

A Planning Application by  
**SOLOPARK LTD**

In respect of  
**53 Boxworth Road,  
Elsworth**

## Transport Statement

December 2019



**DOCUMENT SIGNATURE AND REVIEW SHEET****Project Details**

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**Document Review**

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# 1 INTRODUCTION

- 1.1 Transport Planning Associates (TPA) has been appointed by Solopark Ltd to provide transport planning consultancy services in respect of a proposed development of 10 residential dwellings at 53 Boxworth Road in Elsworth, Cambridgeshire and is responsible for the preparation of a Transport Statement to support the planning application.
- 1.2 The application site currently comprises a single bungalow. Outbuildings are in place which accommodate uses such as car parking. Access to the application site is currently provided from a vehicle crossover of the footway from Boxworth Road.
- 1.3 The development proposal would seek the redevelopment of the outbuildings to provide up to 10 residential dwellings. Vehicular access is proposed to be taken via the existing access with a new vehicular crossover on the western extent of the site also planned.
- 1.4 This Transport Statement summaries the relevant planning policy insofar that they concern transport matters, including parking standards and the Cambridgeshire County Council (CCC) Transport Assessment requirements and guidelines, and identifies the site in the context of the local highway network. The existing travel opportunities for pedestrians, cyclists and public transport users are further outlined.
- 1.5 The development proposal including access arrangements are presented and a forecast of trip generation that may occur as a result of the development.

## Report structure

- 1.6 The following structure is applied to the remainder of this report:
- Chapter 2: *Planning policy*
  - Chapter 3 *Existing situation*;
  - Chapter 4: *Development proposal*;
  - Chapter 5: *Trip Generation*; and
  - Chapter 6; *Summary*.

## 2 PLANNING POLICY

- 2.1 This chapter of the Transport Statement outlines national and local planning policies that are relevant insofar as they concern transport matters.

### **National Planning Policy Framework (2019)**

- 2.2 The National Planning Policy Framework (NPPF) sets out the Government's policy which informs local authorities and developers regarding future development.

- 2.3 At paragraph 109, the NPPF states in the context of decision making that:

***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”***

- 2.4 In continuation of previous government NPPF policy, the Government seeks to support sustainable developments, with opportunities for travel by sustainable modes identified and promoted, safe and suitable access to the site achieved and that residual impacts are minimal in order to limit the significant impacts of development.

- 2.5 This also includes giving priority to non-car modes of transport, creating layouts which minimise conflict between vehicles and cyclists or pedestrians, and allowing the efficient delivery of goods, and access by service and emergency vehicles.

- 2.6 However, at paragraph 103, the NPPF acknowledges that:

***“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”***

### **Cambridgeshire Third Local Transport Plan 2011 – 2031 (Adopted 2014)**

- 2.7 The Cambridgeshire Local Transport Plan (LTP) covers the period of 2011 – 2031 and was adopted in July 2015. The LTP sets out how Cambridgeshire County Council intends to meet its transport priorities which include improving access to key services, improving road safety, alleviating congestion and managing the impacts of transport on air quality.

### **Transport Strategy for Cambridge and South Cambridgeshire 2031 (Adopted 2014)**

- 2.8 A Transport Strategy was adopted by Cambridge City Council and South Cambridgeshire District Council on 4<sup>th</sup> March 2014. It lays out the proposed improvements to transport infrastructure in Cambridge and South Cambridgeshire up to 2031.

2.9 A number of policies are relevant to the site insofar as they concern transport provision in new developments.

2.10 Policy TSCSC 7: Supporting sustainable growth, states that:

***Access by walking, cycling and public transport will be maximised in all new developments, ensuring that planning contributions are sought for transport improvements where appropriate.***

2.11 Policy TSCSC 12: Encouraging cycling and walking, outlines that

***'All new development must provide safe and convenient pedestrian and cycle environments including adequate and convenient cycle parking and ensure effective and direct integration with the wider network'.***

2.12 In accordance with these policies, this development proposal will provide cycle parking facilities and ensure that the proposed site layout maximises the safety and accessibility for the pedestrian and cycling infrastructure.

#### **South Cambridgeshire District Council Local Plan (2018)**

2.13 The Local Plan outlines the spatial strategy for meeting future development needs, including housing and employment, in a sustainable manner for the South Cambridgeshire district from the period 2011 – 2031.

2.14 Within the document, the residential parking standards are outlined. Table 2.1 summarises the South Cambridgeshire residential parking standards.

Table 2.1 Recommended South Cambridgeshire residential parking standards

<b>Type of Development</b>	<b>Indicative car parking provision (gross floor area)</b>	<b>Minimum cycle parking provision</b>
C3: Residential Dwellings	2 spaces per dwelling – 1 space to be allocated within the curtilage	1 space per bedroom

2.15 For residential purposes the document further states that cycle parking should be within a covered, lockable enclosure; such as in the form of a shed or garage.

2.16 Additionally, the policy states that certain criteria will be considered for car parking requirements in new developments, which are summarised below:

- The location of the development;

- The type, mix and use of development;
  - Highway and user safety issues;
  - Local car ownership levels; and
  - The availability of and opportunities for public transport.
- 2.17 The development will be shown to have relative accessibility to nearby amenities and links to public transport infrastructure and will adhere to South Cambridgeshire vehicular and cycle parking standards.

### **Cambridgeshire County Council Transport Assessment Guidelines**

- 2.18 The Cambridgeshire County Council (CCC) Transport Assessment guidelines were published in June 2017 and provide guidance in regards to when a Transport Assessment or Statement is required and what relevant content should be included.
- 2.19 For formal assessment requirements, it is considered that 50 – 80 dwellings would warrant a Transport Statement, with dwelling numbers above 80, or developments generating 30 or more two-way hourly vehicle movements, requiring a Transport Assessment.
- 2.20 Whilst, these guidelines are indicative, given that our report will demonstrate that the proposed development will produce minimal peak two-way hourly movements, and with only 10 dwellings proposed, it is evidently below the requirements for a production of a Transport Statement.
- 2.21 It is clear that in accordance with the guidelines the proposed development of 10 dwellings would be below the minimum requirements for a Transport Statement. However, a Transport Statement has been produced to address the key highway issues to ensure the development is acceptable.

### **Conclusion**

- 2.22 With respect to the NPPF, this Transport Statement will demonstrate that the proposed development is sustainable and opportunities for travel by sustainable modes have been identified, with safe and appropriate access to the site achieved, and the development will result in a minimal impact upon the local highway network.

### 3 EXISTING SITUATION

- 3.1 This section of the Transport Statement identifies the application site in the context of the local transport network and describes opportunities for pedestrians, cyclists and passenger transport users. A summary of 2011 Census data and local facilities is also presented.

#### **Application site**

- 3.2 The site is located in the eastern extent of Elsworth, north of Boxworth Road. It is bounded by agricultural fields to the north and east, by residential dwellings to the west and by Boxworth Road to the immediate south with residential dwellings situated further southward.
- 3.3 The application site currently comprises a single bungalow, with outbuildings situated along the site frontage to accommodate uses such as car parking.
- 3.4 Access to the application site is currently provided from a vehicular crossover of the footway from Boxworth Road leading to a private driveway.

#### **Pedestrian and cycle infrastructure**

- 3.5 Boxworth Road is characterised with direct frontage to residential dwellings. The location of the site is considered accessible for pedestrians with the surrounding pedestrian infrastructure ensuring a continuous connection between the site and a number of amenities within Elsworth.
- 3.6 A footway approximately 2 metres wide is provided on the northern side of Boxworth Road, across the site frontage.
- 3.7 The footway does not extend eastwards beyond the site access, but continues west, facilitating access to the centre of Elsworth and the surrounding residential network and is characterised with street lighting throughout.
- 3.8 There are no dedicated cycle facilities provided within Elsworth; however, the 30mph speed limit throughout Elsworth in tandem with the residential character and the lightly trafficked nature of the local highway network, promote opportunities for cycling to be taken up.

**Public transport***Bus*

- 3.9 The nearest bus stops to the site are located approximately 600 metres west of the site, situated on Smith Street, accessible within a 7 minute walk.
- 3.10 The bus stops are marked by bus sheltering with associated seating, a bus flag and timetable information.
- 3.11 Table 3.1 presents a summary of the local bus services which the serve the nearest stop.

Table 3.1 Local bus services

Service No.	Route	Frequency		
		Monday - Friday	Saturday	Sunday
A	Huntingdon – St Ives – Cambridge - Royston	1 daily service 06:44	No service	No service
	Royston – Cambridge – St Ives – Huntingdon	1 daily service 18:36		
8	Papworth Everard – Dry Drayton - Cambridge	3 daily services First: 07:20 Last: 14:30	3 daily services First: 07:20 Last: 14:30	No service
	Cambridge – Dry Drayton – Papworth Everard	2 daily services First: 14:00 Last: 17:35	2 daily services First: 14:00 Last: 17:35	
9	Hilton – St Ives	1 daily service 09:08	No service	No service
	St Ives - Hilton	1 daily service 13:15		

- 3.12 The information presented in Table 3.1 indicates that a variety of routes can be accessed from the bus stop, facilitating access to key destinations such as St Ives, Cambridge and Huntingdon, with the A service which uses the Cambridgeshire guided busway enables access to the Cambridge Research Park, Addenbrooke's Hospital and Cambridge Railway Station.

#### *Rail*

- 3.13 The nearest train station is Huntingdon Railway Station which is located approximately 14.9 km north west from the application site and is accessible within an approximate 19 car minute journey.
- 3.14 The station is managed by Great Northern and runs half hourly services to key destinations such as Peterborough, London St Pancras and Gatwick Airport.
- 3.15 Additionally, Cambridge Railway Station which provides frequent direct services to London, and other key destinations, can be accessed by the bus route A.

#### **Local highway network**

- 3.16 Immediately adjacent to the site frontage, Boxworth Road is a single carriageway two-way road which is subject to a 30mph speed limit. Footways are provided on the northern side of the carriageway.
- 3.17 Boxworth Road is largely residential within the vicinity of the application site, characterised by roadside verges and vehicle crossovers to private driveways. Street lighting is also provided and there are no car parking restrictions on Boxworth Road.
- 3.18 Boxworth Road extends westwards into Smith Street, providing further access into Elsworth. Smith Street continues into Rogues Lane, the principal thoroughfare route into Elsworth from the west. Rogues Lane facilitates access onto the B1040.
- 3.19 Traffic calming in the form of a village gateway feature is provided approximately 170 metres east of the site which designates the change in speed limit from 60 mph to 30 mph. Further west towards the village, a traffic island slows vehicles entering the village where drivers are required to give-way to those travelling eastbound away from Elsworth.
- 3.20 The eastern extent of Boxworth Road acts as the main thoroughfare route into Elsworth from the east, and extends into a national speed limit road into Elsworth Road. Elsworth Road facilitates access onto the A14, located to the north-east of Elsworth.
- 3.21 Given only 10 dwellings are proposed to be erected on the site, with low traffic movements as a result, which will be highlighted in the trip generation chapter, an analysis of local travel characteristics is not deemed necessary.

**Local facilities and services**

- 3.22 The application site benefits from a range of amenities within safe walking and cycling distance of the site.
- 3.23 A summary of these facilities and services is presented in Table 3.2. The distance towards these facilities along with approximate walking and cycling times based on speeds of 4.8kph and 19.3kph respectively is included also.

Table 3.2 Summary of local services and facilities

<b>Key Local Facilities</b>	<b>Distance (km)</b>	<b>Time taken on foot (min)</b>	<b>Time taken on bike (min)</b>
George & Dragon Public House	0.2	3	1
Nearest bus stops	0.6	7	2
The Poacher Public House	0.6	7	2
Elsworth Shop	0.8	10	3
Elsworth Church of England Primary School	0.9	11	3

- 3.24 Table 3.2 indicates that a number of amenities are accessible within walking and cycling distance of the site, and reachable via continuous pedestrian infrastructure which would allow residents to pick up essential groceries without reliance on a car.
- 3.25 To enable an assessment of the viability of walking between the site and key destinations in the local area, it is appropriate to establish the maximum distance that people are generally prepared to walk and the amenities within these distances.
- 3.26 The IHT's guidance, guidelines for providing journeys on foot (2000) states in paragraph 3.32 and Table 3.2 that the preferred maximum walking distance to facilities is circa two kilometres. The distances for various land uses are summarised in Table 3.3 below.

Table 3.3 Acceptable walking distances (metres)

Definition	Commuting/School	Elsewhere
Desirable	500m	400m
Acceptable	1,000m	800m
Preferred maximum	2,000m	1,200m

Source: *Providing for Journeys on Foot, IHT, 2000*

- 3.27 The results presented in accordance with the information in Table 3.3 demonstrate that the local bus stops are within desirable distance of the site, with the local primary school and local shop in an acceptable radius of the site. Therefore, this demonstrates the site's accessibility to surrounding amenities.

### Highway Safety

- 3.28 A review of Crashmap has been undertaken to determine information on any Personal Injury Accidents (PIAs) that have occurred within the vicinity of the application site over the most recently available five year period which is between 2014 and 2019.
- 3.29 The review of the accident history identified that there have been no accidents within the close proximity of the site on Boxworth Road.
- 3.30 A serious accident involving three vehicles occurred in May 2015 to the east of the site along Boxworth Road resulting in two severe casualties.
- 3.31 Two accidents, each involving a single vehicle occurred at the curve in the road where Smiths Road becomes Rogues Lane. Where these vehicles involved a single vehicle, it is speculated that the geometry of the road was a factor.

## 4 DEVELOPMENT PROPOSAL

- 4.1 This chapter of the Transport Statement sets out the key aspects of the development proposal including means of access.

### Development

- 4.2 The site currently comprises a bungalow and outbuildings.
- 4.3 The development proposal seeks the redevelopment of the site with the demolition of the existing dwelling and outbuildings to be replaced by the erection of 10 residential dwellings. One of the outbuildings will also be converted into a carport / family room.
- 4.4 The proposed site layout is contained in **Appendix A**.

### Access

- 4.5 Access to the site is currently accommodated by a give-way junction onto Boxworth Road. Vehicular access to the residential development will be continued via the existing site entrance.
- 4.6 The access would also continue to accommodate existing movements through the site associated with the agricultural field and buildings to the north of the site.
- 4.7 A vehicular crossover of the existing footway is proposed. The access would 5 metres wide for the first 10 metres into the site to allow two vehicles to pass each other in the unlikely event of two vehicles meeting.
- 4.8 In accordance with the 30mph speed limit on Boxworth Road and the criteria outlined in Manual for Streets, vehicular visibility splays of 2.4 metres by 43 metres in each direction along Boxworth Road are provided.
- 4.9 Pedestrian visibility splays of 2 metres by 2 metres are provided from the proposed access to ensure that drivers leaving the site across the footway can see any oncoming pedestrians.
- 4.10 The proposed site access arrangements and visibility splays are presented in our drawing (number 1701-85 PL01) contained in **Appendix B**.
- 4.11 Pedestrian access will be continued via the footways on either side of the site entrance which will be further extended to the both the east and west as part of the site redevelopment to help facilitate pedestrian movements within the wider residential network of Elsworth.

- 4.12 No formal footways will be provided within the site, but given the low forecast associated vehicle movements, with the access utilised only by the proposed dwellings and agricultural access, internal pedestrian movements would suffice without footways.
- 4.13 A new private access is also proposed to the western side of the application site which would permit access to a single dwelling and the proposed converted outbuilding. The visibility splays for the access are also shown in drawing number 1701-85 PL01 contained in **Appendix B**.
- 4.14 Both accesses comply with the relevant design standards and criteria and therefore are deemed safe and acceptable to provide access for the proposed development.

#### **Cycle provision**

- 4.15 Cycle parking will be in accordance with the South Cambridgeshire parking standards, with a total of 29 cycle spaces to be provided as part of the site redevelopment following the cycle parking provision guidelines of 1 space per bedroom. Cycle parking will be provided within the residential curtilage in the form of covered, lockable enclosures.

#### **Car parking provision**

- 4.16 The development will provide vehicular spaces in adherence to the South Cambridgeshire residential parking standards, with 20 spaces to be provided in total including car port spaces.
- 4.17 Car parking provision will be provided within the residential curtilage for each dwelling, with the exception of Plot 2 and 3, which are proposed to be situated along the site frontage, with their parking spaces to be provided within the site. Plot 8, 9 and 10 will be allocated 2 parking spaces per dwelling in accordance to the number of bedrooms provided per dwelling.
- 4.18 Given the development is a mixed bedroom size development and the associated low forecast vehicle movements, the parking provision and layout is deemed acceptable.
- 4.19 Drawing numbers 1701-85 SP01 and SP02 contained in **Appendix C** demonstrates the swept path analysis of a large car manoeuvring into the proposed parking bays can be achieved with vehicles able to enter and exit the site, from either access, in a forward gear.

**Refuse collection**

- 4.20 The refuse collection arrangement will be undertaken from Boxworth Road, with a bin collection point proposed to be situated near the site entrance where residents can drag their wheelie bins to on bin collection day and thereby ensuring collection vehicles do not have to enter the site.
- 4.21 Each dwelling will have sufficient space within its curtilage to store wheelie bins.

## 5 TRIP GENERATION

5.1 This chapter of the Transport Statement outlines the quantity of trips that are likely to be generated by the proposed residential development.

5.2 Whilst, the application site is not a vacant greenfield site, being currently occupied by a single dwelling and associated outbuildings, for the purposes of this assessment a net change in trips has not been calculated, given the minimal trips that is likely to be generated by the existing use of the site.

### Trip generation

5.3 To provide a forecast of the number of trips that may be caused by the proposed redevelopment, the TRICS database was interrogated under land use code 03 *Residential*, sub-category A – *Houses privately owned*, to derive trip rates for a sample of sites considered representative of the proposed redevelopment.

5.4 The following selection criteria was applied:

- London, Scotland, Wales and Ireland sites omitted;
- Multi-modal surveys;
- Edge of town centre locations omitted; and
- Sites with dwelling numbers between 6 and 30 units.

5.5 The TRICS output report is contained in **Appendix D**.

5.6 Table 5.1 summarises the total person trips derived from TRICS during the morning and evening peak hour periods that would be generated by the 10 residential dwellings.

Table 5.1 Summary of proposed residential development total person travel demand

	Morning Peak AM (08:00 – 09:00)		Evening Peak PM (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
<b>Total person trip rates</b>	0.315	0.866	0.602	0.274
<b>Total trips</b>	3	9	6	3
<b>Total</b>	12		9	

- 5.7 The results in Table 5.1 indicate that during the morning peak hour period 12 total person trips are likely to be generated and 9 trips are anticipated during the evening peak hour period.
- 5.8 This approximately equates to a vehicle every 5 minutes during the peak hour periods, and therefore the proposed redevelopment would result in a minimal impact upon the local highway network.

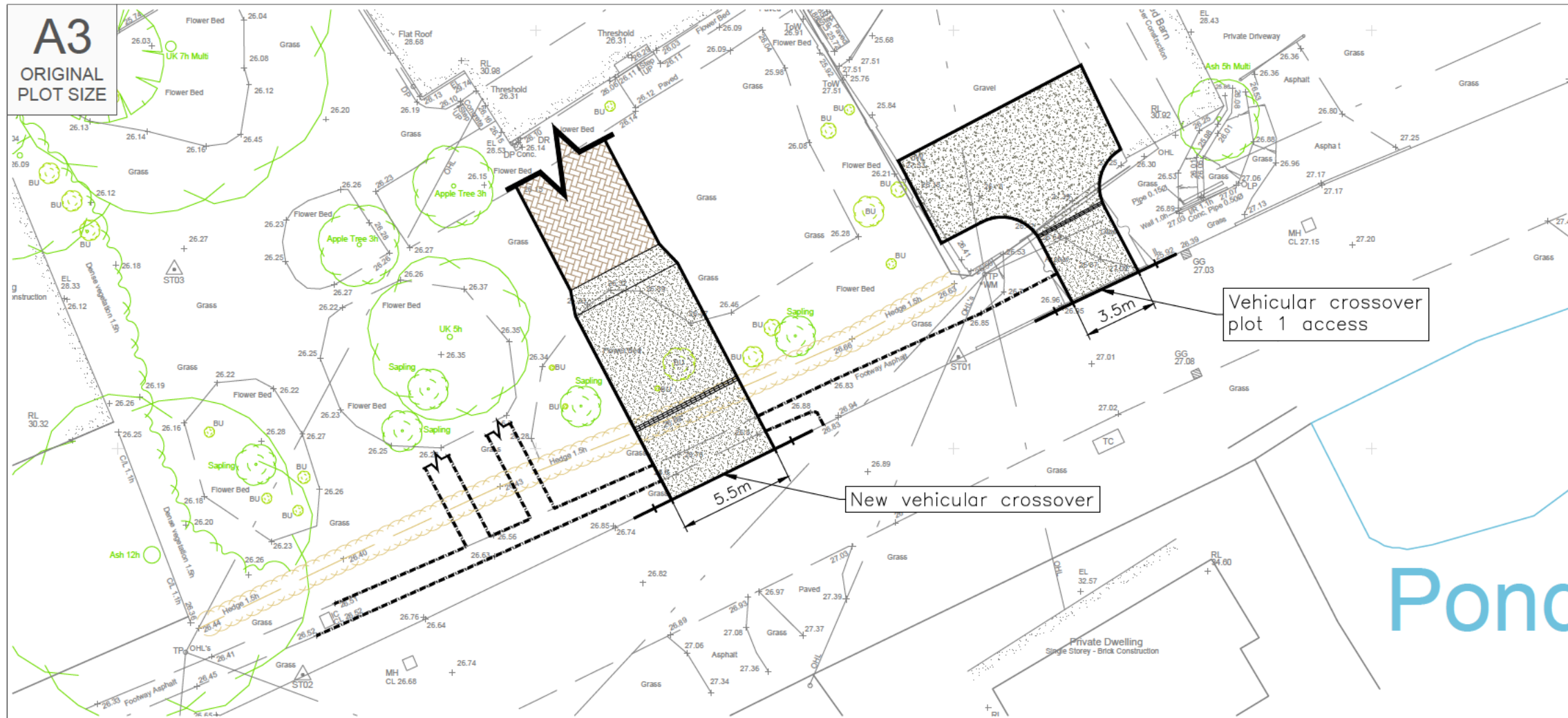
## 6 CONCLUSION

- 6.1 Transport Planning Associates has been appointed by Solopark Ltd to provide transport planning consultancy services in respect of proposals for a residential redevelopment on 53 Boxworth Road, Elsworth.
- 6.2 The application site currently comprises a single bungalow and outbuildings with existing access provided from a vehicle crossover of the footway from Boxworth Road.
- 6.3 This Transport Statement has set out the national and local transport planning policies that are relevant to the proposed development and its context. The site has been demonstrated to be compliant with current applicable policy and provides information in excess of what is required by CCC through the provision of a Transport Statement when not required.
- 6.4 Sustainable travel opportunities to and from the site have been assessed, with local facilities such as the nearby primary school, bus stops and the local shop demonstrated to be within acceptable walking distance.
- 6.5 The access and refuse arrangements along with parking provision for the development have been summarised and shown to be appropriate. Safe access can be achieved and meets the required design standards.
- 6.6 An estimation has been made of the quantum of trips that may be generated by the proposed development. It has been concluded that the development is likely to have a negligible effect upon the operation of the local highway network.
- 6.7 Therefore, it is concluded that there are no reasons on highways or transport grounds to refuse planning permission for development at this location.

# APPENDIX A



# APPENDIX B




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NOTES:  
1. Based on Topographical survey and OS Mapping Data.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	16.12.19	Updated site plan	JA	RG	JC

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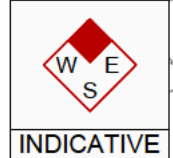
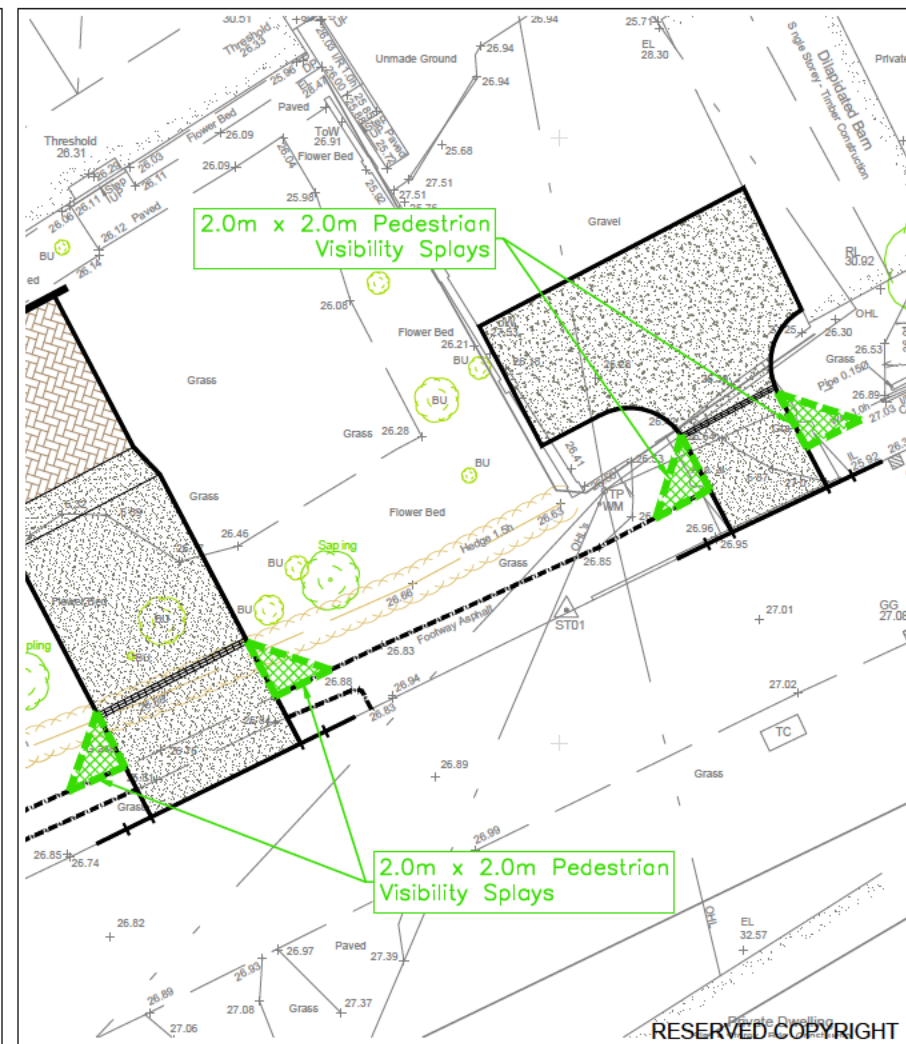
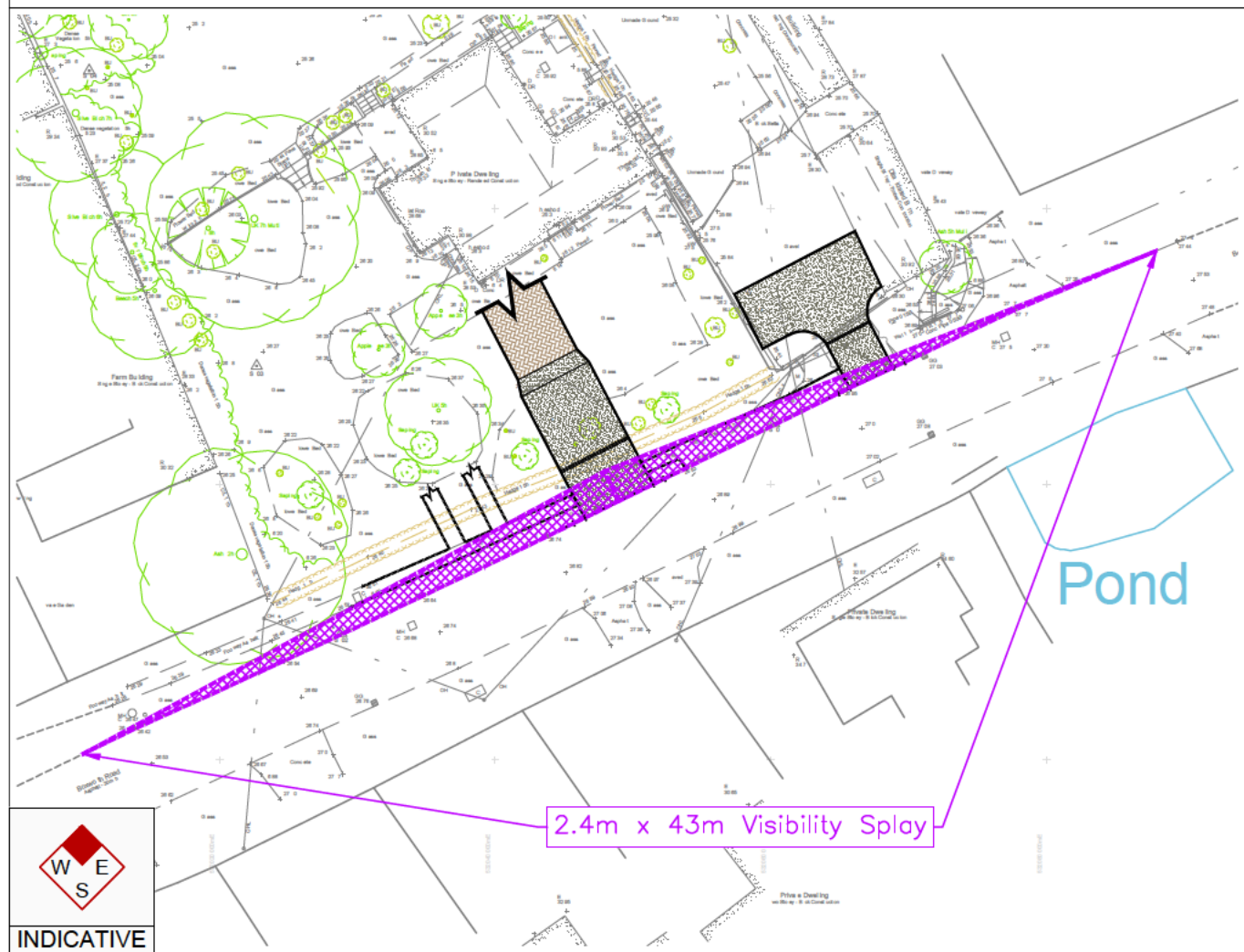
CLIENT:  
**Solopark Ltd**

PROJECT:  
**53 Boxworth Road,  
Elsworth**

TITLE:  
**Proposed  
Site Access Arrangement  
and Visibility**

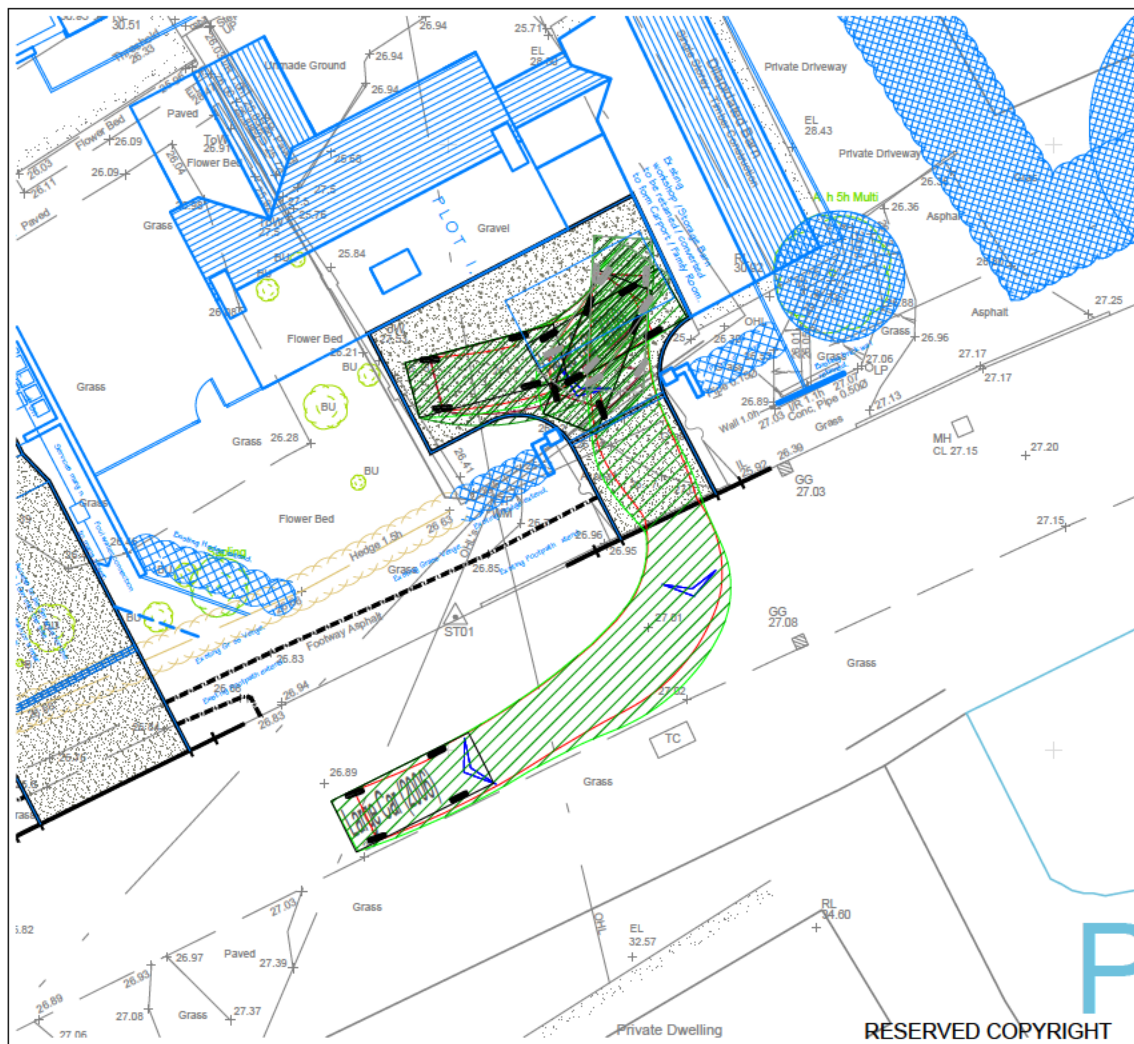
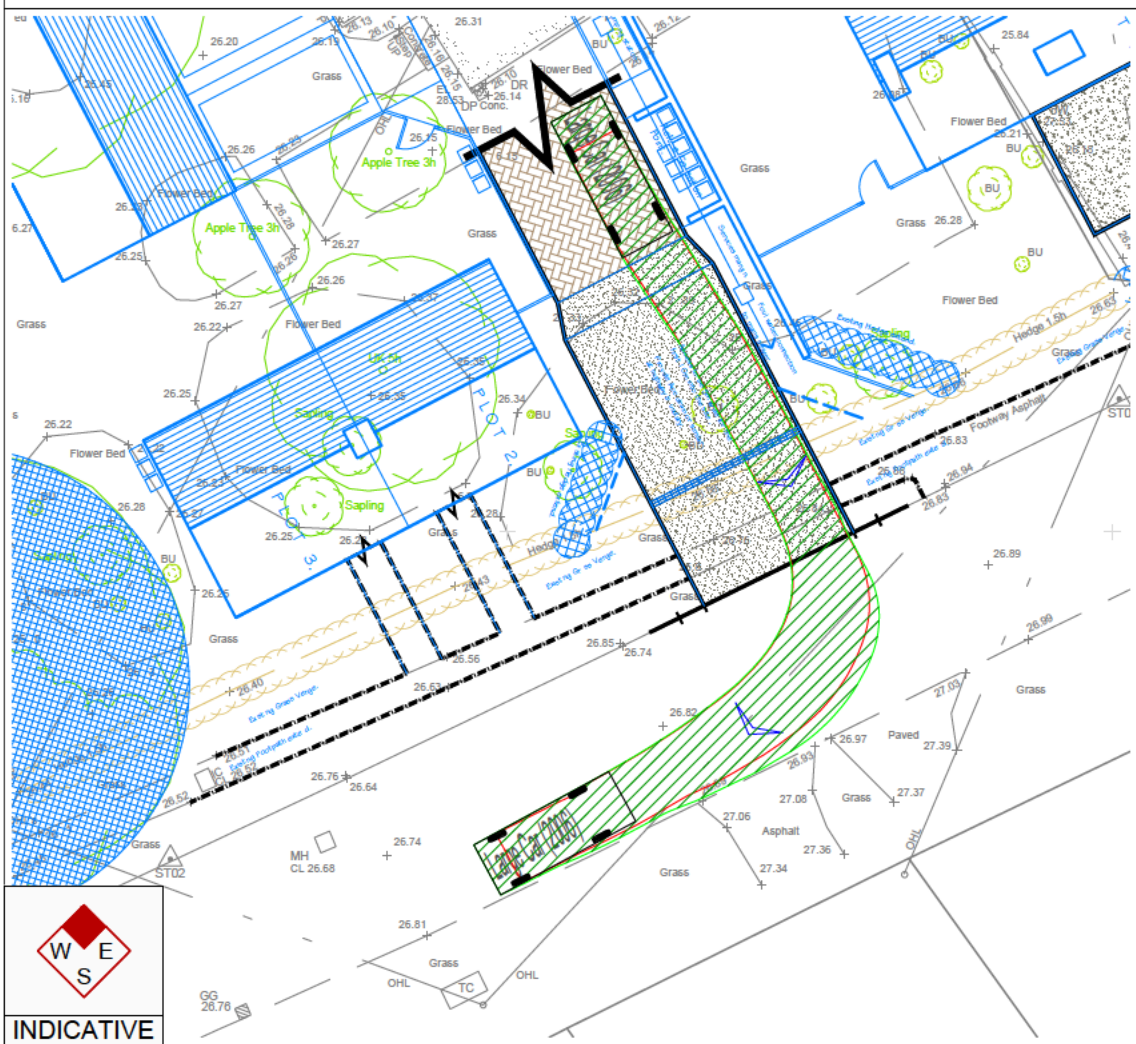
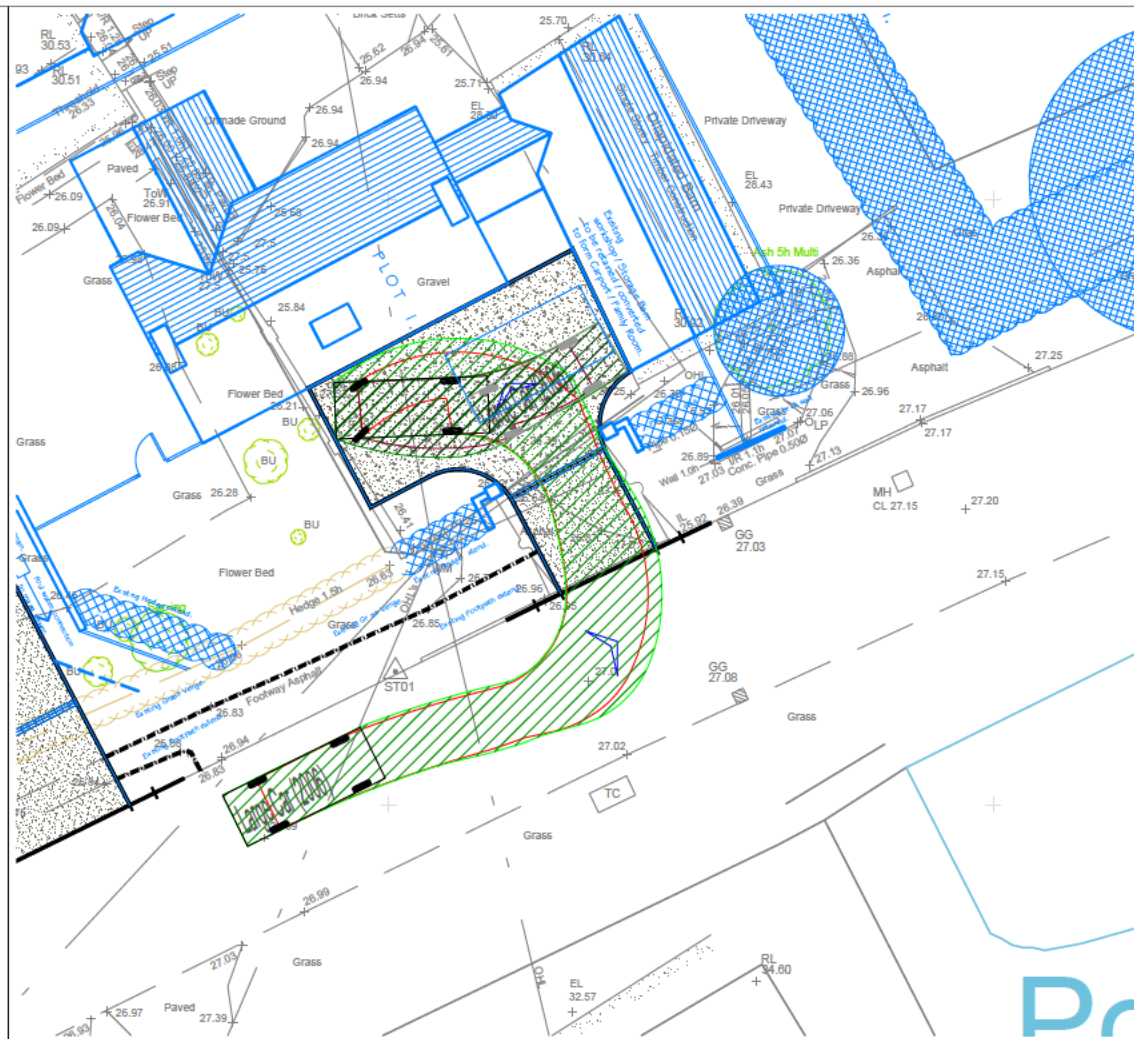
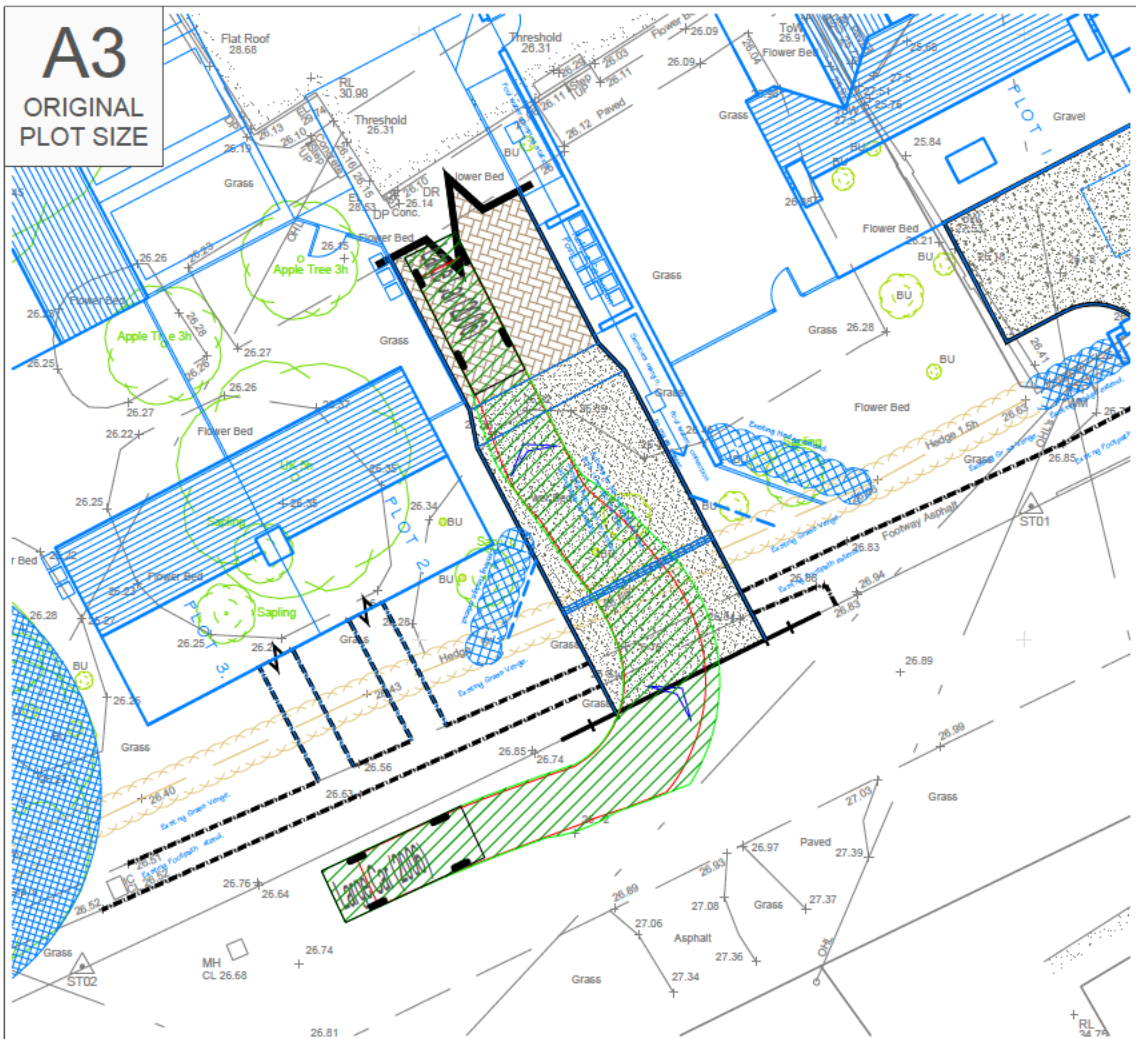
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SCALE: As Shown	DATE: 21.08.17	DRAWN: JA	CHECKED: SM	APPROVED: SM
JOB NO: 1701-85	DRAWING NO: PL01	REVISION: A		



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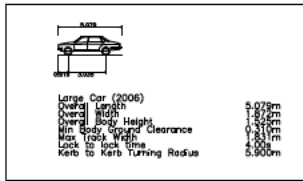
# APPENDIX C



**A3**  
ORIGINAL  
PLOT SIZE

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- NOTES:
1. Based on Topographical Survey and OS Mapping Data.
  2. Swept Path Analysis of a Large Car (AutoTrack Vehicle Reference No. I00004).



**Swept Path KEY**

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	16.12.19	Updated site plan	JA	EG	JC



CLIENT:  
**Solopark Ltd**

PROJECT:  
**53 Boxworth Road,  
Elsworth**

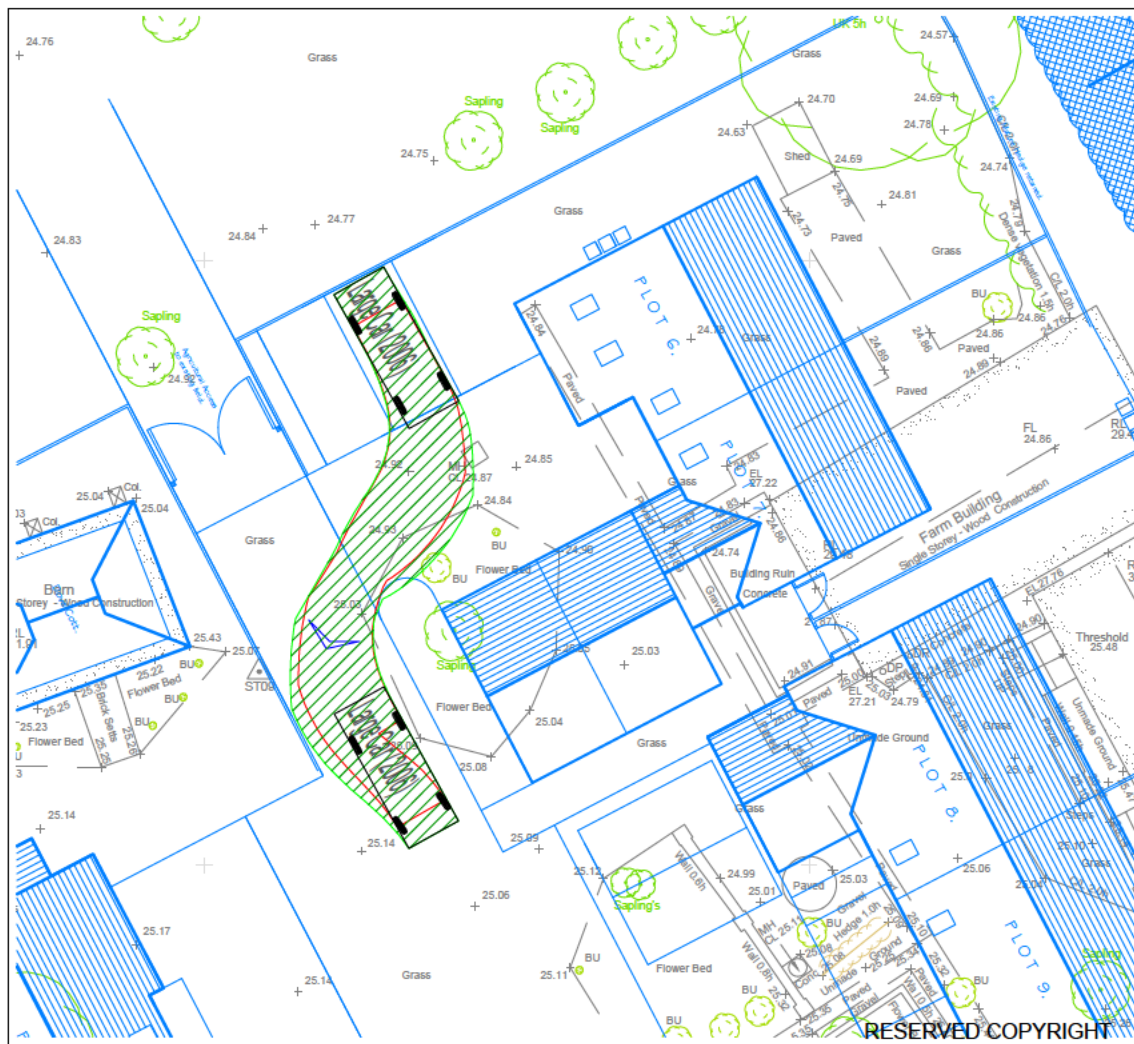
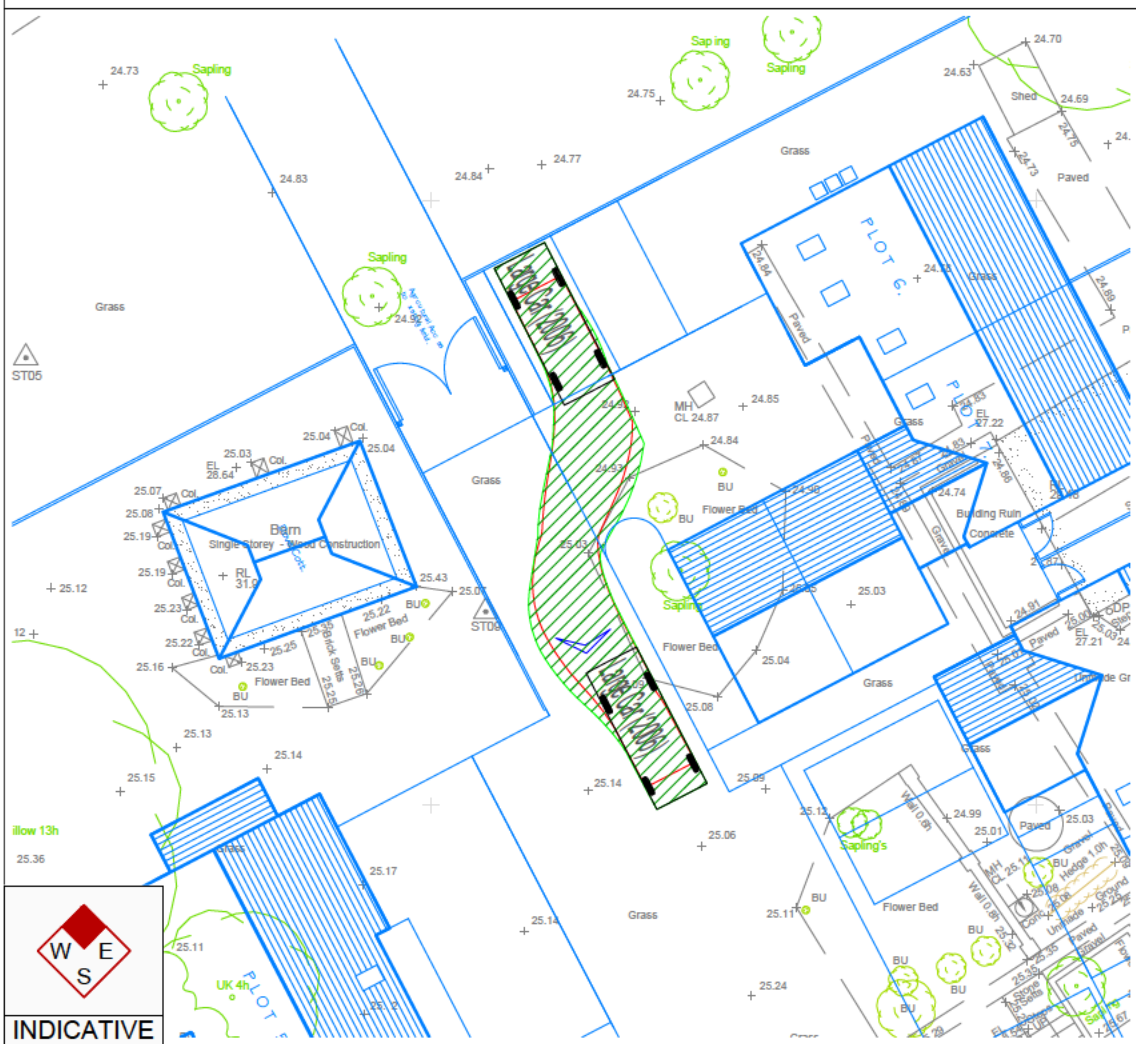
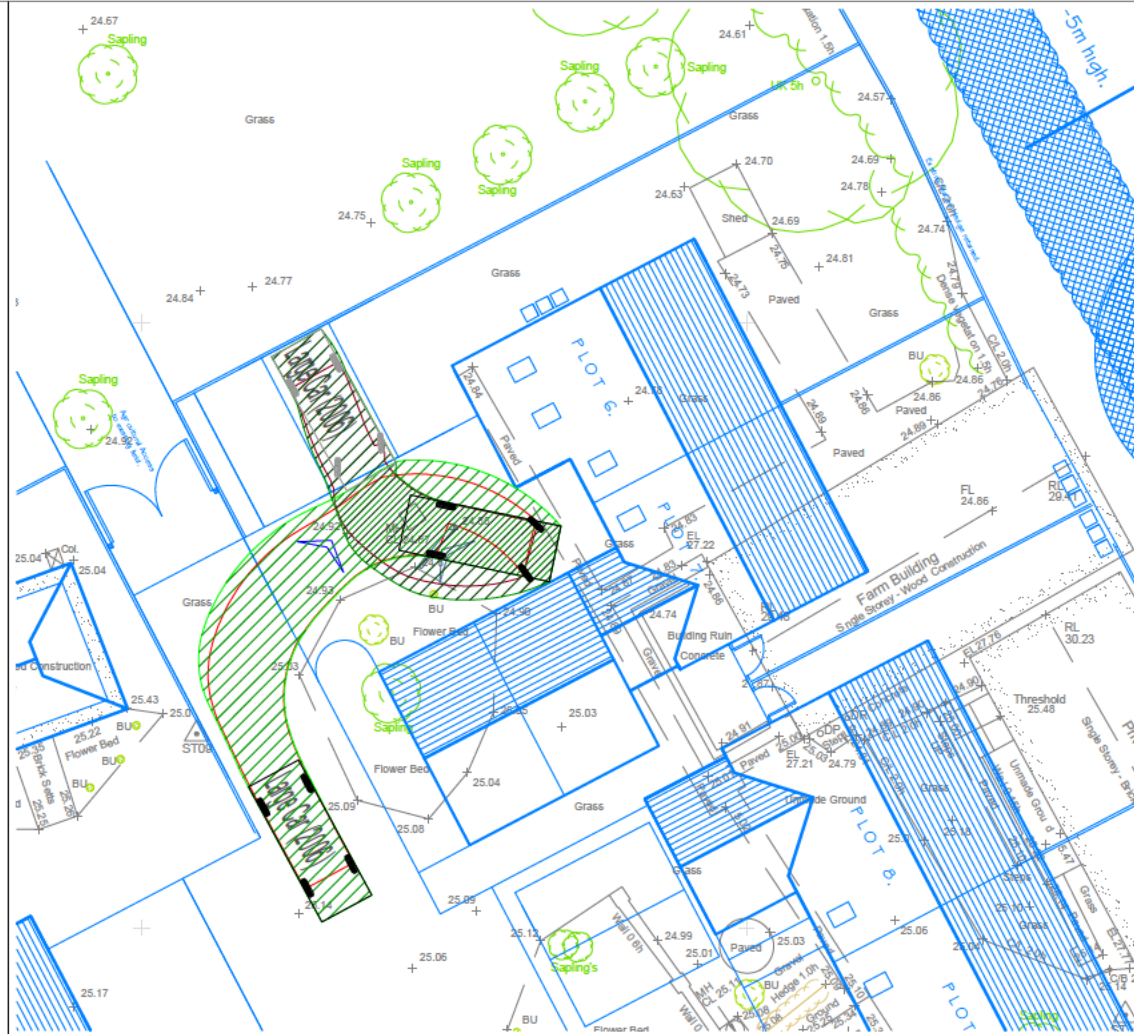
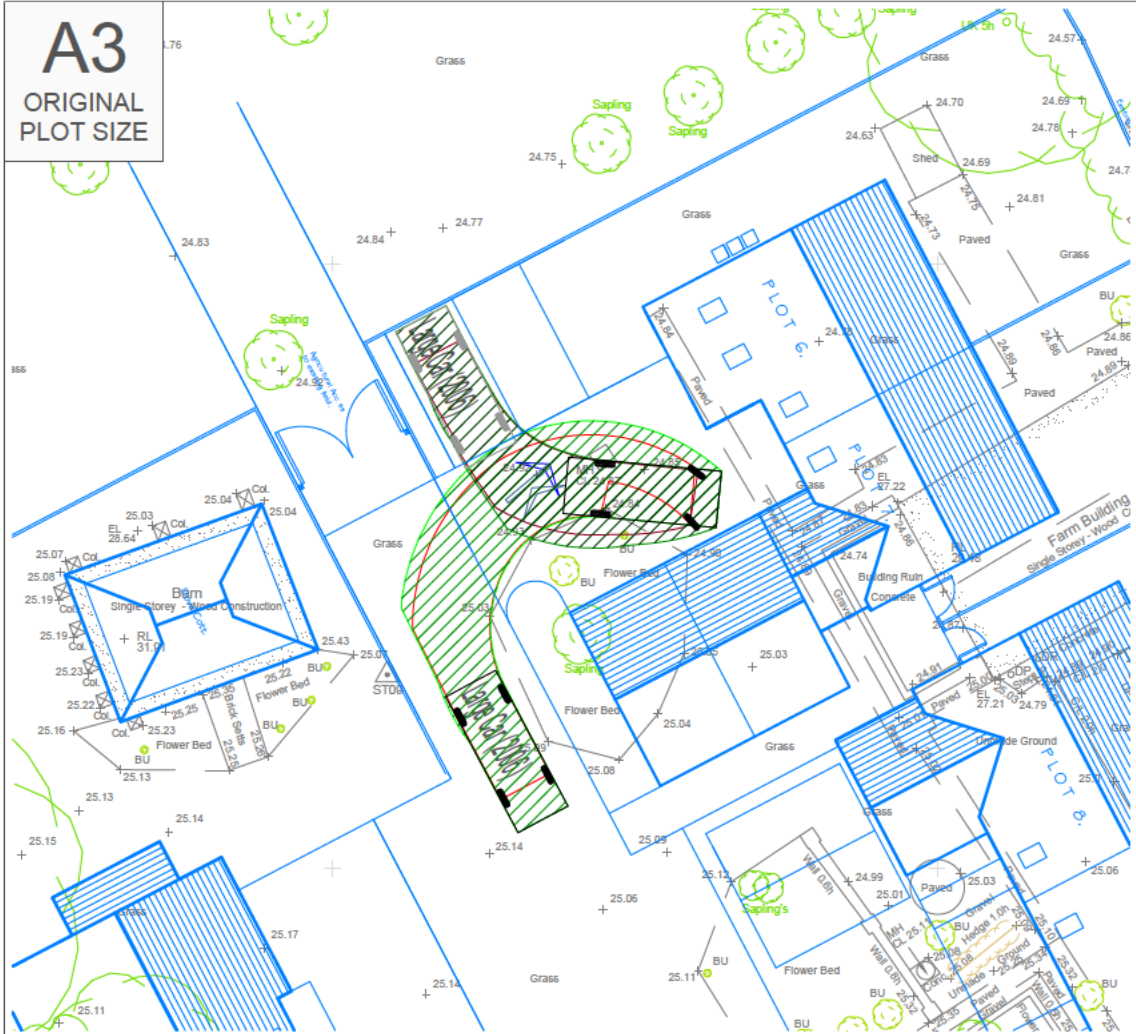
TITLE:  
**Swept Path Analysis of a  
Large Car -  
Access**

STATUS:  
**PLANNING**

SCALE: 1:250	DATE: 21.08.17	DRAWN: JA	CHECKED: SM	APPROVED: SM
JOB NO: 1701-85	DRAWING NO: SP01	REVISION: A		

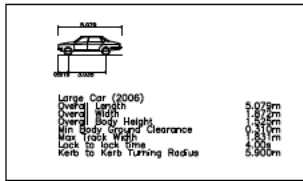


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  2. Swept Path Analysis of a Large Car (AutoTrack Vehicle Reference No. I00004).



**Swept Path KEY**

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

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Manchester  
Oxford  
Welwyn Garden City



CLIENT:  
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PROJECT:  
**53 Boxworth Road,  
Elsworth**

TITLE:  
**Swept Path Analysis of a  
Large Car -  
Parking Bays**

STATUS:  
**PLANNING**

SCALE: 1:250	DATE: 16.12.19	DRAWN: JA	CHECKED: EG	APPROVED: JC
JOB NO: 1701-85	DRAWING NO: SP02	REVISION: -		

# APPENDIX D

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

## Secondary Filtering selection:

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

Parameter: Number of dwellings  
 Actual Range: 6 to 29 (units: )  
 Range Selected by User: 6 to 30 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/09/17

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

Selected survey days:

Monday	5 days
Tuesday	5 days
Wednesday	5 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C3 21 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

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

Travel Plan:

No 21 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 21 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRI D G E S H I R E
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>			<i>Survey Type: MANUAL</i>
2	CA-03-A-05	DETACHED HOUSES		CAMBRI D G E S H I R E
	EASTFIELD ROAD PETERBOROUGH  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			<i>Survey Type: MANUAL</i>
3	CH-03-A-08	DETACHED		C H E S H I R E
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>			<i>Survey Type: MANUAL</i>
4	CH-03-A-09	TERRACED HOUSES		C H E S H I R E
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>			<i>Survey Type: MANUAL</i>
5	DC-03-A-08	BUNGALOWS		D O R S E T
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>			<i>Survey Type: MANUAL</i>
6	GM-03-A-10	DETACHED/SEMI		G R E A T E R M A N C H E S T E R
	BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY 12/10/11</i>			<i>Survey Type: MANUAL</i>
7	KC-03-A-05	DETACHED & SEMI -DETACHED		K E N T
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>			<i>Survey Type: MANUAL</i>
8	LN-03-A-03	SEMI DETACHED		L I N C O L N S H I R E
	ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>			<i>Survey Type: MANUAL</i>
9	MS-03-A-03	DETACHED		M E R S E Y S I D E
	BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>			
	<i>Survey Type: MANUAL</i>			
11	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>			
	<i>Survey Type: MANUAL</i>			
12	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>			
	<i>Survey Type: MANUAL</i>			
13	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>			
	<i>Survey Type: MANUAL</i>			
14	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>			
	<i>Survey Type: MANUAL</i>			
15	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>			
	<i>Survey Type: MANUAL</i>			
16	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>			
	<i>Survey Type: MANUAL</i>			
17	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>			
	<i>Survey Type: MANUAL</i>			
18	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI-DETACHED		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

19	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
	ARLINGTON AVENUE LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		6	
	<i>Survey date: FRIDAY</i>		<i>21/10/11</i>	<i>Survey Type: MANUAL</i>
20	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY COVENTRY POTTERS GREEN			
	Edge of Town Residential Zone			
	Total Number of dwellings:		17	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
21	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE SWINDON			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.086	21	18	0.282	21	18	0.368
08:00 - 09:00	21	18	0.172	21	18	0.409	21	18	0.581
09:00 - 10:00	21	18	0.134	21	18	0.196	21	18	0.330
10:00 - 11:00	21	18	0.188	21	18	0.156	21	18	0.344
11:00 - 12:00	21	18	0.183	21	18	0.202	21	18	0.385
12:00 - 13:00	21	18	0.212	21	18	0.204	21	18	0.416
13:00 - 14:00	21	18	0.199	21	18	0.185	21	18	0.384
14:00 - 15:00	21	18	0.194	21	18	0.231	21	18	0.425
15:00 - 16:00	21	18	0.277	21	18	0.258	21	18	0.535
16:00 - 17:00	21	18	0.304	21	18	0.226	21	18	0.530
17:00 - 18:00	21	18	0.344	21	18	0.156	21	18	0.500
18:00 - 19:00	21	18	0.245	21	18	0.164	21	18	0.409
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.538			2.669			5.207

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

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

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#### Parameter summary

Trip rate parameter range selected:	6 - 29 (units: )
Survey date date range:	01/01/11 - 22/09/17
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.000	21	18	0.000	21	18	0.000
08:00 - 09:00	21	18	0.011	21	18	0.011	21	18	0.022
09:00 - 10:00	21	18	0.003	21	18	0.003	21	18	0.006
10:00 - 11:00	21	18	0.008	21	18	0.008	21	18	0.016
11:00 - 12:00	21	18	0.003	21	18	0.003	21	18	0.006
12:00 - 13:00	21	18	0.003	21	18	0.000	21	18	0.003
13:00 - 14:00	21	18	0.005	21	18	0.008	21	18	0.013
14:00 - 15:00	21	18	0.003	21	18	0.000	21	18	0.003
15:00 - 16:00	21	18	0.005	21	18	0.008	21	18	0.013
16:00 - 17:00	21	18	0.000	21	18	0.000	21	18	0.000
17:00 - 18:00	21	18	0.000	21	18	0.000	21	18	0.000
18:00 - 19:00	21	18	0.005	21	18	0.005	21	18	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.046			0.046			0.092

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.000	21	18	0.000	21	18	0.000
08:00 - 09:00	21	18	0.005	21	18	0.005	21	18	0.010
09:00 - 10:00	21	18	0.005	21	18	0.005	21	18	0.010
10:00 - 11:00	21	18	0.008	21	18	0.003	21	18	0.011
11:00 - 12:00	21	18	0.000	21	18	0.003	21	18	0.003
12:00 - 13:00	21	18	0.000	21	18	0.000	21	18	0.000
13:00 - 14:00	21	18	0.003	21	18	0.003	21	18	0.006
14:00 - 15:00	21	18	0.003	21	18	0.003	21	18	0.006
15:00 - 16:00	21	18	0.000	21	18	0.000	21	18	0.000
16:00 - 17:00	21	18	0.003	21	18	0.003	21	18	0.006
17:00 - 18:00	21	18	0.003	21	18	0.003	21	18	0.006
18:00 - 19:00	21	18	0.000	21	18	0.000	21	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.030			0.028			0.058

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.000	21	18	0.000	21	18	0.000
08:00 - 09:00	21	18	0.005	21	18	0.005	21	18	0.010
09:00 - 10:00	21	18	0.000	21	18	0.000	21	18	0.000
10:00 - 11:00	21	18	0.000	21	18	0.000	21	18	0.000
11:00 - 12:00	21	18	0.000	21	18	0.000	21	18	0.000
12:00 - 13:00	21	18	0.000	21	18	0.000	21	18	0.000
13:00 - 14:00	21	18	0.000	21	18	0.000	21	18	0.000
14:00 - 15:00	21	18	0.000	21	18	0.000	21	18	0.000
15:00 - 16:00	21	18	0.005	21	18	0.005	21	18	0.010
16:00 - 17:00	21	18	0.000	21	18	0.000	21	18	0.000
17:00 - 18:00	21	18	0.000	21	18	0.000	21	18	0.000
18:00 - 19:00	21	18	0.000	21	18	0.000	21	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.010			0.010			0.020

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.011	21	18	0.046	21	18	0.057
08:00 - 09:00	21	18	0.000	21	18	0.035	21	18	0.035
09:00 - 10:00	21	18	0.003	21	18	0.008	21	18	0.011
10:00 - 11:00	21	18	0.003	21	18	0.022	21	18	0.025
11:00 - 12:00	21	18	0.005	21	18	0.008	21	18	0.013
12:00 - 13:00	21	18	0.016	21	18	0.005	21	18	0.021
13:00 - 14:00	21	18	0.013	21	18	0.003	21	18	0.016
14:00 - 15:00	21	18	0.003	21	18	0.005	21	18	0.008
15:00 - 16:00	21	18	0.035	21	18	0.000	21	18	0.035
16:00 - 17:00	21	18	0.030	21	18	0.003	21	18	0.033
17:00 - 18:00	21	18	0.016	21	18	0.008	21	18	0.024
18:00 - 19:00	21	18	0.008	21	18	0.000	21	18	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.143			0.143			0.286

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.105	21	18	0.363	21	18	0.468
08:00 - 09:00	21	18	0.220	21	18	0.616	21	18	0.836
09:00 - 10:00	21	18	0.153	21	18	0.250	21	18	0.403
10:00 - 11:00	21	18	0.228	21	18	0.207	21	18	0.435
11:00 - 12:00	21	18	0.234	21	18	0.237	21	18	0.471
12:00 - 13:00	21	18	0.272	21	18	0.269	21	18	0.541
13:00 - 14:00	21	18	0.231	21	18	0.226	21	18	0.457
14:00 - 15:00	21	18	0.261	21	18	0.277	21	18	0.538
15:00 - 16:00	21	18	0.427	21	18	0.376	21	18	0.803
16:00 - 17:00	21	18	0.430	21	18	0.323	21	18	0.753
17:00 - 18:00	21	18	0.484	21	18	0.212	21	18	0.696
18:00 - 19:00	21	18	0.331	21	18	0.196	21	18	0.527
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.376			3.552			6.928

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.019	21	18	0.083	21	18	0.102
08:00 - 09:00	21	18	0.089	21	18	0.194	21	18	0.283
09:00 - 10:00	21	18	0.054	21	18	0.075	21	18	0.129
10:00 - 11:00	21	18	0.067	21	18	0.097	21	18	0.164
11:00 - 12:00	21	18	0.059	21	18	0.065	21	18	0.124
12:00 - 13:00	21	18	0.081	21	18	0.070	21	18	0.151
13:00 - 14:00	21	18	0.070	21	18	0.070	21	18	0.140
14:00 - 15:00	21	18	0.067	21	18	0.062	21	18	0.129
15:00 - 16:00	21	18	0.196	21	18	0.124	21	18	0.320
16:00 - 17:00	21	18	0.118	21	18	0.081	21	18	0.199
17:00 - 18:00	21	18	0.091	21	18	0.046	21	18	0.137
18:00 - 19:00	21	18	0.083	21	18	0.051	21	18	0.134
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.994			1.018			2.012

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.011	21	18	0.011	21	18	0.022
08:00 - 09:00	21	18	0.005	21	18	0.016	21	18	0.021
09:00 - 10:00	21	18	0.000	21	18	0.008	21	18	0.008
10:00 - 11:00	21	18	0.008	21	18	0.011	21	18	0.019
11:00 - 12:00	21	18	0.003	21	18	0.003	21	18	0.006
12:00 - 13:00	21	18	0.016	21	18	0.013	21	18	0.029
13:00 - 14:00	21	18	0.003	21	18	0.000	21	18	0.003
14:00 - 15:00	21	18	0.003	21	18	0.003	21	18	0.006
15:00 - 16:00	21	18	0.008	21	18	0.005	21	18	0.013
16:00 - 17:00	21	18	0.005	21	18	0.000	21	18	0.005
17:00 - 18:00	21	18	0.011	21	18	0.008	21	18	0.019
18:00 - 19:00	21	18	0.008	21	18	0.000	21	18	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.081			0.078			0.159

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.000	21	18	0.000	21	18	0.000
08:00 - 09:00	21	18	0.000	21	18	0.005	21	18	0.005
09:00 - 10:00	21	18	0.000	21	18	0.000	21	18	0.000
10:00 - 11:00	21	18	0.000	21	18	0.000	21	18	0.000
11:00 - 12:00	21	18	0.000	21	18	0.000	21	18	0.000
12:00 - 13:00	21	18	0.000	21	18	0.000	21	18	0.000
13:00 - 14:00	21	18	0.000	21	18	0.000	21	18	0.000
14:00 - 15:00	21	18	0.000	21	18	0.000	21	18	0.000
15:00 - 16:00	21	18	0.005	21	18	0.000	21	18	0.005
16:00 - 17:00	21	18	0.000	21	18	0.000	21	18	0.000
17:00 - 18:00	21	18	0.000	21	18	0.000	21	18	0.000
18:00 - 19:00	21	18	0.000	21	18	0.000	21	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.005			0.005			0.010

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.011	21	18	0.011	21	18	0.022
08:00 - 09:00	21	18	0.005	21	18	0.022	21	18	0.027
09:00 - 10:00	21	18	0.000	21	18	0.008	21	18	0.008
10:00 - 11:00	21	18	0.008	21	18	0.011	21	18	0.019
11:00 - 12:00	21	18	0.003	21	18	0.003	21	18	0.006
12:00 - 13:00	21	18	0.016	21	18	0.013	21	18	0.029
13:00 - 14:00	21	18	0.003	21	18	0.000	21	18	0.003
14:00 - 15:00	21	18	0.003	21	18	0.003	21	18	0.006
15:00 - 16:00	21	18	0.013	21	18	0.005	21	18	0.018
16:00 - 17:00	21	18	0.005	21	18	0.000	21	18	0.005
17:00 - 18:00	21	18	0.011	21	18	0.008	21	18	0.019
18:00 - 19:00	21	18	0.008	21	18	0.000	21	18	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.086			0.084			0.170

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	18	0.145	21	18	0.503	21	18	0.648
08:00 - 09:00	21	18	0.315	21	18	0.866	21	18	1.181
09:00 - 10:00	21	18	0.210	21	18	0.341	21	18	0.551
10:00 - 11:00	21	18	0.306	21	18	0.336	21	18	0.642
11:00 - 12:00	21	18	0.301	21	18	0.312	21	18	0.613
12:00 - 13:00	21	18	0.384	21	18	0.358	21	18	0.742
13:00 - 14:00	21	18	0.317	21	18	0.298	21	18	0.615
14:00 - 15:00	21	18	0.333	21	18	0.347	21	18	0.680
15:00 - 16:00	21	18	0.672	21	18	0.505	21	18	1.177
16:00 - 17:00	21	18	0.583	21	18	0.406	21	18	0.989
17:00 - 18:00	21	18	0.602	21	18	0.274	21	18	0.876
18:00 - 19:00	21	18	0.430	21	18	0.247	21	18	0.677
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			4.598			4.793			9.391

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

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