MBC traffic engineers & transport planners

Mendip and Somerset Building Company Limited

Proposed Redevelopment of the Former Downside Motors Site Wells Road Chilcompton for Residential Purposes

TRANSPORT STATEMENT

Technical Report 19581/1A

August 2022

Mark Baker Consulting Limited

32 Montpelier Court
Station Road
Montpelier
Bristol BS6 5EA
Tel: 0117 924 6994

Email: mbctraffic@gmail.com

Directors:

M Baker
BSc CEng MICE FCIT FILT EurIng

T J Baker

Registered in England and Wales 6028435
Registered office as above.

Introduction

1. This Transport Statement (TS) supports a planning application submitted by Mendip and Somerset Building Company Limited to Mendip District Council (the Council) for the redevelopment of the former Downside Motors site at Wells Road, Chilcompton. The proposal is to demolish all of the buildings on the site, and to comprehensively redevelop it to create a total of 7 dwellings in lieu of the previous business which was a main car dealership. This is the "*fall back*" use of the site against which the impact of the proposal should be judged as it is the net impact of a development that is important to assess.
2. This TS should be read in conjunction with the various planning application drawings, and the Design and Access Statement (DAS) which are separately submitted in support of the planning application

Structure of this Report

3. This TS is structured to address potential concerns that may be raised by either the Council or the highway authority, Somerset County Council (the County Council) as follows:
   - i) Paragraphs 4 to 10 consider the local planning history as a recent Appeal Decision local to the site may be considered to be a material consideration ,
   - ii) Paragraphs 11 and 12 detail the existing / "*fall back*" uses of the site,
   - iii) Paragraphs 13 to 26 detail the proposal, and the County Council's "*Parking Strategy*",
   - iv) Paragraphs 27 to 32 consider the guidance within the National Planning Policy Framework (NPPF) in order to set the context for the main issues to be addressed in this TS,
   - ii) Paragraphs 33 to 46 consider the sustainability of the area including local facilities within an easy walk of the site, and public transport services that route through Chilcompton,
   - vi) Paragraphs 47 to 49 consider the issue of the site access, and the visibility splay requirements,
   - vii) Paragraphs 50 to 61 consider the traffic generation of the existing / "*fall back*" uses and the proposal in order to assess the net traffic impact of the proposal, and
   - viii) Paragraph 62 to 69 present the conclusions of this TS.

Local Planning History

4. There has been a recent Appeal Decision with the PINS reference being APP/Q3305/W/20/3260436 on a site directly opposite to this adjacent to The Rednan Inn. This is appropriate to consider as it may be considered to be a material consideration in the determination of this planning application. The Appeal had been in respect of a planning application 2018/0762/FUL dated 21st March 2018 for six dwelling which had been refused consent by the Council on the 3rd April 2020.

5. The "*Main Issues"* that the Inspector considered were set out at paragraph 3 of the Appeal Decision as being:

> *"The main issues in this appeal are:*
>
> - *the (sic) effect of the proposal on highway safety, in particular the adequacy of the proposed visibility splays; and*
> - *Whether the proposal makes adequate provision for the collection of refuse and recycling."*

6. For the avoidance of any doubt, the Inspector did not consider any issues other than these, and in this regard neither the accessibility by modes other than the private car, or with regard to the overall traffic impact of the proposal. It should be noted that that proposal, and this proposal are of a similar magnitude at six and seven units respectively though this proposal unlike that Appeal proposal has a "*fall back"* use against which the impact of this proposal can be offset. Given the Appeal Decision, it is opined that it would be rather perverse if either the Council or the County Council were to raise either of these issues as a concern for this proposal. The issues raised by the Inspector were it is opined relatively narrow, and related to the visibility splays achievable, and the ability to turn within the site. These are considered to be site specific points for that site rather than being points that can also be applied to this site. It is prudent to consider the Appeal Decision in detail.

7. Under the heading "*Highway Safety*", paragraphs 4 to 10 of the Appeal Decision considered the first main issue viz:

> *"Policy DP9 of the Mendip District Local Plan Part 1:Strategy and Policies 2006-2029 (MDLP), requires new development to make safe and satisfactory provision for access by all means of travel.*
>
> *From the evidence before me, the Highway Authority considers that the proposal should make provision for visibility splays of 2.4mx48m, as set out in the Manual for Streets (MfS). This requirement is based on the recorded traffic speeds using the road. The proposal, however, would*

be unable to meet these requirements, with the splays being less than that required. On the face of it therefore, the proposal fails to provide adequate visibility splays to meet the required standards.

There has been some change to the highway in the vicinity of the appeal site since the previous application was approved, mainly with the provision of a pedestrian crossing. My attention has also been drawn to a recent Council meeting where additional measures to reduce traffic speeds were discussed and agreed. However, no specific evidence is before me with regards to the details of these additional measures or the outcome of this meeting. Neither is there any evidence with regards to the predicted effect of these measures upon the speed of traffic past the appeal site.

To my mind, given the new crossing and the potential implementation of further measures, it would appear reasonable to re-evaluate the position. This would appear to be pertinent given the evidence before me which appears to show that, despite the presence of the new crossing, traffic speeds along Wells Road have not decreased to such a degree as to justify the provision of reduced visibility splays.

In approving the previous development on the site, the matter of visibility was the subject of a planning condition, requiring the submission of a traffic calming scheme, which was aimed at reducing traffic speeds, thereby accommodating the reduced level of visibility splays. In this regard I note that as part of their submission, the Highway Authority identify that they recommended refusal on previous applications.

In this respect, given the importance placed on ensuring development delivers adequate highway safety in both the development plan and the National Planning Policy Framework (the Framework), and the change in circumstances within the vicinity of the appeal site and the likelihood of further changes, I consider the matter to be of such importance that, unlike previously, it cannot reasonably be addressed through the imposition of a planning condition.

On the basis of the above and taking a precautionary approach, due to the provision of sub-standard visibility splays, I consider that the proposed development would have an unacceptable impact on highway

> *safety and, in this respect, would be contrary to Policy DP9 of the MDPL and Paragraph 109 of the Framework."*

8. For that proposal, the County Council had considered that 2.4m by 48m visibility splays should be provided based on the recorded speeds along Wells Road which were in excess of the posted speed limit, which the Inspector accepted could not be achieved. It will be detailed in this TS that although 2.4m by 43m visibility splays are required based on the 30mph design speed that the higher level of 48m can also in fact be achieved. For the proposal at Appeal, it required a traffic calming scheme to justify the lesser visibility splays being advocated. This planning application does not rely or need any such traffic calming.

9. Under the heading "*Refuse and recycling"* paragraph 11 to 13 the Inspector considered the second main issue:

> *"The proposed access and parking area would be of a sufficient width to enable refuse collection vehicles to pull off the highway, allowing for the collection of rubbish and recycling. However, due to the design of the development and the topography of the appeal site, it would not be possible for refuse vehicles to access all of the individual properties directly. Therefore, provision would be made for an onsite bin store, with future residents required to position their bins closer to the public highway for collection, before returning them once empty.*
>
> *Whilst this arrangement is less than ideal, there would however, appear to be adequate space within the development for the bins to be collected from a designated store or placed closer to the public highway on their scheduled day of collection. Such an approach could be undertaken without significantly compromising highway or pedestrian safety. Furthermore, given this would occur only once a week, the presence of additional bins on the day of collection, would be unlikely to materially harm the character and appearance of the area.*
>
> *For the above reasons, I therefore conclude that the proposal would make adequate provision for waste and recycling facilities and, in this regard, complies with Saved Policies DP7 and DP9 of the MDLP and Policies contained within the Framework."*

10. The Inspector accepted that the arrangements for refuse and recycling were adequate. The Inspector under the heading "*Planning balance"* then weighed or balanced all of

the issues before him but at paragraphs 14 to 16 in the overall balance the Inspector concluded that there was an unacceptable highway safety impact viz:

> *"It is acknowledged by the Council that, at this moment in time, they are unable to demonstrate a 5 year supply of housing land. On the basis of the information before me, I see no reason to disagree with this position and I have therefore determined the appeal on this basis.*
>
> *Paragraph 11 of The Framework states that where relevant policies are out of date, permission should be granted unless any adverse impacts of doing so, would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as whole or where specific policies in the Framework indicate that development should be restricted.*
>
> *The proposed development would contribute six new dwellings towards the existing housing stock within the District. Whilst this would be a benefit, given the modest scale of the contribution, the conflict I have found with Paragraph 109 of the Framework, due to the scheme's unacceptable impact on highway safety, significantly and demonstrably outweighs this benefit, given the importance that the adopted development plan and the Framework give to these considerations."*

Existing / "*Fall Back*" Uses

11. The site subject of this planning application has a planning history, and the most recent use or the "*fall back*" use of the site has been a main car dealership for Vauxhall Motors operated by Downside Motors. The site was a main car dealership with all of the facilities / services that are usually found at such sites including new car sales, used car sales, servicing, MOTs, and parts.

12. The site comprises in detail two main buildings of a showroom and ancillary offices of 135 sq. m GFA, and an associated workshop of 451 sq. m GFA. The total buildings of the "*fall back*" use are therefore 586 sq. m GFA within a total site area of 0.197ha (1,970 sq. m). The remainder area being used for the outdoor display of vehicles, circulation and staff and customer car parking. The use of the site has not been abandoned, and could resume if an alternative car dealership were to be found. This is the "*fall back*" use of the site against which the proposal should be assessed as detailed subsequently in this TS. For such uses with large areas of outdoor spaces

contributing to the number of movements to a site, the TRICS data base allows for the assessment of movements based on total site area in lieu of the GFA.

The Proposal

13. The proposal involves the redevelopment of the site to create a residential development of a total of 7 dwellings together with off street parking provision. As detailed subsequently the levels of car parking provision for the proposal are in accord with the County Council's "*Parking Strategy*" such that the development's parking demand can be wholly met on site, and will not spill out onto the adjacent highway network. There will be no off site parking associated with the site, and this will as such be unlikely to interfere with the operation of the adjacent highway.

County Council's Parking Strategy

14. The County Council's "*Parking Strategy*" was published in March 2012. The introduction of the Parking Strategy identifies:

> *"Parking is part of all of our lives. It affects where we go and how we choose to get there. We need to provide enough parking to help our local economies grow but providing too much car parking can cause congestion by encouraging more car use. We should aim to provide enough parking to allow people to make the trips they need to make, without cluttering up developments and making places ugly and hard to get around."*

15. The Parking Strategy identifies at paragraph 3.2, the objectives for parking indicating:

> *"The County Council, in consultation with the district and borough councils in Somerset, sets parking standards that are aligned with both the latest national guidance and local aspirations.*
>
> *Our objectives for parking provision in new developments include:*
>
> - *Enabling well designed development that uses land efficiently and minimises nuisance to residents and neighbours;*
> - *Revising residential parking standards to enable us to meet the car, cycle and motorcycle parking needs of residents, including those with disabilities;*
> - *Setting out revised maximum car parking standards and minimum standards for cycle parking for non-residential development; and*

- *Encouraging the use of more sustainable modes through parking provision."*

16. Paragraph 3.4 indicates with regard to parking provision that:

> *"The amount of parking provided in developments affects us all. It influences where we go and how we travel there. Too much parking wastes land that could be used for other purposes and makes places inefficient in land use terms. Too little parking leads people to park in inappropriate places, making our streets more dangerous, cluttered and congested. It can also put people off going to certain places damaging local businesses or prevent people from cycling."*

17. Paragraph 3.4.2 indicates:

> *"Car parking provided at people's homes often consists of private, off-road spaces within the curtilage of the dwelling, which are available for use only by the occupants of the dwellings and their visitors. It can include facilities such as car ports, garages and driveways. Private off-road parking is also often available in communal parking areas, where spaces are either allocated to individual dwellings or available to occupants on a 'first come, first served' basis."*

18. Paragraph 3.4.2 continues:

> *"The countywide residential parking standards have been developed to take into account the different methods of providing residential car parking, and offer guidance on the number of spaces required per dwelling, in order to meet the parking needs of both current and future occupants. Optimum standards are given, rather than maximum or minimum, in accordance with the January 2011 revision to PPG13[(5)]. It is recognised that under-provision of parking space can sometimes lead to anti-social behaviour and over-provision can discourage take up of sustainable modes, as well as being an inefficient use of land. Developers will be allowed maximum flexibility in designing the required provision into their sites."*

19. It is prudent before considering the remainder of the County Council's Parking Strategy to consider PPG13 Transport, which had been extant at the time of preparing the Parking Strategy, that informed the Parking Strategy which indicated at paragraph 50 that local authorities should:

> *"not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls"*

20. Policy PP2: Residential Parking Standards Policy of the Parking Strategy indicates:

> *"Residential standards have been developed to ensure that car, cycle and motorcycle parking provided for new homes is sufficient to meet the needs of both current and future occupiers (including 16 amp charging points, or any future standardised equipment, for electric cars), whilst avoiding over-provision. Flexibility of Countrywide Standards will be considered where they are justified by fully funded Travel Plan measures including parking management. New residential developments will be designed and located to encourage sustainable transport choices. Unallocated parking areas will be incorporated to meet the needs of visitors and appropriate shared use parking arrangements considered."*

21. The supporting text to the policy at 2.3 indicates:

> *"The provision of unallocated spaces as part of the overall parking supply encourages better urban design and makes more efficient use of land than providing only allocated spaces. Providing the average number of spaces required in allocated bays can lead to some households having empty parking spaces and others looking to park additional vehicles elsewhere. In addition, well designed and located unallocated spaces can provide a psychological incentive to adopt more sustainable travel patterns."*

22. The site is located within zone C defined as:

> *"predominantly rural, it will be subject to a standard that recognises the likelihood of residents wishing to keep more than the national average number of cars per household due to location."*

23. It is noted in this regard that figure 4.2 of the Parking Strategy erroneously allocates zone B, and C. The figure has zones B and C reversed compared to the text.

24. Applying the standards indicated at paragraph 5.3 results in the following calculation of provision which is shown as being a mix of garage space, single parking spaces, and tandem spaces but allocated to specific unts:

Number Of Units	**Bedrooms By Unit**	**Parking Required Per Unit**
1	2	2.5
4	3	3
2	4	3.5

25. The indication is that where parking is unallocated that no visitor parking is required though in this case, it is anticipated that individual parking spaces will be allocated to specific units so in addition there is a need for 0.2 spaces per dwelling for visitor use which can be achieved.

26. The clear indication as set out in the note to the standards is:

> *"The car parking standards set out here are optimum standards; the level of parking they specify should be provided unless specific local circumstances can justify deviating from them. Developments in more sustainable locations that are well served by public transport or have good walking and cycling links may be considered appropriate for lower levels of car parking provision. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation and must be included in the developer's Travel Plan."*

National Planning Policy Framework

27. The NPPF sets out the Government's economic, environmental and social policies. The NPPF is committed to a "*presumption in favour of sustainable development*". Essentially, local planning authorities are required to approve development proposals that accord with the Development Plan, and to grant planning permission where the Development Plan is absent, silent, indeterminate or where policies are out of date.

28. NPPF paragraph 110 indicates:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users;"*

29. Bullet point c) is not relevant whilst (d) indicates:

> *"d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

30. Whilst paragraph 111 indicates:

> *"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."*

31. That would be the context here:

i) The nearest bus stops are as detailed below within walking distance. The bus services within walking distance link the site to Midsomer Norton, Radstock and Bath City Centre to the north, and Wells to the south,

ii) The site meets key objectives regarding accessibility to discourage single occupancy car use as far as practicable, and

iii) The impact of the development is not *"severe"* even at its peak as detailed below.

32. In this context, the proposal is in our opinion in accord as there are no impacts that are "*severe*".

Sustainability

33. The proposal is within a relatively easy reach of wide range of facilities for such a village location that will reduce the need to travel by car including:

a) Services:

Cooperative Store including Chilcompton PO
Texaco Garage with MACE convenience store
St Vigour and St John Church of England Primary School
The Mill Children's Centre
Chilcompton Village Hall
Chilcompton Recreation Ground
Saint Aldhelms Catholic Church
New Venture Hair Studio
New Hair Company (hairdressers)
Redan Inn
The Somerset Wagon Public House

b) Employment opportunities for a variety of skill bases:

Northside Business Park comprising:

i) Winsely White Limited

ii) Design Base Limited

iii) Ashborn

iv) Somerset Saddles Limited

v) Accounting Solutions

Massey Wilcox

H F Veale (Broadway Garage)

Manor Farm Business Park

New Rock Industrial Estate

34. The level of bus services through the village provide bus services to Midsommer Norton, Radstock and Bath City Centre to the north, and Wells to the south, and call within an easy walk of the site entrance.

35. The service details are:

173 Bath to Wells via Peasedown St John Radstock Midsomer Norton and Gurney Slade

Times to / from selected destinations are:

Midsomer Norton

To	M-F	05.50 06.50 07.59 08.58 10.06 11.04 12.04 13.04 14.04 15.05 16.10 17.13 18.15 18.55
	Sa	06.49 08.10 08.58 09.56 11.03 11.58 12.59 14.02 15.00 16.00 17.00 18.11 18.56
From	M-F	07.21 08.06 09.06 10.03 11.03 12.03 13.03 14.03 15.08 16.12 17.12 18.12 19.01 20.11
	Sa	08.01 09.01 10.07 11.07 12.07 13.12 14.10 15.10 16.05 17.05 18.10 19.05 20.16

Bath

To	M-F	05.50 06.50 07.59 08.58 10.06 11.04 12.04 13.04 14.04 15.05 16.10 17.13 18.15 18.55
	Sa	06.49 08.10 08.58 09.56 11.03 11.58 12.59 14.02 15.00 16.00 17.00 18.11 18.56
From	M-F	06.40 07.25 08.25 09.25 10.25 11.25 12.25 13.25 14.25 15.25 16.25 17.30 18.25 19.35
	Sa	07.25 08.25 09.25 10.25 11.25 12.30 13.30 14.30 15.25 16.25 17.30 18.25 19.40

Wells

To	M-F	07.28 08.13 09.13 10.10 11.10 12.10 13.10 14.10 15.15 16.20 17.20 18.19 19.07 20.17
	Sa	08.08 09.08 10.14 11.14 12.14 13.19 14.17 15.17 16.12 17.12 18.17 19.12 20.22
From	M-F	05.20 06.20 07.29 08.27 09.34 10.32 11.32 12.33 13.33 14.35 15.40 16.43 17.47 18.27
	Sa	06.18 07.39 08.27 09.26 10.33 11.27 12.28 13.30 14.28 15.28 16.28 17.44 18.29

36. To assess whether the services provide some utility, it is also prudent to consider typical journey times which are:

Midsomer Norton	10 mins
Radstock	22
Peasedown St John	28
Wells	30
Bath	57

37. In our opinion although the services only operate hourly, likely destinations are within an acceptable journey time, and allow for differing dwell times for employment, education, services, shopping and daytime / weekend leisure and sporting opportunities.

38. The proposal is considered to be transport accessibly located hence maximising the potential use of non-car borne modes for a variety of trip purposes. The site is located within a residential area, and is within an easy walk or cycle of a wide range of facilities including public transport services.

39. The NPPF does not however have any parameters by which to assess sustainability. Neither does the companion Planning Practice Guidance (PPG).

40. It is prudent in the absence of any quantifiable approach in the NPPF to consider the advice in MfS and the IHT Guidelines on accessibility.

41. MfS paragraph 4.4.1 indicates:

> *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street*

patterns, where daily needs are within walking distance of most residents."

42. The Institution of Highways and Transportation's (IHT) "*Guidelines for Providing for Journeys on Foot"* indicates at paragraph 3.30:

"Approximately 80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76. However, this varies according to location. Average walking distances are longest in Inner London. The main factors that influence both walking distance and walking time in a city or town centre appear to be the size of the city or town itself, the shape and the quality of the pedestrianised area, the type of shops and number of activities carried out. An average walking speed of approximately 1.4m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour. The situation of people with mobility difficulties must be kept in mind in applying any specific figures."

43. Whilst paragraph 3.31 indicates:

""Acceptable" walking distances will obviously vary between individuals and circumstances. Acceptable walking distances will depend on various factors including:

- *An individual's fitness and physical ability*
- *Encumbrances, eg shopping, pushchair*
- *Availability, cost and convenience of alternatives transport modes*
- *Time savings*
- *Journey purpose*
- *Personal motivation*
- *General deterrents to walking."*

44. Paragraphs 3.36 indicates:

"Additional walking distances or gradients, can be crucial in determining whether a development is pedestrian friendly. Layouts that require pedestrians to walk through car parks or to follow indirect footpaths should be avoided as far as possible. These are issues that should be addressed jointly by planners and engineers involved in development control."

45. Table 2 indicates suggested acceptable walking distances for pedestrians without a mobility impairment of:

	Within Town Centres	**For Community / Schools**	**Elsewhere**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

46. Within the IHT's "*Guidelines for Providing Journeys on Foot*", there is no reference to the distances to bus stops as these are contained in the IHT's "*Guidelines for Planning for Public Transport in Developments*" which at paragraph 6.20 indicates:

> *"Bus stops are located to minimise passengers' walking distances to their final destinations. The maximum walking distance to a bus stop should not exceed 400m, and preferably be no more than 300m."*

Site Access / Visibility Splay Requirements

47. The site access is from the B3139 Wells Road, and is wide enough for two vehicles to pass on entry including a car and a refuse vehicle which is an appropriate provision for such a level of residential development. Within the site, there is a turning area that allows expected vehicles to turn around, and as such to both enter and exit the site in forward gear.

48. Guidance relating to visibility splays for access on such roads is contained within MfS. For the speed limit 30mph the visibility splay required from MfS table 7.1 in both directions is 40m, or 43m if adjusted for bonnet length. Although as detailed at paragraph 7 of this TS, the Inspector had suggested a higher 48m level be provided.

49. The achievable visibility splays from the site access onto Wells Road can be achieved to the 2.4m x 43m level, or to the greater 2.4m x 48m level.

Existing Traffic Generation

50. The buildings which currently occupy the site comprise a main car dealership for Vauxhall Motors operated by Downside Motors. The site was a car dealership with all of the facilities / services that are usually found at such sites including new car sales, used car sales, servicing, MOTs, and parts.

51. The site comprises two main buildings of a showroom and ancillary offices of 135 sq. m GFA, and an associated workshop of 451 sq. m GFA. The total buildings therefore are 586 sq. m within a total site area of 0.197ha (1,970 sq. m). The remainder area being used for the outdoor display of vehicles, circulation and staff and customer car parking. The use of the site has not been abandoned, and could resume if an

alternative dealership were to be found. This is the "fall back" use of the site against which the proposal should be assessed as detailed subsequently in this TS. For such uses with large areas of outdoor spaces contributing to the number of movements to a site, the TRICS data base allows for the assessment of movements based on total site area in lieu of the GFA.

52. To provide an assessment of potential current traffic generation we have accessed TRICS database version 2022 (b) v7.9.1. The TRICS Consortium advocate when considering trip rates that:

> *"By definition the use of "averages" as a guide to future developments implies that such values are likely to be exceeded on 50% of occasions. The Consortium have found based on experience that it may be of more value to look at the range of observed trip rates and then select a value close to say an 85th percentile of all values. Such estimates provide a reasonable assurance, both to developer and the highway authority, that any infrastructure provision will meet the demands placed upon it."*

53. In assessing the site by reference to TRICS particular regard has been given to the *"TRICS Good Practice Guide 2022"*. One of the key principles as set out at paragraph 1.4 is:

> *"There are many areas within the system whereby careful selection criteria and ranges are important in achieving robust and reliable data calculated by the system. The guidance is designed to assist users in this task."*

54. One of the principles identified under the heading *"Understanding Land Use Definitions"* at paragraph 3.2 indicates:

> *"It is vital that users apply trip rate calculation data from land uses which correctly apply to their individual cases."*

55. The summary of the Good Practice Guide at section 19.4 indicates:

> *"Location type, both main category and sub-category, is a very important factor in the selection of sites for trip rate calculation. There is no clear evidence to suggest that users should select sites by regional category; it is more appropriate to select sites which meet similar local environmental and location-type conditions, within agreed criteria."*

Trip Rate Assessment: Car Sales

56. TRICS category 14-A "*Car Show Rooms*" has been used in a vehicle only function for comparable sites. The data selection has excluded sites in Eire, the South East of England and Greater London, and has only considered sites in edge of town locations. This is to ensure that the selected sites are reasonably representative whilst ensuring that the sample size is not too small. A total of six sites result, and the TRICS output is appended to this TS for ease of reference as appendix A.

57. The summary of traffic generation is:

    i) Total weekday daily two way traffic is 100 vehicles per day (07.00 to 19.00),

    ii) Network a.m. peak has 7 arrivals, and 3 departures between 08.00 and 09.00, and

    iii) Network p.m. peak has 3 arrivals, and 4 departures between 16.00 and 17.00.

The Proposal's Traffic Generation

58. The proposed development is seven houses, and the traffic generation that will be associated with this form of development has been calculated based on TRICS category 03-A "*Residential – Houses Privately Owned*" and is set out in Appendix B. The sites selected excluded Greater London and Eire with sites up to 20 units.

59. This shows peak hour movements of 1 arrival and 3 departures in the a.m. peak hour from 08.00 to 09.00 and 2 arrivals and 1 departure between 16.00 to 17.00 and overall 12 hour 07.00 to 19.00 daily movements of 17 arrivals and 18 departures.

Comparison of Existing and Proposed Traffic Generation

60. As there is an existing use of the site, the impact is defined as being the difference between the existing or "*fall back*" use of the site, and the proposal which for various time periods is detailed as:

    a) Daily 07.00 to 19.00

	Arrivals	**Departures**	**Two Way**
"Fall Back"	50	50	100
Residential use	17	18	35
Impact	-33	-32	-65

    b) A.M peak 08.00 to 09.00

"Fall Back"	7	3	10
Residential use	1	3	4
Impact	-6	0	-6

c) P.M Peak 16.00 to 17.00

	Arrivals	**Departures**	**Two Way**
"Fall Back"	3	4	7
Residential use	2	1	3
Impact	-1	-3	-4

61. The above clearly demonstrates that the proposal would result in a significant reduction in traffic generation and consequentially the proposal will have no greater impact on the local highways network than the current or "*fall back*" use of the site, and will in fact offer an overall reduction in vehicle movements.

Conclusions

62. The conclusions of this TS are by reference to the National Planning Policy Framework (NPPF). The NPPF sets out the Government's economic, environmental and social policies. The NPPF is committed to a "*presumption in favour of sustainable development*". Essentially, local planning authorities are required to approve development proposals that accord with the Development Plan, and to grant planning permission where the Development Plan is absent, silent, indeterminate or where policies are out of date.

63. NPPF paragraph 110 indicates:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users;"*

64. Bullet point (c) is not relevant whereas (d) indicates:

> *"d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

65. Whilst paragraph 111 indicates:

> *"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."*

66. That would be the context here:

    i) The nearest bus services within walking distance link the site to Midsomer Norton, Radstock and Wells to the west and south, and Bath to the north and provide some opportunities for public transport use,

    ii) The site could discourage single occupancy car use as far as practicable given the locality as acknowledged by guidance, and

    iii) The impact of the development is not *"severe*" even at its peak representing at a decrease in vehicle movements during the development peak hours and across the day.

67. In this context, this TS has demonstrated that there are no adverse or severe impacts of the proposal, and that safe and suitable access to the site can be achieved by pedestrians, cyclists, and vehicle users.

68. It is opined that the highways impact of the proposed redevelopment is therefore considered acceptable and certainly cannot be considered to be either "*severe*" in terms of the relevant test of the NPPF or have any increased adverse impact on highway safety to warrant a refusal of this planning application.

69. On this basis, the development is considered to fully accord with paragraphs 110 and 111 of the NPPF.

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APPENDICES

Appendix A
TRICS OUTPUT:
CAR DEALERSHIP

Calculation Reference: AUDIT-748101-220727-0759

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HV	HAVERING	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: Site area
Actual Range: 0.06 to 0.40 (units: hect)
Range Selected by User: 0.02 to 0.4 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/19

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	1 days
Tuesday	1 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	6 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)	2
Edge of Town	2
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:

Industrial Zone	1
Development Zone	1
Residential Zone	2
High Street	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Sui Generis	6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 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:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	3 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	6 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	5 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	HI-14-A-01	VOLKSWAGEN		HIGHLAND
	ARDGOUR ROAD			
	FORT WILLIAM			
	BANAVIE			
	Edge of Town			
	Residential Zone			
	Total Site area:		0.40 hect	
	Survey date: TUESDAY		*17/06/14*	*Survey Type: MANUAL*
2	HV-14-A-01	KIA		HAVERING
	HIGH ROAD			
	ROMFORD			
	CHADWELL HEATH			
	Suburban Area (PPS6 Out of Centre)			
	High Street			
	Total Site area:		0.25 hect	
	Survey date: MONDAY		*06/10/14*	*Survey Type: MANUAL*
3	LN-14-A-02	CAR SHOWROOM		LINCOLNSHIRE
	GT NORTHERN TERRACE			
	LINCOLN			
	Edge of Town Centre			
	Industrial Zone			
	Total Site area:		0.07 hect	
	Survey date: WEDNESDAY		*04/10/17*	*Survey Type: MANUAL*
4	LN-14-A-03	CAR SHOW ROOM		LINCOLNSHIRE
	SOUTH PARK AVENUE			
	LINCOLN			
	CANWICK HILL			
	Edge of Town			
	Residential Zone			
	Total Site area:		0.06 hect	
	Survey date: FRIDAY		*28/06/19*	*Survey Type: MANUAL*
5	TW-14-A-03	CAR SHOW ROOM		TYNE & WEAR
	SOUTHWICK ROAD			
	SUNDERLAND			
	MONKWEARMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Site area:		0.18 hect	
	Survey date: WEDNESDAY		*05/04/17*	*Survey Type: MANUAL*
6	WO-14-A-01	HONDA		WORCESTERSHIRE
	BROMYARD ROAD			
	WORCESTER			
	HENWICK			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Site area:		0.20 hect	
	Survey date: FRIDAY		*23/05/14*	*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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
TOTAL VEHICLES
Calculation factor: 1 hect
Estimated TRIP rate value per 0.197 HECT shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	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	3	0.17	26.923	5.304	3	0.17	1.923	0.379	3	0.17	28.846	5.683
08:00 - 09:00	6	0.19	33.621	6.623	6	0.19	13.793	2.717	6	0.19	47.414	9.340
09:00 - 10:00	6	0.19	28.448	5.604	6	0.19	27.586	5.434	6	0.19	56.034	11.038
10:00 - 11:00	6	0.19	39.655	7.812	6	0.19	37.069	7.303	6	0.19	76.724	15.115
11:00 - 12:00	6	0.19	18.966	3.736	6	0.19	26.724	5.265	6	0.19	45.690	9.001
12:00 - 13:00	6	0.19	22.414	4.416	6	0.19	27.586	5.434	6	0.19	50.000	9.850
13:00 - 14:00	6	0.19	25.862	5.095	6	0.19	20.690	4.076	6	0.19	46.552	9.171
14:00 - 15:00	6	0.19	18.966	3.736	6	0.19	25.000	4.925	6	0.19	43.966	8.661
15:00 - 16:00	6	0.19	24.138	4.755	6	0.19	36.207	7.133	6	0.19	60.345	11.888
16:00 - 17:00	6	0.19	12.931	2.547	6	0.19	18.103	3.566	6	0.19	31.034	6.113
17:00 - 18:00	6	0.19	5.172	1.019	6	0.19	12.069	2.378	6	0.19	17.241	3.397
18:00 - 19:00	4	0.17	0.000	0.000	4	0.17	1.429	0.281	4	0.17	1.429	0.281
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			257.096	50.647			248.179	48.891			505.275	99.538

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

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

Parameter summary

Trip rate parameter range selected:	0.06 to 0.40 (units: hect)
Survey date date range:	01/01/14 - 28/06/19
Number of weekdays (Monday-Friday):	6
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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
OGVS
Calculation factor: 1 hect
Estimated TRIP rate value per 0.197 HECT shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	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	3	0.17	0.000	0.000	3	0.17	0.000	0.000	3	0.17	0.000	0.000
08:00 - 09:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
09:00 - 10:00	6	0.19	0.862	0.170	6	0.19	0.862	0.170	6	0.19	1.724	0.340
10:00 - 11:00	6	0.19	0.862	0.170	6	0.19	0.862	0.170	6	0.19	1.724	0.340
11:00 - 12:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
12:00 - 13:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
13:00 - 14:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
14:00 - 15:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
15:00 - 16:00	6	0.19	0.862	0.170	6	0.19	0.862	0.170	6	0.19	1.724	0.340
16:00 - 17:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
17:00 - 18:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
18:00 - 19:00	4	0.17	0.000	0.000	4	0.17	0.000	0.000	4	0.17	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:			2.586	0.510			2.586	0.510			5.172	1.020

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

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
CYCLISTS
Calculation factor: 1 hect
Estimated TRIP rate value per 0.197 HECT shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	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	3	0.17	0.000	0.000	3	0.17	0.000	0.000	3	0.17	0.000	0.000
08:00 - 09:00	6	0.19	0.862	0.170	6	0.19	0.862	0.170	6	0.19	1.724	0.340
09:00 - 10:00	6	0.19	0.862	0.170	6	0.19	0.000	0.000	6	0.19	0.862	0.170
10:00 - 11:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
11:00 - 12:00	6	0.19	0.000	0.000	6	0.19	0.862	0.170	6	0.19	0.862	0.170
12:00 - 13:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
13:00 - 14:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
14:00 - 15:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
15:00 - 16:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
16:00 - 17:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
17:00 - 18:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
18:00 - 19:00	4	0.17	0.000	0.000	4	0.17	0.000	0.000	4	0.17	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:			1.724	0.340			1.724	0.340			3.448	0.680

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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
CARS
Calculation factor: 1 hect
Estimated TRIP rate value per 0.197 HECT shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	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	3	0.17	23.077	4.546	3	0.17	1.923	0.379	3	0.17	25.000	4.925
08:00 - 09:00	6	0.19	31.897	6.284	6	0.19	11.207	2.208	6	0.19	43.104	8.492
09:00 - 10:00	6	0.19	24.138	4.755	6	0.19	21.552	4.246	6	0.19	45.690	9.001
10:00 - 11:00	6	0.19	33.621	6.623	6	0.19	32.759	6.453	6	0.19	66.380	13.076
11:00 - 12:00	6	0.19	17.241	3.397	6	0.19	24.138	4.755	6	0.19	41.379	8.152
12:00 - 13:00	6	0.19	18.966	3.736	6	0.19	24.138	4.755	6	0.19	43.104	8.491
13:00 - 14:00	6	0.19	24.138	4.755	6	0.19	17.241	3.397	6	0.19	41.379	8.152
14:00 - 15:00	6	0.19	17.241	3.397	6	0.19	22.414	4.416	6	0.19	39.655	7.813
15:00 - 16:00	6	0.19	23.276	4.585	6	0.19	33.621	6.623	6	0.19	56.897	11.208
16:00 - 17:00	6	0.19	12.931	2.547	6	0.19	18.103	3.566	6	0.19	31.034	6.113
17:00 - 18:00	6	0.19	5.172	1.019	6	0.19	12.069	2.378	6	0.19	17.241	3.397
18:00 - 19:00	4	0.17	0.000	0.000	4	0.17	1.429	0.281	4	0.17	1.429	0.281
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			231.698	45.644			220.594	43.457			452.292	89.101

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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
LGVS
Calculation factor: 1 hect
Estimated TRIP rate value per 0.197 HECT shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	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	3	0.17	1.923	0.379	3	0.17	0.000	0.000	3	0.17	1.923	0.379
08:00 - 09:00	6	0.19	1.724	0.340	6	0.19	2.586	0.509	6	0.19	4.310	0.849
09:00 - 10:00	6	0.19	3.448	0.679	6	0.19	5.172	1.019	6	0.19	8.620	1.698
10:00 - 11:00	6	0.19	5.172	1.019	6	0.19	3.448	0.679	6	0.19	8.620	1.698
11:00 - 12:00	6	0.19	1.724	0.340	6	0.19	2.586	0.509	6	0.19	4.310	0.849
12:00 - 13:00	6	0.19	3.448	0.679	6	0.19	3.448	0.679	6	0.19	6.896	1.358
13:00 - 14:00	6	0.19	1.724	0.340	6	0.19	3.448	0.679	6	0.19	5.172	1.019
14:00 - 15:00	6	0.19	1.724	0.340	6	0.19	2.586	0.509	6	0.19	4.310	0.849
15:00 - 16:00	6	0.19	0.000	0.000	6	0.19	1.724	0.340	6	0.19	1.724	0.340
16:00 - 17:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
17:00 - 18:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
18:00 - 19:00	4	0.17	0.000	0.000	4	0.17	0.000	0.000	4	0.17	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:			20.887	4.116			24.998	4.923			45.885	9.039

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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
MOTOR CYCLES
Calculation factor: 1 hect
Estimated TRIP rate value per 0.197 HECT shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	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	3	0.17	1.923	0.379	3	0.17	0.000	0.000	3	0.17	1.923	0.379
08:00 - 09:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
09:00 - 10:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
10:00 - 11:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
11:00 - 12:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
12:00 - 13:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
13:00 - 14:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
14:00 - 15:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
15:00 - 16:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
16:00 - 17:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
17:00 - 18:00	6	0.19	0.000	0.000	6	0.19	0.000	0.000	6	0.19	0.000	0.000
18:00 - 19:00	4	0.17	0.000	0.000	4	0.17	0.000	0.000	4	0.17	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:			1.923	0.379			0.000	0.000			1.923	0.379

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.*

Appendix B
TRICS OUTPUT:
RESIDENTIAL USES

Calculation Reference: AUDIT-748101-220727-0734

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
10	WALES		
	PS	POWYS	1 days
	VG	VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 18 (units:)
Range Selected by User: 6 to 21 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 10/05/17

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	2 days
Wednesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 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	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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	6
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 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	7 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	7 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	*16/09/15*	*Survey Type: MANUAL*
2	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	*10/05/17*	*Survey Type: MANUAL*
3	PS-03-A-01	MIXED HOUSES	POWYS
	BRYN GLAS		
	WELSHPOOL		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	*11/05/15*	*Survey Type: MANUAL*
4	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	*09/09/15*	*Survey Type: MANUAL*
5	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	*22/05/14*	*Survey Type: MANUAL*
6	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE
	STANFORD ROAD		
	WOLVERHAMPTON		
	BLAKENHALL		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	17	
	Survey date: FRIDAY	*09/05/14*	*Survey Type: MANUAL*
7	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	*08/05/17*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.87

	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	7	14	0.111	0.778	7	14	0.222	1.556	7	14	0.333	2.334
08:00 - 09:00	7	14	0.131	0.919	7	14	0.293	2.051	7	14	0.424	2.970
09:00 - 10:00	7	14	0.101	0.707	7	14	0.152	1.061	7	14	0.253	1.768
10:00 - 11:00	7	14	0.182	1.273	7	14	0.182	1.273	7	14	0.364	2.546
11:00 - 12:00	7	14	0.121	0.848	7	14	0.182	1.273	7	14	0.303	2.121
12:00 - 13:00	7	14	0.242	1.697	7	14	0.253	1.768	7	14	0.495	3.465
13:00 - 14:00	7	14	0.192	1.343	7	14	0.192	1.343	7	14	0.384	2.686
14:00 - 15:00	7	14	0.162	1.131	7	14	0.141	0.990	7	14	0.303	2.121
15:00 - 16:00	7	14	0.212	1.485	7	14	0.212	1.485	7	14	0.424	2.970
16:00 - 17:00	7	14	0.283	1.980	7	14	0.141	0.990	7	14	0.424	2.970
17:00 - 18:00	7	14	0.273	1.909	7	14	0.172	1.202	7	14	0.445	3.111
18:00 - 19:00	7	14	0.222	1.556	7	14	0.232	1.626	7	14	0.454	3.182
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.232	15.626			2.374	16.618			4.606	32.244

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

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

Parameter summary

Trip rate parameter range selected:	10 - 18 (units:)
Survey date date range:	01/01/14 - 10/05/17
Number of weekdays (Monday-Friday):	7
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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 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	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
08:00 - 09:00	7	14	0.010	0.071	7	14	0.010	0.071	7	14	0.020	0.142
09:00 - 10:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
10:00 - 11:00	7	14	0.010	0.071	7	14	0.010	0.071	7	14	0.020	0.142
11:00 - 12:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
12:00 - 13:00	7	14	0.010	0.071	7	14	0.010	0.071	7	14	0.020	0.142
13:00 - 14:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
14:00 - 15:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
15:00 - 16:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
16:00 - 17:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
17:00 - 18:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
18:00 - 19:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	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:			0.030	0.213			0.030	0.213			0.060	0.426

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.*

MBC Traffic 32 Montpelier Court Station Road Montpelier Bristol BS6 5EA Licence No: 748101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 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	7	14	0.010	0.071	7	14	0.010	0.071	7	14	0.020	0.142
08:00 - 09:00	7	14	0.030	0.212	7	14	0.030	0.212	7	14	0.060	0.424
09:00 - 10:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
10:00 - 11:00	7	14	0.020	0.141	7	14	0.000	0.000	7	14	0.020	0.141
11:00 - 12:00	7	14	0.000	0.000	7	14	0.010	0.071	7	14	0.010	0.071
12:00 - 13:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
13:00 - 14:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
14:00 - 15:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
15:00 - 16:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
16:00 - 17:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
17:00 - 18:00	7	14	0.020	0.141	7	14	0.020	0.141	7	14	0.040	0.282
18:00 - 19:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	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:			0.080	0.565			0.070	0.495			0.150	1.060

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.*

MBC Traffic 32 Montpelier Court Station Road Montpelier Bristol BS6 5EA Licence No: 748101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 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	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
08:00 - 09:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
09:00 - 10:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
10:00 - 11:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
11:00 - 12:00	7	14	0.000	0.000	7	14	0.020	0.141	7	14	0.020	0.141
12:00 - 13:00	7	14	0.020	0.141	7	14	0.000	0.000	7	14	0.020	0.141
13:00 - 14:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
14:00 - 15:00	7	14	0.010	0.071	7	14	0.000	0.000	7	14	0.010	0.071
15:00 - 16:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
16:00 - 17:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
17:00 - 18:00	7	14	0.010	0.071	7	14	0.000	0.000	7	14	0.010	0.071
18:00 - 19:00	7	14	0.010	0.071	7	14	0.010	0.071	7	14	0.020	0.142
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.050	0.354			0.030	0.212			0.080	0.566

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 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	7	14	0.141	0.990	7	14	0.303	2.121	7	14	0.444	3.111
08:00 - 09:00	7	14	0.212	1.485	7	14	0.444	3.111	7	14	0.656	4.596
09:00 - 10:00	7	14	0.131	0.919	7	14	0.192	1.343	7	14	0.323	2.262
10:00 - 11:00	7	14	0.212	1.485	7	14	0.222	1.556	7	14	0.434	3.041
11:00 - 12:00	7	14	0.152	1.061	7	14	0.242	1.697	7	14	0.394	2.758
12:00 - 13:00	7	14	0.293	2.051	7	14	0.343	2.404	7	14	0.636	4.455
13:00 - 14:00	7	14	0.212	1.485	7	14	0.222	1.556	7	14	0.434	3.041
14:00 - 15:00	7	14	0.222	1.556	7	14	0.162	1.131	7	14	0.384	2.687
15:00 - 16:00	7	14	0.303	2.121	7	14	0.273	1.909	7	14	0.576	4.030
16:00 - 17:00	7	14	0.374	2.616	7	14	0.172	1.202	7	14	0.546	3.818
17:00 - 18:00	7	14	0.384	2.687	7	14	0.232	1.626	7	14	0.616	4.313
18:00 - 19:00	7	14	0.273	1.909	7	14	0.273	1.909	7	14	0.546	3.818
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.909	20.365			3.080	21.565			5.989	41.930

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 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	7	14	0.081	0.566	7	14	0.121	0.848	7	14	0.202	1.414
08:00 - 09:00	7	14	0.131	0.919	7	14	0.121	0.848	7	14	0.252	1.767
09:00 - 10:00	7	14	0.000	0.000	7	14	0.020	0.141	7	14	0.020	0.141
10:00 - 11:00	7	14	0.051	0.354	7	14	0.091	0.636	7	14	0.142	0.990
11:00 - 12:00	7	14	0.091	0.636	7	14	0.091	0.636	7	14	0.182	1.272
12:00 - 13:00	7	14	0.020	0.141	7	14	0.081	0.566	7	14	0.101	0.707
13:00 - 14:00	7	14	0.091	0.636	7	14	0.162	1.131	7	14	0.253	1.767
14:00 - 15:00	7	14	0.141	0.990	7	14	0.091	0.636	7	14	0.232	1.626
15:00 - 16:00	7	14	0.202	1.414	7	14	0.101	0.707	7	14	0.303	2.121
16:00 - 17:00	7	14	0.091	0.636	7	14	0.030	0.212	7	14	0.121	0.848
17:00 - 18:00	7	14	0.141	0.990	7	14	0.192	1.343	7	14	0.333	2.333
18:00 - 19:00	7	14	0.071	0.495	7	14	0.091	0.636	7	14	0.162	1.131
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.111	7.777			1.192	8.340			2.303	16.117

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 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	7	14	0.030	0.212	7	14	0.000	0.000	7	14	0.030	0.212
08:00 - 09:00	7	14	0.000	0.000	7	14	0.010	0.071	7	14	0.010	0.071
09:00 - 10:00	7	14	0.000	0.000	7	14	0.020	0.141	7	14	0.020	0.141
10:00 - 11:00	7	14	0.010	0.071	7	14	0.010	0.071	7	14	0.020	0.142
11:00 - 12:00	7	14	0.000	0.000	7	14	0.010	0.071	7	14	0.010	0.071
12:00 - 13:00	7	14	0.010	0.071	7	14	0.000	0.000	7	14	0.010	0.071
13:00 - 14:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
14:00 - 15:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
15:00 - 16:00	7	14	0.000	0.000	7	14	0.010	0.071	7	14	0.010	0.071
16:00 - 17:00	7	14	0.061	0.424	7	14	0.010	0.071	7	14	0.071	0.495
17:00 - 18:00	7	14	0.010	0.071	7	14	0.030	0.212	7	14	0.040	0.283
18:00 - 19:00	7	14	0.000	0.000	7	14	0.010	0.071	7	14	0.010	0.071
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.121	0.849			0.110	0.779			0.231	1.628

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 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	7	14	0.030	0.212	7	14	0.000	0.000	7	14	0.030	0.212
08:00 - 09:00	7	14	0.000	0.000	7	14	0.010	0.071	7	14	0.010	0.071
09:00 - 10:00	7	14	0.000	0.000	7	14	0.020	0.141	7	14	0.020	0.141
10:00 - 11:00	7	14	0.010	0.071	7	14	0.010	0.071	7	14	0.020	0.142
11:00 - 12:00	7	14	0.000	0.000	7	14	0.010	0.071	7	14	0.010	0.071
12:00 - 13:00	7	14	0.010	0.071	7	14	0.000	0.000	7	14	0.010	0.071
13:00 - 14:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
14:00 - 15:00	7	14	0.000	0.000	7	14	0.000	0.000	7	14	0.000	0.000
15:00 - 16:00	7	14	0.000	0.000	7	14	0.010	0.071	7	14	0.010	0.071
16:00 - 17:00	7	14	0.061	0.424	7	14	0.010	0.071	7	14	0.071	0.495
17:00 - 18:00	7	14	0.010	0.071	7	14	0.030	0.212	7	14	0.040	0.283
18:00 - 19:00	7	14	0.000	0.000	7	14	0.010	0.071	7	14	0.010	0.071
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.121	0.849			0.110	0.779			0.231	1.628

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.87

	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	7	14	0.253	1.768	7	14	0.424	2.970	7	14	0.677	4.738
08:00 - 09:00	7	14	0.343	2.404	7	14	0.576	4.030	7	14	0.919	6.434
09:00 - 10:00	7	14	0.131	0.919	7	14	0.232	1.626	7	14	0.363	2.545
10:00 - 11:00	7	14	0.273	1.909	7	14	0.323	2.263	7	14	0.596	4.172
11:00 - 12:00	7	14	0.242	1.697	7	14	0.364	2.545	7	14	0.606	4.242
12:00 - 13:00	7	14	0.343	2.404	7	14	0.424	2.970	7	14	0.767	5.374
13:00 - 14:00	7	14	0.303	2.121	7	14	0.384	2.687	7	14	0.687	4.808
14:00 - 15:00	7	14	0.374	2.616	7	14	0.253	1.768	7	14	0.627	4.384
15:00 - 16:00	7	14	0.505	3.535	7	14	0.384	2.687	7	14	0.889	6.222
16:00 - 17:00	7	14	0.525	3.677	7	14	0.212	1.485	7	14	0.737	5.162
17:00 - 18:00	7	14	0.545	3.818	7	14	0.455	3.182	7	14	1.000	7.000
18:00 - 19:00	7	14	0.354	2.475	7	14	0.384	2.687	7	14	0.738	5.162
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.191	29.343			4.415	30.900			8.606	60.243

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.*

MBC Traffic 32 Montpelier Court Station Road Montpelier Bristol BS6 5EA Licence No: 748101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 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	7	14	0.081	0.566	7	14	0.172	1.202	7	14	0.253	1.768
08:00 - 09:00	7	14	0.061	0.424	7	14	0.232	1.626	7	14	0.293	2.050
09:00 - 10:00	7	14	0.061	0.424	7	14	0.121	0.848	7	14	0.182	1.272
10:00 - 11:00	7	14	0.141	0.990	7	14	0.152	1.061	7	14	0.293	2.051
11:00 - 12:00	7	14	0.121	0.848	7	14	0.152	1.061	7	14	0.273	1.909
12:00 - 13:00	7	14	0.212	1.485	7	14	0.212	1.485	7	14	0.424	2.970
13:00 - 14:00	7	14	0.152	1.061	7	14	0.172	1.202	7	14	0.324	2.263
14:00 - 15:00	7	14	0.152	1.061	7	14	0.131	0.919	7	14	0.283	1.980
15:00 - 16:00	7	14	0.192	1.343	7	14	0.182	1.273	7	14	0.374	2.616
16:00 - 17:00	7	14	0.253	1.768	7	14	0.141	0.990	7	14	0.394	2.758
17:00 - 18:00	7	14	0.242	1.697	7	14	0.162	1.131	7	14	0.404	2.828
18:00 - 19:00	7	14	0.202	1.414	7	14	0.212	1.485	7	14	0.414	2.899
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.870	13.081			2.041	14.283			3.911	27.364

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 7 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	7	14	0.020	0.141	7	14	0.040	0.283	7	14	0.060	0.424
08:00 - 09:00	7	14	0.030	0.212	7	14	0.020	0.141	7	14	0.050	0.353
09:00 - 10:00	7	14	0.040	0.283	7	14	0.030	0.212	7	14	0.070	0.495
10:00 - 11:00	7	14	0.010	0.071	7	14	0.020	0.141	7	14	0.030	0.212
11:00 - 12:00	7	14	0.000	0.000	7	14	0.020	0.141	7	14	0.020	0.141
12:00 - 13:00	7	14	0.020	0.141	7	14	0.030	0.212	7	14	0.050	0.353
13:00 - 14:00	7	14	0.040	0.283	7	14	0.020	0.141	7	14	0.060	0.424
14:00 - 15:00	7	14	0.010	0.071	7	14	0.010	0.071	7	14	0.020	0.142
15:00 - 16:00	7	14	0.020	0.141	7	14	0.030	0.212	7	14	0.050	0.353
16:00 - 17:00	7	14	0.030	0.212	7	14	0.000	0.000	7	14	0.030	0.212
17:00 - 18:00	7	14	0.010	0.071	7	14	0.000	0.000	7	14	0.010	0.071
18:00 - 19:00	7	14	0.020	0.141	7	14	0.010	0.071	7	14	0.030	0.212
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.250	1.767			0.230	1.625			0.480	3.392

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.*