

A Report for
**LANCASHIRE INDUSTRIAL AND COMMERCIAL SERVICES
LIMITED**

In respect of
**Ely Road,
MILTON**

Representation of Transport Matters

November 2021



Document Management

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Issued by:

Bristol
Cambridge
 London
 Manchester
 Oxford
 Welwyn Garden City

Transport Planning Associates
 The Stables
 7 Chesterton Mill
 French's Road
 Cambridge
 CB4 3NP

01223 455385
 cambridge@tpa.uk.com
 www.tpa.uk.com

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1 Introduction

- 1.1 Transport Planning Associates has been instructed by Lancashire Industrial and Commercial Services Limited to provide transport planning consultancy services regarding the promotion of land at the existing Milton Golf Site, Ely Road, Milton (herein after "**the Promotion Site**").
- 1.2 The client has responded to the Greater Cambridgeshire Partnership Local Plan as part of the recent 'Call for Sites' for the forthcoming plan period, seeking an allocation for residential development of the site for up to 90 units.
- 1.3 This report has been prepared to demonstrate that the Transport Appraisal of the site, undertaken as part of the Greater Cambridge Housing and Economic Land Availability Assessment ("HELAA"), did not adequately reflect the positive transport context of the Promotion site in relation to accessibility to local facilities, services as well as the sustainable travel opportunities which demonstrate that the Promotion Site is suitable for residential development.
- 1.4 This submission will provide further evidence in relation to the four key 'Issue' topics, insofar as transportation is concerned, namely 'Accessibility to Services and Facilities', 'Site Access', 'Transport and Roads' and 'Strategic Highway Impact', to demonstrate that the allocation site's rating for each of these matters should be 'Green'.

2 Access

- 2.1 This chapter of the submissions demonstrates that a technically acceptable access could be developed to provide access to and from the Promotion Site for all users and that the HELAA was correct to suggest that *"The proposed access is acceptable in principle subject to detailed design"*. However, within this note, it is demonstrated that there are no *"potential access constraints"* and that the HELAA Appraisal should be Green rather than Amber.

Access

- 2.2 The site benefits from an existing priority controlled access taken directly from Ely Road. The location of the access could be retained and the geometry be revised to be more in keeping with a residential development rather than the existing operation, although there would also be the opportunity for the existing land use and operation to be retained in part and the Promotion Site allocated for a lesser quantum of development.
- 2.3 In keeping with a residential development and in accordance with Cambridgeshire County Council's "Highway Development Management General Principles for Development" design guidance document, the proposed access arrangements identify a carriageway width of 5.5m with 3m footways provided on both sides of the access road. The junction radii of the junction are proposed to be tightened, reducing the radii to 6m. The proposed access arrangement is presented within drawing 2110-007 SK01, presented within **Appendix A**.
- 2.4 Footways would be provided on either side of the access, in accordance with the Cambridgeshire County Council design guidance document. The identified footways could connect into the existing footway present along the eastern site of Ely Road, which is identified as a shared surface footway / cycle track.
- 2.5 In the vicinity of the Promotion Site Ely Road has a posted speed limit of 50 mph. In accordance with the posted speed limit, visibility splays of 2.4m by 160m are able to be achieved from the proposed access location. The proposed visibility splays are presented within drawing 2110-007 SK02, also appended within **Appendix A**.

Summary

- 2.6 The existing access is suitable and able to be delivered within land owned by the Client, delivering an access arrangement that complies with the relevant residential design standards. Access to the Promotion Site has been demonstrated to be achievable with no constraints to the implementation of the access and as such the rating of the promotion site access should be reviewed and upgraded to a

'Green' rating in accordance with the HELAA assessment criteria that states that "access by all means is possible".

3 Transport and Roads

- 3.1 This chapter of these representations address comments raised within the proforma relating to the 'Transport and Roads' section of the HELAA assessment of the promotion site, which states:

Assessment: Amber

Comments: The A10 corridor is highly congested. CCC has a no net trip increase requirement for the area and this development would have to adhere to that. The site must create zero net additional vehicle trips onto the network by promoting and providing sustainable infrastructure. The applicant will need to consider whether this could be achieved by ensuring the site links to the Waterbeach to Cambridge Greenway, the Mereway, Rail facilities, the CAM/Mass transit proposals and a restrictive approach to parking. Contributions towards the transport infrastructure package for the wider area will be expected, as will a cumulative assessment.

Any potential impact on the functioning of trunk roads and/or local roads could be reasonably mitigated.

Trip Generation

- 3.2 It is set out within the comments raised within the HELAA that "CCC has a no net trip increase requirement for the area" which the Promotion Site would have to be in accordance with. When considering the trip generation associated, with the feasibility of the land being suitable for allocation for residential development, it is first appropriate to consider that the Promotion Site benefits from an existing lawful use which would have an associated level of trip attraction. This should then be considered against the anticipated level of trip generation to address the position of the development in respect of the "no net increase" in trips.

Existing Use

- 3.3 The existing site currently operates as an 18 hole Footgolf site with associated car parking and on-site building.
- 3.4 To understand the likely level of vehicle trips that would be generated by the development, the TRICS database has been interrogated. Whilst the TRICS database does not contain any surveys for any footgolf sites, the operation of a footgolf site is similar to a more traditional golf club, albeit, the duration of stay of visitors to the site is likely to be shorter due to shorter courses lengths.
- 3.5 The site, whilst operational in its current form, was previously a golf practice centre which benefits from a Lawful Development Certificate which sets out that only part of an existing planning permission

has been built out and that further facilities such as a Club House are able to be implemented at the Promotion Site within the context of the existing implemented planning permission.

- 3.6 Further facilities to be built out at the Promotion Site would increase attractiveness of the site and would likely have a corresponding increase in the trip attractiveness of the site. The legal use of the site has not changed and hence whilst the golf practice centre has been implemented the Club House could be developed without a requirement for a change of use or further planning applications.
- 3.7 Therefore, as a reasonable proxy for the likely trip attractiveness of the existing site, the TRICS database has been interrogated under land use code 09 – Golf, sub-category A – Private 9 Hole Courses. The TRICS output modelling report is contained within **Appendix B**.
- 3.8 The extracted trips rates have been applied to the size of the site, 14.96 hectares, to identify the level of vehicle trips that would be attracted to the existing use of the site during the traditional highway network weekday morning and evening peak periods, of 08:00 to 09:00 and 17:00 to 18:00 respectively, and the daily 24 hour period.

Table 3.1 Existing Site Operation Vehicle Trip Attraction Calculation

	Morning peak		Evening peak		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle Trip Rate per hectare	0.898	0.218	1.262	1.408	12.548	12.962
Development size	14.96 hectares					
Vehicle Trips	13	3	19	21	188	194

- 3.9 From the information presented within Table 3.1, the existing use of the site would likely generate a total of 16 and 40 two-way vehicle trips during the morning and evening peak periods respectively. Across the daily 24 hour period, the site is likely to attract a total of 382 two-way vehicle trips.

Allocation Residential Development

- 3.10 In accordance with the comments raised by Cambridgeshire County Council, an investigation was made into the likely level of trips that could be attracted to the Promotion Site, if the land was developed for residential use. This information is to be compared against the existing operation of the Promotion Site to demonstrate the position of the development in respect of “no net increase” in trips.

3.11 To understand the likely level of vehicle trips that would be generated by the potential allocation of the Promotion Site, the TRICS database has been interrogated under land use code 03 – Residential, sub-category A – Houses privately owned. The TRICS output modelling report is contained within **Appendix C**.

3.12 The trips rates derived from the TRICS database have been applied to a residential development of up to 90 dwellings to calculate the likely total person trips that would be generated by the Promotion Site during the traditional highway network weekday morning and evening peak hours, of 8am to 9am and 5pm to 6pm respectively, and a daily 24 hour period. The forecast person trip rates and corresponding person trips, are presented in Table 3.2 below.

Table 3.2 Allocation Development Total Person Trip Generation Calculation

	Morning peak		Evening peak		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Total Person Trip Rate per home	0.200	0.704	0.543	0.228	3.799	3.878
Development size	90					
Person Trips	18	63	49	21	342	349

3.13 To understand the typical transport mode choice of people for travel during the morning and evening peak hours associated with their journey to work, the calculated total person trips have then been applied to 2011 Census 'Method of Journey to Work' data for the South Cambridgeshire 007A and 007C lower super output areas. These lower super output areas represent the existing settlement of Milton and provide a suitable basis upon which to establish the baseline propensity for how future residents would travel to and from the Promotion Site based on the existing levels of accessibility. This calculation is presented within Table 3.3.

Table 3.3 Allocation Development Trip Generation by Mode – Based on 2011 Census

Mode	Mode %	Morning peak		Evening peak		Daily	
		Arrive	Depart	Arrive	Depart	Arrive	Depart
Total Person	100.00%	18	63	49	21	342	349
Work from Home	10.79%	2	7	5	2	37	38
Train	2.79%	1	2	1	1	10	10
Bus	8.16%	1	5	4	2	28	28
Vehicle Driver	50.62%	9	32	25	10	173	177
Vehicle Passenger	3.22%	1	2	2	1	11	11
Cycle	16.48%	3	10	8	3	56	58
Walk	7.51%	1	5	4	2	26	26
Other	0.43%	0	0	0	0	1	1

Modal proportions based on 2011 Census Method of Journey to Work Data for South Cambridgeshire 007A and 007C.

- 3.14 From the information presented within Table 3.3, the residential use of the allocation site would likely generate a high level of travel to and from the site by non-car modes, with a total of 32.15% of journeys travelling by bus, by cycle or on foot. A further 10.79% of journeys are identified to work from home resulting in a proportion of journeys not needing to travel out of the development during either of the peak periods. The relatively high proportions of travel by non-car modes demonstrates that Milton is accessible location with existing high quality travel opportunities that enable a greater proportion of the population to travel locally for work without the use of the private car.
- 3.15 With regard to vehicle trips, through the application of the 2011 Census data would identify that the use of the allocation site for residential purposes would generate a total of 41 and 35 two-way vehicle trips during the morning and evening peak periods respectively. Across the daily 24 hour period, the site is likely to attract a total of 350 two-way vehicle trips.
- 3.16 To establish the net trip position, in line with Cambridgeshire County Council's "no net trip increase requirement for the area", a comparison between the existing footgolf and proposed residential development is presented within Table 3.4.

Table 3.4 Vehicle Trip Comparison between Existing and Allocation Use of the Site

	Morning peak		Evening peak		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Existing	13	3	19	21	188	194
Allocation	9	32	25	10	173	177
Comparison	-4	+28	+6	-11	-15	-17

3.17 From the information presented within Table 3.4, whilst the allocation of the site for residential development would see a net increase in vehicle trips during the morning peak period, the site would see an overall net decrease in vehicle trips during the evening peak period as well as across a typical daily 24 hour period.

Summary

3.18 It is set out within the comments raised within the HELAA that “CCC has a no net trip increase requirement for the area” which the allocation site would have to be in accordance with. When considering the trip generation associated, it is first appropriate to consider that the site benefits from a current lawful use which should then be considered against the anticipated level of trip generation to address the position of the development in respect of the “no net increase” in trips.

3.19 The comparison of the existing land use against the allocated use of the site for residential purposes demonstrates that the site would across the day attract a reduced level of vehicle trips when compared to the existing footgolf use. The allocation of the site for residential development would therefore be in accordance with Cambridgeshire County Council’s no net trip requirement for the area.

3.20 Furthermore, the existing 2011 Census information demonstrates that the existing residents of Milton travel by non-car modes through the use of existing infrastructure to travel locally for work without the use of the private car.

3.21 As such the rating of the site, in terms of Transport and Roads, should be reviewed and upgraded to a ‘Green’ rating in accordance with the HELAA assessment criteria that states “Development of the site will not have a detrimental impact on the functioning of trunk roads and/or local roads”.

4 Accessibility

4.1 It is key that new development is brought forward in locations where high levels of accessibility are able to be achieved ensuring that development is in sustainable locations and that daily essentials do not require travel to be undertaken by the private car. This chapter of the representations sets out the details of the allocation site in terms of accessibility to the surrounding areas, local facilities and services, demonstrating that the site has high levels of accessibility, appropriate for the allocation of the site for residential purposes.

4.2 With regard to Accessibility to Services and Facilities, the proforma provides the following assessment:

Assessment: Amber

Comments: Distance to Primary School: Greater than 450m and Less than or Equal to 1,000m

Distance to Secondary School: Greater than 2,000m

Distance to Healthcare Service: Greater than 720m and Less than or Equal to 2,000m

Distance to City, District or Rural Centre: Greater than 2,000m

Distance to Local, Neighbourhood or Minor Rural Centre: Greater than 720m and Less than or Equal to 2,000m

Distance to Employment Opportunities: Greater than 1,800m

Distance to Public Transport: Less than or Equal to 450m

Distance to Rapid Public Transport: Greater than 1,800m

Distance to proposed Rapid Public Transport: Less than or Equal to 1,800m

Distance to Cycle Network: Less than or Equal to 800m

Adequate accessibility to key local services, transport, and employment opportunities. Proposed development would not require delivery of accompanying key services.

4.3 The Chartered Institution of Highways and Transportation ("**CIHT**") guidance document 'Providing for Journeys on Foot' (2000) provides established advice on walking distances from a development to local services. The CIHT guidance is reproduced in Table 4.1.

Table 4.1 CIHT guidance 'Providing for Journeys on Foot'

	Town Centres	Commuting / School / Sight-seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred maximum	800m	2,000m	1,200m

Reproduced from Table 3.2 of CIHT guidelines for Providing Journeys on Foot

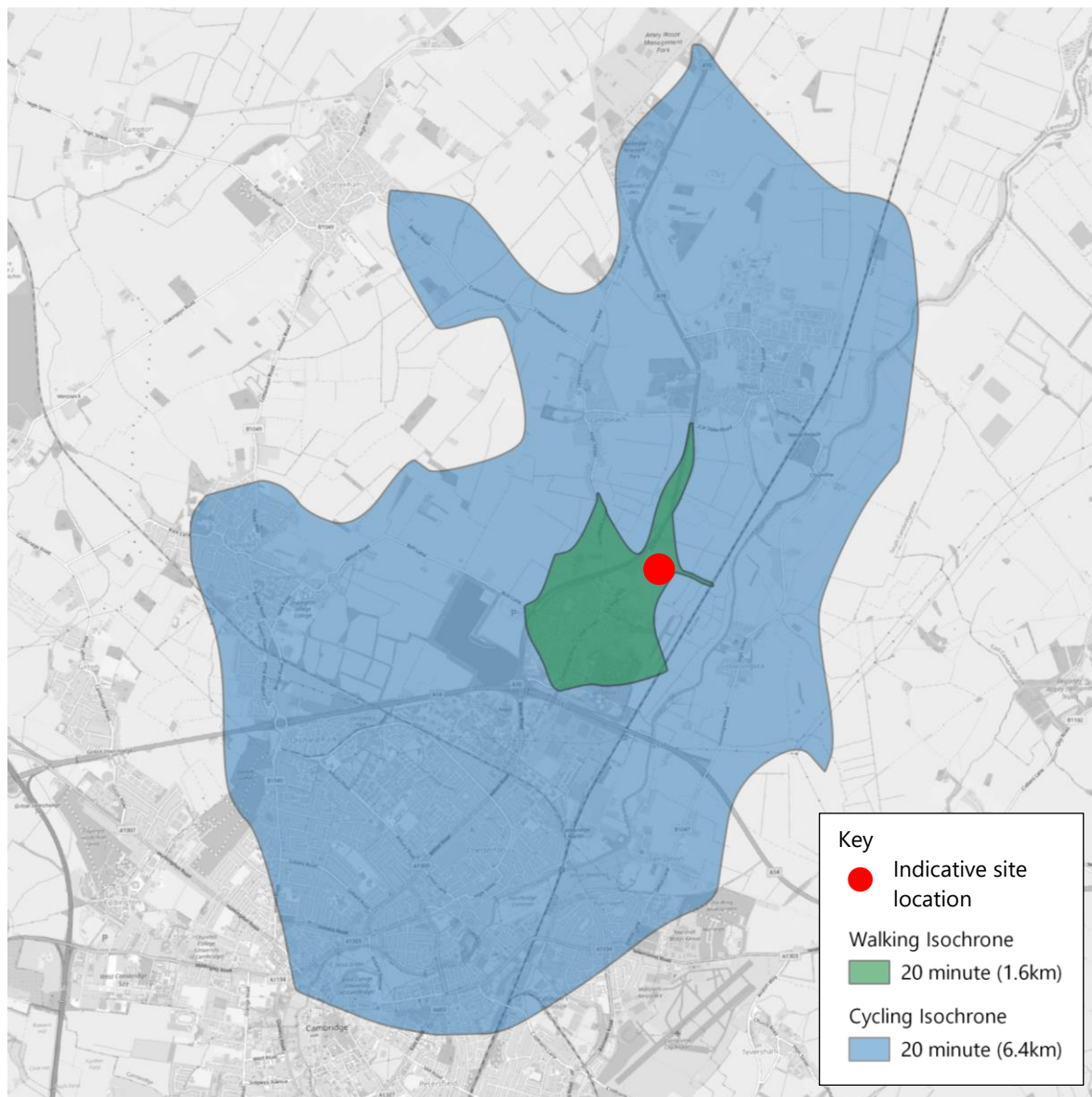
- 4.4 This is also reflected within PPG13, which whilst it is recognised that PPG13 has been superseded by the publication of the NPPF, the principles contained in PPG13 are still considered to be relevant. In particular, the recognition that *'walking offers the greatest potential to replace short car trips, particularly under two kilometres'* whilst in regard to cycling, PPG13 stated that cycling has the *'potential to substitute for short car trips, particularly those under five kilometres, and to form part of the longer journey by public transport'*.
- 4.5 The site is located on the northern side of the existing settlement of Milton where a number of local facilities and services are provided for its residents. These services are accessed from the existing footway provided along the eastern side of Ely Road which is also identified as part of a shared surface cycle route which has both on and off-carriageway infrastructure providing for cycle journeys between Waterbeach and Cambridge.
- 4.6 Table 4.2 summaries a number of key local services and amenities and the time taken to reach them on foot and cycle, based on the speed of 3 mph and 12 mph respectively.

Table 4.2 Local services and facilities

Destination	Distance	Walk time Minutes (based on 3mph)	Cycle Time, Minutes (based on 12mph)
High Street (Local Centre including convenience store, barbers and public house)	1.0 km	12.5	3
Vet practice	1.3 km	16.5	4
Primary school	1.0 km	12.5	3
Secondary school	4.5 km	-	14
Nearest Bus Stop	700 m	9	2
Chiropractic clinic	600 m	7.5	2
Place of worship	950 m	12	3
Food retail superstore	1.7 km	21.5	5
Milton Country Park	1.7 km	21.5	5
Impington Village College Swimming Pool and Gym	4.5 km	-	14
Winship Road industrial Estate	1.5 km	19	4.5
St John's Innovation Park	2.0 km	25	6
Cambridge Science Park	2.6 km	-	8
Cambridge North Railway Station	3.5 km	-	11

4.7 As presented within Table 4.2, a significant number of services and facilities are within a 15 minute cycle journey, with most facilities within a 10 to 15 minute walking distance. **Figure 4.1** presented below presents a 15-minute walking and cycling isochrone from the application site.

Figure 4.1 20-minute Walking and Cycling Isochrones



4.8 As can be seen from **Figure 4.1**, the majority of Milton is within a 20-minute walking isochrone whilst the entirety of Milton and the employment destinations such as the Winship Industrial Estate, St. John’s Innovation Park and the Cambridge Science Park are within a 20-minute cycling isochrone of the site. Furthermore, education and leisure locations such as Impington Village College and Milton Country Park are also within a 20-minute cycle journey.

4.9 This directly demonstrates that the site is highly accessible for journeys on foot and by cycle as well as being supportive of the 20-minute settlement concept that sets out that most daily necessities are able to be accomplished within a 20-minute walking or cycling journey from a resident’s dwelling.

Future Enhancements to Connectivity

- 4.10 As part of the current proposals being brought forward by either private development or the Greater Cambridgeshire Partnership, the allocation site is in a key location to benefit from proposals for the 'Waterbeach to Cambridge Greenway' in addition to the 'Mereway' proposals. Each proposal seeks to provide enhanced connectivity between Waterbeach and Cambridge via segregated routes, running through Landbeach and in the vicinity of the River Cam respectively.
- 4.11 The Mereway proposals identify a proposed cycleway between Waterbeach and the Cambridge Science park, via Landbeach, following the existing Public Right of Way alignment of Mere Way, crossing over Butt Lane to the west of Milton. The Waterbeach to Cambridge Greenway proposals seek to provide a connection between the settlement of Waterbeach through to the Cambridge North railway station, with further ongoing cycle infrastructure provided via the Chisholm Trail, currently under construction.
- 4.12 As presented within **Figure 4.1**, access to each of these proposals will be achievable within a 20-minute cycle ride, either via the existing footbridge over the A10, to the west of Milton, or via Fen Road to the east of Milton. These future proposals will enhance the ability of the site to be able to connect into key employment and leisure destinations within Cambridge through a wide network of cycleways, further enabling journeys to and from the allocation site to be undertaken by sustainable transport modes.

Summary

- 4.13 The proposed development would be in a location that is highly accessible by sustainable forms of transport, with high levels of accessibility provided to key employment, education and leisure needs without the use of a private car. This would minimise the volume of vehicle trips that would travel beyond Milton, minimising impact of the allocation site of key strategic roads such as the A10 and A14.
- 4.14 As such the rating of the site, in terms of Transport and Roads, should be reviewed and upgraded to a 'Green' rating.

5 Strategic Highway

- 5.1 Within the HELAA assessment criteria for the Strategic Highway, Cambridgeshire County Council agreed an approach with National Highways which would assign a Red / Amber / Green rating for each site, dependant on the location of each site in respect to identified catchment zones.
- 5.2 The application site is located within Zone 3 which identifies that any site within this area would be scored as 'Red' with the comment that there is "No capacity for growth. Sites would need to ensure no net increase in vehicles trips on the Strategic Road Network".
- 5.3 As presented within Chapter 4, the allocation site is highly accessible with connections to local facilities services and employment opportunities that can be access by walking and cycling without reliance on a private car.
- 5.4 Additionally, recent upgrades and enhancements to the A14 have provided additional capacity to be able to accommodate existing and future travel demand for this key corridor whilst studies are being undertaken along the A10 corridor to establish how improvements along this route can be undertaken, with current consideration being given to a potential dualling of the corridor over specific key sections.
- 5.5 As presented earlier within the representations, whilst the introduction of the proposed development would likely result in a net increase in vehicle trips during the morning peak, it would result in a net decrease in vehicle trips during the evening peak and forecast daily trips to and from the site. The combination of high accessibility, current and future enhancements to the strategic highway network and a net overall daily reduction (Table 3.4) in vehicle trips demonstrate that the Promotion Site would not result in a *'net increase in vehicle trips'*.
- 5.6 The site's rating associated with the Strategic Highway should therefore be changed to 'Green'.

6 Summary and Conclusions

- 6.1 Transport Planning Associates has been instructed by Lancashire Industrial and Commercial Services Limited to provide transport planning consultancy services regarding the potential redevelopment of the existing Milton Golf Site, Ely Road, Milton.
- 6.2 The Promotion Site has been submitted to South Cambridgeshire District Council as part of the recent 'call for sites' for the forthcoming Greater Cambridgeshire Local Plan for a residential development allocation for up to 90 units.
- 6.3 As part of the site's proforma within the HELAA, there are four key areas which are linked to transport related topics, which were rated as 'Amber' and are as follows:
- Accessibility to Services and Facilities;
 - Site Access;
 - Transport and Roads; and
 - Strategic Highway Impact.
- 6.4 The site benefits from a suitable existing access which would be further enhanced by the Promotion Site, forming a suitable access that would serve the use of the site as a residential development as well as potential partial development of the site should the existing operation to be retained in part and the Promotion Site allocated for a lesser quantum of development.
- 6.5 Further details have been provided as part of these representations which has demonstrated that the Promotion Site is highly accessible by all forms of transport with connections to necessary services, facilities and employment opportunities within a 20-minute walking or cycling journey. It has been further demonstrated that the site will not have a detrimental impact on the functioning of trunk roads and/or local roads as a result of a net reduction in daily vehicle trips.
- 6.6 The Promotion Site is appropriately located to benefit from current and future enhances to both car and non-car-based network enhancements such as the 'Waterbeach to Cambridge Greenway' and the 'Mereway' cycle network enhancement proposals.
- 6.7 It is therefore concluded that the Promotion Site should be identified with a 'Green' rating, insofar as transport related are concerned, reflecting the high level of accessibility of the Promotion Site and the sustainability of Milton as an existing, established settlement.

APPENDIX A

A3

ORIGINAL
PLOT SIZE

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NOTES:

1. Indicative un-surveyed existing road markings.
2. Based on OS Mapping Data.
3. Subject to confirmation of Highway Boundary.
4. Subject to topographical survey.

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Bristol
Cambridge
 London
 Manchester
 Oxford
 Welwyn Garden City

The Stables
 7 Chesterton Mill
 French's Road
 Cambridge
 CB4 3NP
 01223 455385
www.tpa.uk.com



CLIENT:
 Lancashire Industrial & Commercial Services Limited

PROJECT:
 Ely Road,
 Milton
 CB24 6DD

TITLE:
 Upgraded Existing
 Access Arrangement

STATUS:
FEASIBILITY

SCALE: 1:200	DATE: 04.11.21	DRAWN: JA	CHECKED: TH	APPROVED: TH
JOB NO: 2110-007	DRAWING NO: SK01	REVISION: -		

New footway/cycleway to tie into existing

Tactile paving and dropped kerbs

New footway/cycleway to tie into existing

ELY ROAL

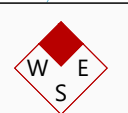
R6m

R6m

3m
5.5m
3m

MS
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6.7m +



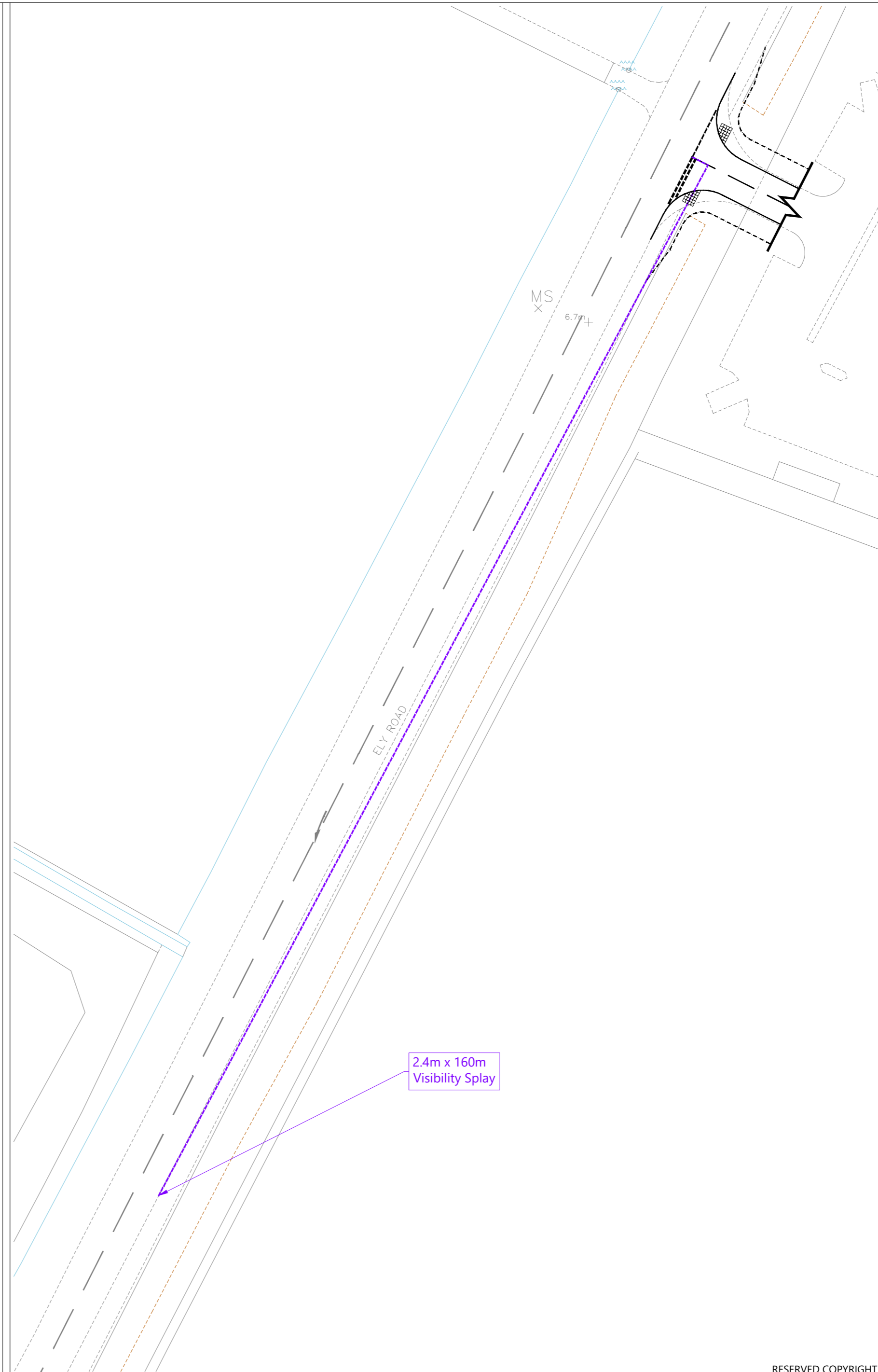
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A2
ORIGINAL
PLOT SIZE

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- NOTES:
1. Indicative un-surveyed existing road markings.
 2. Based on OS Mapping Data.
 3. Subject to confirmation of Highway Boundary.
 4. Subject to topographical survey.



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Transport Planning Associates

The Stables
7 Chesterton Mill
French's Road
Cambridge
CB4 3NP
01223 455385
www.tpa.uk.com

CLIENT:
Lancashire Industrial & Commercial Services Limited

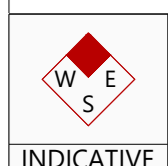
PROJECT:
Ely Road,
Milton
CB24 6DD

TITLE:
Upgraded Existing
Access Arrangement
Visibility Splay Plan

STATUS:
FEASIBILITY

SCALE: 1:500	DATE: 04.11.21	DRAWN: JA	CHECKED: TH	APPROVED: TH
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JOB NO: 2110-007	DRAWING NO: SK02	REVISION: -
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APPENDIX B

Calculation Reference: AUDIT-219603-211025-1054

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
 Category : A - PRIVATE 9 HOLE COURSES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX
		1 days
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
		1 days

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

Primary 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: Site area
 Actual Range: 17.30 to 23.90 (units: hect)
 Range Selected by User: 9.80 to 25 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 29/06/18

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

Selected survey days:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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:

Edge of Town	2
--------------	---

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

Selected Location Sub Categories:

Commercial Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

F2(c)	2 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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	2 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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-09-A-01 LOTTBRIDGE DROVE EASTBOURNE	GOLF CLUB		EAST SUSSEX
	Edge of Town Commercial Zone			
	Total Site area:		23.90 hect	
	Survey date: WEDNESDAY		18/06/03	Survey Type: MANUAL
2	WK-09-A-01 HAMPTON STREET WARWICK	GOLF CLUB		WARWICKSHIRE
	Edge of Town No Sub Category			
	Total Site area:		17.30 hect	
	Survey date: FRIDAY		29/06/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 09 - GOLF/A - PRIVATE 9 HOLE COURSES

TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	20.60	0.534	2	20.60	0.121	2	20.60	0.655
08:00 - 09:00	2	20.60	0.898	2	20.60	0.218	2	20.60	1.116
09:00 - 10:00	2	20.60	1.408	2	20.60	0.680	2	20.60	2.088
10:00 - 11:00	2	20.60	0.874	2	20.60	0.850	2	20.60	1.724
11:00 - 12:00	2	20.60	0.728	2	20.60	1.141	2	20.60	1.869
12:00 - 13:00	2	20.60	0.728	2	20.60	0.971	2	20.60	1.699
13:00 - 14:00	2	20.60	0.922	2	20.60	0.777	2	20.60	1.699
14:00 - 15:00	2	20.60	0.801	2	20.60	0.485	2	20.60	1.286
15:00 - 16:00	2	20.60	0.995	2	20.60	1.408	2	20.60	2.403
16:00 - 17:00	2	20.60	1.141	2	20.60	1.262	2	20.60	2.403
17:00 - 18:00	2	20.60	1.262	2	20.60	1.408	2	20.60	2.670
18:00 - 19:00	2	20.60	0.947	2	20.60	1.214	2	20.60	2.161
19:00 - 20:00	2	20.60	1.019	2	20.60	1.092	2	20.60	2.111
20:00 - 21:00	2	20.60	0.291	2	20.60	1.092	2	20.60	1.383
21:00 - 22:00	2	20.60	0.000	2	20.60	0.243	2	20.60	0.243
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.548			12.962			25.510

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:	17.30 to 23.90 (units: hect)
Survey date range:	01/01/00 - 29/06/18
Number of weekdays (Monday-Friday):	2
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.

APPENDIX C

Calculation Reference: AUDIT-219603-211025-1030

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	3 days

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

Primary 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: No of Dwellings
 Actual Range: 50 to 134 (units:)
 Range Selected by User: 50 to 140 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 08/10/20

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	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	7 days
Friday	4 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)	8
Edge of Town	9

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

Selected Location Sub Categories:

Residential Zone	17
Village	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	8 days
10,001 to 15,000	4 days
15,001 to 20,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	16 days
1.6 to 2.0	2 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:

Yes	5 days
No	16 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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>		
	<i>Survey Type: MANUAL</i>		
2	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES	DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>		
	<i>Survey Type: MANUAL</i>		
3	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>		
	<i>Survey Type: MANUAL</i>		
4	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>		
	<i>Survey Type: MANUAL</i>		
5	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>		
	<i>Survey Type: MANUAL</i>		
6	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		
	<i>Survey Type: MANUAL</i>		
7	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>		<i>Survey Type: MANUAL</i>
9	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		<i>Survey Type: MANUAL</i>
10	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>		<i>Survey Type: MANUAL</i>
11	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>		<i>Survey Type: MANUAL</i>
12	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 <i>Survey date: WEDNESDAY 18/09/19</i>		<i>Survey Type: MANUAL</i>
13	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>		<i>Survey Type: MANUAL</i>
14	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS	NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings: 71 <i>Survey date: TUESDAY 17/09/13</i>		<i>Survey Type: MANUAL</i>
15	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	SC-03-A-06 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 116 <i>Survey date: THURSDAY 08/10/20</i>		
17	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		
18	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		
19	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>		
20	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>		
21	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 79 <i>Survey date: WEDNESDAY 07/11/18</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 Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.200	0.704	0.904
1700-1800	0.543	0.228	0.771

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL 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	79	0.064	21	79	0.261	21	79	0.325
08:00 - 09:00	21	79	0.117	21	79	0.324	21	79	0.441
09:00 - 10:00	21	79	0.141	21	79	0.161	21	79	0.302
10:00 - 11:00	21	79	0.124	21	79	0.173	21	79	0.297
11:00 - 12:00	21	79	0.131	21	79	0.151	21	79	0.282
12:00 - 13:00	21	79	0.147	21	79	0.136	21	79	0.283
13:00 - 14:00	21	79	0.161	21	79	0.165	21	79	0.326
14:00 - 15:00	21	79	0.149	21	79	0.165	21	79	0.314
15:00 - 16:00	21	79	0.239	21	79	0.144	21	79	0.383
16:00 - 17:00	21	79	0.255	21	79	0.146	21	79	0.401
17:00 - 18:00	21	79	0.292	21	79	0.135	21	79	0.427
18:00 - 19:00	21	79	0.229	21	79	0.129	21	79	0.358
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.049			2.090			4.139

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:	50 - 134 (units:)
Survey date range:	01/01/13 - 08/10/20
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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 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	79	0.096	21	79	0.464	21	79	0.560
08:00 - 09:00	21	79	0.200	21	79	0.704	21	79	0.904
09:00 - 10:00	21	79	0.243	21	79	0.318	21	79	0.561
10:00 - 11:00	21	79	0.212	21	79	0.315	21	79	0.527
11:00 - 12:00	21	79	0.238	21	79	0.264	21	79	0.502
12:00 - 13:00	21	79	0.256	21	79	0.240	21	79	0.496
13:00 - 14:00	21	79	0.276	21	79	0.263	21	79	0.539
14:00 - 15:00	21	79	0.249	21	79	0.269	21	79	0.518
15:00 - 16:00	21	79	0.553	21	79	0.288	21	79	0.841
16:00 - 17:00	21	79	0.524	21	79	0.291	21	79	0.815
17:00 - 18:00	21	79	0.543	21	79	0.228	21	79	0.771
18:00 - 19:00	21	79	0.409	21	79	0.234	21	79	0.643
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.799			3.878			7.677

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.