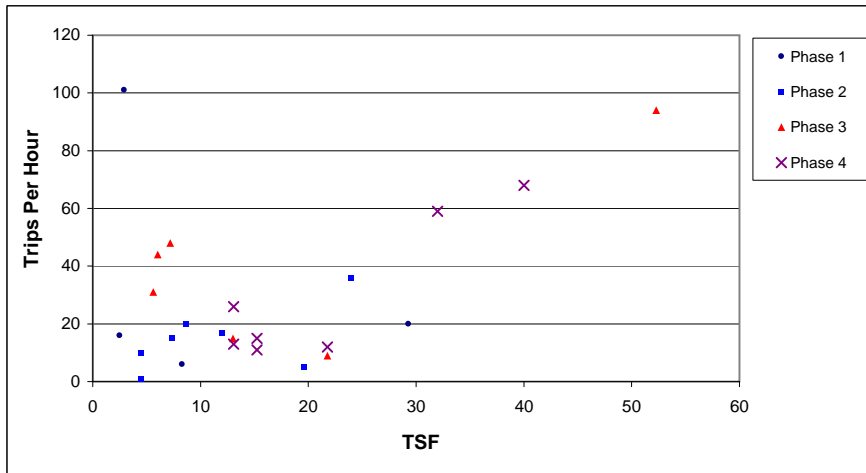
AM Peak Hour Of Commuter



Number Of Sites :	16	Percent In/Out :	44 / 56
Average Rate :	3.15	Use Trip Rates	
Minimum Rate :	2.13		
Maximum Rate :	21.2		
Standard Deviation :	5.659		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.74	1.00	0.61
Motorcycle	25.34	0.33	0.08
Small Lorry	11.24	1.75	0.20
Big Lorry	2.01	2.25	0.05
Bus	0.67	2.25	0.02
Total	100.00%		0.96

PM Peak Hour Of Commuter



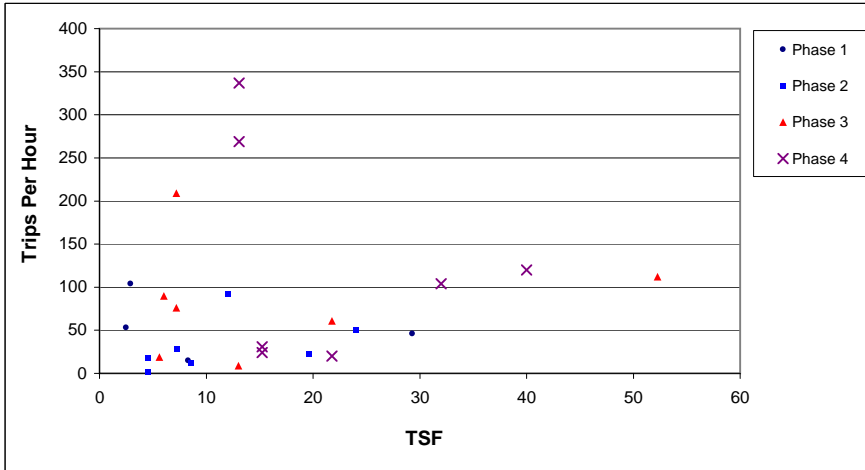
Number Of Sites :	24	Percent In/Out :	57 / 43
Average Rate :	3.35	Use Trip Rates	
Minimum Rate :	0.55		
Maximum Rate :	34.55		
Standard Deviation :	6.8313		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.93	1.00	0.71
Motorcycle	19.68	0.33	0.06
Small Lorry	8.65	1.75	0.15
Big Lorry	0.75	2.25	0.02
Bus	0.00	2.25	0.00
Total	100.00%		0.94

**Commercial
General Restaurant
Trips per TSF**

**CODE
07 05 01**

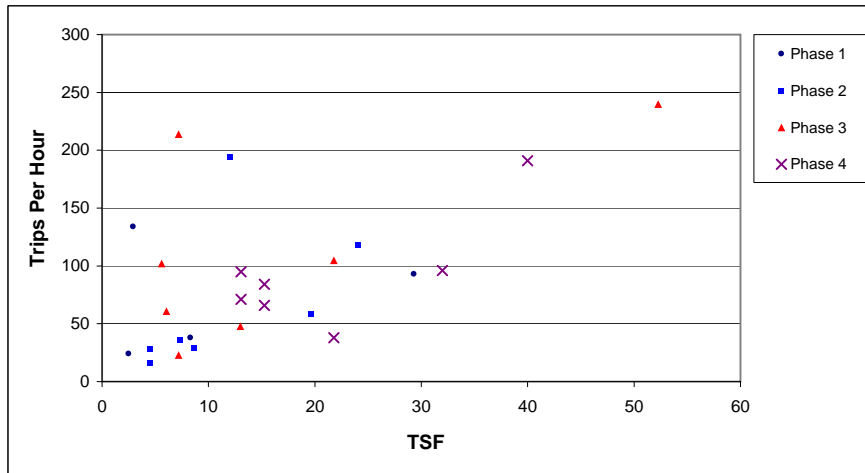
AM Peak Hour Of Generator



Number Of Sites :	25	Percent In/Out :	64 / 36
Average Rate :	8.25	Use Trip Rates	
Minimum Rate :	0.69		
Maximum Rate :	35.58		
Standard Deviation :	10.1248		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.64	1.00	0.67
Motorcycle	18.92	0.33	0.06
Small Lorry	11.27	1.75	0.20
Big Lorry	2.63	2.25	0.06
Bus	0.54	2.25	0.01
Total	100.00%		1.00

PM Peak Hour Of Generator



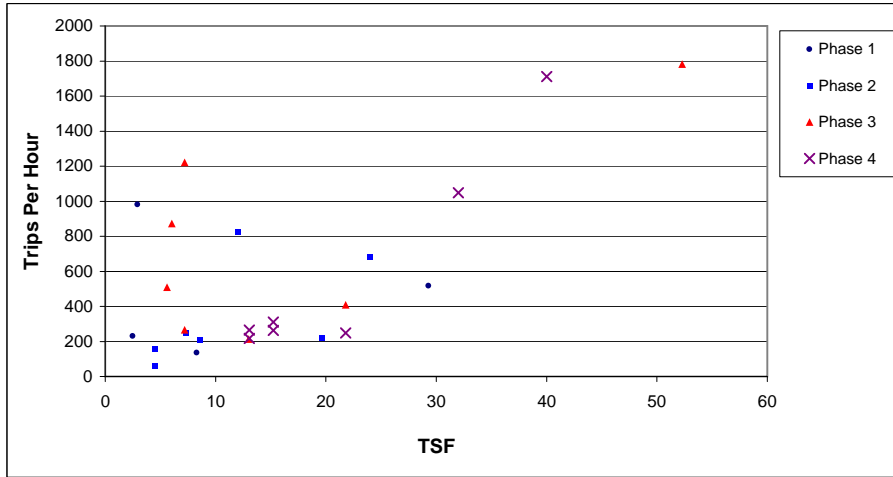
Number Of Sites :	25	Percent In/Out :	57 / 43
Average Rate :	8.39	Use Trip Rates	
Minimum Rate :	1.56		
Maximum Rate :	45.84		
Standard Deviation :	9.9756		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	79.81	1.00	0.80
Motorcycle	11.67	0.33	0.04
Small Lorry	5.81	1.75	0.10
Big Lorry	1.76	2.25	0.04
Bus	0.95	2.25	0.02
Total	100.00%		1.00

**Commercial
General Restaurant
Trips per TSF**

**CODE
07 05 01**

Daily Trip Generation



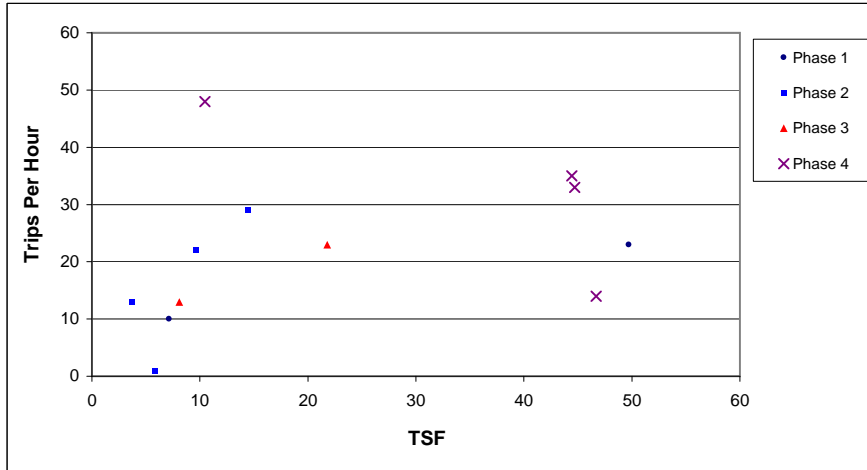
Number Of Sites :	25	Percent In/Out :	49 / 51
Average Rate :	54.09	Use Trip Rates	
Minimum Rate :	11.12		
Maximum Rate :	335.27		
Standard Deviation :	71.5158		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	73.07	1.00	0.73
Motorcycle	17.27	0.33	0.06
Small Lorry	8.29	1.75	0.15
Big Lorry	0.94	2.25	0.02
Bus	0.43	2.25	0.01
Total	100.00%		0.97

**Commercial
Fast Food, Drive-In Restaurant (Weekday)
Trips per TSF**

**CODE
07 05 10/11**

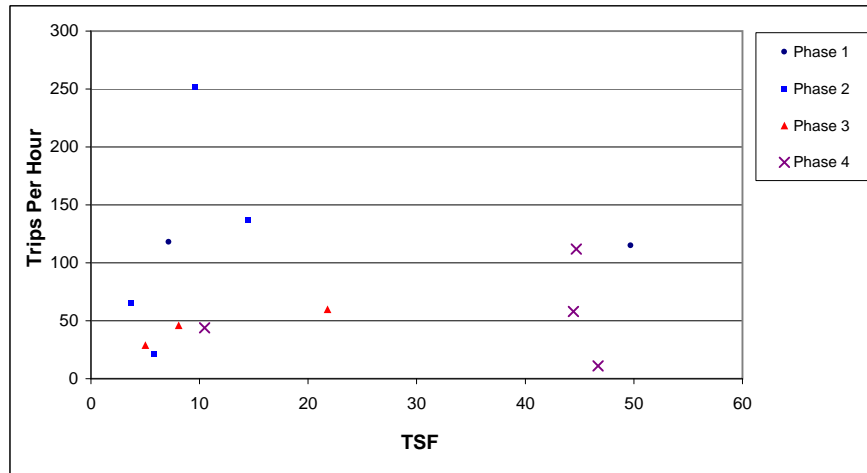
AM Peak Hour Of Commuter



Number Of Sites :	12	Percent In/Out :	59 / 41
Average Rate :	1.46	Use Trip Rates	
Minimum Rate :	0.30		
Maximum Rate :	4.59		
Standard Deviation :	1.3632		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.72	1.00	0.68
Motorcycle	24.41	0.33	0.08
Small Lorry	7.08	1.75	0.12
Big Lorry	0.79	2.25	0.02
Bus	0.00	2.25	0.00
Total	100.00%		0.90

PM Peak Hour Of Commuter



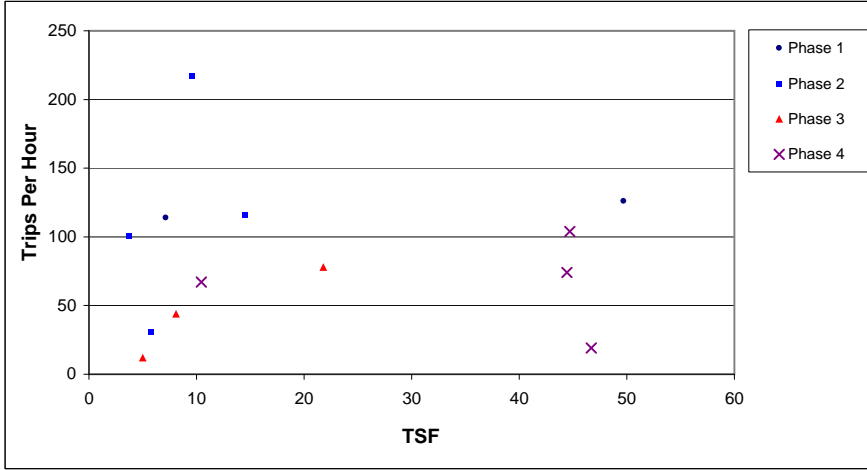
Number Of Sites :	13	Percent In/Out :	49 / 51
Average Rate :	7.55	Use Trip Rates	
Minimum Rate :	0.24		
Maximum Rate :	26.25		
Standard Deviation :	7.8278		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	78.64	1.00	0.79
Motorcycle	17.05	0.33	0.06
Small Lorry	4.20	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.11	2.25	0.00
Total	100.00%		0.92

**Commercial
Fast Food, Drive-In Restaurant (Weekday)
Trips per TSF**

**CODE
07 05 10/11**

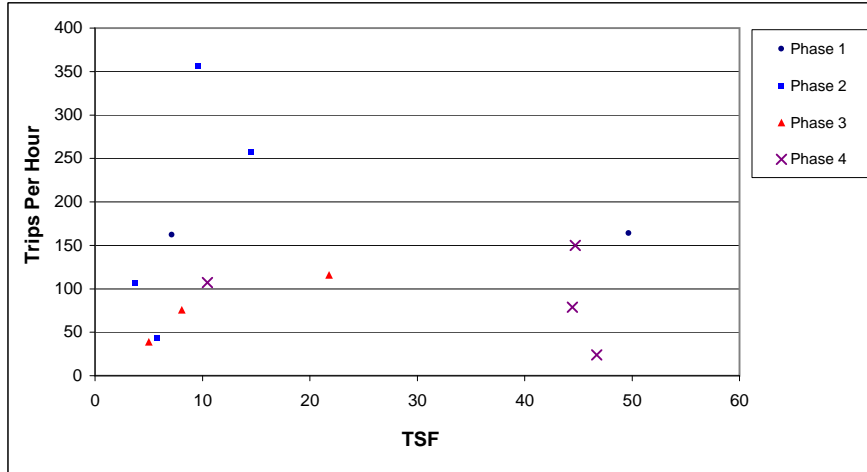
AM Peak Hour Of Generator



Number Of Sites :	13	Percent In/Out :	55 / 45
Average Rate :	8.00	Use Trip Rates	
Minimum Rate :	0.41		
Maximum Rate :	27.3		
Standard Deviation :	8.5421		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.19	1.00	0.81
Motorcycle	14.06	0.33	0.05
Small Lorry	4.46	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.30	2.25	0.01
Total	100.00%		0.95

PM Peak Hour Of Generator



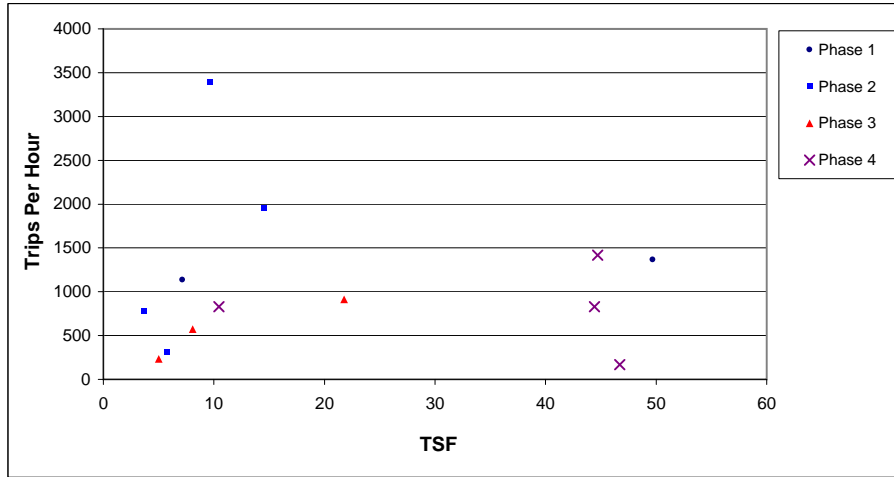
Number Of Sites :	13	Percent In/Out :	50 / 50
Average Rate :	11.96	Use Trip Rates	
Minimum Rate :	0.51		
Maximum Rate :	37.08		
Standard Deviation :	11.3346		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	86.57	1.00	0.87
Motorcycle	9.62	0.33	0.03
Small Lorry	3.82	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.97

**Commercial
Fast Food, Drive-In Restaurant (Weekday)
Trips per TSF**

**CODE
07 05 10/11**

Daily Trip Generation



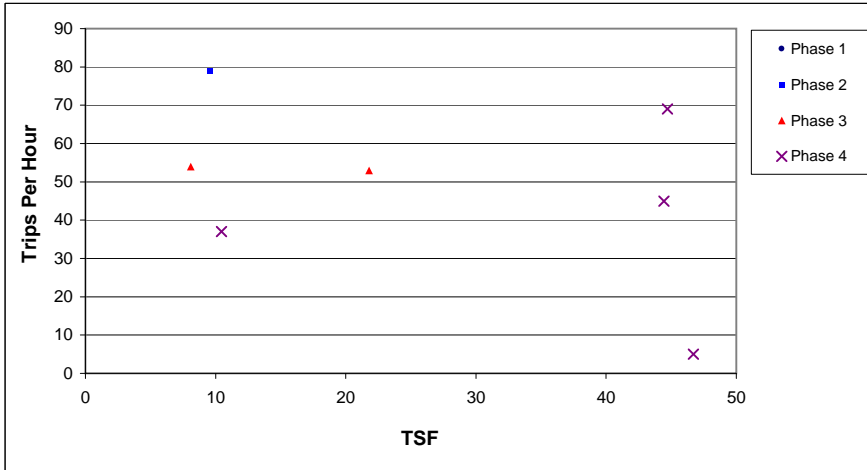
Number Of Sites :	13	Percent In/Out :	52 / 48
Average Rate :	94.97	Use Trip Rates	
Minimum Rate :	3.58		
Maximum Rate :	353.96		
Standard Deviation :	98.5809		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	81.46	1.00	0.81
Motorcycle	14.68	0.33	0.05
Small Lorry	3.77	1.75	0.07
Big Lorry	0.05	2.25	0.00
Bus	0.04	2.25	0.00
Total	100.00%		0.93

**Commercial
Fast Food, Drive-In Restaurant (Weekend)
Trips per TSF**

**CODE
07 06 10/11**

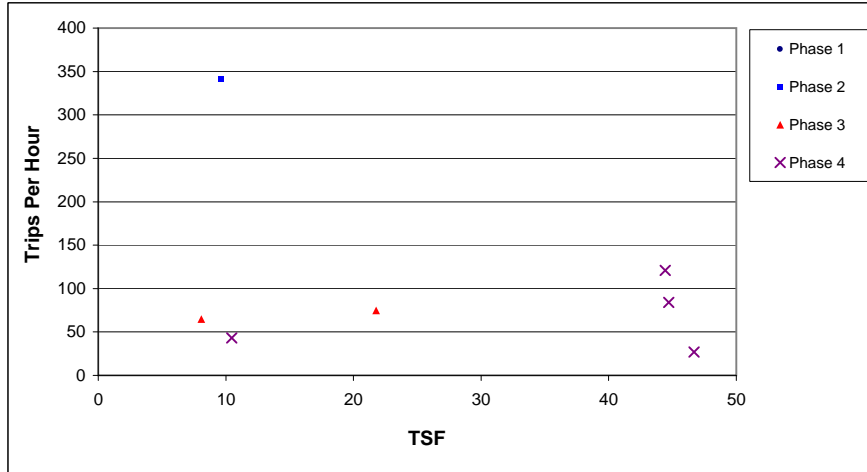
AM Peak Hour Of Commuter



Number Of Sites :	7	Percent In/Out :	52 / 48
Average Rate :	3.36	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	8.23		
Standard Deviation :	3.0278		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	83.27	1.00	0.83
Motorcycle	12.93	0.33	0.04
Small Lorry	3.80	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.94

PM Peak Hour Of Commuter



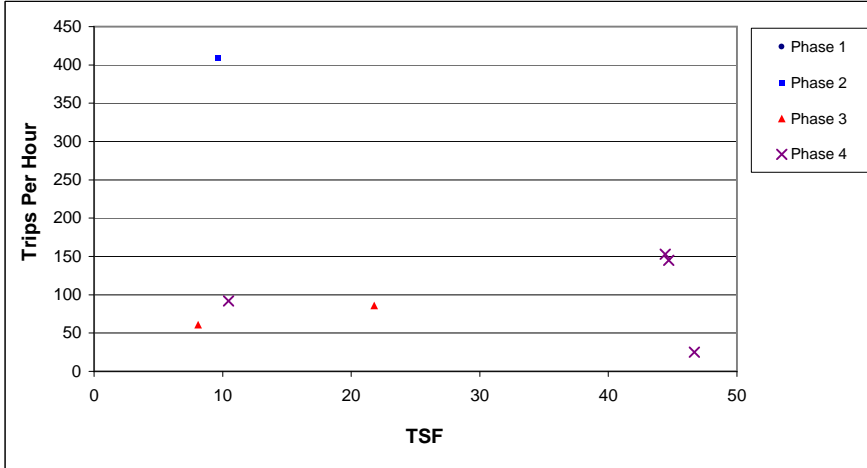
Number Of Sites :	7	Percent In/Out :	49 / 51
Average Rate :	8.04	Use Trip Rates	
Minimum Rate :	0.58		
Maximum Rate :	35.52		
Standard Deviation :	12.3399		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	92.77	1.00	0.93
Motorcycle	6.51	0.33	0.02
Small Lorry	0.72	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

**Commercial
Fast Food, Drive-In Restaurant (Weekend)
Trips per TSF**

**CODE
07 06 10/11**

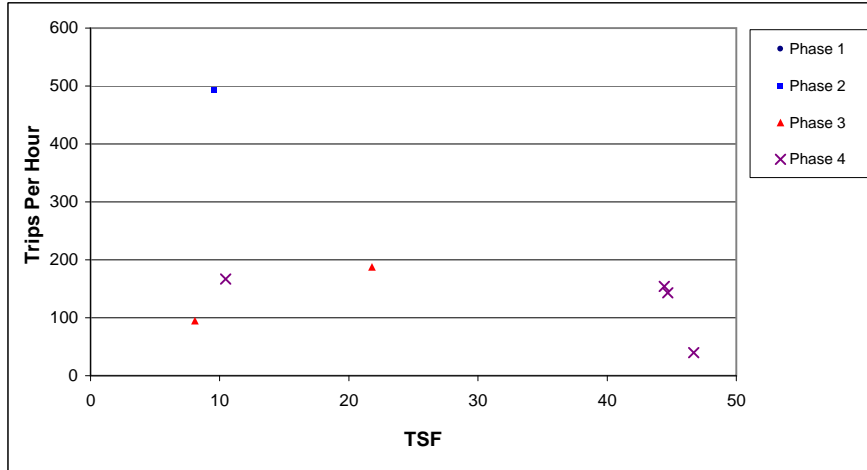
AM Peak Hour Of Generator



Number Of Sites :	7	Percent In/Out :	51 / 49
Average Rate :	10.02	Use Trip Rates	
Minimum Rate :	0.54		
Maximum Rate :	42.60		
Standard Deviation :	14.6363		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	90.21	1.00	0.90
Motorcycle	8.19	0.33	0.03
Small Lorry	1.60	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

PM Peak Hour Of Generator



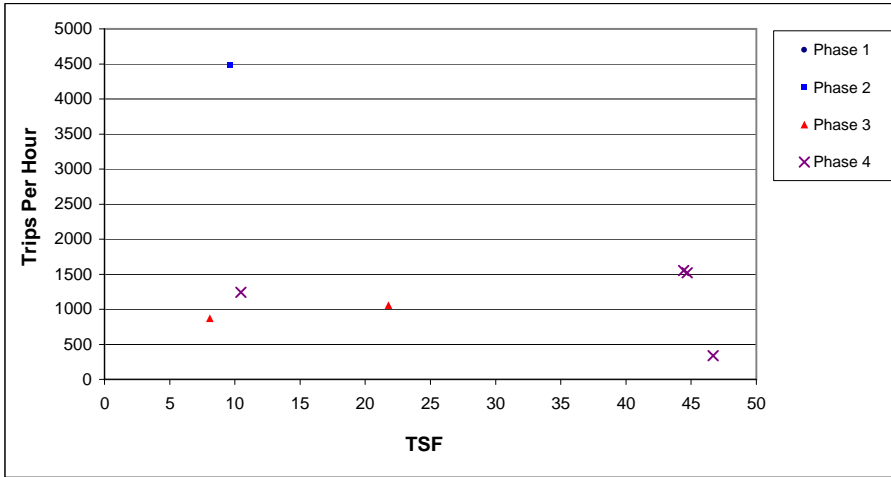
Number Of Sites :	7	Percent In/Out :	48 / 52
Average Rate :	13.6	Use Trip Rates	
Minimum Rate :	0.86		
Maximum Rate :	51.35		
Standard Deviation :	17.4757		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	87.04	1.00	0.87
Motorcycle	8.26	0.33	0.03
Small Lorry	4.70	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.98

**Commercial
Fast Food, Drive-In Restaurant (Weekend)
Trips per TSF**

**CODE
07 06 10/11**

Daily Trip Generation



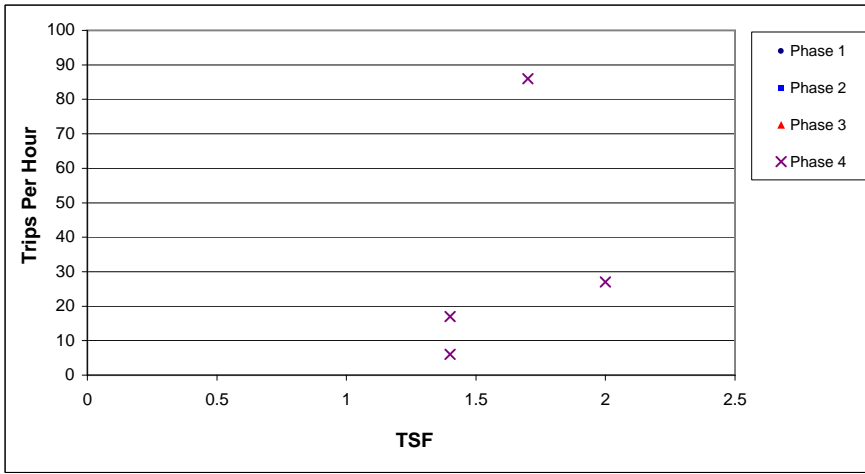
Number Of Sites :	7	Percent In/Out :	52 / 48
Average Rate :	116.96	Use Trip Rates	
Minimum Rate :	7.24		
Maximum Rate :	467.5		
Standard Deviation :	159.829		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	89.85	1.00	0.90
Motorcycle	8.10	0.33	0.03
Small Lorry	2.05	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.97

**Commercial
Coffee Shop
Trips per TSF**

**CODE
07 05 20**

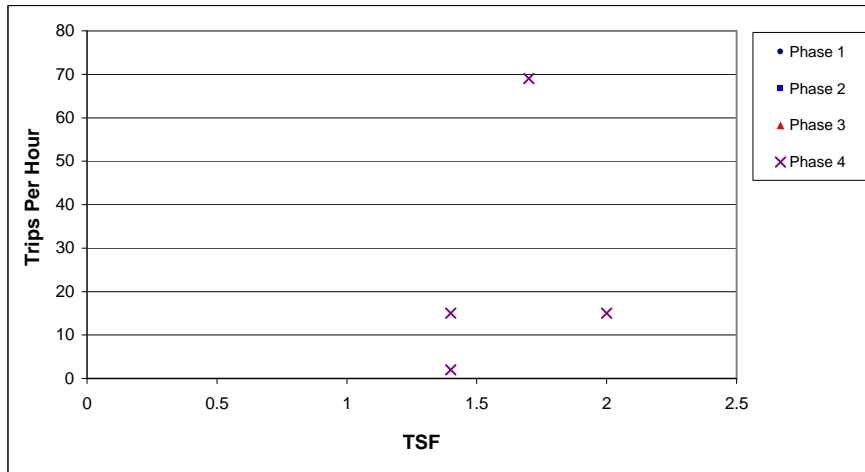
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	60 / 40
Average Rate :	20.13	Use Trip Rates	
Minimum Rate :	4.29		
Maximum Rate :	50.59		
Standard Deviation :	20.7083		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.50	1.00	0.63
Motorcycle	32.35	0.33	0.11
Small Lorry	5.15	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.83

PM Peak Hour Of Commuter



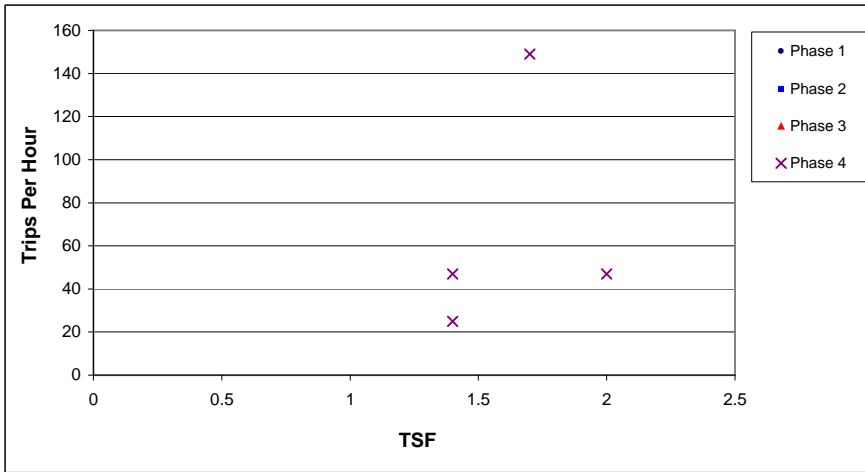
Number Of Sites :	4	Percent In/Out :	48 / 52
Average Rate :	15.06	Use Trip Rates	
Minimum Rate :	1.43		
Maximum Rate :	40.59		
Standard Deviation :	17.4504		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	51.49	1.00	0.51
Motorcycle	44.55	0.33	0.15
Small Lorry	3.96	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.73

**Commercial
Coffee Shop
Trips per TSF**

**CODE
07 05 20**

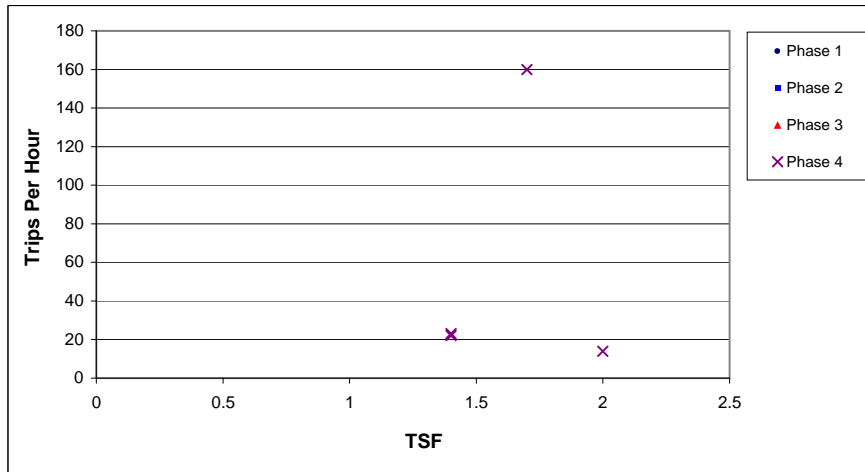
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	45 / 55
Average Rate :	40.64	Use Trip Rates	
Minimum Rate :	17.86		
Maximum Rate :	87.65		
Standard Deviation :	32.0024		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.91	1.00	0.68
Motorcycle	26.12	0.33	0.09
Small Lorry	5.97	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.87

PM Peak Hour Of Generator



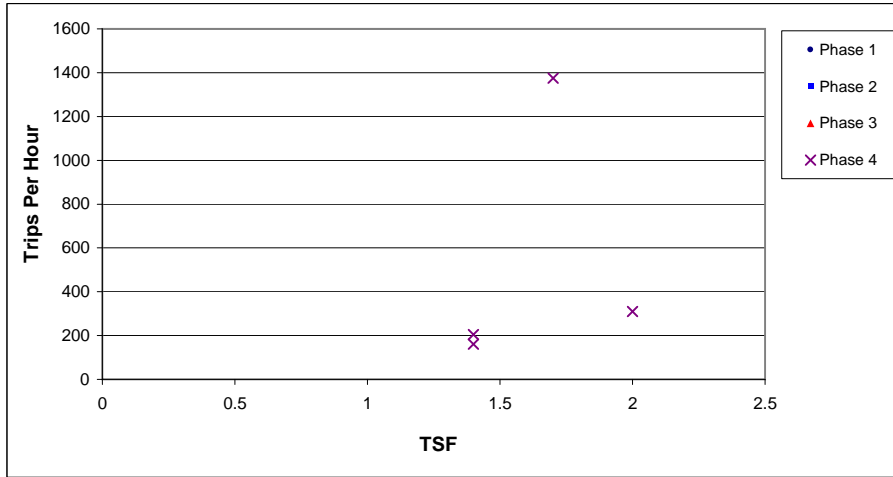
Number Of Sites :	4	Percent In/Out :	51 / 49
Average Rate :	33.32	Use Trip Rates	
Minimum Rate :	7.00		
Maximum Rate :	94.12		
Standard Deviation :	40.761		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.23	1.00	0.71
Motorcycle	23.29	0.33	0.08
Small Lorry	5.48	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.89

**Commercial
Coffee Shop
Trips per TSF**

**CODE
07 05 20**

Daily Trip Generation

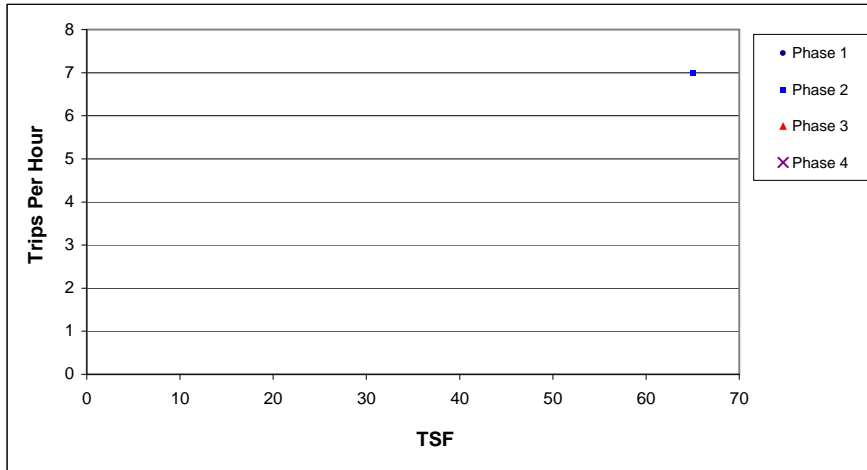


Number Of Sites :	4	Percent In/Out :	51 / 49
Average Rate :	306.31	Use Trip Rates	
Minimum Rate :	115.00		
Maximum Rate :	808.82		
Standard Deviation :	335.448		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.02	1.00	0.62
Motorcycle	33.30	0.33	0.11
Small Lorry	4.63	1.75	0.08
Big Lorry	0.05	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.81

**Commercial
Pubs
Trips per TSF**

**CODE
07 05 30**

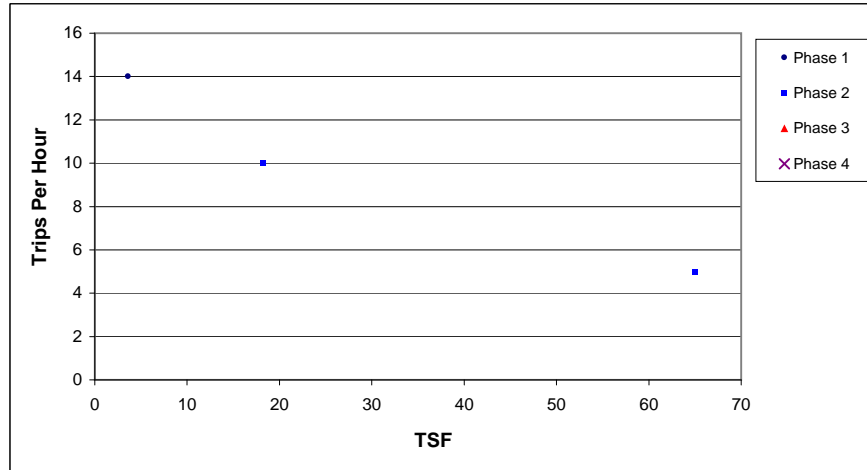
AM Peak Hour Of Commuter



Number Of Sites :	1	Percent In/Out :	62 / 38
Average Rate :	0.04	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	0.11		
Standard Deviation :	-		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.14	1.00	0.57
Motorcycle	28.57	0.33	0.09
Small Lorry	14.29	1.75	0.25
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.91

PM Peak Hour Of Commuter



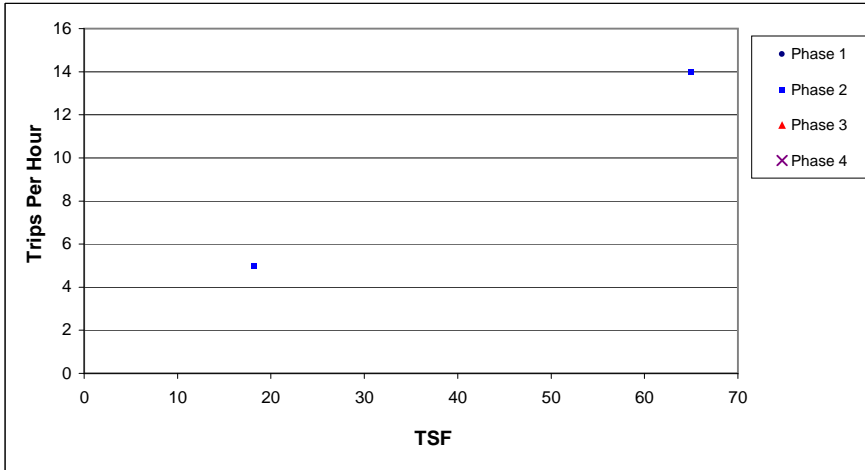
Number Of Sites :	3	Percent In/Out :	33 / 67
Average Rate :	1.51	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	3.89		
Standard Deviation :	2.0779		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	82.78	1.00	0.83
Motorcycle	6.88	0.33	0.02
Small Lorry	10.34	1.75	0.18
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		1.03

**Commercial
Pubs
Trips per TSF**

**CODE
07 05 30**

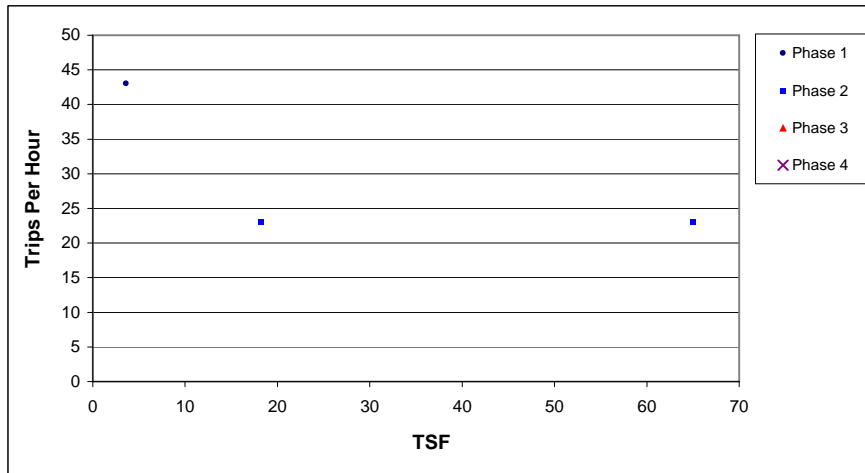
AM Peak Hour Of Generator



Number Of Sites :	2	Percent In/Out :	61 / 39
Average Rate :	0.16	Use Trip Rates	
Minimum Rate :	0.22		
Maximum Rate :	0.27		
Standard Deviation :	0.1446		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	42.11	1.00	0.42
Motorcycle	15.79	0.33	0.05
Small Lorry	42.10	1.75	0.74
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		1.21

PM Peak Hour Of Generator



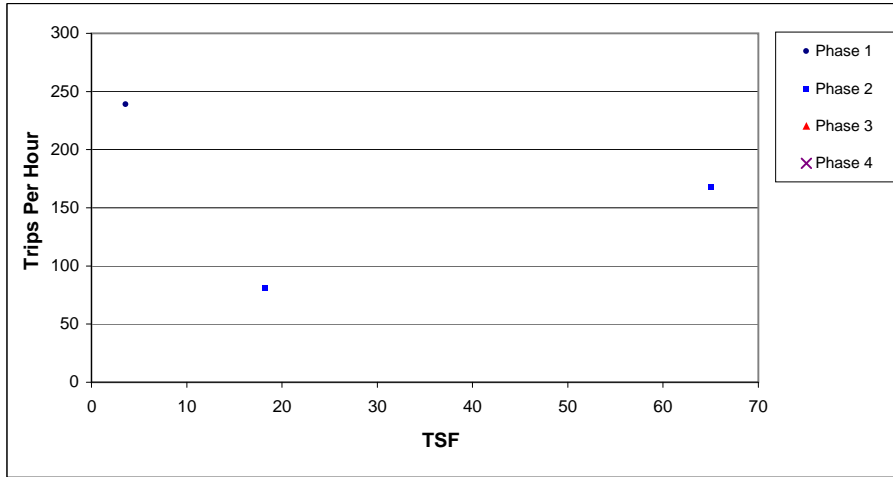
Number Of Sites :	3	Percent In/Out :	64 / 36
Average Rate :	4.52	Use Trip Rates	
Minimum Rate :	0.35		
Maximum Rate :	11.94		
Standard Deviation :	6.4452		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	93.26	1.00	0.93
Motorcycle	1.12	0.33	0.00
Small Lorry	5.62	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		1.03

**Commercial
Pubs
Trips per TSF**

**CODE
07 05 30**

Daily Trip Generation

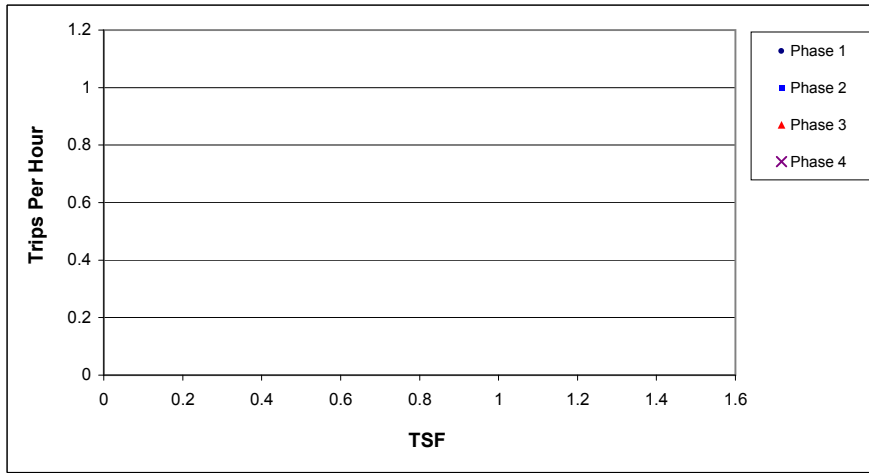


Number Of Sites :	3	Percent In/Out :	53 / 47
Average Rate :	24.47	Use Trip Rates	
Minimum Rate :	2.58		
Maximum Rate :	66.39		
Standard Deviation :	36.3108		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	82.58	1.00	0.83
Motorcycle	9.44	0.33	0.03
Small Lorry	7.98	1.75	0.14
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		1.00

**Commercial
Cinema, Cineplex
Trips per TSF**

**CODE
07 06 10/11**

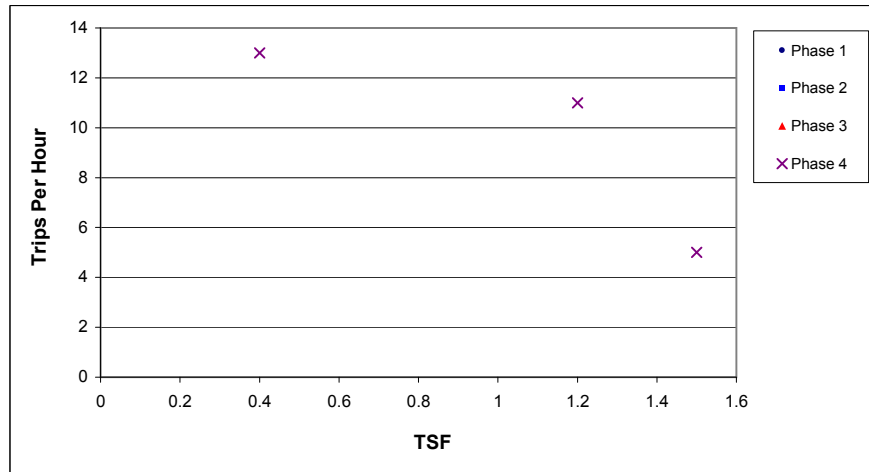
AM Peak Hour Of Commuter



Number Of Sites :	-	Percent In/Out :	-
Average Rate :	-	Use Trip Rates	
Minimum Rate :	-		
Maximum Rate :	-		
Standard Deviation :	-		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	0.00	1.00	0.00
Motorcycle	0.00	0.33	0.00
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	0.00%		0.00

PM Peak Hour Of Commuter



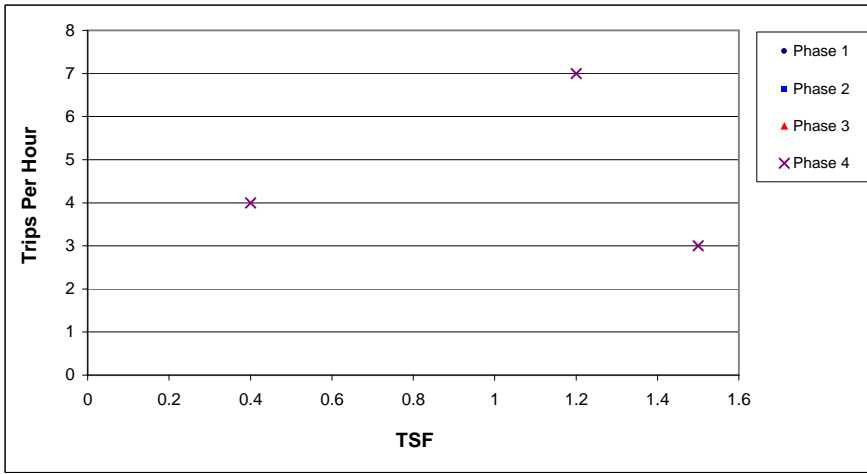
Number Of Sites :	3	Percent In/Out :	44 / 56
Average Rate :	15.00	Use Trip Rates	
Minimum Rate :	3.33		
Maximum Rate :	32.50		
Standard Deviation :	15.4335		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.17	1.00	0.55
Motorcycle	44.83	0.33	0.15
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.70

**Commercial
Cinema, Cineplex
Trips per TSF**

**CODE
07 06 10/11**

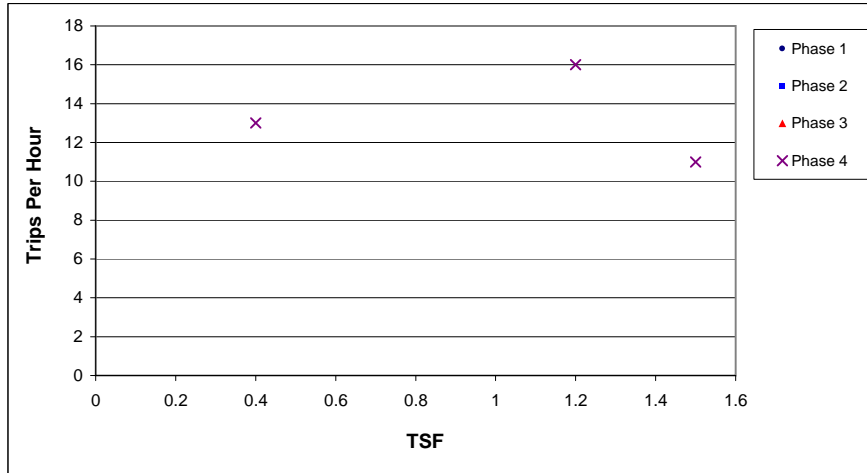
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	76 / 24
Average Rate :	5.94	Use Trip Rates	
Minimum Rate :	2.00		
Maximum Rate :	10.00		
Standard Deviation :	4.0012		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.14	1.00	0.57
Motorcycle	42.86	0.33	0.14
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.71

PM Peak Hour Of Generator



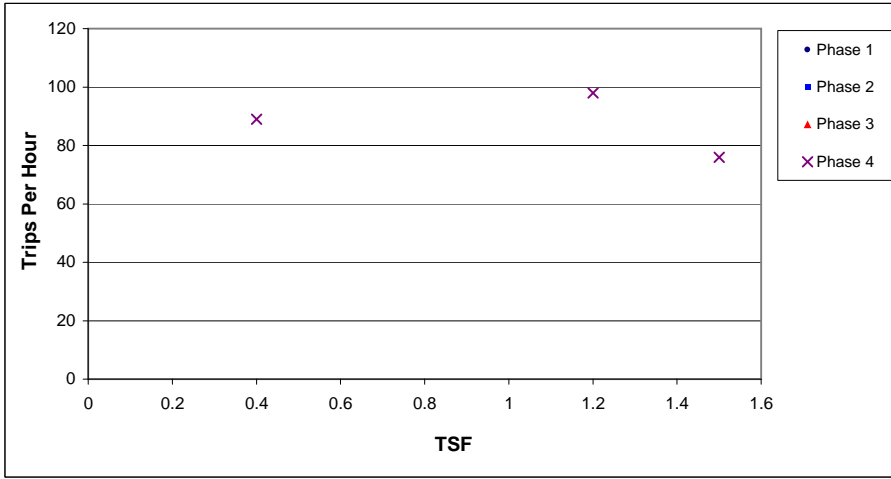
Number Of Sites :	3	Percent In/Out :	59 / 41
Average Rate :	17.72	Use Trip Rates	
Minimum Rate :	7.33		
Maximum Rate :	32.5		
Standard Deviation :	13.1448		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.00	1.00	0.55
Motorcycle	37.50	0.33	0.12
Small Lorry	7.50	1.75	0.13
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.80

**Commercial
Cinema, Cineplex
Trips per TSF**

**CODE
07 06 10/11**

Daily Trip Generation

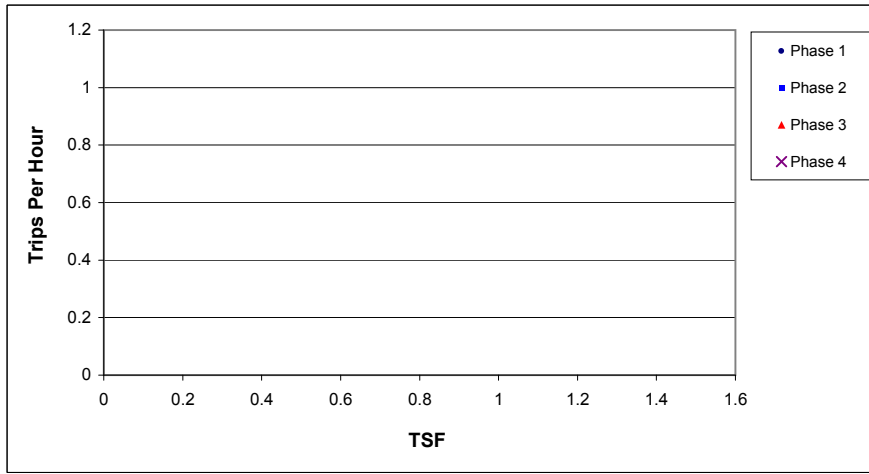


Number Of Sites :	3	Percent In/Out :	56 / 44
Average Rate :	118.28	Use Trip Rates	
Minimum Rate :	50.67		
Maximum Rate :	222.5		
Standard Deviation :	91.5803		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	39.16	1.00	0.39
Motorcycle	59.32	0.33	0.20
Small Lorry	1.52	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.62

Commercial
Video Arcade, Snooker Parlor
Trips per TSF

CODE
07 06 20/30

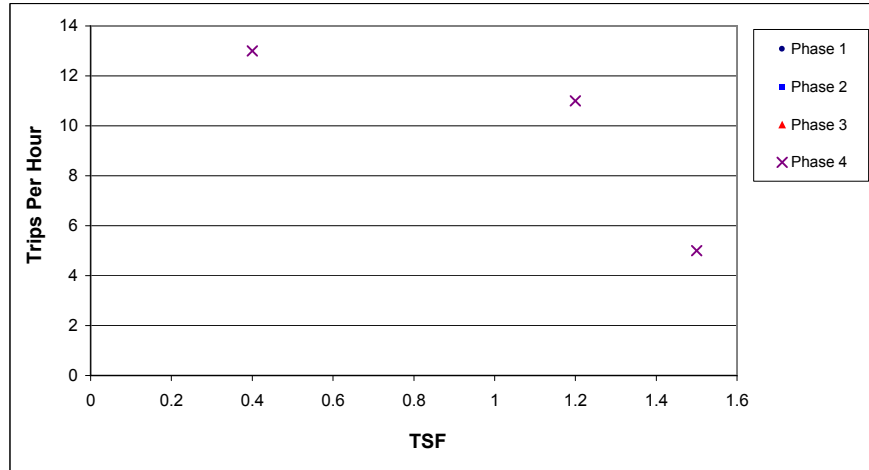
AM Peak Hour Of Commuter



Number Of Sites :	-	Percent In/Out :	-
Average Rate :	-	Use Trip Rates	
Minimum Rate :	-		
Maximum Rate :	-		
Standard Deviation :	-		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	0.00	1.00	0.00
Motorcycle	0.00	0.33	0.00
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	0.00%		0.00

PM Peak Hour Of Commuter



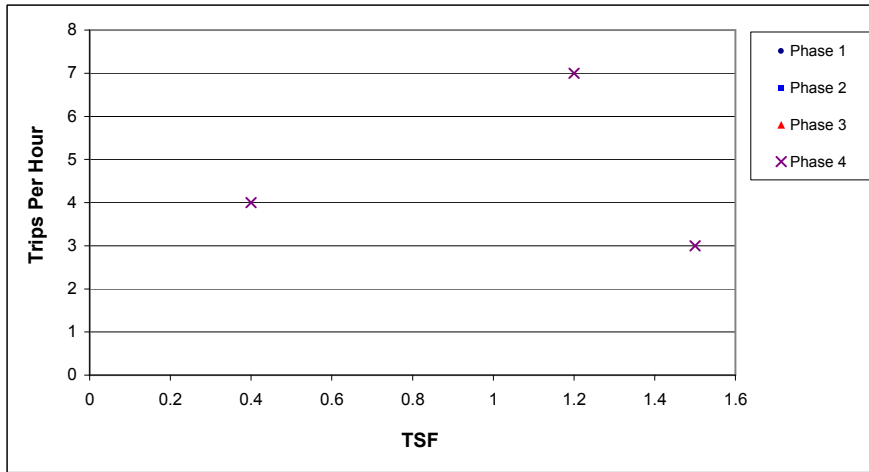
Number Of Sites :	3	Percent In/Out :	44 / 56
Average Rate :	15.00	Use Trip Rates	
Minimum Rate :	3.33		
Maximum Rate :	32.50		
Standard Deviation :	15.4335		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.17	1.00	0.55
Motorcycle	44.83	0.33	0.15
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.70

Commercial
Video Arcade, Snooker Parlor
Trips per TSF

CODE
07 06 20/30

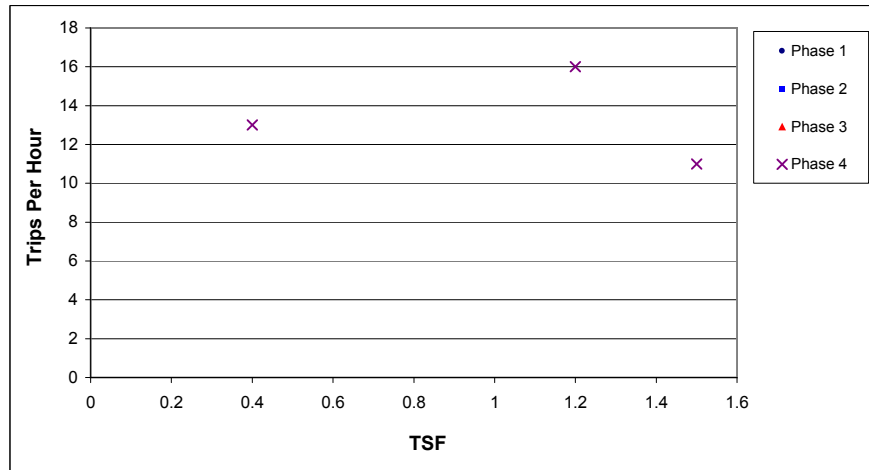
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	76 / 24
Average Rate :	5.94	Use Trip Rates	
Minimum Rate :	2.00		
Maximum Rate :	10.00		
Standard Deviation :	4.0012		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.14	1.00	0.57
Motorcycle	42.86	0.33	0.14
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.71

PM Peak Hour Of Generator



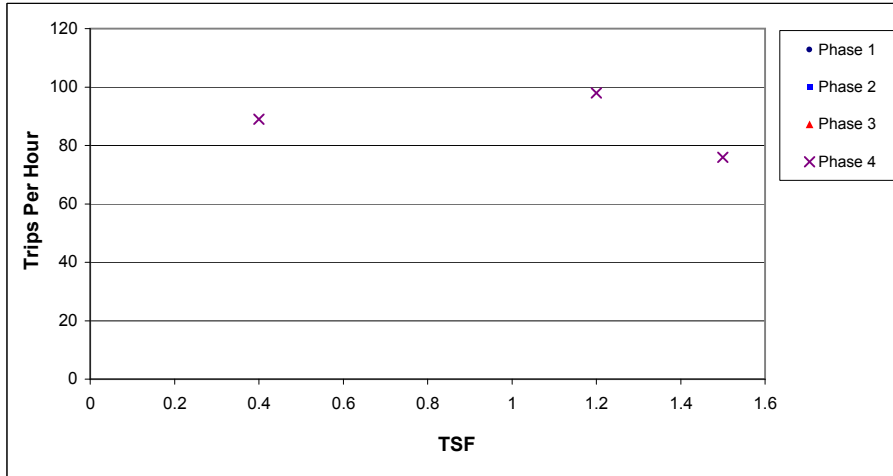
Number Of Sites :	3	Percent In/Out :	59 / 41
Average Rate :	17.72	Use Trip Rates	
Minimum Rate :	7.33		
Maximum Rate :	32.50		
Standard Deviation :	13.1448		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.00	1.00	0.55
Motorcycle	37.50	0.33	0.12
Small Lorry	7.50	1.75	0.13
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.80

**Commercial
Video Arcade, Snooker Parlor
Trips per TSF**

**CODE
07 06 20/30**

Daily Trip Generation



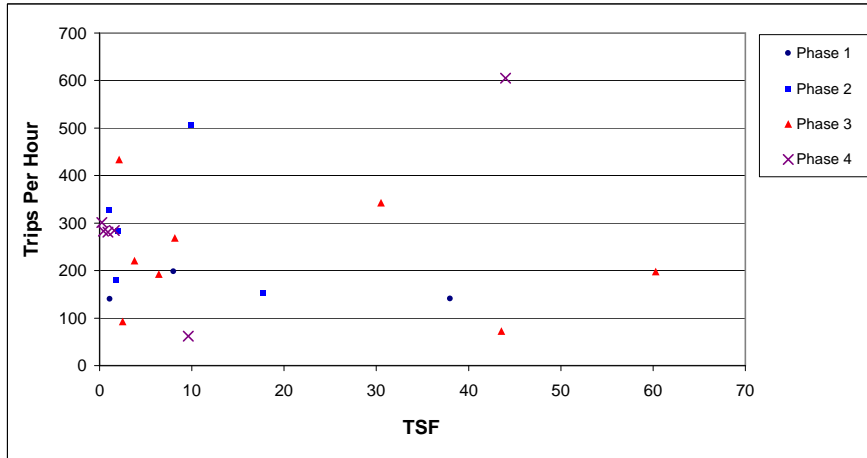
Number Of Sites :	3	Percent In/Out :	56 / 44
Average Rate :	118.28	Use Trip Rates	
Minimum Rate :	50.67		
Maximum Rate :	222.5		
Standard Deviation :	91.5803		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	39.16	1.00	0.39
Motorcycle	59.32	0.33	0.20
Small Lorry	1.52	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.62

**Commercial
Petrol Service Station,
Petrol Station with Convenience Store
Trips per TSF**

**CODE
07 07 01/02**

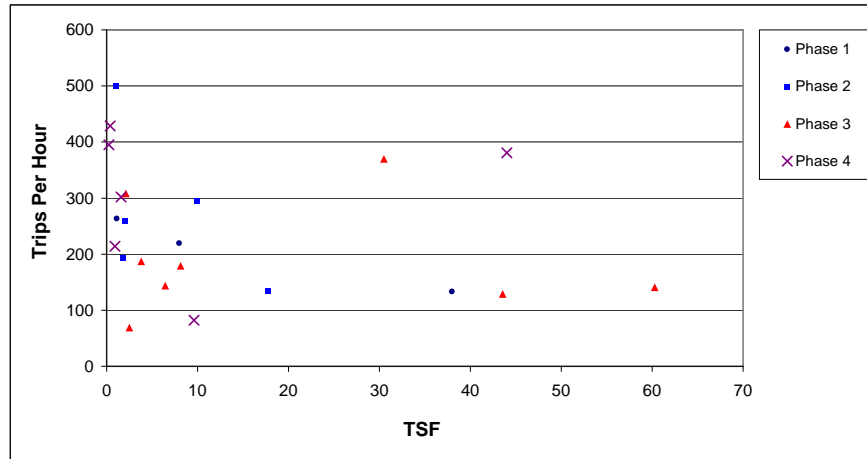
AM Peak Hour Of Commuter



Number Of Sites :	22	Percent In/Out :	51 / 49
Average Rate :	165.21	Use Trip Rates	
Minimum Rate :	1.68		
Maximum Rate :	1254.17		
Standard Deviation :	293.413		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	46.30	1.00	0.46
Motorcycle	46.21	0.33	0.15
Small Lorry	6.36	1.75	0.11
Big Lorry	0.63	2.25	0.01
Bus	0.50	2.25	0.01
Total	100.00%		0.74

PM Peak Hour Of Commuter



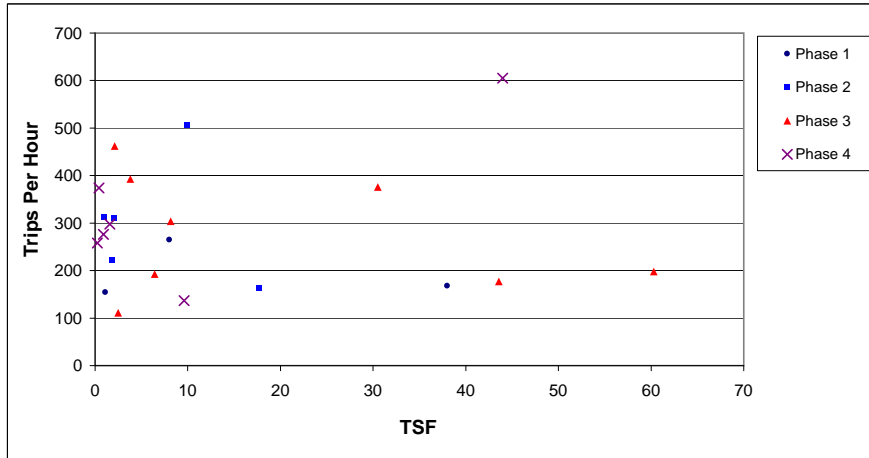
Number Of Sites :	22	Percent In/Out :	50 / 50
Average Rate :	204.02	Use Trip Rates	
Minimum Rate :	2.34		
Maximum Rate :	1645.83		
Standard Deviation :	402.205		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.73	1.00	0.48
Motorcycle	42.51	0.33	0.14
Small Lorry	7.97	1.75	0.14
Big Lorry	1.09	2.25	0.02
Bus	0.69	2.25	0.02
Total	100.00%		0.80

**Commercial
Petrol Service Station,
Petrol Station with Convenience Store
Trips per TSF**

**CODE
07 07 01/02**

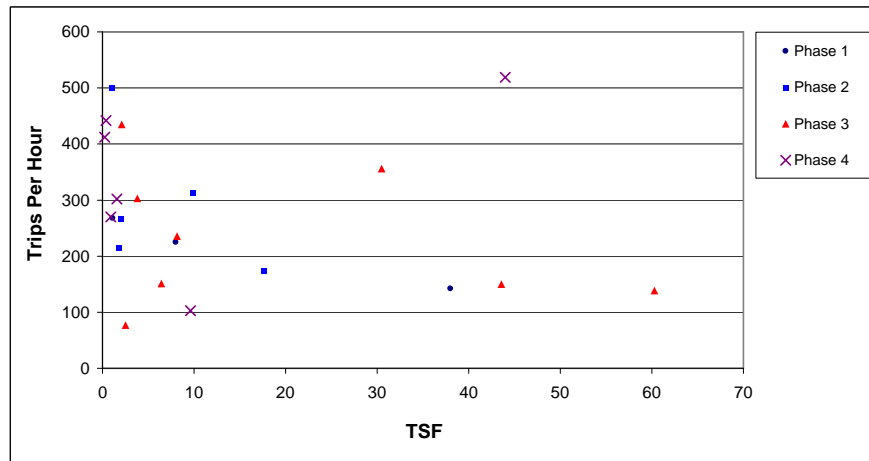
AM Peak Hour Of Generator



Number Of Sites :	22	Percent In/Out :	51 / 49
Average Rate :	173.34	Use Trip Rates	
Minimum Rate :	3.28		
Maximum Rate :	1075		
Standard Deviation :	286.342		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.07	1.00	0.47
Motorcycle	42.13	0.33	0.14
Small Lorry	9.18	1.75	0.16
Big Lorry	1.04	2.25	0.02
Bus	0.59	2.25	0.01
Total	100.00%		0.80

PM Peak Hour Of Generator



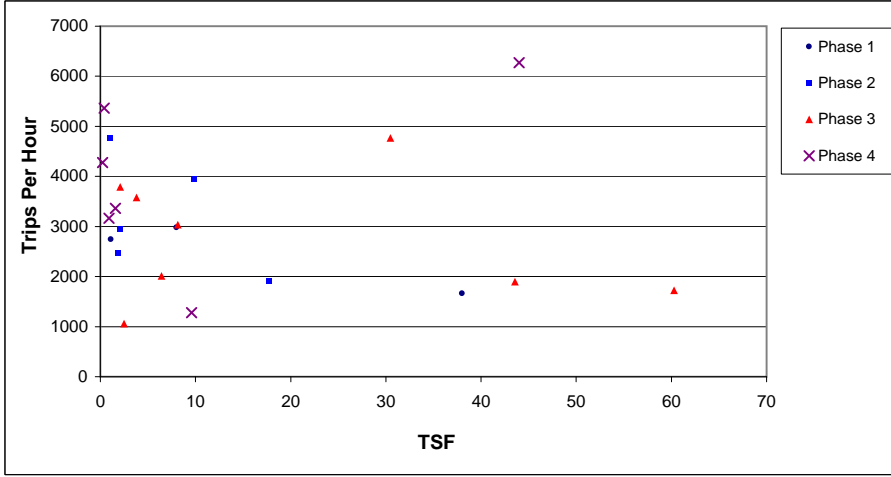
Number Of Sites :	22	Percent In/Out :	50 / 50
Average Rate :	217.55	Use Trip Rates	
Minimum Rate :	2.31		
Maximum Rate :	1716.67		
Standard Deviation :	416.67		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.97	1.00	0.48
Motorcycle	41.94	0.33	0.14
Small Lorry	7.99	1.75	0.14
Big Lorry	1.34	2.25	0.03
Bus	0.77	2.25	0.02
Total	100.00%		0.81

**Commercial
Petrol Service Station,
Petrol Station with Convenience Store
Trips per TSF**

**CODE
07 07 01/02**

Daily Trip Generation



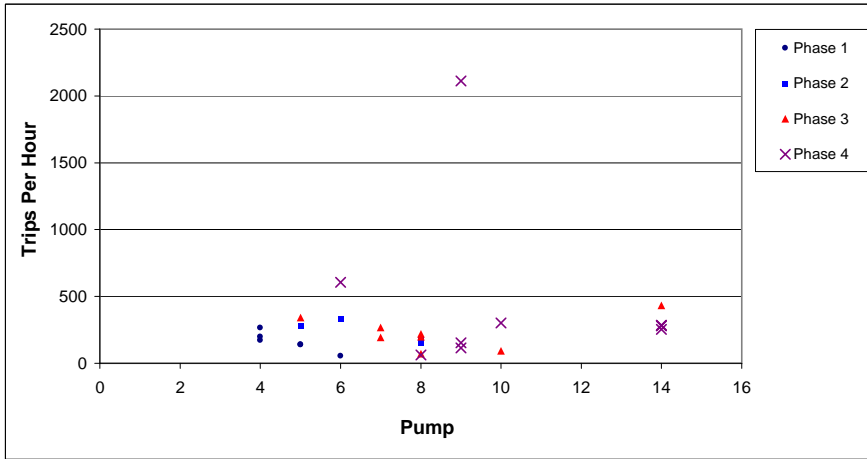
Number Of Sites :	22	Percent In/Out :	51 / 49
Average Rate :	2372.82	Use Trip Rates	
Minimum Rate :	28.67		
Maximum Rate :	17816.7		
Standard Deviation :	4515.23		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	48.09	1.00	0.48
Motorcycle	41.83	0.33	0.14
Small Lorry	8.54	1.75	0.15
Big Lorry	0.88	2.25	0.02
Bus	0.66	2.25	0.01
Total	100.00%		0.80

**Commercial
Petrol Service Station,
Petrol Station with Convenience Store
Trips per Pump**

**CODE
07 07 01/02**

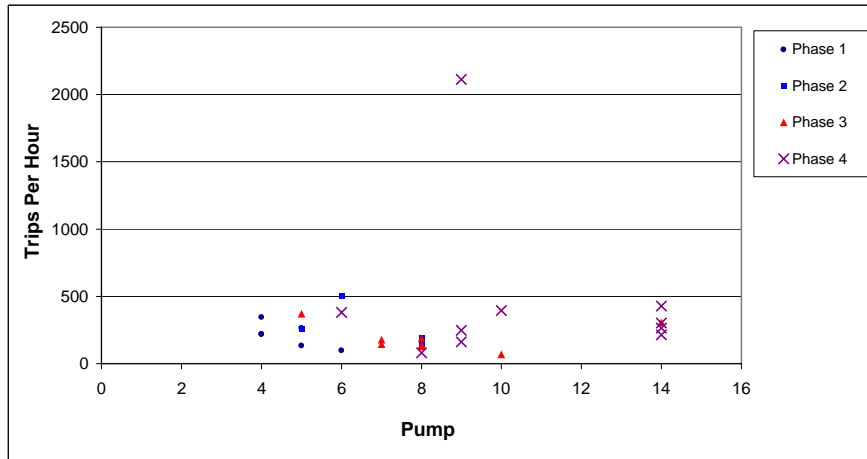
AM Peak Hour Of Commuter



Number Of Sites :	28	Percent In/Out :	48 / 52
Average Rate :	39.12	Use Trip Rates	
Minimum Rate :	7.75		
Maximum Rate :	234.67		
Standard Deviation :	43.9919		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.42	1.00	0.47
Motorcycle	45.43	0.33	0.15
Small Lorry	6.16	1.75	0.11
Big Lorry	0.56	2.25	0.01
Bus	0.43	2.25	0.01
Total	100.00%		0.75

PM Peak Hour Of Commuter



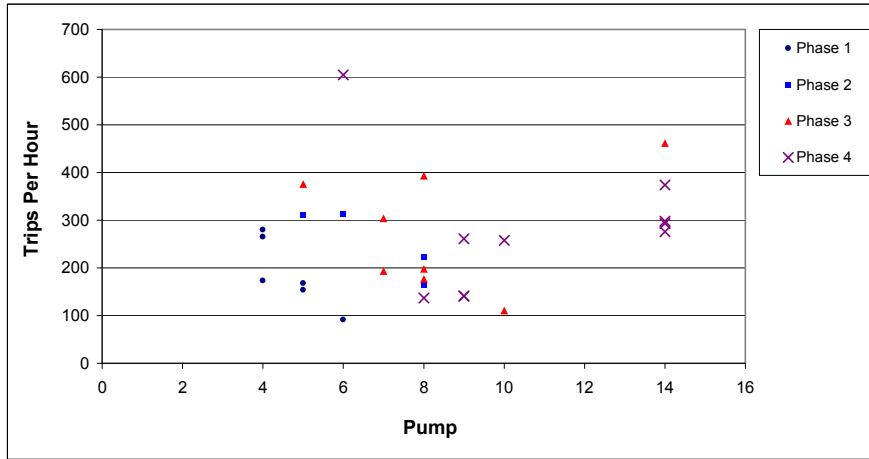
Number Of Sites :	28	Percent In/Out :	48 / 52
Average Rate :	41.17	Use Trip Rates	
Minimum Rate :	6.90		
Maximum Rate :	234.67		
Standard Deviation :	43.9681		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.71	1.00	0.48
Motorcycle	43.89	0.33	0.14
Small Lorry	6.87	1.75	0.12
Big Lorry	0.98	2.25	0.02
Bus	0.55	2.25	0.01
Total	100.00%		0.77

**Commercial
Petrol Service Station,
Petrol Station with Convenience Store
Trips per Pump**

**CODE
07 07 01/02**

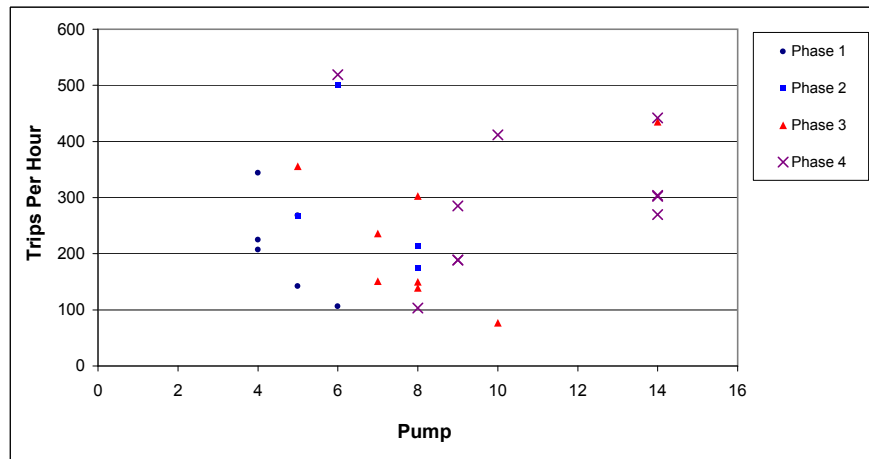
AM Peak Hour Of Generator



Number Of Sites :	28	Percent In/Out :	48 / 52
Average Rate :	35.74	Use Trip Rates	
Minimum Rate :	11.10		
Maximum Rate :	100.83		
Standard Deviation :	21.9111		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	48.32	1.00	0.48
Motorcycle	40.83	0.33	0.13
Small Lorry	9.45	1.75	0.17
Big Lorry	0.91	2.25	0.02
Bus	0.49	2.25	0.01
Total	100.00%		0.81

PM Peak Hour Of Generator



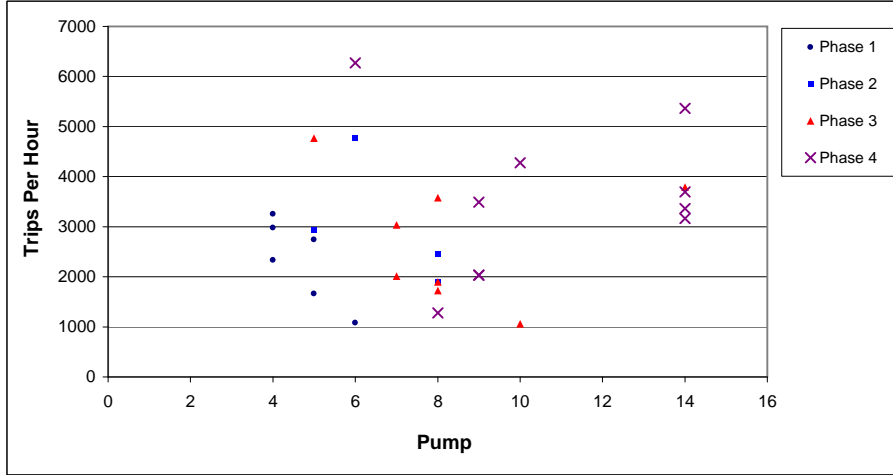
Number Of Sites :	28	Percent In/Out :	47 / 53
Average Rate :	36.66	Use Trip Rates	
Minimum Rate :	7.70		
Maximum Rate :	86.50		
Standard Deviation :	22.6887		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	49.88	1.00	0.50
Motorcycle	41.83	0.33	0.14
Small Lorry	6.50	1.75	0.11
Big Lorry	1.08	2.25	0.02
Bus	0.70	2.25	0.02
Total	100.00%		0.79

**Commercial
Petrol Service Station,
Petrol Station with Convenience Store
Trips per Pump**

**CODE
07 07 01/02**

Daily Trip Generation



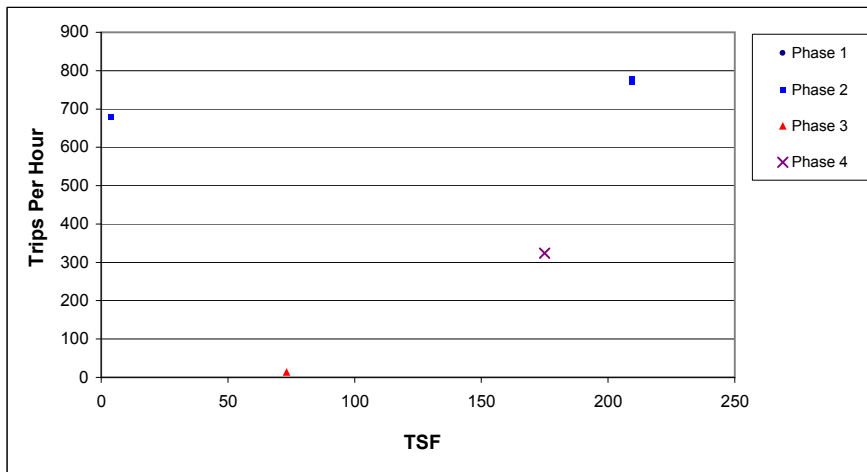
Number Of Sites :	28	Percent In/Out :	48 / 52
Average Rate :	416.77	Use Trip Rates	
Minimum Rate :	106.1		
Maximum Rate :	1045		
Standard Deviation :	252.026		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	49.54	1.00	0.50
Motorcycle	41.48	0.33	0.14
Small Lorry	7.73	1.75	0.14
Big Lorry	0.72	2.25	0.02
Bus	0.53	2.25	0.01
Total	100.00%		0.81

**Commercial
Wholesale Market
Trips per TSF**

**CODE
07 08 01**

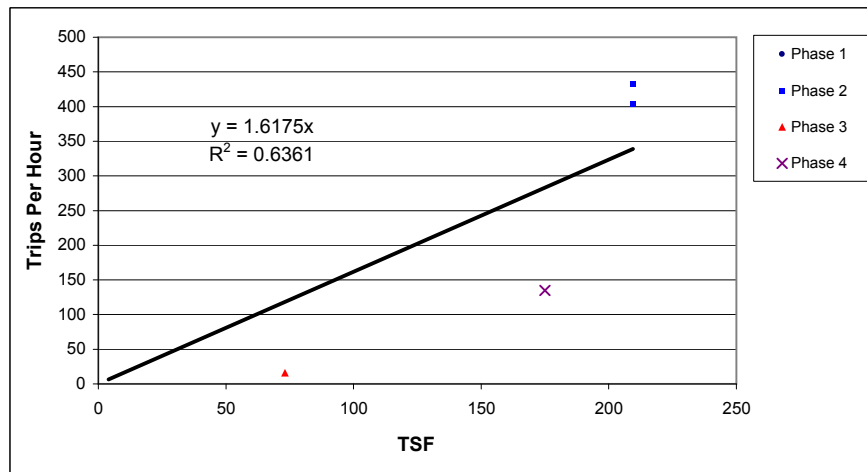
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	52 / 48
Average Rate :	35.79	Use Trip Rates	
Minimum Rate :	0.19		
Maximum Rate :	169.5		
Standard Deviation :	74.7617		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	18.91	1.00	0.19
Motorcycle	49.98	0.33	0.16
Small Lorry	30.02	1.75	0.53
Big Lorry	1.09	2.25	0.02
Bus	0.00	2.25	0.00
Total	100.00%		0.90

PM Peak Hour Of Commuter



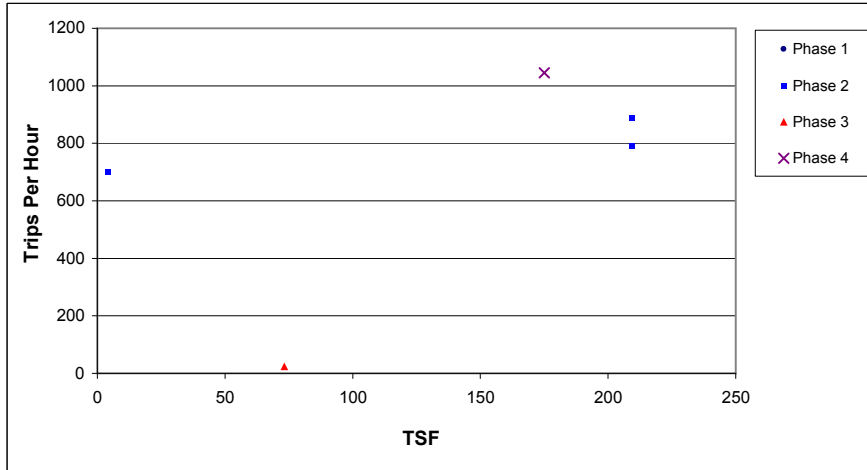
Number Of Sites :	4	Percent In/Out :	38 / 62
Average Rate :	1.00	Regression Equation :	y = 1.6175x
Minimum Rate :	0.22	(T = Trips; X = Independent Variable)	
Maximum Rate :	2.07	R-squared :	0.6361
Standard Deviation :	0.9573		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	16.09	1.00	0.16
Motorcycle	21.15	0.33	0.07
Small Lorry	59.31	1.75	1.04
Big Lorry	3.44	2.25	0.08
Bus	0.00	2.25	0.00
Total	100.00%		1.35

**Commercial
Wholesale Market
Trips per TSF**

**CODE
07 08 01**

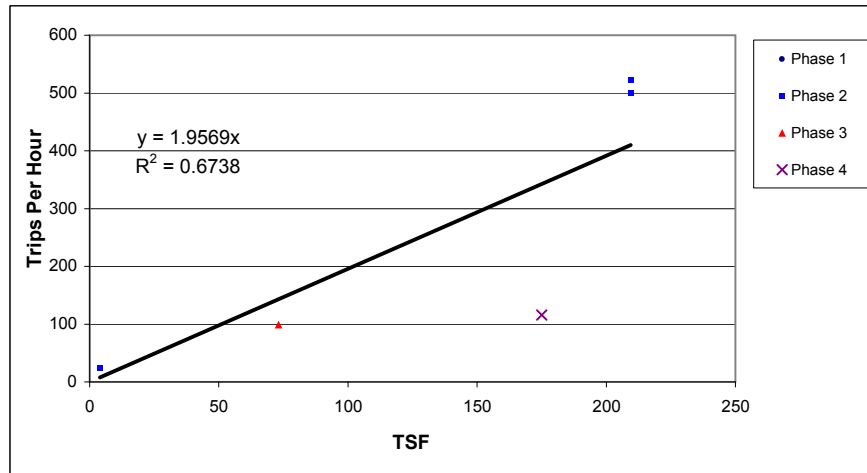
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	43 / 57
Average Rate :	37.81	Use Trip Rates	
Minimum Rate :	0.34		
Maximum Rate :	174.75		
Standard Deviation :	76.5767		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	17.33	1.00	0.17
Motorcycle	40.10	0.33	0.13
Small Lorry	41.28	1.75	0.72
Big Lorry	1.29	2.25	0.03
Bus	0.00	2.25	0.00
Total	100.00%		1.05

PM Peak Hour Of Generator



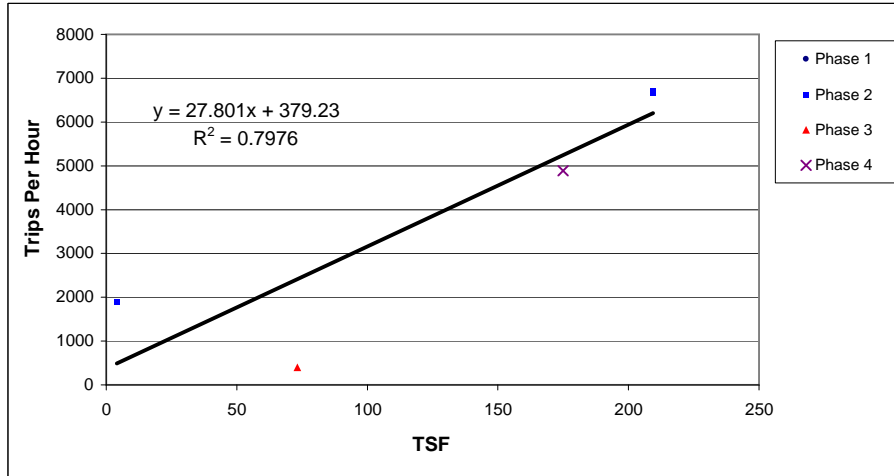
Number Of Sites :	5	Percent In/Out :	61 / 39
Average Rate :	2.63	Regression Equation :	y = 1.9569x
Minimum Rate :	0.66	(T = Trips; X = Independent Variable)	
Maximum Rate :	6.25	R-squared :	0.6738
Standard Deviation :	2.1610		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	14.53	1.00	0.15
Motorcycle	44.88	0.33	0.15
Small Lorry	37.57	1.75	0.66
Big Lorry	3.03	2.25	0.07
Bus	0.00	2.25	0.00
Total	100.00%		1.03

**Commercial
Wholesale Market
Trips per TSF**

**CODE
07 08 01**

Daily Trip Generation



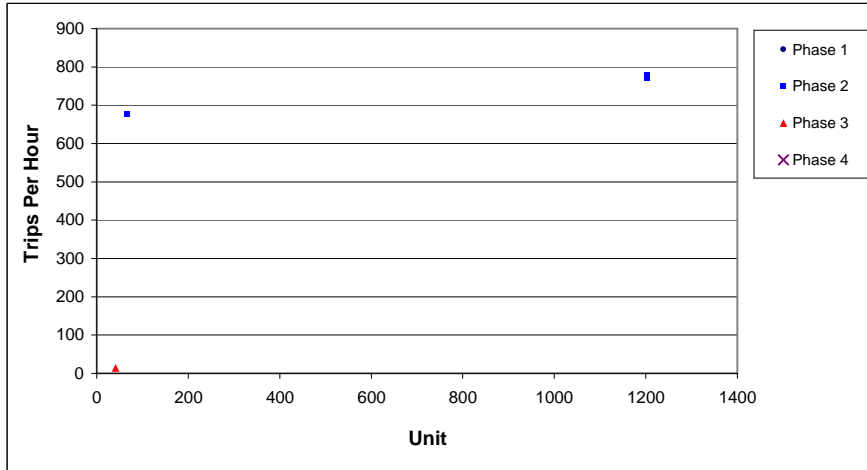
Number Of Sites :	5	Percent In/Out :	51 / 49
Average Rate :	113.71	Regression Equation :	$y = 27.801x + 379.23$
Minimum Rate :	5.49	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	471.25	R-squared :	0.7976
Standard Deviation :	200.174		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	17.92	1.00	0.18
Motorcycle	35.84	0.33	0.12
Small Lorry	44.14	1.75	0.77
Big Lorry	2.11	2.25	0.05
Bus	0.00	2.25	0.00
Total	100.00%		1.12

**Commercial
Wholesale Market
Trips per Unit**

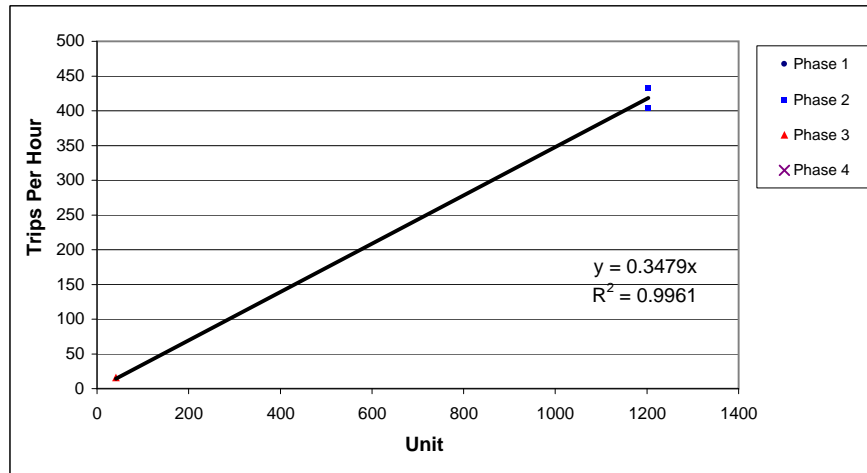
**CODE
07 08 01**

AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	45 / 55
Average Rate :	2.98	Use Trip Rates	
Minimum Rate :	0.34		
Maximum Rate :	10.27		
Standard Deviation :	4.8669		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	17.89	1.00	0.18
Motorcycle	49.84	0.33	0.16
Small Lorry	31.06	1.75	0.54
Big Lorry	1.21	2.25	0.03
Bus	0.00	2.25	0.00
Total	100.00%		0.91

PM Peak Hour Of Commuter

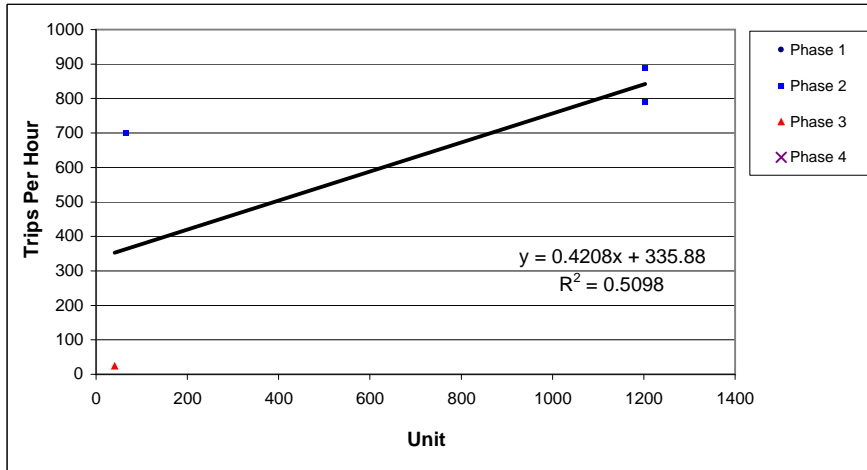


Number Of Sites :	3	Percent In/Out :	38 / 62
Average Rate :	0.27	Regression Equation :	$y = 0.3479x$
Minimum Rate :	0.34	(T = Trips; X = Independent Variable)	
Maximum Rate :	0.39	R-squared :	0.9961
Standard Deviation :	0.1824		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	13.72	1.00	0.14
Motorcycle	15.48	0.33	0.05
Small Lorry	66.82	1.75	1.17
Big Lorry	3.98	2.25	0.09
Bus	0.00	2.25	0.00
Total	100.00%		1.45

**Commercial
Wholesale Market
Trips per Unit**

**CODE
07 08 01**

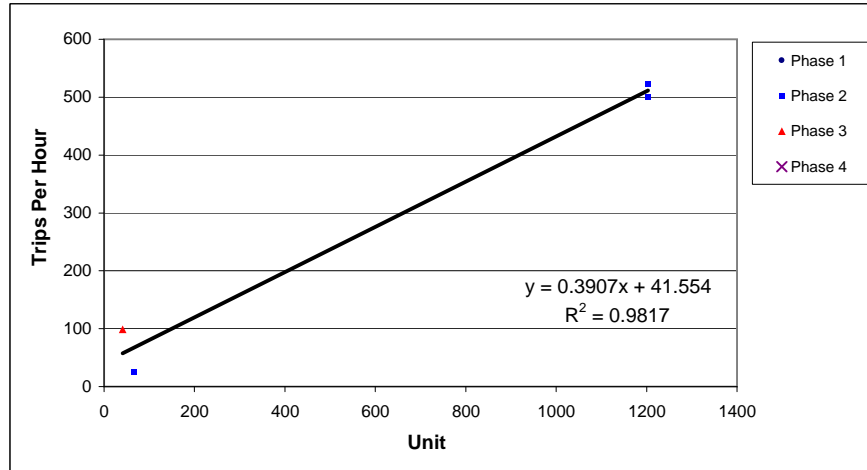
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	43 / 57
Average Rate :	3.15	Regression Equation :	$y = 0.4208x + 335.88$
Minimum Rate :	0.61	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	10.59	R-squared :	0.5098
Standard Deviation :	4.9618		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	16.62	1.00	0.17
Motorcycle	38.90	0.33	0.13
Small Lorry	43.19	1.75	0.76
Big Lorry	1.29	2.25	0.03
Bus	0.00	2.25	0.00
Total	100.00%		1.09

PM Peak Hour Of Generator



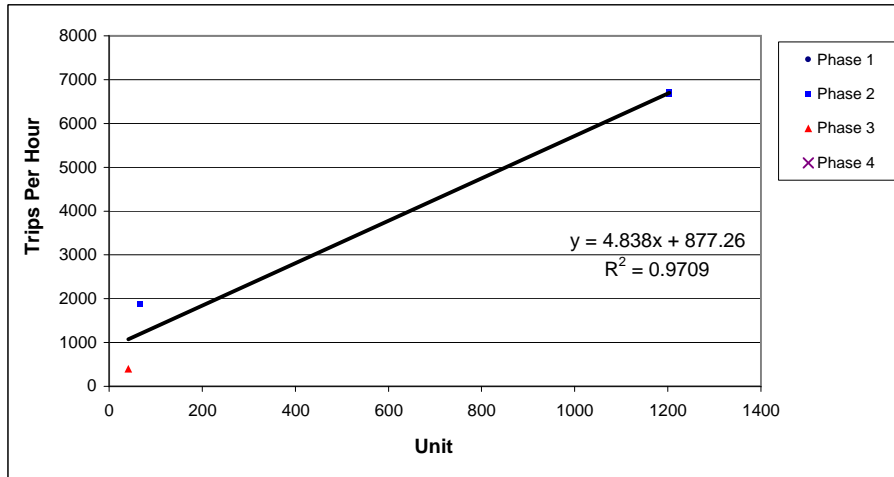
Number Of Sites :	4	Percent In/Out :	64 / 36
Average Rate :	0.91	Regression Equation :	$y = 0.3907x + 41.554$
Minimum Rate :	0.38	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	2.41	R-squared :	0.9817
Standard Deviation :	1.0026		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	14.29	1.00	0.14
Motorcycle	17.16	0.33	0.06
Small Lorry	62.89	1.75	1.10
Big Lorry	5.66	2.25	0.13
Bus	0.00	2.25	0.00
Total	100.00%		1.43

**Commercial
Wholesale Market
Trips per Unit**

**CODE
07 08 01**

Daily Trip Generation

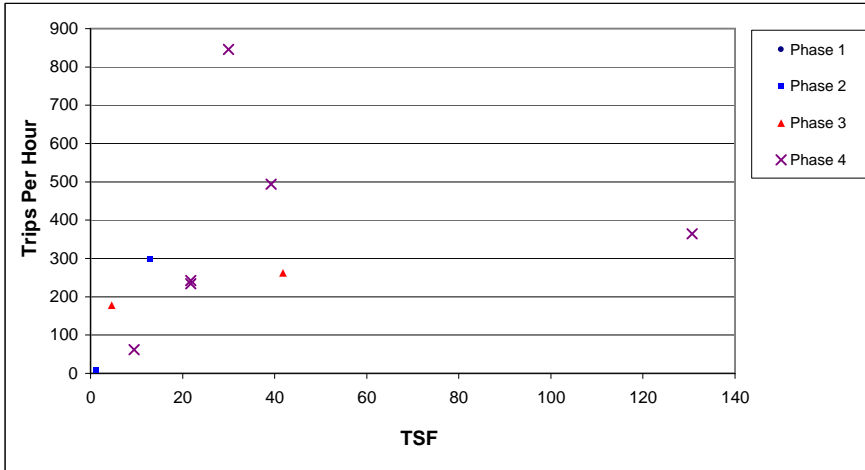


Number Of Sites :	4	Percent In/Out :	52 / 48
Average Rate :	12.37	Regression Equation :	$y = 4.838x + 877.26$
Minimum Rate :	5.54	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	28.56	R-squared :	0.9709
Standard Deviation :	10.9763		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	15.90	1.00	0.16
Motorcycle	28.87	0.33	0.10
Small Lorry	52.56	1.75	0.92
Big Lorry	2.67	2.25	0.06
Bus	0.00	2.25	0.00
Total	100.00%		1.24

**Commercial
Wet Market
Trips per TSF**

**CODE
07 08 02**

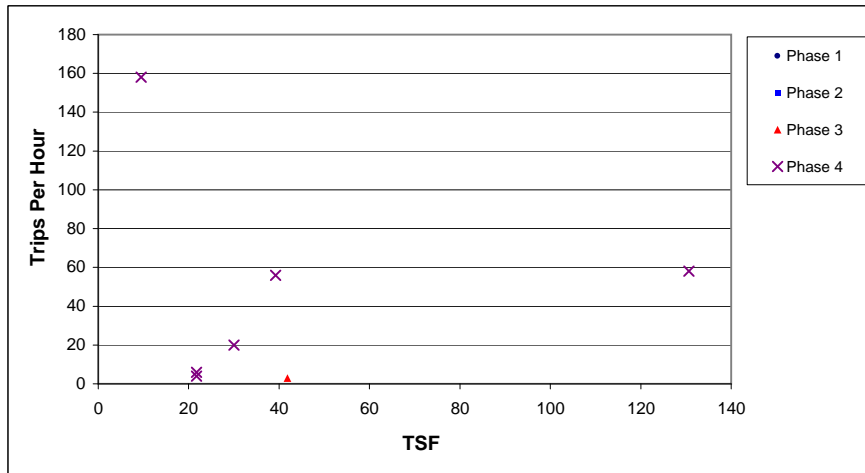
AM Peak Hour Of Commuter



Number Of Sites :	10	Percent In/Out :	54 / 46
Average Rate :	14.66	Use Trip Rates	
Minimum Rate :	2.79		
Maximum Rate :	38.61		
Standard Deviation :	11.5497		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	49.83	1.00	0.50
Motorcycle	42.20	0.33	0.14
Small Lorry	7.87	1.75	0.14
Big Lorry	0.07	2.25	0.00
Bus	0.03	2.25	0.00
Total	100.00%		0.78

PM Peak Hour Of Commuter



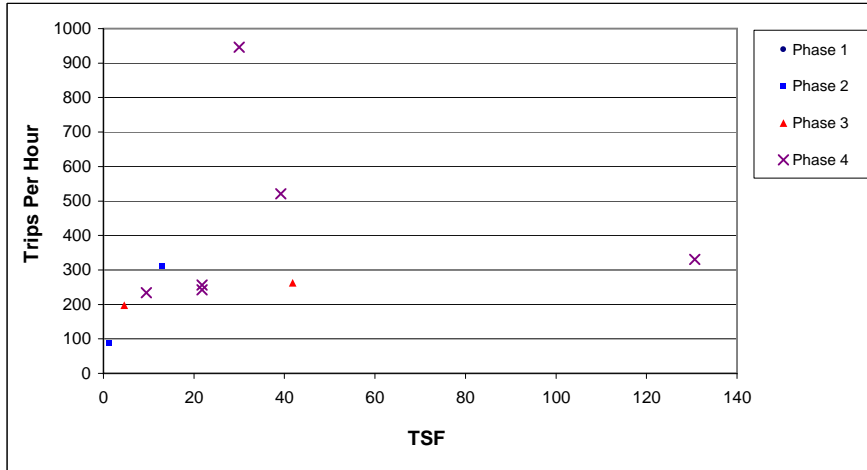
Number Of Sites :	7	Percent In/Out :	35 / 65
Average Rate :	1.98	Use Trip Rates	
Minimum Rate :	0.07		
Maximum Rate :	16.7		
Standard Deviation :	5.1925		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.46	1.00	0.52
Motorcycle	32.13	0.33	0.11
Small Lorry	14.75	1.75	0.26
Big Lorry	0.66	2.25	0.01
Bus	0.00	2.25	0.00
Total	100.00%		0.90

**Commercial
Wet Market
Trips per TSF**

**CODE
07 08 02**

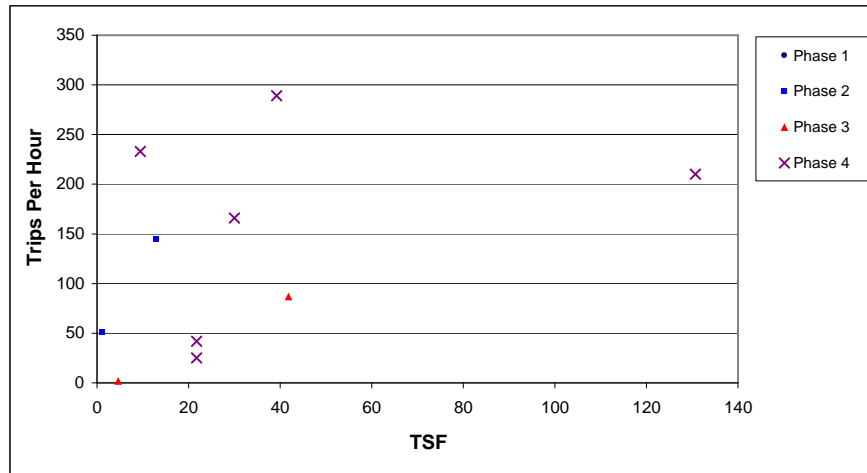
AM Peak Hour Of Generator



Number Of Sites :	10	Percent In/Out :	52 / 48
Average Rate :	24.23	Use Trip Rates	
Minimum Rate :	2.53		
Maximum Rate :	74.17		
Standard Deviation :	21.4417		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.21	1.00	0.50
Motorcycle	39.29	0.33	0.13
Small Lorry	10.44	1.75	0.18
Big Lorry	0.06	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.81

PM Peak Hour Of Generator



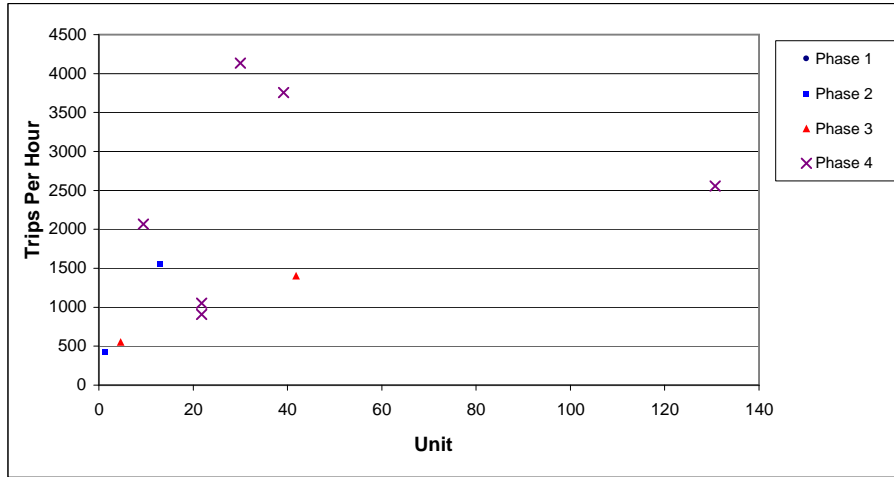
Number Of Sites :	10	Percent In/Out :	41 / 59
Average Rate :	9.84	Use Trip Rates	
Minimum Rate :	0.43		
Maximum Rate :	42.5		
Standard Deviation :	13.6078		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.96	1.00	0.55
Motorcycle	35.44	0.33	0.12
Small Lorry	9.60	1.75	0.17
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.84

**Commercial
Wet Market
Trips per TSF**

**CODE
07 08 02**

Daily Trip Generation

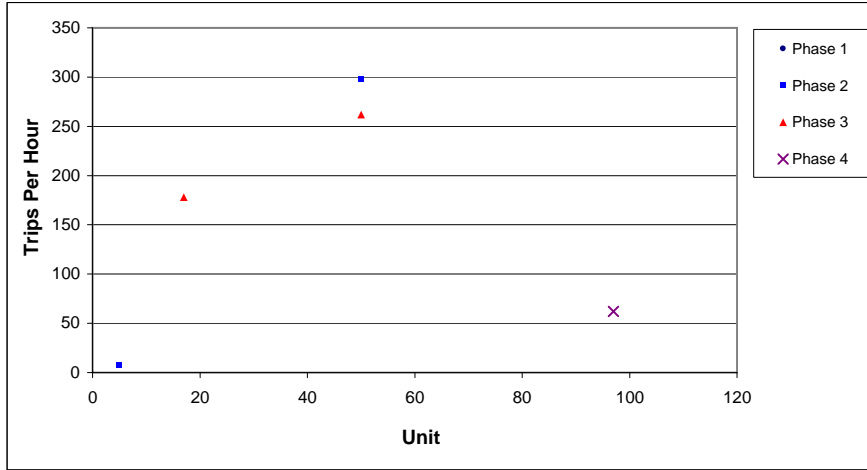


Number Of Sites :	10	Percent In/Out :	51 / 49
Average Rate :	118.5	Use Trip Rates	
Minimum Rate :	19.57		
Maximum Rate :	349.17		
Standard Deviation :	101.058		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	51.24	1.00	0.51
Motorcycle	38.76	0.33	0.13
Small Lorry	9.92	1.75	0.17
Big Lorry	0.04	2.25	0.00
Bus	0.04	2.25	0.00
Total	100.00%		0.81

**Commercial
Wet Market
Trips per Unit**

**CODE
07 08 02**

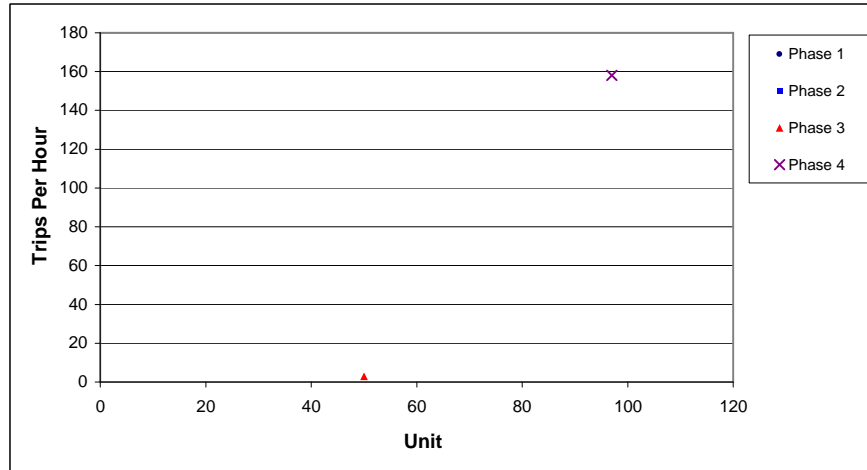
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	52 / 48
Average Rate :	4.78	Use Trip Rates	
Minimum Rate :	0.64		
Maximum Rate :	10.47		
Standard Deviation :	3.913		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.08	1.00	0.54
Motorcycle	38.86	0.33	0.13
Small Lorry	6.93	1.75	0.12
Big Lorry	0.13	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.79

PM Peak Hour Of Commuter



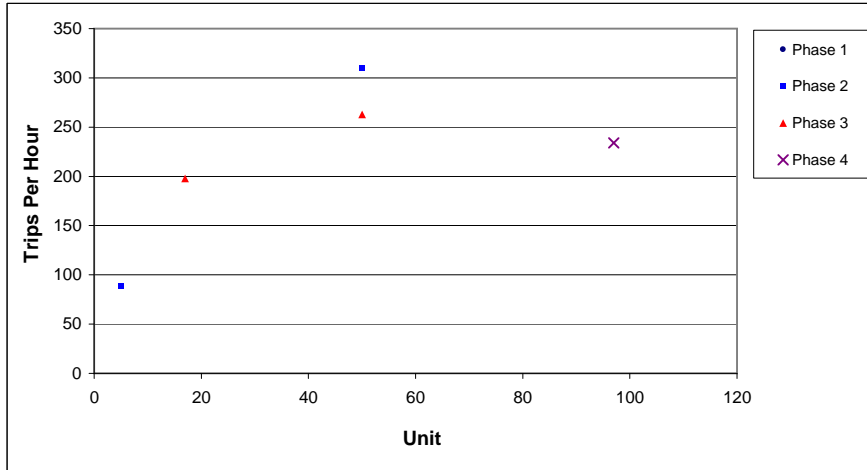
Number Of Sites :	2	Percent In/Out :	17 / 83
Average Rate :	0.34	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	1.63		
Standard Deviation :	0.7222		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	58.39	1.00	0.58
Motorcycle	33.54	0.33	0.11
Small Lorry	6.83	1.75	0.12
Big Lorry	1.24	2.25	0.03
Bus	0.00	2.25	0.00
Total	100.00%		0.84

**Commercial
Wet Market
Trips per Unit**

**CODE
07 08 02**

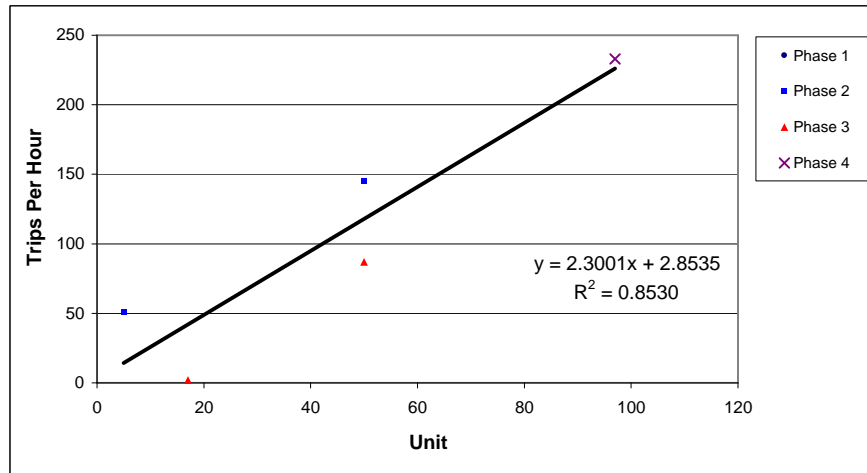
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	51 / 49
Average Rate :	8.66	Use Trip Rates	
Minimum Rate :	2.41		
Maximum Rate :	17.80		
Standard Deviation :	6.1055		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.20	1.00	0.53
Motorcycle	38.94	0.33	0.13
Small Lorry	7.77	1.75	0.14
Big Lorry	0.09	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.80

PM Peak Hour Of Generator



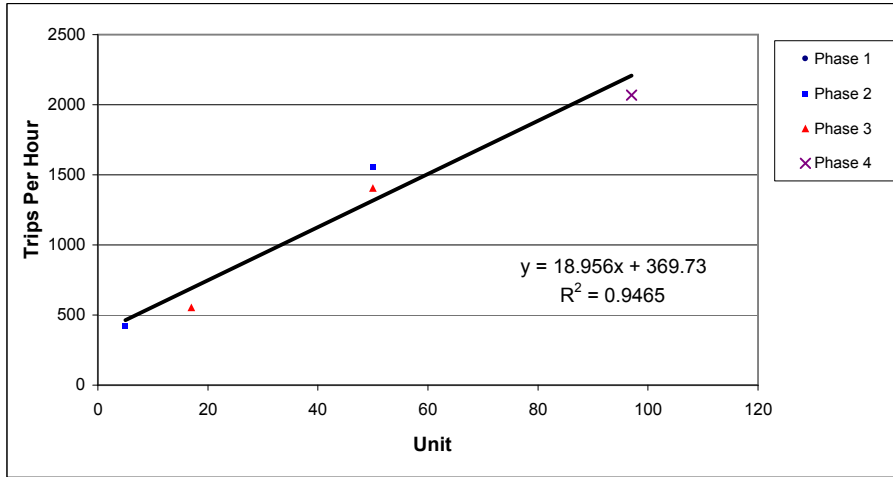
Number Of Sites :	5	Percent In/Out :	39 / 61
Average Rate :	3.47	Regression Equation :	$y = 2.3001x + 2.8535$
Minimum Rate :	0.12	(T = Trips; X = Independent Variable)	
Maximum Rate :	10.2	R-squared :	0.8530
Standard Deviation :	3.9048		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	66.99	1.00	0.67
Motorcycle	26.45	0.33	0.09
Small Lorry	6.57	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.87

**Commercial
Wet Market
Trips per Unit**

**CODE
07 08 02**

Daily Trip Generation



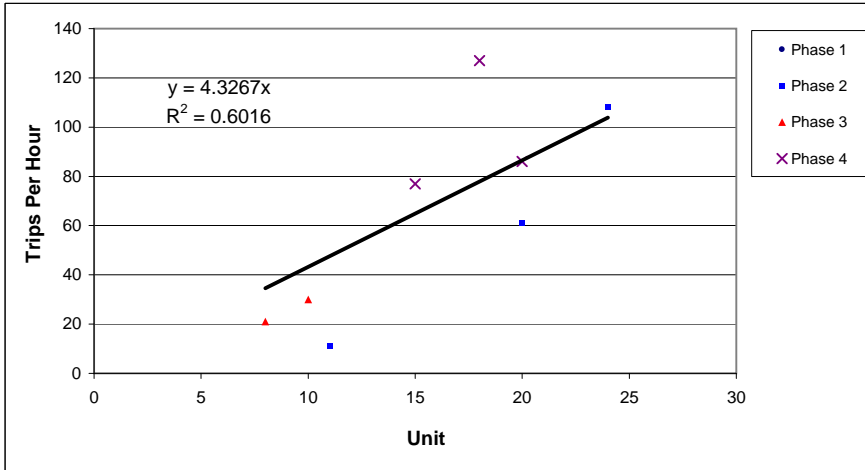
Number Of Sites :	5	Percent In/Out :	53 / 47
Average Rate :	39.38	Regression Equation :	$y = 18.9559x + 369.73$
Minimum Rate :	21.32	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	83.80	R-squared :	0.9465
Standard Deviation :	25.2064		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.04	1.00	0.57
Motorcycle	34.70	0.33	0.11
Small Lorry	8.12	1.75	0.14
Big Lorry	0.07	2.25	0.00
Bus	0.08	2.25	0.00
Total	100.00%		0.82

**Commercial
Hawker Centre
Trips per Unit**

**CODE
07 09 01**

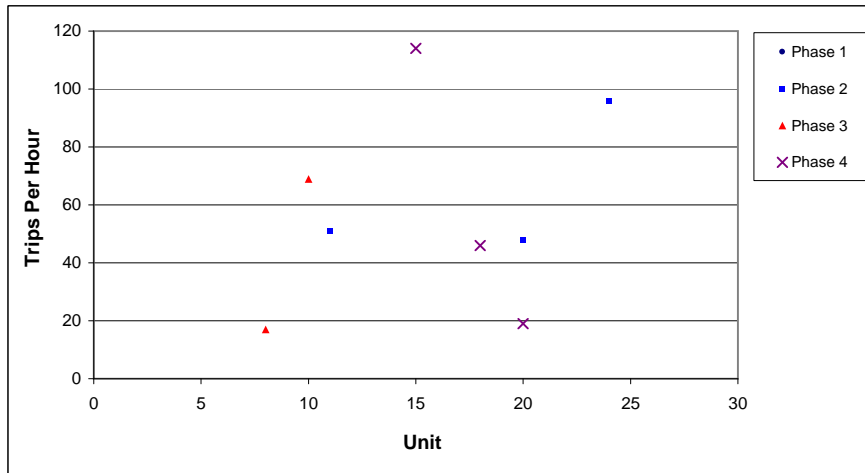
AM Peak Hour Of Commuter



Number Of Sites :	8	Percent In/Out :	54 / 46
Average Rate :	3.83	Regression Equation :	$y = 4.3267x$
Minimum Rate :	1.00	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	7.06	R-squared :	0.6016
Standard Deviation :	1.8335		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.29	1.00	0.62
Motorcycle	24.55	0.33	0.08
Small Lorry	13.14	1.75	0.23
Big Lorry	0.02	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.93

PM Peak Hour Of Commuter



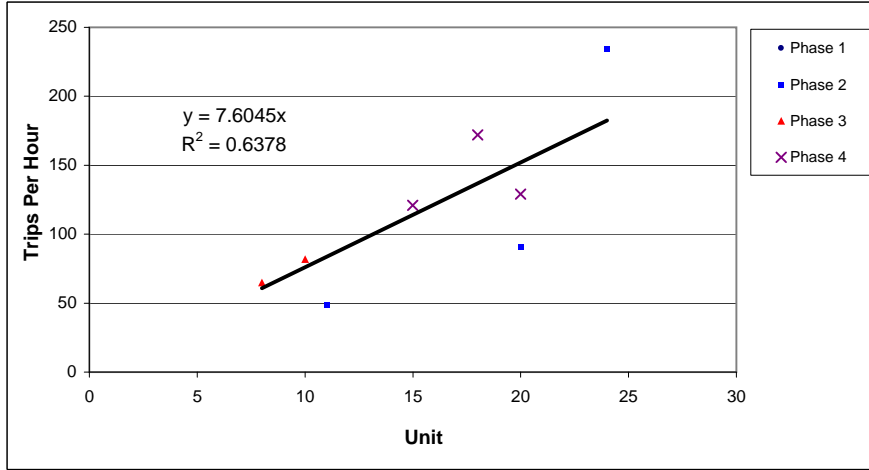
Number Of Sites :	8	Percent In/Out :	50 / 50
Average Rate :	3.90	Use Trip Rates	
Minimum Rate :	0.95		
Maximum Rate :	7.60		
Standard Deviation :	2.365		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.11	1.00	0.59
Motorcycle	34.71	0.33	0.11
Small Lorry	6.16	1.75	0.11
Big Lorry	0.02	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.81

**Commercial
Hawker Centre
Trips per Unit**

**CODE
07 09 01**

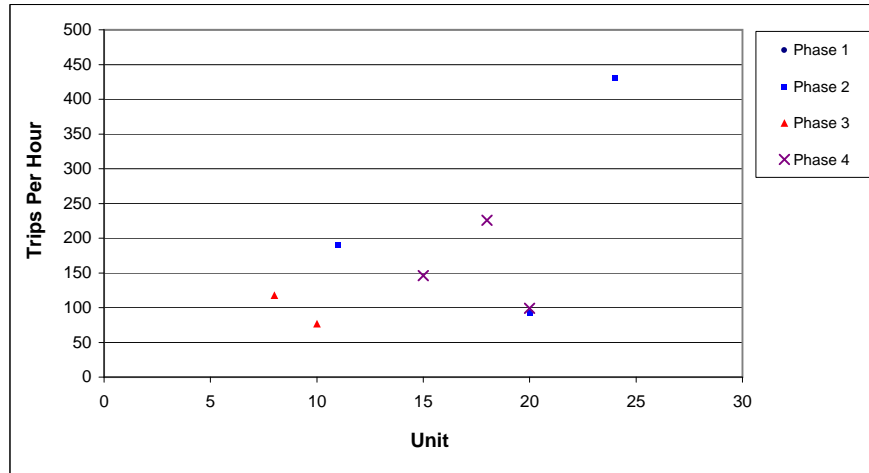
AM Peak Hour Of Generator



Number Of Sites :	8	Percent In/Out :	54 / 46
Average Rate :	7.39	Regression Equation :	y = 7.6045x
Minimum Rate :	4.45	(T = Trips; X = Independent Variable)	
Maximum Rate :	9.75	R-squared :	0.6378
Standard Deviation :	2.0522		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.41	1.00	0.53
Motorcycle	34.61	0.33	0.11
Small Lorry	11.96	1.75	0.21
Big Lorry	0.02	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.85

PM Peak Hour Of Generator



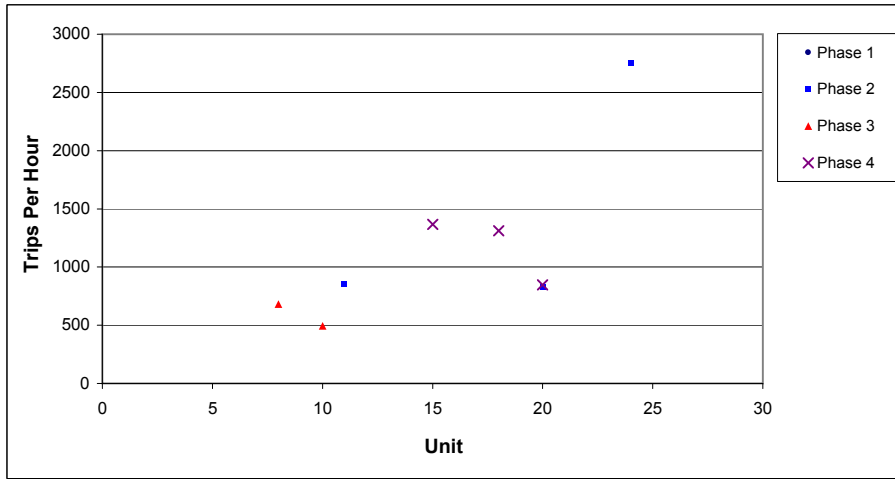
Number Of Sites :	8	Percent In/Out :	49 / 51
Average Rate :	11.20	Use Trip Rates	
Minimum Rate :	4.60		
Maximum Rate :	17.96		
Standard Deviation :	5.2797		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.17	1.00	0.69
Motorcycle	24.80	0.33	0.08
Small Lorry	5.89	1.75	0.10
Big Lorry	0.15	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.87

**Commercial
Hawker Centre
Trips per Unit**

**CODE
07 09 01**

Daily Trip Generation



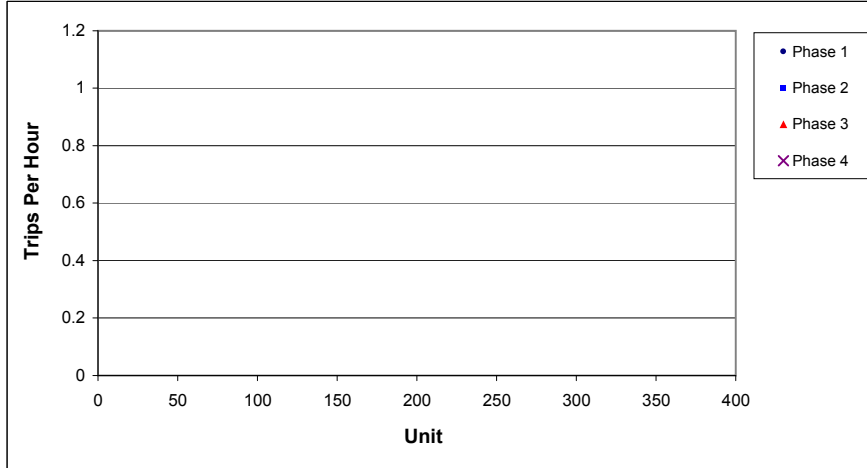
Number Of Sites :	8	Percent In/Out :	49 / 51
Average Rate :	71.82	Use Trip Rates	
Minimum Rate :	41.25		
Maximum Rate :	114.75		
Standard Deviation :	2.6011		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.31	1.00	0.60
Motorcycle	30.94	0.33	0.10
Small Lorry	8.58	1.75	0.15
Big Lorry	0.14	2.25	0.00
Bus	0.05	2.25	0.00
Total	100.00%		0.85

**Commercial
Night Market
Trips per Unit**

**CODE
07 09 02**

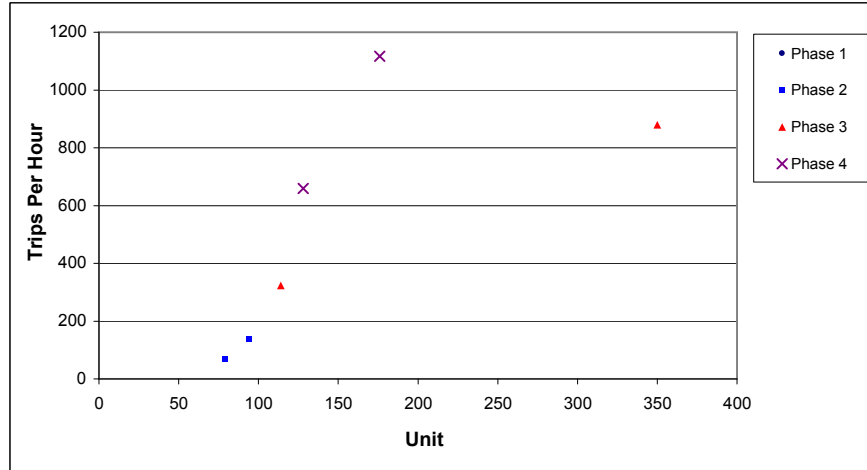
AM Peak Hour Of Commuter



Number Of Sites :	-	Percent In/Out :	-
Average Rate :	-	Use Trip Rates	
Minimum Rate :	-		
Maximum Rate :	-		
Standard Deviation :	-		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	0.00	1.00	0.00
Motorcycle	0.00	0.33	0.00
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	0.00%		0.00

PM Peak Hour Of Commuter



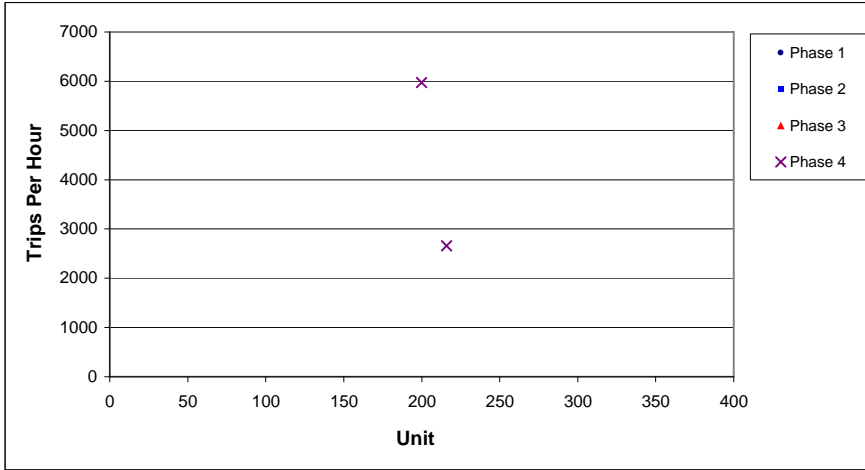
Number Of Sites :	6	Percent In/Out :	57 / 43
Average Rate :	3.20	Use Trip Rates	
Minimum Rate :	0.87		
Maximum Rate :	6.35		
Standard Deviation :	2.128		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.00	1.00	0.56
Motorcycle	24.06	0.33	0.08
Small Lorry	19.94	1.75	0.35
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.99

**Commercial
Night Market
Trips per Unit**

**CODE
07 09 02**

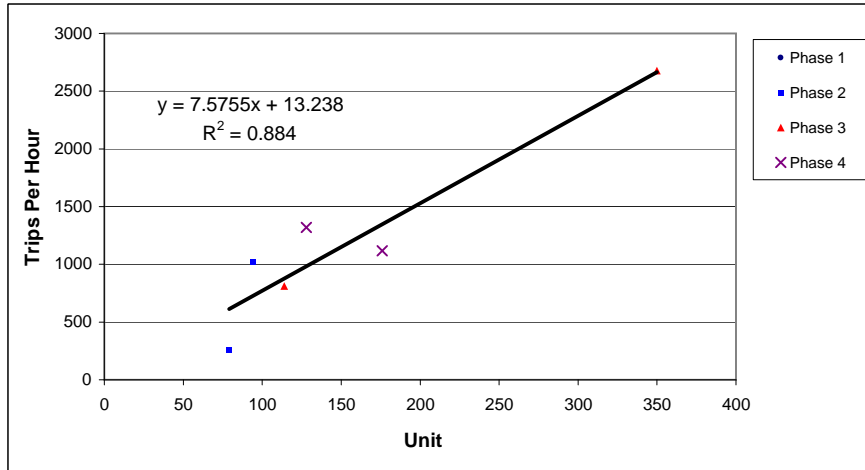
AM Peak Hour Of Generator



Number Of Sites :	2	Percent In/Out :	16 / 84
Average Rate :	7.03	Use Trip Rates	
Minimum Rate :	12.31		
Maximum Rate :	29.88		
Standard Deviation :	12.2263		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	0.00	1.00	0.00
Motorcycle	0.00	0.33	0.00
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.00

PM Peak Hour Of Generator



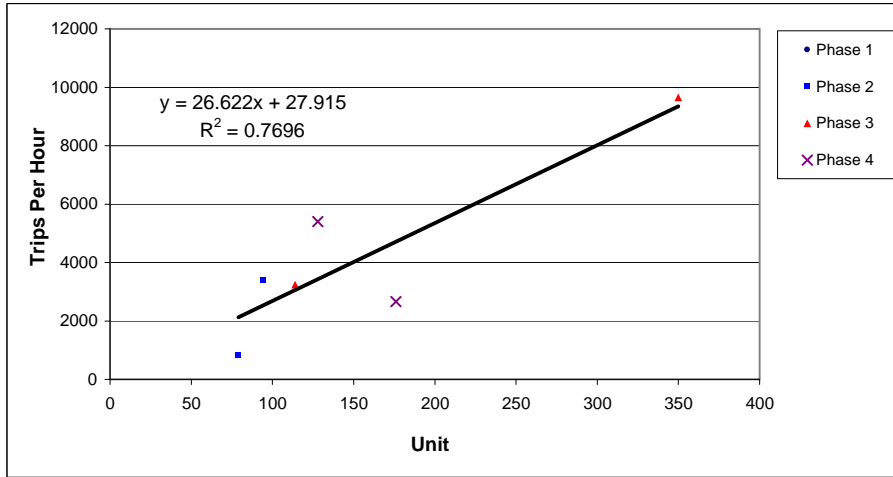
Number Of Sites :	6	Percent In/Out :	51 / 49
Average Rate :	7.60	Regression Equation :	$y = 7.5755x + 13.238$
Minimum Rate :	3.32	(T = Trips; X = Independent Variable)	
Maximum Rate :	10.84	R-squared :	0.884
Standard Deviation :	2.7571		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.09	1.00	0.55
Motorcycle	38.80	0.33	0.13
Small Lorry	6.11	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.79

**Commercial
Night Market
Trips per Unit**

**CODE
07 09 02**

Daily Trip Generation



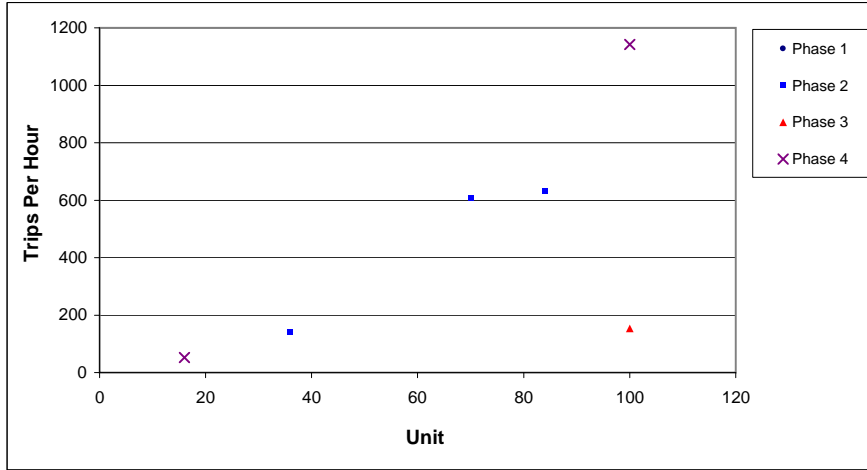
Number Of Sites :	6	Percent In/Out :	51 / 49
Average Rate :	26.73	Regression Equation :	$y = 26.622x + 27.915$
Minimum Rate :	10.66	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	42.23	R-squared :	0.7696
Standard Deviation :	12.0885		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.23	1.00	0.55
Motorcycle	34.45	0.33	0.11
Small Lorry	10.29	1.75	0.18
Big Lorry	0.02	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.84

**Commercial
Day Market
Trips per Unit**

**CODE
07 09 03**

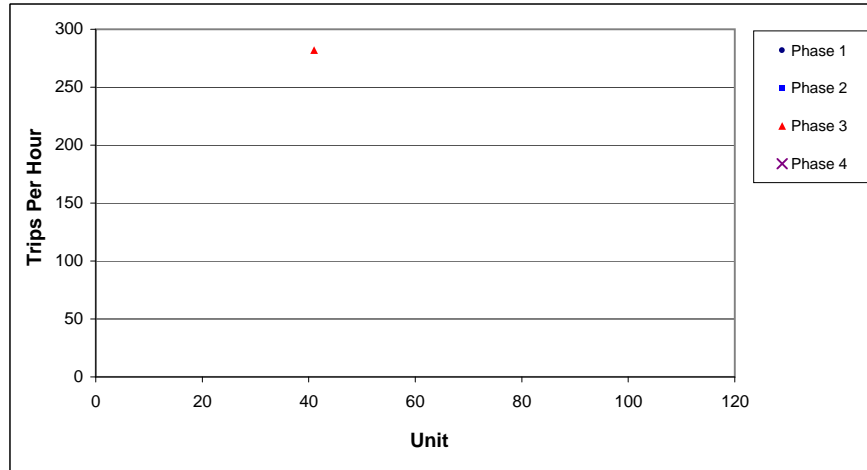
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	52 / 48
Average Rate :	5.19	Use Trip Rates	
Minimum Rate :	3.25		
Maximum Rate :	11.42		
Standard Deviation :	4.1267		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.64	1.00	0.68
Motorcycle	20.02	0.33	0.07
Small Lorry	13.33	1.75	0.22
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.97

PM Peak Hour Of Commuter



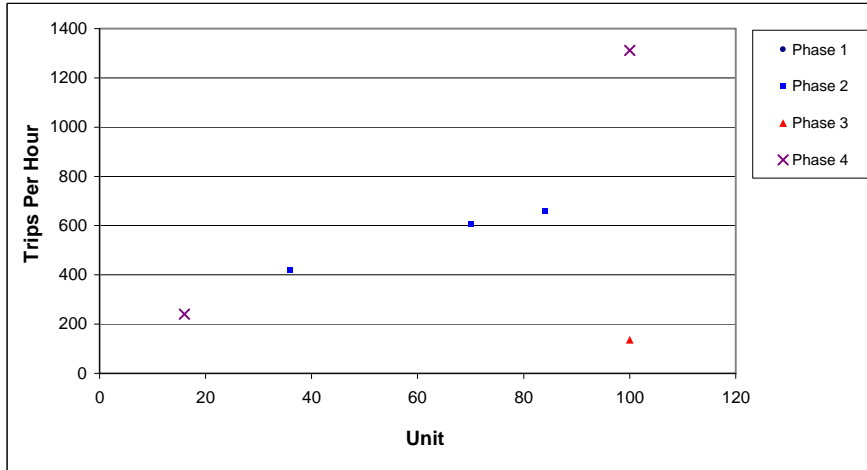
Number Of Sites :	1	Percent In/Out :	51 / 49
Average Rate :	6.88	Use Trip Rates	
Minimum Rate :	6.88		
Maximum Rate :	6.88		
Standard Deviation :	-		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.97	1.00	0.44
Motorcycle	51.77	0.33	0.17
Small Lorry	4.26	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.68

**Commercial
Day Market
Trips per Unit**

**CODE
07 09 03**

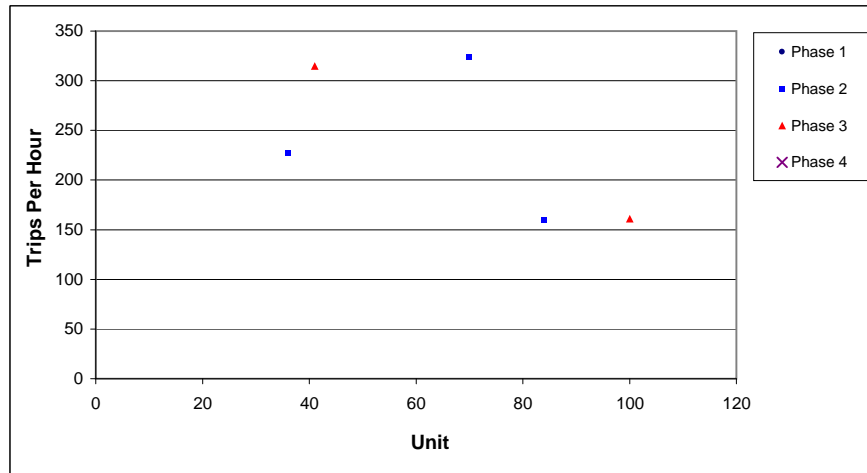
AM Peak Hour Of Generator



Number Of Sites :	6	Percent In/Out :	47 / 53
Average Rate :	8.24	Use Trip Rates	
Minimum Rate :	13.11		
Maximum Rate :	15		
Standard Deviation :	5.7271		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.21	1.00	0.67
Motorcycle	20.25	0.33	0.07
Small Lorry	12.54	1.75	0.22
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

PM Peak Hour Of Generator



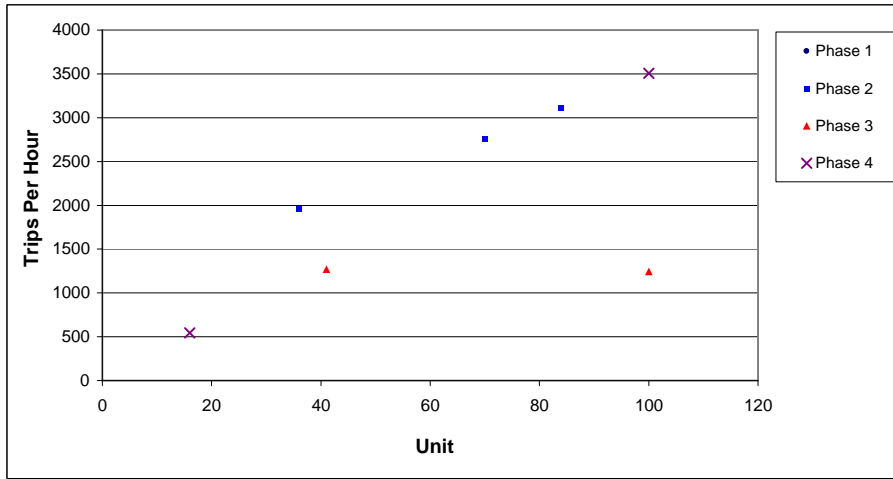
Number Of Sites :	5	Percent In/Out :	42 / 58
Average Rate :	4.43	Use Trip Rates	
Minimum Rate :	1.61		
Maximum Rate :	7.68		
Standard Deviation :	2.6678		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	48.27	1.00	0.48
Motorcycle	35.21	0.33	0.12
Small Lorry	16.51	1.75	0.29
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.89

**Commercial
Day Market
Trips per Unit**

**CODE
07 09 03**

Daily Trip Generation



Number Of Sites :	7	Percent In/Out :	49 / 51
Average Rate :	34.8	Use Trip Rates	
Minimum Rate :	12.47		
Maximum Rate :	54.44		
Standard Deviation :	12.4223		

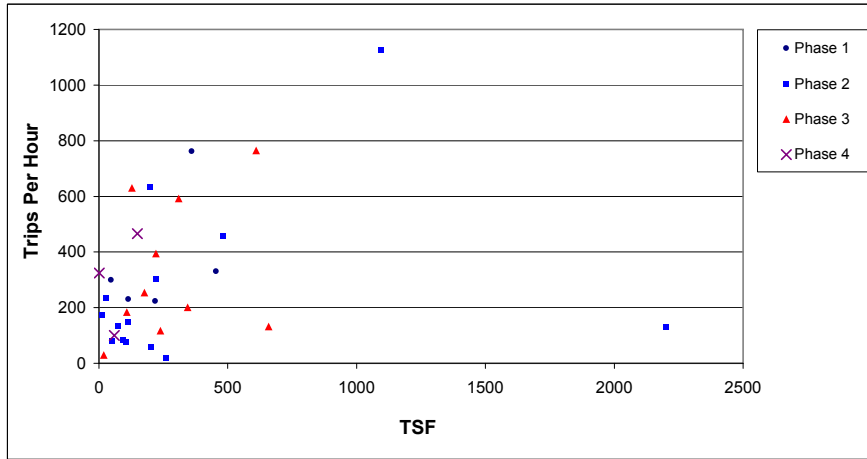
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.81	1.00	0.66
Motorcycle	20.56	0.33	0.07
Small Lorry	13.25	1.75	0.23
Big Lorry	0.04	2.25	0.00
Bus	0.34	2.25	0.01
Total	100.00%		0.97

08
INDUSTRIAL

Industrial
Light, SMI - Terrace, Detached,
Semi Detached, Flatted Factory
Trips per TSF

CODE
08 01 / 08 02
01/02/03/04/05

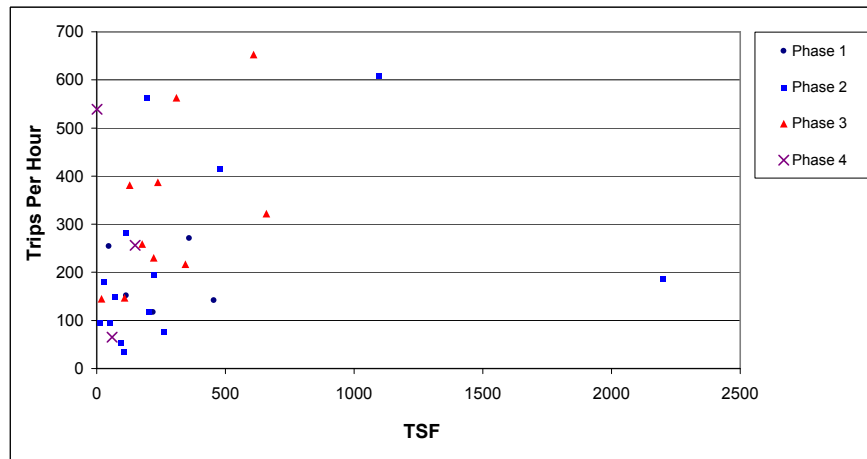
AM Peak Hour Of Commuter



Number Of Sites :	32	Percent In/Out :	59 / 41
Average Rate :	12.32	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	325.00		
Standard Deviation :	57.1293		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.86	1.00	0.48
Motorcycle	38.34	0.33	0.13
Small Lorry	10.72	1.75	0.19
Big Lorry	1.38	2.25	0.03
Bus	1.70	2.25	0.04
Total	100.00%		0.87

PM Peak Hour Of Commuter



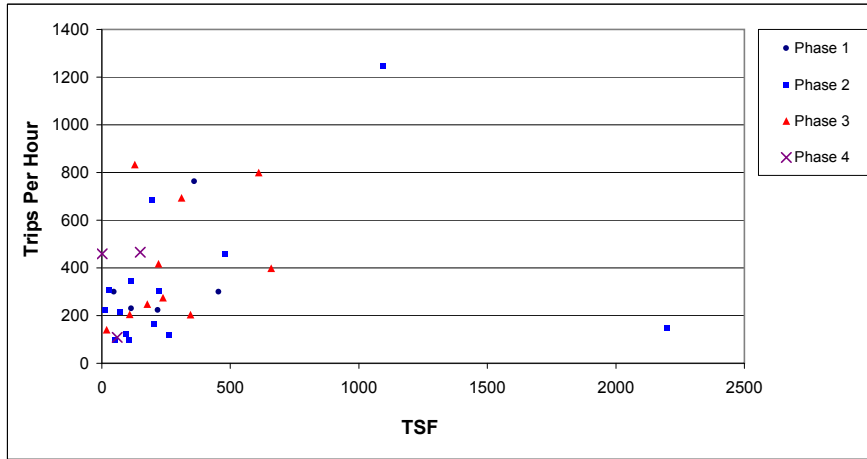
Number Of Sites :	32	Percent In/Out :	36 / 64
Average Rate :	18.70	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	539.00		
Standard Deviation :	94.9674		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.77	1.00	0.51
Motorcycle	34.02	0.33	0.11
Small Lorry	12.22	1.75	0.21
Big Lorry	1.61	2.25	0.04
Bus	1.39	2.25	0.03
Total	100.00%		0.90

Industrial
Light, SMI - Terrace, Detached,
Semi Detached, Flatted Factory
Trips per TSF

CODE
08 01 / 08 02
01/02/03/04/05

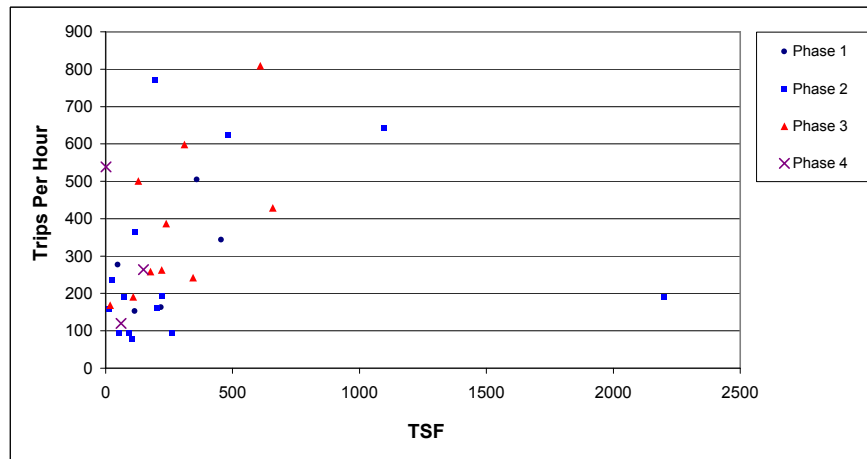
AM Peak Hour Of Generator



Number Of Sites :	32	Percent In/Out :	59 / 41
Average Rate :	17.18	Use Trip Rates	
Minimum Rate :	0.07		
Maximum Rate :	459.00		
Standard Deviation :	80.7092		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	48.10	1.00	0.48
Motorcycle	36.61	0.33	0.12
Small Lorry	12.54	1.75	0.22
Big Lorry	1.16	2.25	0.03
Bus	1.58	2.25	0.04
Total	100.00%		0.89

PM Peak Hour Of Generator



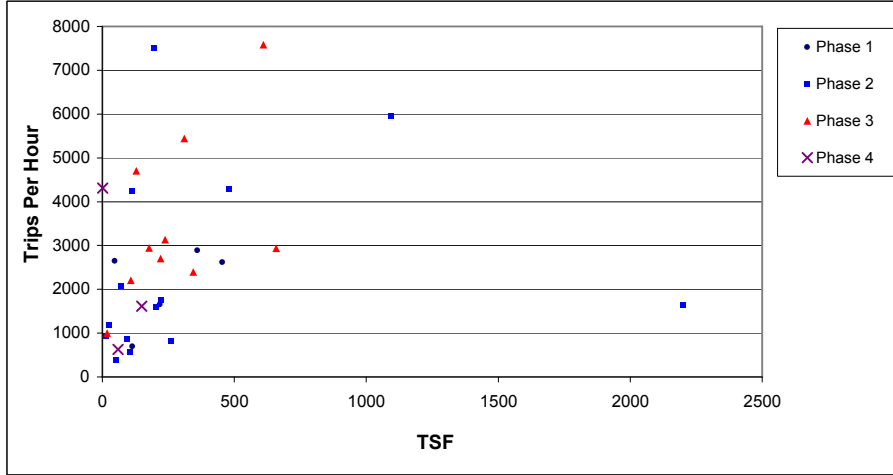
Number Of Sites :	32	Percent In/Out :	43 / 57
Average Rate :	19.25	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	539.00		
Standard Deviation :	94.8888		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.71	1.00	0.45
Motorcycle	38.80	0.33	0.13
Small Lorry	13.94	1.75	0.24
Big Lorry	1.52	2.25	0.03
Bus	1.03	2.25	0.02
Total	100.00%		0.87

Industrial
Light, SMI - Terrace, Detached,
Semi Detached, Flatted Factory
Trips per TSF

CODE
08 01 / 08 02
01/02/03/04/05

Daily Trip Generation

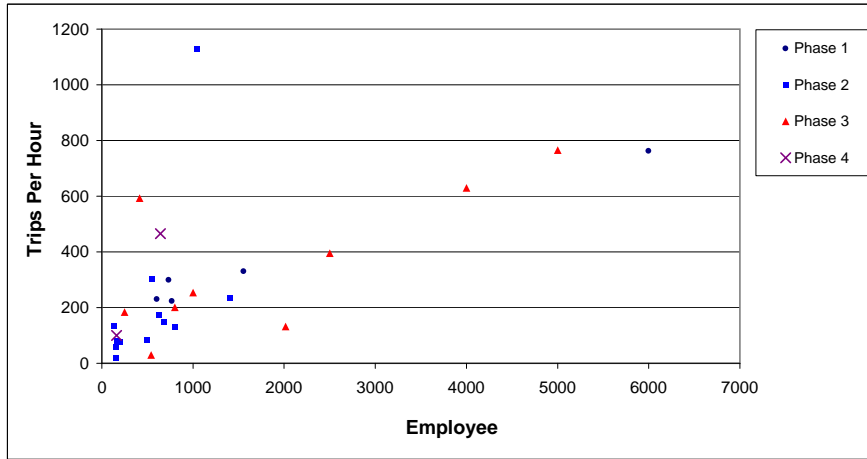


Number Of Sites :	32	Percent In/Out :	41 / 59
Average Rate :	152.85	Use Trip Rates	
Minimum Rate :	0.75		
Maximum Rate :	4310.00		
Standard Deviation :	758.817		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	48.43	1.00	0.48
Motorcycle	32.49	0.33	0.11
Small Lorry	16.37	1.75	0.29
Big Lorry	1.94	2.25	0.04
Bus	0.77	2.25	0.02
Total	100.00%		0.94

Industrial
Light, SMI - Terrace, Detached,
Semi Detached, Flatted Factory
Trips per Employee

CODE
08 01 / 08 02
01/02/03/04/05

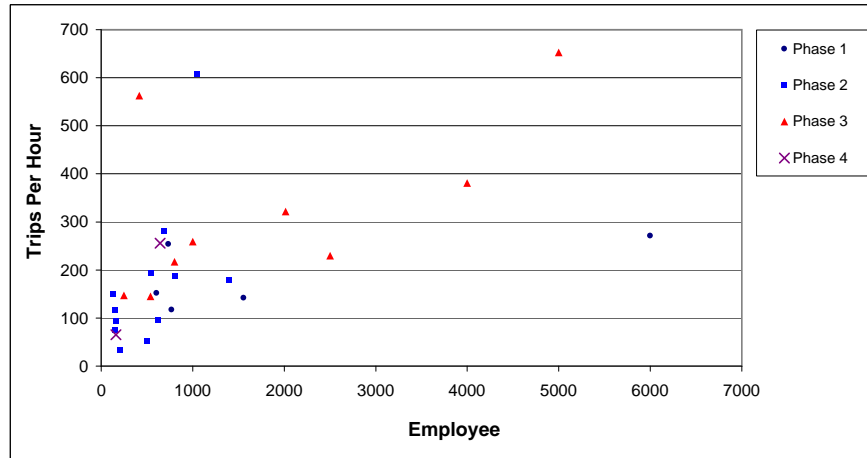
AM Peak Hour Of Commuter



Number Of Sites :	28	Percent In/Out :	59 / 41
Average Rate :	0.39	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	1.43		
Standard Deviation :	0.3344		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	48.28	1.00	0.48
Motorcycle	37.76	0.33	0.12
Small Lorry	10.88	1.75	0.19
Big Lorry	1.27	2.25	0.03
Bus	1.82	2.25	0.04
Total	100.00%		0.86

PM Peak Hour Of Commuter



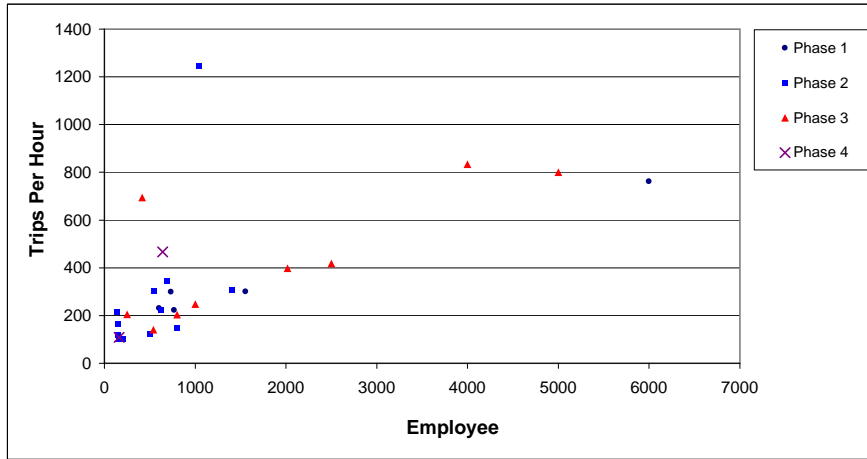
Number Of Sites :	28	Percent In/Out :	36 / 64
Average Rate :	0.36	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	1.36		
Standard Deviation :	0.312		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	51.10	1.00	0.51
Motorcycle	34.01	0.33	0.11
Small Lorry	11.83	1.75	0.21
Big Lorry	1.49	2.25	0.03
Bus	1.57	2.25	0.04
Total	100.00%		0.90

Industrial
Light, SMI - Terrace, Detached,
Semi Detached, Flatted Factory
Trips per Employee

CODE
08 01 / 08 02
01/02/03/04/05

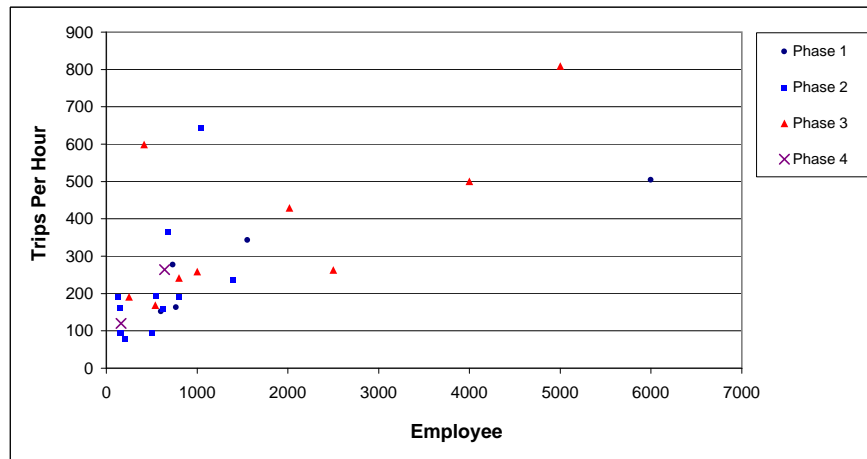
AM Peak Hour Of Generator



Number Of Sites :	28	Percent In/Out :	58 / 42
Average Rate :	0.52	Use Trip Rates	
Minimum Rate :	0.13		
Maximum Rate :	1.67		
Standard Deviation :	0.4244		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	48.78	1.00	0.49
Motorcycle	36.01	0.33	0.12
Small Lorry	12.42	1.75	0.22
Big Lorry	1.11	2.25	0.03
Bus	1.68	2.25	0.04
Total	100.00%		0.90

PM Peak Hour Of Generator



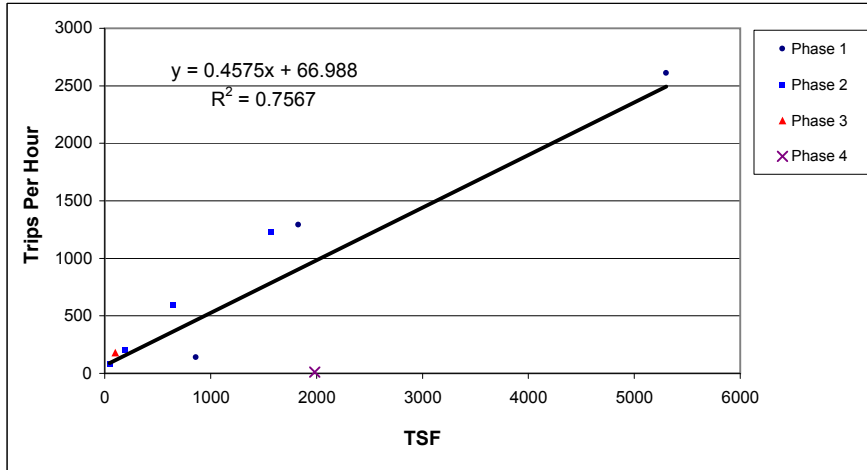
Number Of Sites :	28	Percent In/Out :	43 / 57
Average Rate :	0.44	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	1.44		
Standard Deviation :	0.363		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.06	1.00	0.44
Motorcycle	39.52	0.33	0.13
Small Lorry	13.89	1.75	0.24
Big Lorry	1.41	2.25	0.03
Bus	1.12	2.25	0.03
Total	100.00%		0.87

**Industrial
Heavy Industrial
Trips per TSF**

**CODE
08 03 01**

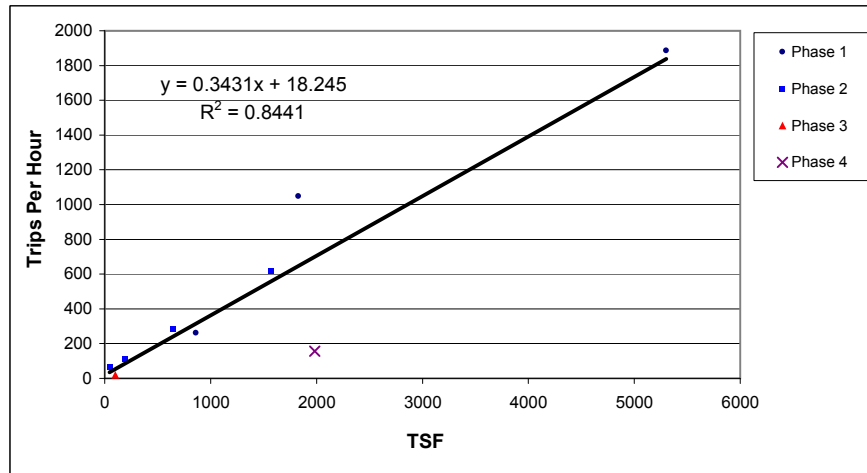
AM Peak Hour Of Commuter



Number Of Sites :	9	Percent In/Out :	71 / 29
Average Rate :	0.85	Regression Equation :	$y = 0.4575x + 66.988$
Minimum Rate :	0.01	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.85	R-squared :	0.7567
Standard Deviation :	0.6189		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	42.79	1.00	0.43
Motorcycle	45.21	0.33	0.15
Small Lorry	8.37	1.75	0.15
Big Lorry	2.86	2.25	0.06
Bus	0.78	2.25	0.02
Total	100.00%		0.81

PM Peak Hour Of Commuter



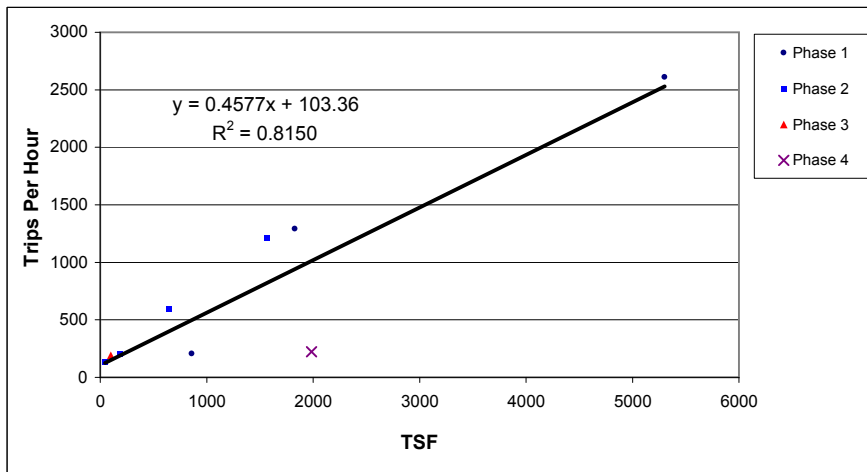
Number Of Sites :	9	Percent In/Out :	16 / 84
Average Rate :	0.50	Regression Equation :	$y = 0.3431x + 18.245$
Minimum Rate :	0.08	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.49	R-squared :	0.8441
Standard Deviation :	0.4085		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	45.90	1.00	0.46
Motorcycle	35.98	0.33	0.12
Small Lorry	13.15	1.75	0.23
Big Lorry	3.98	2.25	0.09
Bus	0.98	2.25	0.02
Total	100.00%		0.92

**Industrial
Heavy Industrial
Trips per TSF**

**CODE
08 03 01**

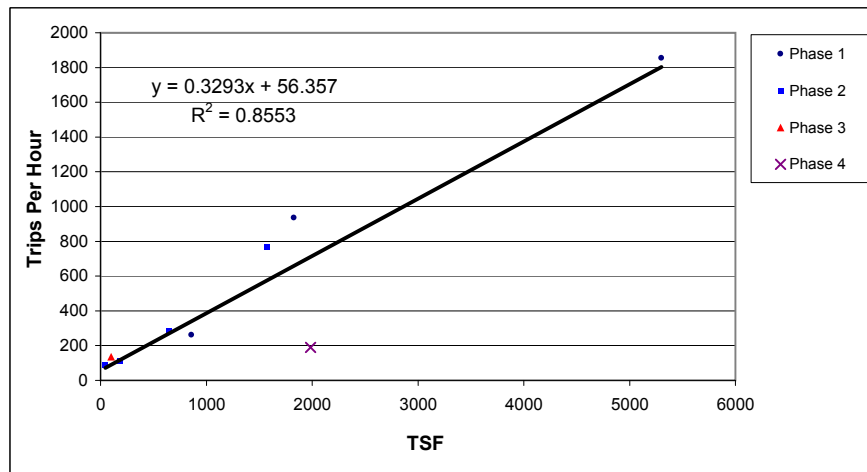
AM Peak Hour Of Generator



Number Of Sites :	9	Percent In/Out :	71 / 29
Average Rate :	1.01	Regression Equation :	$y = 0.4577x + 103.36$
Minimum Rate :	0.11	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	2.81	R-squared :	0.8150
Standard Deviation :	0.8633		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.42	1.00	0.43
Motorcycle	44.71	0.33	0.15
Small Lorry	8.22	1.75	0.14
Big Lorry	2.94	2.25	0.07
Bus	0.71	2.25	0.02
Total	100.00%		0.81

PM Peak Hour Of Generator



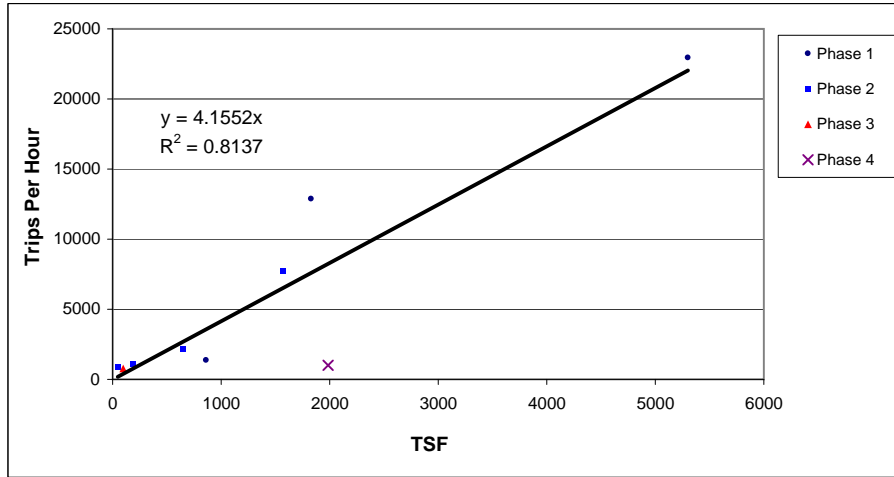
Number Of Sites :	9	Percent In/Out :	33 / 67
Average Rate :	0.67	Regression Equation :	$y = 0.3293x + 56.357$
Minimum Rate :	0.10	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.88	R-squared :	0.8553
Standard Deviation :	0.5761		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	40.66	1.00	0.41
Motorcycle	33.56	0.33	0.11
Small Lorry	17.83	1.75	0.31
Big Lorry	7.07	2.25	0.16
Bus	0.88	2.25	0.02
Total	100.00%		1.01

**Industrial
Heavy Industrial
Trips per TSF**

**CODE
08 03 01**

Daily Trip Generation

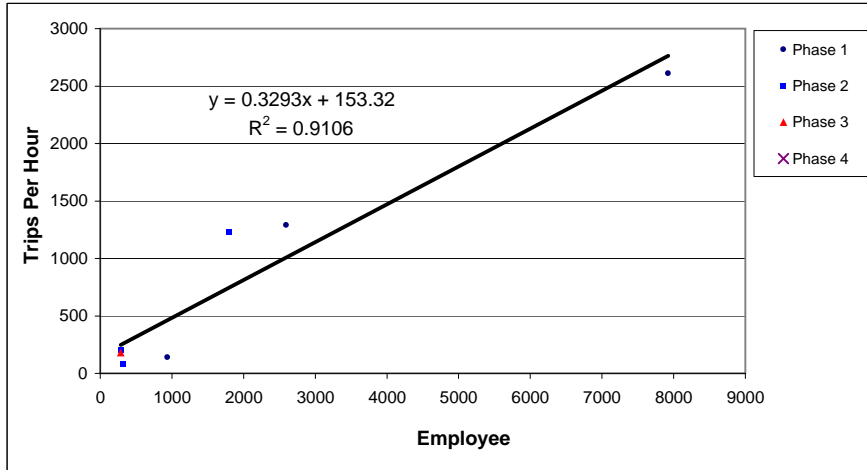


Number Of Sites :	9	Percent In/Out :	50 / 50
Average Rate :	6.06	Regression Equation :	$y = 4.1552x$
Minimum Rate :	0.51	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	18.97	R-squared :	0.8137
Standard Deviation :	5.4054		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.82	1.00	0.42
Motorcycle	33.88	0.33	0.11
Small Lorry	16.56	1.75	0.29
Big Lorry	7.05	2.25	0.16
Bus	0.68	2.25	0.02
Total	100.00%		1.00

**Industrial
Heavy Industrial
Trips per Employee**

**CODE
08 03 01**

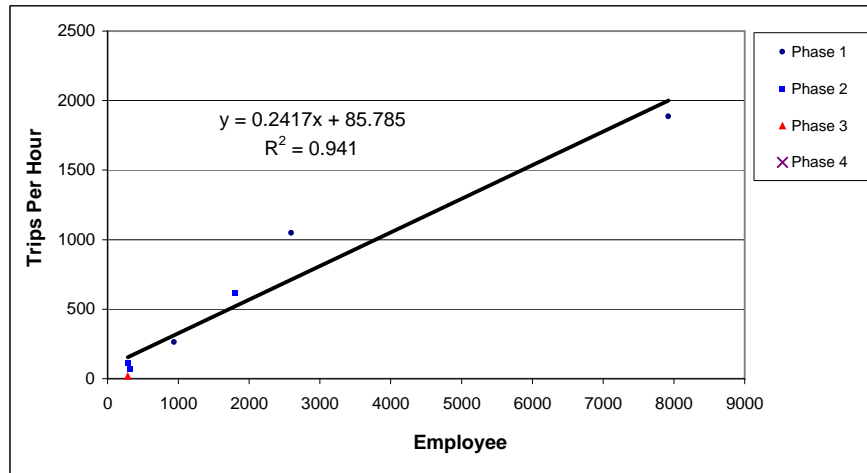
AM Peak Hour Of Commuter



Number Of Sites :	7	Percent In/Out :	65 / 35
Average Rate :	0.46	Regression Equation :	$y = 0.3293x + 153.32$
Minimum Rate :	0.15	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.70	R-squared :	0.9106
Standard Deviation :	0.225		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	44.77	1.00	0.45
Motorcycle	42.10	0.33	0.14
Small Lorry	9.12	1.75	0.16
Big Lorry	3.14	2.25	0.07
Bus	0.86	2.25	0.02
Total	100.00%		0.84

PM Peak Hour Of Commuter



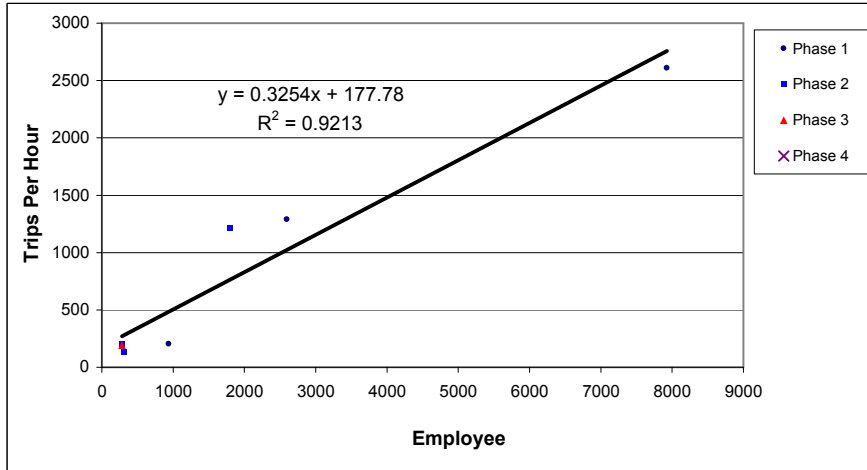
Number Of Sites :	7	Percent In/Out :	19 / 81
Average Rate :	0.28	Regression Equation :	$y = 0.2417x + 85.785$
Minimum Rate :	0.07	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.40	R-squared :	0.941
Standard Deviation :	0.1159		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.67	1.00	0.48
Motorcycle	32.65	0.33	0.11
Small Lorry	14.42	1.75	0.25
Big Lorry	4.22	2.25	0.10
Bus	1.04	2.25	0.02
Total	100.00%		0.96

**Industrial
Heavy Industrial
Trips per Employee**

**CODE
08 03 01**

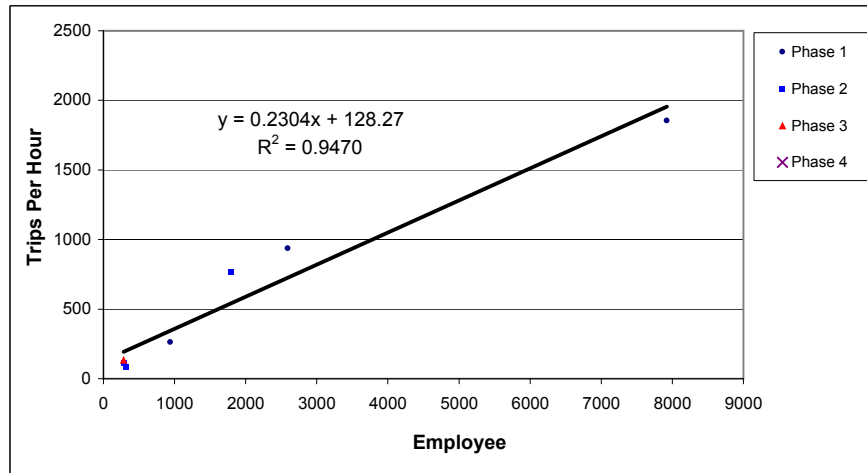
AM Peak Hour Of Generator



Number Of Sites :	7	Percent In/Out :	65 / 35
Average Rate :	0.50	Regression Equation :	$y = 0.3254x + 177.78$
Minimum Rate :	0.22	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.70	R-squared :	0.9213
Standard Deviation :	0.1908		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	45.92	1.00	0.46
Motorcycle	40.72	0.33	0.13
Small Lorry	9.25	1.75	0.16
Big Lorry	3.30	2.25	0.07
Bus	0.81	2.25	0.02
Total	100.00%		0.84

PM Peak Hour Of Generator



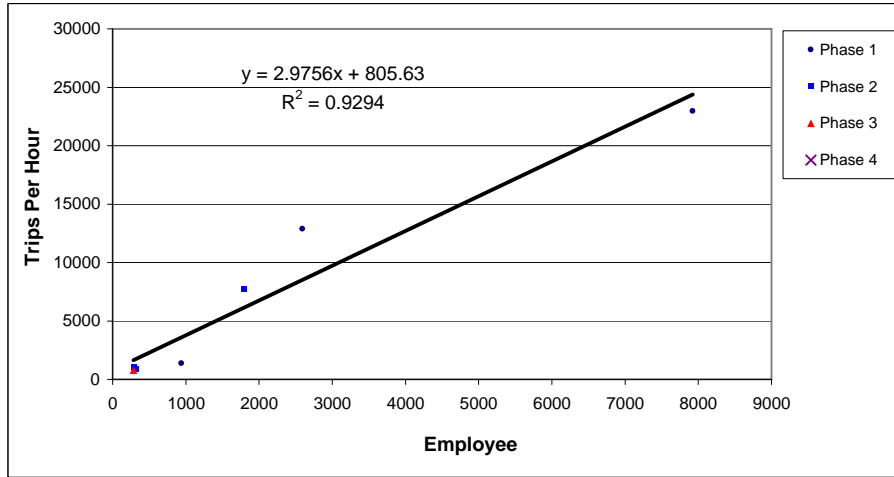
Number Of Sites :	7	Percent In/Out :	34 / 66
Average Rate :	0.35	Regression Equation :	$y = 0.2304x + 128.27$
Minimum Rate :	0.23	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.48	R-squared :	0.9470
Standard Deviation :	0.0896		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.89	1.00	0.42
Motorcycle	29.89	0.33	0.10
Small Lorry	19.68	1.75	0.34
Big Lorry	7.61	2.25	0.17
Bus	0.93	2.25	0.02
Total	100.00%		1.05

**Industrial
Heavy Industrial
Trips per Employee**

**CODE
08 03 01**

Daily Trip Generation



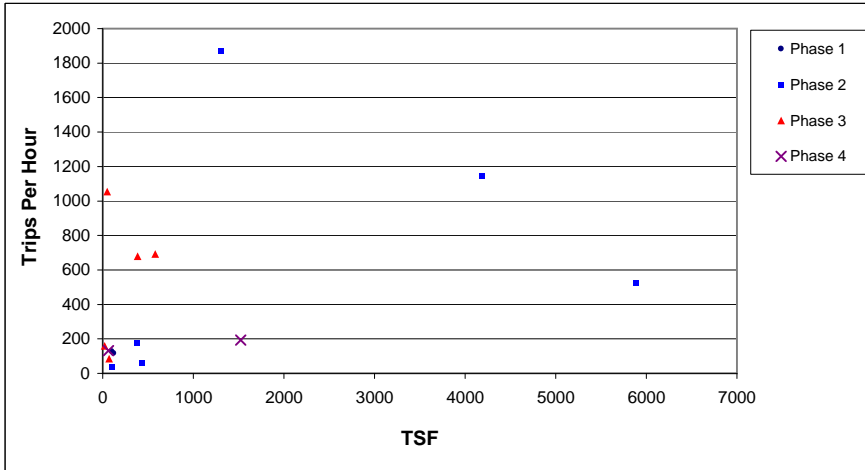
Number Of Sites :	7	Percent In/Out :	49 / 51
Average Rate :	3.29	Regression Equation :	$y = 2.9756x + 805.63$
Minimum Rate :	1.45	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	4.97	R-squared :	0.9294
Standard Deviation :	1.1722		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	42.86	1.00	0.43
Motorcycle	31.94	0.33	0.11
Small Lorry	17.20	1.75	0.30
Big Lorry	7.28	2.25	0.16
Bus	0.72	2.25	0.02
Total	100.00%		1.02

**Industrial
High-Tech Industrial
Trips per TSF**

**CODE
08 04 00**

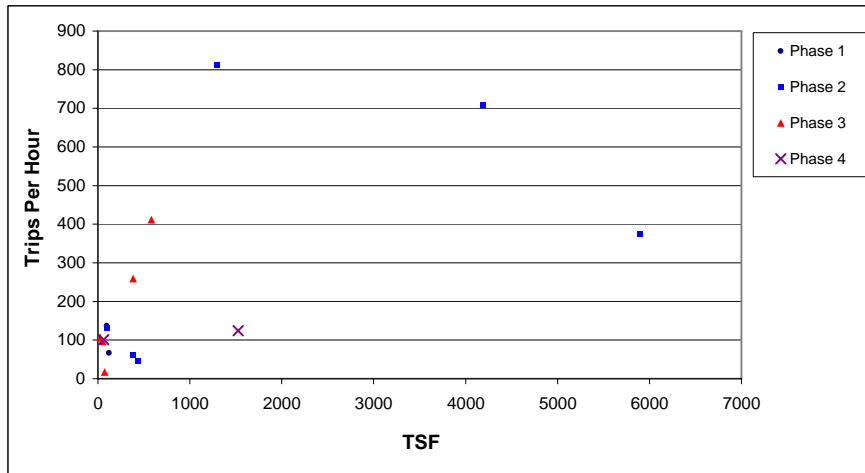
AM Peak Hour Of Commuter



Number Of Sites :	15	Percent In/Out :	78 / 22
Average Rate :	2.69	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	21.98		
Standard Deviation :	5.5995		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.13	1.00	0.53
Motorcycle	37.34	0.33	0.12
Small Lorry	6.86	1.75	0.12
Big Lorry	0.70	2.25	0.02
Bus	1.97	2.25	0.04
Total	100.00%		0.83

PM Peak Hour Of Commuter



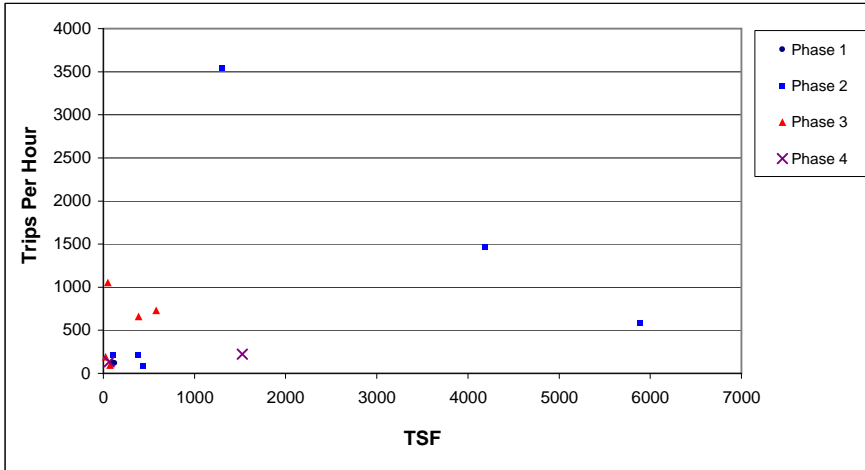
Number Of Sites :	15	Percent In/Out :	24 / 76
Average Rate :	0.96	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	4.68		
Standard Deviation :	1.201		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.82	1.00	0.56
Motorcycle	28.39	0.33	0.09
Small Lorry	10.30	1.75	0.18
Big Lorry	1.59	2.25	0.04
Bus	3.91	2.25	0.09
Total	100.00%		0.96

**Industrial
High-Tech Industrial
Trips per TSF**

**CODE
08 04 00**

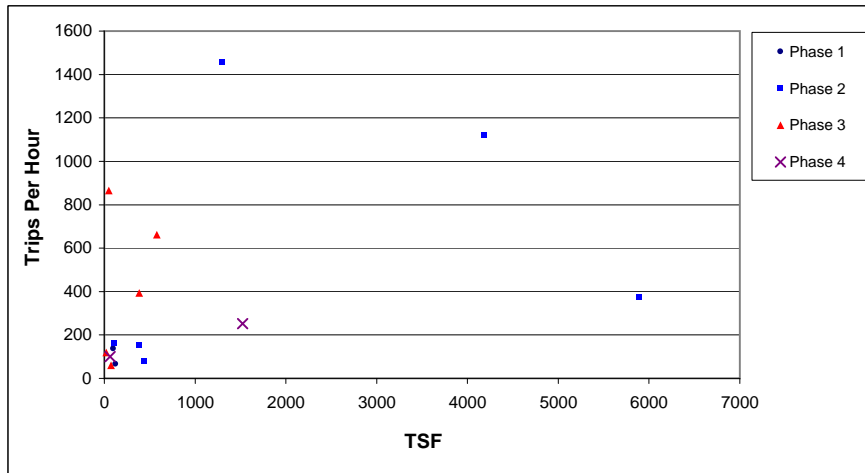
AM Peak Hour Of Generator



Number Of Sites :	15	Percent In/Out :	81 / 19
Average Rate :	3.02	Use Trip Rates	
Minimum Rate :	0.10		
Maximum Rate :	21.98		
Standard Deviation :	5.6249		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.13	1.00	0.55
Motorcycle	36.94	0.33	0.12
Small Lorry	5.65	1.75	0.10
Big Lorry	0.23	2.25	0.01
Bus	2.06	2.25	0.05
Total	100.00%		0.83

PM Peak Hour Of Generator



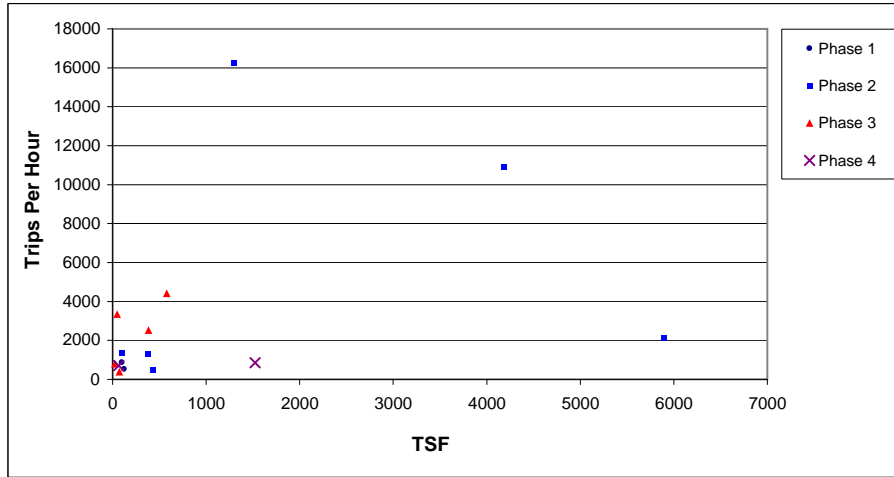
Number Of Sites :	15	Percent In/Out :	26 / 74
Average Rate :	2.24	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	18.04		
Standard Deviation :	4.5468		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.04	1.00	0.55
Motorcycle	34.78	0.33	0.11
Small Lorry	6.10	1.75	0.11
Big Lorry	0.72	2.25	0.02
Bus	3.37	2.25	0.08
Total	100.00%		0.87

**Industrial
High-Tech Industrial
Trips per TSF**

**CODE
08 04 00**

Daily Trip Generation

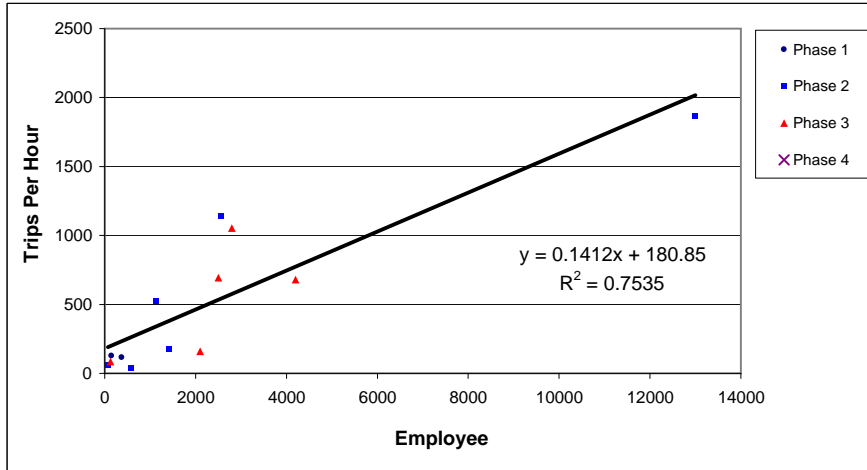


Number Of Sites :	15	Percent In/Out :	52 / 48
Average Rate :	12.2	Use Trip Rates	
Minimum Rate :	0.36		
Maximum Rate :	70.00		
Standard Deviation :	18.1638		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.31	1.00	0.55
Motorcycle	30.26	0.33	0.10
Small Lorry	10.80	1.75	0.19
Big Lorry	1.74	2.25	0.04
Bus	1.89	2.25	0.04
Total	100.00%		0.92

**Industrial
High-Tech Industrial
Trips per Employee**

**CODE
08 04 00**

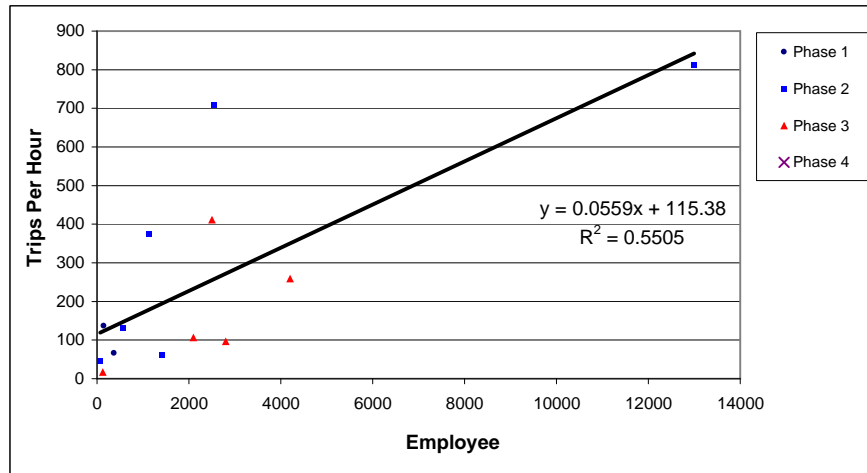
AM Peak Hour Of Commuter



Number Of Sites :	13	Percent In/Out :	81 / 19
Average Rate :	0.37	Regression Equation :	$y = 0.1412x + 180.85$
Minimum Rate :	0.07	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.88	R-squared :	0.7535
Standard Deviation :	0.2805		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.82	1.00	0.53
Motorcycle	37.34	0.33	0.12
Small Lorry	7.17	1.75	0.13
Big Lorry	0.73	2.25	0.02
Bus	1.95	2.25	0.04
Total	100.00%		0.84

PM Peak Hour Of Commuter



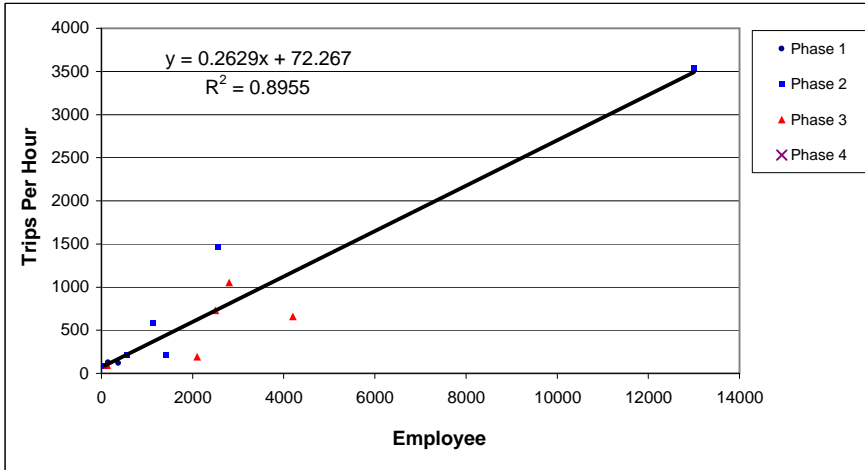
Number Of Sites :	13	Percent In/Out :	23 / 77
Average Rate :	0.25	Regression Equation :	$y = 0.0559x + 115.38$
Minimum Rate :	0.03	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.94	R-squared :	0.5505
Standard Deviation :	0.2735		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.84	1.00	0.56
Motorcycle	27.67	0.33	0.09
Small Lorry	10.83	1.75	0.19
Big Lorry	1.67	2.25	0.04
Bus	3.99	2.25	0.09
Total	100.00%		0.97

**Industrial
High-Tech Industrial
Trips per Employee**

**CODE
08 04 00**

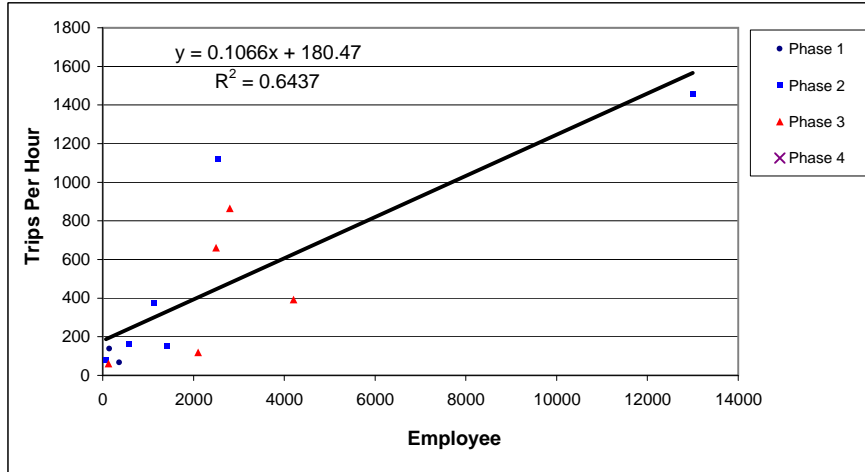
AM Peak Hour Of Generator



Number Of Sites :	13	Percent In/Out :	83 / 17
Average Rate :	0.47	Regression Equation :	$y = 0.2629x + 72.267$
Minimum Rate :	0.09	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.31	R-squared :	0.8955
Standard Deviation :	0.3457		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.13	1.00	0.55
Motorcycle	36.74	0.33	0.12
Small Lorry	5.84	1.75	0.10
Big Lorry	0.24	2.25	0.01
Bus	2.05	2.25	0.05
Total	100.00%		0.83

PM Peak Hour Of Generator



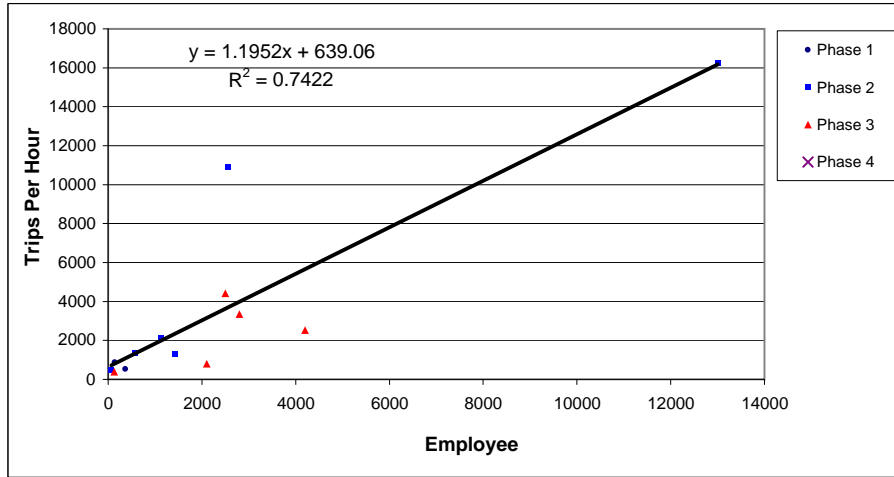
Number Of Sites :	13	Percent In/Out :	26 / 74
Average Rate :	0.37	Regression Equation :	$y = 0.1066x + 180.47$
Minimum Rate :	0.06	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.16	R-squared :	0.6437
Standard Deviation :	0.3347		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.49	1.00	0.55
Motorcycle	34.17	0.33	0.11
Small Lorry	6.27	1.75	0.11
Big Lorry	0.74	2.25	0.02
Bus	3.33	2.25	0.07
Total	100.00%		0.86

**Industrial
High-Tech Industrial
Trips per Employee**

**CODE
08 04 00**

Daily Trip Generation

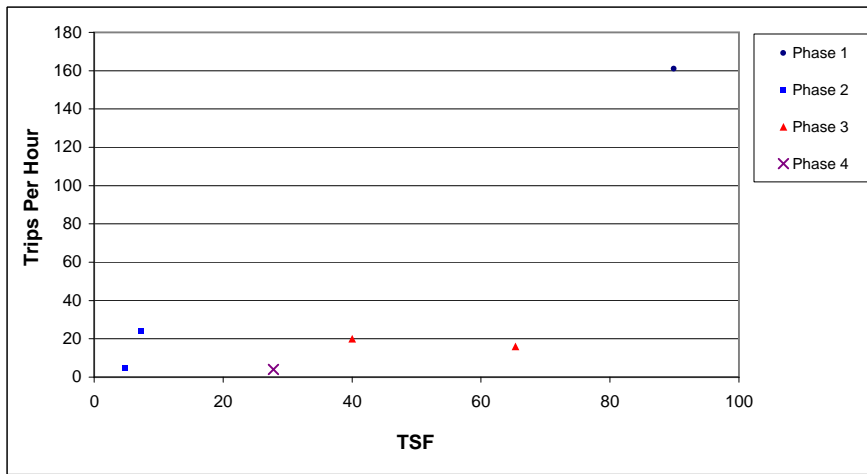


Number Of Sites :	13	Percent In/Out :	52 / 48
Average Rate :	2.48	Regression Equation :	$y = 1.1952x + 639.06$
Minimum Rate :	0.38	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	7.06	R-squared :	0.7422
Standard Deviation :	2.0921		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.34	1.00	0.55
Motorcycle	29.94	0.33	0.10
Small Lorry	11.05	1.75	0.19
Big Lorry	1.77	2.25	0.04
Bus	1.89	2.25	0.04
Total	100.00%		0.92

**Industrial
Service Workshop
Trips per TSF**

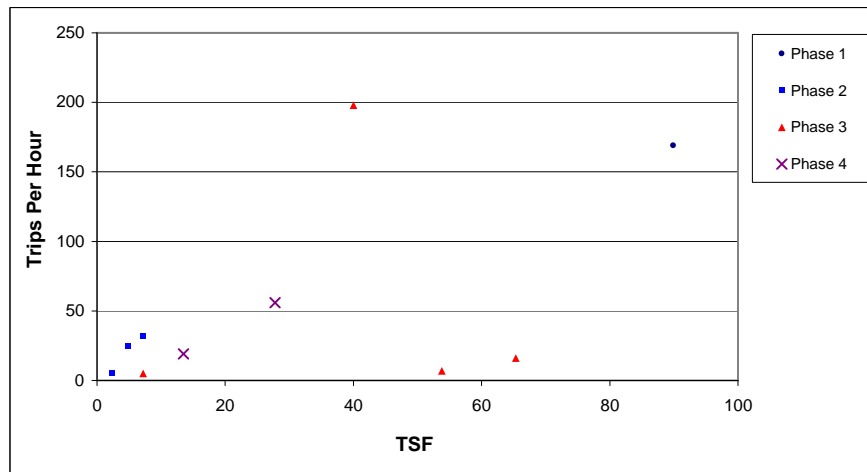
**CODE
08 05 00**

AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	45 / 55
Average Rate :	0.71	Use Trip Rates	
Minimum Rate :	0.14		
Maximum Rate :	3.33		
Standard Deviation :	1.0933		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	77.82	1.00	0.78
Motorcycle	6.95	0.33	0.02
Small Lorry	13.06	1.75	0.23
Big Lorry	0.00	2.25	0.00
Bus	2.17	2.25	0.05
Total	100.00%		1.08

PM Peak Hour Of Commuter

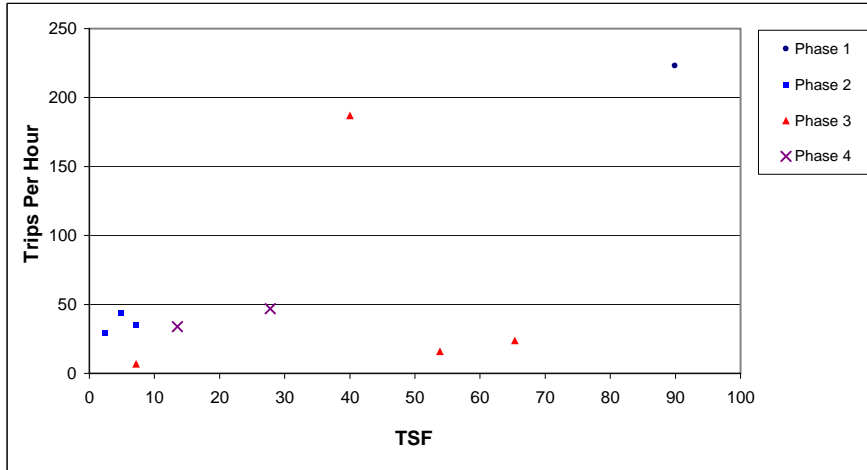


Number Of Sites :	10	Percent In/Out :	40 / 60
Average Rate :	2.31	Use Trip Rates	
Minimum Rate :	0.13		
Maximum Rate :	5.21		
Standard Deviation :	1.9059		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.41	1.00	0.65
Motorcycle	16.73	0.33	0.06
Small Lorry	15.98	1.75	0.28
Big Lorry	0.75	2.25	0.02
Bus	1.13	2.25	0.03
Total	100.00%		1.04

**Industrial
Service Workshop
Trips per TSF**

**CODE
08 05 00**

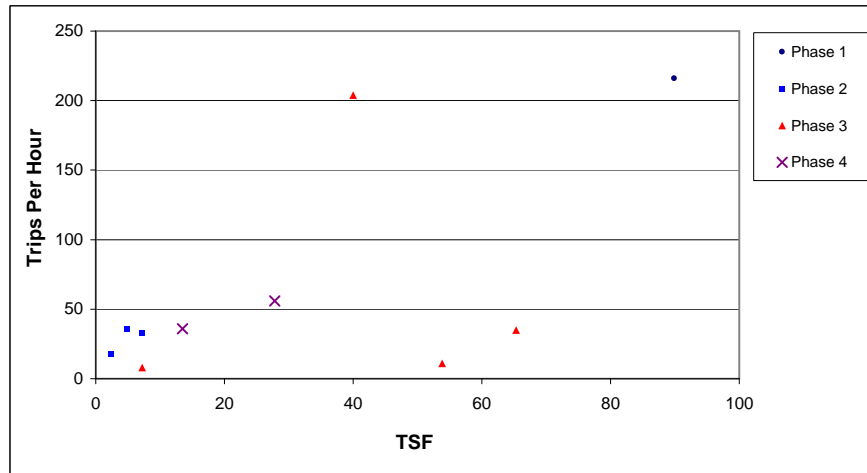
AM Peak Hour Of Generator



Number Of Sites :	10	Percent In/Out :	64 / 36
Average Rate :	3.91	Use Trip Rates	
Minimum Rate :	0.30		
Maximum Rate :	12.08		
Standard Deviation :	3.9308		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.47	1.00	0.63
Motorcycle	14.09	0.33	0.05
Small Lorry	18.58	1.75	0.33
Big Lorry	1.39	2.25	0.03
Bus	2.48	2.25	0.06
Total	100.00%		1.10

PM Peak Hour Of Generator



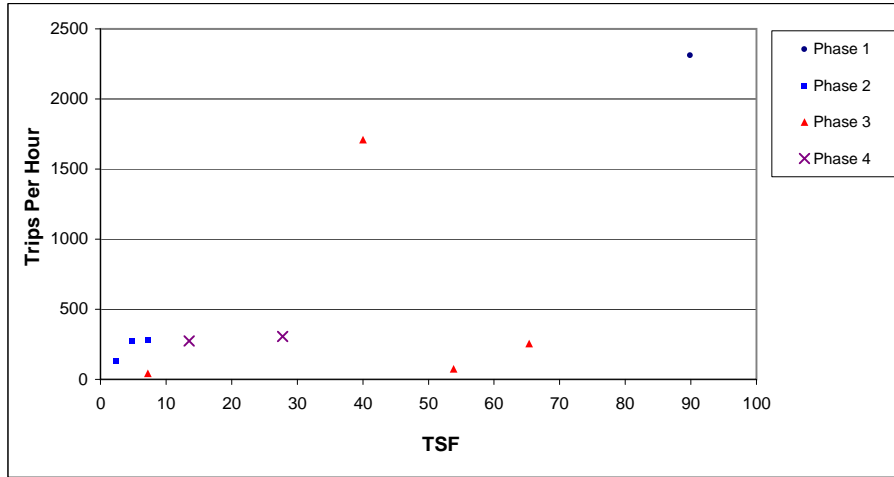
Number Of Sites :	10	Percent In/Out :	45 / 55
Average Rate :	3.36	Use Trip Rates	
Minimum Rate :	0.20		
Maximum Rate :	7.50		
Standard Deviation :	2.6875		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.01	1.00	0.64
Motorcycle	15.01	0.33	0.05
Small Lorry	14.55	1.75	0.25
Big Lorry	1.23	2.25	0.03
Bus	5.21	2.25	0.12
Total	100.00%		1.09

**Industrial
Service Workshop
Trips per TSF**

**CODE
08 05 00**

Daily Trip Generation



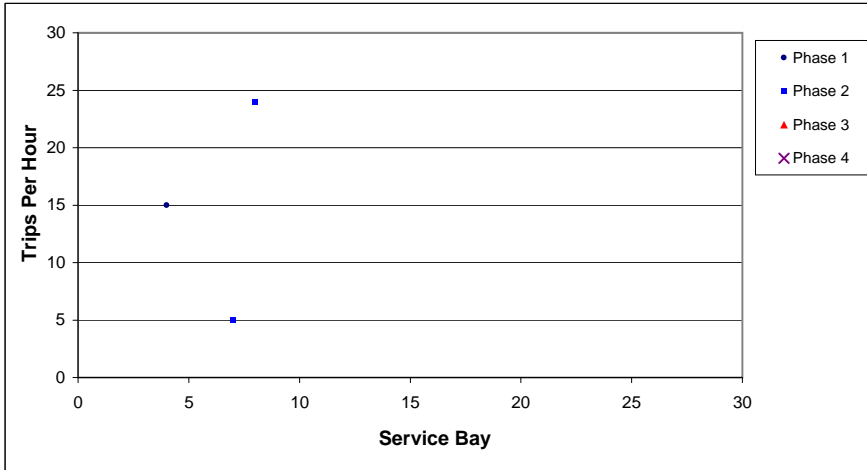
Number Of Sites :	10	Percent In/Out :	51 / 49
Average Rate :	26.2	Use Trip Rates	
Minimum Rate :	1.41		
Maximum Rate :	57.29		
Standard Deviation :	21.0147		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	67.88	1.00	0.68
Motorcycle	13.50	0.33	0.04
Small Lorry	14.42	1.75	0.25
Big Lorry	1.38	2.25	0.03
Bus	2.82	2.25	0.06
Total	100.00%		1.06

**Industrial
Service Workshop
Trips per Service Bay**

**CODE
08 05 00**

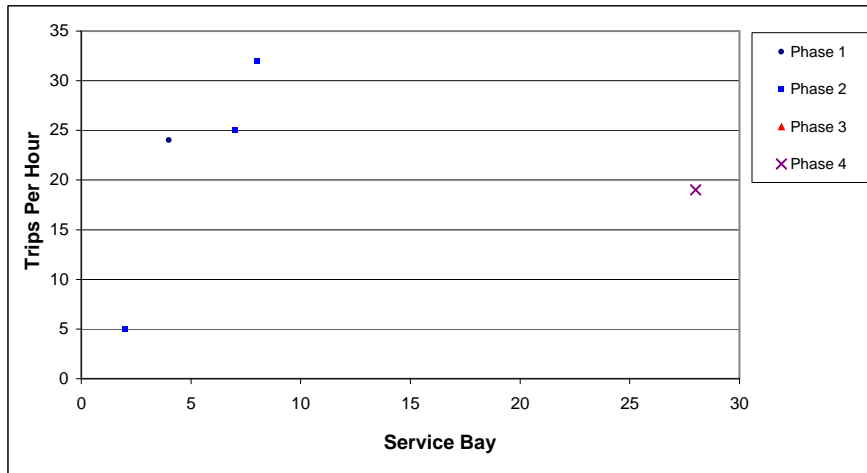
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	39 / 61
Average Rate :	1.49	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	3.75		
Standard Deviation :	1.7628		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	47.73	1.00	0.48
Motorcycle	25.00	0.33	0.08
Small Lorry	22.74	1.75	0.40
Big Lorry	4.54	2.25	0.10
Bus	0.00	2.25	0.00
Total	100.00%		1.06

PM Peak Hour Of Commuter



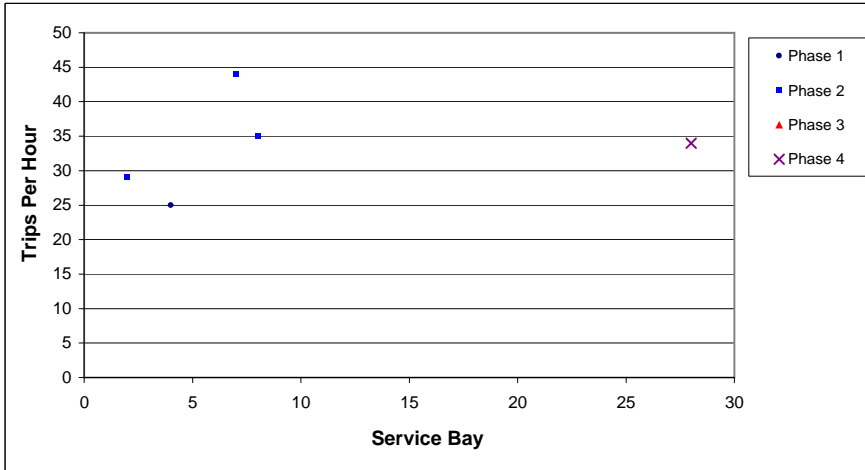
Number Of Sites :	5	Percent In/Out :	49 / 51
Average Rate :	3.35	Use Trip Rates	
Minimum Rate :	0.68		
Maximum Rate :	6.00		
Standard Deviation :	1.9591		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.05	1.00	0.59
Motorcycle	19.05	0.33	0.06
Small Lorry	20.00	1.75	0.35
Big Lorry	0.00	2.25	0.00
Bus	1.90	2.25	0.04
Total	100.00%		1.04

**Industrial
Service Workshop
Trips per Service Bay**

**CODE
08 05 00**

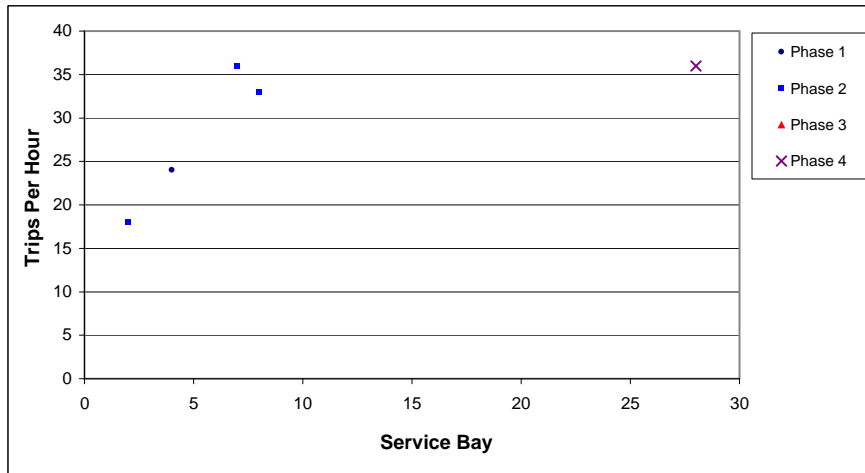
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	65 / 35
Average Rate :	6.53	Use Trip Rates	
Minimum Rate :	1.21		
Maximum Rate :	14.5		
Standard Deviation :	4.9132		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.89	1.00	0.57
Motorcycle	25.15	0.33	0.08
Small Lorry	15.57	1.75	0.27
Big Lorry	1.80	2.25	0.04
Bus	0.60	2.25	0.01
Total	100.00%		0.97

PM Peak Hour Of Generator



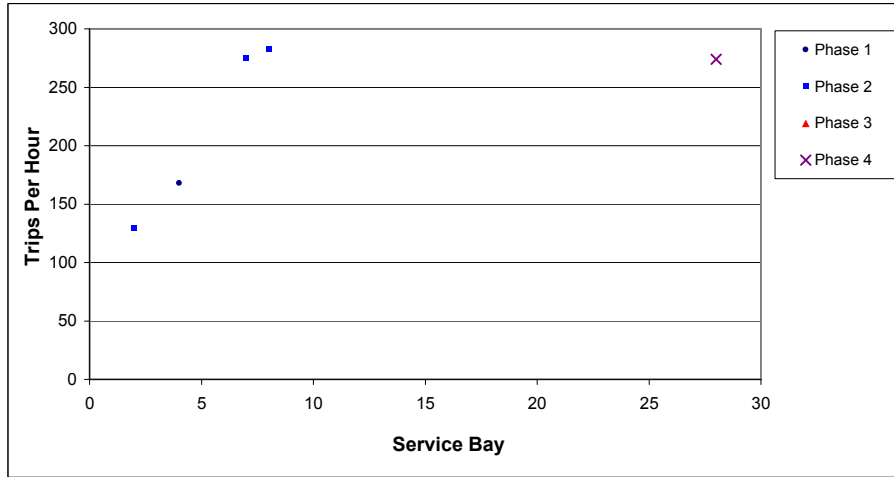
Number Of Sites :	5	Percent In/Out :	53 / 47
Average Rate :	5.11	Use Trip Rates	
Minimum Rate :	1.29		
Maximum Rate :	9.00		
Standard Deviation :	2.8072		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.27	1.00	0.63
Motorcycle	18.37	0.33	0.06
Small Lorry	17.01	1.75	0.30
Big Lorry	0.00	2.25	0.00
Bus	1.36	2.25	0.03
Total	100.00%		1.02

**Industrial
Service Workshop
Trips per Service Bay**

**CODE
08 05 00**

Daily Trip Generation

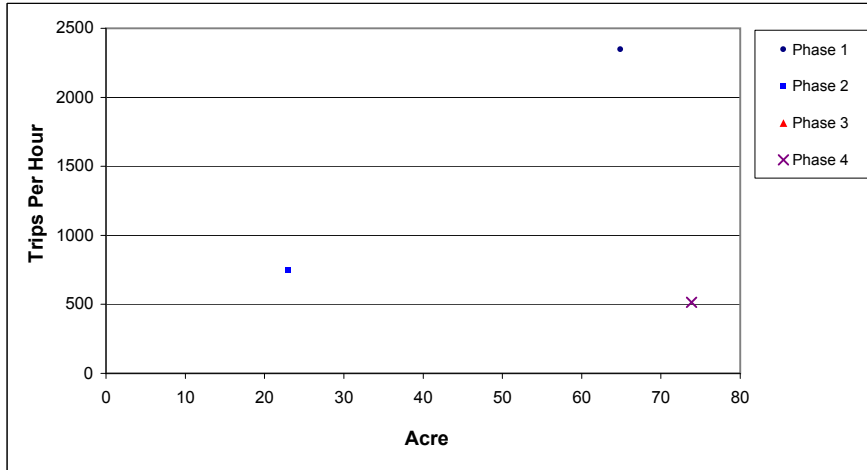


Number Of Sites :	5	Percent In/Out :	52 / 48
Average Rate :	38.29	Use Trip Rates	
Minimum Rate :	9.79		
Maximum Rate :	65.00		
Standard Deviation :	19.6798		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	60.79	1.00	0.61
Motorcycle	23.89	0.33	0.08
Small Lorry	13.63	1.75	0.24
Big Lorry	0.89	2.25	0.02
Bus	0.80	2.25	0.02
Total	100.00%		0.97

**Industrial
Free Trade Zone
Trips per Acre**

**CODE
08 06 00**

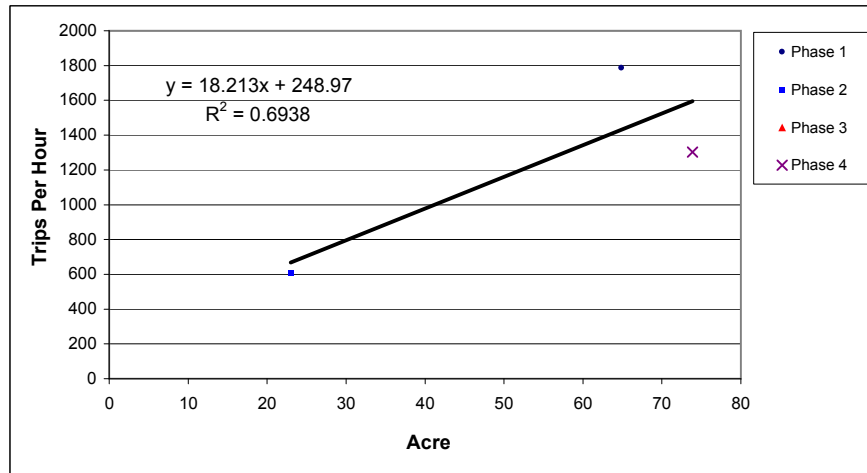
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	82 / 18
Average Rate :	25.29	Use Trip Rates	
Minimum Rate :	6.97		
Maximum Rate :	36.19		
Standard Deviation :	15.9569		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	65.66	1.00	0.66
Motorcycle	25.63	0.33	0.08
Small Lorry	6.29	1.75	0.11
Big Lorry	0.09	2.25	0.00
Bus	2.33	2.25	0.05
Total	100.00%		0.90

PM Peak Hour Of Commuter



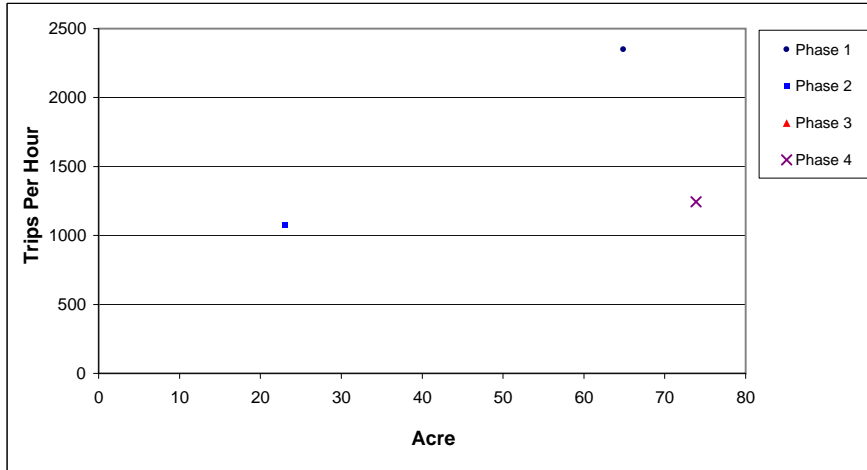
Number Of Sites :	3	Percent In/Out :	14 / 86
Average Rate :	23.82	Regression Equation :	$y = 18.2127x + 248.97$
Minimum Rate :	17.62	(T = Trips; X = Independent Variable)	
Maximum Rate :	27.53	R-squared :	0.6938
Standard Deviation :	5.4000		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.76	1.00	0.54
Motorcycle	38.92	0.33	0.13
Small Lorry	4.53	1.75	0.08
Big Lorry	1.21	2.25	0.03
Bus	1.58	2.25	0.04
Total	100.00%		0.82

**Industrial
Free Trade Zone
Trips per Acre**

**CODE
08 06 00**

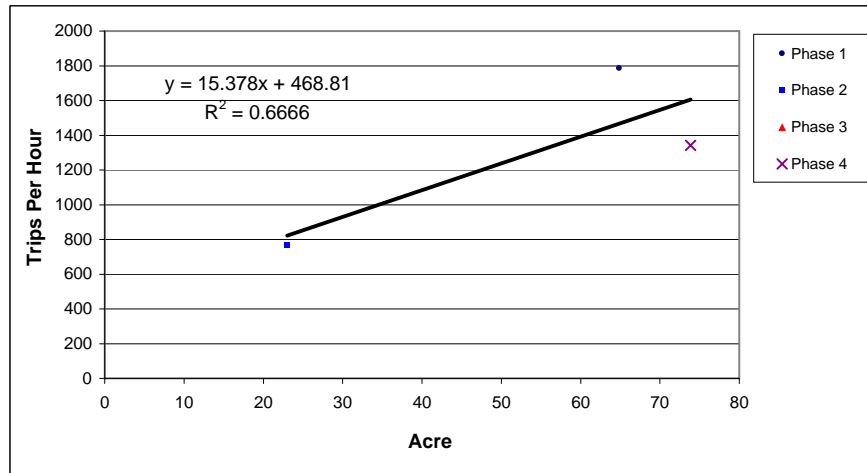
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	68 / 32
Average Rate :	33.23	Use Trip Rates	
Minimum Rate :	16.84		
Maximum Rate :	46.65		
Standard Deviation :	15.1263		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.52	1.00	0.60
Motorcycle	31.80	0.33	0.10
Small Lorry	5.45	1.75	0.10
Big Lorry	0.07	2.25	0.00
Bus	3.16	2.25	0.07
Total	100.00%		0.87

PM Peak Hour Of Generator



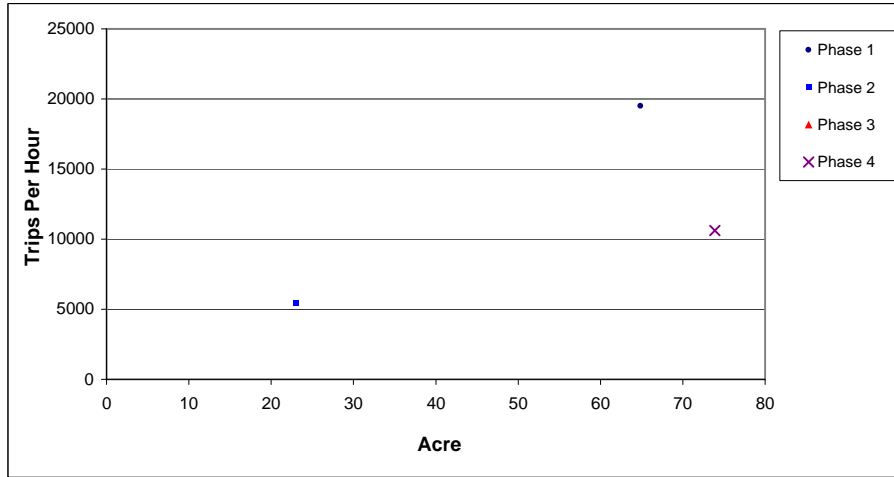
Number Of Sites :	3	Percent In/Out :	34 / 66
Average Rate :	26.33	Regression Equation :	$y = 15.3782x + 468.81$
Minimum Rate :	18.16	(T = Trips; X = Independent Variable)	
Maximum Rate :	33.3	R-squared :	0.6666
Standard Deviation :	7.6404		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	46.69	1.00	0.47
Motorcycle	42.79	0.33	0.14
Small Lorry	5.94	1.75	0.10
Big Lorry	1.12	2.25	0.03
Bus	3.45	2.25	0.08
Total	100.00%		0.82

**Industrial
Free Trade Zone
Trips per Acre**

**CODE
08 06 00**

Daily Trip Generation

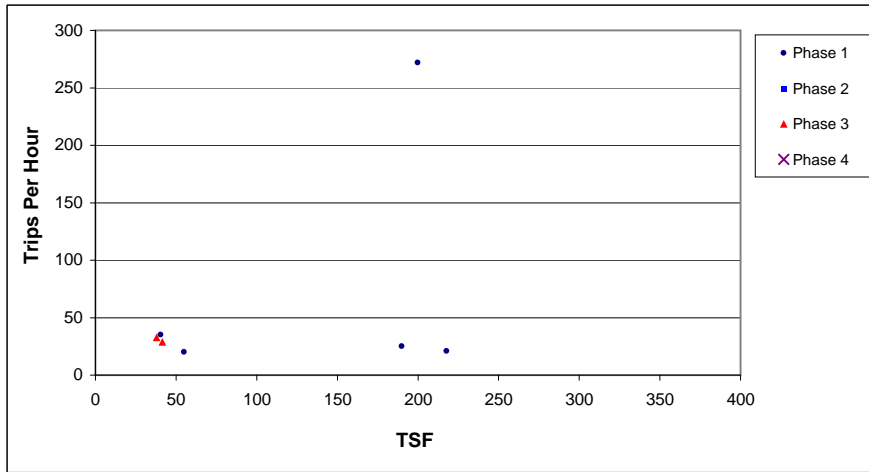


Number Of Sites :	3	Percent In/Out :	46 / 54
Average Rate :	226.93	Use Trip Rates	
Minimum Rate :	143.6		
Maximum Rate :	300.46		
Standard Deviation :	78.8907		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.96	1.00	0.51
Motorcycle	35.74	0.33	0.12
Small Lorry	9.25	1.75	0.16
Big Lorry	1.58	2.25	0.04
Bus	2.47	2.25	0.06
Total	100.00%		0.89

**Industrial
General & Bonded Warehousing
Trips per TSF**

**CODE
08 10 01/02**

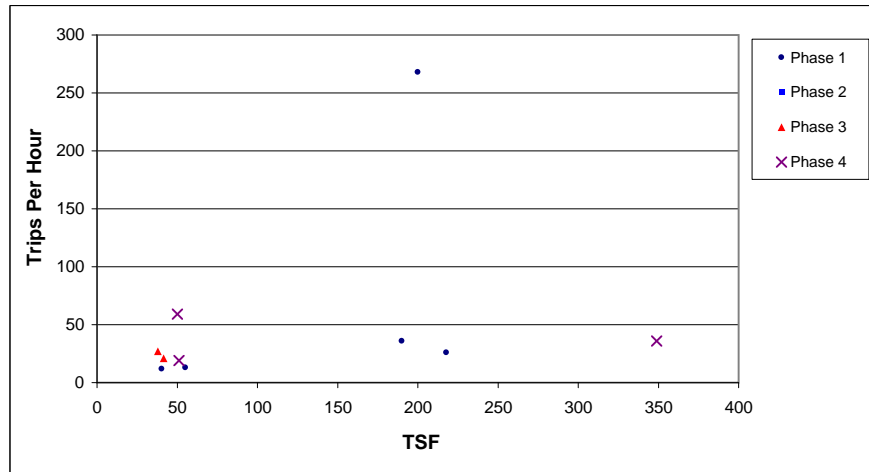
AM Peak Hour Of Commuter



Number Of Sites :	7	Percent In/Out :	51 / 49
Average Rate :	0.44	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	1.36		
Standard Deviation :	0.4805		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	27.31	1.00	0.27
Motorcycle	38.41	0.33	0.13
Small Lorry	12.43	1.75	0.22
Big Lorry	21.18	2.25	0.48
Bus	0.67	2.25	0.02
Total	100.00%		1.12

PM Peak Hour Of Commuter



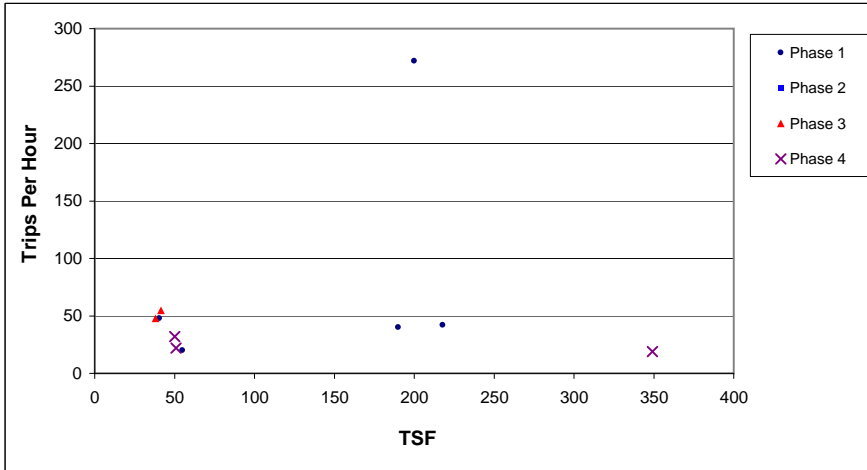
Number Of Sites :	10	Percent In/Out :	33 / 67
Average Rate :	0.51	Use Trip Rates	
Minimum Rate :	0.10		
Maximum Rate :	1.34		
Standard Deviation :	0.4394		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	23.57	1.00	0.24
Motorcycle	31.92	0.33	0.11
Small Lorry	13.77	1.75	0.24
Big Lorry	30.37	2.25	0.68
Bus	0.36	2.25	0.01
Total	100.00%		1.28

**Industrial
General & Bonded Warehousing
Trips per TSF**

**CODE
08 10 01/02**

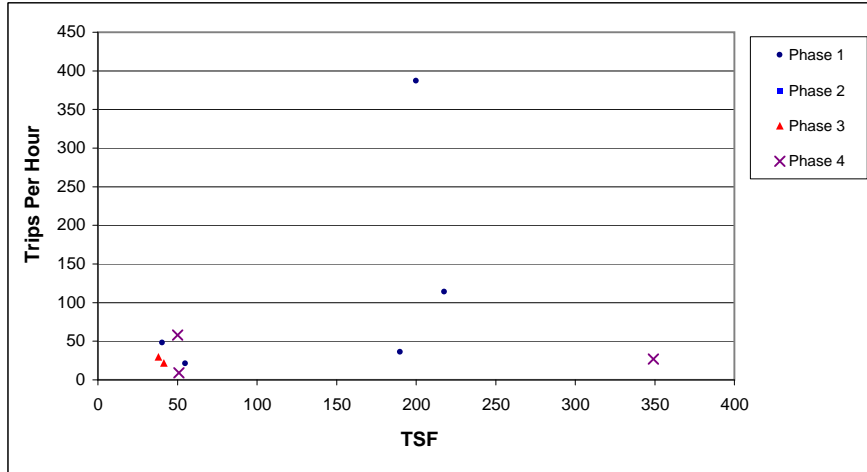
AM Peak Hour Of Generator



Number Of Sites :	10	Percent In/Out :	65 / 35
Average Rate :	0.70	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	1.36		
Standard Deviation :	0.5253		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	29.08	1.00	0.29
Motorcycle	35.44	0.33	0.12
Small Lorry	13.06	1.75	0.23
Big Lorry	21.93	2.25	0.49
Bus	0.49	2.25	0.01
Total	100.00%		1.14

PM Peak Hour Of Generator



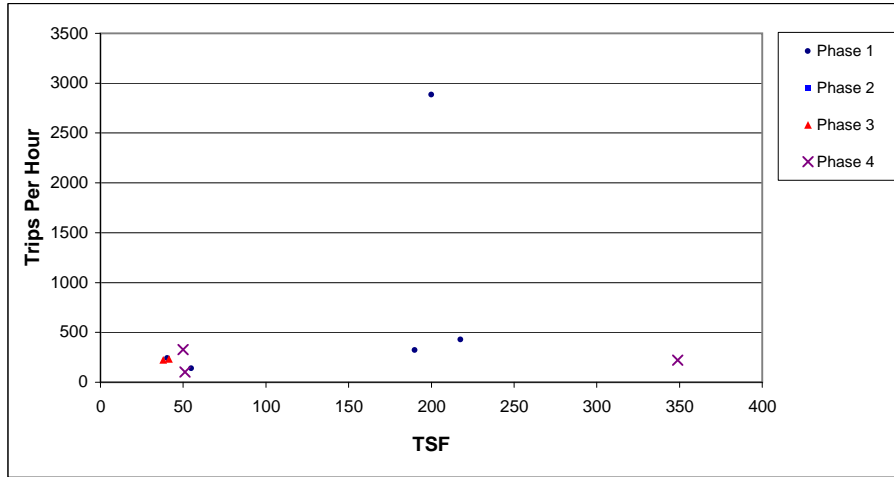
Number Of Sites :	10	Percent In/Out :	43 / 57
Average Rate :	0.70	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	1.94		
Standard Deviation :	0.5837		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	21.00	1.00	0.21
Motorcycle	31.93	0.33	0.11
Small Lorry	15.82	1.75	0.28
Big Lorry	31.25	2.25	0.70
Bus	0.00	2.25	0.00
Total	100.00%		1.30

**Industrial
General & Bonded Warehousing
Trips per TSF**

**CODE
08 10 01/02**

Daily Trip Generation

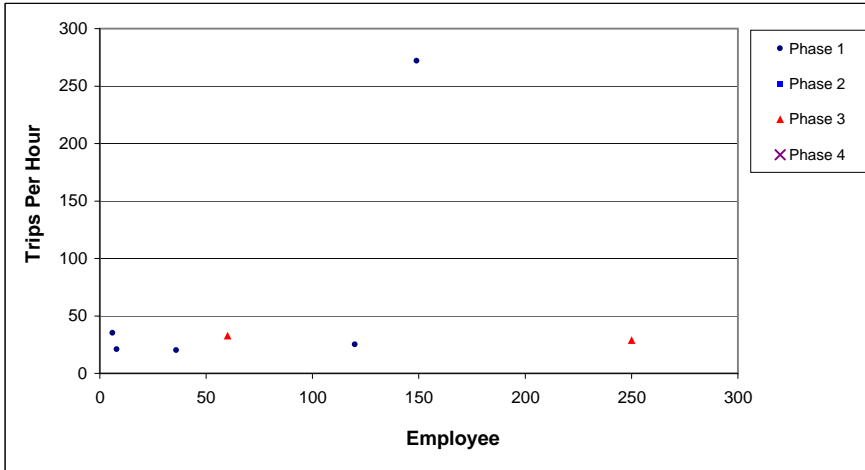


Number Of Sites :	10	Percent In/Out :	41 / 59
Average Rate :	4.73	Use Trip Rates	
Minimum Rate :	0.64		
Maximum Rate :	14.42		
Standard Deviation :	4.0361		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	22.23	1.00	0.22
Motorcycle	32.19	0.33	0.11
Small Lorry	14.26	1.75	0.25
Big Lorry	31.24	2.25	0.70
Bus	0.08	2.25	0.00
Total	100.00%		1.28

**Industrial
General & Bonded Warehousing
Trips per Employee**

**CODE
08 10 01/02**

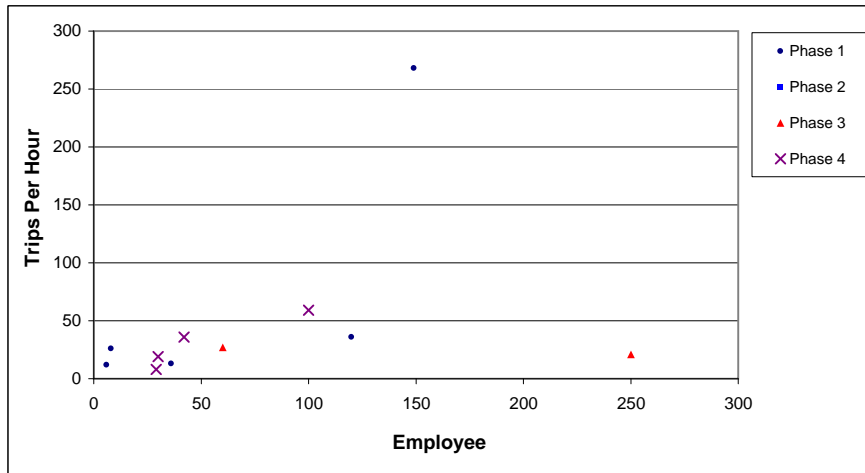
AM Peak Hour Of Commuter



Number Of Sites :	7	Percent In/Out :	46 / 54
Average Rate :	1.06	Use Trip Rates	
Minimum Rate :	0.00		
Maximum Rate :	5.83		
Standard Deviation :	1.8013		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	27.31	1.00	0.27
Motorcycle	38.41	0.33	0.13
Small Lorry	12.43	1.75	0.22
Big Lorry	21.18	2.25	0.48
Bus	0.67	2.25	0.02
Total	100.00%		1.12

PM Peak Hour Of Commuter



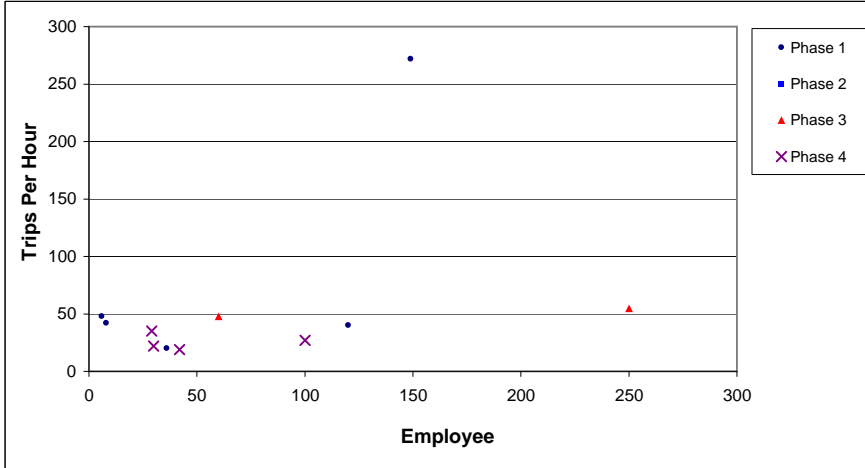
Number Of Sites :	11	Percent In/Out :	36 / 64
Average Rate :	0.96	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	3.25		
Standard Deviation :	0.9784		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	22.07	1.00	0.22
Motorcycle	30.86	0.33	0.10
Small Lorry	16.42	1.75	0.29
Big Lorry	30.29	2.25	0.68
Bus	0.36	2.25	0.01
Total	100.00%		1.30

**Industrial
General & Bonded Warehousing
Trips per Employee**

**CODE
08 10 01/02**

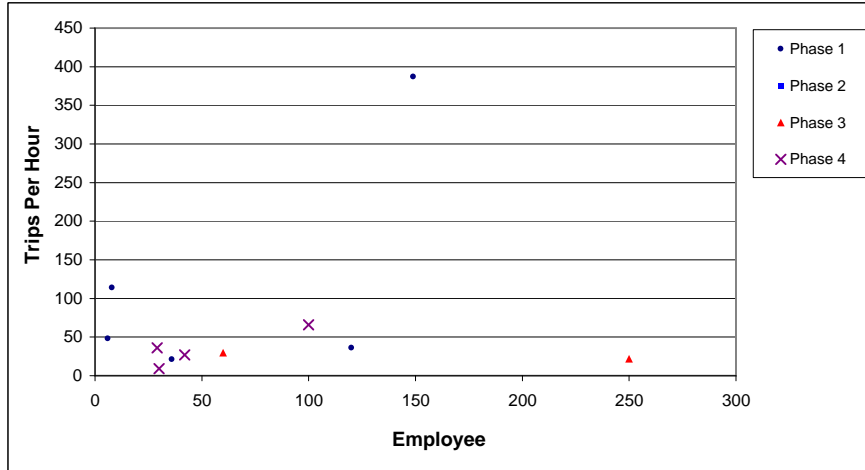
AM Peak Hour Of Generator



Number Of Sites :	11	Percent In/Out :	64 / 36
Average Rate :	1.79	Use Trip Rates	
Minimum Rate :	0.22		
Maximum Rate :	8.00		
Standard Deviation :	2.5136		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	28.80	1.00	0.29
Motorcycle	36.93	0.33	0.12
Small Lorry	14.03	1.75	0.25
Big Lorry	19.77	2.25	0.44
Bus	0.46	2.25	0.01
Total	100.00%		1.11

PM Peak Hour Of Generator



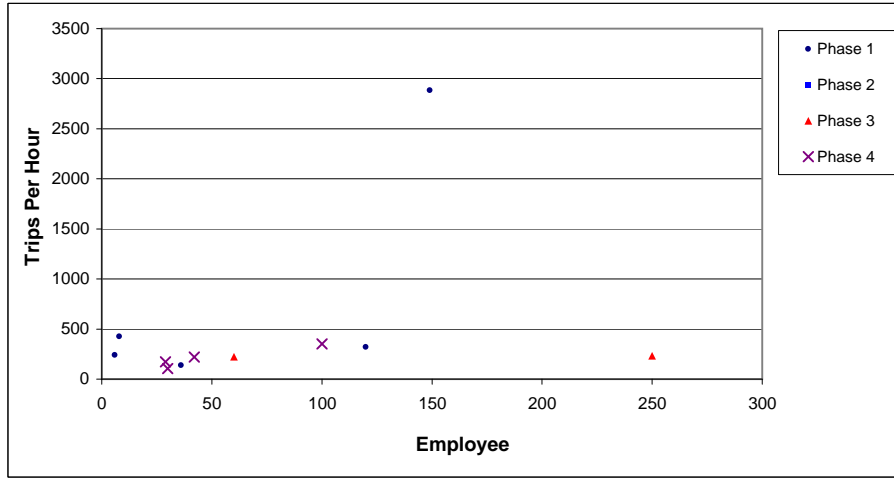
Number Of Sites :	11	Percent In/Out :	43 / 57
Average Rate :	2.65	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	14.25		
Standard Deviation :	4.4683		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	20.47	1.00	0.20
Motorcycle	31.67	0.33	0.10
Small Lorry	17.84	1.75	0.31
Big Lorry	30.02	2.25	0.68
Bus	0.00	2.25	0.00
Total	100.00%		1.29

**Industrial
General & Bonded Warehousing
Trips per Employee**

**CODE
08 10 01/02**

Daily Trip Generation



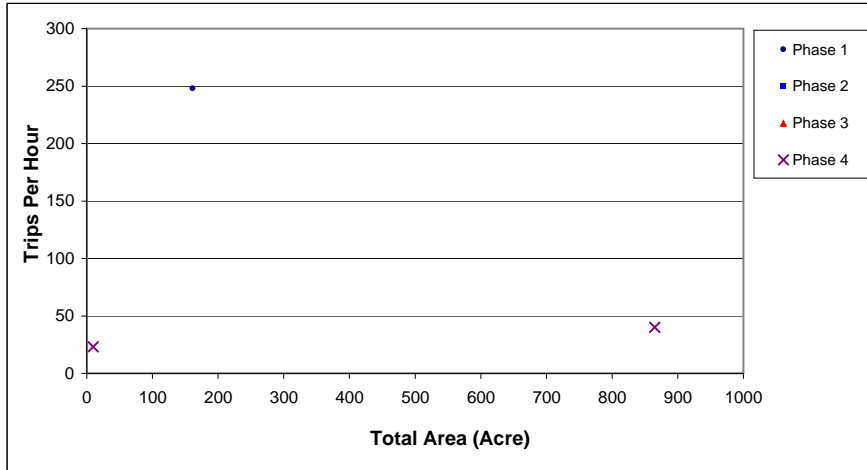
Number Of Sites :	11	Percent In/Out :	43 / 57
Average Rate :	12.91	Use Trip Rates	
Minimum Rate :	0.93		
Maximum Rate :	53.25		
Standard Deviation :	17.6079		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	21.48	1.00	0.21
Motorcycle	32.82	0.33	0.11
Small Lorry	15.55	1.75	0.27
Big Lorry	30.08	2.25	0.68
Bus	0.07	2.25	0.00
Total	100.00%		1.27

09
AGRICULTURE

Agriculture
General Agriculture, Forestry Research Institute
Trips per Total Area

CODE
09 01 03/04
02 01

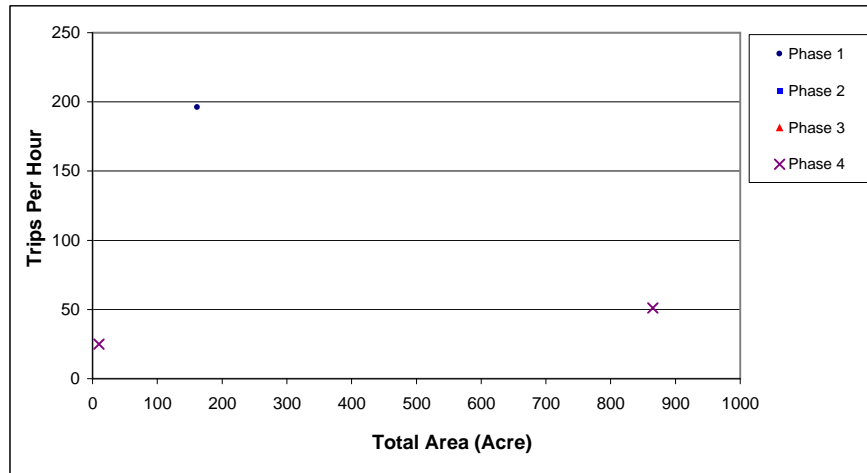
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	87 / 13
Average Rate :	1.31	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	2.34		
Standard Deviation :	1.1658		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.33	1.00	0.55
Motorcycle	43.08	0.33	0.14
Small Lorry	1.60	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.72

PM Peak Hour Of Commuter



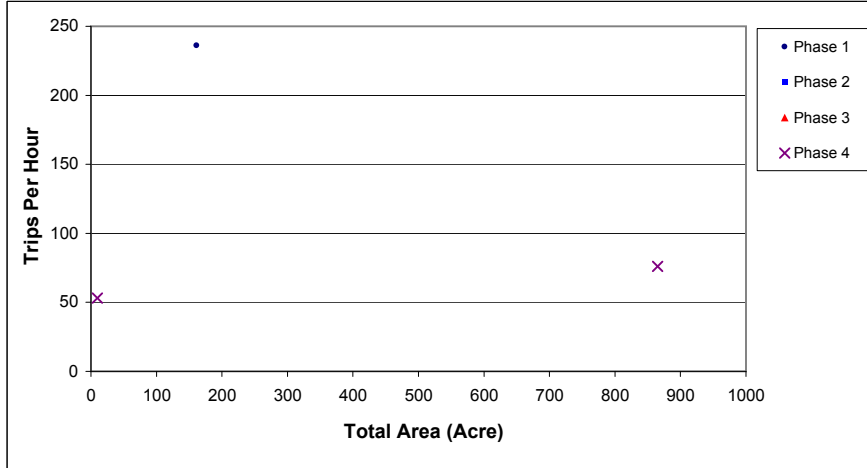
Number Of Sites :	3	Percent In/Out :	9 / 91
Average Rate :	1.27	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	2.55		
Standard Deviation :	1.2458		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	63.97	1.00	0.64
Motorcycle	30.14	0.33	0.10
Small Lorry	5.89	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.84

Agriculture
General Agriculture, Forestry Research Institute
Trips per Total Area

CODE
09 01 03/04
02 01

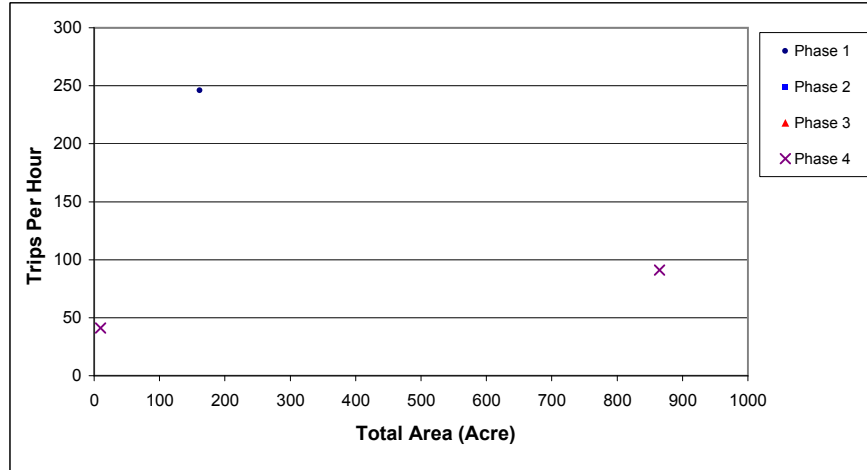
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	79 / 21
Average Rate :	2.32	Use Trip Rates	
Minimum Rate :	0.09		
Maximum Rate :	5.40		
Standard Deviation :	2.7589		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.13	1.00	0.56
Motorcycle	38.11	0.33	0.13
Small Lorry	5.76	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.79

PM Peak Hour Of Generator



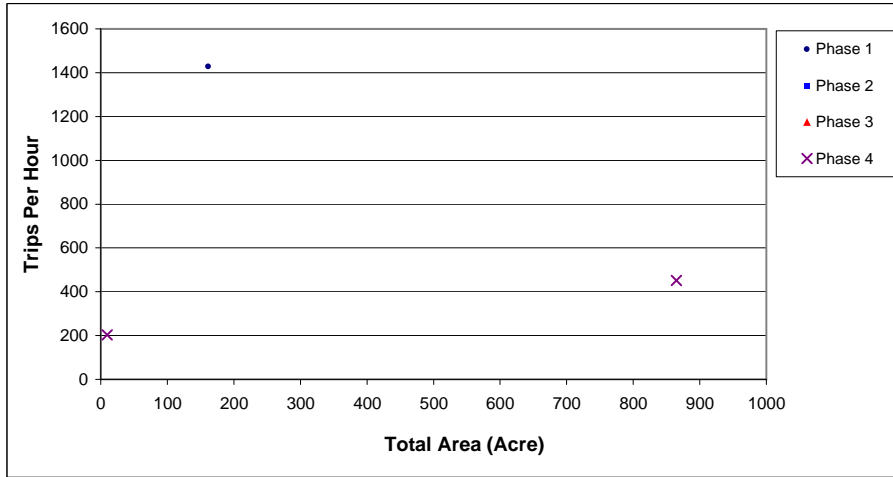
Number Of Sites :	3	Percent In/Out :	18 / 82
Average Rate :	1.94	Use Trip Rates	
Minimum Rate :	0.11		
Maximum Rate :	4.18		
Standard Deviation :	2.0682		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.26	1.00	0.55
Motorcycle	38.64	0.33	0.13
Small Lorry	6.10	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.79

Agriculture
General Agriculture, Forestry Research Institute
Trips per Total Area

CODE
09 01 03/04
02 01

Daily Trip Generation



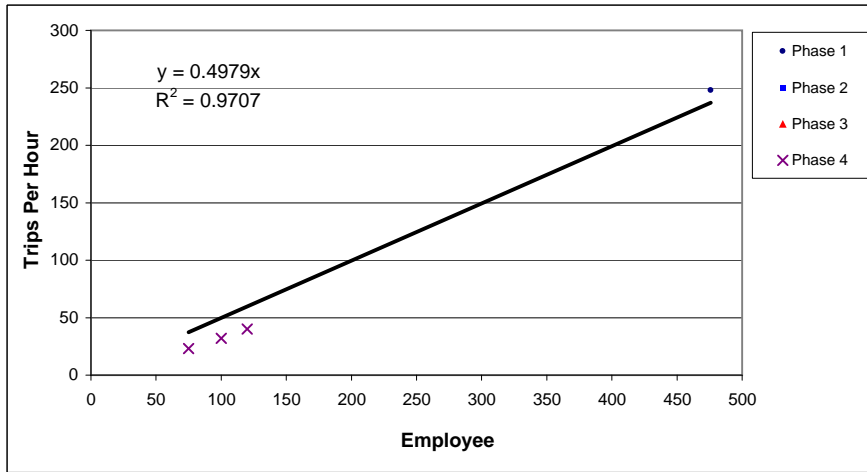
Number Of Sites :	3	Percent In/Out :	52 / 48
Average Rate :	10.02	Use Trip Rates	
Minimum Rate :	0.52		
Maximum Rate :	20.69		
Standard Deviation :	10.1371		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	49.10	1.00	0.49
Motorcycle	44.02	0.33	0.15
Small Lorry	6.88	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.76

Agriculture
General Agriculture, Forestry Research Institute
Trips per Total Employee

CODE
09 01 03/04
02 01

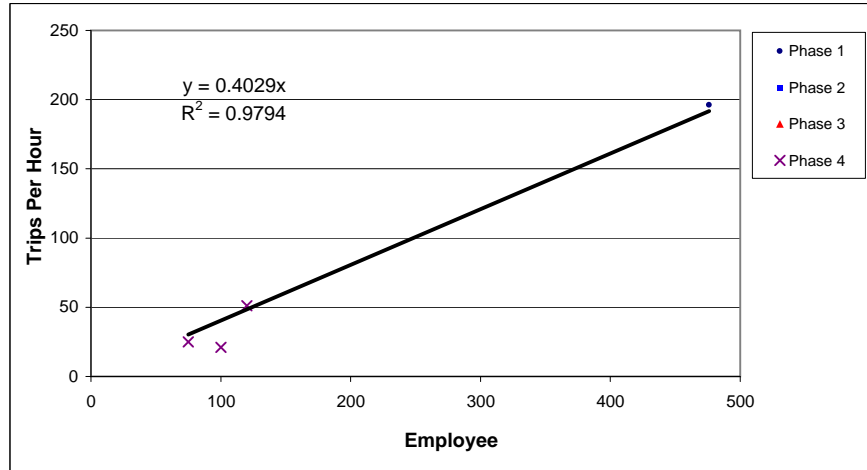
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	87 / 13
Average Rate :	0.37	Regression Equation :	$y = 0.4979x$
Minimum Rate :	0.31	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.52	R-squared :	0.9707
Standard Deviation :	0.1011		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.41	1.00	0.55
Motorcycle	42.26	0.33	0.14
Small Lorry	2.32	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.73

PM Peak Hour Of Commuter



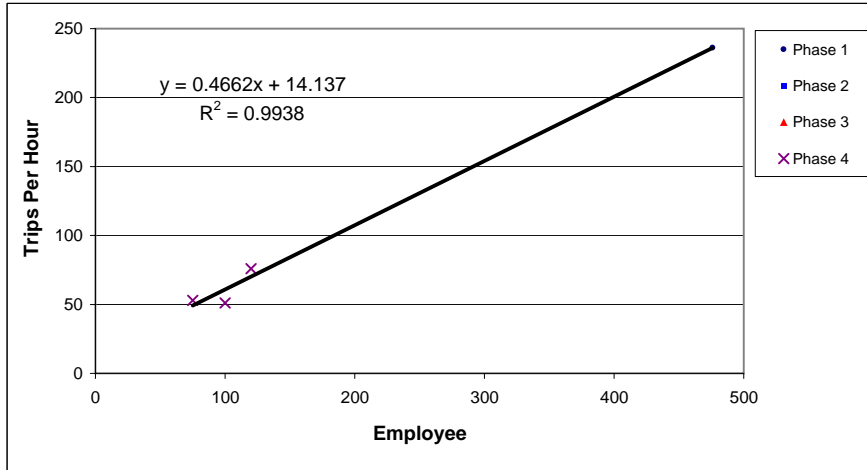
Number Of Sites :	4	Percent In/Out :	9 / 91
Average Rate :	0.35	Regression Equation :	$y = 0.4029x$
Minimum Rate :	0.21	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.43	R-squared :	0.9794
Standard Deviation :	0.0987		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	64.16	1.00	0.64
Motorcycle	29.35	0.33	0.10
Small Lorry	6.49	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.85

Agriculture
General Agriculture, Forestry Research Institute
Trips per Total Employee

CODE
09 01 03/04
02 01

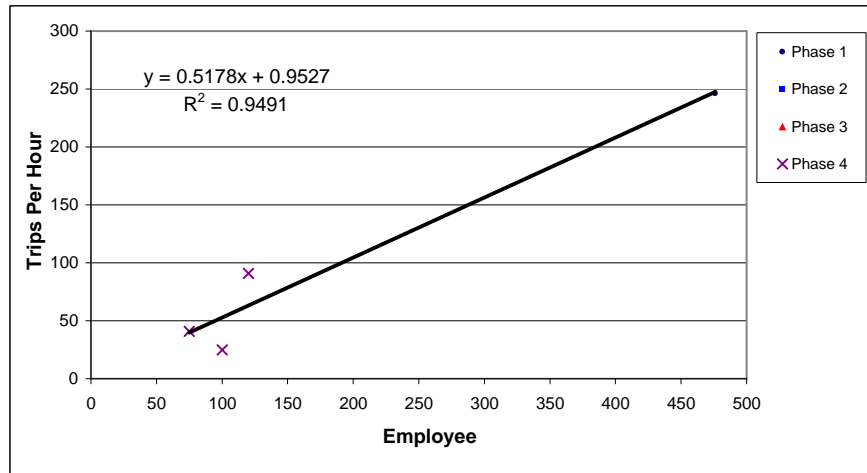
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	70 / 30
Average Rate :	0.59	Regression Equation :	$y = 0.4662x + 14.1369$
Minimum Rate :	0.5	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.71	R-squared :	0.9938
Standard Deviation :	0.1012		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.06	1.00	0.54
Motorcycle	39.69	0.33	0.13
Small Lorry	6.02	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	0.24	2.25	0.01
Total	100.00%		0.79

PM Peak Hour Of Generator



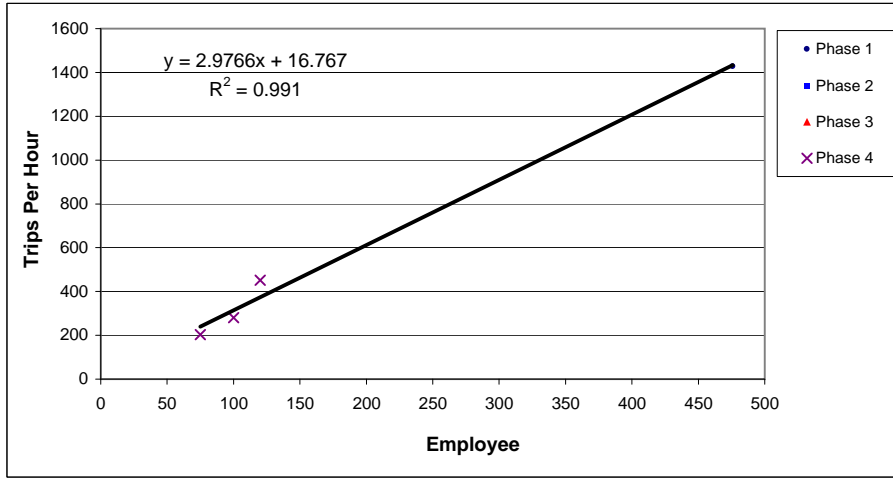
Number Of Sites :	4	Percent In/Out :	16 / 84
Average Rate :	0.52	Regression Equation :	$y = 0.5178x + 0.9527$
Minimum Rate :	0.25	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	0.76	R-squared :	0.9491
Standard Deviation :	0.2085		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.05	1.00	0.56
Motorcycle	37.24	0.33	0.12
Small Lorry	6.71	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.80

Agriculture
General Agriculture, Forestry Research Institute
Trips per Total Employee

CODE
09 01 03/04
02 01

Daily Trip Generation



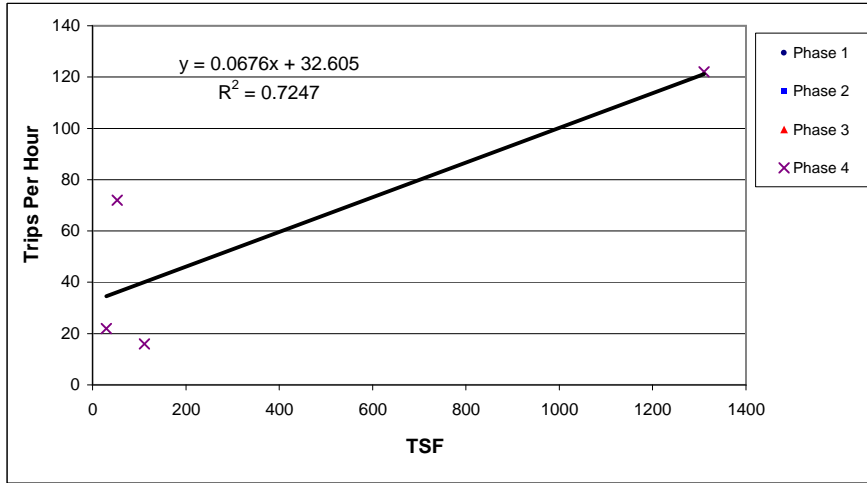
Number Of Sites :	4	Percent In/Out :	51 / 49
Average Rate :	3.07	Regression Equation :	$y = 2.9766x + 16.7671$
Minimum Rate :	2.71	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	3.77	R-squared :	0.991
Standard Deviation :	0.4815		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.05	1.00	0.50
Motorcycle	42.95	0.33	0.14
Small Lorry	6.92	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	0.08	2.25	0.00
Total	100.00%		0.76

**Agriculture
Fishery Research Institute
Trips per TSF**

**CODE
09 03 01**

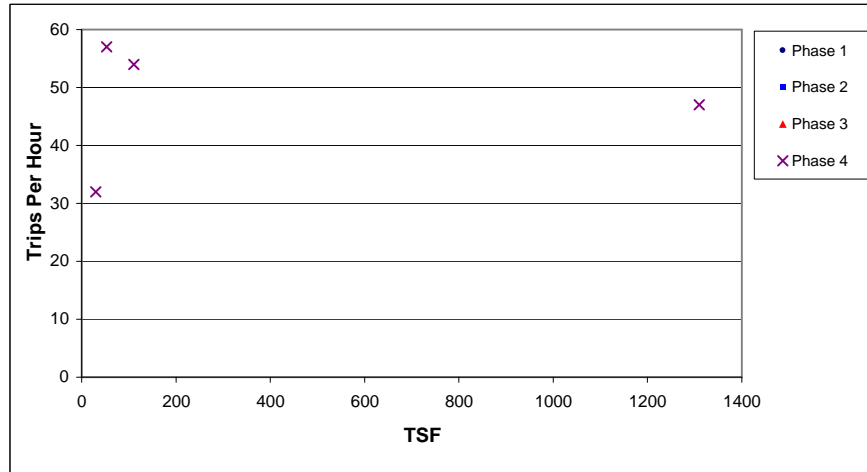
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	89 / 11
Average Rate :	0.59	Regression Equation :	$y = 0.0676x + 32.6053$
Minimum Rate :	0.09	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.36	R-squared :	0.7247
Standard Deviation :	0.5965		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	49.14	1.00	0.49
Motorcycle	50.86	0.33	0.17
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.66

PM Peak Hour Of Commuter



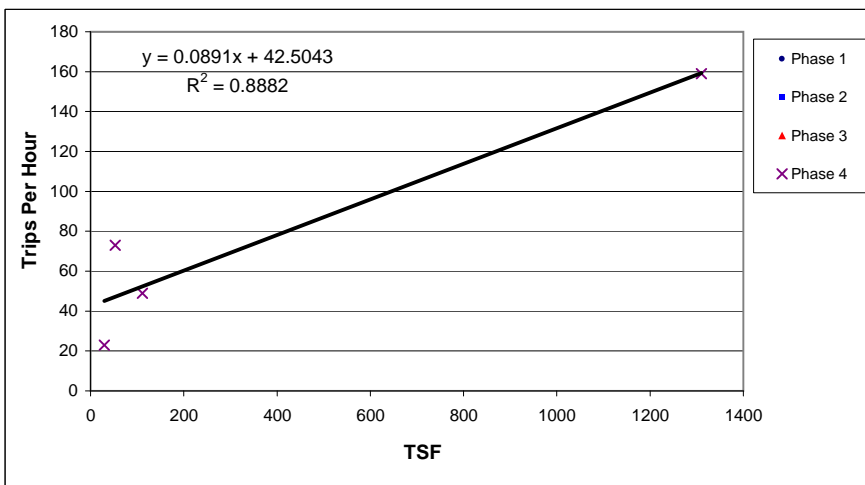
Number Of Sites :	4	Percent In/Out :	15 / 85
Average Rate :	0.67	Use Trip Rates	
Minimum Rate :	0.04		
Maximum Rate :	1.08		
Standard Deviation :	0.5074		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.38	1.00	0.37
Motorcycle	59.17	0.33	0.20
Small Lorry	3.37	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.08	2.25	0.00
Total	100.00%		0.63

**Agriculture
Fishery Research Institute
Trips per TSF**

**CODE
09 03 01**

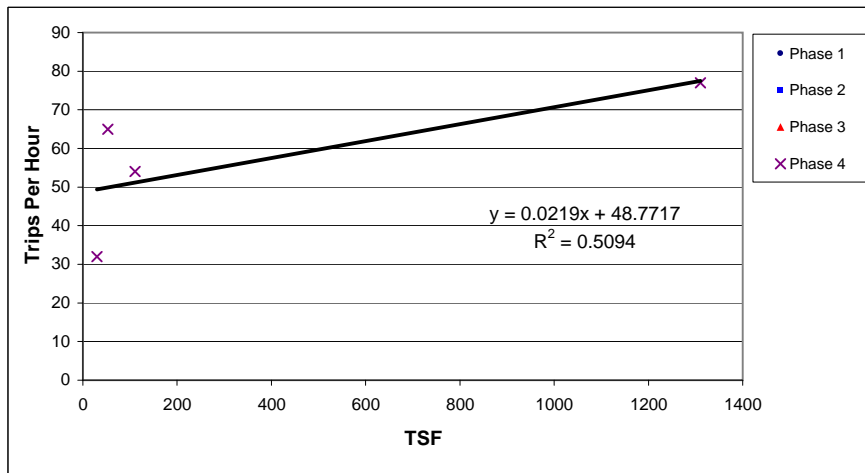
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	76 / 24
Average Rate :	0.68	Regression Equation :	$y = 0.0891x + 42.5043$
Minimum Rate :	0.12	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.38	R-squared :	0.8882
Standard Deviation :	0.5391		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.58	1.00	0.57
Motorcycle	40.13	0.33	0.13
Small Lorry	3.29	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.76

PM Peak Hour Of Generator



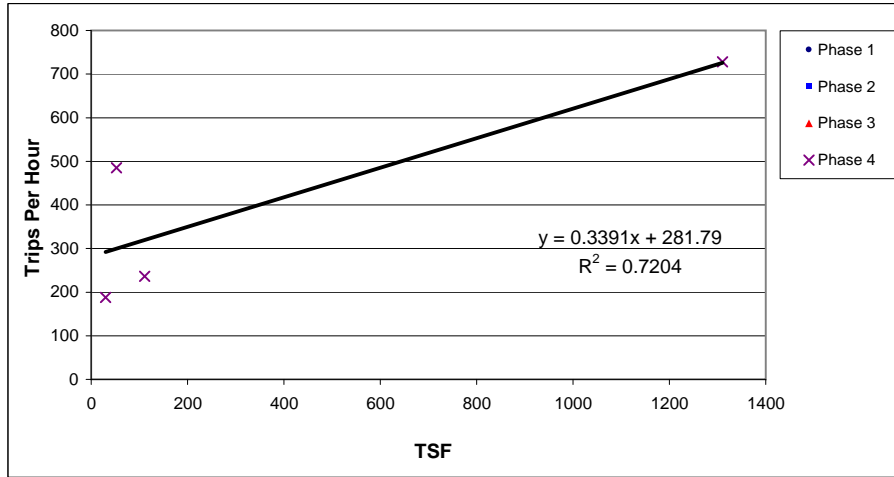
Number Of Sites :	4	Percent In/Out :	39 / 61
Average Rate :	0.71	Regression Equation :	$y = 0.0219x + 48.7717$
Minimum Rate :	0.06	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1.23	R-squared :	0.5094
Standard Deviation :	0.5426		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.02	1.00	0.57
Motorcycle	41.23	0.33	0.14
Small Lorry	1.75	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.74

**Institutional
Fishery Research Institute
Trips per TSF**

**CODE
09 03 01**

Daily Trip Generation

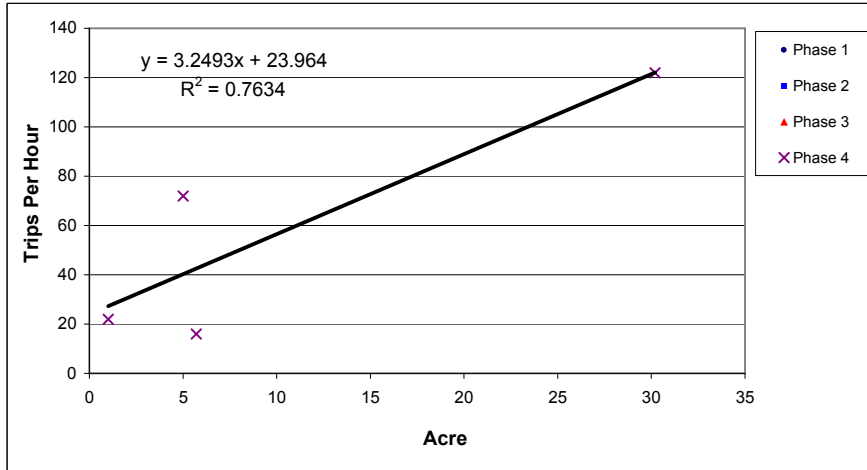


Number Of Sites :	4	Percent In/Out :	53 / 47
Average Rate :	4.55	Regression Equation :	$y = 0.3391x + 281.79$
Minimum Rate :	0.56	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	9.19	R-squared :	0.7204
Standard Deviation :	3.9397		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.28	1.00	0.55
Motorcycle	41.48	0.33	0.14
Small Lorry	3.24	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.75

**Agriculture
Fishery Research Institute
Trips per Acre**

**CODE
09 03 01**

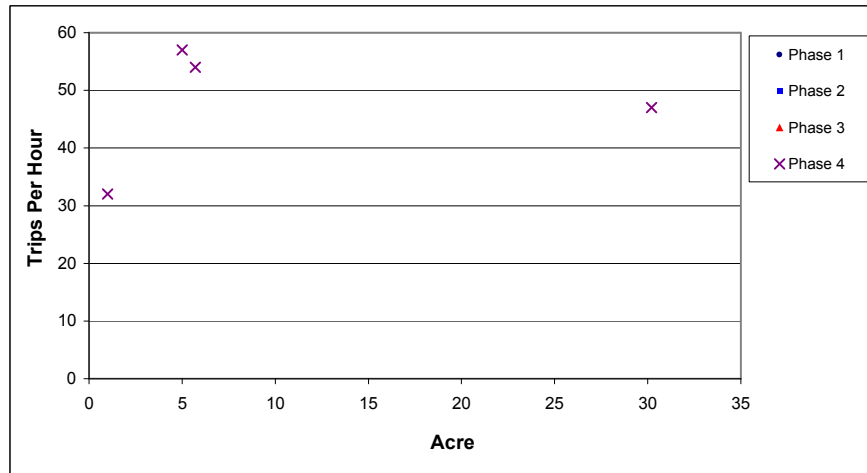
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	89 / 11
Average Rate :	10.81	Regression Equation :	$y = 3.2493x + 23.964$
Minimum Rate :	2.81	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	22.00	R-squared :	0.7634
Standard Deviation :	9.0919		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	49.14	1.00	0.49
Motorcycle	50.86	0.33	0.17
Small Lorry	0.00	1.75	0.00
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.66

PM Peak Hour Of Commuter



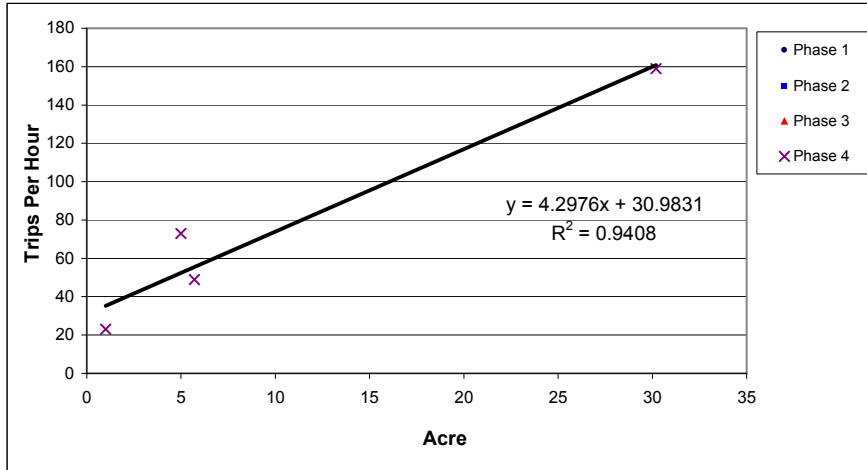
Number Of Sites :	4	Percent In/Out :	15 / 85
Average Rate :	13.61	Use Trip Rates	
Minimum Rate :	1.56		
Maximum Rate :	32.00		
Standard Deviation :	12.9805		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.63	1.00	0.63
Motorcycle	36.84	0.33	0.12
Small Lorry	0.53	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.76

**Agriculture
Fishery Research Institute
Trips per Acre**

**CODE
09 03 01**

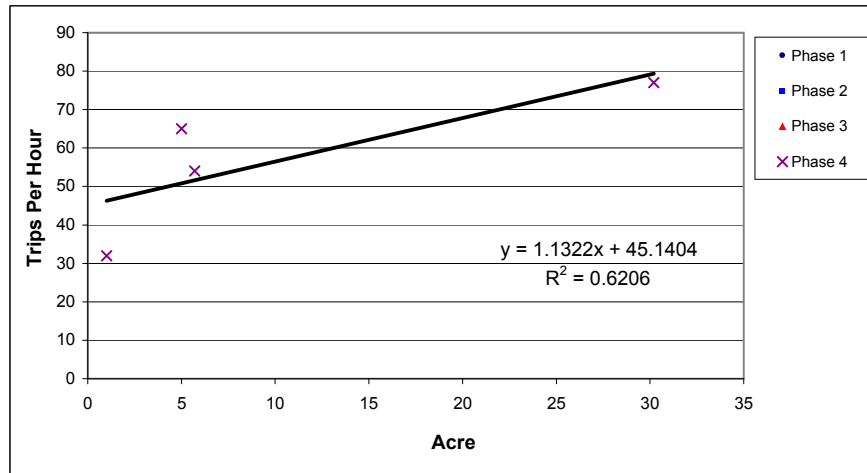
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	76 / 24
Average Rate :	12.87	Regression Equation :	$y = 4.2976x + 30.9831$
Minimum Rate :	5.26	(T = Trips; X = Independent Variable)	
Maximum Rate :	23.00	R-squared :	0.9408
Standard Deviation :	7.7827		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.58	1.00	0.57
Motorcycle	40.13	0.33	0.13
Small Lorry	3.29	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.76

PM Peak Hour Of Generator



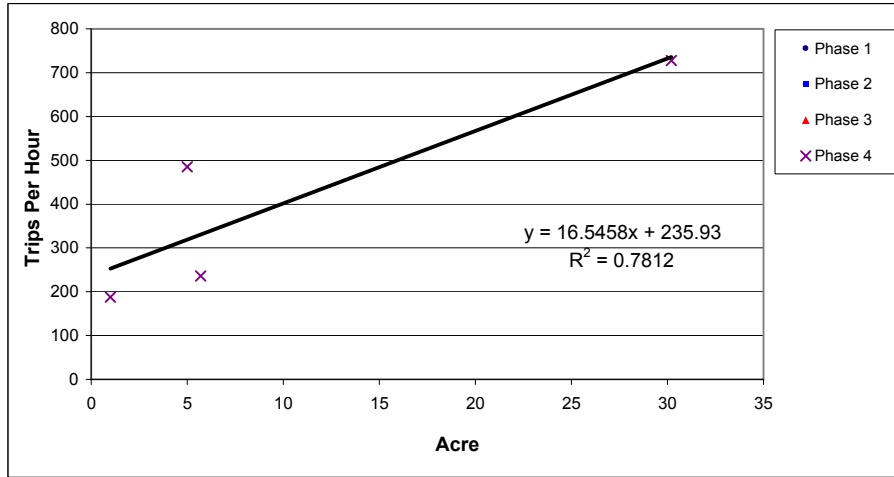
Number Of Sites :	4	Percent In/Out :	39 / 61
Average Rate :	14.26	Regression Equation :	$y = 1.1322x + 45.1404$
Minimum Rate :	2.55	(T = Trips; X = Independent Variable)	
Maximum Rate :	32.00	R-squared :	0.6206
Standard Deviation :	12.6007		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.02	1.00	0.57
Motorcycle	41.23	0.33	0.14
Small Lorry	1.75	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.74

**Agriculture
Fishery Research Institute
Trips per Acre**

**CODE
09 03 01**

Daily Trip Generation



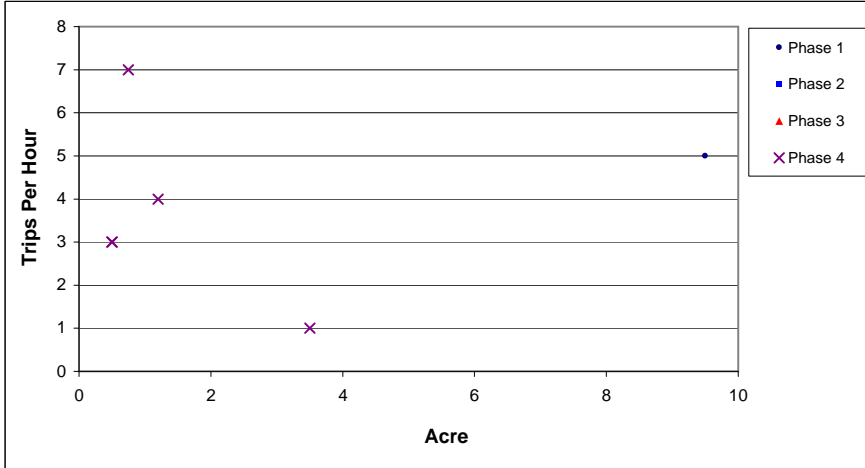
Number Of Sites :	4	Percent In/Out :	53 / 47
Average Rate :	87.63	Regression Equation :	$y = 16.5458x + 235.93$
Minimum Rate :	24.11	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	188.00	R-squared :	0.7812
Standard Deviation :	73.7883		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	55.28	1.00	0.55
Motorcycle	41.48	0.33	0.14
Small Lorry	3.24	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.75

**Agriculture
Plant Nursery, Horticulture Centre
Trips per Acre**

**CODE
09 01 01/02**

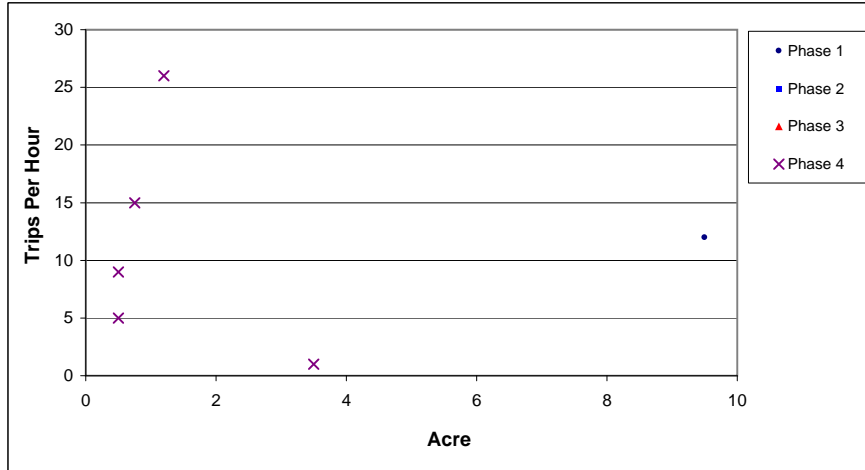
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	89 / 11
Average Rate :	4.25	Use Trip Rates	
Minimum Rate :	0.29		
Maximum Rate :	9.33		
Standard Deviation :	3.5323		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	43.48	1.00	0.43
Motorcycle	30.43	0.33	0.10
Small Lorry	26.09	1.75	0.46
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.99

PM Peak Hour Of Commuter



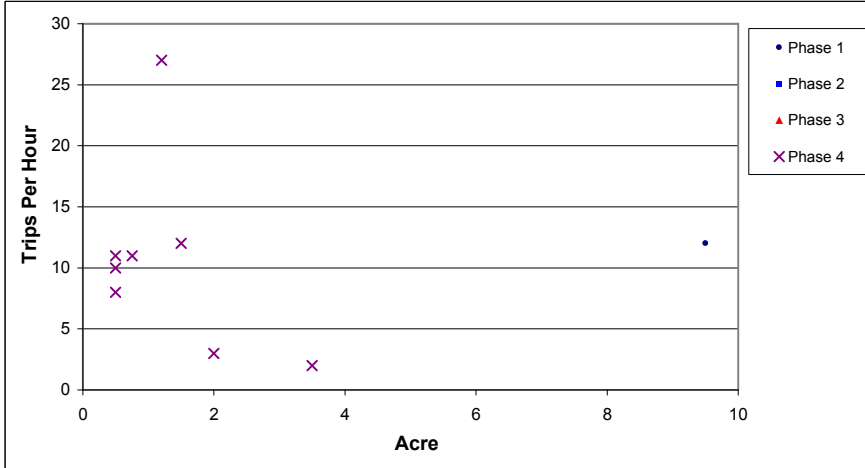
Number Of Sites :	6	Percent In/Out :	35 / 65
Average Rate :	11.87	Use Trip Rates	
Minimum Rate :	0.29		
Maximum Rate :	21.67		
Standard Deviation :	9.4852		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	80.89	1.00	0.81
Motorcycle	7.35	0.33	0.02
Small Lorry	10.29	1.75	0.18
Big Lorry	0.00	2.25	0.00
Bus	1.47	2.25	0.03
Total	100.00%		1.04

**Agriculture
Plant Nursery, Horticulture Centre
Trips per Acre**

**CODE
09 01 01/02**

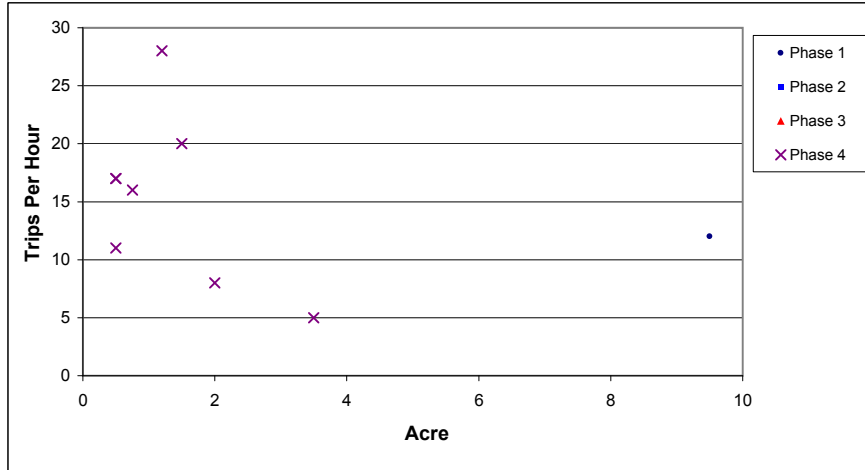
AM Peak Hour Of Generator



Number Of Sites :	9	Percent In/Out :	53 / 47
Average Rate :	11.83	Use Trip Rates	
Minimum Rate :	0.57		
Maximum Rate :	22.5		
Standard Deviation :	9.1464		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	69.79	1.00	0.70
Motorcycle	13.54	0.33	0.04
Small Lorry	16.66	1.75	0.29
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		1.03

PM Peak Hour Of Generator



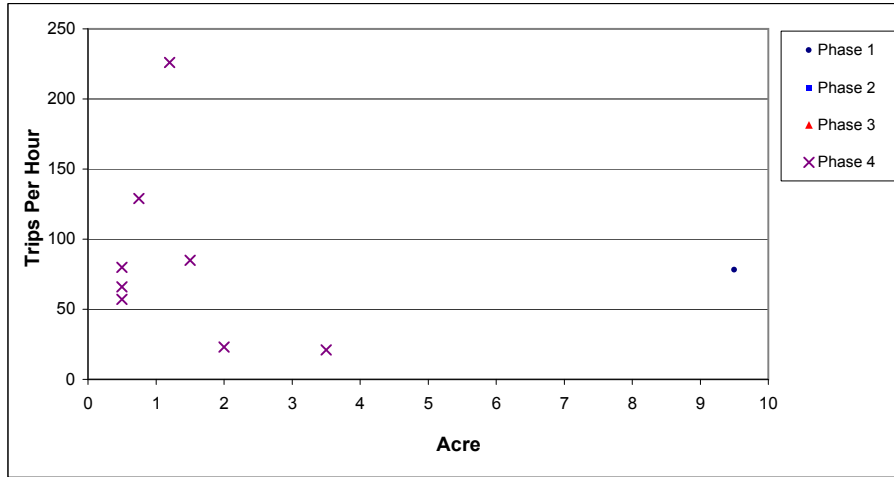
Number Of Sites :	9	Percent In/Out :	50 / 50
Average Rate :	17.19	Use Trip Rates	
Minimum Rate :	1.26		
Maximum Rate :	34.00		
Standard Deviation :	12.9138		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	73.88	1.00	0.74
Motorcycle	10.45	0.33	0.03
Small Lorry	14.18	1.75	0.25
Big Lorry	0.00	2.25	0.00
Bus	1.49	2.25	0.03
Total	100.00%		1.05

Agriculture
Plant Nursery, Horticulture Centre
Trips per Acre

CODE
09 01 01/02

Daily Trip Generation



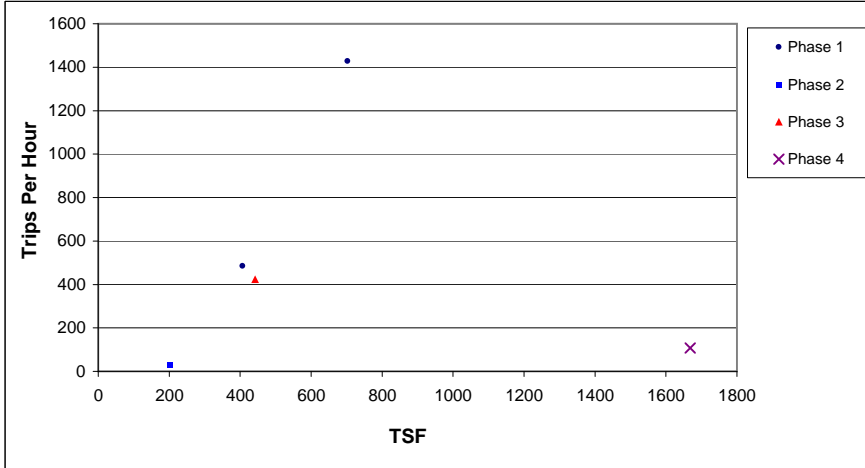
Number Of Sites :	9	Percent In/Out :	49 / 51
Average Rate :	94.30	Use Trip Rates	
Minimum Rate :	6.00		
Maximum Rate :	188.33		
Standard Deviation :	74.5703		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.77	1.00	0.72
Motorcycle	16.99	0.33	0.06
Small Lorry	10.98	1.75	0.19
Big Lorry	0.00	2.25	0.00
Bus	0.26	2.25	0.01
Total	100.00%		0.98

10 TERMINALS

Terminal
Waterport, Marine Terminal (Port)
Trips per TSF

CODE
10 01 01

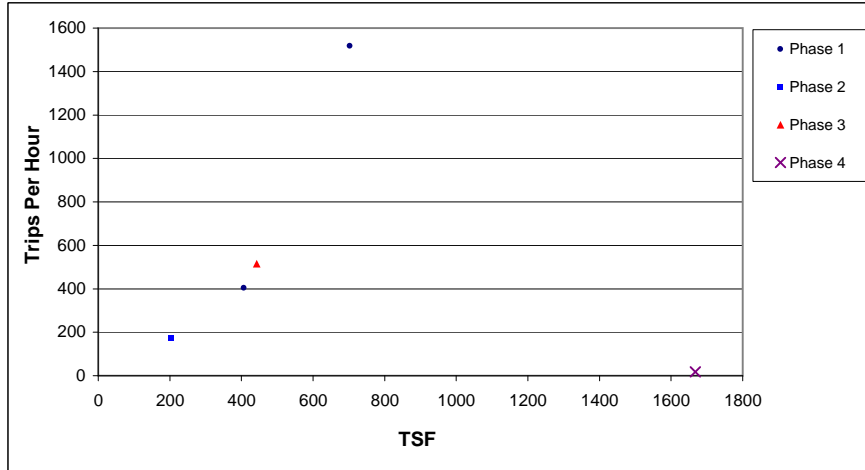
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	63 / 37
Average Rate :	0.88	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	2.03		
Standard Deviation :	0.8096		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	25.67	1.00	0.26
Motorcycle	46.00	0.33	0.15
Small Lorry	14.19	1.75	0.25
Big Lorry	13.63	2.25	0.31
Bus	0.51	2.25	0.01
Total	100.00%		0.98

PM Peak Hour Of Commuter



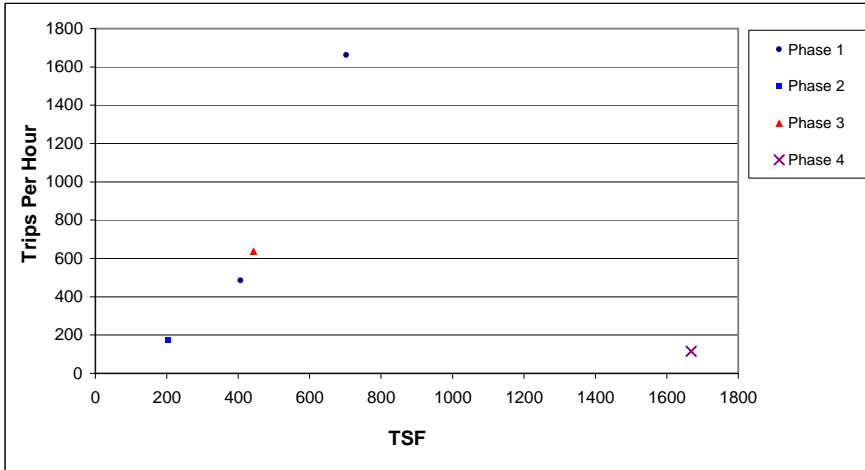
Number Of Sites :	5	Percent In/Out :	31 / 69
Average Rate :	1.04	Use Trip Rates	
Minimum Rate :	0.01		
Maximum Rate :	2.16		
Standard Deviation :	0.7694		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	31.69	1.00	0.32
Motorcycle	34.19	0.33	0.11
Small Lorry	12.33	1.75	0.22
Big Lorry	21.39	2.25	0.48
Bus	0.40	2.25	0.01
Total	100.00%		1.14

Terminal
Waterport, Marine Terminal (Port)
Trips per TSF

CODE
10 01 01

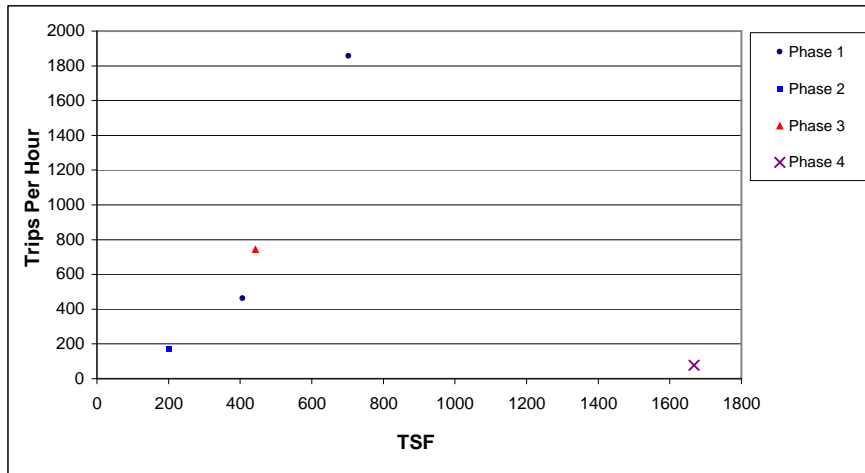
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	53 / 47
Average Rate :	1.19	Use Trip Rates	
Minimum Rate :	0.07		
Maximum Rate :	2.36		
Standard Deviation :	0.837		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	24.81	1.00	0.25
Motorcycle	43.59	0.33	0.14
Small Lorry	13.26	1.75	0.23
Big Lorry	17.98	2.25	0.40
Bus	0.36	2.25	0.01
Total	100.00%		1.03

PM Peak Hour Of Generator



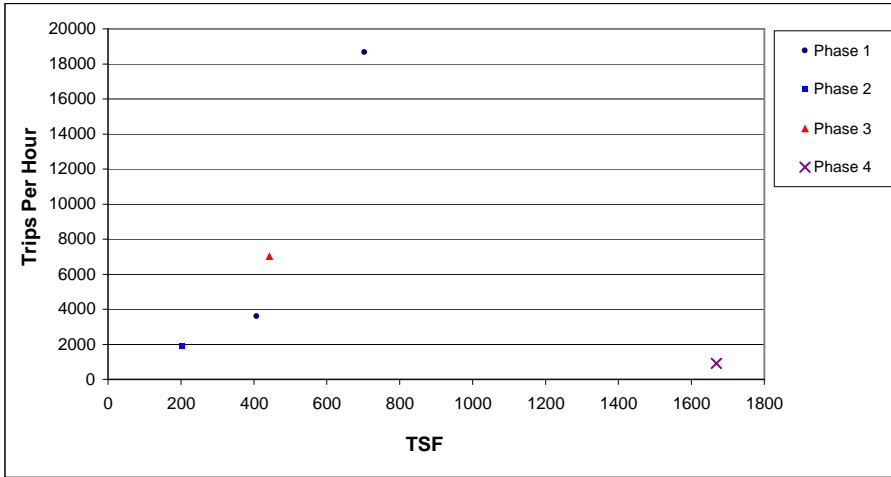
Number Of Sites :	5	Percent In/Out :	43 / 57
Average Rate :	1.27	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	2.64		
Standard Deviation :	0.9667		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	22.70	1.00	0.23
Motorcycle	44.65	0.33	0.15
Small Lorry	12.36	1.75	0.22
Big Lorry	19.87	2.25	0.45
Bus	0.42	2.25	0.01
Total	100.00%		1.06

Terminal
Waterport, Marine Terminal (Port)
Trips per TSF

CODE
10 01 01

Daily Trip Generation



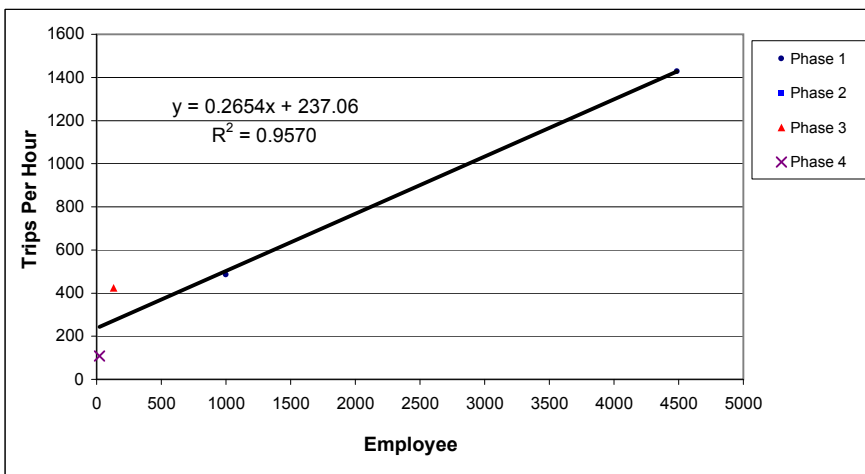
Number Of Sites :	5	Percent In/Out :	45 / 55
Average Rate :	12.22	Use Trip Rates	
Minimum Rate :	0.55		
Maximum Rate :	26.54		
Standard Deviation :	9.6816		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	24.82	1.00	0.25
Motorcycle	40.84	0.33	0.13
Small Lorry	11.37	1.75	0.20
Big Lorry	22.51	2.25	0.51
Bus	0.47	2.25	0.01
Total	100.00%		1.10

Terminal
Waterport, Marine Terminal (Port)
Trips per Employee

CODE
10 01 01

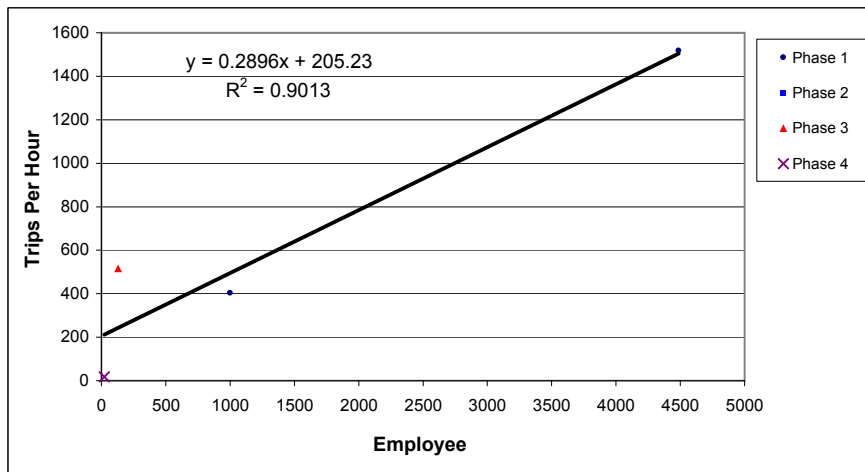
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	65 / 35
Average Rate :	2.19	Regression Equation :	$y = 0.2654x + 237.06$
Minimum Rate :	0.32	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	4.70	R-squared :	0.9570
Standard Deviation :	2.1476		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	25.59	1.00	0.26
Motorcycle	46.22	0.33	0.15
Small Lorry	14.33	1.75	0.25
Big Lorry	13.35	2.25	0.30
Bus	0.52	2.25	0.01
Total	100.00%		0.97

PM Peak Hour Of Commuter



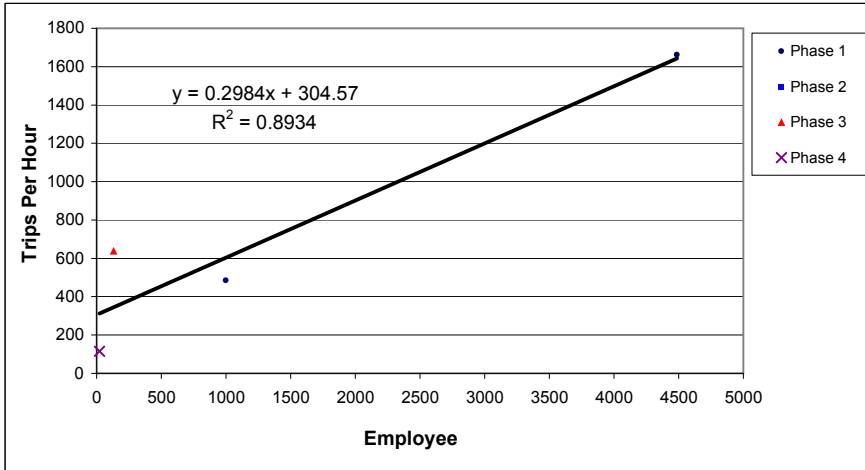
Number Of Sites :	4	Percent In/Out :	33 / 67
Average Rate :	1.36	Regression Equation :	$y = 0.2896x + 205.23$
Minimum Rate :	0.34	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	3.97	R-squared :	0.9013
Standard Deviation :	1.7467		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	32.37	1.00	0.32
Motorcycle	35.44	0.33	0.12
Small Lorry	12.87	1.75	0.23
Big Lorry	18.90	2.25	0.43
Bus	0.42	2.25	0.01
Total	100.00%		1.11

Terminal
Waterport, Marine Terminal (Port)
Trips per Employee

CODE
10 01 01

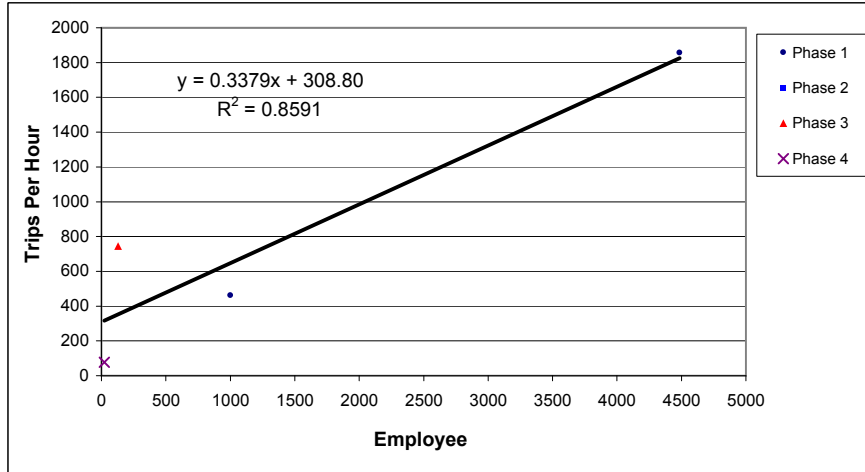
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	59 / 41
Average Rate :	2.69	Regression Equation :	$y = 0.2984x + 304.57$
Minimum Rate :	0.37	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	5.00	R-squared :	0.8934
Standard Deviation :	2.6160		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	24.90	1.00	0.25
Motorcycle	45.51	0.33	0.15
Small Lorry	13.34	1.75	0.23
Big Lorry	15.87	2.25	0.36
Bus	0.38	2.25	0.01
Total	100.00%		1.00

PM Peak Hour Of Generator



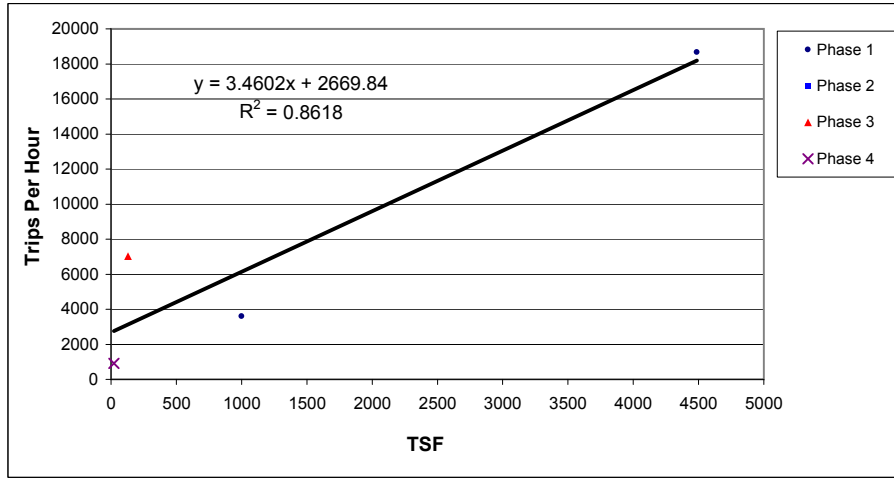
Number Of Sites :	4	Percent In/Out :	46 / 54
Average Rate :	2.49	Regression Equation :	$y = 0.3379x + 308.80$
Minimum Rate :	0.41	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	5.74	R-squared :	0.8591
Standard Deviation :	2.5634		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	23.12	1.00	0.23
Motorcycle	46.47	0.33	0.15
Small Lorry	12.88	1.75	0.23
Big Lorry	17.08	2.25	0.38
Bus	0.44	2.25	0.01
Total	100.00%		1.00

Terminal
Waterport, Marine Terminal (Port)
Trips per Employee

CODE
10 01 01

Daily Trip Generation

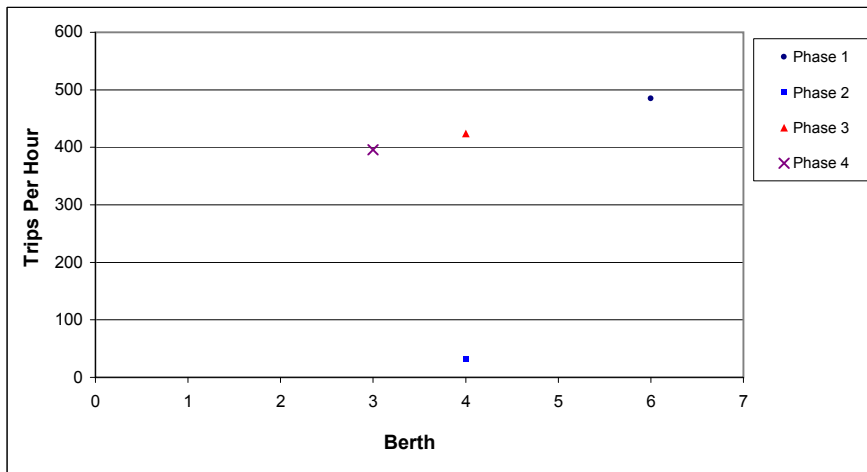


Number Of Sites :	4	Percent In/Out :	46 / 54
Average Rate :	25.41	Regression Equation :	$y = 3.4602x + 2669.84$
Minimum Rate :	3.59	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	54.09	R-squared :	0.8618
Standard Deviation :	25.5408		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	25.00	1.00	0.25
Motorcycle	42.73	0.33	0.14
Small Lorry	11.71	1.75	0.20
Big Lorry	20.06	2.25	0.45
Bus	0.50	2.25	0.01
Total	100.00%		1.05

Terminal
Waterport, Marine Terminal (Port)
Trips per Berth

CODE
10 01 01

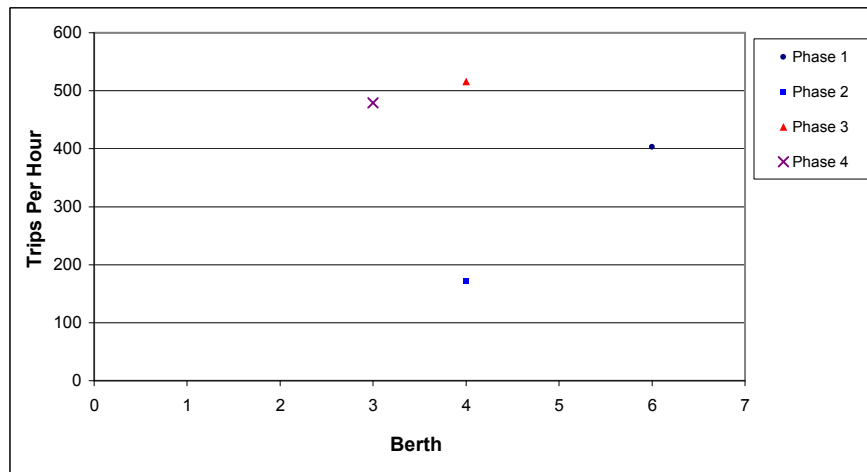
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	66 / 34
Average Rate :	81.65	Use Trip Rates	
Minimum Rate :	7.75		
Maximum Rate :	132.00		
Standard Deviation :	53.5099		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	27.10	1.00	0.27
Motorcycle	65.05	0.33	0.21
Small Lorry	4.56	1.75	0.08
Big Lorry	2.46	2.25	0.06
Bus	0.84	2.25	0.02
Total	100.00%		0.64

PM Peak Hour Of Commuter



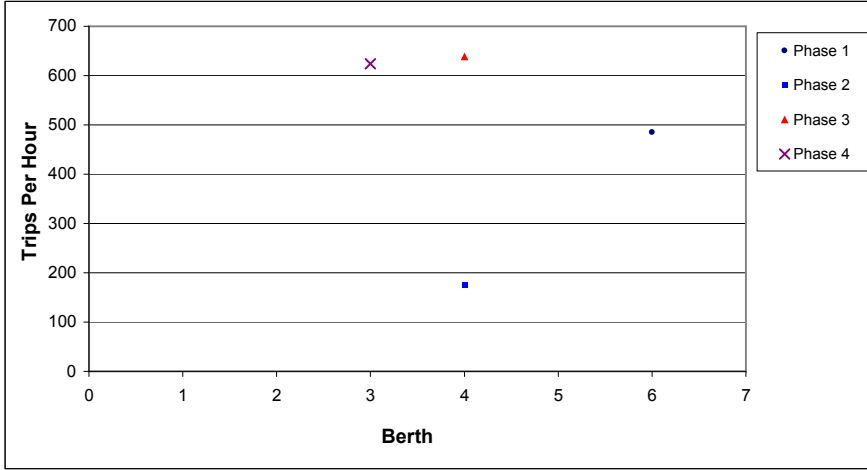
Number Of Sites :	4	Percent In/Out :	31 / 69
Average Rate :	99.71	Use Trip Rates	
Minimum Rate :	43.00		
Maximum Rate :	159.67		
Standard Deviation :	53.9376		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	27.20	1.00	0.27
Motorcycle	37.84	0.33	0.12
Small Lorry	4.77	1.75	0.08
Big Lorry	29.63	2.25	0.67
Bus	0.56	2.25	0.01
Total	100.00%		1.15

Terminal
Waterport, Marine Terminal (Port)
Trips per Berth

CODE
10 01 01

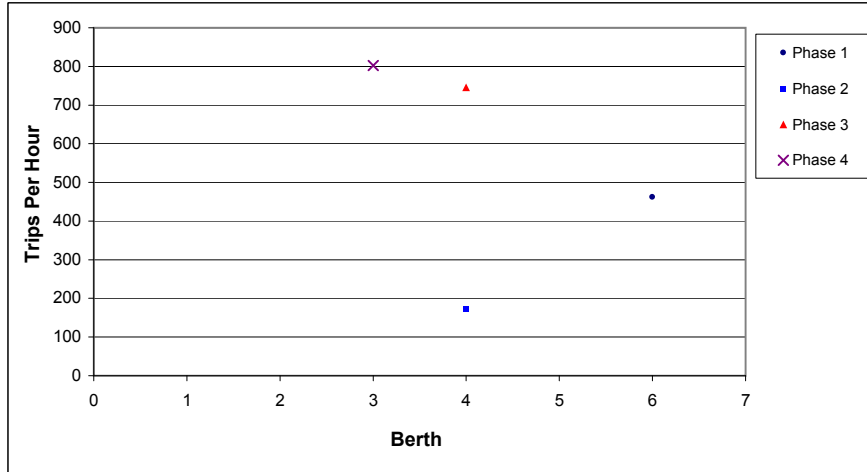
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	52 / 48
Average Rate :	123.15	Use Trip Rates	
Minimum Rate :	44.00		
Maximum Rate :	208.00		
Standard Deviation :	74.3741		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	24.58	1.00	0.25
Motorcycle	43.29	0.33	0.14
Small Lorry	7.64	1.75	0.13
Big Lorry	23.91	2.25	0.54
Bus	0.58	2.25	0.01
Total	100.00%		1.07

PM Peak Hour Of Generator



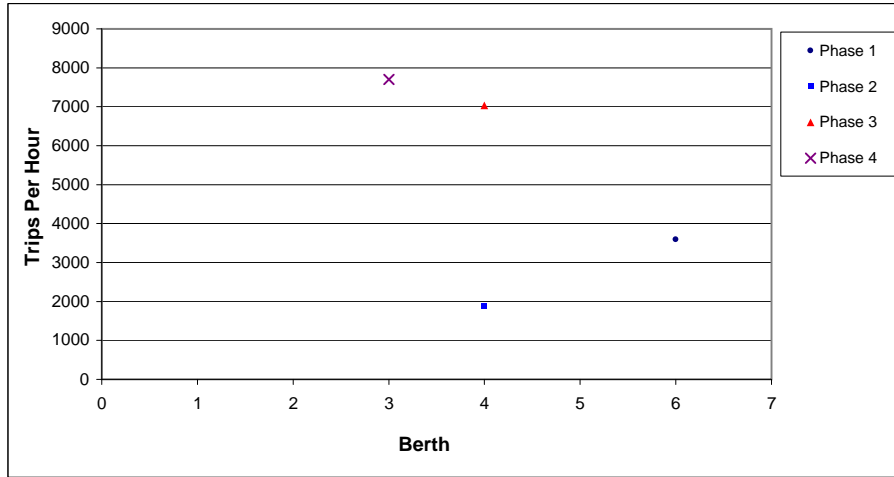
Number Of Sites :	4	Percent In/Out :	44 / 56
Average Rate :	143.52	Use Trip Rates	
Minimum Rate :	43.25		
Maximum Rate :	267.33		
Standard Deviation :	102.723		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	21.81	1.00	0.22
Motorcycle	44.52	0.33	0.15
Small Lorry	5.18	1.75	0.09
Big Lorry	27.94	2.25	0.63
Bus	0.55	2.25	0.01
Total	100.00%		1.10

Terminal
Waterport, Marine Terminal (Port)
Trips per Berth

CODE
10 01 01

Daily Trip Generation

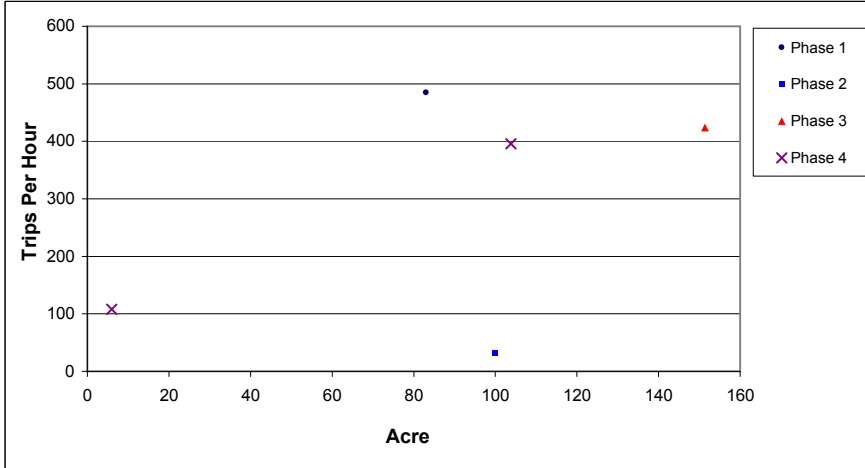


Number Of Sites :	4	Percent In/Out :	45 / 55
Average Rate :	1348.6	Use Trip Rates	
Minimum Rate :	469.75		
Maximum Rate :	2568.33		
Standard Deviation :	998.438		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	22.88	1.00	0.23
Motorcycle	43.79	0.33	0.14
Small Lorry	5.87	1.75	0.10
Big Lorry	26.82	2.25	0.60
Bus	0.64	2.25	0.01
Total	100.00%		1.08

Terminal
Waterport, Marine Terminal (Port)
Trips per Acre

CODE
10 01 01

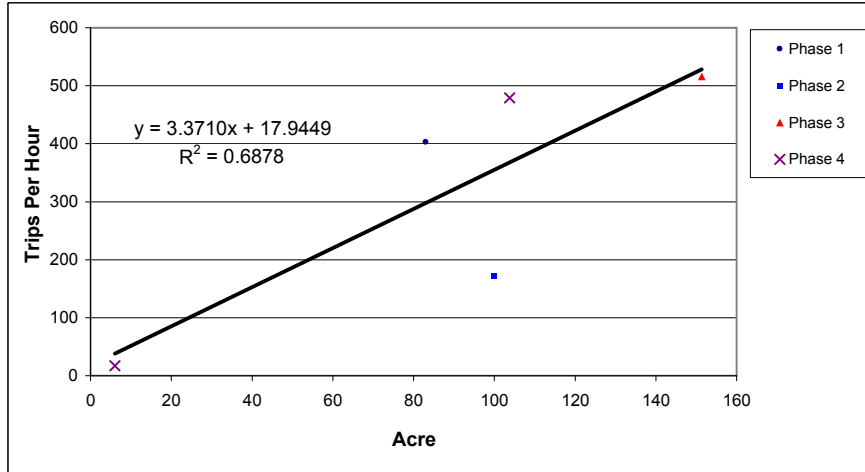
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	63 / 37
Average Rate :	6.15	Use Trip Rates	
Minimum Rate :	0.31		
Maximum Rate :	18.00		
Standard Deviation :	6.9153		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	26.87	1.00	0.27
Motorcycle	64.96	0.33	0.21
Small Lorry	4.98	1.75	0.09
Big Lorry	2.41	2.25	0.05
Bus	0.77	2.25	0.02
Total	100.00%		0.64

PM Peak Hour Of Commuter



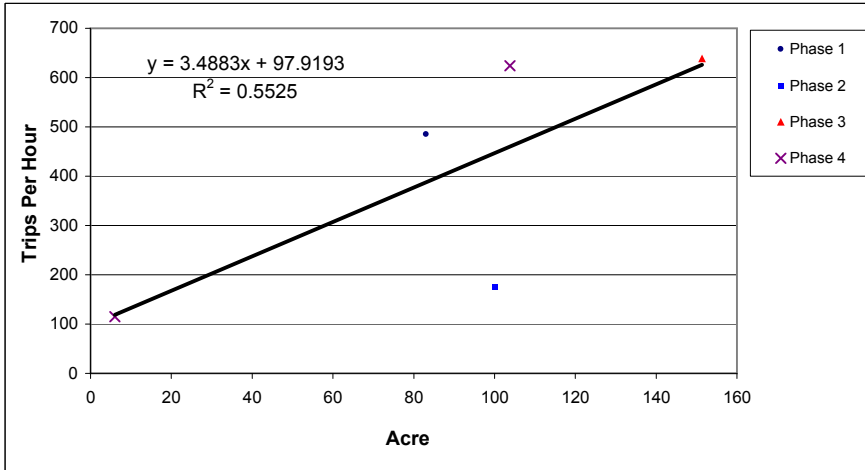
Number Of Sites :	5	Percent In/Out :	33 / 67
Average Rate :	3.49	Regression Equation :	$y = 3.371x + 17.9449$
Minimum Rate :	1.72	(T = Trips; X = Independent Variable)	
Maximum Rate :	4.85	R-squared :	0.6878
Standard Deviation :	1.294		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	27.47	1.00	0.27
Motorcycle	37.88	0.33	0.12
Small Lorry	4.78	1.75	0.08
Big Lorry	29.31	2.25	0.66
Bus	0.56	2.25	0.01
Total	100.00%		1.14

Terminal
Waterport, Marine Terminal (Port)
Trips per Acre

CODE
10 01 01

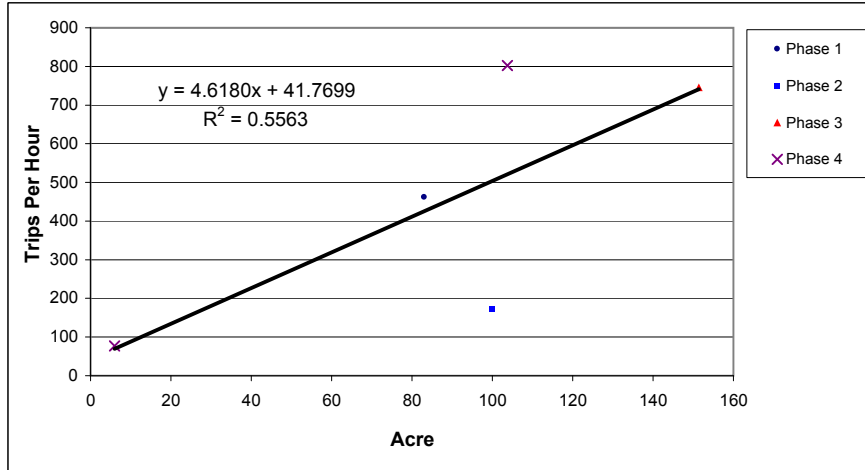
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	52 / 48
Average Rate :	7.40	Regression Equation :	$y = 3.4883x + 97.9193$
Minimum Rate :	1.76	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	19.17	R-squared :	0.5525
Standard Deviation :	6.7956		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	24.62	1.00	0.25
Motorcycle	44.33	0.33	0.15
Small Lorry	7.79	1.75	0.14
Big Lorry	22.70	2.25	0.51
Bus	0.55	2.25	0.01
Total	100.00%		1.06

PM Peak Hour Of Generator



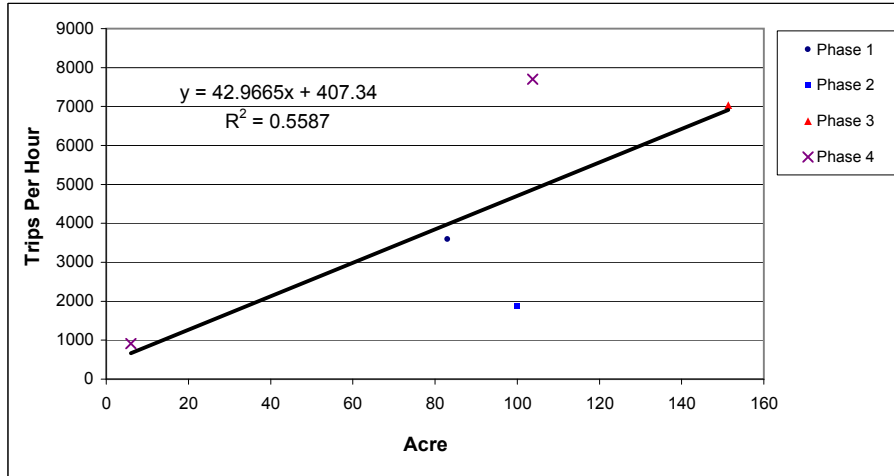
Number Of Sites :	5	Percent In/Out :	45 / 55
Average Rate :	6.56	Regression Equation :	$y = 4.618x + 41.7699$
Minimum Rate :	1.73	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	12.83	R-squared :	0.5563
Standard Deviation :	4.114		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	22.13	1.00	0.22
Motorcycle	45.03	0.33	0.15
Small Lorry	5.09	1.75	0.09
Big Lorry	27.21	2.25	0.61
Bus	0.53	2.25	0.01
Total	100.00%		1.08

Terminal
Waterport, Marine Terminal (Port)
Trips per Acre

CODE
10 01 01

Daily Trip Generation



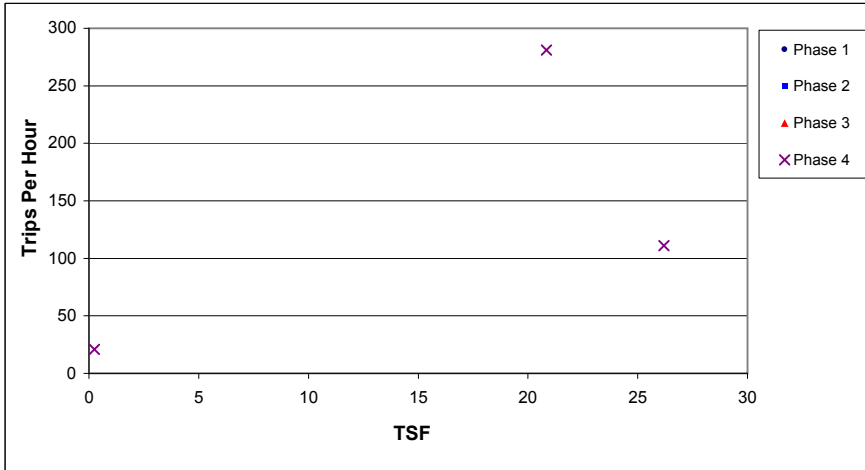
Number Of Sites :	5	Percent In/Out :	46 / 54
Average Rate :	67.05	Regression Equation :	$y = 42.967x + 407.34$
Minimum Rate :	18.79	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	152.50	R-squared :	0.5587
Standard Deviation :	51.6562		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	23.01	1.00	0.23
Motorcycle	44.74	0.33	0.15
Small Lorry	5.90	1.75	0.10
Big Lorry	25.73	2.25	0.58
Bus	0.61	2.25	0.01
Total	100.00%		1.07

**Terminal
Jetty
Trips per TSF**

**CODE
10 01 03**

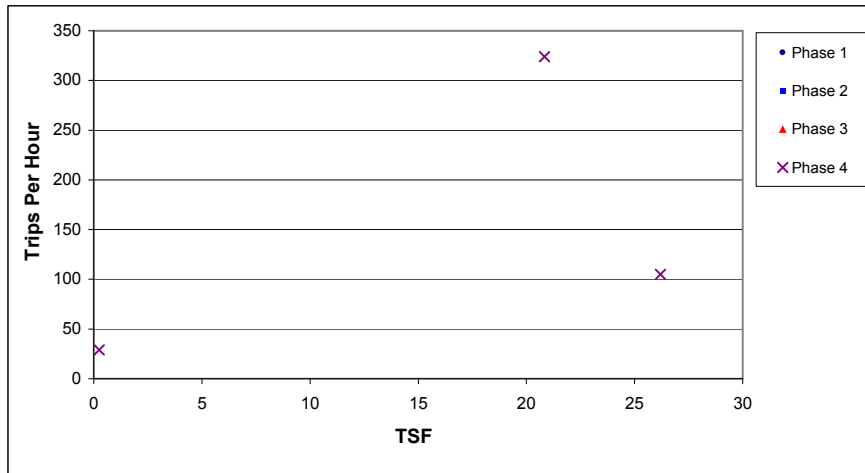
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	63 / 37
Average Rate :	33.91	Use Trip Rates	
Minimum Rate :	4.24		
Maximum Rate :	84.00		
Standard Deviation :	43.6275		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	15.98	1.00	0.16
Motorcycle	75.30	0.33	0.25
Small Lorry	7.51	1.75	0.13
Big Lorry	1.21	2.25	0.03
Bus	0.00	2.25	0.00
Total	100.00%		0.57

PM Peak Hour Of Commuter



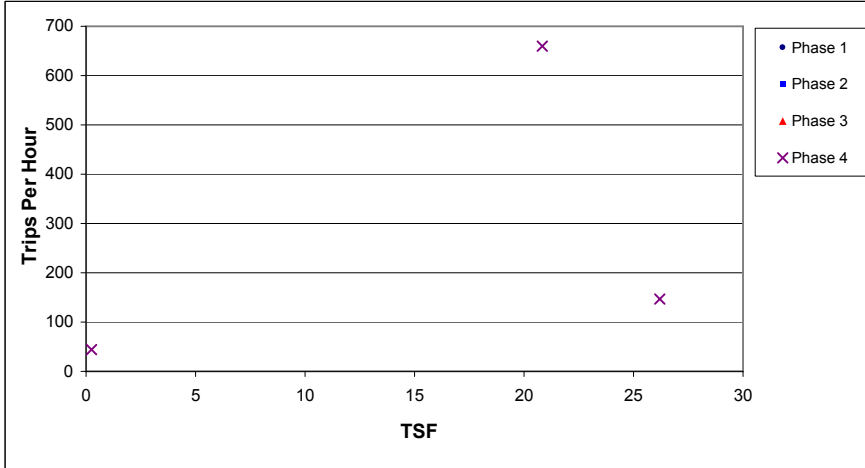
Number Of Sites :	3	Percent In/Out :	47 / 53
Average Rate :	45.19	Use Trip Rates	
Minimum Rate :	4.01		
Maximum Rate :	116.00		
Standard Deviation :	61.5983		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	12.66	1.00	0.13
Motorcycle	76.20	0.33	0.25
Small Lorry	6.55	1.75	0.11
Big Lorry	4.59	2.25	0.10
Bus	0.00	2.25	0.00
Total	100.00%		0.59

**Terminal
Jetty
Trips per TSF**

**CODE
10 01 03**

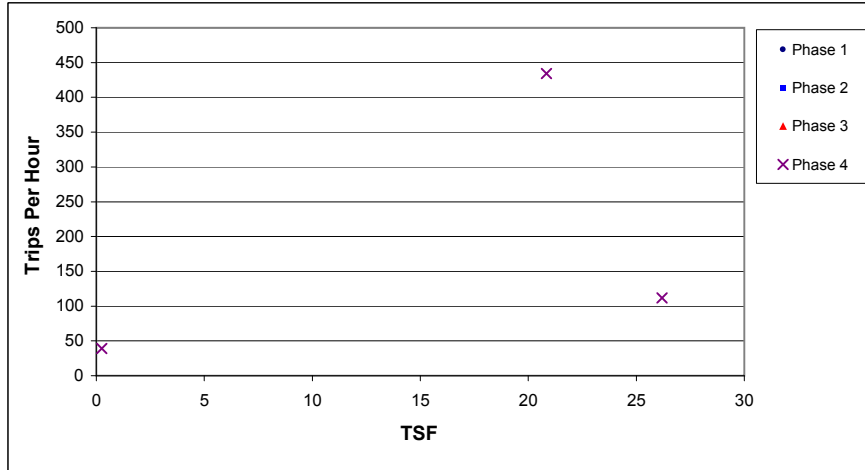
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	50 / 50
Average Rate :	71.09	Use Trip Rates	
Minimum Rate :	5.61		
Maximum Rate :	176.00		
Standard Deviation :	91.7809		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	9.75	1.00	0.10
Motorcycle	79.91	0.33	0.26
Small Lorry	9.28	1.75	0.16
Big Lorry	1.06	2.25	0.02
Bus	0.00	2.25	0.00
Total	100.00%		0.54

PM Peak Hour Of Generator



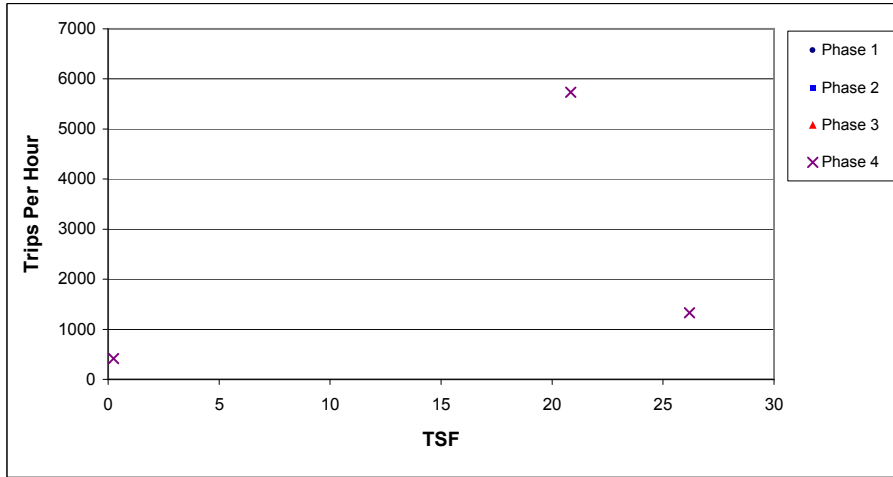
Number Of Sites :	3	Percent In/Out :	45 / 55
Average Rate :	60.37	Use Trip Rates	
Minimum Rate :	4.28		
Maximum Rate :	156.00		
Standard Deviation :	83.2330		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	15.56	1.00	0.16
Motorcycle	73.16	0.33	0.24
Small Lorry	7.35	1.75	0.13
Big Lorry	3.93	2.25	0.09
Bus	0.00	2.25	0.00
Total	100.00%		0.62

**Terminal
Jetty
Trips per TSF**

**CODE
10 01 03**

Daily Trip Generation

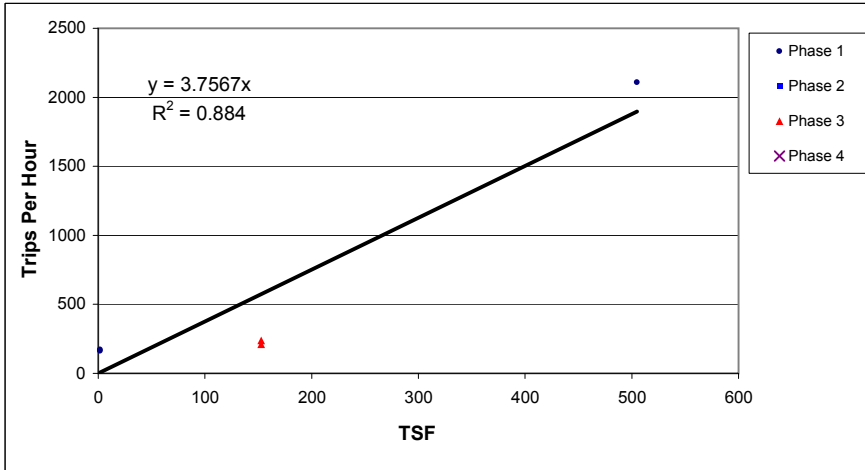


Number Of Sites :	3	Percent In/Out :	50 / 50
Average Rate :	660.70	Use Trip Rates	
Minimum Rate :	50.85		
Maximum Rate :	1656.00		
Standard Deviation :	869.23		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	10.63	1.00	0.11
Motorcycle	79.35	0.33	0.26
Small Lorry	7.24	1.75	0.13
Big Lorry	2.78	2.25	0.06
Bus	0.00	2.25	0.00
Total	100.00%		0.56

**Terminal
Ferry
Trips per TSF**

**CODE
10 01 04**

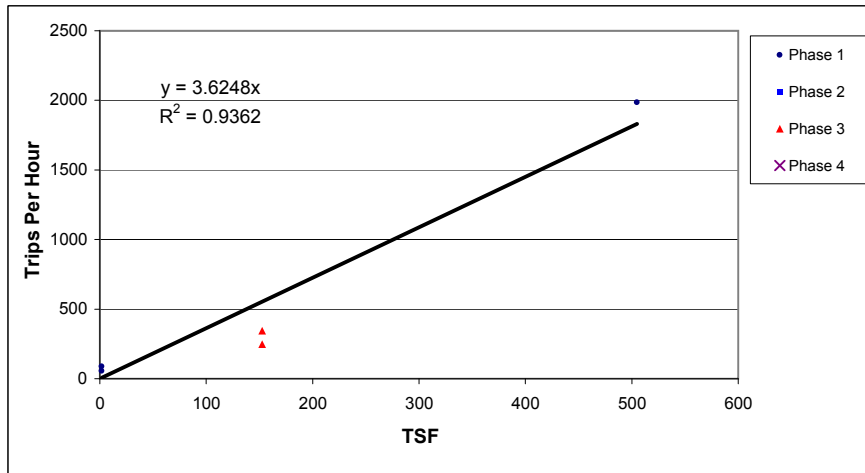
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	56 / 44
Average Rate :	40.72	Regression Equation :	$y = 3.7567x$
Minimum Rate :	1.38	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	100.59	R-squared :	0.8873
Standard Deviation :	52.5449		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	32.84	1.00	0.33
Motorcycle	53.36	0.33	0.18
Small Lorry	5.07	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	8.73	2.25	0.20
Total	100.00%		0.80

PM Peak Hour Of Commuter



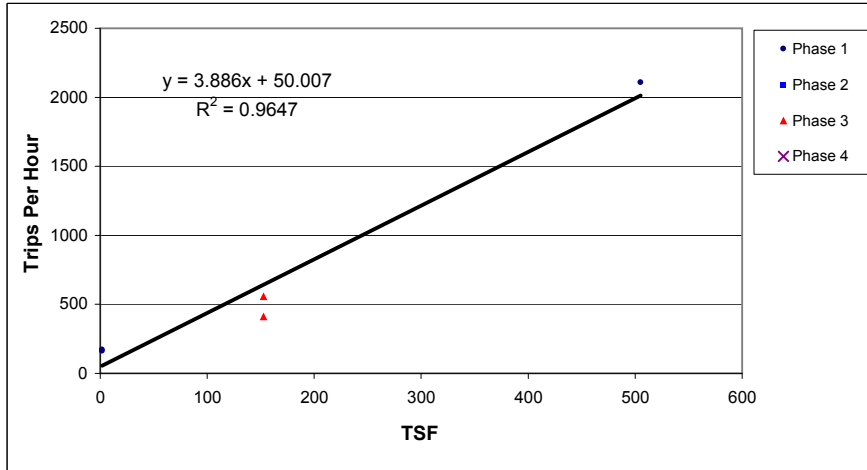
Number Of Sites :	5	Percent In/Out :	46 / 54
Average Rate :	18.39	Regression Equation :	$y = 3.6248x$
Minimum Rate :	1.62	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	51.76	R-squared :	0.9362
Standard Deviation :	22.6878		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	42.94	1.00	0.43
Motorcycle	45.57	0.33	0.15
Small Lorry	5.84	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	5.65	2.25	0.13
Total	100.00%		0.81

**Terminal
Ferry
Trips per TSF**

**CODE
10 01 04**

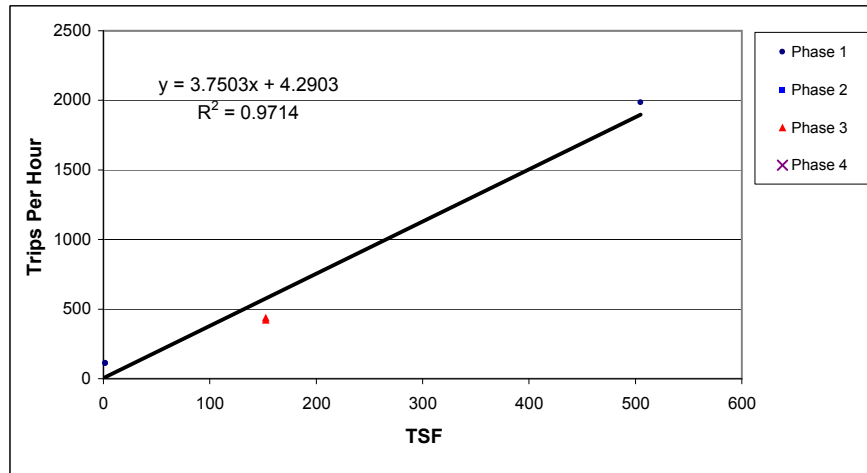
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	52 / 48
Average Rate :	41.40	Regression Equation :	$y = 3.886x + 50.007$
Minimum Rate :	2.71	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	100.59	R-squared :	0.9647
Standard Deviation :	51.9119		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	34.74	1.00	0.35
Motorcycle	51.10	0.33	0.17
Small Lorry	5.44	1.75	0.10
Big Lorry	0.15	2.25	0.00
Bus	8.57	2.25	0.19
Total	100.00%		0.81

PM Peak Hour Of Generator



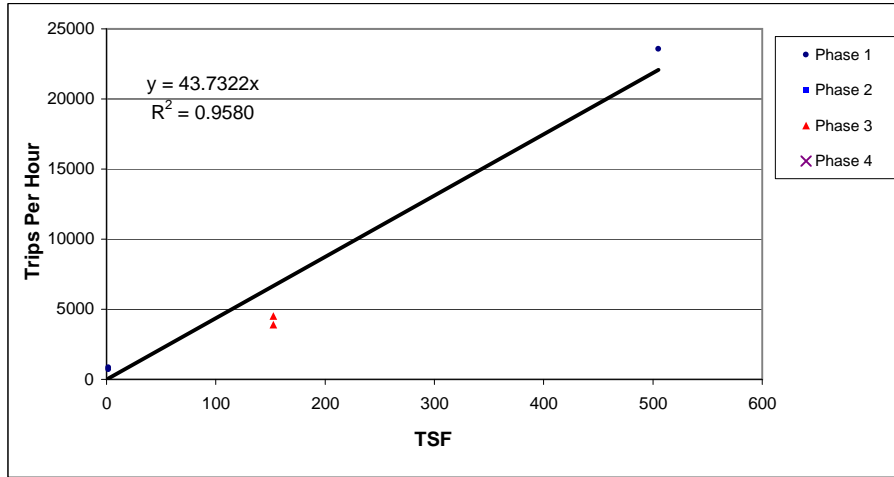
Number Of Sites :	5	Percent In/Out :	49 / 51
Average Rate :	28.27	Regression Equation :	$y = 3.7503x + 4.2903$
Minimum Rate :	2.78	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	66.47	R-squared :	0.9714
Standard Deviation :	34.3397		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.46	1.00	0.37
Motorcycle	50.58	0.33	0.17
Small Lorry	5.71	1.75	0.10
Big Lorry	0.07	2.25	0.00
Bus	6.18	2.25	0.14
Total	100.00%		0.78

**Terminal
Ferry
Trips per TSF**

**CODE
10 01 04**

Daily Trip Generation

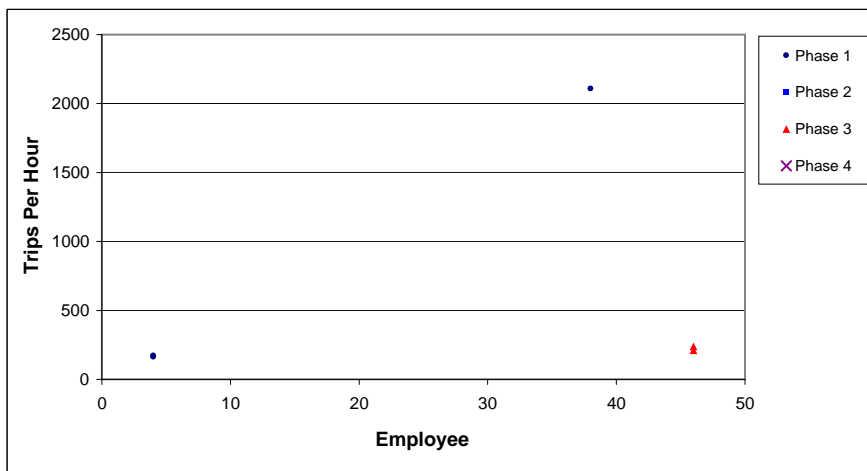


Number Of Sites :	5	Percent In/Out :	52 / 48
Average Rate :	200.86	Regression Equation :	$y = 43.7322x$
Minimum Rate :	25.62	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	492.35	R-squared :	0.9580
Standard Deviation :	230.494		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.88	1.00	0.37
Motorcycle	49.63	0.33	0.16
Small Lorry	5.43	1.75	0.10
Big Lorry	0.13	2.25	0.00
Bus	7.93	2.25	0.18
Total	100.00%		0.81

**Terminal
Ferry
Trips per Employee**

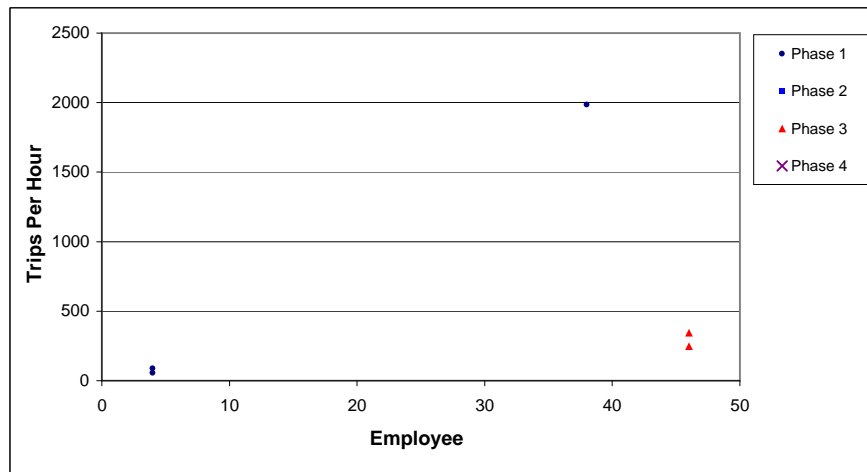
**CODE
10 01 04**

AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	56 / 44
Average Rate :	29.74	Use Trip Rates	
Minimum Rate :	4.59		
Maximum Rate :	55.45		
Standard Deviation :	23.3855		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	32.84	1.00	0.33
Motorcycle	53.36	0.33	0.18
Small Lorry	5.07	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	8.73	2.25	0.20
Total	100.00%		0.80

PM Peak Hour Of Commuter

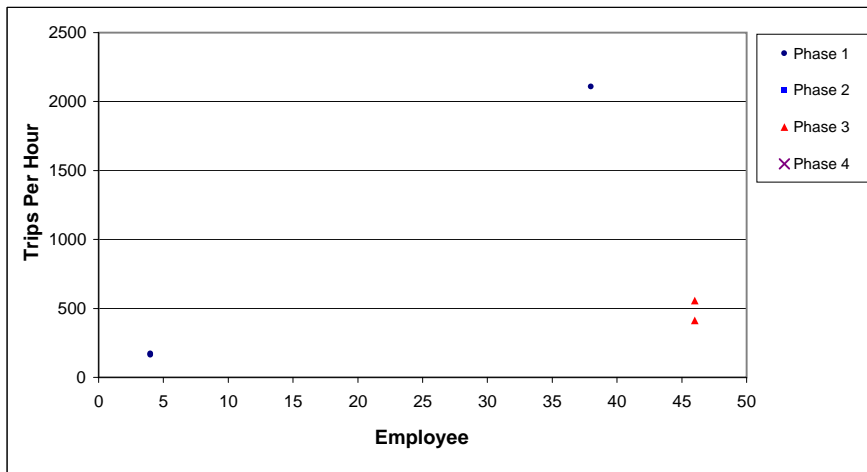


Number Of Sites :	5	Percent In/Out :	46 / 54
Average Rate :	20.18	Use Trip Rates	
Minimum Rate :	5.39		
Maximum Rate :	52.24		
Standard Deviation :	19.0475		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	42.94	1.00	0.43
Motorcycle	45.57	0.33	0.15
Small Lorry	5.84	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	5.65	2.25	0.13
Total	100.00%		0.81

**Terminal
Ferry
Trips per Employee**

**CODE
10 01 04**

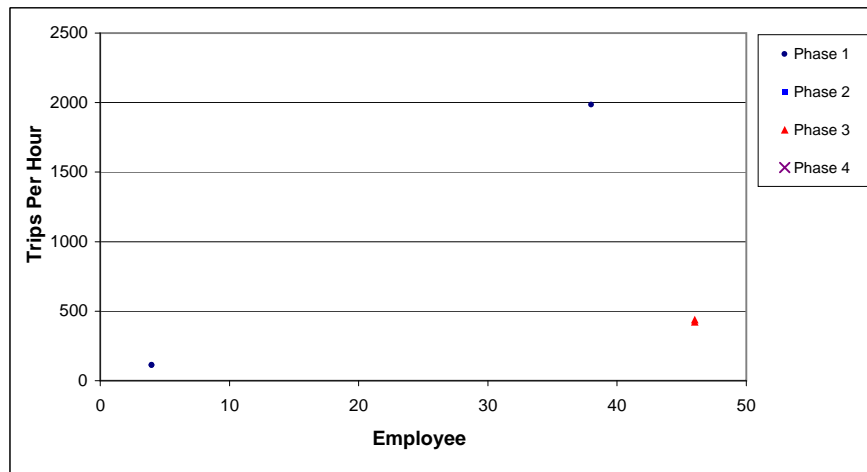
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	52 / 48
Average Rate :	32.01	Use Trip Rates	
Minimum Rate :	8.98		
Maximum Rate :	55.45		
Standard Deviation :	20.4126		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	34.74	1.00	0.35
Motorcycle	51.10	0.33	0.17
Small Lorry	5.44	1.75	0.10
Big Lorry	0.15	2.25	0.00
Bus	8.57	2.25	0.19
Total	100.00%		0.81

PM Peak Hour Of Generator



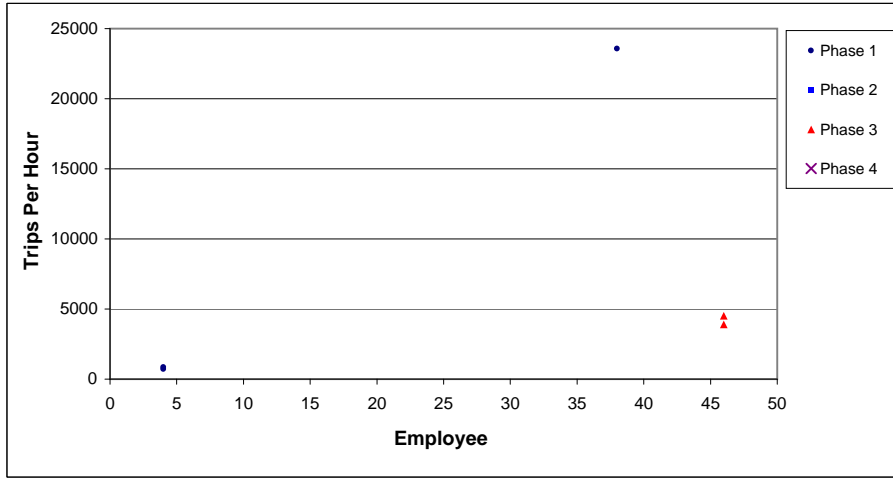
Number Of Sites :	5	Percent In/Out :	49 / 51
Average Rate :	25.4	Use Trip Rates	
Minimum Rate :	9.22		
Maximum Rate :	52.24		
Standard Deviation :	17.6527		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	37.46	1.00	0.37
Motorcycle	50.58	0.33	0.17
Small Lorry	5.71	1.75	0.10
Big Lorry	0.07	2.25	0.00
Bus	6.18	2.25	0.14
Total	100.00%		0.78

**Terminal
Ferry
Trips per Employee**

**CODE
10 01 04**

Daily Trip Generation



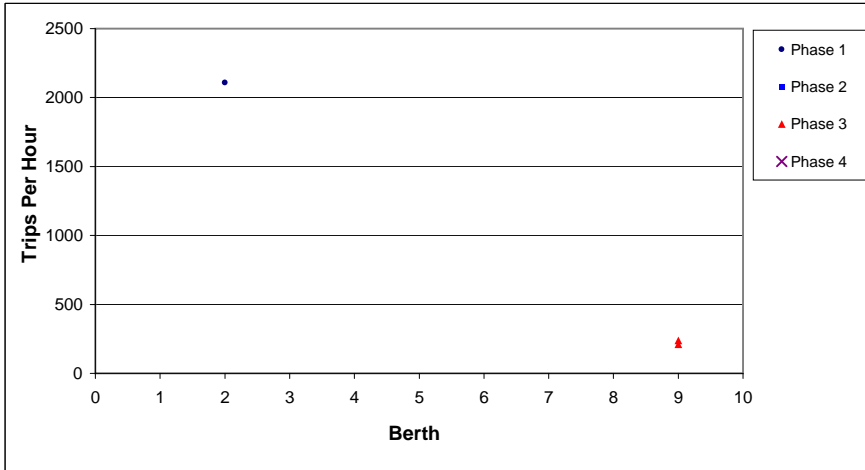
Number Of Sites :	5	Percent In/Out :	52 / 48
Average Rate :	237.41	Use Trip Rates	
Minimum Rate :	85		
Maximum Rate :	620.16		
Standard Deviation :	220.136		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.88	1.00	0.37
Motorcycle	49.63	0.33	0.16
Small Lorry	5.43	1.75	0.10
Big Lorry	0.13	2.25	0.00
Bus	7.93	2.25	0.18
Total	100.00%		0.81

**Terminal
Ferry
Trips per Berth**

**CODE
10 01 04**

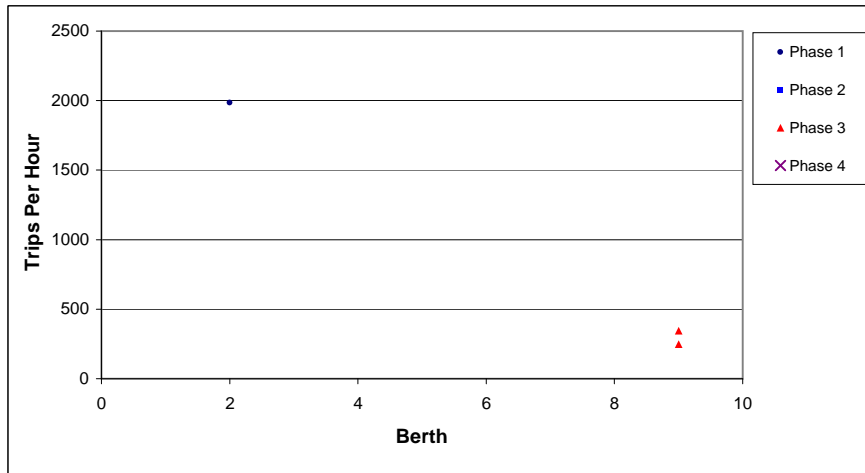
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	55 / 45
Average Rate :	367.8	Use Trip Rates	
Minimum Rate :	23.44		
Maximum Rate :	1053.5		
Standard Deviation :	593.839		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	30.14	1.00	0.30
Motorcycle	57.47	0.33	0.19
Small Lorry	2.89	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	9.49	2.25	0.21
Total	100.00%		0.75

PM Peak Hour Of Commuter



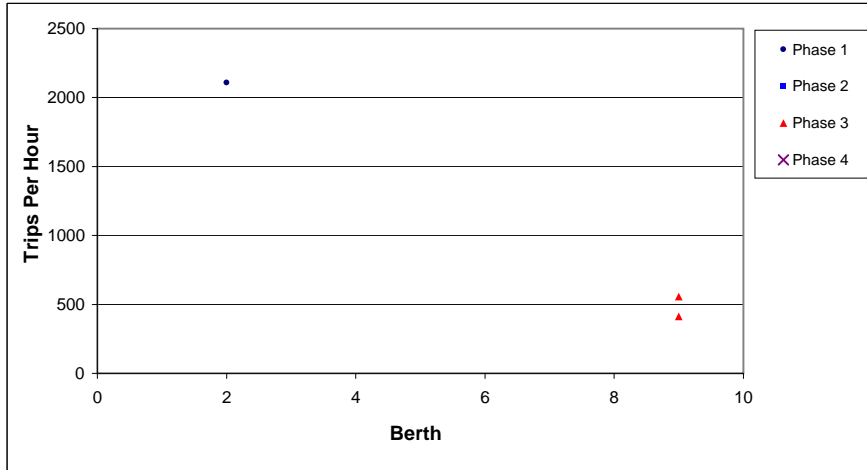
Number Of Sites :	3	Percent In/Out :	50 / 50
Average Rate :	352.83	Use Trip Rates	
Minimum Rate :	27.56		
Maximum Rate :	992.5		
Standard Deviation :	553.994		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	41.85	1.00	0.42
Motorcycle	47.25	0.33	0.16
Small Lorry	5.13	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	5.78	2.25	0.13
Total	100.00%		0.80

**Terminal
Ferry
Trips per Berth**

**CODE
10 01 04**

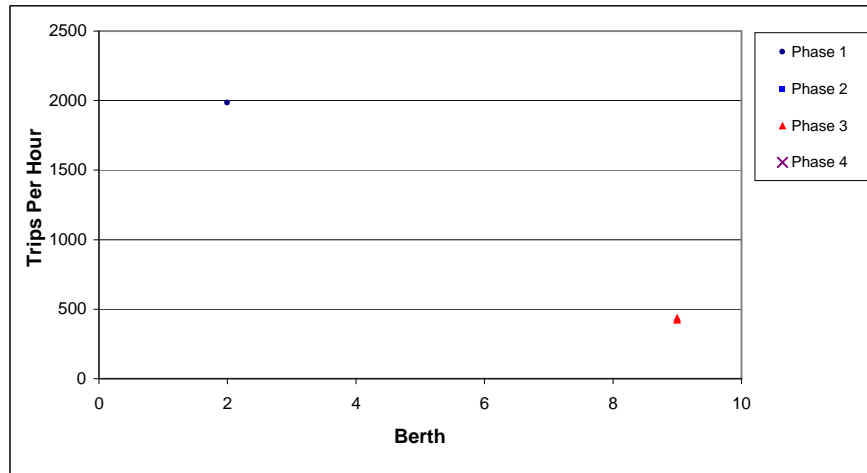
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	49 / 51
Average Rate :	387.13	Use Trip Rates	
Minimum Rate :	45.89		
Maximum Rate :	1053.5		
Standard Deviation :	577.15		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	32.73	1.00	0.33
Motorcycle	54.26	0.33	0.18
Small Lorry	3.67	1.75	0.06
Big Lorry	0.16	2.25	0.00
Bus	9.18	2.25	0.21
Total	100.00%		0.78

PM Peak Hour Of Generator



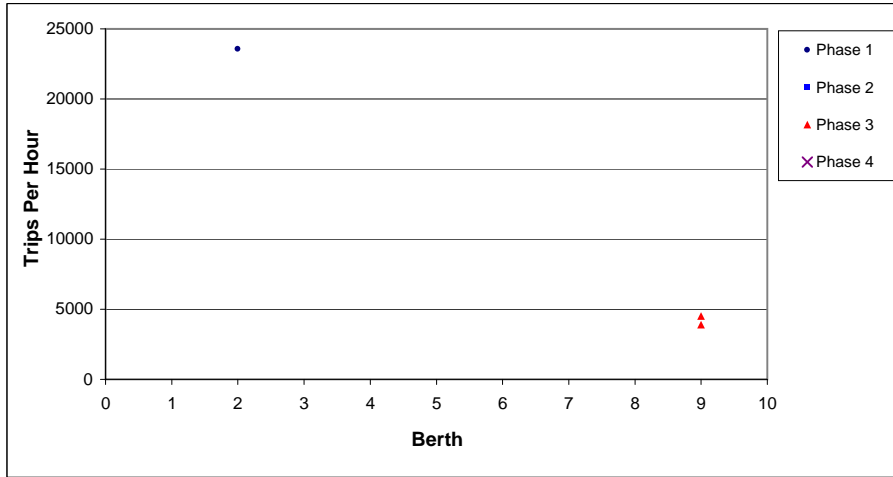
Number Of Sites :	3	Percent In/Out :	53 / 47
Average Rate :	362.83	Use Trip Rates	
Minimum Rate :	47.11		
Maximum Rate :	992.5		
Standard Deviation :	545.308		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.58	1.00	0.37
Motorcycle	51.97	0.33	0.17
Small Lorry	4.78	1.75	0.08
Big Lorry	0.07	2.25	0.00
Bus	6.60	2.25	0.15
Total	100.00%		0.77

**Terminal
Ferry
Trips per Berth**

**CODE
10 01 04**

Daily Trip Generation

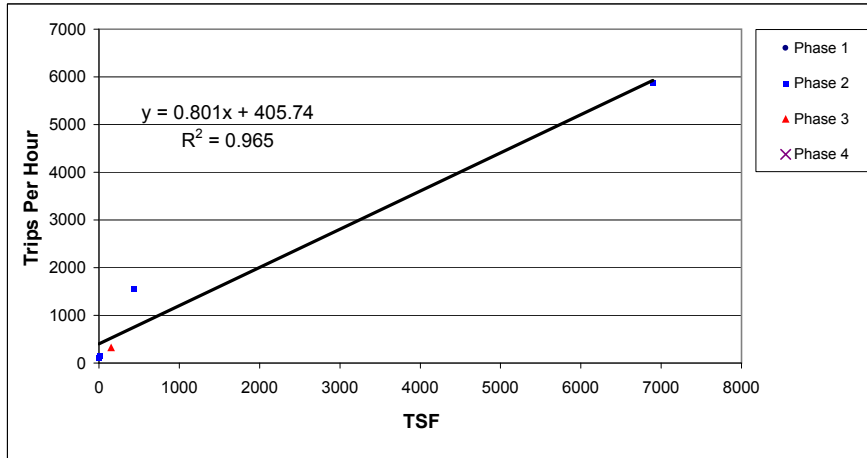


Number Of Sites :	3	Percent In/Out :	52 / 48
Average Rate :	4240.07	Use Trip Rates	
Minimum Rate :	434.44		
Maximum Rate :	11783		
Standard Deviation :	6532.45		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.16	1.00	0.36
Motorcycle	50.79	0.33	0.17
Small Lorry	4.81	1.75	0.08
Big Lorry	0.12	2.25	0.00
Bus	8.12	2.25	0.18
Total	100.00%		0.79

Terminal
International, Regional Airport, Domestic Airport,
Air Landing Strips & City Air Terminal
Trips per TSF

CODE
10 03 01/02/
03/04

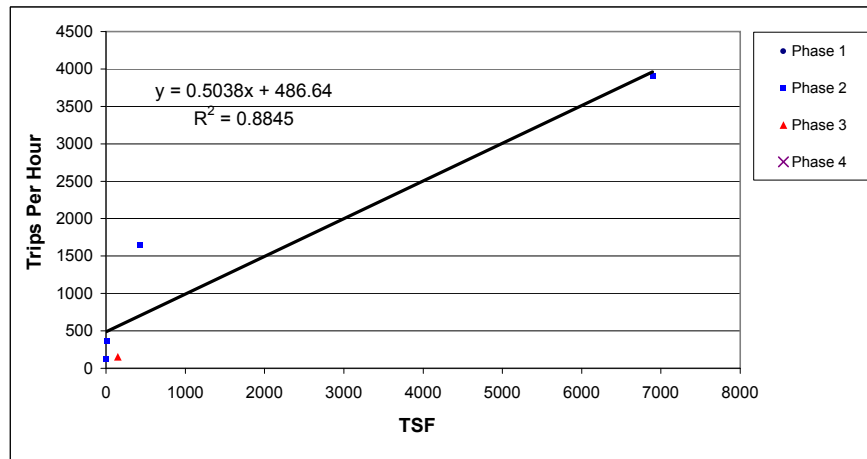
AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	65 / 35
Average Rate :	145.12	Regression Equation :	$y = 0.801x + 405.74$
Minimum Rate :	0.85	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	700.00	R-squared :	0.965
Standard Deviation :	310.274		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	71.93	1.00	0.72
Motorcycle	18.45	0.33	0.06
Small Lorry	8.41	1.75	0.15
Big Lorry	0.10	2.25	0.00
Bus	1.11	2.25	0.02
Total	100.00%		0.95

PM Peak Hour Of Commuter



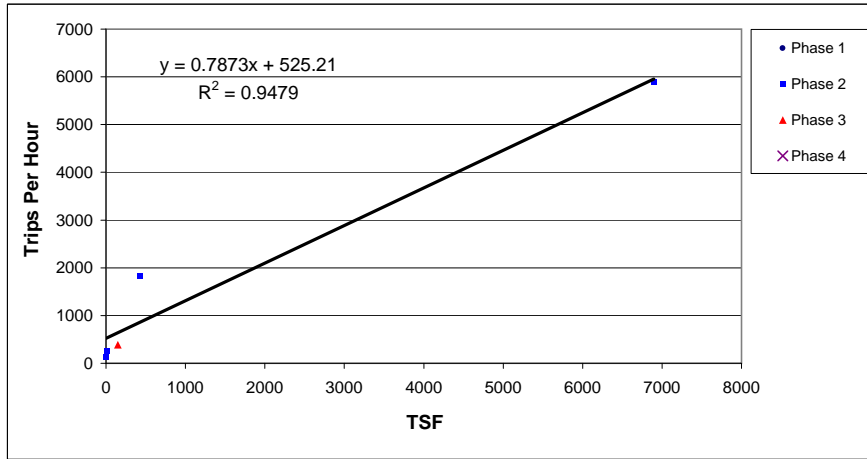
Number Of Sites :	5	Percent In/Out :	43 / 57
Average Rate :	179.74	Regression Equation :	$y = 0.5038x + 486.64$
Minimum Rate :	0.57	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	846.67	R-squared :	0.8845
Standard Deviation :	373.331		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.85	1.00	0.75
Motorcycle	12.72	0.33	0.04
Small Lorry	11.06	1.75	0.19
Big Lorry	0.13	2.25	0.00
Bus	1.24	2.25	0.03
Total	100.00%		1.01

Terminal
International, Regional Airport, Domestic Airport,
Air Landing Strips & City Air Terminal
Trips per TSF

CODE
10 03 01/02/
03/04

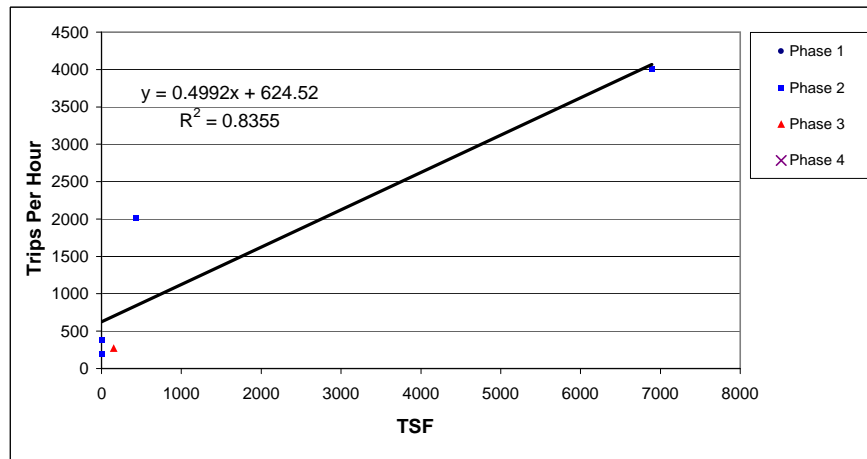
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	56 / 44
Average Rate :	181.62	Regression Equation :	$y = 0.7873x + 525.21$
Minimum Rate :	0.86	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	866.67	R-squared :	0.9479
Standard Deviation :	383.192		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	72.49	1.00	0.72
Motorcycle	17.07	0.33	0.06
Small Lorry	9.30	1.75	0.16
Big Lorry	0.08	2.25	0.00
Bus	1.06	2.25	0.02
Total	100.00%		0.96

PM Peak Hour Of Generator



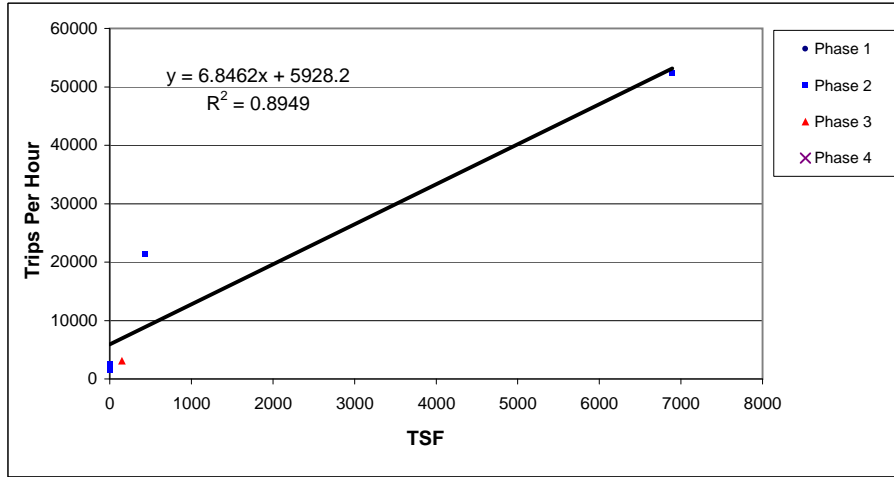
Number Of Sites :	5	Percent In/Out :	40 / 60
Average Rate :	273.83	Regression Equation :	$y = 0.4992x + 624.52$
Minimum Rate :	0.58	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1313.33	R-squared :	0.8355
Standard Deviation :	581.447		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	76.39	1.00	0.76
Motorcycle	11.17	0.33	0.04
Small Lorry	11.24	1.75	0.20
Big Lorry	0.12	2.25	0.00
Bus	1.08	2.25	0.02
Total	100.00%		1.02

Terminal
International, Regional Airport, Domestic Airport,
Air Landing Strips & City Air Terminal
Trips per TSF

CODE
10 03 01/02/
03/04

Daily Trip Generation



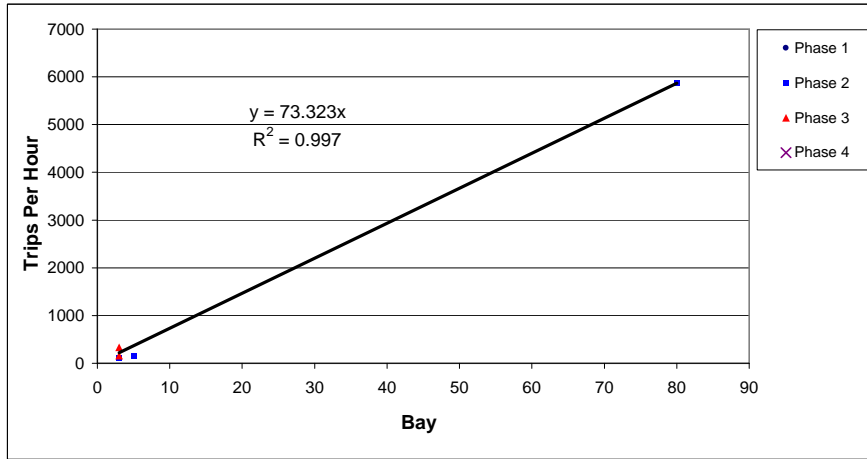
Number Of Sites :	5	Percent In/Out :	51 / 49
Average Rate :	2035.85	Regression Equation :	$y = 6.8462x + 5928.2$
Minimum Rate :	7.61	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	9773.33	R-squared :	0.8949
Standard Deviation :	4327.39		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	73.26	1.00	0.73
Motorcycle	12.48	0.33	0.04
Small Lorry	12.58	1.75	0.22
Big Lorry	0.19	2.25	0.00
Bus	1.49	2.25	0.03
Total	100.00%		1.02

Terminal
International, Regional Airport, Domestic Airport,
Air Landing Strips & City Air Terminal
Trips per Bay

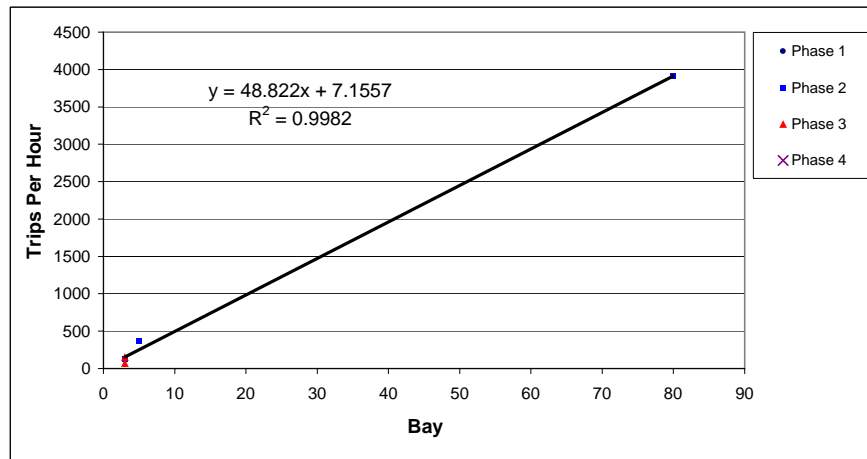
CODE
10 03 01/02/
03/04

AM Peak Hour Of Commuter



Number Of Sites :	5	Percent In/Out :	69 / 31
Average Rate :	60.25	Regression Equation :	$y = 73.323x$
Minimum Rate :	29.40	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	110.67	R-squared :	0.9978
Standard Deviation :	33.0335		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	74.65	1.00	0.75
Motorcycle	14.82	0.33	0.05
Small Lorry	9.10	1.75	0.16
Big Lorry	0.12	2.25	0.00
Bus	1.30	2.25	0.03
Total	100.00%		0.99

PM Peak Hour Of Commuter

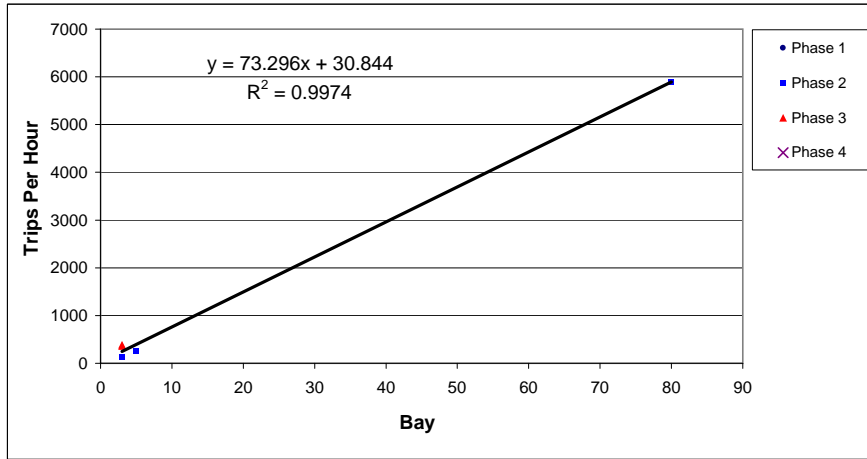


Number Of Sites :	5	Percent In/Out :	49 / 51
Average Rate :	47.79	Regression Equation :	$y = 48.8215x + 7.1557$
Minimum Rate :	24.00	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	72.4	R-squared :	0.9982
Standard Deviation :	17.4293		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	76.72	1.00	0.77
Motorcycle	8.82	0.33	0.03
Small Lorry	12.74	1.75	0.22
Big Lorry	0.17	2.25	0.00
Bus	1.56	2.25	0.04
Total	100.00%		1.06

Terminal
International, Regional Airport, Domestic Airport,
Air Landing Strips & City Air Terminal
Trips per Bay

CODE
10 03 01/02/
03/04

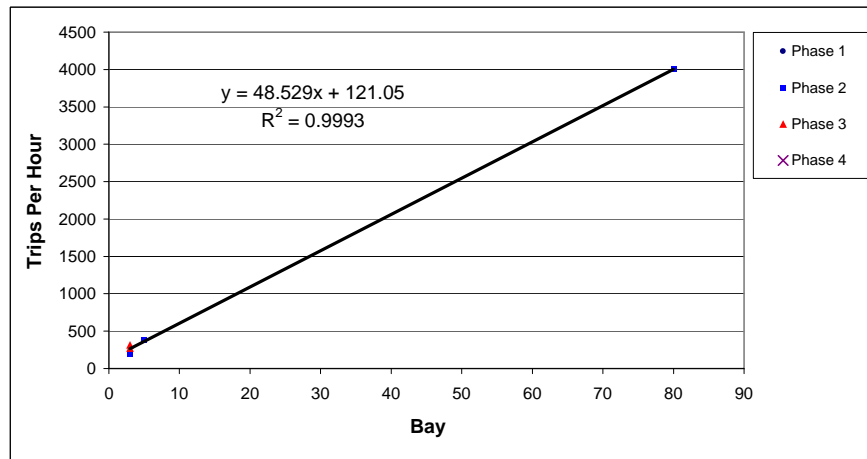
AM Peak Hour Of Generator



Number Of Sites :	5	Percent In/Out :	60 / 40
Average Rate :	84.16	Regression Equation :	$y = 73.2955x + 30.844$
Minimum Rate :	43.33	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	129.67	R-squared :	0.9974
Standard Deviation :	39.5664		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	75.59	1.00	0.76
Motorcycle	13.66	0.33	0.05
Small Lorry	9.41	1.75	0.16
Big Lorry	0.10	2.25	0.00
Bus	1.24	2.25	0.03
Total	100.00%		1.00

PM Peak Hour Of Generator



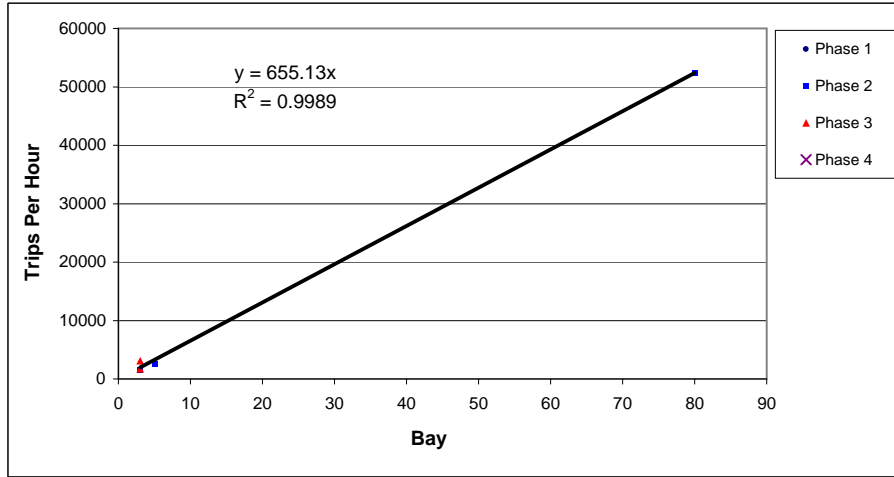
Number Of Sites :	5	Percent In/Out :	45 / 55
Average Rate :	77.5	Regression Equation :	$y = 48.5294x + 121.05$
Minimum Rate :	50.04	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	105.00	R-squared :	0.9993
Standard Deviation :	21.422		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	77.01	1.00	0.77
Motorcycle	9.35	0.33	0.03
Small Lorry	12.20	1.75	0.21
Big Lorry	0.15	2.25	0.00
Bus	1.29	2.25	0.03
Total	100.00%		1.04

**Terminal
International, Regional Airport, Domestic Airport,
Air Landing Strips & City Air Terminal
Trips per Bay**

**CODE
10 03 01/02/
03/04**

Daily Trip Generation

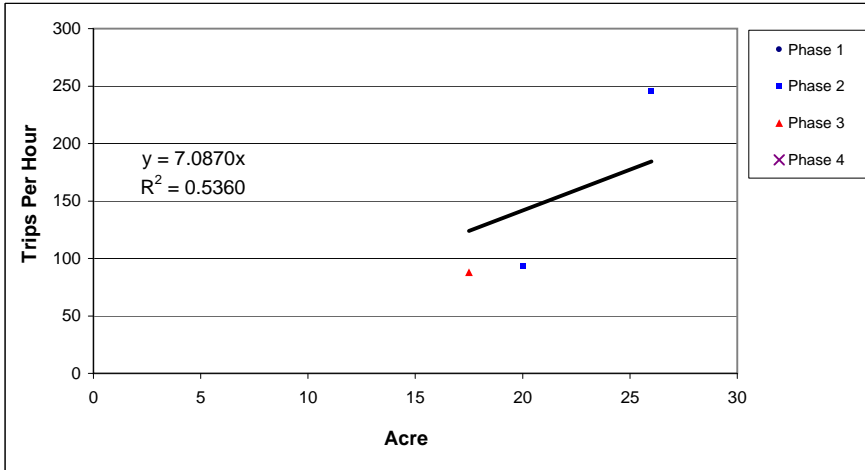


Number Of Sites :	5	Percent In/Out :	53 / 47
Average Rate :	655.66	Regression Equation :	$y = 655.13x$
Minimum Rate :	488.67	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	1041	R-squared :	0.9989
Standard Deviation :	225.211		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	73.94	1.00	0.74
Motorcycle	9.76	0.33	0.03
Small Lorry	14.15	1.75	0.25
Big Lorry	0.26	2.25	0.01
Bus	1.88	2.25	0.04
Total	100.00%		1.07

**Terminal
Truck Terminal
Trips per Acre**

**CODE
10 04 01**

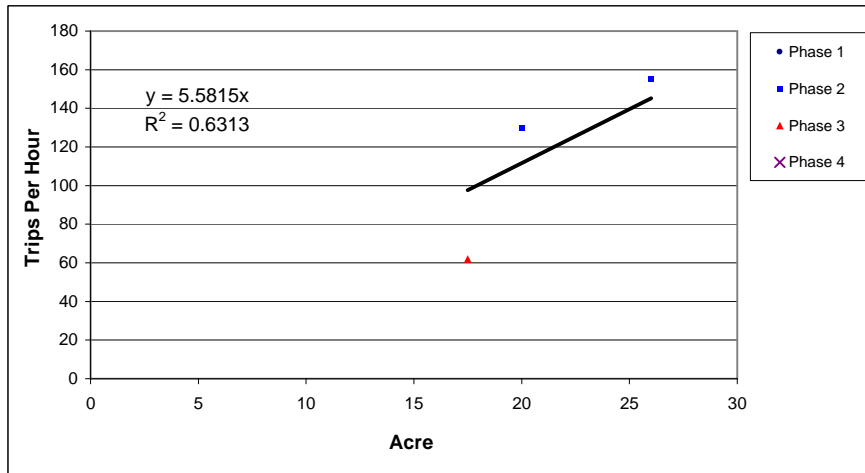
AM Peak Hour Of Commuter



Number Of Sites :	3	Percent In/Out :	72 / 28
Average Rate :	6.38	Regression Equation :	$y = 7.0870x$
Minimum Rate :	4.65	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	9.46	R-squared :	0.5360
Standard Deviation :	2.6754		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	39.11	1.00	0.39
Motorcycle	42.15	0.33	0.14
Small Lorry	1.87	1.75	0.03
Big Lorry	16.86	2.25	0.38
Bus	0.00	2.25	0.00
Total	100.00%		0.94

PM Peak Hour Of Commuter



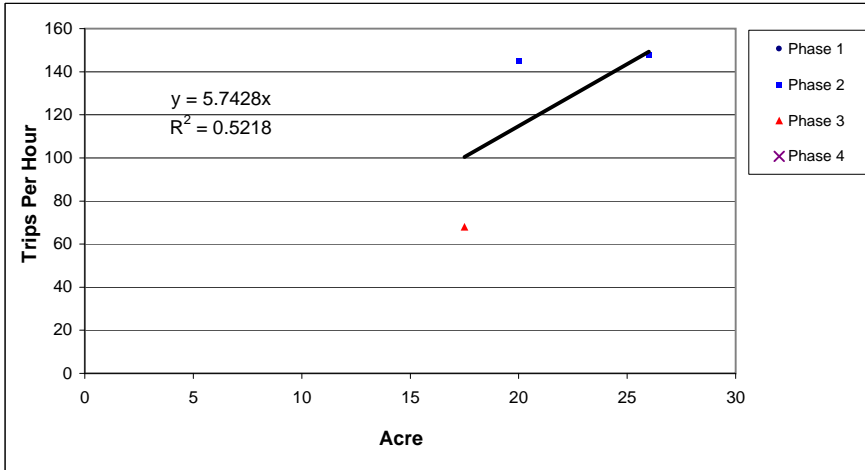
Number Of Sites :	3	Percent In/Out :	29 / 71
Average Rate :	5.33	Regression Equation :	$y = 5.5815x$
Minimum Rate :	3.54	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	6.5	R-squared :	0.6313
Standard Deviation :	1.575		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.88	1.00	0.37
Motorcycle	26.51	0.33	0.09
Small Lorry	8.36	1.75	0.15
Big Lorry	27.95	2.25	0.63
Bus	0.29	2.25	0.01
Total	100.00%		1.25

**Terminal
Truck Terminal
Trips per Acre**

**CODE
10 04 01**

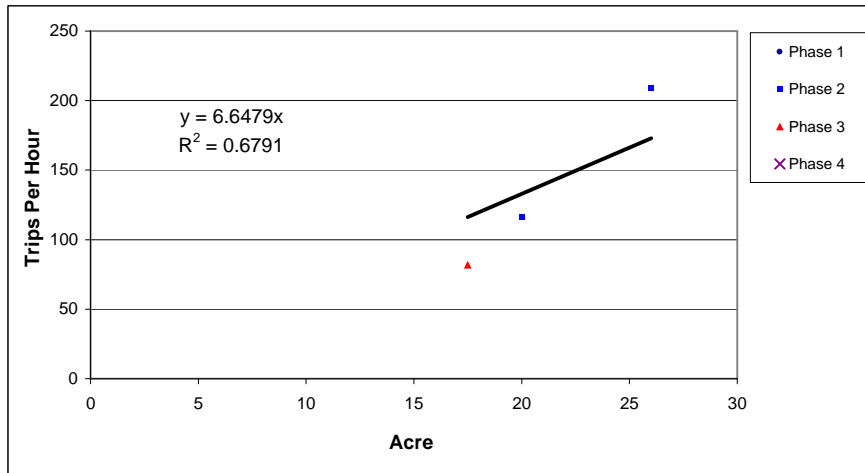
AM Peak Hour Of Generator



Number Of Sites :	3	Percent In/Out :	54 / 46
Average Rate :	5.61	Regression Equation :	$y = 5.7428x$
Minimum Rate :	3.89	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	7.25	R-squared :	0.5218
Standard Deviation :	1.6837		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.29	1.00	0.36
Motorcycle	18.29	0.33	0.06
Small Lorry	6.37	1.75	0.11
Big Lorry	38.78	2.25	0.87
Bus	0.28	2.25	0.01
Total	100.00%		1.41

PM Peak Hour Of Generator



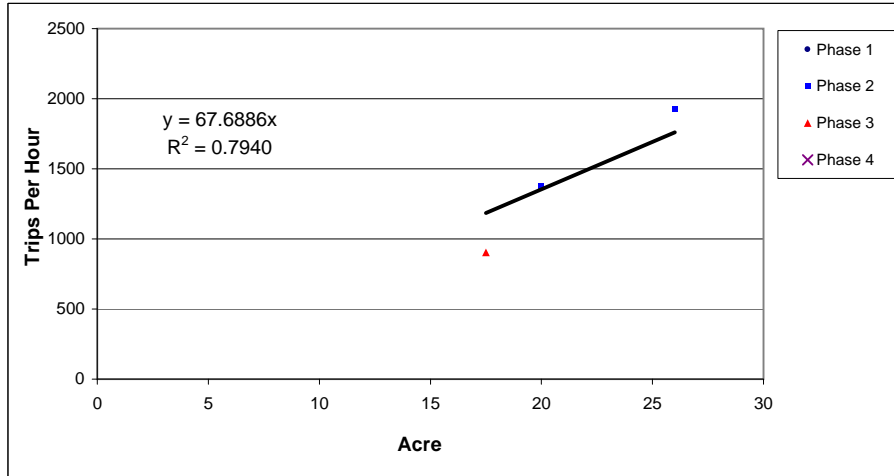
Number Of Sites :	3	Percent In/Out :	27 / 73
Average Rate :	6.17	Regression Equation :	$y = 6.6479x$
Minimum Rate :	4.69	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	8.04	R-squared :	0.6791
Standard Deviation :	1.7075		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	36.61	1.00	0.37
Motorcycle	26.04	0.33	0.09
Small Lorry	7.62	1.75	0.13
Big Lorry	28.99	2.25	0.65
Bus	0.74	2.25	0.02
Total	100.00%		1.26

**Terminal
Truck Terminal
Trips per Acre**

**CODE
10 04 01**

Daily Trip Generation

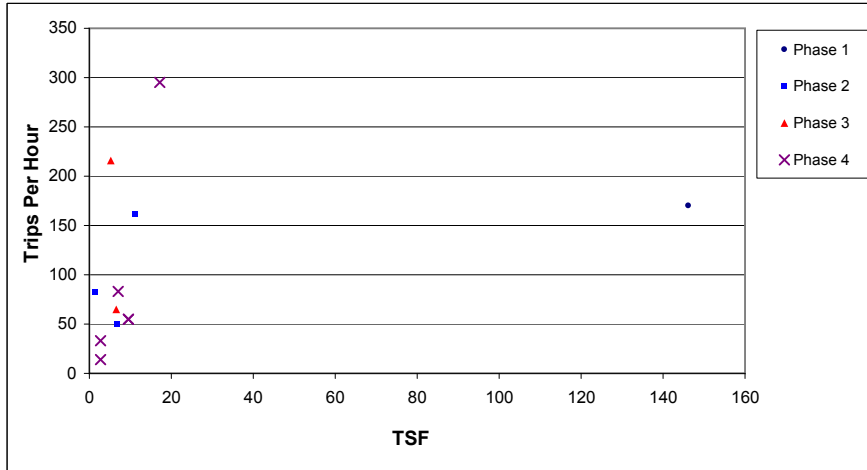


Number Of Sites :	3	Percent In/Out :	50 / 50
Average Rate :	64.93	Regression Equation :	$y = 67.6886x$
Minimum Rate :	51.6	<i>(T = Trips; X = Independent Variable)</i>	
Maximum Rate :	74.23	R-squared :	0.7940
Standard Deviation :	11.8396		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	35.02	1.00	0.35
Motorcycle	28.30	0.33	0.09
Small Lorry	7.31	1.75	0.13
Big Lorry	29.20	2.25	0.66
Bus	0.17	2.25	0.00
Total	100.00%		1.23

**Terminal
Taxi/Bus Terminal, Bus Depot
Trips per TSF**

**CODE
10 04 02/03**

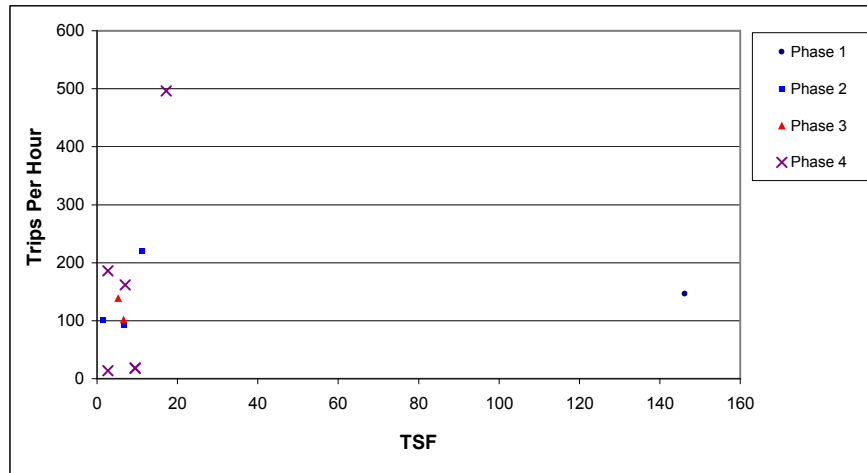
AM Peak Hour Of Commuter



Number Of Sites :	12	Percent In/Out :	62 / 38
Average Rate :	15.76	Use Trip Rates	
Minimum Rate :	1.16		
Maximum Rate :	56.94		
Standard Deviation :	16.5417		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	50.62	1.00	0.51
Motorcycle	20.08	0.33	0.07
Small Lorry	4.22	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	25.08	2.25	0.56
Total	100.00%		1.21

PM Peak Hour Of Commuter



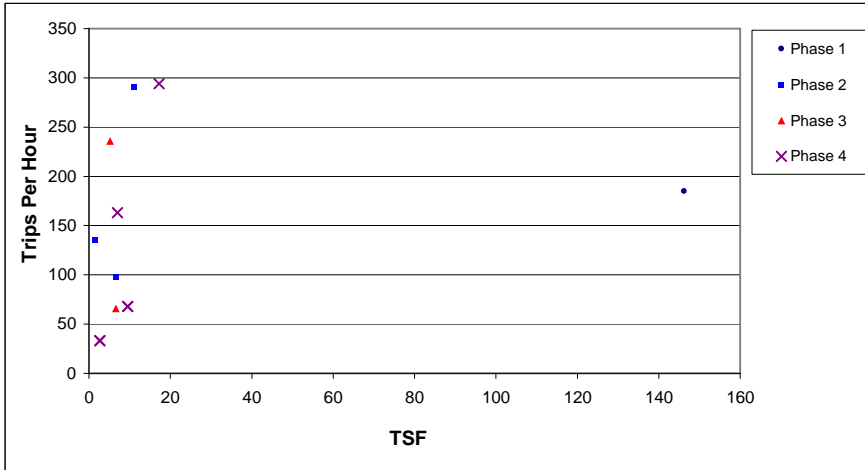
Number Of Sites :	12	Percent In/Out :	46 / 54
Average Rate :	23.04	Use Trip Rates	
Minimum Rate :	1.00		
Maximum Rate :	70.14		
Standard Deviation :	23.7807		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	58.41	1.00	0.58
Motorcycle	16.29	0.33	0.05
Small Lorry	3.84	1.75	0.07
Big Lorry	0.07	2.25	0.00
Bus	21.39	2.25	0.48
Total	100.00%		1.18

Terminal
Taxi/Bus Terminal, Bus Depot
Trips per TSF

CODE
10 04 02/03

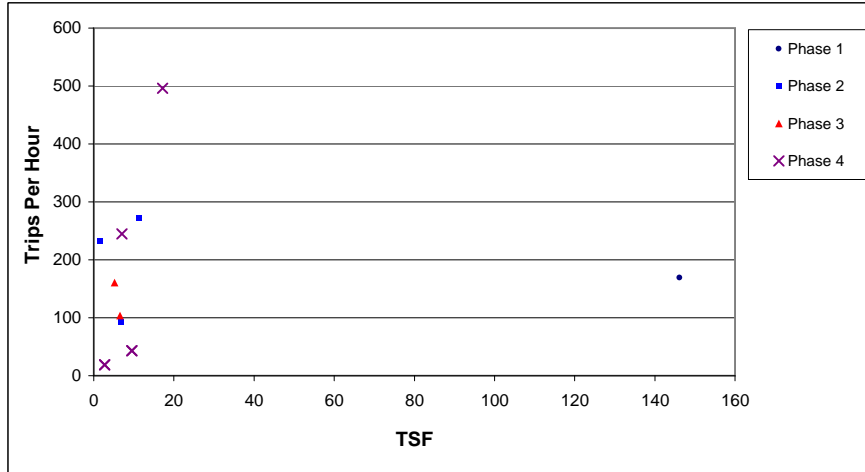
AM Peak Hour Of Generator



Number Of Sites :	12	Percent In/Out :	62 / 38
Average Rate :	22.54	Use Trip Rates	
Minimum Rate :	1.27		
Maximum Rate :	94.44		
Standard Deviation :	25.3783		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.68	1.00	0.54
Motorcycle	18.19	0.33	0.06
Small Lorry	5.74	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	22.38	2.25	0.50
Total	100.00%		1.20

PM Peak Hour Of Generator



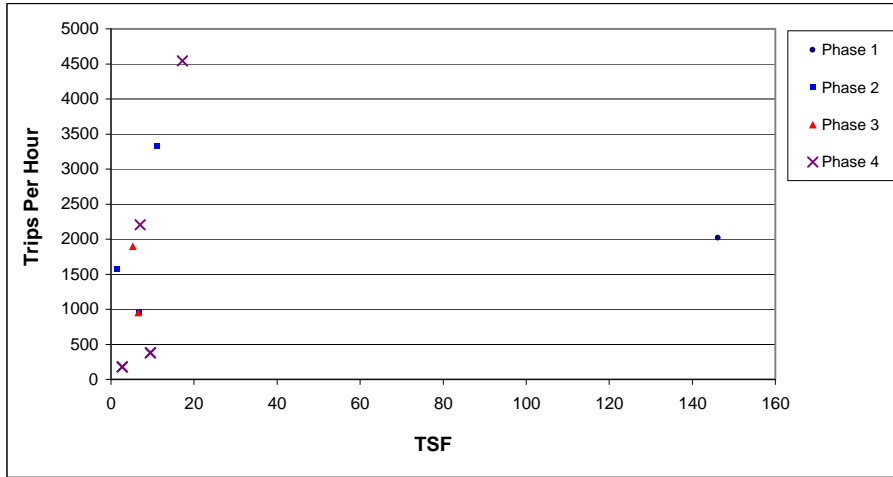
Number Of Sites :	12	Percent In/Out :	54 / 46
Average Rate :	27.88	Use Trip Rates	
Minimum Rate :	1.16		
Maximum Rate :	161.81		
Standard Deviation :	43.7245		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.98	1.00	0.55
Motorcycle	20.24	0.33	0.07
Small Lorry	3.74	1.75	0.07
Big Lorry	0.05	2.25	0.00
Bus	20.98	2.25	0.47
Total	100.00%		1.16

Terminal
Taxi/Bus Terminal, Bus Depot
Trips per TSF

CODE
10 04 02/03

Daily Trip Generation



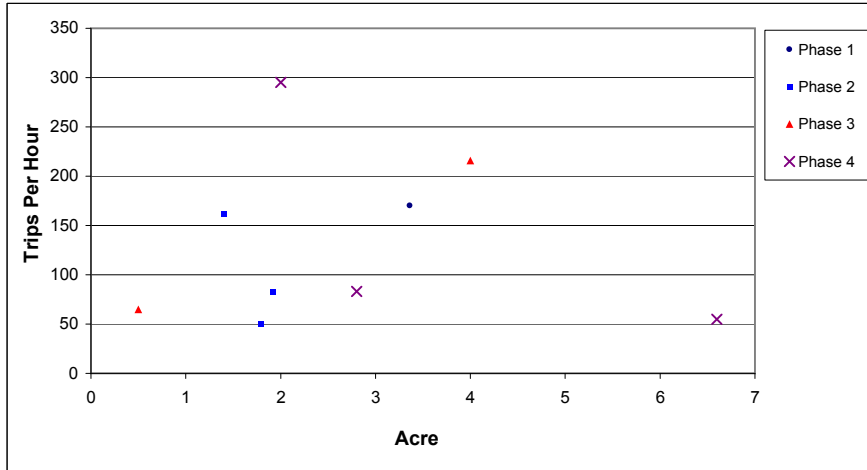
Number Of Sites :	12	Percent In/Out :	52 / 48
Average Rate :	236.97	Use Trip Rates	
Minimum Rate :	13.8		
Maximum Rate :	1090.28		
Standard Deviation :	295.061		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.32	1.00	0.56
Motorcycle	17.69	0.33	0.06
Small Lorry	4.22	1.75	0.07
Big Lorry	0.04	2.25	0.00
Bus	21.74	2.25	0.49
Total	100.00%		1.18

**Terminal
Taxi/Bus Terminal, Bus Depot
Trips per Acre**

**CODE
10 04 02/03**

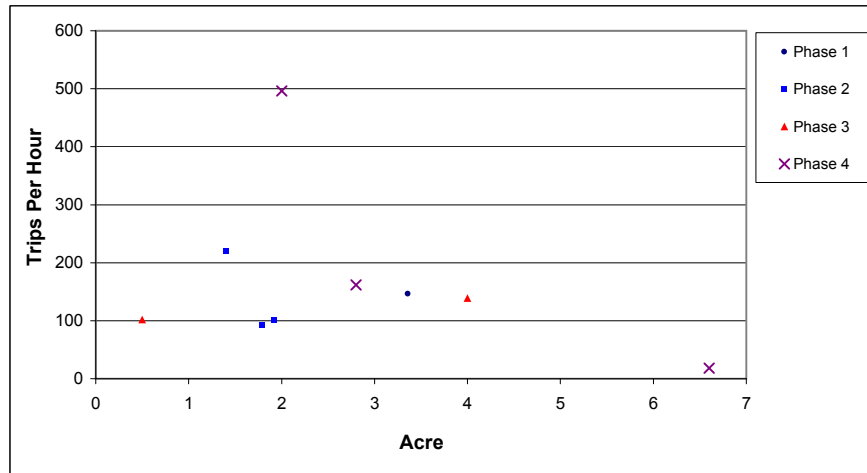
AM Peak Hour Of Commuter



Number Of Sites :	9	Percent In/Out :	58 / 42
Average Rate :	67.38	Use Trip Rates	
Minimum Rate :	8.33		
Maximum Rate :	147.50		
Standard Deviation :	50.2653		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.88	1.00	0.53
Motorcycle	16.64	0.33	0.05
Small Lorry	4.33	1.75	0.08
Big Lorry	0.00	2.25	0.00
Bus	26.15	2.25	0.59
Total	100.00%		1.25

PM Peak Hour Of Commuter



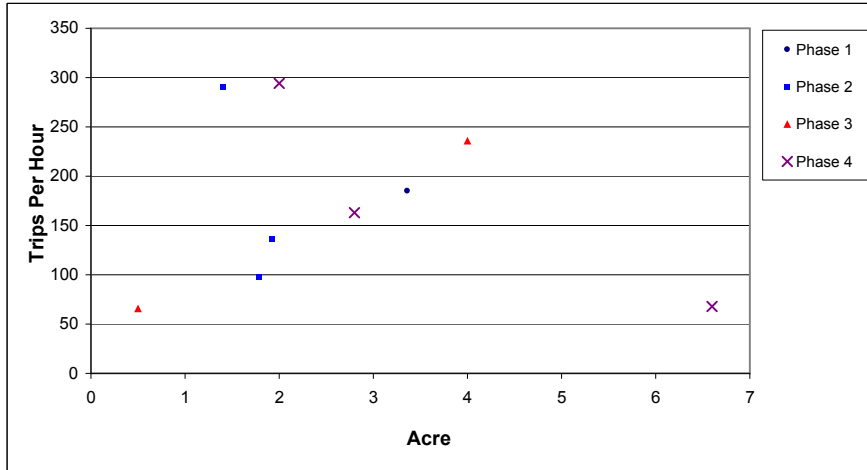
Number Of Sites :	9	Percent In/Out :	49 / 51
Average Rate :	94.80	Use Trip Rates	
Minimum Rate :	2.73		
Maximum Rate :	248.00		
Standard Deviation :	85.9302		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.07	1.00	0.59
Motorcycle	15.63	0.33	0.05
Small Lorry	3.72	1.75	0.07
Big Lorry	0.07	2.25	0.00
Bus	21.51	2.25	0.48
Total	100.00%		1.19

**Terminal
Taxi/Bus Terminal, Bus Depot
Trips per Acre**

**CODE
10 04 02/03**

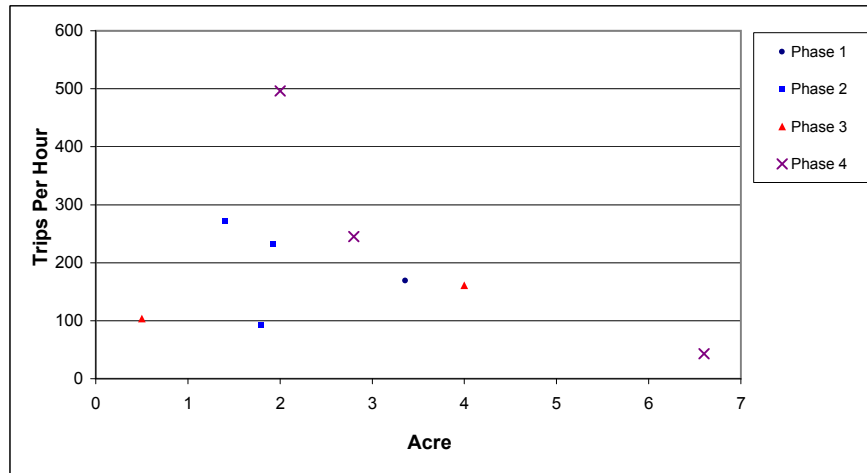
AM Peak Hour Of Generator



Number Of Sites :	9	Percent In/Out :	56 / 44
Average Rate :	88.34	Use Trip Rates	
Minimum Rate :	10.30		
Maximum Rate :	207.86		
Standard Deviation :	61.2701		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.22	1.00	0.56
Motorcycle	14.51	0.33	0.05
Small Lorry	6.05	1.75	0.11
Big Lorry	0.00	2.25	0.00
Bus	23.22	2.25	0.52
Total	100.00%		1.24

PM Peak Hour Of Generator



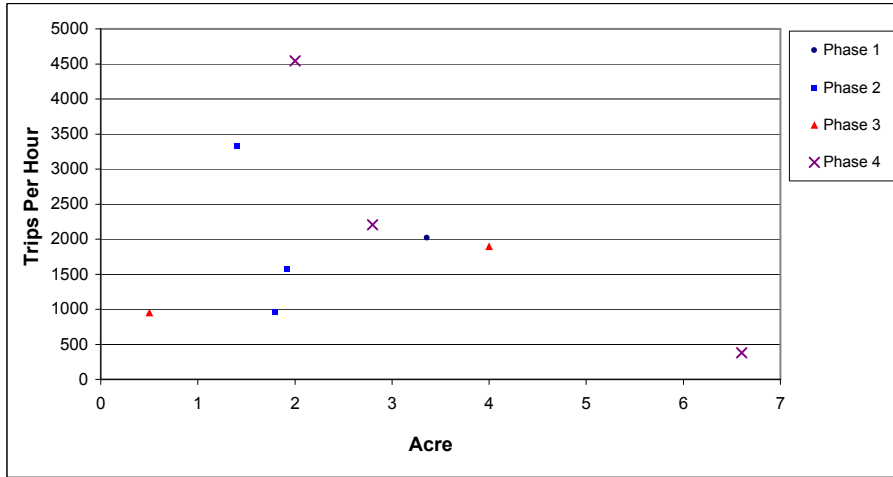
Number Of Sites :	9	Percent In/Out :	53 / 47
Average Rate :	112.02	Use Trip Rates	
Minimum Rate :	6.52		
Maximum Rate :	248.00		
Standard Deviation :	85.7747		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.56	1.00	0.57
Motorcycle	19.16	0.33	0.06
Small Lorry	3.63	1.75	0.06
Big Lorry	0.06	2.25	0.00
Bus	20.59	2.25	0.46
Total	100.00%		1.15

Terminal
Taxi/Bus Terminal, Bus Depot
Trips per Acre

CODE
10 04 02/03

Daily Trip Generation



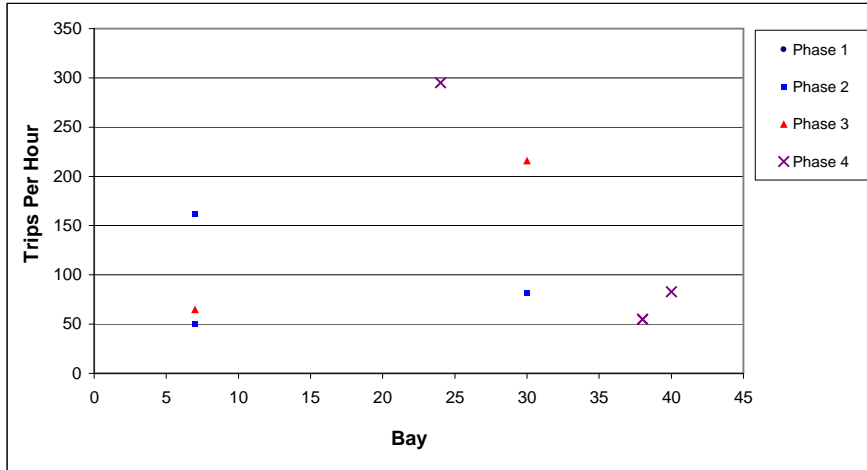
Number Of Sites :	9	Percent In/Out :	52 / 48
Average Rate :	1093.01	Use Trip Rates	
Minimum Rate :	57.27		
Maximum Rate :	2380.71		
Standard Deviation :	858.049		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	57.77	1.00	0.58
Motorcycle	16.28	0.33	0.05
Small Lorry	4.11	1.75	0.07
Big Lorry	0.02	2.25	0.00
Bus	21.82	2.25	0.49
Total	100.00%		1.19

**Terminal
Taxi/Bus Terminal, Bus Depot
Trips per Bay**

**CODE
10 04 02/03**

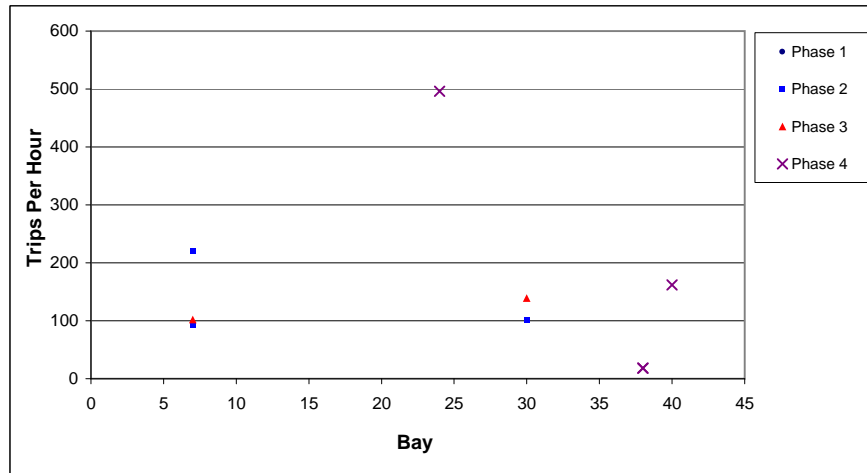
AM Peak Hour Of Commuter



Number Of Sites :	9	Percent In/Out :	61 / 39
Average Rate :	7.42	Use Trip Rates	
Minimum Rate :	1.45		
Maximum Rate :	23.14		
Standard Deviation :	7.0394		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	46.85	1.00	0.47
Motorcycle	21.45	0.33	0.07
Small Lorry	4.89	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	26.81	2.25	0.60
Total	100.00%		1.23

PM Peak Hour Of Commuter



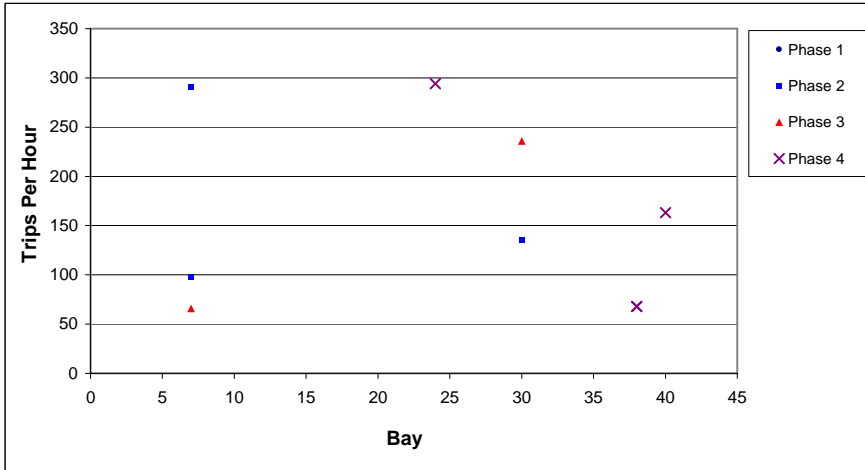
Number Of Sites :	9	Percent In/Out :	45 / 55
Average Rate :	10.34	Use Trip Rates	
Minimum Rate :	0.47		
Maximum Rate :	31.57		
Standard Deviation :	10.6033		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	56.44	1.00	0.56
Motorcycle	17.33	0.33	0.06
Small Lorry	3.70	1.75	0.06
Big Lorry	0.07	2.25	0.00
Bus	22.45	2.25	0.51
Total	100.00%		1.19

**Terminal
Taxi/Bus Terminal, Bus Depot
Trips per Bay**

**CODE
10 04 02/03**

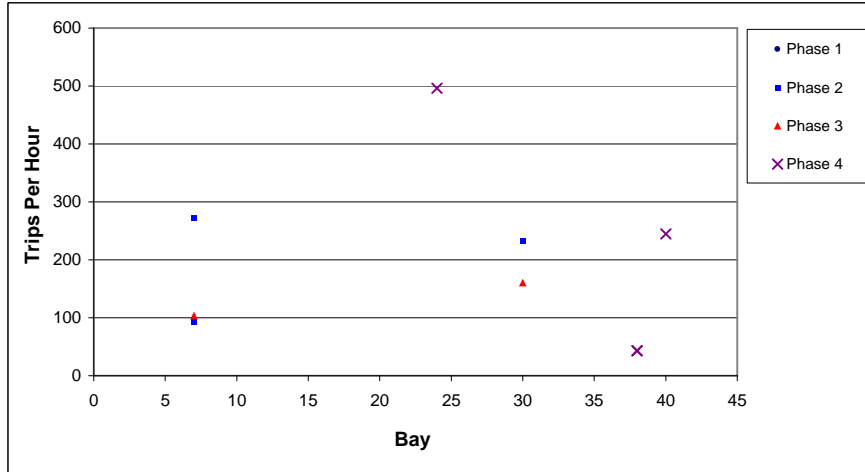
AM Peak Hour Of Generator



Number Of Sites :	9	Percent In/Out :	59 / 41
Average Rate :	10.81	Use Trip Rates	
Minimum Rate :	1.79		
Maximum Rate :	41.57		
Standard Deviation :	12.3318		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	52.11	1.00	0.52
Motorcycle	18.59	0.33	0.06
Small Lorry	6.62	1.75	0.12
Big Lorry	0.00	2.25	0.00
Bus	22.68	2.25	0.51
Total	100.00%		1.21

PM Peak Hour Of Generator



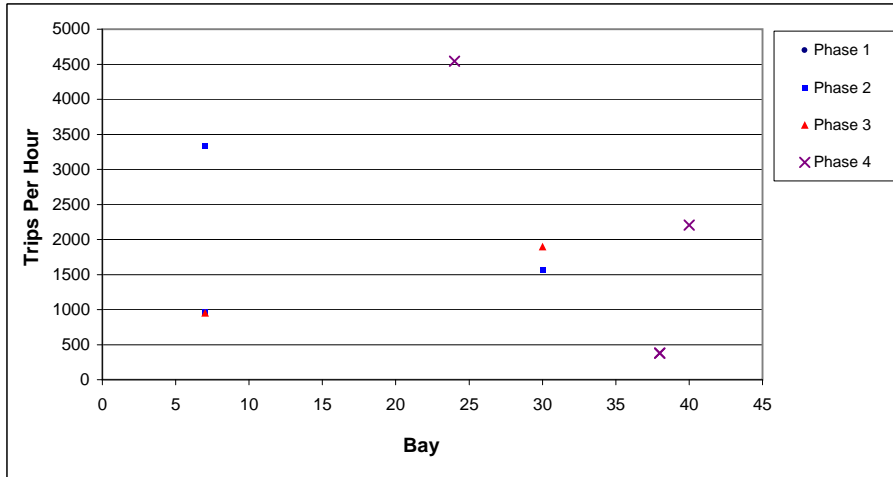
Number Of Sites :	9	Percent In/Out :	55 / 45
Average Rate :	12.13	Use Trip Rates	
Minimum Rate :	1.13		
Maximum Rate :	38.86		
Standard Deviation :	11.9308		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	53.37	1.00	0.53
Motorcycle	21.77	0.33	0.07
Small Lorry	4.20	1.75	0.07
Big Lorry	0.06	2.25	0.00
Bus	20.59	2.25	0.46
Total	100.00%		1.13

Terminal
Taxi/Bus Terminal, Bus Depot
Trips per Bay

CODE
10 04 02/03

Daily Trip Generation



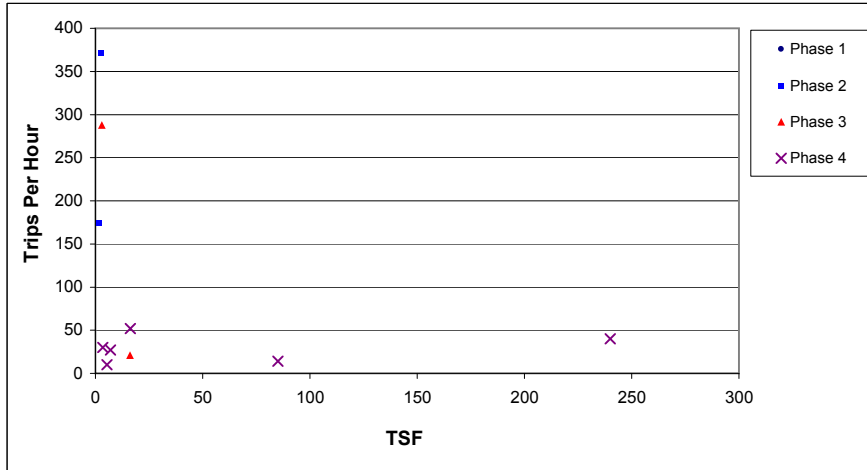
Number Of Sites :	9	Percent In/Out :	52 / 48
Average Rate :	125.55	Use Trip Rates	
Minimum Rate :	9.95		
Maximum Rate :	476.14		
Standard Deviation :	144.985		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	54.51	1.00	0.55
Motorcycle	18.87	0.33	0.06
Small Lorry	4.43	1.75	0.08
Big Lorry	0.02	2.25	0.00
Bus	22.17	2.25	0.50
Total	100.00%		1.19

**Terminal
Railway Station/Passenger Terminal
Trips per TSF**

**CODE
10 05 01**

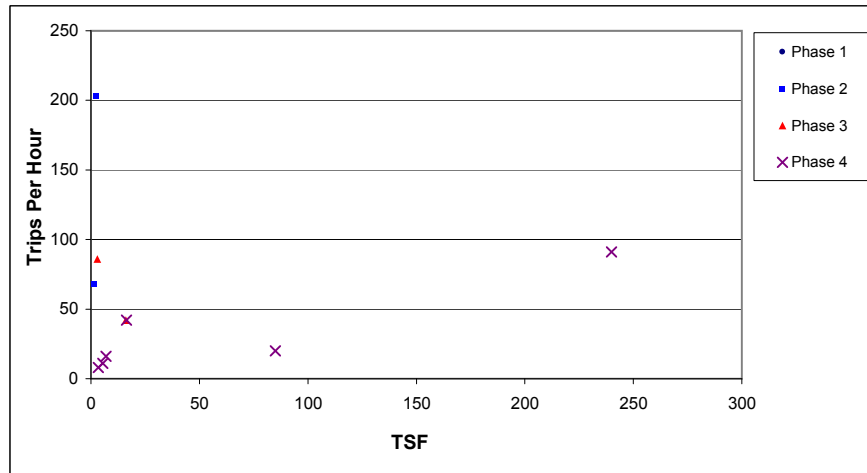
AM Peak Hour Of Commuter



Number Of Sites :	10	Percent In/Out :	61 / 39
Average Rate :	37.06	Use Trip Rates	
Minimum Rate :	0.16		
Maximum Rate :	148.40		
Standard Deviation :	56.7725		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	59.10	1.00	0.59
Motorcycle	32.23	0.33	0.11
Small Lorry	7.79	1.75	0.14
Big Lorry	0.29	2.25	0.01
Bus	0.59	2.25	0.01
Total	100.00%		0.96

PM Peak Hour Of Commuter



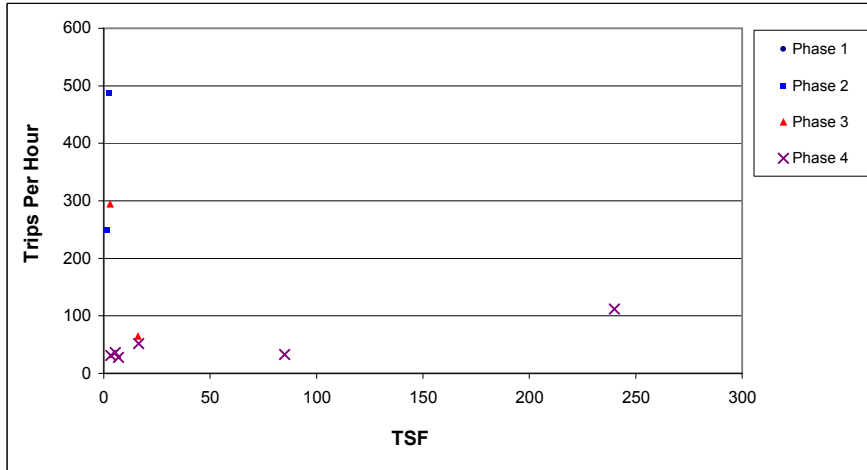
Number Of Sites :	10	Percent In/Out :	50 / 50
Average Rate :	16.41	Use Trip Rates	
Minimum Rate :	0.24		
Maximum Rate :	81.20		
Standard Deviation :	26.8574		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	62.35	1.00	0.62
Motorcycle	31.18	0.33	0.10
Small Lorry	5.45	1.75	0.10
Big Lorry	0.00	2.25	0.00
Bus	1.02	2.25	0.02
Total	100.00%		0.84

**Terminal
Railway Station/Passenger Terminal
Trips per TSF**

**CODE
10 05 01**

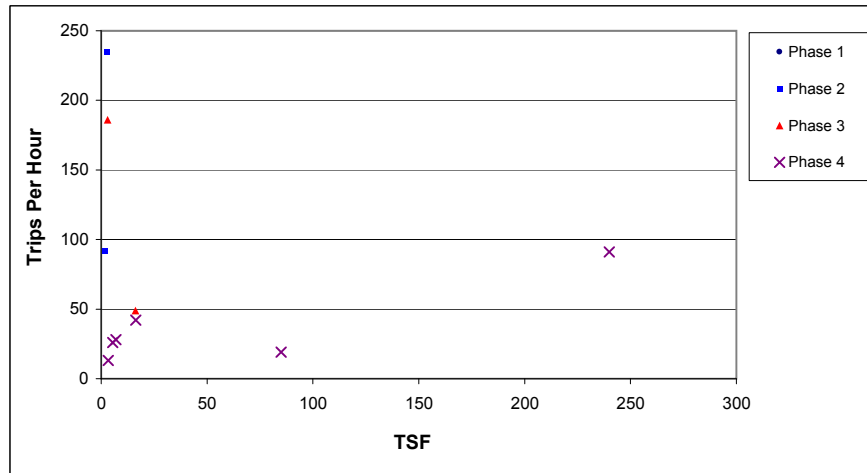
AM Peak Hour Of Generator



Number Of Sites :	10	Percent In/Out :	53 / 47
Average Rate :	47.39	Use Trip Rates	
Minimum Rate :	0.39		
Maximum Rate :	194.80		
Standard Deviation :	73.5374		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	70.75	1.00	0.71
Motorcycle	21.40	0.33	0.07
Small Lorry	7.20	1.75	0.13
Big Lorry	0.14	2.25	0.00
Bus	0.51	2.25	0.01
Total	100.00%		0.96

PM Peak Hour Of Generator



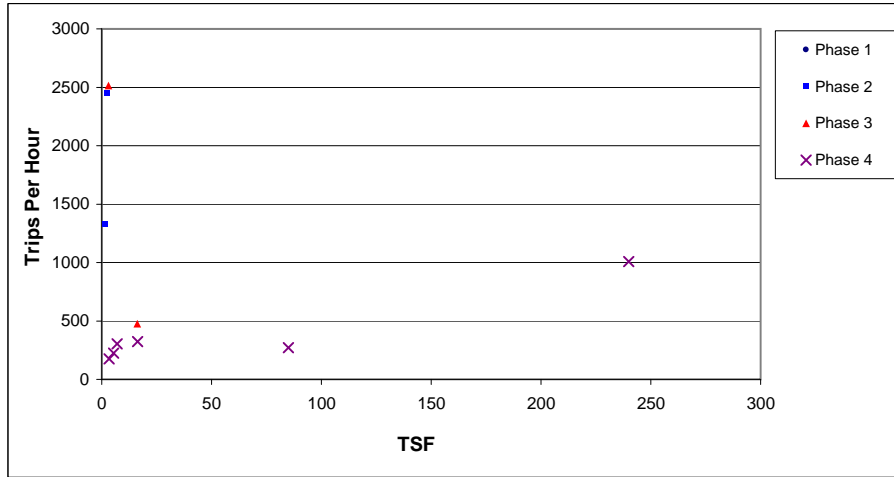
Number Of Sites :	10	Percent In/Out :	46 / 54
Average Rate :	23.14	Use Trip Rates	
Minimum Rate :	0.22		
Maximum Rate :	94.00		
Standard Deviation :	34.2923		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.59	1.00	0.62
Motorcycle	28.68	0.33	0.09
Small Lorry	9.09	1.75	0.16
Big Lorry	0.00	2.25	0.00
Bus	0.64	2.25	0.01
Total	100.00%		0.88

Terminal
Railway Station/Passenger Terminal
Trips per TSF

CODE
10 05 01

Daily Trip Generation



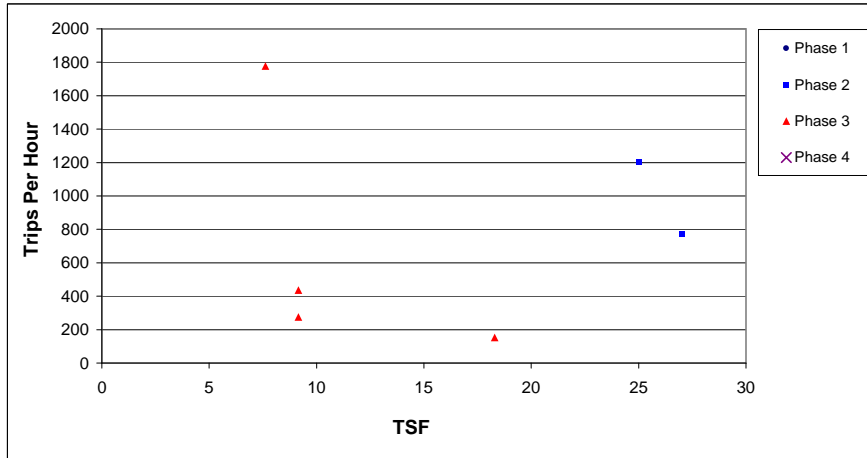
Number Of Sites :	10	Percent In/Out :	53 / 47
Average Rate :	282.99	Use Trip Rates	
Minimum Rate :	3.18		
Maximum Rate :	980.4		
Standard Deviation :	413.465		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	61.64	1.00	0.62
Motorcycle	30.67	0.33	0.10
Small Lorry	6.60	1.75	0.12
Big Lorry	0.24	2.25	0.01
Bus	0.85	2.25	0.02
Total	100.00%		0.87

**Terminal
Urban Mass Rapid Transit Terminal,
Integrated Rail and Rapid Transit Station
Trips per TSF**

**CODE
10 05 02/03**

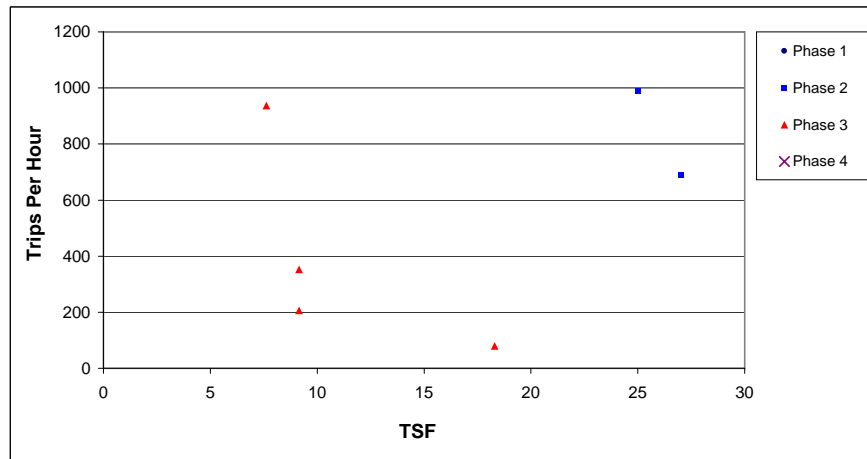
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	58 / 42
Average Rate :	66.02	Use Trip Rates	
Minimum Rate :	8.42		
Maximum Rate :	233.33		
Standard Deviation :	83.26		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	89.95	1.00	0.90
Motorcycle	5.63	0.33	0.02
Small Lorry	3.83	1.75	0.07
Big Lorry	0.04	2.25	0.00
Bus	0.54	2.25	0.01
Total	100.00%		1.00

PM Peak Hour Of Commuter



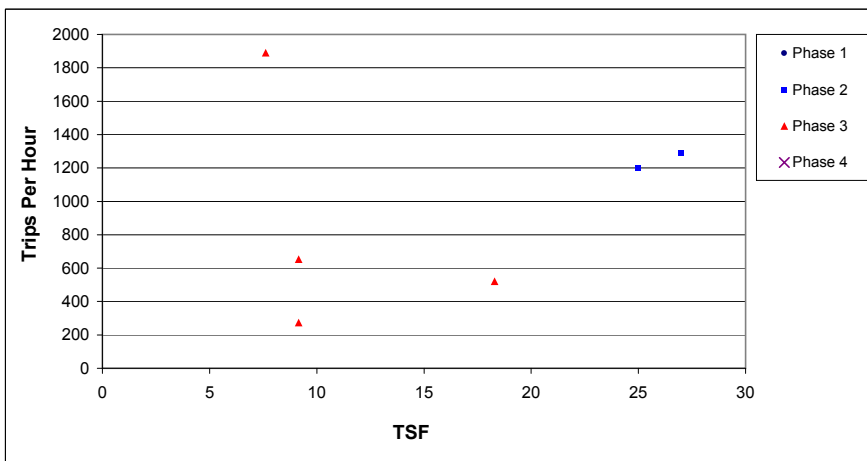
Number Of Sites :	6	Percent In/Out :	42 / 58
Average Rate :	42.26	Use Trip Rates	
Minimum Rate :	4.37		
Maximum Rate :	122.97		
Standard Deviation :	41.5594		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	90.11	1.00	0.90
Motorcycle	5.25	0.33	0.02
Small Lorry	3.72	1.75	0.07
Big Lorry	0.03	2.25	0.00
Bus	0.89	2.25	0.02
Total	100.00%		1.01

Terminal
Urban Mass Rapid Transit Terminal,
Integrated Rail and Rapid Transit Station
Trips per TSF

CODE
10 05 02/03

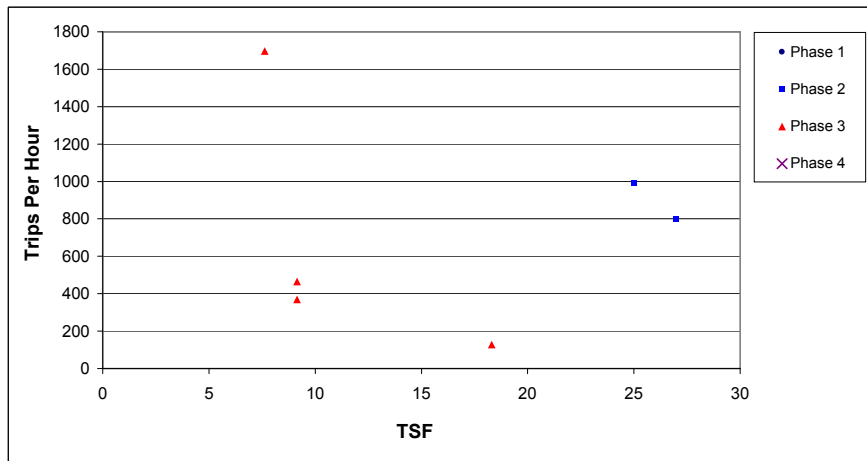
AM Peak Hour Of Generator



Number Of Sites :	6	Percent In/Out :	59 / 41
Average Rate :	78.99	Use Trip Rates	
Minimum Rate :	28.52		
Maximum Rate :	248.16		
Standard Deviation :	84.3256		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	91.67	1.00	0.92
Motorcycle	4.54	0.33	0.01
Small Lorry	3.34	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.45	2.25	0.01
Total	100.00%		1.00

PM Peak Hour Of Generator



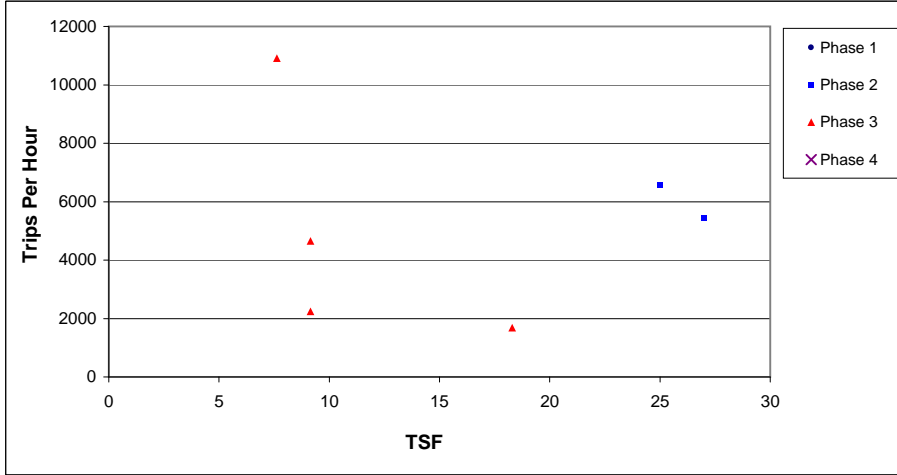
Number Of Sites :	6	Percent In/Out :	41 / 59
Average Rate :	65.07	Use Trip Rates	
Minimum Rate :	6.99		
Maximum Rate :	222.7		
Standard Deviation :	78.6466		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	91.40	1.00	0.91
Motorcycle	5.28	0.33	0.02
Small Lorry	2.65	1.75	0.05
Big Lorry	0.02	2.25	0.00
Bus	0.65	2.25	0.01
Total	100.00%		0.99

**Terminal
Urban Mass Rapid Transit Terminal,
Integrated Rail and Rapid Transit Station
Trips per TSF**

**CODE
10 05 02/03**

Daily Trip Generation



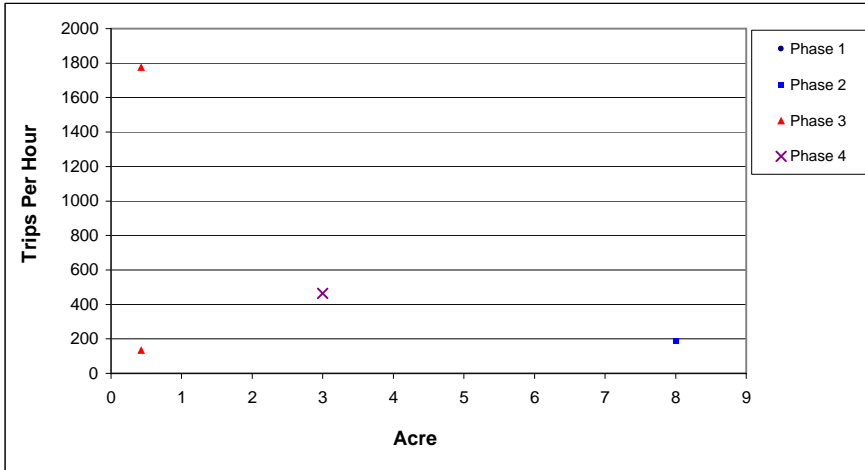
Number Of Sites :	6	Percent In/Out :	50 / 50
Average Rate :	457.14	Use Trip Rates	
Minimum Rate :	91.97		
Maximum Rate :	1432.41		
Standard Deviation :	497.08		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	89.39	1.00	0.89
Motorcycle	6.47	0.33	0.02
Small Lorry	2.89	1.75	0.05
Big Lorry	0.02	2.25	0.00
Bus	1.24	2.25	0.03
Total	100.00%		0.99

**Terminal
Park & Ride Station
Trips per Acre**

**CODE
10 06 01**

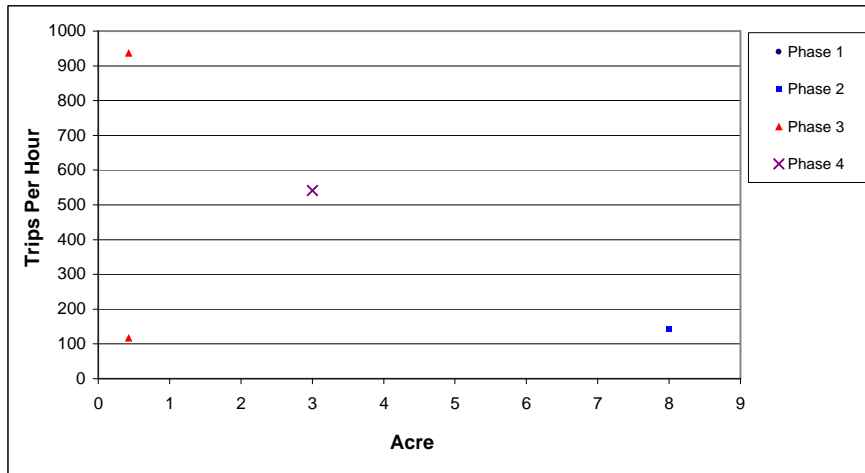
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	61 / 39
Average Rate :	1169.84	Use Trip Rates	
Minimum Rate :	23.5		
Maximum Rate :	4183.53		
Standard Deviation :	2012.73		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	91.54	1.00	0.92
Motorcycle	6.71	0.33	0.02
Small Lorry	1.60	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.16	2.25	0.00
Total	100.00%		0.97

PM Peak Hour Of Commuter



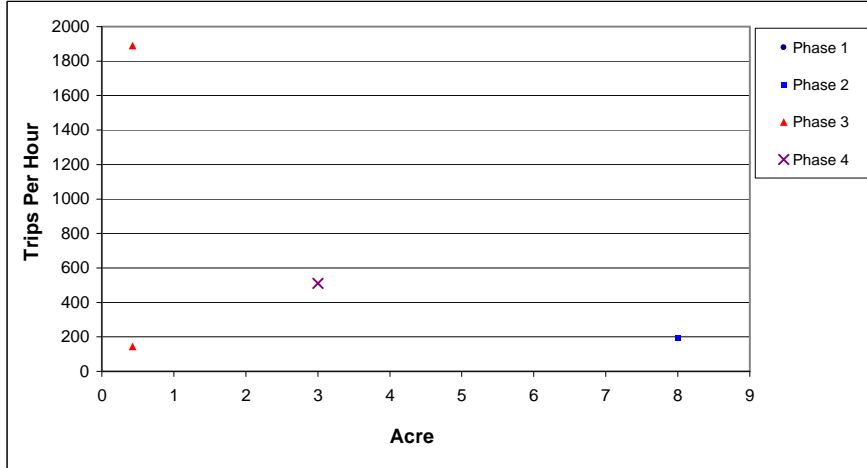
Number Of Sites :	4	Percent In/Out :	46 / 54
Average Rate :	670.11	Use Trip Rates	
Minimum Rate :	17.75		
Maximum Rate :	2204.71		
Standard Deviation :	1028.67		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	92.81	1.00	0.93
Motorcycle	6.21	0.33	0.02
Small Lorry	0.52	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	0.46	2.25	0.01
Total	100.00%		0.97

**Terminal
Park & Ride Station
Trips per Acre**

**CODE
10 06 01**

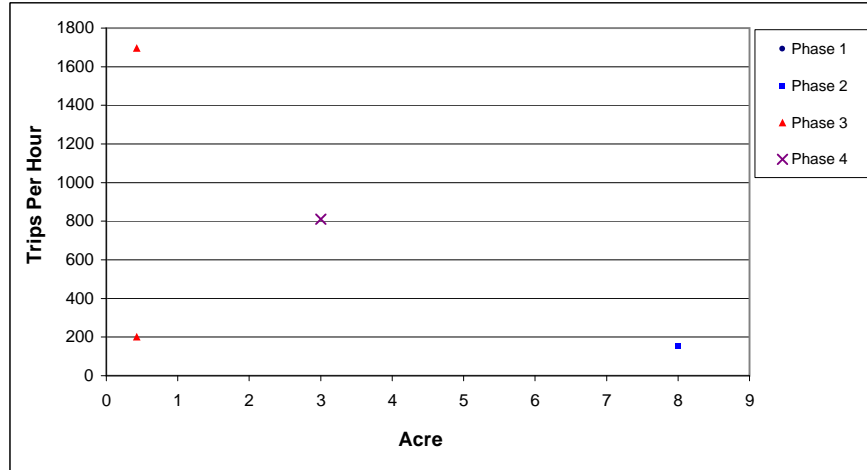
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	60 / 40
Average Rate :	1245.53	Use Trip Rates	
Minimum Rate :	23.88		
Maximum Rate :	4449.41		
Standard Deviation :	2139.8		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	91.96	1.00	0.92
Motorcycle	6.29	0.33	0.02
Small Lorry	1.57	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.18	2.25	0.00
Total	100.00%		0.97

PM Peak Hour Of Generator



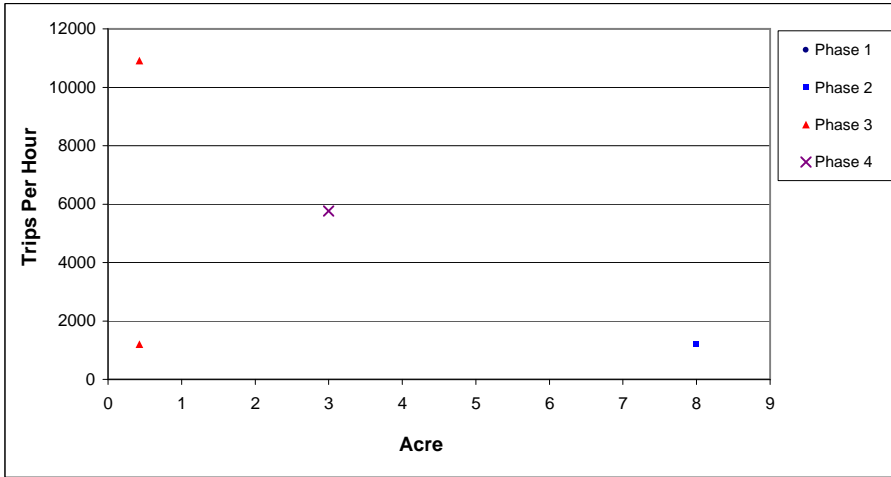
Number Of Sites :	4	Percent In/Out :	45 / 55
Average Rate :	1190.11	Use Trip Rates	
Minimum Rate :	19.5		
Maximum Rate :	3992.94		
Standard Deviation :	1877.92		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	91.73	1.00	0.92
Motorcycle	7.32	0.33	0.02
Small Lorry	0.73	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	0.21	2.25	0.00
Total	100.00%		0.95

**Terminal
Park & Ride Station
Trips per Acre**

**CODE
10 06 01**

Daily Trip Generation



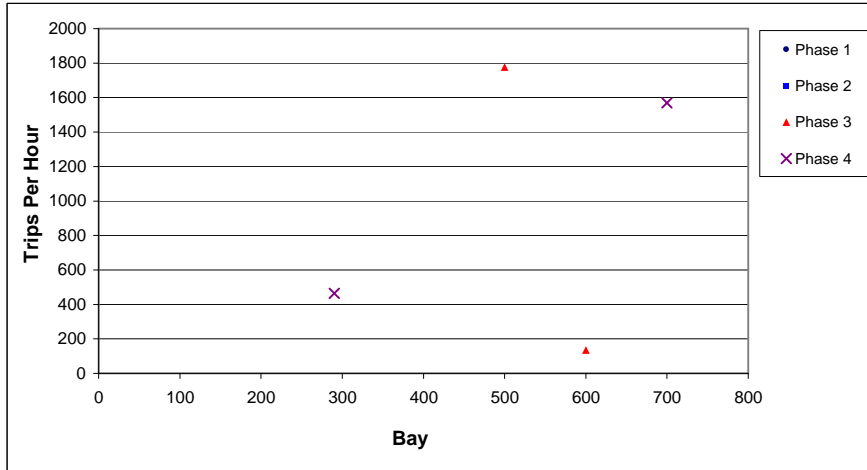
Number Of Sites :	4	Percent In/Out :	52 / 48
Average Rate :	7647.69	Use Trip Rates	
Minimum Rate :	152.13		
Maximum Rate :	25682.4		
Standard Deviation :	12074.6		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	92.03	1.00	0.92
Motorcycle	6.71	0.33	0.02
Small Lorry	0.86	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.40	2.25	0.01
Total	100.00%		0.97

**Terminal
Park & Ride Station
Trips per Bay**

**CODE
10 06 01**

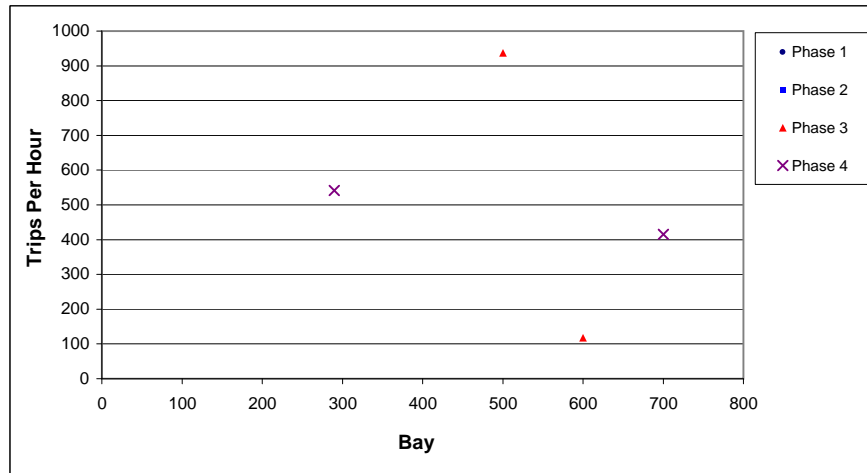
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	60 / 40
Average Rate :	1.91	Use Trip Rates	
Minimum Rate :	0.23		
Maximum Rate :	3.56		
Standard Deviation :	1.3851		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	91.54	1.00	0.92
Motorcycle	6.97	0.33	0.02
Small Lorry	1.19	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.30	2.25	0.01
Total	100.00%		0.97

PM Peak Hour Of Commuter



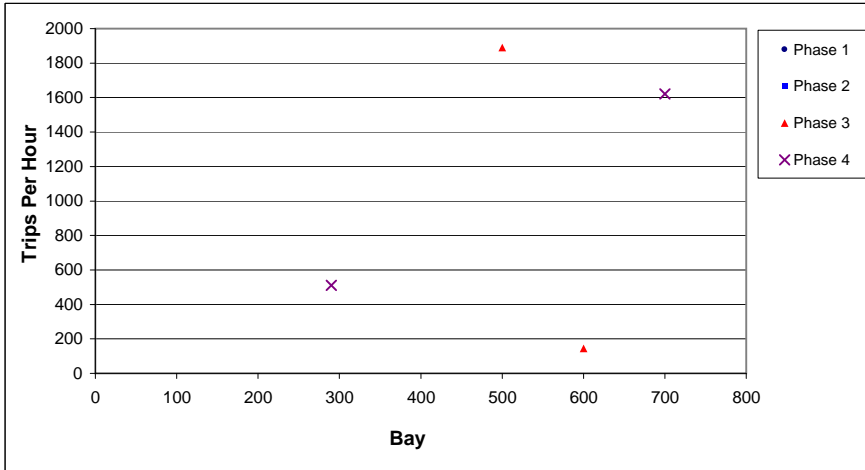
Number Of Sites :	4	Percent In/Out :	45 / 55
Average Rate :	1.13	Use Trip Rates	
Minimum Rate :	0.2		
Maximum Rate :	1.87		
Standard Deviation :	0.8668		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	92.19	1.00	0.92
Motorcycle	5.97	0.33	0.02
Small Lorry	0.40	1.75	0.01
Big Lorry	0.00	2.25	0.00
Bus	1.44	2.25	0.03
Total	100.00%		0.98

**Terminal
Park & Ride Station
Trips per Bay**

**CODE
10 06 01**

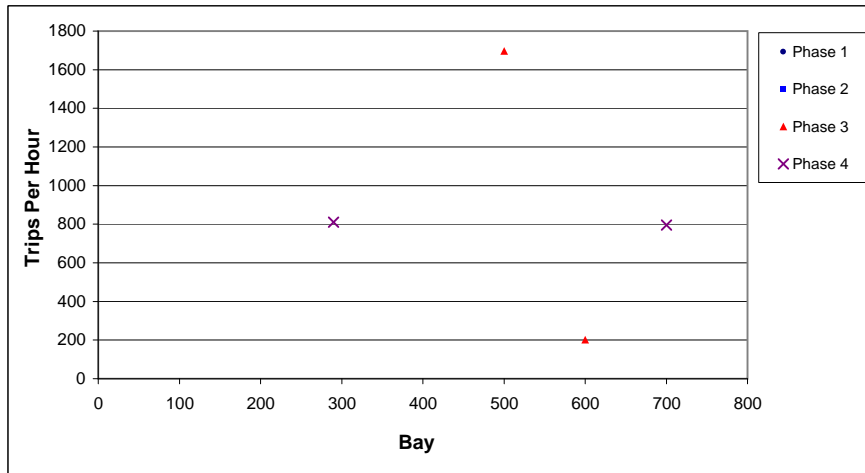
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	59 / 41
Average Rate :	2.02	Use Trip Rates	
Minimum Rate :	0.24		
Maximum Rate :	3.78		
Standard Deviation :	1.4639		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	91.74	1.00	0.92
Motorcycle	6.70	0.33	0.02
Small Lorry	1.20	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.36	2.25	0.01
Total	100.00%		0.97

PM Peak Hour Of Generator



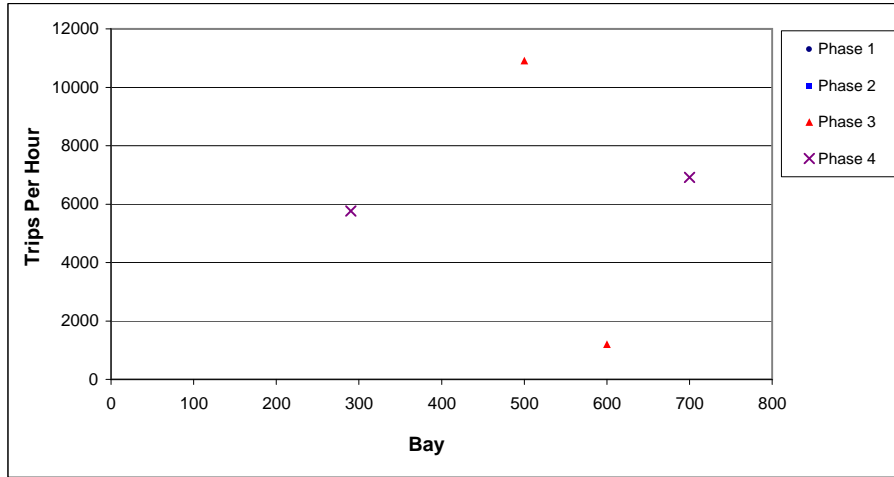
Number Of Sites :	4	Percent In/Out :	43 / 57
Average Rate :	1.92	Use Trip Rates	
Minimum Rate :	0.34		
Maximum Rate :	3.39		
Standard Deviation :	1.421		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	91.47	1.00	0.91
Motorcycle	6.99	0.33	0.02
Small Lorry	0.88	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	0.66	2.25	0.01
Total	100.00%		0.96

**Terminal
Park & Ride Station
Trips per Bay**

**CODE
10 06 01**

Daily Trip Generation

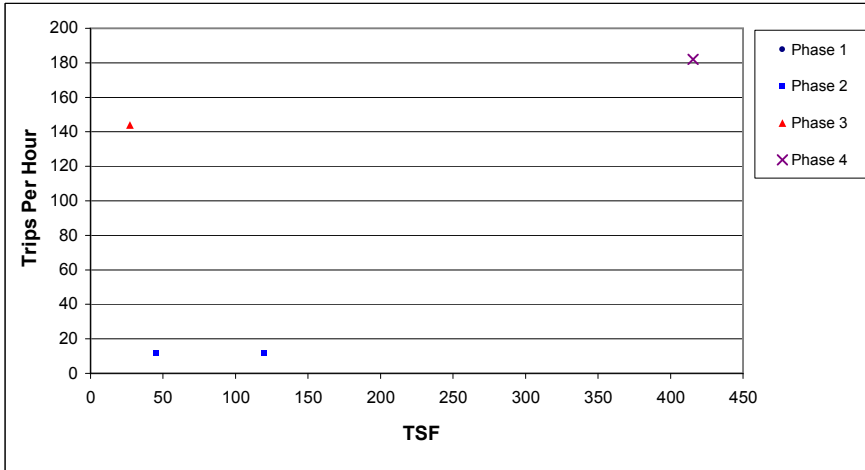


Number Of Sites :	4	Percent In/Out :	50 / 50
Average Rate :	13.4	Use Trip Rates	
Minimum Rate :	2.01		
Maximum Rate :	21.83		
Standard Deviation :	9.2226		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	90.86	1.00	0.91
Motorcycle	6.88	0.33	0.02
Small Lorry	0.99	1.75	0.02
Big Lorry	0.00	2.25	0.00
Bus	1.27	2.25	0.03
Total	100.00%		0.98

**Terminal
Multi-storey Car Park
Trips per TSF**

**CODE
10 06 02**

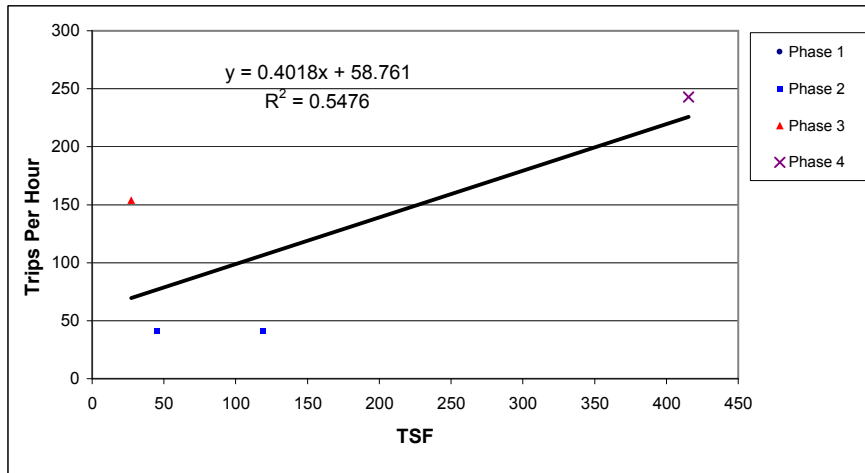
AM Peak Hour Of Commuter



Number Of Sites :	4	Percent In/Out :	95 / 5
Average Rate :	1.53	Use Trip Rates	
Minimum Rate :	0.10		
Maximum Rate :	5.30		
Standard Deviation :	2.5205		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	79.43	1.00	0.79
Motorcycle	18.00	0.33	0.06
Small Lorry	2.57	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.90

PM Peak Hour Of Commuter



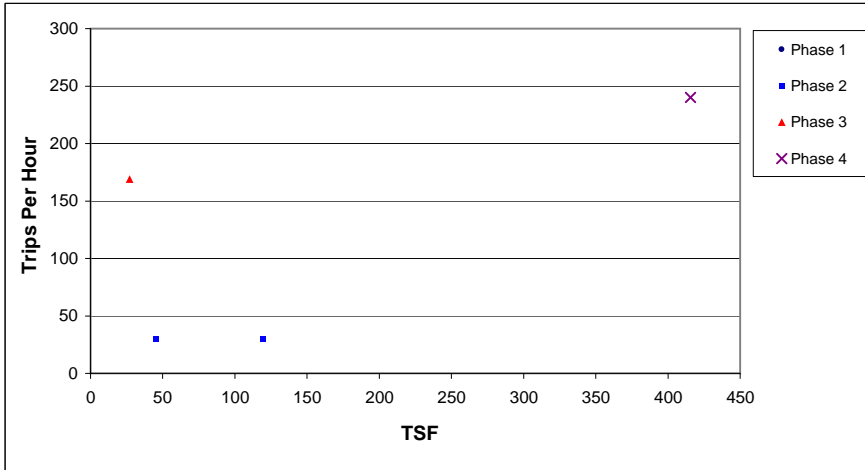
Number Of Sites :	4	Percent In/Out :	19 / 81
Average Rate :	1.88	Regression Equation :	$y = 0.4018x + 58.761$
Minimum Rate :	0.34	(T = Trips; X = Independent Variable)	
Maximum Rate :	5.67	R-squared :	0.5476
Standard Deviation :	2.5392		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	82.46	1.00	0.82
Motorcycle	15.03	0.33	0.05
Small Lorry	2.51	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.91

**Terminal
Multi-storey Car Park
Trips per TSF**

**CODE
10 06 02**

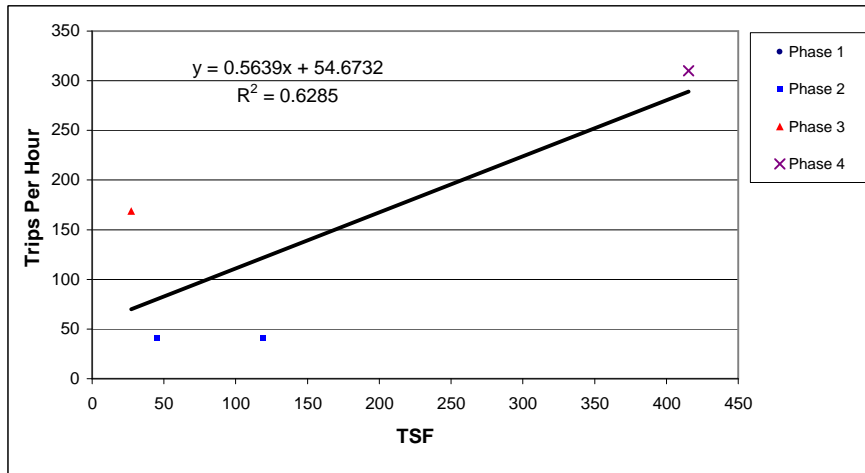
AM Peak Hour Of Generator



Number Of Sites :	4	Percent In/Out :	81 / 19
Average Rate :	1.93	Use Trip Rates	
Minimum Rate :	0.25		
Maximum Rate :	6.22		
Standard Deviation :	2.8675		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	85.07	1.00	0.85
Motorcycle	12.15	0.33	0.04
Small Lorry	2.77	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.94

PM Peak Hour Of Generator



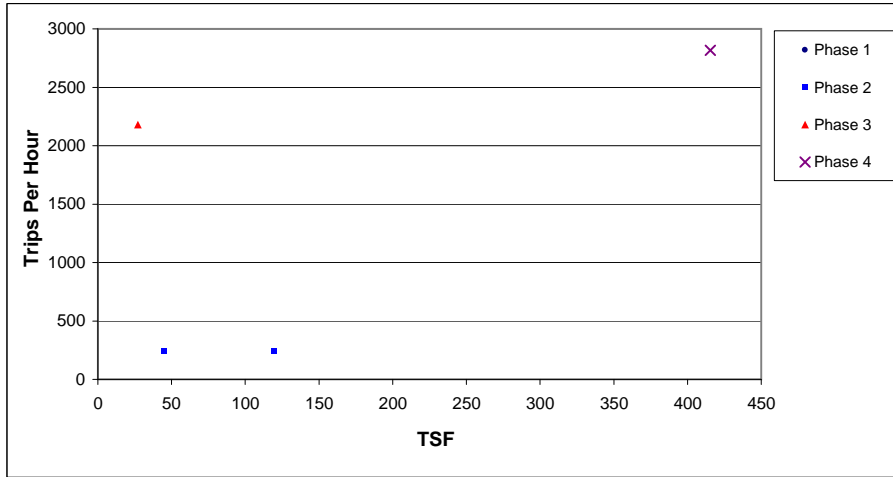
Number Of Sites :	4	Percent In/Out :	22 / 78
Average Rate :	2.06	Regression Equation :	$y = 0.5639x + 54.6732$
Minimum Rate :	0.34	(T = Trips; X = Independent Variable)	
Maximum Rate :	6.22	R-squared :	0.6285
Standard Deviation :	2.788		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	86.81	1.00	0.87
Motorcycle	10.16	0.33	0.03
Small Lorry	3.03	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.95

**Terminal
Multi-storey Car Park
Trips per TSF**

**CODE
10 06 02**

Daily Trip Generation

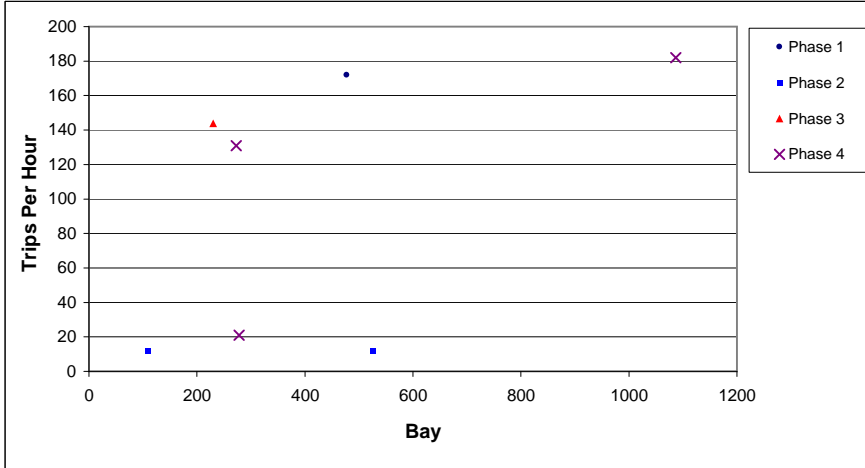


Number Of Sites :	4	Percent In/Out :	52 / 48
Average Rate :	23.64	Use Trip Rates	
Minimum Rate :	2.05		
Maximum Rate :	80.3		
Standard Deviation :	37.8244		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	77.36	1.00	0.77
Motorcycle	19.79	0.33	0.07
Small Lorry	2.84	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.89

**Terminal
Multi-storey Car Park
Trips per Bay**

**CODE
10 06 02**

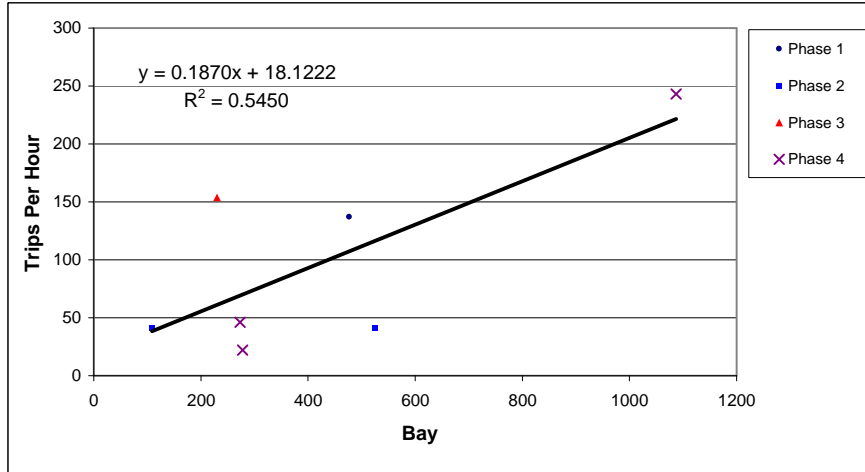
AM Peak Hour Of Commuter



Number Of Sites :	7	Percent In/Out :	95 / 5
Average Rate :	0.26	Use Trip Rates	
Minimum Rate :	0.02		
Maximum Rate :	0.63		
Standard Deviation :	0.2287		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	86.66	1.00	0.87
Motorcycle	10.67	0.33	0.04
Small Lorry	2.66	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

PM Peak Hour Of Commuter



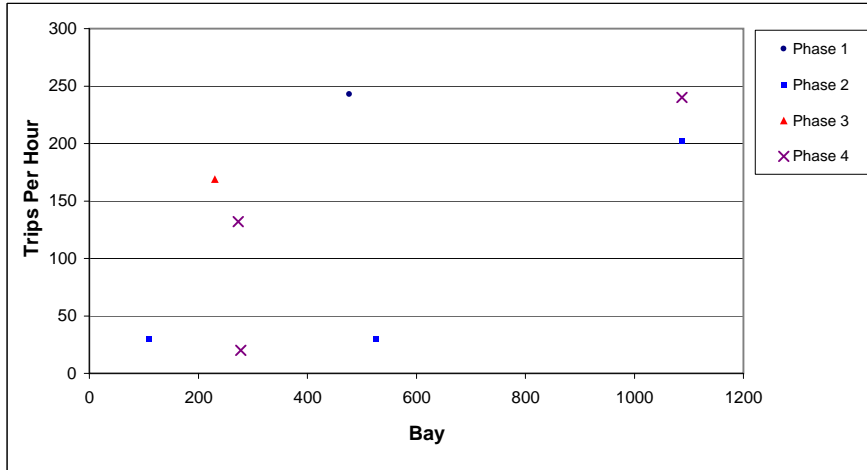
Number Of Sites :	7	Percent In/Out :	13 / 87
Average Rate :	0.27	Regression Equation :	$y = 0.1870x + 18.1222$
Minimum Rate :	0.08	(T = Trips; X = Independent Variable)	
Maximum Rate :	0.67	R-squared :	0.545
Standard Deviation :	0.2069		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	84.21	1.00	0.84
Motorcycle	13.30	0.33	0.04
Small Lorry	2.50	1.75	0.04
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.92

**Terminal
Multi-storey Car Park
Trips per Bay**

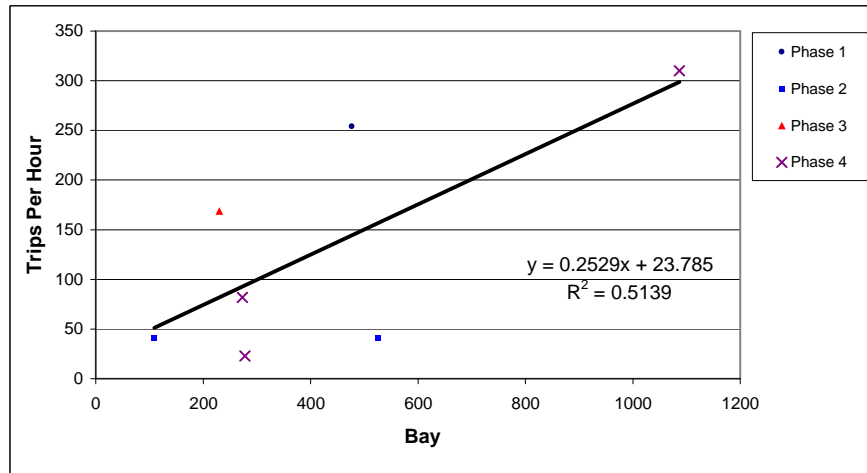
**CODE
10 06 02**

AM Peak Hour Of Generator



Number Of Sites :	7	Percent In/Out :	80 / 20
Average Rate :	0.34	Use Trip Rates	
Minimum Rate :	0.06		
Maximum Rate :	0.73		
Standard Deviation :	0.2501		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	88.88	1.00	0.89
Motorcycle	7.65	0.33	0.03
Small Lorry	3.47	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.98

PM Peak Hour Of Generator

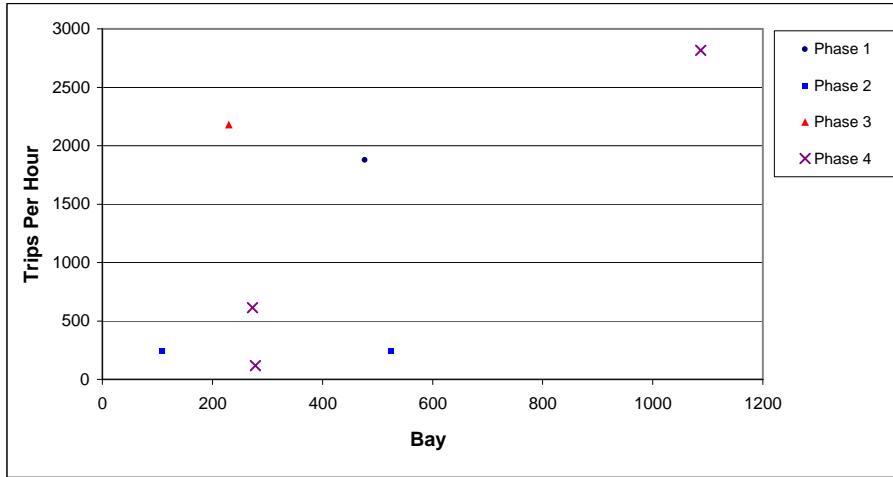


Number Of Sites :	7	Percent In/Out :	19 / 81
Average Rate :	0.34	Regression Equation :	$y = 0.2529x + 23.785$
Minimum Rate :	0.08	(T = Trips; X = Independent Variable)	
Maximum Rate :	0.73	R-squared :	0.5139
Standard Deviation :	0.2358		
Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	89.46	1.00	0.89
Motorcycle	7.61	0.33	0.03
Small Lorry	2.93	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.97

**Terminal
Multi-storey Car Park
Trips per Bay**

**CODE
10 06 02**

Daily Trip Generation



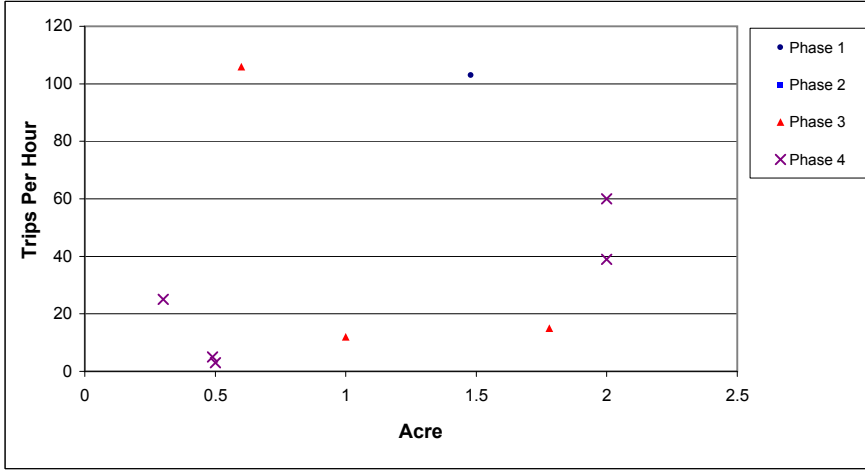
Number Of Sites :	7	Percent In/Out :	52 / 48
Average Rate :	3.06	Use Trip Rates	
Minimum Rate :	0.42		
Maximum Rate :	9.48		
Standard Deviation :	3.088		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	82.74	1.00	0.83
Motorcycle	14.30	0.33	0.05
Small Lorry	2.96	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.93

**Terminal
Open Car Park
Trips per Acre**

**CODE
10 06 03**

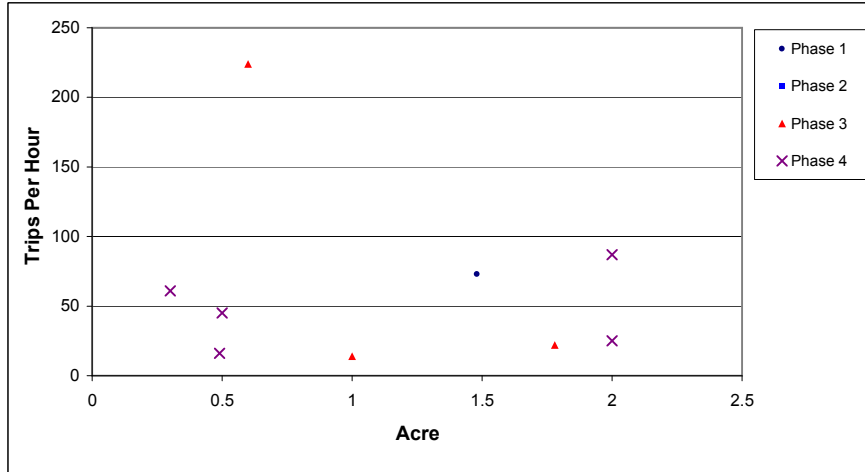
AM Peak Hour Of Commuter



Number Of Sites :	9	Percent In/Out :	81 / 19
Average Rate :	46.19	Use Trip Rates	
Minimum Rate :	6.00		
Maximum Rate :	176.67		
Standard Deviation :	56.3818		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	89.40	1.00	0.89
Motorcycle	5.43	0.33	0.02
Small Lorry	4.90	1.75	0.09
Big Lorry	0.00	2.25	0.00
Bus	0.27	2.25	0.01
Total	100.00%		1.01

PM Peak Hour Of Commuter



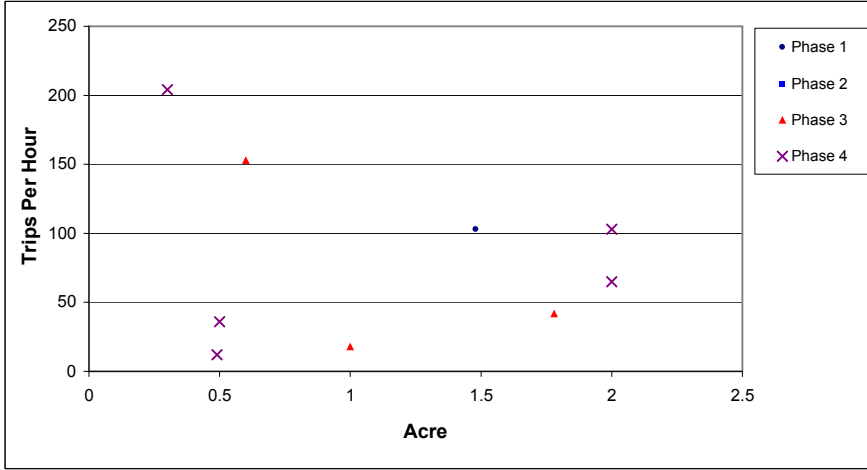
Number Of Sites :	9	Percent In/Out :	26 / 74
Average Rate :	92.33	Use Trip Rates	
Minimum Rate :	12.36		
Maximum Rate :	373.33		
Standard Deviation :	121.444		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	92.59	1.00	0.93
Motorcycle	5.65	0.33	0.02
Small Lorry	1.76	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.98

**Terminal
Open Car Park
Trips per Acre**

**CODE
10 06 03**

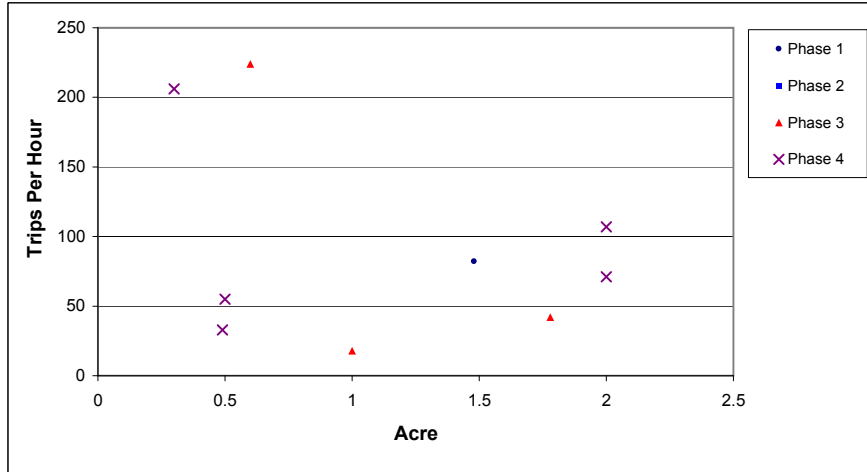
AM Peak Hour Of Generator



Number Of Sites :	9	Percent In/Out :	73 / 27
Average Rate :	136.30	Use Trip Rates	
Minimum Rate :	18.00		
Maximum Rate :	680.00		
Standard Deviation :	216.636		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	88.04	1.00	0.88
Motorcycle	8.97	0.33	0.03
Small Lorry	2.99	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

PM Peak Hour Of Generator



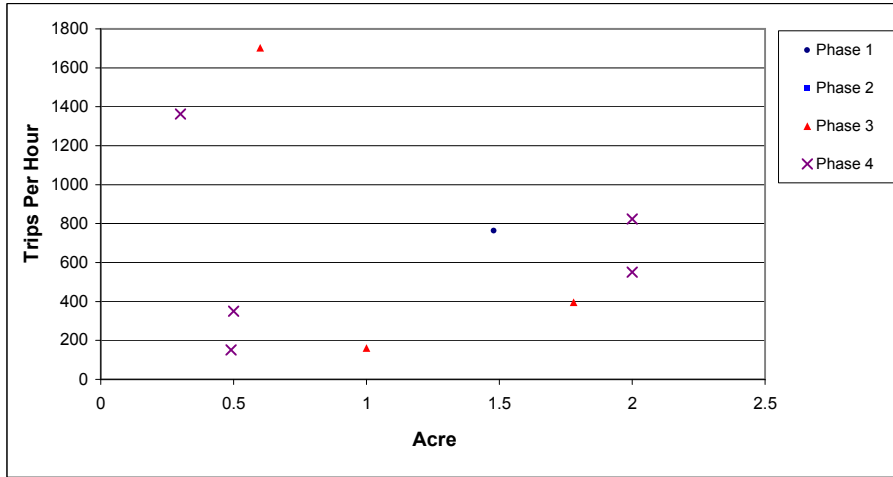
Number Of Sites :	9	Percent In/Out :	41 / 59
Average Rate :	158.15	Use Trip Rates	
Minimum Rate :	18.00		
Maximum Rate :	686.67		
Standard Deviation :	226.521		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	87.47	1.00	0.87
Motorcycle	8.95	0.33	0.03
Small Lorry	3.58	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

**Terminal
Open Car Park
Trips per Acre**

**CODE
10 06 03**

Daily Trip Generation



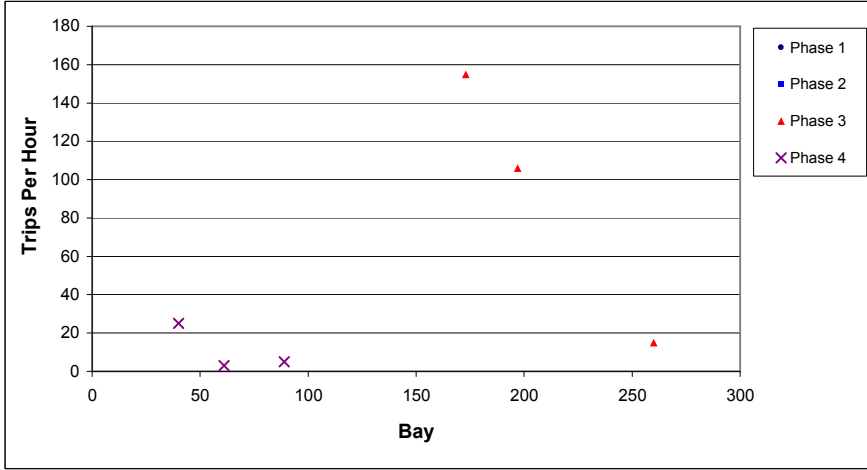
Number Of Sites :	9	Percent In/Out :	52 / 48
Average Rate :	1108.00	Use Trip Rates	
Minimum Rate :	161.00		
Maximum Rate :	4540.00		
Standard Deviation :	1532.56		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	89.47	1.00	0.89
Motorcycle	6.68	0.33	0.02
Small Lorry	3.83	1.75	0.07
Big Lorry	0.00	2.25	0.00
Bus	0.02	2.25	0.00
Total	100.00%		0.98

**Terminal
Open Car Park
Trips per Bay**

**CODE
10 06 03**

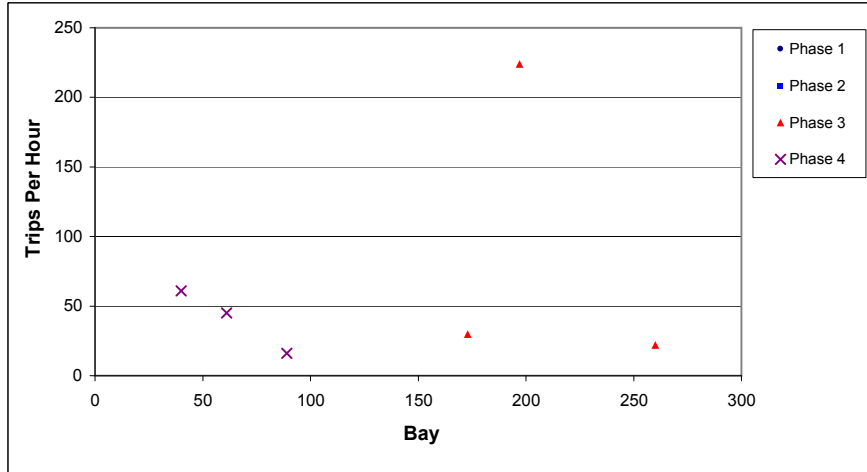
AM Peak Hour Of Commuter



Number Of Sites :	6	Percent In/Out :	72 / 28
Average Rate :	0.37	Use Trip Rates	
Minimum Rate :	0.05		
Maximum Rate :	0.90		
Standard Deviation :	0.3657		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	86.08	1.00	0.86
Motorcycle	4.53	0.33	0.01
Small Lorry	9.06	1.75	0.16
Big Lorry	0.00	2.25	0.00
Bus	0.32	2.25	0.01
Total	100.00%		1.04

PM Peak Hour Of Commuter



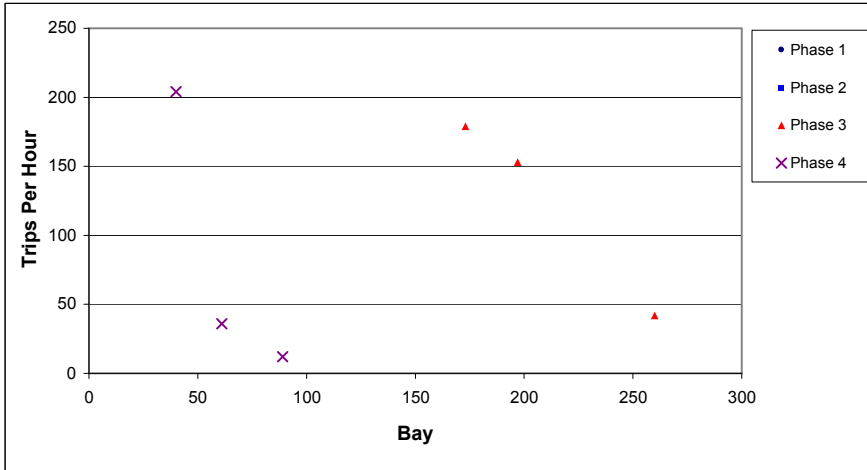
Number Of Sites :	6	Percent In/Out :	38 / 62
Average Rate :	0.64	Use Trip Rates	
Minimum Rate :	0.08		
Maximum Rate :	1.53		
Standard Deviation :	0.5963		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	89.45	1.00	0.89
Motorcycle	9.05	0.33	0.03
Small Lorry	1.51	1.75	0.03
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.95

**Terminal
Open Car Park
Trips per Bay**

**CODE
10 06 03**

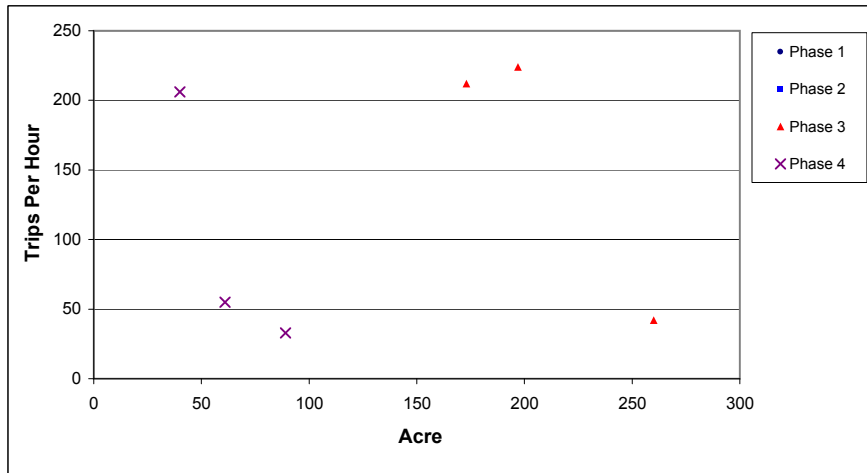
AM Peak Hour Of Generator



Number Of Sites :	6	Percent In/Out :	65 / 35
Average Rate :	1.30	Use Trip Rates	
Minimum Rate :	0.13		
Maximum Rate :	5.10		
Standard Deviation :	1.8943		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	86.10	1.00	0.86
Motorcycle	10.38	0.33	0.03
Small Lorry	3.51	1.75	0.06
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.95

PM Peak Hour Of Generator



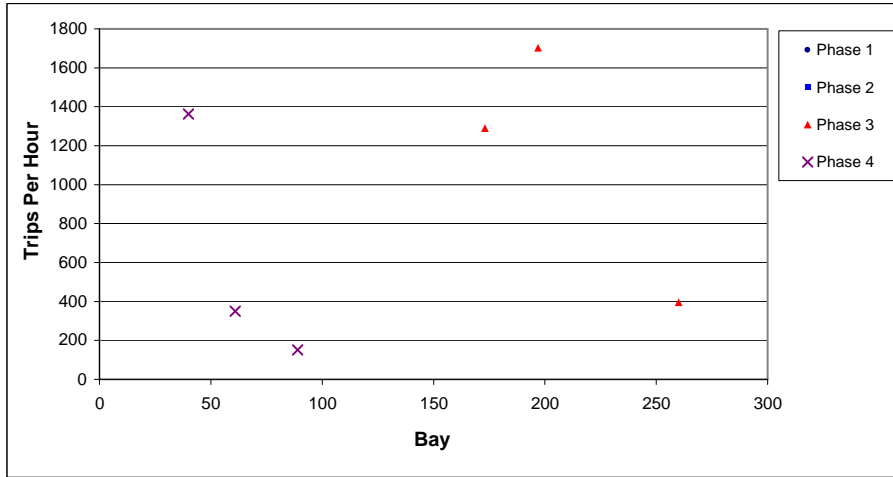
Number Of Sites :	6	Percent In/Out :	49 / 51
Average Rate :	1.49	Use Trip Rates	
Minimum Rate :	0.16		
Maximum Rate :	5.15		
Standard Deviation :	1.8414		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	87.56	1.00	0.88
Motorcycle	9.46	0.33	0.03
Small Lorry	2.98	1.75	0.05
Big Lorry	0.00	2.25	0.00
Bus	0.00	2.25	0.00
Total	100.00%		0.96

**Terminal
Open Car Park
Trips per Bay**

**CODE
10 06 03**

Daily Trip Generation



Number Of Sites :	6	Percent In/Out :	52 / 48
Average Rate :	9.85	Use Trip Rates	
Minimum Rate :	1.52		
Maximum Rate :	34.05		
Standard Deviation :	12.211		

Vehicle Type	Vehicle Composition	PCU Factor	PCU Conversion Factor
Car/Taxi	87.24	1.00	0.87
Motorcycle	8.28	0.33	0.03
Small Lorry	4.36	1.75	0.08
Big Lorry	0.06	2.25	0.00
Bus	0.06	2.25	0.00
Total	100.00%		0.98