LANMOR Consulting

Civil Engineers & Transport Planners

16-18 Oatlands Drive

Transport Statement

221584/TS/MS/KL/01

November 2022

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1 INTRODUCTION

1.1 General

1.1.1 Lanmor Consulting has been commissioned to provide advice on the potential highway and transportation implications for the proposed redevelopment of the site at 16-18 Oatlands Drive, Weybridge, Surrey, KT13 9JL.

1.1.2 Within this Transport Statement, detailed consideration will be given to the location of the proposed redevelopment in terms of its accessibility by car and non-car modes of travel such as walking, cycling and public transport. It will consider changes in travel demand arising from the proposed development and the associated implications for the highway and transportation networks within the local area.

1.1.3 This statement will also demonstrate that the proposed development accords with the key planning policies, will have negligible impact on the surrounding highways and transport infrastructure and that the parking provisions for the development will be adequate and will not increase parking on-street.

1.2 Site Description and Existing Conditions

1.2.1 The land use in the area surrounding the site is a mix of residential; and commercial uses, most of the area is heavily developed with residential properties with commercial units located to the north-eastern side of New Zealand Avenue.

1.2.2 The site is developed with 2 properties with a site area of … it is located close to Walton-on-Thames Town Centre just northeast of the site. The topographical survey of the site by JAS is included within Appendix A.

1.3 Development Proposals

1.3.1 The proposed development will seek to demolish the existing two residential dwellings to make way for 2 blocks of apartments, Block A (15 apartments) fronting onto Oatlands Drive and Block B (18 apartments) at the lower level to the rear of the site. The development will consist of 3 one-bedroom units, 24 two-bedroom units and 6 three-bedroom units, a total of 33 units. 32 parking spaces will be provided as well as cycle stores located in each block.

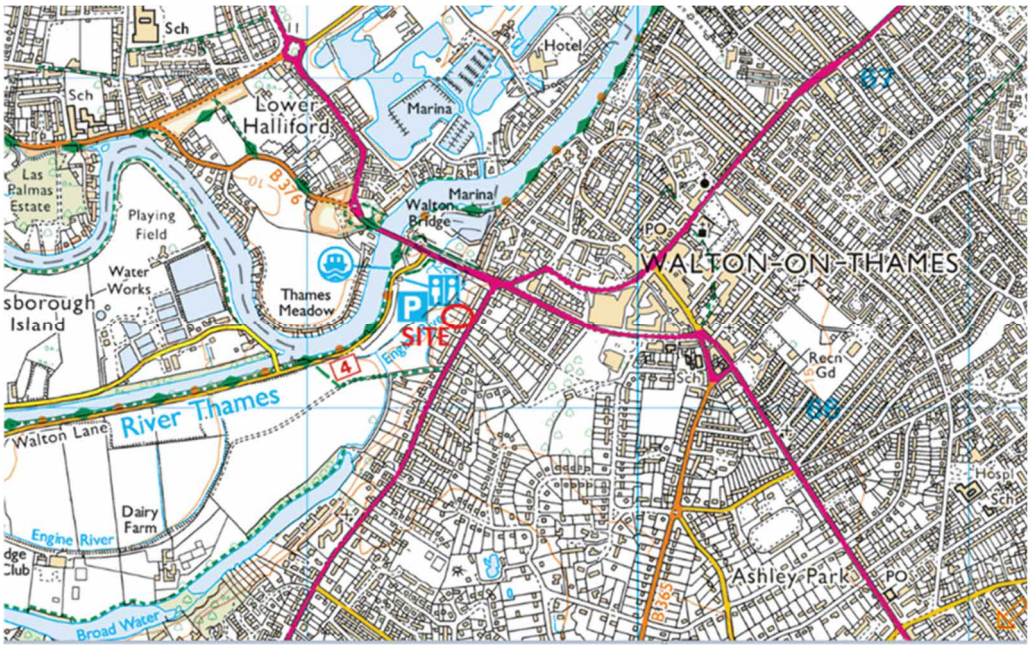


Figure 1.1 – Site Location

2 PLANNING POLICY

2.1 National Planning Policy Framework (NPPF) revised 2019

2.1.1 NNPF acknowledges Transport policies have an important role to play in facilitating sustainable development but also in contributing to the wider sustainability and health objectives and it states planning policies should;

a) Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) Provide for any large-scale transport facilities that need to be in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements;

2.1.2 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.1.3 Within this context, applications for this development should:

A) Give priority first to pedestrian and cycle movements, both within the scheme and with the neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

B) Addresses the needs of people with disabilities and reduced mobility in relation to all modes of transport;

C) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

D) Allow for the efficient delivery of goods, and access by service and emergency vehicles;

E) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Parking Standards

2.1.4 NPPF sates when setting local parking standards or residential and non-residential development, local planning authorities should consider:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels;
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

2.2 Regional Planning Policy

2.2.1 Surrey County Council (SCC) are the highway authority for the area. SCC published guidance on vehicle parking standards, 'Vehicular and Cycle Parking Guidance' (2018).

2.2.2 SCC recommended level of parking provision for new residential development is set out in Table 2.1 below.

Locational Characteristics	Town Centre	Edge of Centre	Suburban	Suburban edge/ Village/ Rural
1 & 2 bedroom flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
1 & 2 bedroom house	1 space per unit	1 space per unit	1+ space per unit	1.5 + space per unit
3 bedroom house	1 space per unit	1 + space per unit	2+ space per unit	2+ space per unit
4+ bedroom house	1 space per unit	2 + spaces per unit	2+ space per unit	2+ space per unit

Table 2.1 – SCC parking guidance standard

2.2.3 The SCC guidance also states that 1 cycle space should be provided per 1 & 2 bedroom unit and 2 spaces for 3 or more bedroom units.

2.3 Local Policies

Elmbridge Core Strategy

2.3.1 In July 2011, the Elmbridge Core Strategy was adopted as a part of the local development framework. This document was produced to provide information and policy guidance in relation to the Core Strategy and the travel and accessibility policy states:

Policy CS25- Travel and Accessibility

The Council will promote improvements to sustainable travel, and accessibility to services, through a variety of measures by;

1) Directing new development that generate a high number of trips to previously developed land in sustainable locations within the urban area. These include town centres and areas with good public transport accessibility as outlined in national policy.

2) Applying maximum parking standards to all uses, including the consideration of zero parking for certain town centre developments.

3) Requiring a transport assessment and travel plan for all major (65) development proposals, in order to promote the delivery and use of sustainable transport.

4) Protecting existing footpaths, cycleways and bridleways; delivering new cycling and walking schemes; and supporting development that increases permeability and connectivity within and outside the urban area.

5) Improving transport infrastructure by;

- Working in partnership with transport providers and Surrey County Council, as the Highway Authority, to support improvements to transport infrastructure. Those relating to new development will be delivered through the collection of developer contributions subject to viability. The Council will support improvements to stations and station parking that facilitate increased public transport use.

- Supporting the development of a regional transport network, schemes will be promoted that will help to deliver the objectives of the most recent Local Transport Plan.

6) Improving the environmental impact of transport.

The Council will seek to mitigate the detrimental environmental effects caused by transport, particularly with regards to HGVs, through a variety of measures, which may include greening the roadside and parking environment, improving air quality, noise reduction measures and traffic calming. Support will be given to schemes that help to meet the commitments contained in the Elmbridge Air Quality Strategy.

2.3.2 Policy CS4 states for Weybridge that "There is scope for additional residential development across the area, primarily through redevelopment of previously developed land outside of high flood risk areas. It goes on to state that 'The Council will work in partnership with service providers, to ensure that access to and within the area is improved for pedestrians and cyclists, public transport users and those with impaired mobility'."

2.3.3 Elmbridge also adopted their "Development Management Plan" (DMP) in April 2015. The key policies are DM1 and DM7. DM1 states:

"When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework'".

2.3.4 DM7 relates to access and parking standards and are dealt with in more detail below. The policy states the proposed parking levels should be appropriate for the area and not result in a detrimental increase in parking stresses on-street.

2.3.5 The accompany text in paragraph 2.25 goes on to state that zero parking in certain town centres will be considered.

Parking Standards

2.3.6 The Borough of Elmbridge has set their parking standards policy in conjunction with the Surrey County Council Vehicular and Cycling Guidance 2012 and use local evidence regarding car ownership in Elmbridge. The table below is an extract from Appendix 1 of the Elmbridge Borough Council's DMP

Figure 1: Parking Standards for Residential Parking

Locational Characteristics	Town Centre/ Edge of Centre†	Suburban *†
1 bed residential unit	1 space per unit	1 space per unit
2 bed residential unit	1.5 space per unit	1.5 space per unit
3 bed residential unit	2 space per unit	2 space per unit
4 + bed residential unit	2 space per unit	2 space per unit

Table 2.2 – Parking Standards

2.3.7 The above parking standards are maximum levels permitted in borough for new developments, the policy also requires 20% of all parking spaces to have an electric changing facility.

2.3.8 Cycle parking standards for the Borough are also contained in the DMP, an extract of the minimum cycle provisions for residential developments is provided in Table 2.3 below.

C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	
Flats/ houses without garages or gardens: 1 & 2 bedroom unit 3 or more bedroom unit	1 space 2 spaces See the Elmbridge Design and Character SPD for further advice on bike storage

Table 2.3 – Cycle Parking Standards

3 ACCESSIBILITY OF SITE BY NON-CAR MODES OF TRAVEL

3.1 Site Accessibility and Local Facilities

3.1.1 Local and national government guidance in respect of new developments is to ensure that sites are accessible by public transport. In terms of accessibility this statement will show the site is well placed in terms of access to local facilities and has good links to the public transport networks in the area.

3.1.2 The site is located near to local facilities and services. Most local facilities near the site are located directly to the east of the site, all a short walking distance away. Table 3.1 shows some selected local facilities near the site.

Facility	Description	Distance from site
HWM Aston Martin	Retail Shop	242m
Argos	Retail Shop	416m
Starbucks	Coffee Shop	445m
Sainsbury's Bank	Bank	445m
Sainsbury's	Supermarket	518m
Costa Coffee	Coffee Shop	545m
Waterstones	Book Shop	565m
Paper Chase	Stationery Shop	576m
Buenasdo Argentina	Restaurant	585m
Nando's	Restaurant	587m
Clarks	Shoe Shop	588m
Wilko	Hardwear shop	590m
Sports Direct	Sporting Goods Shop	615m
New Look	Retail Shop	615m
Poundland	Discount Shop	632m
McDonalds	Fast Food Chain	658m
ALDI	Supermarket	680m
Boots	Retail	690m
Everyman Walton	Cinema	790m
Ashley C of E Primary School	School	800m
Walton Montessori School	Pre-School	850m
St Andrews URC Church	Church	950m

Table 3.1 – Local Facilities

3.2 Pedestrian Access

3.2.1 Walking is the most important mode that offers the greatest potential to replace short car trips, particularly those under 2 km. Guidance suggests that walking distances of between 200m and 2km depending on the journey purpose are reasonable. There is a network of footways within the vicinity of the site. These run alongside all the major and minor routes allowing safe and convenient access to the site. The footpaths in the area are generally well maintained and lit.

3.2.2 Walking can also from part of a wider journey for commuting and leisure purposes when combined with public transport. The nearest train station is Walton-on-Thames Station. It is located approximately 2.1km away from the site, which is just above the recommended walking distance however it is reachable within an 8-minute cycle. There are also two bus stops on Oatlands Drive 23m and 44m from the site which provide access to Walton-on-Thames train station.

3.2.3 Drawing 221584/TS/01 included in Appendix B shows the range of destinations that can be reached within walking distance of the site.

3.3 Cycle Access

3.3.1 Cycling also has the potential to substitute for short car trips particularly for those journeys of less than 5km, or when it forms part of a longer journey by public transport etc. Walton-on-Thames train station can be accessed by an 8-minute cycle journey from the site. Drawing 221584/TS/02 in Appendix B shows the destinations that can be reached within different cycle times.

3.3.2 There are several identified cycle routes within the vicinity of the site, those on main roads, quieter roads etc. The closest identified cycle route is located along Oatlands Drive, this consist of a on carriageway cycle lane designated for cyclists only. A traffic-free route on the National Cycle Network known as Route 4 is located a short distance from the site with traffic free cycle paths available in the area. A walking and cycling map have been provided by Surrey County Council and outlines the available routes within the vicinity of the site, this has been included in Appendix B.

3.4 Public Transport – Buses

3.4.1 The nearest bus stops to the site are located to the south along Oatlands Drive however more bus stops and services are available on Hepworth Way to the northeast which is no more than a 440m (8-minute) walk from the site. The bus services available via Ashley Close and Hepworth Way are tabulated below.

Route	Bus Stop	Bus Route	Distance from Site	Weekday Peak Frequency (p/h)	Weekend Frequency (p/h) (sat)	Weekend Frequency (p/h) (sun)
461 (Towards Kingston)	Ashley Close	Addlestone - Weybridge - Kingston Upon Thames	44m	2 (06:27 – 18:29)	2 (06:41 – 18:14)	1 (07:13-08:05)
461 (Towards Addlestone)	Ashley Close	Kingston Upon Thames - Weybridge - Addlestone	23m	2 (07:16 – 18:51)	2 (07:13 – 18:51)	1 (08:31-18:31)
458 (Towards Staines)	Hepworth Way	Kingston - Esher - Hersham - Walton on Thames - Staines	440m	1 (09:05 – 20:10)	1-2 (07:45 – 19:40)	1 (08:00 – 19:11)
458 (Towards Kingston)	The Bear	Staines - Walton on Thames - Hersham - Esher - Kingston	530m	2 (06:03-19:03)	1 (07:10-18:12)	-1 (07:43-18:58)
555 (Towards Hersham)	Hepworth Way	Whiteley Village - Walton On Thames - Sunbury - Ashford - Heathrow	440m	1 (04:55 – 17:27)	1 (04:55 – 17:27)	1 (04:55 – 17:27)
400	Hepworth Way	Walton on Thames - Ashford - Staines	450m	- 09:25 - 11:00 - 13:10	-	-
564 (Towards Hersham)	High Street (Stop E)	Xcel Leisure Centre - Walton on Thames - Hersham	600m	1 (08:29-17:34)	1 (08:29 – 17:34)	-
564 (Towards Xcel Leisure Centre)	High Street	Hersham - Walton on Thames - Xcel Leisure Centre	600m	1 (08:30 – 17:35)	1 (08:30 – 17:35)	-
663 (School Bus)	Church Street (Stop A)	Walton on Thames - Hersham - Esher High School	625m	- 07:35 -15:47	-	-

Table 3.2 – Bus Schedule

3.4.2 The nearest bus stops to the site are located to the south along Oatlands Drive. There is only one route the 461 served from the local bus stops this has a frequency of two buses per hour. However further routes with greater frequencies are available from stops on Hepworth Way approximately 440m away which are well lit, offering sheltering and information on bus routes and frequencies providing services to a wide range of destinations including railway stations, hospitals, schools and other facilities. A bus route map has been provided within Appendix B and shows the available bus routes within proximity of the development site.

3.5 National Rail Networks

3.5.1 The nearest station to the site is Walton-on-Thames, located 2.1km to the southeast of the site. Walton-on-Thames Station is operated by South Western Railway and offers convenient travel to many destinations in London and South England.

3.5.2 Services from Walton-on-Thames are split into rush hour (Monday - Friday, early mornings and evenings), off peak (Monday - Friday, Saturday) and Sunday.

Rush Hour

- 4tph to London Waterloo, stopping to Surbiton then, non-stop to London Waterloo.
- 2tph to Woking, two extending to Guildford one extending to Portsmouth Harbour
- 2tph to Basingstoke one extending to Branksome one extending to Portsmouth Harbour via Eastleigh

3.5.3 Rush hour services to London Waterloo only operate in the morning, and services to Woking and Guildford operate in the evening rush hour with one service running semi fast to Basingstoke.

Off Peak

- 2tph to London Waterloo, stopping service

- 2tph to London Waterloo, semi fast
- 2tph to Woking, stopping service
- 2tph to Basingstoke, semi fast to Woking then stopping to Basingstoke

3.5.4 There are also three direct trains to Portsmouth Harbour two via Basingstoke one via Guildford per day, Mon - Sat, and one direct train to Branksome in the early morning. In the evening there are two services from Portsmouth Harbour via Basingstoke and one from Weymouth to Walton on Thames.

Sundays

- 2tph to London Waterloo, stopping service
- 1tph to London Waterloo, semi fast
- 2tph to Guildford, stopping service
- 1tph to Woking semi fast where the train divides to either Basingstoke or Alton

3.6 Summary of Site Accessibility

3.6.1 The proposed development has reasonable access to public transport and provides residents and visitors to the site with a choice of sustainable modes of travel. Bus and train services are located within walking or cycling distance of the proposed development. Its proximity to local facilities provides the opportunity for future residents of the proposed development to use alternative modes of travel to reduce the reliance on private cars.

4 SITE ACCESS AND PARKING PROVISION

4.1 Proposed Access

4.1.1 The proposals seek to remove the existing three accesses to the existing properties and replace it with a new access point at the south end of the site off Oatlands Drive. This will provide access to the 32 car parking spaces.

4.1.2 The proposed access will have a width of 6.0m, the radius of the access into the site are 4.0m. The access has been designed to allow 2 cars to pass each other. The proposed arrangement for the site access is shown on 221489/TS/03 in Appendix C.

4.1.3 The achievable visibility from the access in both directions is over 43m drawing 221584/TS/04 in Appendix C shows the visibility achievable from the site access.

4.1.4 A turning facility has been incorporated into the northern end of the car park, this will serve both refuse, delivery vehicles and fire appliances, this will allow vehicles to turn around so they can leave the site in a forward gear.

4.2 Pedestrian Access

4.2.1 Pedestrian access to the site will be provided from the centre and southern corner of the development. The central access will be a footway link giving direct access to Block A. The road access will be to the south of the site and will lead directly into the car park and Block B.

4.3 Servicing

4.3.1 The servicing arrangements for the development will be undertaken from the internal access road. Bin stores are located to the centre of each block and are accessible from the car park access road. A turning facility has been provided to the north of the car park, this hammer head provides the ability for refuse trucks to turn and allow them to leave the site in a forward gear.

4.3.2 All other service vehicles will also be able to use the hammer head to turn on site when servicing the development. Drawing 221584/TR/01 is included within Appendix C and shows the vehicle swept path assessment for a refuse vehicle.

4.4 Car Parking Provisions

4.4.1 The proposed development will provide space for parking 32 vehicles for the 33 proposed residential units, 32 of the apartments will be allocated 1 parking space per unit.

4.4.2 Elmbridge Councils policy for parking, which are based upon maximum standards, states 1 space per 1-bed, 1.5 spaces per two-bed and 2 spaces per three-bed should be provided, the maximum allowable under current policy would be 51 spaces. The proposals are below the maximum allowable and therefore complies with policy.

4.4.3 A review of the Census data for the local area has been undertaken to establish current car ownership in the area. It shows that 12% of households do not have access to a motor vehicle, if this was reflected across the development car ownership for the 33 dwellings there would be a need for 29 spaces. This is below the level of parking proposed for the development it is therefore considered that 32 spaces are considered adequate to serve the development and will prevent parking outside of the site.

4.4.4 Surrey County Council's Parking Guidance for Development states each dwelling requires an EVC point therefore each space will have fast charge socket.

4.5 Cycle Parking Provisions

4.5.1 Two secure cycle facilities will be provided to cater for 40 cycles. The development will have 33 flats under Elmbridge DMP policies cycle storage should be provided at a rate of 1 space per one-two bed unit and 2 per three plus bed unit. For this development that would give a total requirement of 39 spaces, the proposals will provide for 82 which exceeds the current standards.

4.6 Accident Data Review

4.6.1 Accident data has been reviewed for Oatlands Drive and there have been a number of accidents along its length, however only two accidents have taken place within the vicinity of the site. Both were slight and one only involved one vehicle. Each property along Oatlands Drive has its own driveway, the accident data doesn't show there to be an issue with cars entering or leaving their property and it is considered that the proposed access onto Oatlands Drive will not have any material impact on highway safety.

5 TRAFFIC GENERATION IMPACT ON TRANSPORT NETWORKS

5.1.1 Trip Generation

5.1.2 Both the existing and proposed uses has the potential to generate vehicle movements. The site is located on the edge of a town centre and the peak periods in traffic movements on Oatlands Drive are considered to between 8.00am – 9.00am and 5.00pm – 6.00pm.

5.1.3 Existing Use

5.1.4 The site is currently occupied by two residential properties, typically each dwelling would be expected to generate 3-4 trips per day. The TRICS database was interrogated to assess the number of trips generated from similar residential sites. The table below sets out the peak trip rates based on TRICS database. The TRICS outputs have been included in Appendix D.

Trip Rates Vehicles	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep
C3 – Private House	0.109	0.326	0.321	0.143	2.411	2.388
Total Trips Vehicles	**AM Peak 08:00 – 09:00**		**PM Peak 17:00 – 18:00**		**Daily Total**	
	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep
C3 – Private House (2 dwellings)	0.218	0.652	0.642	0.286	4.822	4.776

Table 5.1 – TRICS Vehicle Trip Rates (Existing)

5.2 Proposed Use

The proposals will involve the demolition of the existing 2 properties to construct of 33 new C3 residential flats all of which will be privately owned. Trip data for similar type and size of developments have been assessed to derive the vehicle trip rates per unit for comparison with the existing situation.

Trip Rates Vehicles (per dwelling)	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep
C3 – Private Flat	0.072	0.216	0.216	0.089	1.423	1.460
Total Trips Vehicles	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep
33 Dwellings Total	2.376	7.128	7.128	2.937	46.959	48.18

Table 5.2 – TRICS Vehicle Trip Rates C3 Flats

5.2.1 To compare the potential trips an alternative method of assessing trip rates for the new development has been considered. This involves using the total person trip data for similar type / size of sites in the TRICS database and using the census data to assess the model split.

Trip Rates Multi-Modal (C3 Flats)	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep
Person Trips	0.101	0.447	0.421	0.176	2.697	2.807
Cyclist Trips	0.000	0.009	0.003	0.000	0.053	0.051
Pedestrian Trips	0.014	0.098	0.110	0.052	0.640	0.668
Public Transport Users Trips	0.000	0.043	0.029	0.003	0.112	0.110
Total Trips Multi-Modal (33 dwellings)	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep
Person Total	3.333	14.751	13.893	5.808	89.001	92.631
Cyclists Total	0.000	0.297	0.099	0.000	1.749	1.683
Pedestrians Total	0.462	3.234	3.630	1.716	21.12	22.044
Public Transport Users Total	0.000	1.419	0.957	0.099	3.696	3.630

Table 5.3 – TRICS Multi-Modal Trip Rates (Proposed)

5.2.2 Table 5.3 above set outs the total person trip rates and the trips by mode of travel obtained from the TRICS database.

5.2.3 An alternative method of assessing the mode of travel has also been undertaken using census data. For this the travel to work statistics have been derived from the 2011 Census Method of Travel to Work for the Lower Layer Super Output Area. Table 5.5 below shows the model data from the census.

METHOD OF TRAVEL	Total	Percentage
All categories: Method of travel to work	1,140	-
Work mainly at or from home	90	7.9%
Underground, metro, light rail, tram	2	0.2%
Train	147	12.9%
Bus, minibus or coach	7	0.6%
Taxi	5	0.4%
Motorcycle, scooter or moped	5	0.4%
Driving a car or van	404	35.4%
Passenger in a car or van	23	2.0%
Bicycle	17	1.5%
On foot	78	6.8%
Other method of travel to work	4	0.4%
Not in employment	358	31.4%

Table 5.4 – Office of National Statistics (Method of Travel)

5.2.4 From the above table, the majority of residents in the area use cars to travel to work however there is still a number of residents who use public transport. Private houses tend to generate more trips than flatted developments, which has been proved by the TRICS data. To assess the percentage of people from the development that might drive to work, those not in employment has been discounted, the revised distribution is set out in Table 5.5 below.

METHOD OF TRAVEL	Total	Percentage
All categories: Method of travel to work	782	-
Work mainly at or from home	90	11.5%
Underground, metro, light rail, tram	2	0.3%
Train	147	18.8%
Bus, minibus or coach	7	0.9%
Taxi	5	0.6%
Motorcycle, scooter or moped	5	0.6%
Driving a car or van	404	51.7%
Passenger in a car or van	23	2.9%
Bicycle	17	2.2%
On foot	78	10.0%
Other method of travel to work	4	0.5%

Table 5.5– Comparison Between Mode of Travel

5.2.5 The above table shows that 51.7% of the working population in the area use private cars, 2.2% are cyclists, 10.0% walk and 20% are public transport users, public transport users has been calculated by totalling the underground, train and bus percentages. If this was reflected across the proposed development the number of trips by each mode of travel would be as set out in table 5.6 below.

Total Trips	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep
Total Person Trips	3.333	14.751	13.893	5.808	89.001	92.631
Trips by Public Transport	0.643	2.846	2.681	1.120	17.177	17.877
Trips by Private Car/Van	1.723	7.626	7.182	3.002	46.013	47.890
Trips by Walking	0.333	1.475	1.389	0.580	8.900	9.263
Trips by Cycling	0.073	0.324	0.305	0.127	1.958	2.037

Table 5.6 – Comparison Between Mode of Travel

5.2.6 As can be seen for the above table the vehicle trip rates are very similar to those obtain from the TRICS database, with 8 vehicles departing during the morning peak compared to 7 for the TRICS data and 7 vehicles arriving in the evening peak compared to 7 for the TRICS data. It is therefore concluded that during the morning peak period there will be 2 arrivals with 8 departures and in the evening peak 7 arrivals and 3 departures.

5.2.7 Table 5.7 below shows a comparison of the existing and proposed trips the development may generate based on the trip rates extracted from TRICS database.

	Weekday AM Peak 08:00 – 09:00		Weekday PM Peak 17:00 – 18:00	
	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep
Existing Trips	0.218	0.652	0.642	0.286
Proposed Trips	2.000	8.000	7.000	3.000
Difference	1.782	7.348	6.358	2.714

Table 5.7 – Comparison of Vehicle Trips

5.2.8 The proposed development will therefore generate in the peak periods 7 to 8 trips during the peak periods. This level of additional traffic will have negligible impact on the surrounding highway network and will likely be within the daily traffic fluctuations that would be expected on Oatlands Drive.

5.3 Trips Distribution

5.3.1 The distribution of traffic from the development has been assumed to be 50 / 50 split to north and south, on this basis there would be 3-4 additional cars using the New Zealand Avenue junction and a similar number traveling south towards Weybridge. The increase in number of vehicles movements resulting from the development is unlikely to have a material impact on the capacity of the junction and therefore capacity assessment of the junction is not considered necessary.

6 SUMMARY

6.1.1 The site is located within the Elmbridge Borough, the proposed development will involve demolishing the existing 2 properties and constructing two new apartment blocks containing a total of 33 one, two and three-bedroom flats with associated parking and landscaping. The proposals include for 32 car parking spaces and secure storage for cycles in line with current policy and local car ownership.

6.1.2 The proposed site is located within an area with reasonable access to sustainable means of travel, with 6 bus services located within walking distance. The local footways are always well lit and well maintained allowing safe access to and from the site.

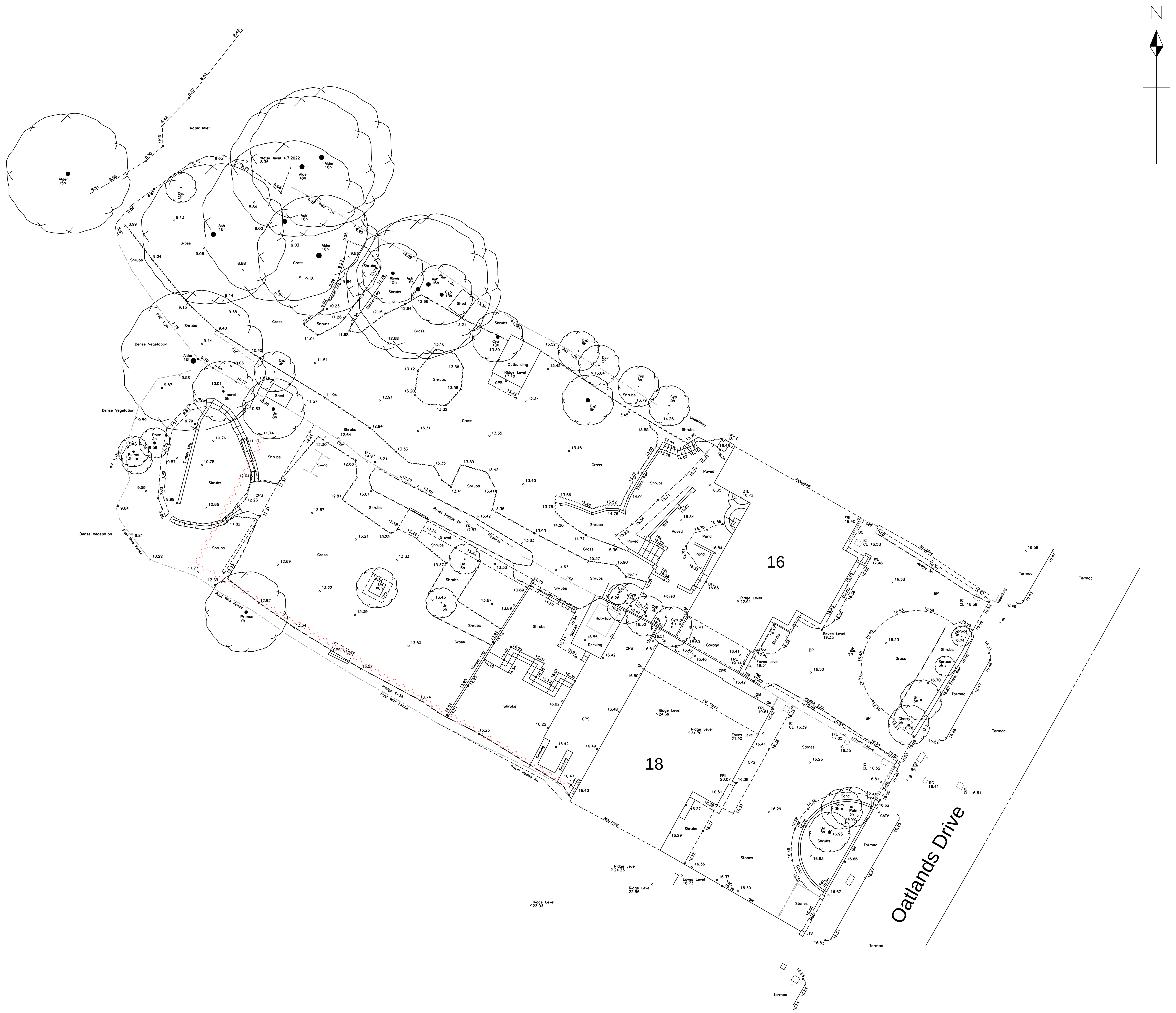
6.1.3 A new access will be formed to serve the development, the access has been designed to accommodate service vehicles and the internal layout has been designed to allow service vehicles to turn so they can leave the site in a forward gear. Oatlands Drive has a 30mph speed limit, Manual for Streets suggest visibility of 43m should be provided, and the achievable visibility from the access exceeds this in both directions.

6.1.4 The proposed development will only generate a small additional increase in vehicular traffic during the morning peak, this is not considered to be detrimental to the capacity of the junctions in the vicinity or the main road network.

6.1.5 It is concluded that the proposed development will provide adequate arrangements to allow safe access for all users of the site. Adequate servicing arrangements can be provided for the proposed development. For the reasons set out above we believe the site is suitable for development as the proposals will have no adverse effect on the operation of the highway network, public transport or the safety of local road users and residents.

APPENDIX A

JAS Topographical Survey



Note:

For safety reasons all underground drainage details are by visual inspection only.

Drainage must be verified on site before the commencement of any works.

All tree information is indicative and if required should be verified by a specialist .

Surveyed boundary features are not necessarily legal boundaries

Oct 22: Position of electrical supply to lamp columns

Abbreviations:

BE	Bare Earth	OBF	Open Board Fence
Bol	Bollard	O/H	Overhead
BP	Brick Paving	OHC	Overhead Cable
BRW	Brick Retaining Wall	P	Post
BS	Bus Stop	PCF	Post & Chain Fence
BW	Brick Wall	PWL	Parapet Wall Level
CATV	Cable TV	PRF	Post & Rail Fence
CBF	Close Board Fence	PWF	Post & Wire Fence
CL	Cover Level	RE	Rodding Eye
Cyp	Cypress	RG	Road Gully
Conc	Concrete	RL	Ridge Level
CPS	Concrete Paving Slabs	RNP	Road Name Plate
DPC	Damp Proof Level	RS	Road Sign
Dk	Drop Kerb	RW	Retaining Wall
DTL	Door Theshold	RWP	Rain Water Pipe
E	Electricity	SB	Silver Birch
EL	Eaves Level	SP	Sign Post
EP	Electricity Pole	SC	Stop Cock
ER	Earthing Rod	SPF	Stock Proof Fence
FH	Fire Hydrant	SRW	Stone Retaining Wall
FRL	Flat Roof Level	St	Stump
G	Gas	SV	Stop Valve
GP	Gate Post	SW	Stone Wall
Gu	Gully	Syc	Sycamore
h	Height (metres)	T	Telephone
IL	Invert Level	TFL	Top of Fence Level
IR	Iron Railing	TWL	Top of Wall Level
IRF	Iron Railing Fence	U	Unidentified
JB	Junction Box	UTL	Unable to Lift
LB	Letter Box	V	Vent
LP	Lamp Post	VP	Vent Pipe
Mkr	Marker	W	Water
IC	Inspection Cover		
MPF	Metal Palisade Fence		

Benchmark Details:

Survey Grid set to Ordnance Survey Grid via RTK network.

All Levels related to Ordnance Survey Datum via RTK network.

Drawing Title:

Topographical Survey

Job Title:

16-18
Oatlands Drive
Weybridge
KT13 9JL

Scale:	Size:	Date:
1/200	A1	Oct 2022

jas plaNservices
great plans for your property

Drawing MA212/250 – Proposed Basement Layout

0m 2m 20m

Please note that these drawings are for planning purposes only. This document has been prepared for the sole use of the client. All dimensions should be checked on site. The client should be aware of their duties under the CDM regulations

Drawing : Proposed Site Basement Plan
Drawing No. : MA212 250
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

16-18 Oatlands Drive,
Weybridge, Surrey
KT13 9JL

MAYD ARCHITECTURE
22 Beacon Close
Wrecclesham
Farnham
Surrey
GU10 4PA
Tel : 07776 168635

Drawing MA212/251 – Proposed Lower Ground Layout

0m 2m 20m

Please note that these drawings are for planning purposes only. This document has been prepared for the sole use of the client. All dimensions should be checked on site. The client should be aware of their duties under the CDM regulations

Drawing : Proposed Site Lower Ground
Drawing No. : MA212 251
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

16-18 Oatlands Drive,
Weybridge, Surrey
KT13 9JL

MAYD ARCHITECTURE
22 Beacon Close
Wrecclesham
Farnham
Surrey
GU10 4PA
Tel : 07776 168635

Drawing MA212/252 – Proposed Gound Floor Layout

Please note that these drawings are for planning purposes only. This document has been prepared for the sole use of the client. All dimensions should be checked on site. The client should be aware of their duties under the CDM regulations

Drawing : Proposed Site Ground
Drawing No. : MA212 252
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

16-18 Oatlands Drive,
Weybridge, Surrey
KT13 9JL

MAYD ARCHITECTURE
22 Beacon Close
Wrecclesham
Farnham
Surrey
GU10 4PA
Tel : 07776 168635

Drawing MA212/253 – Proposed First Floor Layout

0m 2m 20m

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Drawing : Proposed Site 1st Floor
Drawing No. : MA212 253
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

16-18 Oatlands Drive,
Weybridge, Surrey
KT13 9JL

MAYD ARCHITECTURE
22 Beacon Close
Wrecclesham
Farnham
Surrey
GU10 4PA
Tel : 07776 168635

Drawing MA212/254 – Proposed Second Floor Layout

0m 2m 20m

Please note that these drawings are for planning purposes only. This document has been prepared for the sole use of the client. All dimensions should be checked on site. The client should be aware of their duties under the CDM regulations

Drawing : Proposed Site 2nd Floor
Drawing No. : MA212 254
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

16-18 Oatlands Drive,
Weybridge, Surrey
KT13 9JL

MAYD ARCHITECTURE
22 Beacon Close
Wrecclesham
Farnham
Surrey
GU10 4PA
Tel : 07776 168635

Drawing MA212/255 – Proposed Thrid Floor Layout

0m 2m 20m

Please note that these drawings are for planning purposes only. This document has been prepared for the sole use of the client. All dimensions should be checked on site. The client should be aware of their duties under the CDM regulations

Drawing : Proposed Site 3rd Floor
Drawing No. : MA212 255
Revision : P3

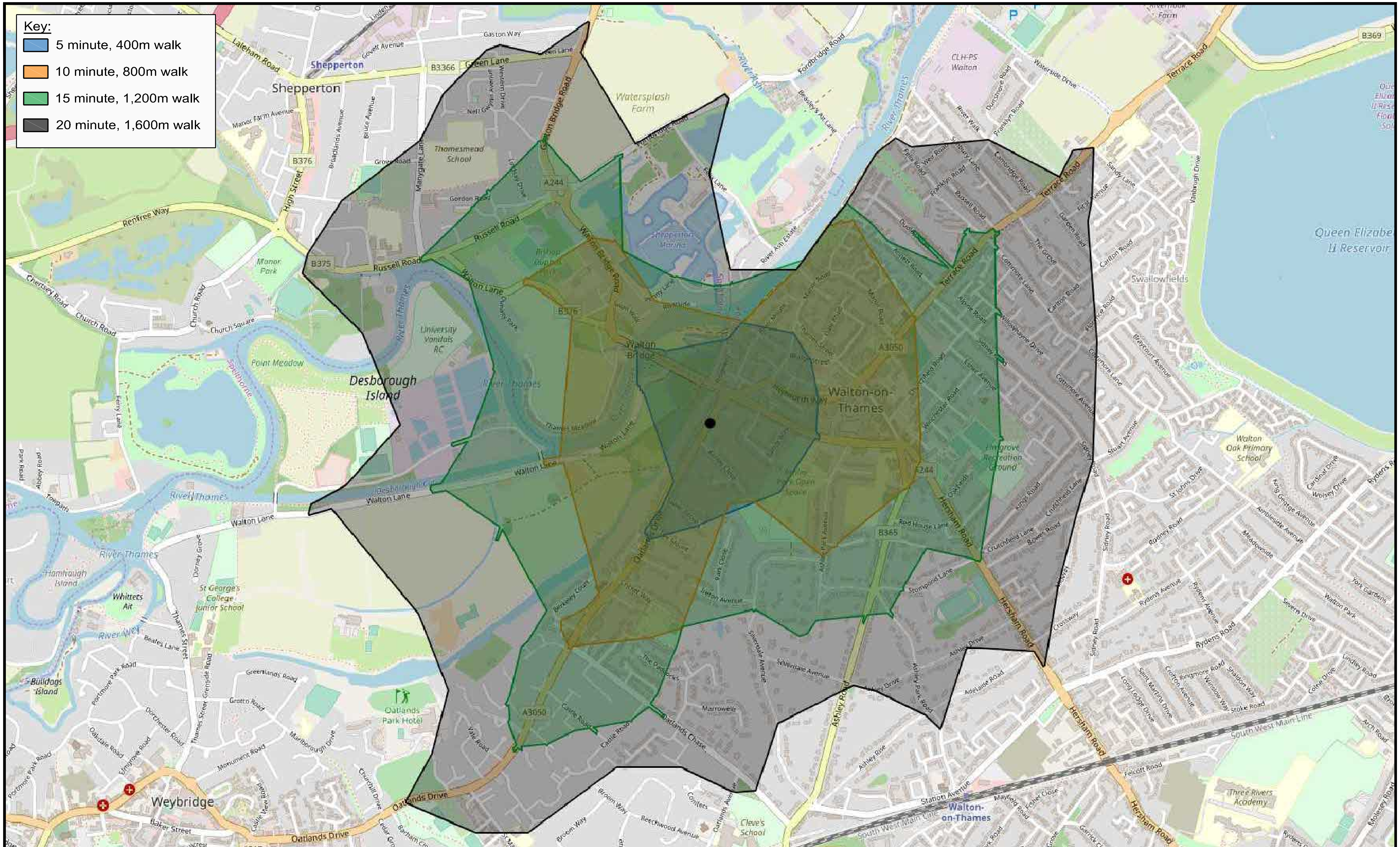
Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

16-18 Oatlands Drive,
Weybridge, Surrey
KT13 9JL

MAYD ARCHITECTURE
22 Beacon Close
Wrecclesham
Farnham
Surrey
GU10 4PA
Tel : 07776 168635

APPENDIX B

Drawing 221584/TS/01 – Walking Isochrones



16-18 Oatlands Drive
Weybridge

Walking
Isochrones

SCALE	DRAWN BY	PRJ No.	DWG No.
NTS	MK	191216	221584/TS/01

LANMOR Consulting
Civil Engineers & Transport Planning
Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EW
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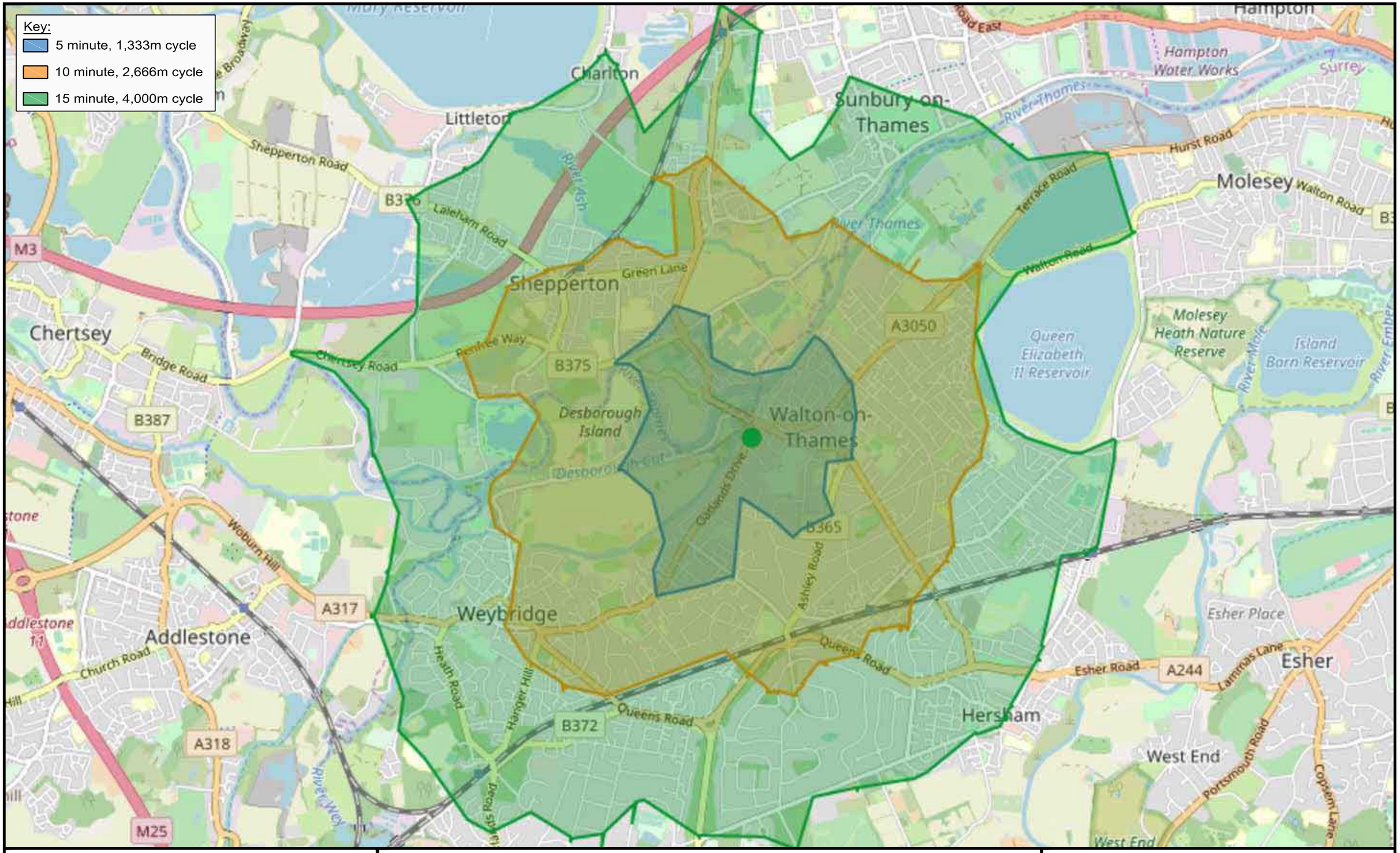
E-mail [redacted]
www.lanmor.co.uk

Drawing 221854/TS/02 – Cycling Isochrones



16-18 Oatlands Drive
Weybridge

Cycling
Isochrones

SCALE	DRAWN BY	PRJ No.	DWG No.
NTS	MK	191216	221584/TS/02

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E-mail [redacted]
www.lanmor.co.uk

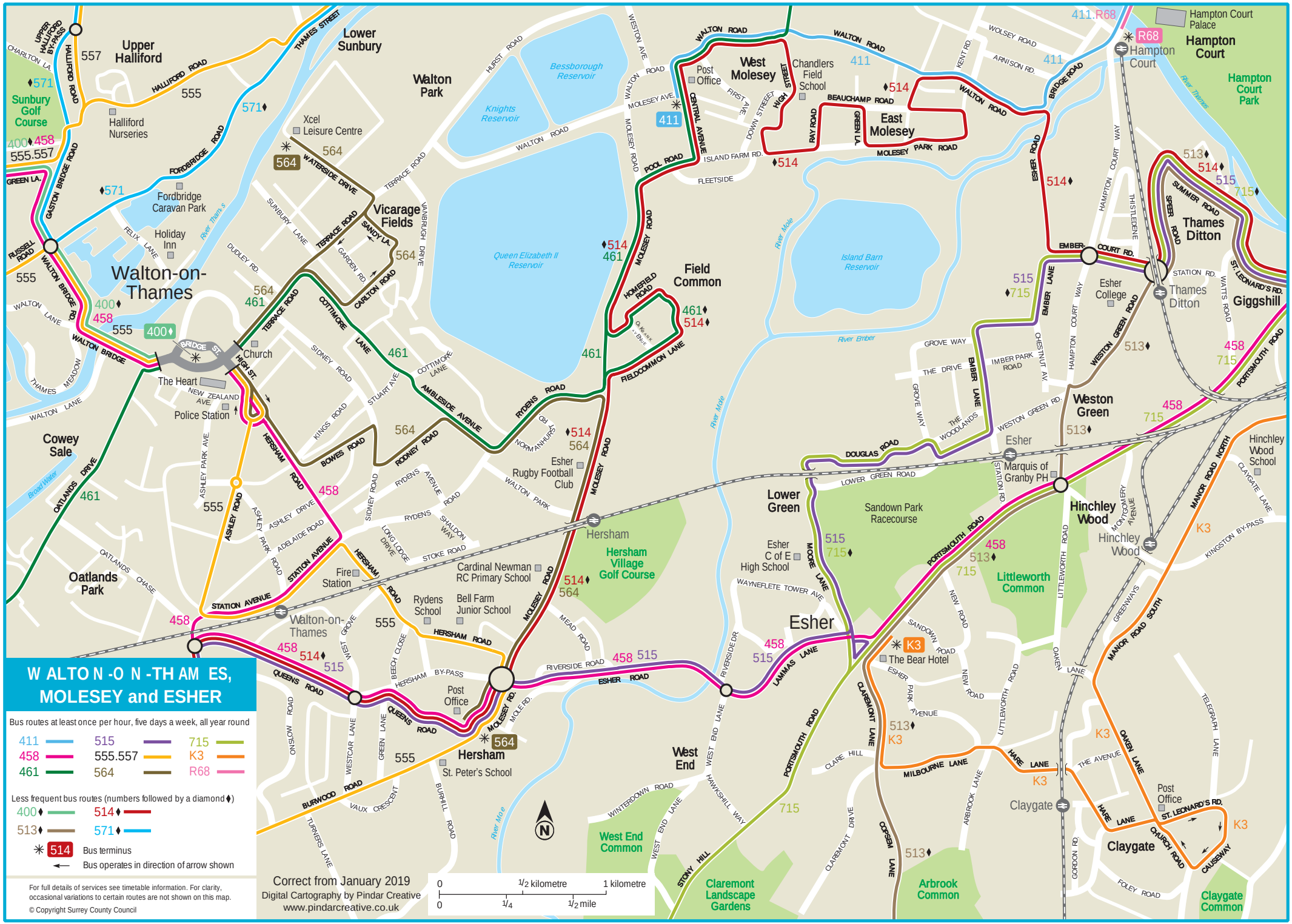
Walking and Cycling Route Map

Walton bridge cycling links

- Advisory cycle route
- Cycle lane (a cycle lane is painted on the road)
- Cycle path (a cycle path is next to the road)
- Thames Path
- National Cycle Route
- Signalised road crossing
- Planned signalised road crossing
- Zebra crossing
- Cycle park and number of parking spaces
- Covered cycle park and number of parking spaces

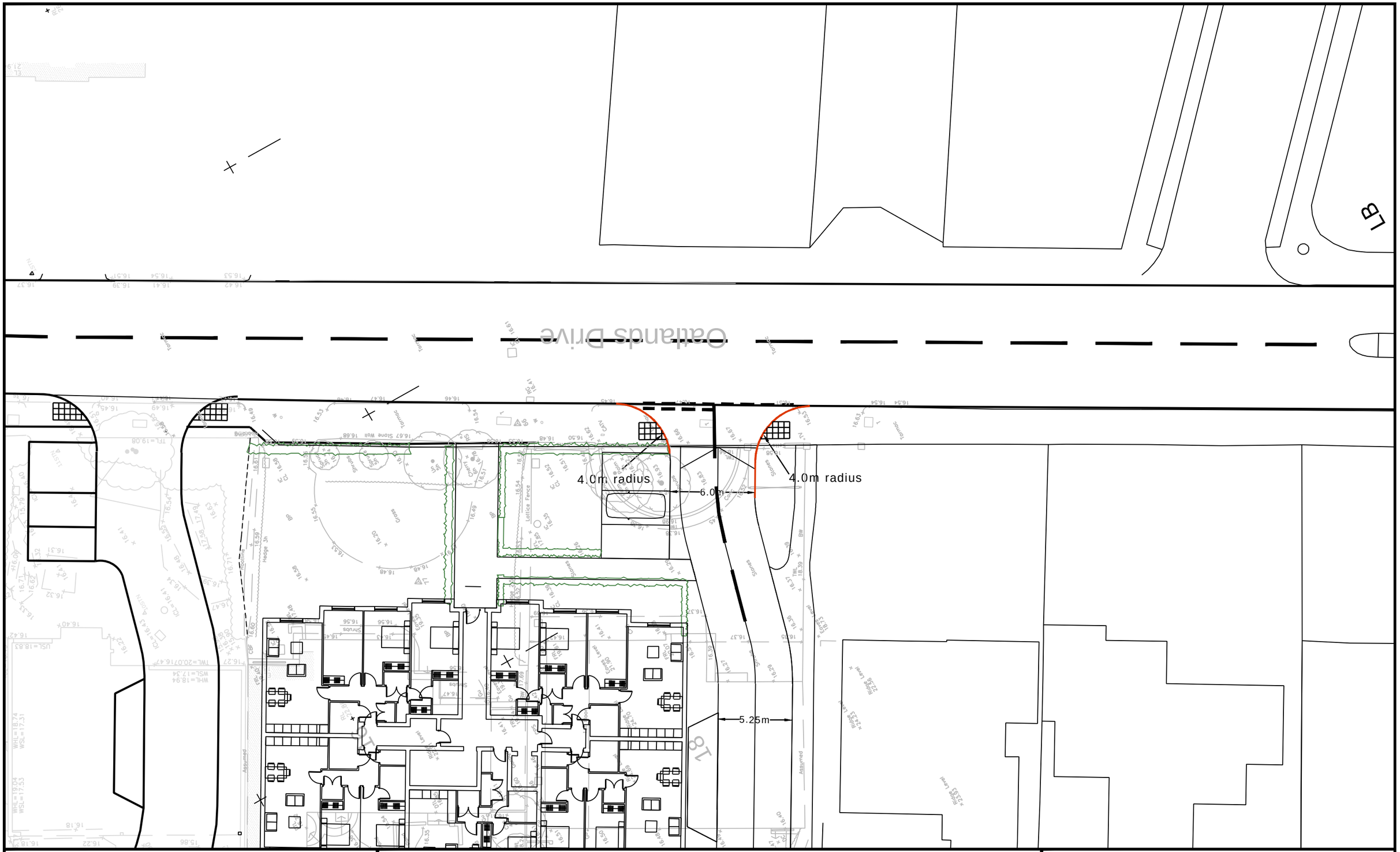
FWT 14.6.16

Bus Route Map


WALTON-ON-THAMES, MOLESEY and ESHER
Bus routes at least once per hour, five days a week, all year round
411
458
461
515
555.557
564
715
K3
R68
Less frequent bus routes (numbers followed by a diamond ♦)
400♦
513♦
514♦
571♦
514 Bus terminus
Bus operates in direction of arrow shown
For full details of services see timetable information. For clarity, occasional variations to certain routes are not shown on this map.
© Copyright Surrey County Council
Correct from January 2019
Digital Cartography by Pindar Creative
www.pindarcreative.co.uk
0 1/2 kilometre 1 kilometre
0 1/4 1/2 mile
Upper Halliford
Lower Sunbury
Walton Park
Sunbury Golf Course
Halliford Nurseries
Fordbridge Caravan Park
Holiday Inn
Xcel Leisure Centre
Vicarage Fields
Walton-on-Thames
Church
The Heart
Police Station
Cowey Sale
Oatlands Park
Fire Station
Walton-on-Thames
Post Office
Hersham
St. Peter's School
Cardinal Newman RC Primary School
Rydens School
Bell Farm Junior School
Esher Rugby Football Club
Hersham Village Golf Course
Bessborough Reservoir
Knights Reservoir
Queen Elizabeth II Reservoir
Field Common
West Molesey
Post Office
Chandlers Field School
East Molesey
Island Barn Reservoir
Hampton Court Palace
Hampton Court
Hampton Court Park
Thames Ditton
Giggshill
Esher College
Weston Green
Marquis of Granby PH
Esher
Lower Green
Sandown Park Racecourse
Esher C of E High School
The Bear Hotel
Hinchley Wood
Hinchley Wood School
Littleworth Common
Claygate
Post Office
Claygate
West End
West End Common
Claremont Landscape Gardens
Arbrook Common
Claygate Common
River Thames
River Mole
River Ember
Broad Water
Upper Halliford By-Pass
Halliford Road
Thames Street
Fordbridge Road
Gaston Bridge Road
Russell Road
Walton Bridge Rd
Walton Bridge
Thames Meadow
Oatlands Drive
Oatlands Chase
Ashley Park Ave.
Ashley Road
Ashley Drive
Ashley Park Road
Adelaide Road
Station Avenue
Hersham Road
Hersham By-Pass
Queens Road
Burwood Road
Onslow Road
Westcar Lane
Vaux Crescent
Turners Lane
Burhill Road
Waterside Drive
Terrace Road
Sandy La.
Carlton Road
Cottimore Lane
Ambleside Avenue
Rydens Road
Bowes Road
Rodney Road
Stuart Ave.
Sidney Road
Kings Road
Rydens Avenue
Shaldon Way
Long Lodge Drive
Stoke Road
Mead Road
Riverside Road
Riverside Dr.
Esher Road
Lammas Lane
Molesey Rd.
Molesey Road
Mole Rd.
Central Avenue
Pool Road
Homefield Road
Fieldcommon Lane
Walton Road
Molesey Park Road
Bay Road
Beauchamp Road
High Street
Green La.
Bridge Road
Hampton Court Way
Thistlebene
Speer Road
Summer Road
St. Leonard's Rd.
Watts Road
Portsmouth Road
Weston Green Road
Ember Lane
Ember Court Rd.
Hampton Court Way
Chestnut Av.
Grove Way
The Drive
The Woodlands
Douglas Road
Lower Green Road
Station Rd.
Moore Lane
Waynerlete Tower Ave.
Sandown Road
New Road
Esher Park Avenue
Littleworth Road
Oaken Lane
Greenways
Manor Road North
Manor Road South
Kingston By-Pass
Claygate Lane
Montgomery Avenue
Telegraph Lane
Milbourne Lane
Hare Lane
The Avenue
Clare Hill
Claremont Lane
Copsem Lane
Arbrook Lane
Gordon Rd.
Church Road
Causeway
Foley Road
Stony Hill
Hawkshill Way
West End Lane
Winterdown Road
Clarendon Drive
Dudley Rd.
Felix Lane
Sunbury Lane
Terrace Road
Vanbrugh Drive
Hurst Road
Weston Ave.
Molesey Ave.
First Ave.
Down Street
Island Farm Rd.
Fleetside
Kent Rd.
Wolsey Road
Arnison Rd.
Hampton Court Way
Thistlebene
Charlton La.
Green La.
Bridge St.
High St.
New Zealand Ave.
Ashley Park Ave.
Sidney Road
Rydens Avenue
Rydens Road
Norman Hurst Rd.
Walton Park
Queens Road
Onslow Road
Westcar Lane
Green Lane
Burhill Road
Vaux Crescent
Turners Lane
Burwood Road
Hersham By-Pass
Beech Close
West Grove
Hersham Road
Station Avenue
Ashley Road
Oatlands Drive
Thames Meadow
Walton Lane
Felix Lane
Dudley Rd.
Sunbury Lane
Terrace Road
Sandy La.
Garden Rd.
Carlton Road
Cottimore Lane
Ambleside Avenue
Sidney Road
Stuart Ave.
Kings Road
Bowes Road
Rodney Road
Rydens Avenue
Rydens Road
Shaldon Way
Long Lodge Drive
Stoke Road
Mead Road
Riverside Road
Riverside Dr.
Esher Road
Lammas Lane
Molesey Rd.
Mole Rd.
Central Avenue
Pool Road
Homefield Road
Fieldcommon Lane
Walton Road
Molesey Park Road
Bay Road
Beauchamp Road
High Street
Green La.
Bridge Road
Hampton Court Way
Thistlebene
Speer Road
Summer Road
St. Leonard's Rd.
Watts Road
Portsmouth Road
Weston Green Road
Ember Lane
Ember Court Rd.
Hampton Court Way
Chestnut Av.
Grove Way
The Drive
The Woodlands
Douglas Road
Lower Green Road
Station Rd.
Moore Lane
Waynerlete Tower Ave.
Sandown Road
New Road
Esher Park Avenue
Littleworth Road
Oaken Lane
Greenways
Manor Road North
Manor Road South
Kingston By-Pass
Claygate Lane
Montgomery Avenue
Telegraph Lane
Milbourne Lane
Hare Lane
The Avenue
Clare Hill
Claremont Lane
Copsem Lane
Arbrook Lane
Gordon Rd.
Church Road
Causeway
Foley Road
Stony Hill
Hawkshill Way
West End Lane
Winterdown Road
Clarendon Drive
Dudley Rd.
Felix Lane
Sunbury Lane
Terrace Road
Vanbrugh Drive
Hurst Road
Weston Ave.
Molesey Ave.
First Ave.
Down Street
Island Farm Rd.
Fleetside
Kent Rd.
Wolsey Road
Arnison Rd.
Hampton Court Way
Thistlebene
Charlton La.
Green La.
Bridge St.
High St.
New Zealand Ave.
Ashley Park Ave.
Sidney Road
Rydens Avenue
Rydens Road
Norman Hurst Rd.
Walton Park
Queens Road
Onslow Road
Westcar Lane
Green Lane
Burhill Road
Vaux Crescent
Turners Lane
Burwood Road
Hersham By-Pass
Beech Close
West Grove
Hersham Road
Station Avenue
Ashley Road
Oatlands Drive
Thames Meadow
Walton Lane
Felix Lane
Dudley Rd.
Sunbury Lane
Terrace Road
Sandy La.
Garden Rd.
Carlton Road
Cottimore Lane
Ambleside Avenue
Sidney Road
Stuart Ave.
Kings Road
Bowes Road
Rodney Road
Rydens Avenue
Rydens Road
Shaldon Way
Long Lodge Drive
Stoke Road
Mead Road
Riverside Road
Riverside Dr.
Esher Road
Lammas Lane
Molesey Rd.
Mole Rd.
Central Avenue
Pool Road
Homefield Road
Fieldcommon Lane
Walton Road
Molesey Park Road
Bay Road
Beauchamp Road
High Street
Green La.
Bridge Road
Hampton Court Way
Thistlebene
Speer Road
Summer Road
St. Leonard's Rd.
Watts Road
Portsmouth Road
Weston Green Road
Ember Lane
Ember Court Rd.
Hampton Court Way
Chestnut Av.
Grove Way
The Drive
The Woodlands
Douglas Road
Lower Green Road
Station Rd.
Moore Lane
Waynerlete Tower Ave.
Sandown Road
New Road
Esher Park Avenue
Littleworth Road
Oaken Lane
Greenways
Manor Road North
Manor Road South
Kingston By-Pass
Claygate Lane
Montgomery Avenue
Telegraph Lane
Milbourne Lane
Hare Lane
The Avenue
Clare Hill
Claremont Lane
Copsem Lane
Arbrook Lane
Gordon Rd.
Church Road
Causeway
Foley Road
Stony Hill
Hawkshill Way
West End Lane
Winterdown Road
Clarendon Drive

APPENDIX C

Drawing 221584/TS/03 – Proposed Access Arrangements



16-18 Oatlands Drive
Weybridge

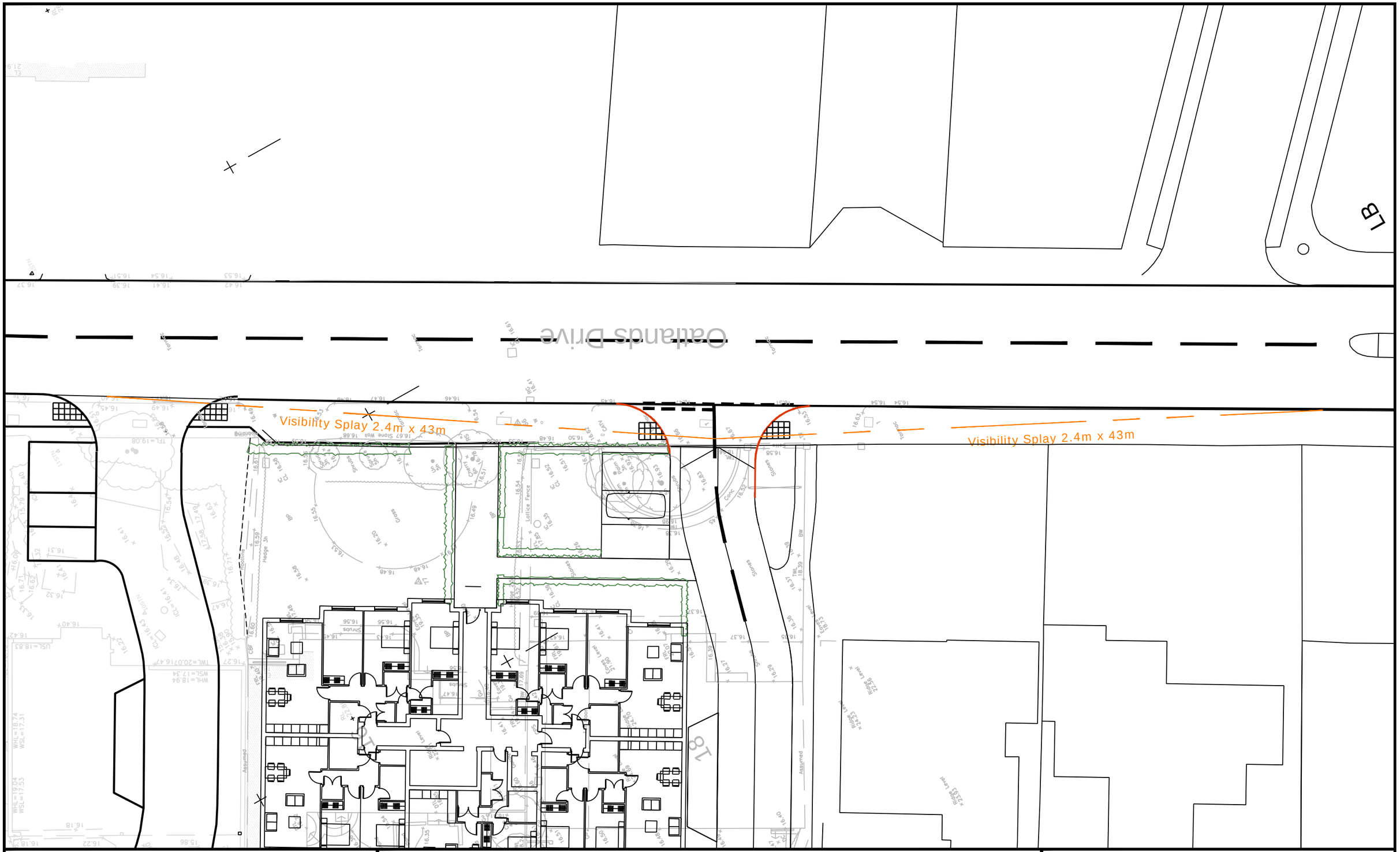
Proposed Access
Arrangements

SCALE	DRAWN BY	PRJ No.	DWG No.
1:250	MK	191216	221584/TS/03

LANMOR Consulting
Civil Engineers & Transport Planning

Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EW
Telephone: 0208 339 7899 Fax: 0208 339 7898
E-mail: info@lanmor.co.uk
www.lanmor.co.uk

Drawing 221584/TS/04 – Proposed Access Visibility



16-18 Oatlands Drive
Weybridge

Proposed Access
Visibility

SCALE	DRAWN BY	PRJ No.	DWG No.
1:250	MK	191216	221584/TS/04

LANMOR Consulting
Civil Engineers & Transport Planning

Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EW
Telephone: 0208 339 7899 Fax: 0208 339 7898
E-mail: info@lanmor.co.uk
www.lanmor.co.uk

Drawing 221584/TR/01 – Swept Path Assessment (Refuse Vehicle)

16-18 Oatlands Drive
Weybridge

Proposed Swept Pat
Large 11.2m Long Refuse Vehicle

SCALE	DRAWN BY	PRJ No.	DWG No.
1:500	MK	221584	221584/TR/01

LANMOR Consulting
Civil Engineers & Transport Planning

Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EW
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APPENDIX D

TRICS Output

Calculation Reference: AUDIT-162301-191017-1003

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	HO	HOUNSLOW	1 days
02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	3 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 21 to 97 (units:)
Range Selected by User: 8 to 100 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 06/06/19

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	2 days
Tuesday	3 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	11 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	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	11

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	11 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	10 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	7 days
No	4 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	8 days
2 Poor	2 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 BN-03-A-02 MIXED HOUSES BARNET
SWEETS WAY
WHETSTONE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: TUESDAY 03/07/18 Survey Type: MANUAL

2 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

3 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY 27/11/17 Survey Type: MANUAL

4 HC-03-A-20 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY 20/11/18 Survey Type: MANUAL

5 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

6 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

7 HO-03-A-02 MIXED HOUSES HOUNSLOW
HIBERNIAN ROAD
HOUNSLOW

Edge of Town Centre
Residential Zone
Total Number of dwellings: 50
Survey date: MONDAY 29/06/15 Survey Type: MANUAL

8 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

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

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

10 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY 18/04/12 Survey Type: MANUAL

11 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total Number 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
VEHICLES
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	11	54	0.072	11	54	0.346	11	54	0.418
08:00 - 09:00	11	54	0.109	11	54	0.326	11	54	0.435
09:00 - 10:00	11	54	0.138	11	54	0.161	11	54	0.299
10:00 - 11:00	11	54	0.103	11	54	0.161	11	54	0.264
11:00 - 12:00	11	54	0.138	11	54	0.141	11	54	0.279
12:00 - 13:00	11	54	0.151	11	54	0.133	11	54	0.284
13:00 - 14:00	11	54	0.170	11	54	0.163	11	54	0.333
14:00 - 15:00	11	54	0.121	11	54	0.155	11	54	0.276
15:00 - 16:00	11	54	0.244	11	54	0.160	11	54	0.404
16:00 - 17:00	11	54	0.274	11	54	0.139	11	54	0.413
17:00 - 18:00	11	54	0.321	11	54	0.143	11	54	0.464
18:00 - 19:00	11	54	0.272	11	54	0.146	11	54	0.418
19:00 - 20:00	3	56	0.155	3	56	0.095	3	56	0.250
20:00 - 21:00	3	56	0.143	3	56	0.119	3	56	0.262
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.411			2.388			4.799

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

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

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Parameter summary

Trip rate parameter range selected:	21 - 97 (units:)
Survey date date range:	01/01/11 - 06/06/19
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-162301-190523-0552

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	WH	WANDSWORTH	1 days
02	SOUTH EAST		
	EX	ESSEX	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 6 to 56 (units:)
Range Selected by User: 6 to 60 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 08/11/17

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

Selected survey days:

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

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

Selected survey types:

Manual count	11 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	3
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	7
Built-Up Zone	1
No Sub Category	3

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	11 days

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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	2 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	2 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	2 days
1.1 to 1.5	9 days

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

Travel Plan:

No	11 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	10 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-C-02 BLOCK OF FLATS CAMBRIDGESHIRE
WESTFIELD ROAD
PETERBOROUGH
NETHERTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 44
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

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

Edge of Town
No Sub Category
Total Number 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 Number of dwellings: 33
Survey date: MONDAY 09/06/14 Survey Type: MANUAL

4 DC-03-C-02 FLATS IN BLOCKS DORSET
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: FRIDAY 28/03/14 Survey Type: MANUAL

5 DS-03-C-02 FLATS DERBYSHIRE
BURTON ROAD
DERBY
NEW NORMANTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: SATURDAY 09/07/11 Survey Type: MANUAL

6 EX-03-C-01 FLATS ESSEX
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total Number of dwellings: 6
Survey date: TUESDAY 22/10/13 Survey Type: MANUAL

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

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 51
Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

8 NT-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAMSHIRE
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 56
Survey date: TUESDAY 08/11/16 Survey Type: MANUAL

9 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total Number of dwellings: 20
Survey date: TUESDAY 13/05/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10 SF-03-C-03 BLOCKS OF FLATS SUFFOLK
TOLLGATE LANE
BURY ST EDMUNDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 03/12/14 Survey Type: MANUAL

11 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET
CLAPHAM JUNCTION

Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 09/05/12 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 VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.092	1.937	11	32	0.173	3.631	11	32	0.265	5.568
08:00 - 09:00	11	32	0.072	1.513	11	32	0.216	4.539	11	32	0.288	6.052
09:00 - 10:00	11	32	0.124	2.602	11	32	0.159	3.329	11	32	0.283	5.931
10:00 - 11:00	11	32	0.104	2.179	11	32	0.118	2.481	11	32	0.222	4.660
11:00 - 12:00	11	32	0.112	2.360	11	32	0.098	2.058	11	32	0.210	4.418
12:00 - 13:00	11	32	0.092	1.937	11	32	0.089	1.876	11	32	0.181	3.813
13:00 - 14:00	11	32	0.101	2.118	11	32	0.124	2.602	11	32	0.225	4.720
14:00 - 15:00	11	32	0.092	1.937	11	32	0.118	2.481	11	32	0.210	4.418
15:00 - 16:00	11	32	0.147	3.086	11	32	0.078	1.634	11	32	0.225	4.720
16:00 - 17:00	11	32	0.110	2.300	11	32	0.086	1.816	11	32	0.196	4.116
17:00 - 18:00	11	32	0.216	4.539	11	32	0.089	1.876	11	32	0.305	6.415
18:00 - 19:00	11	32	0.161	3.389	11	32	0.112	2.360	11	32	0.273	5.749
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.423	29.897			1.460	30.683			2.883	60.580

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 56 (units:)
Survey date date range:	01/01/11 - 08/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	1
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
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
08:00 - 09:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
09:00 - 10:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
10:00 - 11:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
11:00 - 12:00	11	32	0.006	0.121	11	32	0.006	0.121	11	32	0.012	0.242
12:00 - 13:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
13:00 - 14:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
14:00 - 15:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
15:00 - 16:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
16:00 - 17:00	11	32	0.006	0.121	11	32	0.006	0.121	11	32	0.012	0.242
17:00 - 18:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
18:00 - 19:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	0.486			0.024	0.486			0.048	0.972

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 OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.003	0.061	11	32	0.006	0.121	11	32	0.009	0.182
08:00 - 09:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
09:00 - 10:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
10:00 - 11:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
11:00 - 12:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
12:00 - 13:00	11	32	0.006	0.121	11	32	0.006	0.121	11	32	0.012	0.242
13:00 - 14:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
14:00 - 15:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
15:00 - 16:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
16:00 - 17:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
17:00 - 18:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
18:00 - 19:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.021	0.426			0.024	0.486			0.045	0.912

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 PSVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
08:00 - 09:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
09:00 - 10:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
10:00 - 11:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
11:00 - 12:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
12:00 - 13:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
13:00 - 14:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
14:00 - 15:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
15:00 - 16:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
16:00 - 17:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
17:00 - 18:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
18:00 - 19:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.003	0.061			0.003	0.061			0.006	0.122

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
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.006	0.121	11	32	0.003	0.061	11	32	0.009	0.182
08:00 - 09:00	11	32	0.000	0.000	11	32	0.009	0.182	11	32	0.009	0.182
09:00 - 10:00	11	32	0.009	0.182	11	32	0.012	0.242	11	32	0.021	0.424
10:00 - 11:00	11	32	0.000	0.000	11	32	0.006	0.121	11	32	0.006	0.121
11:00 - 12:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
12:00 - 13:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
13:00 - 14:00	11	32	0.000	0.000	11	32	0.006	0.121	11	32	0.006	0.121
14:00 - 15:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
15:00 - 16:00	11	32	0.009	0.182	11	32	0.003	0.061	11	32	0.012	0.243
16:00 - 17:00	11	32	0.014	0.303	11	32	0.003	0.061	11	32	0.017	0.364
17:00 - 18:00	11	32	0.003	0.061	11	32	0.000	0.000	11	32	0.003	0.061
18:00 - 19:00	11	32	0.003	0.061	11	32	0.000	0.000	11	32	0.003	0.061
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.053	1.093			0.051	1.032			0.104	2.125

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 VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.115	2.421	11	32	0.213	4.478	11	32	0.328	6.899
08:00 - 09:00	11	32	0.086	1.816	11	32	0.297	6.233	11	32	0.383	8.049
09:00 - 10:00	11	32	0.193	4.055	11	32	0.207	4.357	11	32	0.400	8.412
10:00 - 11:00	11	32	0.127	2.663	11	32	0.170	3.571	11	32	0.297	6.234
11:00 - 12:00	11	32	0.159	3.329	11	32	0.138	2.905	11	32	0.297	6.234
12:00 - 13:00	11	32	0.115	2.421	11	32	0.118	2.481	11	32	0.233	4.902
13:00 - 14:00	11	32	0.133	2.784	11	32	0.153	3.207	11	32	0.286	5.991
14:00 - 15:00	11	32	0.101	2.118	11	32	0.184	3.873	11	32	0.285	5.991
15:00 - 16:00	11	32	0.225	4.720	11	32	0.104	2.179	11	32	0.329	6.899
16:00 - 17:00	11	32	0.127	2.663	11	32	0.101	2.118	11	32	0.228	4.781
17:00 - 18:00	11	32	0.280	5.870	11	32	0.121	2.542	11	32	0.401	8.412
18:00 - 19:00	11	32	0.231	4.841	11	32	0.173	3.631	11	32	0.404	8.472
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.892	39.701			1.979	41.575			3.871	81.276

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
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.020	0.424	11	32	0.095	1.997	11	32	0.115	2.421
08:00 - 09:00	11	32	0.014	0.303	11	32	0.098	2.058	11	32	0.112	2.361
09:00 - 10:00	11	32	0.043	0.908	11	32	0.084	1.755	11	32	0.127	2.663
10:00 - 11:00	11	32	0.026	0.545	11	32	0.046	0.968	11	32	0.072	1.513
11:00 - 12:00	11	32	0.058	1.210	11	32	0.040	0.847	11	32	0.098	2.057
12:00 - 13:00	11	32	0.049	1.029	11	32	0.023	0.484	11	32	0.072	1.513
13:00 - 14:00	11	32	0.040	0.847	11	32	0.046	0.968	11	32	0.086	1.815
14:00 - 15:00	11	32	0.055	1.150	11	32	0.069	1.452	11	32	0.124	2.602
15:00 - 16:00	11	32	0.078	1.634	11	32	0.040	0.847	11	32	0.118	2.481
16:00 - 17:00	11	32	0.072	1.513	11	32	0.040	0.847	11	32	0.112	2.360
17:00 - 18:00	11	32	0.110	2.300	11	32	0.052	1.089	11	32	0.162	3.389
18:00 - 19:00	11	32	0.075	1.573	11	32	0.035	0.726	11	32	0.110	2.299
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.640	13.436			0.668	14.038			1.308	27.474

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
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.000	0.000	11	32	0.017	0.363	11	32	0.017	0.363
08:00 - 09:00	11	32	0.000	0.000	11	32	0.040	0.847	11	32	0.040	0.847
09:00 - 10:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
10:00 - 11:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
11:00 - 12:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
12:00 - 13:00	11	32	0.014	0.303	11	32	0.014	0.303	11	32	0.028	0.606
13:00 - 14:00	11	32	0.009	0.182	11	32	0.000	0.000	11	32	0.009	0.182
14:00 - 15:00	11	32	0.009	0.182	11	32	0.003	0.061	11	32	0.012	0.243
15:00 - 16:00	11	32	0.012	0.242	11	32	0.003	0.061	11	32	0.015	0.303
16:00 - 17:00	11	32	0.012	0.242	11	32	0.000	0.000	11	32	0.012	0.242
17:00 - 18:00	11	32	0.012	0.242	11	32	0.000	0.000	11	32	0.012	0.242
18:00 - 19:00	11	32	0.012	0.242	11	32	0.000	0.000	11	32	0.012	0.242
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.083	1.696			0.086	1.818			0.169	3.514

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
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.000	0.000	11	32	0.009	0.182	11	32	0.009	0.182
08:00 - 09:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
09:00 - 10:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
10:00 - 11:00	11	32	0.003	0.061	11	32	0.003	0.061	11	32	0.006	0.122
11:00 - 12:00	11	32	0.000	0.000	11	32	0.003	0.061	11	32	0.003	0.061
12:00 - 13:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
13:00 - 14:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
14:00 - 15:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
15:00 - 16:00	11	32	0.003	0.061	11	32	0.000	0.000	11	32	0.003	0.061
16:00 - 17:00	11	32	0.003	0.061	11	32	0.000	0.000	11	32	0.003	0.061
17:00 - 18:00	11	32	0.009	0.182	11	32	0.000	0.000	11	32	0.009	0.182
18:00 - 19:00	11	32	0.006	0.121	11	32	0.000	0.000	11	32	0.006	0.121
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	0.486			0.021	0.426			0.045	0.912

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 COACH PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
08:00 - 09:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
09:00 - 10:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
10:00 - 11:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
11:00 - 12:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
12:00 - 13:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
13:00 - 14:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
14:00 - 15:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
15:00 - 16:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
16:00 - 17:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
17:00 - 18:00	11	32	0.009	0.182	11	32	0.003	0.061	11	32	0.012	0.243
18:00 - 19:00	11	32	0.000	0.000	11	32	0.000	0.000	11	32	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.009	0.182			0.003	0.061			0.012	0.243

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 PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.000	0.000	11	32	0.026	0.545	11	32	0.026	0.545
08:00 - 09:00	11	32	0.000	0.000	11	32	0.043	0.908	11	32	0.043	0.908
09:00 - 10:00	11	32	0.000	0.000	11	32	0.006	0.121	11	32	0.006	0.121
10:00 - 11:00	11	32	0.003	0.061	11	32	0.006	0.121	11	32	0.009	0.182
11:00 - 12:00	11	32	0.003	0.061	11	32	0.006	0.121	11	32	0.009	0.182
12:00 - 13:00	11	32	0.014	0.303	11	32	0.014	0.303	11	32	0.028	0.606
13:00 - 14:00	11	32	0.009	0.182	11	32	0.000	0.000	11	32	0.009	0.182
14:00 - 15:00	11	32	0.009	0.182	11	32	0.003	0.061	11	32	0.012	0.243
15:00 - 16:00	11	32	0.014	0.303	11	32	0.003	0.061	11	32	0.017	0.364
16:00 - 17:00	11	32	0.014	0.303	11	32	0.000	0.000	11	32	0.014	0.303
17:00 - 18:00	11	32	0.029	0.605	11	32	0.003	0.061	11	32	0.032	0.666
18:00 - 19:00	11	32	0.017	0.363	11	32	0.000	0.000	11	32	0.017	0.363
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.112	2.363			0.110	2.302			0.222	4.665

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 PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	32	0.141	2.965	11	32	0.337	7.081	11	32	0.478	10.046
08:00 - 09:00	11	32	0.101	2.118	11	32	0.447	9.380	11	32	0.548	11.498
09:00 - 10:00	11	32	0.245	5.144	11	32	0.308	6.476	11	32	0.553	11.620
10:00 - 11:00	11	32	0.156	3.268	11	32	0.228	4.781	11	32	0.384	8.049
11:00 - 12:00	11	32	0.222	4.660	11	32	0.187	3.934	11	32	0.409	8.594
12:00 - 13:00	11	32	0.182	3.813	11	32	0.159	3.329	11	32	0.341	7.142
13:00 - 14:00	11	32	0.182	3.813	11	32	0.205	4.297	11	32	0.387	8.110
14:00 - 15:00	11	32	0.167	3.510	11	32	0.259	5.447	11	32	0.426	8.957
15:00 - 16:00	11	32	0.326	6.839	11	32	0.150	3.147	11	32	0.476	9.986
16:00 - 17:00	11	32	0.228	4.781	11	32	0.144	3.026	11	32	0.372	7.807
17:00 - 18:00	11	32	0.421	8.836	11	32	0.176	3.692	11	32	0.597	12.528
18:00 - 19:00	11	32	0.326	6.839	11	32	0.207	4.357	11	32	0.533	11.196
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.697	56.586			2.807	58.947			5.504	115.533

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-162301-190523-0517

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 15 to 30 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 01/07/15

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:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 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:

Suburban Area (PPS6 Out of Centre)	4

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	4

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	4 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1 CH-03-D-01 BLOCK OF FLATS CHESHIRE
HEATH LANE
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 30
Survey date: THURSDAY 24/05/12 Survey Type: MANUAL

2 ES-03-D-06 FLATS & HOUSES EAST SUSSEX
WELLINGTON ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: THURSDAY 16/10/14 Survey Type: MANUAL

3 LN-03-D-02 FLATS LINCOLNSHIRE
ADDISON DRIVE
LINCOLN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: WEDNESDAY 01/07/15 Survey Type: MANUAL

4 NT-03-D-02 BLOCK OF FLATS NOTTINGHAMSHIRE
WATCOMBE ROAD
NOTTINGHAM
CARRINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 23/06/15 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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 17 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	22	0.079	1.337	4	22	0.079	1.337	4	22	0.158	2.674
08:00 - 09:00	4	22	0.090	1.528	4	22	0.112	1.910	4	22	0.202	3.438
09:00 - 10:00	4	22	0.101	1.719	4	22	0.124	2.101	4	22	0.225	3.820
10:00 - 11:00	4	22	0.124	2.101	4	22	0.169	2.865	4	22	0.293	4.966
11:00 - 12:00	4	22	0.067	1.146	4	22	0.056	0.955	4	22	0.123	2.101
12:00 - 13:00	4	22	0.079	1.337	4	22	0.101	1.719	4	22	0.180	3.056
13:00 - 14:00	4	22	0.112	1.910	4	22	0.079	1.337	4	22	0.191	3.247
14:00 - 15:00	4	22	0.101	1.719	4	22	0.079	1.337	4	22	0.180	3.056
15:00 - 16:00	4	22	0.067	1.146	4	22	0.101	1.719	4	22	0.168	2.865
16:00 - 17:00	4	22	0.112	1.910	4	22	0.067	1.146	4	22	0.179	3.056
17:00 - 18:00	4	22	0.146	2.483	4	22	0.079	1.337	4	22	0.225	3.820
18:00 - 19:00	4	22	0.045	0.764	4	22	0.045	0.764	4	22	0.090	1.528
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.123	19.100			1.091	18.527			2.214	37.627

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

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

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Parameter summary

Trip rate parameter range selected:	15 - 30 (units:)
Survey date date range:	01/01/11 - 01/07/15
Number of weekdays (Monday-Friday):	4
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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 17 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	22	0.011	0.191	4	22	0.011	0.191	4	22	0.022	0.382
08:00 - 09:00	4	22	0.011	0.191	4	22	0.011	0.191	4	22	0.022	0.382
09:00 - 10:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
10:00 - 11:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
11:00 - 12:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
12:00 - 13:00	4	22	0.011	0.191	4	22	0.011	0.191	4	22	0.022	0.382
13:00 - 14:00	4	22	0.022	0.382	4	22	0.022	0.382	4	22	0.044	0.764
14:00 - 15:00	4	22	0.011	0.191	4	22	0.011	0.191	4	22	0.022	0.382
15:00 - 16:00	4	22	0.011	0.191	4	22	0.011	0.191	4	22	0.022	0.382
16:00 - 17:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
17:00 - 18:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
18:00 - 19:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.077	1.337			0.077	1.337			0.154	2.674

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 17 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
08:00 - 09:00	4	22	0.022	0.382	4	22	0.000	0.000	4	22	0.022	0.382
09:00 - 10:00	4	22	0.000	0.000	4	22	0.022	0.382	4	22	0.022	0.382
10:00 - 11:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
11:00 - 12:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
12:00 - 13:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
13:00 - 14:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
14:00 - 15:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
15:00 - 16:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
16:00 - 17:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
17:00 - 18:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
18:00 - 19:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.022	0.382			0.022	0.382			0.044	0.764

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 17 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	22	0.000	0.000	4	22	0.011	0.191	4	22	0.011	0.191
08:00 - 09:00	4	22	0.011	0.191	4	22	0.022	0.382	4	22	0.033	0.573
09:00 - 10:00	4	22	0.000	0.000	4	22	0.011	0.191	4	22	0.011	0.191
10:00 - 11:00	4	22	0.011	0.191	4	22	0.000	0.000	4	22	0.011	0.191
11:00 - 12:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
12:00 - 13:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
13:00 - 14:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
14:00 - 15:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
15:00 - 16:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
16:00 - 17:00	4	22	0.000	0.000	4	22	0.011	0.191	4	22	0.011	0.191
17:00 - 18:00	4	22	0.022	0.382	4	22	0.000	0.000	4	22	0.022	0.382
18:00 - 19:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.044	0.764			0.055	0.955			0.099	1.719

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 17 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	22	0.101	1.719	4	22	0.112	1.910	4	22	0.213	3.629
08:00 - 09:00	4	22	0.101	1.719	4	22	0.157	2.674	4	22	0.258	4.393
09:00 - 10:00	4	22	0.101	1.719	4	22	0.146	2.483	4	22	0.247	4.202
10:00 - 11:00	4	22	0.169	2.865	4	22	0.225	3.820	4	22	0.394	6.685
11:00 - 12:00	4	22	0.079	1.337	4	22	0.079	1.337	4	22	0.158	2.674
12:00 - 13:00	4	22	0.135	2.292	4	22	0.124	2.101	4	22	0.259	4.393
13:00 - 14:00	4	22	0.112	1.910	4	22	0.079	1.337	4	22	0.191	3.247
14:00 - 15:00	4	22	0.146	2.483	4	22	0.124	2.101	4	22	0.270	4.584
15:00 - 16:00	4	22	0.112	1.910	4	22	0.135	2.292	4	22	0.247	4.202
16:00 - 17:00	4	22	0.191	3.247	4	22	0.079	1.337	4	22	0.270	4.584
17:00 - 18:00	4	22	0.135	2.292	4	22	0.112	1.910	4	22	0.247	4.202
18:00 - 19:00	4	22	0.056	0.955	4	22	0.045	0.764	4	22	0.101	1.719
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.438	24.448			1.417	24.066			2.855	48.514

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 17 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	22	0.011	0.191	4	22	0.022	0.382	4	22	0.033	0.573
08:00 - 09:00	4	22	0.034	0.573	4	22	0.135	2.292	4	22	0.169	2.865
09:00 - 10:00	4	22	0.056	0.955	4	22	0.112	1.910	4	22	0.168	2.865
10:00 - 11:00	4	22	0.124	2.101	4	22	0.067	1.146	4	22	0.191	3.247
11:00 - 12:00	4	22	0.135	2.292	4	22	0.101	1.719	4	22	0.236	4.011
12:00 - 13:00	4	22	0.090	1.528	4	22	0.067	1.146	4	22	0.157	2.674
13:00 - 14:00	4	22	0.079	1.337	4	22	0.101	1.719	4	22	0.180	3.056
14:00 - 15:00	4	22	0.112	1.910	4	22	0.112	1.910	4	22	0.224	3.820
15:00 - 16:00	4	22	0.225	3.820	4	22	0.101	1.719	4	22	0.326	5.539
16:00 - 17:00	4	22	0.034	0.573	4	22	0.056	0.955	4	22	0.090	1.528
17:00 - 18:00	4	22	0.124	2.101	4	22	0.067	1.146	4	22	0.191	3.247
18:00 - 19:00	4	22	0.056	0.955	4	22	0.067	1.146	4	22	0.123	2.101
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.080	18.336			1.008	17.190			2.088	35.526

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 17 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	22	0.000	0.000	4	22	0.056	0.955	4	22	0.056	0.955
08:00 - 09:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
09:00 - 10:00	4	22	0.000	0.000	4	22	0.022	0.382	4	22	0.022	0.382
10:00 - 11:00	4	22	0.022	0.382	4	22	0.056	0.955	4	22	0.078	1.337
11:00 - 12:00	4	22	0.000	0.000	4	22	0.011	0.191	4	22	0.011	0.191
12:00 - 13:00	4	22	0.022	0.382	4	22	0.034	0.573	4	22	0.056	0.955
13:00 - 14:00	4	22	0.034	0.573	4	22	0.011	0.191	4	22	0.045	0.764
14:00 - 15:00	4	22	0.000	0.000	4	22	0.034	0.573	4	22	0.034	0.573
15:00 - 16:00	4	22	0.022	0.382	4	22	0.000	0.000	4	22	0.022	0.382
16:00 - 17:00	4	22	0.079	1.337	4	22	0.011	0.191	4	22	0.090	1.528
17:00 - 18:00	4	22	0.011	0.191	4	22	0.000	0.000	4	22	0.011	0.191
18:00 - 19:00	4	22	0.034	0.573	4	22	0.000	0.000	4	22	0.034	0.573
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.224	3.820			0.235	4.011			0.459	7.831

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 17 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	22	0.000	0.000	4	22	0.056	0.955	4	22	0.056	0.955
08:00 - 09:00	4	22	0.000	0.000	4	22	0.000	0.000	4	22	0.000	0.000
09:00 - 10:00	4	22	0.000	0.000	4	22	0.022	0.382	4	22	0.022	0.382
10:00 - 11:00	4	22	0.022	0.382	4	22	0.056	0.955	4	22	0.078	1.337
11:00 - 12:00	4	22	0.000	0.000	4	22	0.011	0.191	4	22	0.011	0.191
12:00 - 13:00	4	22	0.022	0.382	4	22	0.034	0.573	4	22	0.056	0.955
13:00 - 14:00	4	22	0.034	0.573	4	22	0.011	0.191	4	22	0.045	0.764
14:00 - 15:00	4	22	0.000	0.000	4	22	0.034	0.573	4	22	0.034	0.573
15:00 - 16:00	4	22	0.022	0.382	4	22	0.000	0.000	4	22	0.022	0.382
16:00 - 17:00	4	22	0.079	1.337	4	22	0.011	0.191	4	22	0.090	1.528
17:00 - 18:00	4	22	0.011	0.191	4	22	0.000	0.000	4	22	0.011	0.191
18:00 - 19:00	4	22	0.034	0.573	4	22	0.000	0.000	4	22	0.034	0.573
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.224	3.820			0.235	4.011			0.459	7.831

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 17 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	22	0.112	1.910	4	22	0.202	3.438	4	22	0.314	5.348
08:00 - 09:00	4	22	0.146	2.483	4	22	0.315	5.348	4	22	0.461	7.831
09:00 - 10:00	4	22	0.157	2.674	4	22	0.292	4.966	4	22	0.449	7.640
10:00 - 11:00	4	22	0.326	5.539	4	22	0.348	5.921	4	22	0.674	11.460
11:00 - 12:00	4	22	0.213	3.629	4	22	0.191	3.247	4	22	0.404	6.876
12:00 - 13:00	4	22	0.247	4.202	4	22	0.225	3.820	4	22	0.472	8.022
13:00 - 14:00	4	22	0.225	3.820	4	22	0.191	3.247	4	22	0.416	7.067
14:00 - 15:00	4	22	0.258	4.393	4	22	0.270	4.584	4	22	0.528	8.977
15:00 - 16:00	4	22	0.360	6.112	4	22	0.236	4.011	4	22	0.596	10.123
16:00 - 17:00	4	22	0.303	5.157	4	22	0.157	2.674	4	22	0.460	7.831
17:00 - 18:00	4	22	0.292	4.966	4	22	0.180	3.056	4	22	0.472	8.022
18:00 - 19:00	4	22	0.146	2.483	4	22	0.112	1.910	4	22	0.258	4.393
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.785	47.368			2.719	46.222			5.504	93.590

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.