Orchard Lane / East Molesey

Transport Statement

November 2022 I A3711

Molesey Venture Centre, Orchard Lane, East Molesey, KT8 0BN

Proposed residential development

TRANSPORT STATEMENT

Prepared by: Entran Ltd

On behalf of: Lifestyle Residences

Date: October 2022

WEST OF ENGLAND
TRAVEL PLAN AWARDS
GOLD AWARD

Entran is committed to reducing unnecessary waste in the environment. For this reason, our paper reports are printed:

- Double sided;
- Using 10-point font; and
- On recycled paper.

Additional copies of this report are available in PDF format. If you require this report in another format, please ask.

Entran is an independent environmental and transportation consultancy formed in 2005, with specific abilities and expertise in traffic engineering, transport planning, environmental impact assessment, air quality and noise assessment and monitoring.

Molesey Venture Centre, Orchard Lane, East Molesey, KT8 0BN

Proposed residential development

TRANSPORT STATEMENT

Revision	Date	Notes	Author	Checked	Approved
V1	Oct 2022	Draft	RG	RAF	RGW
V2	Oct 2022	Issue	RG	RAF	RGW

Entran Limited
2nd & 3rd Floors
Northgate House
Upper Borough Walls
Bath
BA1 1RG

T: 0117 937 4077

CONTENTS

TABLES

FIGURES

APPENDICES

1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by Entran Ltd in support of a planning application for the construction of new residential accommodation on the site of Molesey Venture Centre at the end of Orchard Lane, East Molesey. Full details of the proposed development are contained in section 4 of this report.

1.1.2 The site falls under the jurisdiction of Elmbridge Borough Council (EBC) who are the local planning authority and Surrey County Council (SCC) who are the local highway authority.

1.1.3 Pre-application advice was provided by EBC in a series of pre-application meetings during 2022, including reference to transport/servicing/access. This report takes account of pre-application advice received.

1.2 Policy and guidance

1.2.1 Guidance published by the DfT and the (then) DCLG in 2007 provided advice on the content and preparation of Transport Assessments and Transport Statements. It also assisted stakeholders to determine whether an assessment may be required and, if so, what the level and scope of the assessment should be.

1.2.2 Previous guidance on the assessment of traffic implications associated with development proposals was contained in the “Guidelines for Traffic Impact Assessment” published by the Institute of Highways and Transportation (IHT). Since the IHT guidelines were produced, there has been a significant change in Government policy and general guidance regarding improved sustainability in transport. The fundamental difference between TAs and the old TIAs is that TAs seek to influence modes of travel and assess person-trips rather than vehicle trips, whereas TIAs were based on the principles of “predict and provide” for the private car.

1.2.3 The 2007 document brought the Guidance on transport assessment up to date with these changes in Government policy and expanded it to address the assessment of the potential implications of development proposals on the entire transport system.

1.2.4 In 2014 the then DCLG (now DLUHC) published a suite of Planning Practice Guidance including advice entitled “Travel plans, transport assessments and statements in decision taking”. The 2007 guidance has been superseded by the PPG as current government guidance on the transport related effects of development, but many highway authorities still refer to it as useful advice on detailed matters of transport assessment.

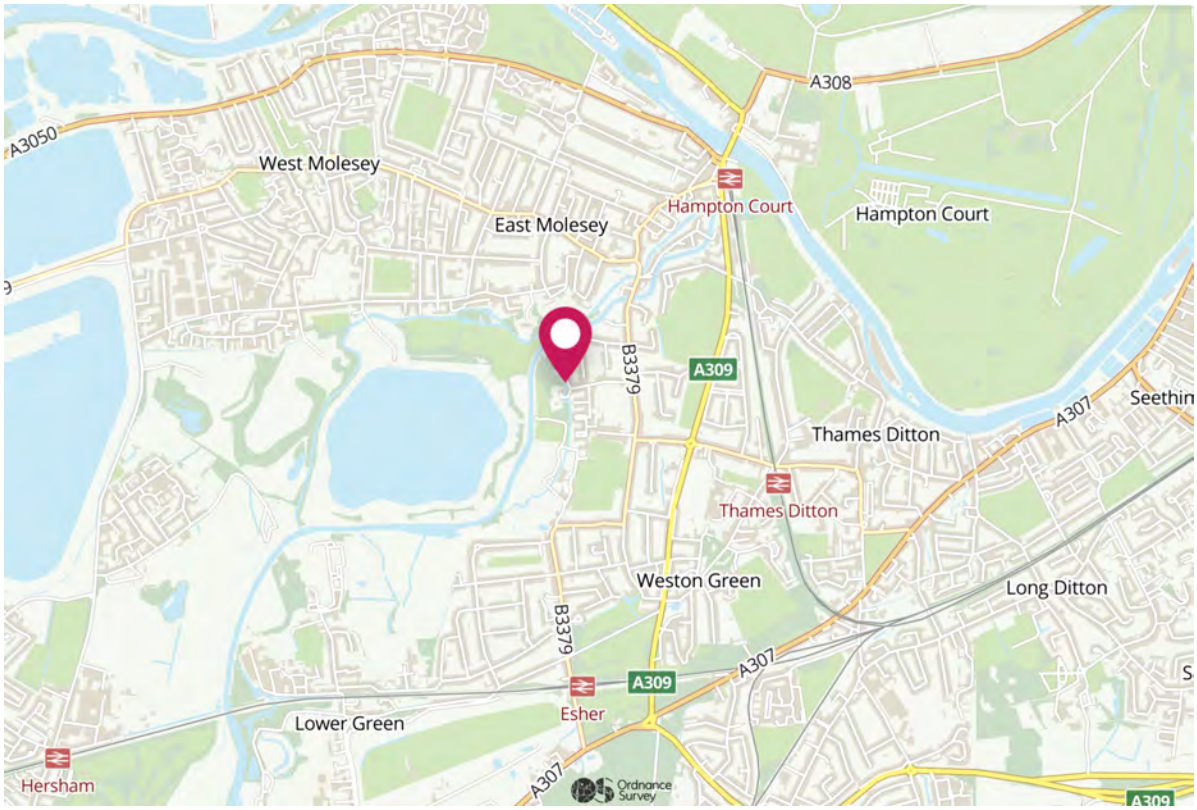
2.0 SITE LOCATION AND DESCRIPTION

2.1 Location

2.1.1 The site is located at the western end of Orchard Lane, a residential cul-de-sac which takes access from the B3379 which is known as Ember Lane to the south of Orchard Lane and as Esher Road to the north. The Molesey Venture site currently comprises of 7 existing buildings including: the Molesey Venture Building; Sundial House; and Newstead House. In 2000 the Molesey Venture buildings were converted into living accommodation for the Sons of Divine Providence charity, and recreational facilities for the Horticultural Centre. In 2020 the Horticultural Centre closed.

2.1.2 The site is bounded to the north by open fields (green belt land), to the east by the rear gardens of adjacent residential properties, to the south by Orchard Lane and further residential properties and to the west by the River Ember. The location plan is included as Figure 2.1 below.

Figure 2.1 – Location Plan



2.2 Existing access

2.2.1 The site has a primary vehicular and pedestrian access from Orchard Lane in the form of a gated private access road which functions as a shared space. An additional private driveway is located to the east of Rivercroft Cottage and takes access from Orchard Lane in the form of a haulingway style vehicle cross-over.

2.2.2 The existing site layout is illustrated below.

Figure 2.2 – Existing site layout

3.0 LOCAL TRANSPORT NETWORK

3.1 General

3.1.1 Orchard Lane is a residential cul-de-sac which takes access from the B3379. It has a continuous footway on the northern side, generally segregated from the carriageway by grass verges, and intermittent footways on the southern side. The carriageway is 6.25m wide and the footways are generally 1.8m-2.0m wide. Orchard Lane benefits from a comprehensive system of street lighting and is subject to a 30mph speed limit.

3.1.2 The B3379 runs from north to south between the S309 near Hampton Court, to the A307 near Sandown Park. In the vicinity of the site the B3379 is approximately 10m wide with central hatching and a series of 'ghost' right turn lanes at each of the side roads. The B3379 also has street lighting and is subject to a 30mph speed limit. It has footways on both sides separated from the carriageway by grass verges. The B3379 is a local distributor road which is residential in nature with direct frontage access.

3.1.3 The A307 forms part of the primary road network, leading south-west through Esher to Cobham and the A3 trunk road. The A309 also forms part of the primary road network and runs from the A308 at Hampton Court Palace southwards to the Kingston bypass and the A3 trunk road.

3.1.4 Neither Orchard Lane, nor the B3379 have any waiting restrictions.

3.2 Accessibility audit

3.2.1 Initial pedestrian, cycle and public transport audits have been carried out for the area surrounding the site.

3.3 Pedestrian movement

3.3.1 Acceptable journey distances on foot vary depending on the purpose of the journey, the environment in which the journey is taking place and of course the individual walking. The IHT guide 'Providing for Journeys on Foot' suggests that for journeys to work a desirable walking distance would be 500m, an acceptable walking distance would be 1km and the preferred maximum walking distance would be 2km.

3.3.2 The footway on the northern side of Orchard Lane is generally in good condition with no street furniture or clutter hindering movement. The footway on the southern side is also in good condition but intermittent.

3.3.3 At the junction with Esher Road, Orchard Lane has dropped kerbs on both sides but no tactile paving. Immediately to the north of the junction a pedestrian refuge was installed in 2019 to assist pedestrians crossing Esher Road. This has tactile paving on both sides of the road and within the island. Similar uncontrolled crossing points are located at regular intervals along the length of Esher Road and Ember Lane.

3.3.4 At the western end of Orchard Lane macadam pedestrian/cycle track leads westwards first over the River Ember tributary via a timber footbridge, and then over the main River Ember vi a more substantial bridge to provide links to East Molesey and West Molesey

3.3.5 Figure 3.1 below shows 5 10 and 15-minute walking isochrones.

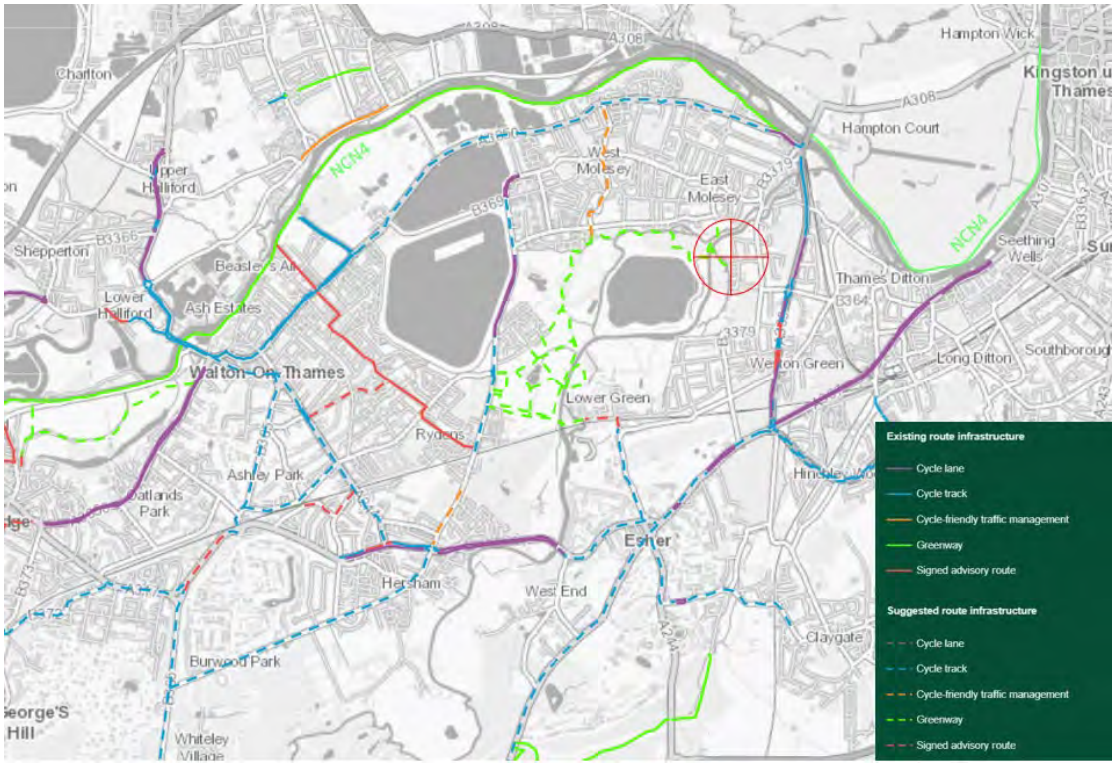
Figure 3.1 – Pedestrian isochrones.

3.4 Cycle movement

3.4.1 There are no segregated cycle lanes in the vicinity of the Site but the pedestrian/cycle track that leads westwards from the end of Orchard Lane provides a traffic-free route, over the River Ember to provide links to East Molesey, West Molesey and Rydens, from where a signed cycle route along Walton Park provides a direct route to Walton-on-Thames.

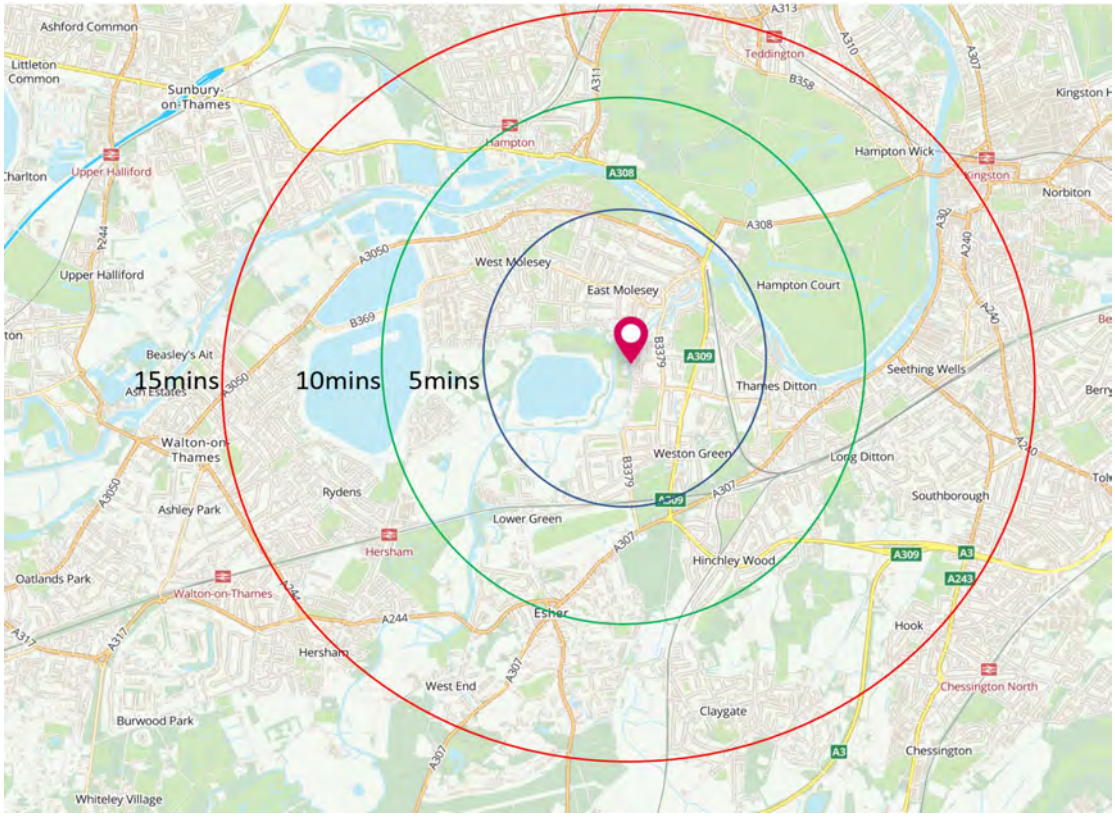
3.4.2 Figure 3.2 below shows the site's proximity to the National Cycle Network (NCN4) which runs along the route of the River Thames. There is a significant network of existing and proposed local cycle routes between the Site and NCN4 as well as providing routes to and from Walton-on-Thames, Hersham, Esher and West Molesey.

Figure 3.2 – Local cycle network



3.4.3 Figure 3.3 below shows 5, 10 and 15-minute cycle isochrones.

Figure 3.3 – Cycle isochrones



3.4.4 The combination of the National Cycle Network, local cycle tracks and lightly trafficked residential roads make this a suitable location to promote travel by bike.

3.5 Public transport

3.5.1 The nearest bus stops are located on Esher Road, close to its junction with Orchard Lane, some 300m (3-4 minutes' walk) from the site. There are flag stops on each side of the road with timetable information. These stops are served by the 514, 661, 814 services which provide links to Kingston upon Thames and East Molesey. A summary timetable can be found below. A full timetable can be found at Falcon.com and traveline.com.

Table 3.1 – Bus route summary

No	Details	Duration	Frequency
514	Kingston upon Thames – Hersham - Brooklands	Mon-Fri 0730-1935 Sat 0830-1935	1hr
661	Hinchey Wood - East Molesey (School Bus)	0748-0822 1510-1537	2 buses a day Monday – Friday
814	Esher High School - Hersham Station (School Bus)	0746-0825 1510-1543	2 buses a day Monday- Friday

3.5.2 The nearest rail station is Thames Ditton approximately 1km to the east the site. This is a 12-13 minute walk or a 4-minute cycle via Embercourt Road. Thames Ditton station benefits from bike storage and a bus stop.

3.5.3 Hampton Court Station is located some 1.2km to the northeast of the site. This is a 20-minute direct walk or a 5-minute cycle via Esher Rd. Hampton Court Station benefits from cycle parking and a taxi rank, bus stops and step free access.

3.5.4 Trains from Hampton Court and Thames Ditton provide links to London Waterloo every 30 minutes.

4.0 PROPOSED DEVELOPMENT

4.1 General

4.1.1 The proposed development comprises the partial retention of Newstead House along the river wall, the demolition of all other existing buildings, and the construction of three new residential blocks. The vision is to build a later living community alongside affordable housing for the charity to rehouse the existing tenants on site which will contribute to the existing mixed and inclusive neighbourhood.

4.1.2 The proposal involves the redevelopment of site by way of demolition (or partial demolition) of all existing buildings and the erection of 3 buildings comprising 74 residential units (15 x 1 bed, 48 x 2 bed and 11 x 3 bed) and ancillary facilities for residents, underground and surface level car and cycle parking, mechanical plant, soft and hard landscaping and associated diversion of existing Thames Water pipe.

4.1.3 Buildings A and B which include 54 homes and residents' amenity spaces such as gym, café and library, has been designed specifically for older residents (60+) looking to downsize from their existing property.

4.1.4 Building C (20 homes) has been designed for open market standards and, subject to the viability report submitted as part of this application, will make up the affordable element of this scheme to re-house charity tenants currently on site.

4.1.5 A set of Assael Architectures' general arrangement plans are included as **Appendix A**.

4.2 Means of access

4.2.1 The site currently has two vehicle accesses; this will be rationalised into a single access with footways on both sides. Direct frontage access will be provided for the new dwelling that fronts onto Orchard Lane.

4.2.2 The proposed access road has been designed to accommodate residents' cars, daily deliveries such as groceries and parcels, and larger vehicles such as refuse and recycling collection as well as access for fire tenders.

4.2.3 A series of vehicle swept path analysis using the proprietary software AutoTrack are included as **Appendix B.**

4.2.4 Parking is provided at ground and basement levels. The basement is accessed via a single width ramp, controlled by a set or sensors and a red/green signal control system. For safety reasons, the default setting will be a green light for those leaving the basement; however, as a vehicle approaches the top of the ramp, seeking to gain access to the car park, the lights will change to give priority to the entering vehicle.

4.3 Parking

Policy and standards

4.3.1 Paragraph 107 of the NPPF(2021) states that when setting local parking standards, policies should take account of:

(a) the accessibility of the development;

(b) the type, mix and use of development;

(c) the availability of and opportunities for public transport;

(d) local car ownership levels; and

(e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.3.2 The adopted parking standards are included in the EBC Parking SPD (July 2020). The SPD states that all car parking standards are recommended as a maximum. The standards for residential development differentiate between town centre/edge of centre and suburban developments and also differentiate between dwellings with different numbers of bedrooms. However, they do not differentiate between flats and houses, nor do they take account of tenure, accessibility or local car ownership levels, The standards are therefore not entirely in accordance with the guidance set out in the Framework.

4.3.3 Notwithstanding the above, the EBC standards set a maximum of 1 space for 1-bed units, 1.5 spaces for 2-beds and 2 spaces for 3-beds. During pre-application discussions, EBC stated that they would expect a development of this nature in this location to have one space per dwelling.

4.3.4 Lifestyle Residences have extensive experience in the provision and management of Later Living accommodation and, based on their experience of similar accommodation in similar locations, consider one space per dwelling would exceed parking demand.

Parking need and harm

4.3.5 If a development in an inaccessible location provides less parking than it *needs* then the residents' ability to travel would be limited, potentially resulting in social exclusion. That is not the case here. The accessibility audit described in Section 3 demonstrates that residents in the proposed development would have a genuine choice of modes of travel and the travel initiatives in Section 5 show that residents will have opportunities for shared journeys. These residents would not be reliant on a private car to travel for shopping, leisure or other journeys. The provision of shared mobility options (see Section 5) means that those residents who choose not to own a car would still have access to local facilities and amenities. The issue of parking 'need' is fully addressed by the proposed development.

4.3.6 In most cases, if a development provides insufficient parking, then vehicles may be displaced onto the surrounding highway network resulting in *harm* to the free flow of traffic or the amenity of local residents. A parking stress survey was carried out in May 2022 by a specialist survey company 360TSL using the approved survey methodology. The survey showed that there is quite a degree of reserve parking capacity on the local roads. Parking stress is expressed as a percentage of the available parking provision, so 100% would mean all local parking spaces are occupied but 50% would mean half of them are available. The survey showed that parking stress is only at around 25% and there are some 120 available on-street parking spaces close to the site; however, this includes private roads and the application site itself. In addition, some may consider that Broadfields is too far away to be included, even though it falls within acceptable parameters. If the highway authority then excludes Esher Road as being unsuitable for on-street parking that would only leave Orchard Lane.

4.3.7 The survey shows that Orchard Lane has an average of 33 available, legal parking spaces overnight. The accepted rule is that a development should not displace more than 10% of reserve capacity which in this case is somewhere between 3 and 12 vehicles depending on the factors referred to above.

4.3.8 Details of the parking stress survey are included as **Appendix D.**

Proposed parking provision

4.3.9 Based on the above appraisal the proposal is to provide one parking space per dwelling, even though this is expected to exceed the parking demand. This approach will address any concern about pressure on local on-street parking and ensure adequate provision is made for visitors. This addresses the issue of harm.

4.3.10 A minimum of 5% of the parking spaces will be suitable for drivers with mobility impairments. A minimum of 20% of all spaces will be provided with fast charge sockets from the outset. All spaces will have passive provision to allow for future expansion of charging facilities.

Cycle parking.

4.3.11 The Parking SPD includes cycle parking standards which differentiate between houses and flats; they also state that cycle parking provision for residential institutions are subject to individual assessment.

4.3.12 The cycle parking requirement for one and two-bed flats is one space each, and the requirement for 3+ bed flats is 2 spaces each. However, Lifestyle Residences are developing this site for Later Living, targeting residents over 60 years of age. An element of individual assessment is therefore appropriate. Lifestyle Residences' detailed knowledge of similar developments in north Surrey indicates that current cycle parking demand is very low for Later Living.

4.3.13 However, the increased popularity of e-bikes, and the need for cycle parking to always exceed demand means that parking provision should be provided above the level of predicted demand. For this reason, a minimum of 50% cycle parking will be provided from the outset (with provision for charging e-bikes) but with space available at basement level for additional provision (to EBC standards) if required in the future. This approach was proposed at a pre-application meeting with Elmbridge Borough Council and no objections were raised. Cycle parking for Block C which is not part of the Later-living offer is provided with cycle parking at a policy compliant ratio of 1 to 1.

4.3.14 An internal cycle store will be provided at ground floor for Block A. An external, secure and covered cycle store will be provided for Block C.

4.3.15 Four short-stay visitor spaces will be incorporated into the landscape design. The EBC standards do not specify visitor cycle parking for residential development, but these are being provided, in excess of the adopted standards, as a matter of good practice.

4.3.16 The development will be supported by a Sustainable Travel Initiative which will include a regular assessment of cycle parking usage to ensure that provision always exceeds demand.

5.0 RESIDENTS' TRAVEL INFORMATION

5.1 Introduction

5.1.1 As stated in the introduction, this TS has been developed to seek to influence modes of travel to the proposed redevelopment rather than merely predicting travel patterns and providing mitigation.

5.1.2 The development will be supported by a three-part Transport Implementation Strategy (TIS) comprising:

- Residents' Travel Information Pack;
- Delivery and Servicing Plan;
- Construction Management Plan.

5.1.3 These are described in the following chapters.

5.2 Residents' Travel Information Pack

5.2.1 Unlike employment, retail or educational sites it is not possible to dictate to residents how they should travel. For this reason residential travel planning is based on the provision of infrastructure, information and incentives rather than the imposition of management procedures. In the case of this proposed residential development the introduction of appropriate infrastructure and the communication of relevant information are structured as a 'Residential Travel Information Pack'.

5.2.2 The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through evidence suggesting links to climate change. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers.

5.2.3 Prior to the Covid-19 pandemic, there had been a significant increase in the proportion of individuals travelling to work by car. In Surrey, over 80% of car journeys to work were driver only. Even a small modal shift in home-work-home journeys away from the car would result in a considerable reduction in traffic congestion at peak times. Travel restrictions in 2020 and 2021 forced many people to re-evaluate their travel behaviour. Evidence suggests there has been a significant increase in those working from home full or part time, and a material increase in walking and cycling. However, some people who moved away from public transport during the pandemic have been 'lost' to the car and it will be necessary to reverse his trend through positive measures to encourage bus and rail trips.

5.2.4 Travel planning must be realistic and should not expect to remove car usage altogether. Instead, an effective travel initiative will maximise the use of sustainable travel to achieve more sensible and appropriate use of the private car. If every car commuter used an alternative to the car on just one day a week, car usage levels for commuting would be reduced by as much as 20% immediately, with commuter parking requirements also reduced by up to 20%. In a location such as East Molesey and with a development targeting later living, low-car or car-free housing is a realistic prospect.

5.3 Infrastructure

5.3.1 A key element of the proposed development is the introduction of appropriate infrastructure to encourage sustainable travel.

5.3.2 The Site is already accessible on foot, by bike and by bus and rail as described earlier in this report. The transport infrastructure surrounding the Site lends itself to encouraging these modes of travel. The development has therefore been designed with safe access for pedestrians, cyclists and drivers, and with direct segregated pedestrian and cycle links to the surrounding network and providing secure cycle parking provision.

5.4 Shared mobility

5.4.1 Lifestyle Residences have experience of providing shared transport for their residents, usually in the form of a Minibus. This can be a valuable asset for residents providing transport for shopping or leisure. Some older residents may prefer to share their journey with their neighbours as this provides company and security.

5.4.2 In addition to shared transport provided by Lifestyle Residences, the residents will be encouraged to car-share on appropriate journeys. This is also popular with older residents who prefer to travel with a friend or neighbour for company and security. This also reduces the need for every resident to own a car although some may prefer to do so.

5.4.3 The shared mobility charity CoMoUK cites evidence that shows car sharing reduces private car ownership, reduces CO_2, NO_x and $PM_{2.5}$ emissions, and provides significant cost savings for those who participate. The proposed later living development at Orchard Lane is a perfect opportunity to promote car sharing.

5.5 Residents' Travel Pack

5.5.1 It will be the responsibility of the developer to ensure that residents are provided with an information pack containing details of the shared mobility opportunities, public transport timetables and maps, as well cycling and pedestrian infrastructure when they move into the houses and flats.

5.5.2 Lifestyle Residences will provide an update to the 'Residents Travel Pack' once every twelve months in order that any new residents are made aware of their local transport options.

5.5.3 The information pack will include information and incentives for all residents. The information will enable the new residents to make informed decisions about their modes of travel. The incentives will be provided by the developer in the first instance and will be dependent on negotiating suitable packages with local shops and services. The likely content of the Residents' Travel Pack will be:

- Site specific shared mobility information (Minibus and car-share);
- Bus route/timetable information;
- Details of car-sharing website (e.g. www.surrey.Liftshare.com);
- Details of CarBUDi travel system;
- Cycle route information;
- Sustrans leaflets on the beneficial effects of walking and cycling ;
- Free or discounted reflective clothing i.e. cycle bib, arm bands etc.;
- Free or discounted bicycle locks/helmets;
- Developer to negotiate local cycle shop discount (e.g. Neil's Wheels, Walton Road) ;
- Details of local cycle groups (e.g. Walton Wheelers);
- Details of BikeBUDi travel system ;
- Notice/message board in foyer of flats to allow people to car share/walk/cycle together (perhaps at night for safety);
- Developer to negotiate preferential rates at local car-hire company;
- Taxi company information – possible discount vouchers for a taxi company;
- Details of TaxiBUDi travel system;
- Supermarket home delivery details.

5.5.4 This list is not exhaustive or a prescriptive list of what will be in the travel pack but provides details of the likely content of the pack. Details of the final pack will be agreed in partnership with the Council.

6.0 DELIVERY AND SERVICING PLAN

6.1 Introduction

6.1.1 This Delivery and Servicing Plan (DSP) highlights the implications of the proposed redevelopment with regard to existing and also proposed servicing constraints. This report takes into consideration the adopted methods of good design practice. This DSP has been prepared in accordance with the Freight Transport Association document *'Designing for Deliveries'* and the guidance document "*Managing freight effectively: Delivery and Servicing Plans.'*

6.1.2 A DSP will aim to provide consideration of consolidation and collaborative delivery arrangements to help reduce the impact of commercial goods and servicing vehicle activity in and out of premises/developments.

6.1.3 A refined version of this DSP will be prepared in partnership with EBC prior to the proposed development being occupied; however, the structure, obligations and principles are included here for agreement prior to determination.

6.2 Refuse collection

6.2.1 EBC currently operates residential kerbside collection on Orchard Lane. The four houses in Block B will have wheelie bins in the same manner as the existing houses on Orchard Lane. Blocks A and B will have communal bin stores with Eurobins. Block A is provided with a refuse store at basement with direct access via the lifts and stairs for residents and on-site management. Lifestyle residences provide a collection service from all apartments to take all types of refuse to these stores, however the stores have been designed to be suitable for residents in case this arrangement ever changes. Refuse / recycling and food waste bins will be brought up from basement level by on-site management on the morning of collection via electric tug, up the basement ramp and held at a collection point. Once emptied, these will then be returned to the refuse store in the basement. Block C has a communal bin store at ground floor level with double doors directly onto the building frontages. Residents will be able to bring refuse down to ground level where they will have easy access into the refuse stores. The refuse stores will have doors opening onto hard paved areas linking directly to the access road. This arrangement ensures the bin stores are no further than 15m from the access road. Refuse and recycling bins can be collected directly from the stores and wheeled to the waiting vehicles.

6.3 Consolidation

6.3.1 Residents will be advised of the importance of consolidating deliveries where possible. New residents will be provided with information explaining how they can consolidate deliveries such as supermarket deliveries with their neighbours and how this can deliver cost savings. This accords with SCC advice.

6.4 Hours of delivery

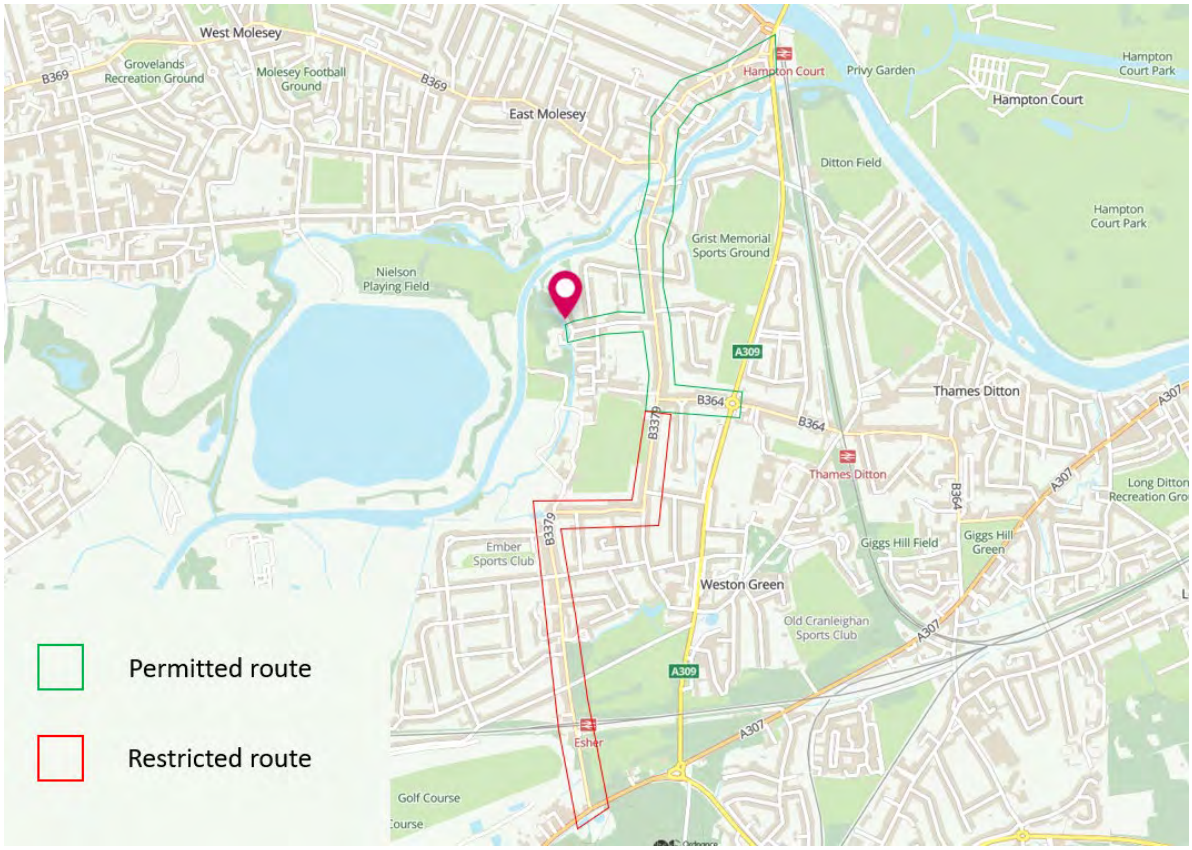
6.4.1 There are no restrictions on the hours of delivery to other residential or business premises served by Orchard Lane. There is therefore no need to restrict delivery hours.

6.5 Route management

6.5.1 The site is well served by the strategic road network. All delivery vehicles will need to gain access to the site from Orchard Lane via the B3379.

6.5.2 To the south of the site, the B3379 has a height restricted rail bridge adjacent to Esher Station. The posted height limit is 13'0" (3.96m). The vast majority of delivery vehicles will comfortably fit beneath this bridge; however, residents will be advised that to avoid any issues, all drivers of large vehicles (removal vans etc) arriving and departing from the south should be advised to use the A309 and then access the B3379 via Embercourt Road (B364). This is illustrated below.

Figure 6.1 – Route management



6.5.3 As a principle, all drivers will be advised to use the highest category of road legally available to them and to avoid residential roads where practicable.

6.6 First time delivery

6.6.1 Provision will be made for first time deliveries. This will ensure that there is a safe and secure location to drop parcels off if residents are unavailable to take receipt of goods at time of delivery. This will reduce the need for return visits.

6.7 Promotion of LGV rather than HGV

6.7.1 Residents will be advised of the benefits of promoting delivery by Light Goods Vehicles. New residents will be provided with a leaflet explaining what information should be provided to delivery companies to maximise the use of small vehicles for deliveries or to advise of appropriate servicing arrangements for larger vehicles. This accords with SCC advice.

6.8 Construction phase

6.8.1 A Construction Management Plan, incorporating construction logistics, has been prepared and submitted in support of this application.

7.0 TRIP GENERATION

7.1 Introduction

7.1.1 The impact of the proposed development is determined by comparing the net increase in journeys between the existing and proposed uses. Accordingly, the DfT Guidance on Transport Assessment (March 2007) advises at paragraph 4.7 that baseline traffic data should be derived as follows:

> ***Baseline transport data***
> - *The quantification of person trips generated from the existing site and their modal distribution, or, where the site is vacant or partially vacant, the person trips which might realistically be generated by any extant planning permission or permitted uses;"*

7.1.2 There are currently 20 tenants in the existing buildings, so 20 of the new homes (Block C) will essentially be 'travel neutral'. The transport effects are therefore related to the 54 proposed additional homes (Blocks A and B in the form of 50 apartments and 4 houses).

7.1.3 The transport effects of redeveloping the site are therefore associated with the additional 54 dwellings.

7.2 Proposed residential use

7.2.1 The TRICS® database has been interrogated in order to derive multi-modal trip rates for the proposed use of the site.

7.3 The TRICS data relates to site in England only, outside London and in locations with a similar level of accessibility to Orchard Lane. The TRICS data is included in **Appendix E.**

7.3.1 The TRICS database does hold information for rented flats and houses which shows lower travel demand than market housing; however, for the purpose of a robust assessment, the predicted journeys associated with the proposed residential development are based on market housing only. It should be noted that this TRICS data relates to general open market housing and does not differentiate between different occupant demographics. The proposed Later Living accommodation is anticipated to generate lower levels of travel demand than general open market housing, so the use of this data is a robust form of assessment.

7.3.2 The multi modal trip rates for flats are shown in table 7.1 below.

Table 7.1 – Flats in private ownership multi-modal trip rates per dwelling (TRICS)

	Walk	Cycle	Bus	Train	Taxi	Car Passngr	Car driver
0800-0900	0.188	0.021	0.073	0.067	0.014	0.139	0.228
1700-1800	0.205	0.019	0.038	0.019	0.004	0.107	0.246
Daily	1.753	0.128	0.308	0.316	0.115	1.193	2.030

7.3.3 If these trips rates are applied to the proposed 50 proposed flats, the trips would be as shown in table 7.2 below.

Table 7.2 – Flats in private ownership multi-modal trips (based on TRICS)

	Walk	Cycle	Bus	Train	Taxi	Car Passngr	Car driver
0800-0900	9	1	4	3	1	7	11
1700-1800	10	1	2	1	0	5	12
Daily	88	6	15	16	6	60	102

7.3.4 The daily vehicle trips equate to every car parked on site (associated with the 50 new flats) leaving and then returning each day.

7.3.5 A similar exercise has been carried out for houses. The results are shown below.

7.3.6 The multi modal trip rates for house are shown in table 7.3 below.

Table 7.3 – Houses in private ownership multi-modal trip rates per dwelling (TRICS)

	Walk	Cycle	Bus	Train	Taxi	Car Passngr	Car driver
0800-0900	0.216	0.022	0.031	0.013	0.01	0.250	0.450
1700-1800	0.111	0.022	0.022	0.01	0.007	0.228	0.462
Daily	1.291	0.156	0.226	0.071	0.07	2.121	4.106

7.3.7 If these trips rates are applied to the proposed 4 proposed houses, the trips would be as shown in table 7.4 below.

Table 7.4 – Houses in private ownership multi-modal trips (based on TRICS)

	Walk	Cycle	Bus	Train	Taxi	Car Passngr	Car driver
0800-0900	1	0	0	0	0	1	2
1700-1800	0	0	0	0	0	1	2
Daily	5	1	1	0	0	8	16

7.3.8 The daily vehicle trips equate to every car parked on site (associated with the 4 new houses) leaving and then returning twice each day.

7.3.9 The overall net effect on travel demand is discussed in Section 8.

8.0 TRANPORT EFFECTS

8.1 Net effects

8.1.1 The transport impact of the proposed development is derived by comparing the potential trip generation of the lawful use of the site and the predicted trips from the proposed use of the site. In the case of the proposed development at Orchard Lane, there are currently 20 tenants in the existing buildings, so 20 of the new homes will essentially be 'travel neutral'. The transport effects are therefore related to the 54 proposed additional homes. The net change in travel demand is shown in Table 8.1 below.

Table 8.1 – Net change in travel demand

	Walk	Cycle	Bus	Train	Taxi	Car Passngr	Car driver
0800-0900	10	1	4	3	1	8	13
1700-1800	11	1	2	1	0	6	14
Daily	93	7	16	16	6	68	118

8.1.2 The development would therefore generate a small increase in peak hour trips. Importantly the increase by each mode of transport would be negligible and would have no material effect on the capacity or operation of that mode.

8.1.3 The development is predicted to generate 124 two-way vehicle trips per day (cars and taxis combined). If these distribute equally north and south onto the B3379 that would equate to 62 additional vehicle trips per day on any part of the wider part of the highway network, close to the site. During the peak hours six or seven additional vehicles entering and then leaving the site would be less than daily variation on Orchard Lane and therefore imperceptible to other highway users or local residents.

8.1.4 The predicted increase in pedestrian journeys is the highest increase; however, the local pedestrian network has been audited and shown to be good. This shift away from the car and towards journeys on foot is therefore a positive step. 10 or 11 additional pedestrians during the peak hour would have no material effect on the pedestrian network.

8.1.5 The development would result in 16 additional bus journeys across the day with a peak of 4 in an hour (two arrivals and two departures). On first sight and without further investigation this seems like it could have an effect on bus capacity. However, the 514 offers an hourly service so the net increase in bus passengers would have no material effect on transport capacity. The overall effect, however, would be to add revenue to local bus services thereby increasing local bus viability.

8.1.6 As stated in Section 7, even this modest level of travel demand is expected to exceed the predicted demand associated with Later Living.

8.1.7 As a result of this analysis, it is clear that the proposed development would have no effect on highway junction capacity or safety and no material impact on the rest of the local transport network. The development would, as might be expected, benefit from its accessible location and ability to promote sustainable travel.

9.0 TRANSPORT IMPROVEMENTS

9.1.1 The assessment of transport effects set out in Section 7 and Section 8 demonstrates that the proposed development will not have any adverse effects on the local transport network. For this reason, transport improvements are not required as mitigation.

9.1.2 Notwithstanding the above, public realm improvements in the immediate vicinity of the application site, such as improvements to the existing path between the end of Orchard Lane and the River Ember, could be delivered through funding secured by the Community Infrastructure Levy (CIL) payment associated with the development.

Figure 9.1 – Potential footpath / cycle track improvements (via CIL).

10.0 SUMMARY AND CONCLUSIONS

10.1.1 This Transport Statement (TS) has been prepared by Entran Ltd in support of a planning application for the construction of new residential accommodation on the site of Molesey Venture Centre at the end of Orchard Lane, East Molesey.

10.1.2 This TS has been prepared alongside a Transport Implementation Strategy which provides the opportunity to reduce dependence on travel by private car and seeks to promote sustainable travel choices and influence travel to and from the site rather than merely assessing its impact.

10.1.3 The proposal involves the redevelopment of site by way of demolition (or partial demolition) of all existing buildings and the erection of 3 buildings comprising 74 residential units (15 x 1 bed, 48 x 2 bed and 11 x 3 bed) and ancillary facilities for residents, underground and surface level car and cycle parking, mechanical plant, soft and hard landscaping and associated diversion of existing Thames Water pipe.

10.1.4 The proposed development will provide a total of 74 car parking spaces of which 5% will be suitable for disabled drivers. This has been assessed to exceed future parking demand at the site but ensures no parking will be displaced on to the surrounding highway network. Electric Vehicle Charging Points will be installed in accordance with EBC and SCC requirements. Secure cycle parking will be provided in accordance with EBC standards, including individual assessment.

10.1.5 The site is well placed to promote travel on foot and by bike.

10.1.6 Bus stops within easy walking distance of the site are served by a number of bus services operating throughout the day. Routes run from these bus stops to Kingston-upon-Thames, East Molesey and Hersham.

10.1.7 The closest rail station is Thames Ditton, with Hampton Court slightly further, but both within walking and cycling distance of the site. These stations offer a direct and frequent service to London Waterloo.

10.1.8 The evidence shows that the site is accessible by foot, by bike, by bus or using rail services. The site is clearly well placed to promote travel by sustainable modes of transport and reduce reliance on the private car. The residents of the proposed development will have a genuine and viable choice of modes of travel.

10.1.9 New residents will receive a Residents' Travel Information Pack to inform them of all the sustainable travel options available to them, including shared mobility in the form of a minibus and car-sharing with other residents for security and company.

10.1.10 The new journeys associated with the proposed residential units would have no material effect on the local transport network. The Residents' Travel Information Pack would provide an opportunity to increase the number of cyclists (including e-bikes), public transport passengers and car-sharers, and decrease the levels of single car occupancy further still.

10.1.11 The development will be supported by a three-part Transport Implementation Strategy comprising the Residents' Travel Information Pack, Construction Management Plan (CMP) and Delivery & Servicing Plan (DSP). Final versions of the CMP and DSP will be prepared (prior to commencement and occupation respectively) in partnership with EBC and SCC.

10.1.12 No highway improvements are required to mitigate the effects of development; however, the redevelopment of this site provides an opportunity to make a financial contribution towards improving the footpath / cycle track to the west of the site. This will encourage sustainable travel choices and be of benefit to the wider local community.

10.1.13 For the reasons set out in this Transport Statement there is no reason why the proposed development should be refused on grounds of highway capacity or safety, impact on the transport network or sustainability. The provision of new homes at Orchard Lane offers an opportunity to enhance this area with no adverse effect on transport and should be supported by the local highway authority.

Appendix A

Architects‘ plans

0m 25m 100m
10m 50m

N

General notes

This drawing must not be scaled. This drawing must not be used for land transfer purposes. This drawing must be read in conjunction with all other relevant drawings, specification clauses and current design risk register. Areas are measured and calculated generally in accordance with the Nationally Described Space Standard and/or RICS Property Management, 2nd Edition (2018) and have been calculated in metric units. All setting out, dimensions and levels must be checked on site. Levels refer to Ordnance Datum Newlyn, unless stated otherwise. This drawing must not be used on site unless issued for construction. Refer to Information Plan for definition of drawing status.

Drawing revision prefix (not applied to sketches) :
P = Pre-Contract
C = Contract

Electronic file reference

A3711 Orchard Lane SHEETS 100 Existing Drawings R3 .vwx

Rev	Revision note	Date	Drawn	Check
4	For Planning	12/10/22	JG	AS

KEY

- Site application boundary
- Other land within applicants ownership

Key

LIFESTYLE RESIDENCES

Client

Lifestyle Residences Ltd

Project title

A3711 Orchard Lane,
East Molesey

Drawing title

Site Location Plan

Scale @ A1	Issue date
1:1250	**12/10/22**

Drawing number

A3711-ASA-ZZ-ZZ-DR-A-0106

Proposed status	Revision
for Planning	**P4**

Assael

Architecture

Assael Architecture Ltd
123 Upper Richmond Road
London SW15 2TL

+44 (0)207 736 7744
info@assael.co.uk
www.assael.co.uk

N

General notes

This drawing must not be scaled. This drawing must not be used for land transfer purposes. This drawing must be read in conjunction with all other relevant drawings, specification clauses and current design risk register. Areas are measured and calculated generally in accordance with the Nationally Described Space Standard and/or RICS Property Management, 2nd Edition (2018) and have been calculated in metric units. All setting out, dimensions and levels must be checked on site. Levels refer to Ordnance Datum Newlyn, unless stated otherwise. This drawing must not be used on site unless issued for construction. Refer to Information Plan for definition of drawing status.

Drawing revision prefix (not applied to sketches) :
P = Pre-Contract
C = Contract

Electronic file reference

A3711 Orchard Lane SHEETS 200 Proposed Plans R2.vwx

Rev	Revision note	Date	Drawn	Check
32	For planning	11/10/22	AS	ES

KEY

- 1 Bed
- 2 Bed
- 3 Bed
- Amenity
- Residential Lobby
- Back of House
- Diverted Thames Water main

Key

LIFESTYLE RESIDENCES

Client

Lifestyle Residences Ltd

Project title

A3711 Orchard Lane, East Molesey

Drawing title

Proposed Site Wide Ground Floor Plan

Scale @ A1 | Issue date

1:250 | **11/10/22**

Drawing number

A3711-ASA-ZZ-00-DR-A-0210

Proposed status | Revision

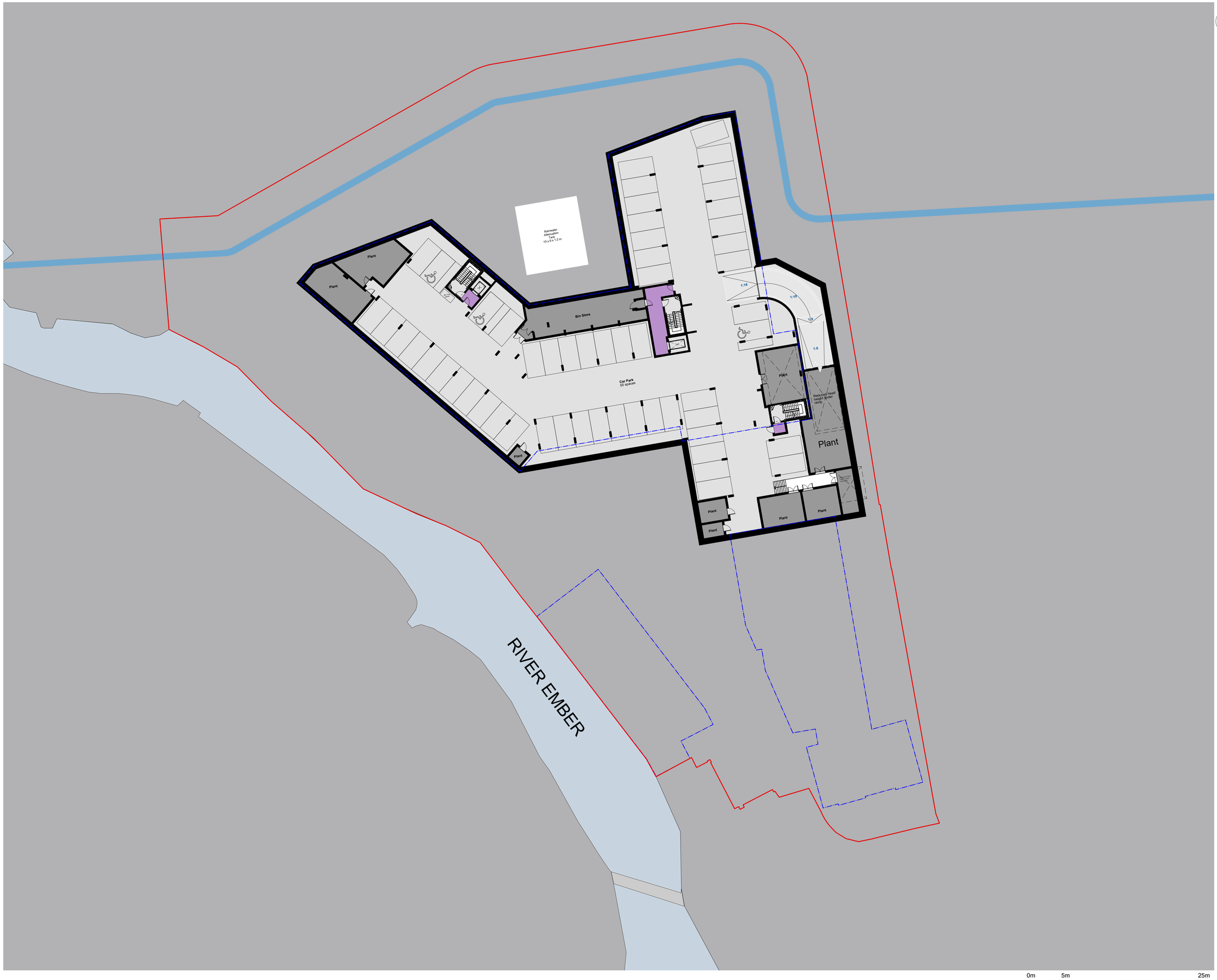
for Planning | **P32**

Assael

Architecture

Assael Architecture Ltd
123 Upper Richmond Road
London SW15 2TL

+44 (0)207 736 7744
info@assael.co.uk
www.assael.co.uk



N

General notes

This drawing must not be scaled. This drawing must not be used for land transfer purposes. This drawing must be read in conjunction with all other relevant drawings, specification clauses and current design risk register. Areas are measured and calculated generally in accordance with the Nationally Described Space Standard and/or RICS Property Management, 2nd Edition (2018) and have been calculated in metric units. All setting out, dimensions and levels must be checked on site. Levels refer to Ordnance Datum Newlyn, unless stated otherwise. This drawing must not be used on site unless issued for construction. Refer to Information Plan for definition of drawing status.

Drawing revision prefix (not applied to sketches) :
P = Pre-Contract
C = Contract

Electronic file reference

A3711 Orchard Lane SHEETS 200 Proposed Plans.vwx

Rev	Revision note	Date	Drawn	Check
30	For Planning	11/10/22	AS	ES

KEY

- 1 Bed
- 2 Bed
- 3 Bed
- Amenity
- Residential Lobby
- Back of House
- Diverted Thames Water main

Key

LIFESTYLE RESIDENCES

Client

Lifestyle Residences Ltd

Project title

A3711 Orchard Lane, East Molesey

Drawing title

Proposed Site Wide Basement Plan

Scale @ A1 | Issue date

1:250 | **11/10/22**

Drawing number

A3711-ASA-ZZ-B1-DR-A-0209

Proposed status | Revision

for Planning | **P30**

Assael

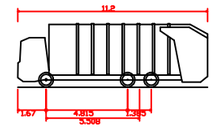
Architecture

Assael Architecture Ltd
123 Upper Richmond Road
London SW15 2TL

+44 (0)207 736 7744
info@assael.co.uk
www.assael.co.uk

Appendix B

Swept path analyses



Phoenix 2 Dug (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.520m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DATE	REVISION DETAILS	BY

entran
environmental & transportation
2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
Orchard Lane
East Molesey

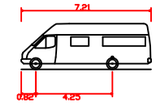
DRAWING TITLE
Swept Path Analysis
Refuse Entracne and Exit

CLIENT / ARCHITECT

STATUS
PRELIMINARY

SCALE		DRAWN
1:500	AT A3	RG
CHECKED		APPROVED
RAF		RAF

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	Oct 2022	SK201	-



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	3.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REV	DATE	REVISION DETAILS	BY

entran
environmental & transportation
2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
Orchard Lane
East Molesey

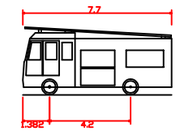
DRAWING TITLE
Swept Path Analysis
7.5t Panel Van Entrance and Exit

CLIENT / ARCHITECT

STATUS
PRELIMINARY

SCALE		DRAWN
1:500	AT A3	RG
CHECKED		APPROVED
RAF		RAF

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	Oct 2022	SK202	-



Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

REV	DATE	REVISION DETAILS	BY

entran
environmental & transportation
2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
Orchard Lane
East Molesey

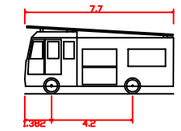
DRAWING TITLE
Swept Path Analysis
Fire Tender Entrance and Exit

CLIENT / ARCHITECT

STATUS
PRELIMINARY

SCALE		DRAWN
1:500	AT A3	RG
CHECKED		APPROVED
RAF		RAF

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	Oct 2022	SK203	-



Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

REV	DATE	REVISION DETAILS	BY

entran
environmental & transportation

2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
Orchard Lane
East Molesey

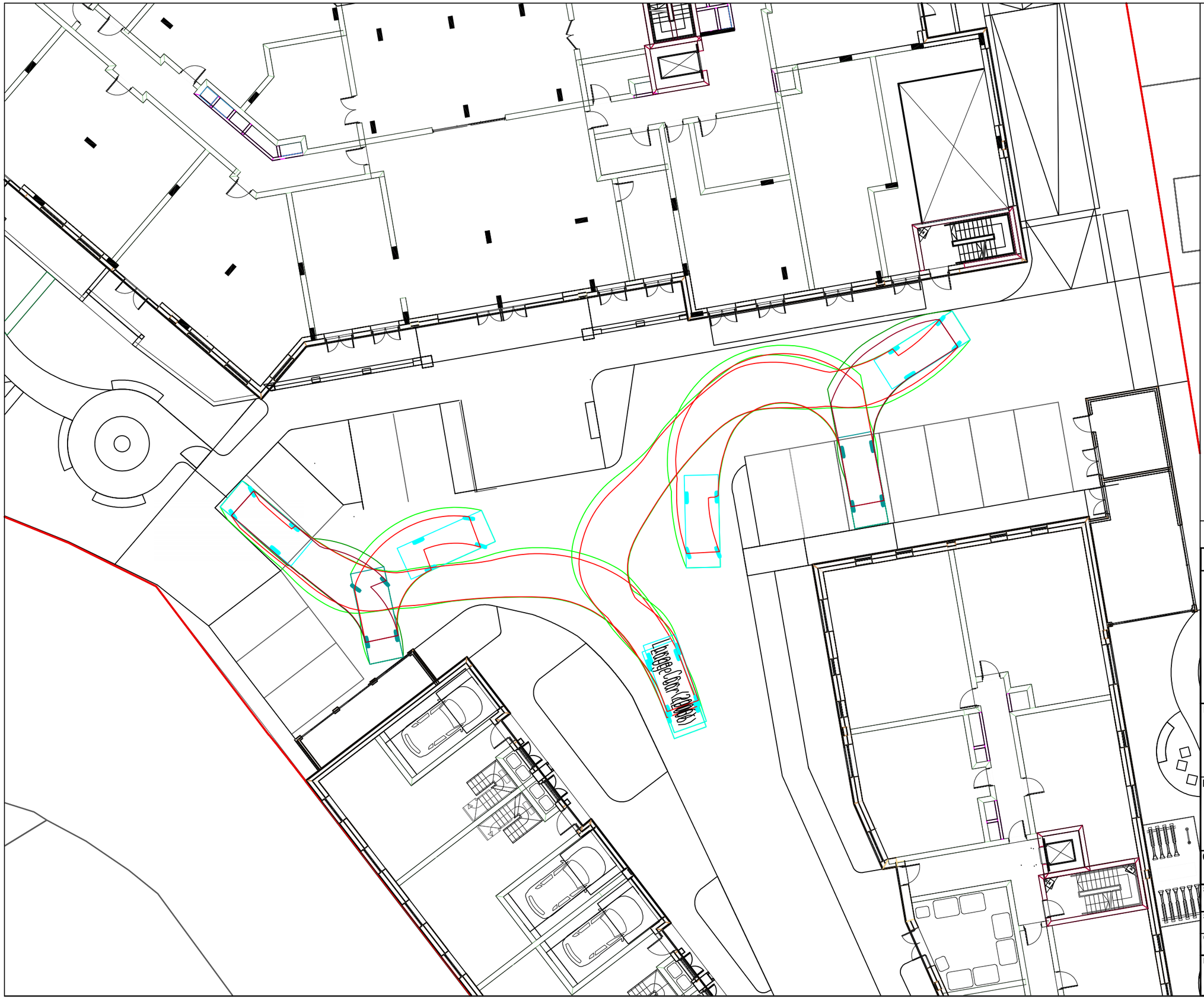
DRAWING TITLE
Swept Path Analysis
Large Car Entrance and Exit

CLIENT / ARCHITECT

STATUS
PRELIMINARY

SCALE		DRAWN
1:500	AT A3	RG
CHECKED		APPROVED
RAF		RAF

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	Oct 2022	SK204	-



REV	DATE	REVISION DETAILS	BY

entran
environmental & transportation
2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
Orchard lane

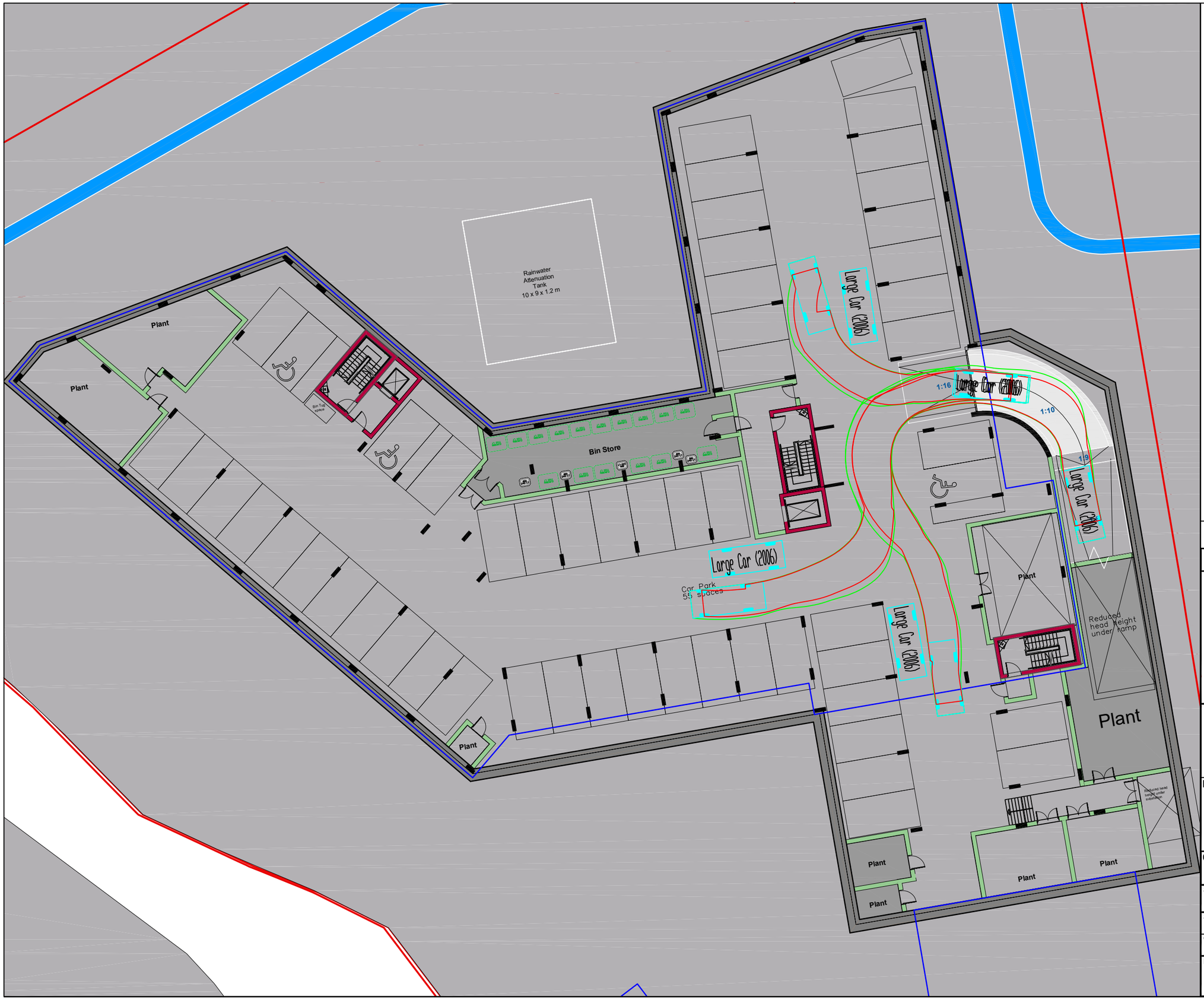
DRAWING TITLE
Swept Path Analysis
Ground Floor Car Pakring

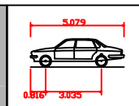
CLIENT / ARCHITECT

STATUS
PRELIMINARY

SCALE		DRAWN
1:200	AT A3	RG
CHECKED		**APPROVED**
RAF		RAF

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	Oct 2022	SK205	-





Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	REVISION DETAILS	BY

entran
environmental & transportation
2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
Orchard Lane
East Molesey

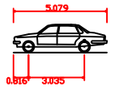
DRAWING TITLE
Swept Path Anlysis
Basement Level Waiting Zones

CLIENT / ARCHITECT

STATUS
PRELIMINARY

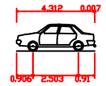
SCALE		DRAWN
1:250	AT A3	RG
CHECKED		APPROVED
RAF		RAF

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	Oct 2022	Sk206	-



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Medium Sized Car

Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.042m

REV	DATE	REVISION DETAILS	BY

entran
environmental & transportation
2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
Orchard Lane
East Molesey

DRAWING TITLE
Swept Path Anlysis
Basement Level Car Parking

CLIENT / ARCHITECT

STATUS
PRELIMINARY

SCALE		DRAWN
1:250	AT A3	RG
CHECKED		APPROVED
RAF		RAF

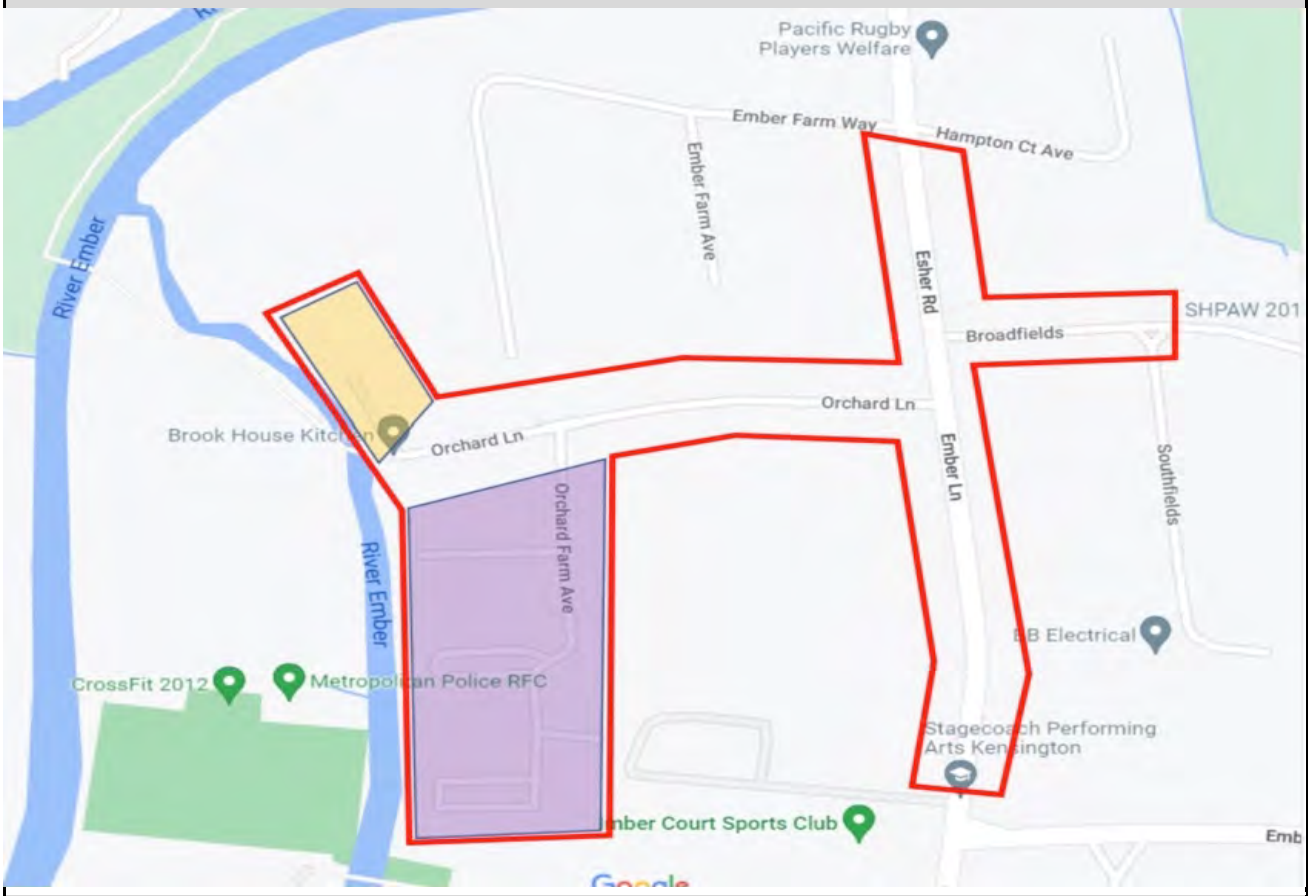
DRG SIZE	DATE	DRAWING NUMBER	REV
A3	Oct 2022	Sk207	-

Appendix C

Parking survey

Parking Beat Survey

East Molesey, Surrey



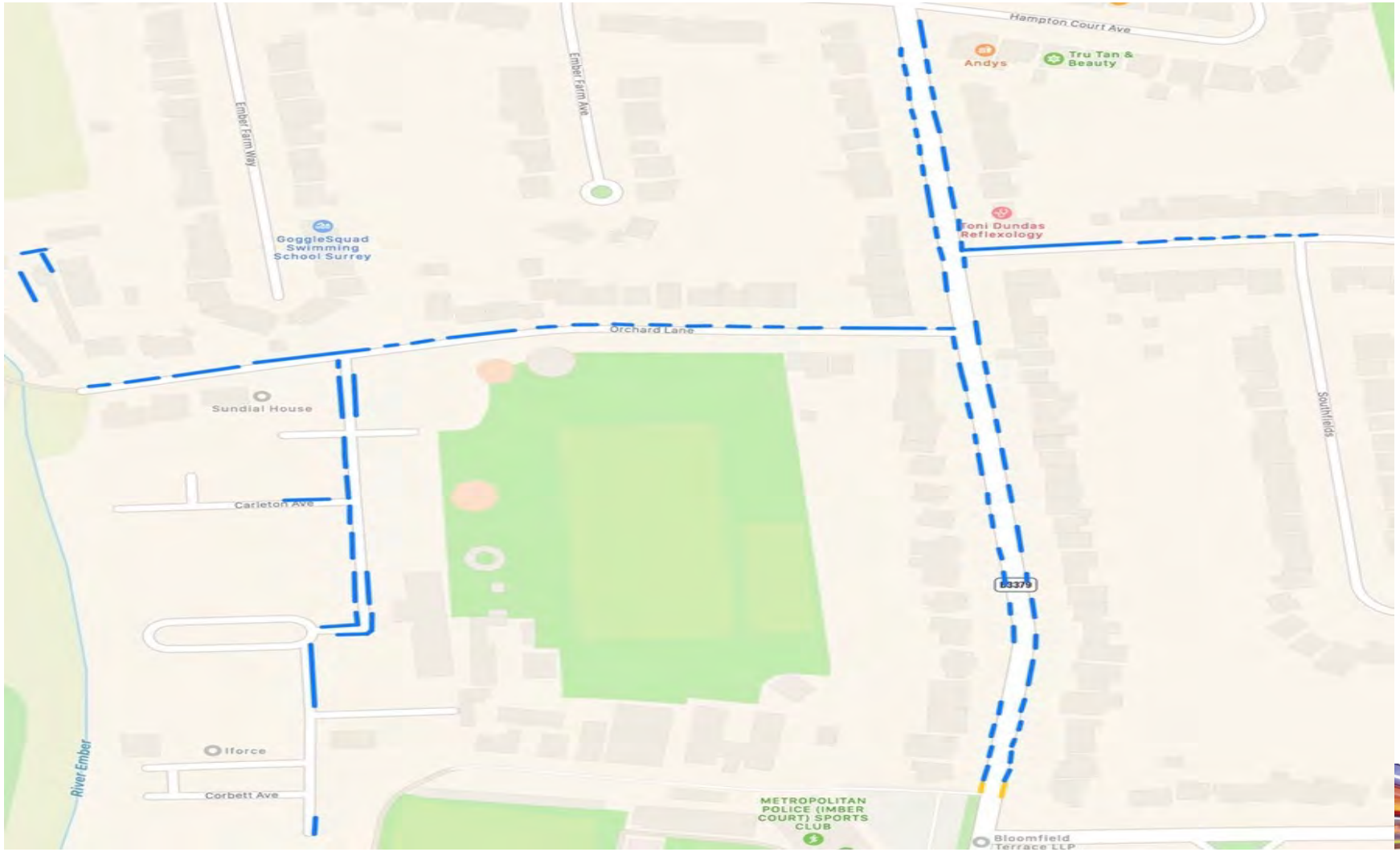
Wednesday 4th May 2022

Thursday 5th May 2022

Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY	
Methodology Guidance	London Borough of Lambeth	
Site	East Molesey	
Survey Area	As advised by Client	
Date/s	Wednesday 4th May 2022	Thursday 5th May 2022
Time/s	00:30	00:30
Beat Frequency	Snapshot	
Unit for 1 Unmarked Lengthwise Space (m)	5	
Unit for 1 Unmarked Crosswise Space (m)	2.5	
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).	
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.	
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).	
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)	



Key

Unrestricted Parking

Unrestricted Kerb

No Parking

Double Yellow Lines

North

PARKING STRESS TABLES

Restriction				1	Unrestricted Kerb					
					Wednesday 4th May 2022			Thursday 5th May 2022		
					00:30			00:30		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Esher Road	250	50	0	**50**	1	49	2%	0	50	0%
Broadfields	95	19	0	**19**	14	5	74%	16	3	84%
Orchard Lane	190	38	0	**38**	6	32	16%	4	34	11%
Private Road	20	4	8	**12**	9	3	75%	10	2	83%
Orchard Farm Avenue	140	28	0	**28**	4	24	14%	5	23	18%
Carleton Avenue	15	3	0	**3**	0	3	0%	0	3	0%
Corbett Avenue	35	7	0	**7**	3	4	43%	5	2	71%
Total	**745**	**149**	**8**	**157**	**37**	**120**	**24%**	**40**	**117**	**25%**

Illegal/Obstructive Parking

Location	Description	Wednesday 4th May 2022	Thursday 5th May 2022
		00:30	00:30
		Occupied	Occupied
		0	0
		0	0
Total		0	0

Appendix D

TRICS data

Calculation Reference: AUDIT-337901-221005-1022

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	HF	HERTFORDSHIRE	2 days
	PO	PORTSMOUTH	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	1 days
09	NORTH		
	CB	CUMBRIA	2 days
	TW	TYNE & WEAR	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: No of Dwellings
Actual Range: 26 to 90 (units:)
Range Selected by User: 25 to 90 (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: 01/01/14 to 15/10/21

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	4 days
Tuesday	3 days
Wednesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	3
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.

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	15 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:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	5 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	4 days
125,001 to 250,000	6 days
250,001 to 500,000	3 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	5 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:

Yes	3 days
No	12 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	15 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

LIST OF SITES relevant to selection parameters

1 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

2 CB-03-C-02 BLOCK OF FLATS CUMBRIA
BRIDGE LANE
PENRITH

Edge of Town
No Sub Category
Total No of Dwellings: 35
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

3 CB-03-C-03 FLATS & BUNGALOWS CUMBRIA
LOUND STREET
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY *09/06/14* *Survey Type: MANUAL*

4 CT-03-C-02 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

5 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

6 HF-03-C-04 BLOCKS OF FLATS HERTFORDSHIRE
OXHEY DRIVE
WATFORD
SOUTH OXHEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 84
Survey date: THURSDAY *10/06/21* *Survey Type: MANUAL*

7 HF-03-C-05 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: MONDAY *07/06/21* *Survey Type: MANUAL*

8 NF-03-C-01 BLOCKS OF FLATS NORFOLK
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	MIXED FLATS & HOUSES 82	NORFOLK
	Survey date: MONDAY	*18/11/19*	*Survey Type: MANUAL*
10	NG-03-C-01 LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	HOUSES (SPLIT INTO FLATS) 56	NOTTINGHAM
	Survey date: TUESDAY	*08/11/16*	*Survey Type: MANUAL*
11	PO-03-C-01 CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Total No of Dwellings:	BLOCKS OF FLATS 90	PORTSMOUTH
	Survey date: TUESDAY	*05/06/18*	*Survey Type: MANUAL*
12	SF-03-C-01 STATION HILL BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total No of Dwellings:	BLOCKS OF FLATS 85	SUFFOLK
	Survey date: THURSDAY	*18/12/14*	*Survey Type: MANUAL*
13	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	BLOCKS OF FLATS 30	SUFFOLK
	Survey date: WEDNESDAY	*03/12/14*	*Survey Type: MANUAL*
14	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT Edge of Town Centre Development Zone Total No of Dwellings:	BLOCKS OF FLATS 69	SUFFOLK
	Survey date: WEDNESDAY	*23/06/21*	*Survey Type: MANUAL*
15	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON Edge of Town Residential Zone Total No of Dwellings:	BLOCKS OF FLATS 45	TYNE & WEAR
	Survey date: FRIDAY	*15/10/21*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.37

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	57	0.059	15	57	0.159	15	57	0.218
08:00 - 09:00	15	57	0.064	15	57	0.206	15	57	0.270
09:00 - 10:00	15	57	0.088	15	57	0.120	15	57	0.208
10:00 - 11:00	15	57	0.087	15	57	0.105	15	57	0.192
11:00 - 12:00	15	57	0.090	15	57	0.083	15	57	0.173
12:00 - 13:00	15	57	0.097	15	57	0.087	15	57	0.184
13:00 - 14:00	15	57	0.070	15	57	0.099	15	57	0.169
14:00 - 15:00	15	57	0.079	15	57	0.085	15	57	0.164
15:00 - 16:00	15	57	0.103	15	57	0.065	15	57	0.168
16:00 - 17:00	15	57	0.133	15	57	0.071	15	57	0.204
17:00 - 18:00	15	57	0.185	15	57	0.083	15	57	0.268
18:00 - 19:00	15	57	0.155	15	57	0.095	15	57	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.210			1.258			2.468

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.*

Parameter summary

Trip rate parameter range selected:	26 - 90 (units:)
Survey date date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	57	0.005	15	57	0.005	15	57	0.010
08:00 - 09:00	15	57	0.007	15	57	0.007	15	57	0.014
09:00 - 10:00	15	57	0.008	15	57	0.007	15	57	0.015
10:00 - 11:00	15	57	0.006	15	57	0.007	15	57	0.013
11:00 - 12:00	15	57	0.005	15	57	0.005	15	57	0.010
12:00 - 13:00	15	57	0.010	15	57	0.009	15	57	0.019
13:00 - 14:00	15	57	0.002	15	57	0.003	15	57	0.005
14:00 - 15:00	15	57	0.001	15	57	0.001	15	57	0.002
15:00 - 16:00	15	57	0.002	15	57	0.002	15	57	0.004
16:00 - 17:00	15	57	0.003	15	57	0.003	15	57	0.006
17:00 - 18:00	15	57	0.002	15	57	0.002	15	57	0.004
18:00 - 19:00	15	57	0.007	15	57	0.006	15	57	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.057			0.115

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	57	0.003	15	57	0.015	15	57	0.018
08:00 - 09:00	15	57	0.001	15	57	0.020	15	57	0.021
09:00 - 10:00	15	57	0.005	15	57	0.009	15	57	0.014
10:00 - 11:00	15	57	0.002	15	57	0.001	15	57	0.003
11:00 - 12:00	15	57	0.008	15	57	0.001	15	57	0.009
12:00 - 13:00	15	57	0.003	15	57	0.001	15	57	0.004
13:00 - 14:00	15	57	0.002	15	57	0.003	15	57	0.005
14:00 - 15:00	15	57	0.009	15	57	0.003	15	57	0.012
15:00 - 16:00	15	57	0.007	15	57	0.001	15	57	0.008
16:00 - 17:00	15	57	0.005	15	57	0.002	15	57	0.007
17:00 - 18:00	15	57	0.013	15	57	0.006	15	57	0.019
18:00 - 19:00	15	57	0.006	15	57	0.002	15	57	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.064			0.128

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	57	0.019	15	57	0.106	15	57	0.125
08:00 - 09:00	15	57	0.037	15	57	0.151	15	57	0.188
09:00 - 10:00	15	57	0.056	15	57	0.106	15	57	0.162
10:00 - 11:00	15	57	0.049	15	57	0.067	15	57	0.116
11:00 - 12:00	15	57	0.055	15	57	0.056	15	57	0.111
12:00 - 13:00	15	57	0.081	15	57	0.066	15	57	0.147
13:00 - 14:00	15	57	0.073	15	57	0.056	15	57	0.129
14:00 - 15:00	15	57	0.065	15	57	0.069	15	57	0.134
15:00 - 16:00	15	57	0.083	15	57	0.048	15	57	0.131
16:00 - 17:00	15	57	0.097	15	57	0.055	15	57	0.152
17:00 - 18:00	15	57	0.120	15	57	0.085	15	57	0.205
18:00 - 19:00	15	57	0.093	15	57	0.060	15	57	0.153
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.828			0.925			1.753

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	57	0.001	15	57	0.028	15	57	0.029
08:00 - 09:00	15	57	0.009	15	57	0.064	15	57	0.073
09:00 - 10:00	15	57	0.005	15	57	0.015	15	57	0.020
10:00 - 11:00	15	57	0.002	15	57	0.010	15	57	0.012
11:00 - 12:00	15	57	0.003	15	57	0.008	15	57	0.011
12:00 - 13:00	15	57	0.008	15	57	0.012	15	57	0.020
13:00 - 14:00	15	57	0.007	15	57	0.013	15	57	0.020
14:00 - 15:00	15	57	0.012	15	57	0.006	15	57	0.018
15:00 - 16:00	15	57	0.026	15	57	0.003	15	57	0.029
16:00 - 17:00	15	57	0.020	15	57	0.001	15	57	0.021
17:00 - 18:00	15	57	0.033	15	57	0.005	15	57	0.038
18:00 - 19:00	15	57	0.015	15	57	0.002	15	57	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.167			0.308

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	57	0.001	15	57	0.051	15	57	0.052
08:00 - 09:00	15	57	0.003	15	57	0.064	15	57	0.067
09:00 - 10:00	15	57	0.001	15	57	0.022	15	57	0.023
10:00 - 11:00	15	57	0.003	15	57	0.010	15	57	0.013
11:00 - 12:00	15	57	0.002	15	57	0.010	15	57	0.012
12:00 - 13:00	15	57	0.010	15	57	0.003	15	57	0.013
13:00 - 14:00	15	57	0.006	15	57	0.005	15	57	0.011
14:00 - 15:00	15	57	0.009	15	57	0.002	15	57	0.011
15:00 - 16:00	15	57	0.017	15	57	0.002	15	57	0.019
16:00 - 17:00	15	57	0.017	15	57	0.001	15	57	0.018
17:00 - 18:00	15	57	0.041	15	57	0.000	15	57	0.041
18:00 - 19:00	15	57	0.034	15	57	0.002	15	57	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.172			0.316

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	57	0.042	15	57	0.141	15	57	0.183
08:00 - 09:00	15	57	0.047	15	57	0.181	15	57	0.228
09:00 - 10:00	15	57	0.065	15	57	0.102	15	57	0.167
10:00 - 11:00	15	57	0.064	15	57	0.076	15	57	0.140
11:00 - 12:00	15	57	0.065	15	57	0.062	15	57	0.127
12:00 - 13:00	15	57	0.070	15	57	0.064	15	57	0.134
13:00 - 14:00	15	57	0.056	15	57	0.078	15	57	0.134
14:00 - 15:00	15	57	0.066	15	57	0.073	15	57	0.139
15:00 - 16:00	15	57	0.086	15	57	0.055	15	57	0.141
16:00 - 17:00	15	57	0.120	15	57	0.052	15	57	0.172
17:00 - 18:00	15	57	0.173	15	57	0.073	15	57	0.246
18:00 - 19:00	15	57	0.138	15	57	0.081	15	57	0.219
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.992			1.038			2.030

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.*

Calculation Reference: AUDIT-337901-221005-1048

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		
	CT	CENTRAL BEDFORDSHIRE	1 days
	HC	HAMPSHIRE	4 days
	IW	ISLE OF WIGHT	1 days
	KC	KENT	1 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC	DORSET	1 days
	DV	DEVON	1 days
	SD	SWINDON	1 days
	SM	SOMERSET	3 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	DH	DURHAM	2 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: 27 to 89 (units:)
Range Selected by User: 25 to 90 (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: 01/01/14 to 22/06/22

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	7 days
Tuesday	10 days
Wednesday	7 days
Thursday	9 days
Friday	5 days

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

Selected survey types:

Manual count	38 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	17
Neighbourhood Centre (PPS6 Local Centre)	8
Free Standing (PPS6 Out of Town)	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:

Residential Zone	29
Village	7
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	38 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:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	9 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	7 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	5 days
25,001 to 50,000	6 days
50,001 to 75,000	5 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	10 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	8 days
1.1 to 1.5	28 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:

Yes	13 days
No	25 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	38 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

LIST OF SITES relevant to selection parameters

1 AC-03-A-05 SEMI-DETACHED & TERRACED CHESHIRE WEST & CHESTER
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY *30/04/21* *Survey Type: MANUAL*

2 BC-03-A-02 BUNGALOWS BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

3 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

4 CB-03-A-05 DETACHED/TERRACED HOUSING CUMBRIA
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

5 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *22/06/22* *Survey Type: MANUAL*

6 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

7 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

9 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

10 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

11 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

12 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

13 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

14 IW-03-A-01 DETACHED HOUSES ISLE OF WIGHT
MEDHAM FARM LANE
NEAR COWES
MEDHAM
Free Standing (PPS6 Out of Town)
Out of Town
Total No of Dwellings: 72
Survey date: TUESDAY *25/06/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

16 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

17 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

18 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

19 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

20 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

21 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

22 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

24 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

25 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

26 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

27 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

28 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

29 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

30 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

31 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

32 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

33 TB-03-A-01 TERRACED HOUSES TORBAY
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

34 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

35 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

36 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

37 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

38 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.68

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	38	50	0.073	38	50	0.299	38	50	0.372
08:00 - 09:00	38	50	0.153	38	50	0.361	38	50	0.514
09:00 - 10:00	38	50	0.152	38	50	0.187	38	50	0.339
10:00 - 11:00	38	50	0.148	38	50	0.180	38	50	0.328
11:00 - 12:00	38	50	0.151	38	50	0.180	38	50	0.331
12:00 - 13:00	38	50	0.174	38	50	0.184	38	50	0.358
13:00 - 14:00	38	50	0.181	38	50	0.165	38	50	0.346
14:00 - 15:00	38	50	0.172	38	50	0.196	38	50	0.368
15:00 - 16:00	38	50	0.272	38	50	0.186	38	50	0.458
16:00 - 17:00	38	50	0.294	38	50	0.177	38	50	0.471
17:00 - 18:00	38	50	0.343	38	50	0.175	38	50	0.518
18:00 - 19:00	38	50	0.249	38	50	0.141	38	50	0.390
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.362			2.431			4.793

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.*

Parameter summary

Trip rate parameter range selected:	27 - 89 (units:)
Survey date date range:	01/01/14 - 22/06/22
Number of weekdays (Monday-Friday):	38
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	38	50	0.003	38	50	0.003	38	50	0.006
08:00 - 09:00	38	50	0.005	38	50	0.005	38	50	0.010
09:00 - 10:00	38	50	0.005	38	50	0.004	38	50	0.009
10:00 - 11:00	38	50	0.003	38	50	0.003	38	50	0.006
11:00 - 12:00	38	50	0.002	38	50	0.003	38	50	0.005
12:00 - 13:00	38	50	0.003	38	50	0.002	38	50	0.005
13:00 - 14:00	38	50	0.003	38	50	0.003	38	50	0.006
14:00 - 15:00	38	50	0.002	38	50	0.002	38	50	0.004
15:00 - 16:00	38	50	0.003	38	50	0.003	38	50	0.006
16:00 - 17:00	38	50	0.001	38	50	0.001	38	50	0.002
17:00 - 18:00	38	50	0.004	38	50	0.003	38	50	0.007
18:00 - 19:00	38	50	0.002	38	50	0.002	38	50	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.034			0.070

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	38	50	0.006	38	50	0.016	38	50	0.022
08:00 - 09:00	38	50	0.005	38	50	0.017	38	50	0.022
09:00 - 10:00	38	50	0.005	38	50	0.006	38	50	0.011
10:00 - 11:00	38	50	0.005	38	50	0.003	38	50	0.008
11:00 - 12:00	38	50	0.003	38	50	0.004	38	50	0.007
12:00 - 13:00	38	50	0.005	38	50	0.003	38	50	0.008
13:00 - 14:00	38	50	0.004	38	50	0.001	38	50	0.005
14:00 - 15:00	38	50	0.005	38	50	0.004	38	50	0.009
15:00 - 16:00	38	50	0.012	38	50	0.006	38	50	0.018
16:00 - 17:00	38	50	0.009	38	50	0.003	38	50	0.012
17:00 - 18:00	38	50	0.010	38	50	0.012	38	50	0.022
18:00 - 19:00	38	50	0.008	38	50	0.004	38	50	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.079			0.156

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	38	50	0.084	38	50	0.390	38	50	0.474
08:00 - 09:00	38	50	0.175	38	50	0.535	38	50	0.710
09:00 - 10:00	38	50	0.181	38	50	0.244	38	50	0.425
10:00 - 11:00	38	50	0.180	38	50	0.229	38	50	0.409
11:00 - 12:00	38	50	0.181	38	50	0.218	38	50	0.399
12:00 - 13:00	38	50	0.215	38	50	0.233	38	50	0.448
13:00 - 14:00	38	50	0.221	38	50	0.201	38	50	0.422
14:00 - 15:00	38	50	0.209	38	50	0.247	38	50	0.456
15:00 - 16:00	38	50	0.412	38	50	0.242	38	50	0.654
16:00 - 17:00	38	50	0.427	38	50	0.245	38	50	0.672
17:00 - 18:00	38	50	0.465	38	50	0.232	38	50	0.697
18:00 - 19:00	38	50	0.333	38	50	0.198	38	50	0.531
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.083			3.214			6.297

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	38	50	0.019	38	50	0.055	38	50	0.074
08:00 - 09:00	38	50	0.053	38	50	0.163	38	50	0.216
09:00 - 10:00	38	50	0.061	38	50	0.050	38	50	0.111
10:00 - 11:00	38	50	0.030	38	50	0.055	38	50	0.085
11:00 - 12:00	38	50	0.041	38	50	0.036	38	50	0.077
12:00 - 13:00	38	50	0.048	38	50	0.045	38	50	0.093
13:00 - 14:00	38	50	0.040	38	50	0.033	38	50	0.073
14:00 - 15:00	38	50	0.040	38	50	0.029	38	50	0.069
15:00 - 16:00	38	50	0.118	38	50	0.073	38	50	0.191
16:00 - 17:00	38	50	0.064	38	50	0.039	38	50	0.103
17:00 - 18:00	38	50	0.062	38	50	0.049	38	50	0.111
18:00 - 19:00	38	50	0.048	38	50	0.040	38	50	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.624			0.667			1.291

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	38	50	0.001	38	50	0.019	38	50	0.020
08:00 - 09:00	38	50	0.002	38	50	0.029	38	50	0.031
09:00 - 10:00	38	50	0.005	38	50	0.012	38	50	0.017
10:00 - 11:00	38	50	0.012	38	50	0.010	38	50	0.022
11:00 - 12:00	38	50	0.006	38	50	0.009	38	50	0.015
12:00 - 13:00	38	50	0.009	38	50	0.009	38	50	0.018
13:00 - 14:00	38	50	0.005	38	50	0.004	38	50	0.009
14:00 - 15:00	38	50	0.005	38	50	0.006	38	50	0.011
15:00 - 16:00	38	50	0.015	38	50	0.007	38	50	0.022
16:00 - 17:00	38	50	0.017	38	50	0.002	38	50	0.019
17:00 - 18:00	38	50	0.018	38	50	0.004	38	50	0.022
18:00 - 19:00	38	50	0.018	38	50	0.002	38	50	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.113			0.226

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 RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	38	50	0.000	38	50	0.013	38	50	0.013
08:00 - 09:00	38	50	0.000	38	50	0.013	38	50	0.013
09:00 - 10:00	38	50	0.000	38	50	0.003	38	50	0.003
10:00 - 11:00	38	50	0.000	38	50	0.003	38	50	0.003
11:00 - 12:00	38	50	0.001	38	50	0.001	38	50	0.002
12:00 - 13:00	38	50	0.001	38	50	0.001	38	50	0.002
13:00 - 14:00	38	50	0.001	38	50	0.000	38	50	0.001
14:00 - 15:00	38	50	0.002	38	50	0.001	38	50	0.003
15:00 - 16:00	38	50	0.002	38	50	0.000	38	50	0.002
16:00 - 17:00	38	50	0.007	38	50	0.001	38	50	0.008
17:00 - 18:00	38	50	0.010	38	50	0.000	38	50	0.010
18:00 - 19:00	38	50	0.010	38	50	0.001	38	50	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.037			0.071

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 CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	38	50	0.060	38	50	0.268	38	50	0.328
08:00 - 09:00	38	50	0.123	38	50	0.327	38	50	0.450
09:00 - 10:00	38	50	0.119	38	50	0.157	38	50	0.276
10:00 - 11:00	38	50	0.114	38	50	0.144	38	50	0.258
11:00 - 12:00	38	50	0.124	38	50	0.147	38	50	0.271
12:00 - 13:00	38	50	0.145	38	50	0.149	38	50	0.294
13:00 - 14:00	38	50	0.149	38	50	0.140	38	50	0.289
14:00 - 15:00	38	50	0.143	38	50	0.165	38	50	0.308
15:00 - 16:00	38	50	0.238	38	50	0.154	38	50	0.392
16:00 - 17:00	38	50	0.263	38	50	0.150	38	50	0.413
17:00 - 18:00	38	50	0.307	38	50	0.155	38	50	0.462
18:00 - 19:00	38	50	0.235	38	50	0.130	38	50	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.020			2.086			4.106

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.*