

A Planning Application by
INTRA URBAN LAND LIMITED

In respect of
**Former MCL Premises, Grove Road,
UPPER HALLING, ROCHESTER**

Transport Statement

December 2022



Document Management

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Document Review

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^a Amended site layout

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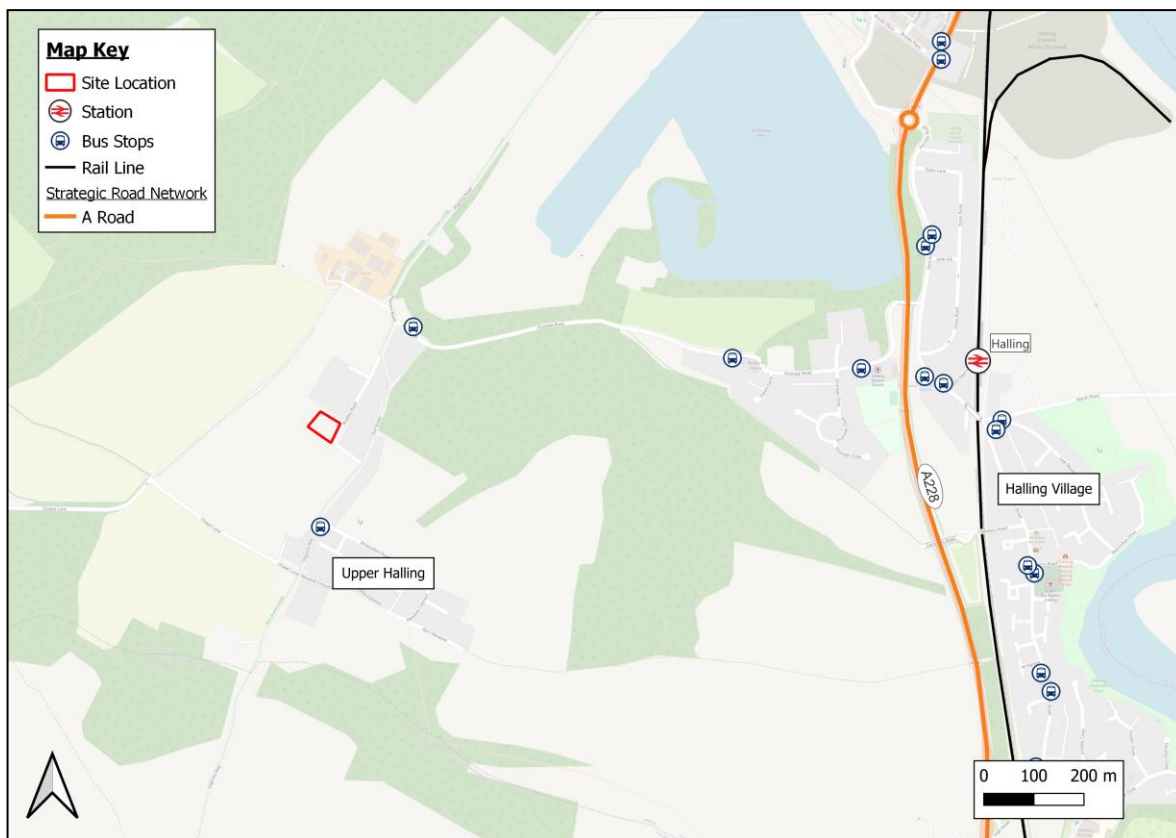
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1 Introduction

1.1 Transport Planning Associates has been appointed by Intra Urban Land Limited to provide transport and highways advice in relation to the proposed development at the Former MCL Premises in Upper Halling, Rochester. The site is located within Upper Halling, approximately 2 km to the west of Halling village centre. The location is shown in **Figure 1.1** below.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors

Site Planning History

1.2 An outline planning application¹ for 11 dwellings was submitted in July 2018 and subsequently refused permission by Medway Council (MC) in March 2019. Following refusal, a planning appeal² was submitted by the applicant, which was subsequently dismissed by the Planning Inspectorate in October 2019. The proposals comprised the following:

¹ Planning application reference MC/18/2040

² Appeal Reference: APP/A2280/W/19/3229251

“Outline planning application with some matters reserved (access, appearance, landscaping and scale) for the demolition of existing industrial buildings, builders yard and the construction of 11 dwellings, associated parking, carports and access”.

- 1.3 The application was refused due to the absence of S106 contributions towards education and open space and did not highlight any concerns in terms of transport and access.

Summary of the Proposals

- 1.4 The revised development proposals comprise a total of 8 dwellings together with associated amenity space, parking and access. The proposed site plan is presented in **Appendix A**. The proposed development will be provided with car and cycle parking in accordance with local policy requirements.

Pre-application

- 1.5 Pre-application advice was sought from MC³ in relation to the development proposals in August 2022. The pre-application response dated 25th August 2022, set out the following comments relating to transport:

“As discussed, each dwelling would require 2 vehicle parking spaces, which have been provided, along with adequate visitor parking. Cycle storage should be provided in private gardens and 1 Electric charging point per dwelling would be required in line with paragraph 110E of the NPPF. Conditions would be included in any forthcoming permission in this regard”.

Report Scope and Structure

- 1.6 This Transport Statement has been prepared to consider the highway and transport aspects of the proposed development as part of a suite of documents supporting the above planning application. It will set out the baseline position, describe the proposed scheme, and consider its impact on the existing and surrounding transport network.
- 1.7 The rest of this report is set out as follows:
- **Chapter 2** – Transport Baseline Conditions;
 - **Chapter 3** – National, Regional and Local Transport Policy;
 - **Chapter 4** – Development Proposals;
 - **Chapter 5** – Traffic Impact; and
 - **Chapter 6** – Summary and Conclusions

³ Pre-application reference: PRE/22/1675

2 Baseline Conditions

The Existing Site

- 2.1 The existing site comprises land formerly occupied by MCL, (contractors and suppliers to the building industry). The site includes three portal frame steel buildings and a brick built outhouse with various walls and fences. As a builders yard (circa 875 m² Gross Internal Area), the site is almost entirely laid to hardstanding. Pedestrian access is served from both Grove Road and Bradley Road, which are unadopted streets. Vehicular access is currently provided from Grove Road.
- 2.2 The site’s existing access arrangement is illustrated in site photos presented in **Figure 2.1**.

Figure 2.1 Site Access Photos



Site Visit: 19/10/22

- 2.3 The area surrounding the site comprises residential properties to the south / east and farmland to the north / west.

Pedestrian and Cycle facilities

Pedestrian

- 2.4 No footways are present along either Grove Road or Bradley Road. A footway is provided along the eastern side of The Street beyond the northern junction with Bradley Road and to the south of the southern junction with Bradley Road. Pedestrian crossing facilities are provided in the form of dropped

kerbs along The Street. The footway enables access to Upper Halling to the south and to local bus stops.

2.5 Street lighting is limited along Grove Road and Bradley Road, however, adequate lighting is provided on The Street.

2.6 The Institution of Highways and Transportation (IHT) publication ‘Providing for Journeys on Foot’ identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered for local services and amenities.

Table 2.1 IHT suggested Walking Distance Thresholds

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

Source: Table 3.2 of Providing for Journeys on Foot (IHT)

2.7 With regard to access to bus services, the IHT advice is that:

“New developments should be located so that public transport trips involving a walking distance of less than 400 m from the nearest bus stop or 800 m from the nearest railway station⁴”.

2.8 In that regard, the site is within desirable or acceptable walking distances from local bus stops and Jubilee Hall in Upper Halling. Local amenities and services within desirable or acceptable walking distances of the site are presented in Table 2.2.

⁴ Planning for Public Transport in New Development (IHT, 1999, para 5.21)

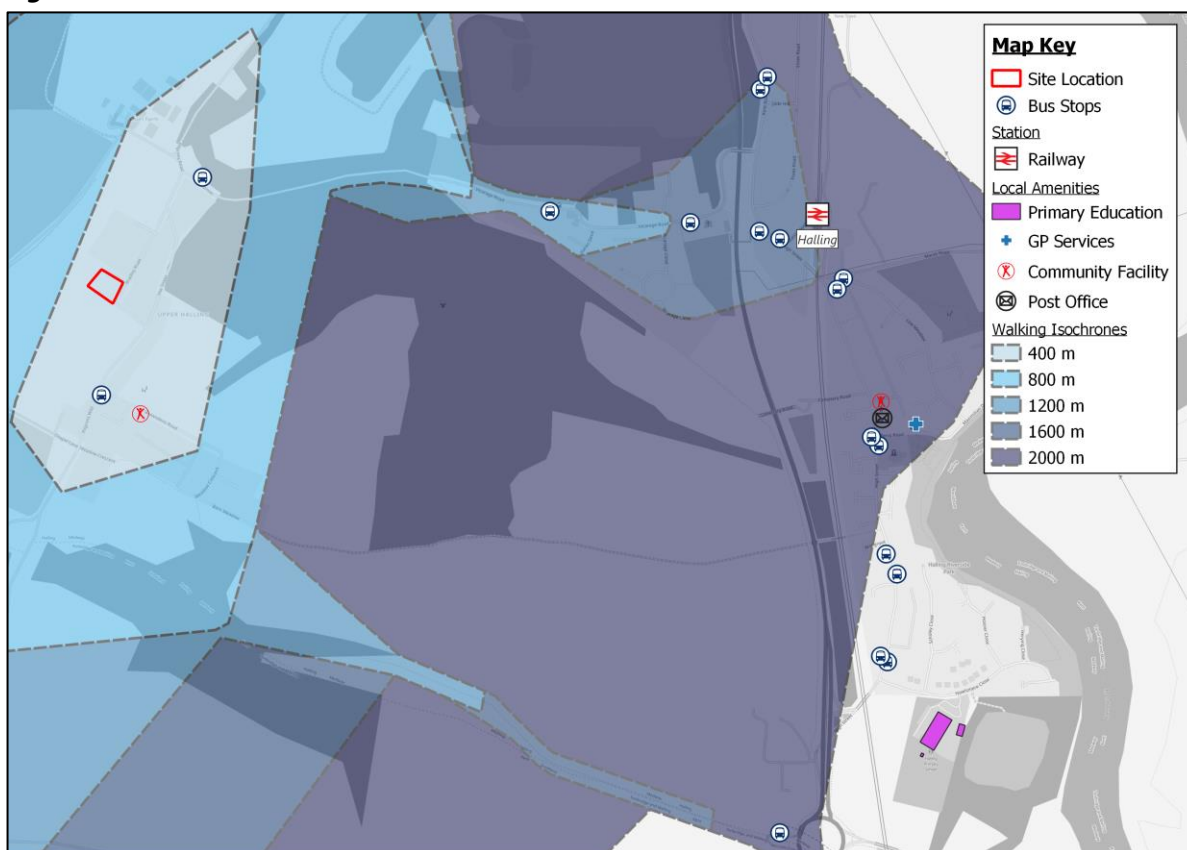
Table 2.2 Local Amenities and Services

Site	Walking Distance and Time
Pilgrims Road Bus Stop	300 m (3 minutes)
Court Farm Butcher	350 m (5 minutes)
Upper Halling Recreation Ground	350 m (4 minutes)
Jubilee Hall	350 m (5 minutes)
Halling Baptist Church	1,300 (14 minutes)

2.9 The site and the wider area are also surrounded by residential properties and local neighbourhoods, also within a short walking distance.

2.10 **Figure 2.2** highlights the site’s proximity to local services and facilities, with walking isochrones to provide a reference to the approximate walking distances (metres).

Figure 2.2 Local Services and Facilities



Source: © OpenStreetMap contributors

Cycle

2.11 Reflecting the semi-rural nature of the surrounding area, there are no recognised cycle routes within the area surrounding the site.

Public Transport

Bus Services

2.12 As can be seen in **Figure 2.2**, the nearest stop to the site is located on The Street to the south, situated within 300 m walking distance. The stop is served by three bus routes, the details of which are summarised in Table 2.3.

Table 2.3 Bus Routes and Peak Hour Frequencies

Route		Weekday	Saturday	Sunday
149*	Chatham - Kings Hill	One bus per day	-	-
151	Chatham - Kings Hill [Medway Valley Links]	Five buses per day (09:19 to 18:10)	Five buses per day (07:23 to 15:03)	-
653*	Halling - Cuxton - Cookham Wood Schools - Huntsman Corner	One bus per day	-	-

Source: <https://www.traveline.info/>

Notes: *school service

Rail Services

2.13 Halling railway station is located approximately 1.7 km to the east of the site and is managed by Southeastern. The following services operate from the station⁵:

- Tonbridge via Maidstone West – one service per hour
- Maidstone West – one service per hour
- Strood – one service per hour

⁵ Frequencies taken from: <https://www.nationalrail.co.uk/>

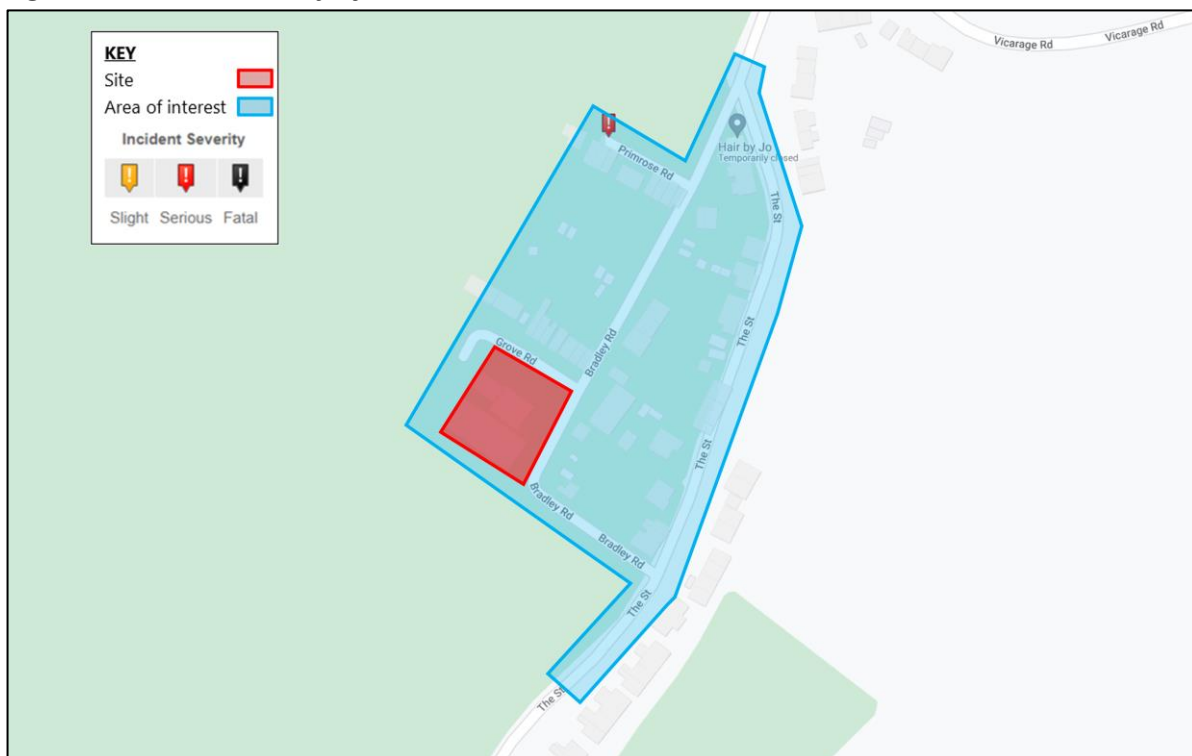
Local Highway Network

- 2.14 Grove Road and Bradley Road, which the site can be accessed from, are both unadopted roads. Bradley Road connects with The Street at both its northern and southern ends. There is a sign at the southern junction to Bradley Road, stating that the entrance is unsuitable for HGVs.
- 2.15 The Street is a two-way residential road, subject to a 30 mph speed limit. It connects with Pilgrims Road to the north and Pilgrims Way to the south. The Street also leads on to Vicarage Road to the north-east. This route provides access to Halling village to the east.

Road Safety

- 2.16 Personal Injury Collision (PIC) data has been obtained from the CrashMap web facility for the most recent five-year period to 2021 for the area surrounding the site. CrashMap compiles data collected by the police, when a road traffic collision results in injury, into an easy-to-use format showing each collision on a map. **Figure 2.2** shows the location of nearby incidents.

Figure 2.2 Personal Injury Collision Data



Source: © CrashMap - Note: Indicative Site Boundary

- 2.17 The search revealed that one serious PIC was recorded on Primrose Road, within the study area, over the five-year period considered. The incident involved a serious injury to a pedestrian.

2.18 As shown above, there are no recorded clusters of PICs that could potentially be attributed to highway design flaws. Therefore, it is considered that there are no road safety concerns in the vicinity of the site.

3 National, Regional and Local Transport Policy

3.1 This chapter will outline the transport planning policy and guidance background for the scheme, with reference to:

- The National Planning Policy Framework (July 2021);
- Medway Local Plan 2003; and
- Medway Council Residential Parking Standards (2010).

National Planning Policy Framework

3.2 The National Planning Policy Framework (NPPF), updated in 2021, sets out the Government's planning policies for England and their application thereof, providing a framework within which local authorities can produce plans for development.

3.3 The NPPF defines a sustainable transport mode as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 73).

3.4 Regarding sustainability, it states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs" (para 7).

3.5 According to the NPPF, applications for development should, inter alia:

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

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

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

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

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

[...]” (para 112).

3.6 Considering development proposals:

“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” (para 111).

3.7 **Chapter 2** demonstrates that the site is situated in a relatively sustainable location and benefits from good accessibility by bus and rail. Due to the moderate scale of the proposed development and the removal of the existing builders yard, it is unlikely that the proposals would result in a severe impact on the road network. Therefore, the proposals are considered compliant with the NPPF.

Local Policy and Guidance

Medway Local Plan 2003

3.8 The current Local Plan for Medway was adopted in 2003 and sets out a framework for development within Medway. Focusing on the transport elements, Objective five states that:

“(v) promoting new development that reduces the need to travel and offers transport choices (particularly to move freight by rail or river), is well related to the planned future transport network, does not impair highway safety and is phased to the provision of any transport works or facilities necessary to enable the development to proceed”⁶

3.9 As previously stated, the proposed development is unlikely to result in a severe impact on the road network due to the moderate scale of the development and a deintensification of use from the subsequent removal of the builders yard. As such, it is considered that the proposed development complies with this objective as set out within the Local Plan.

⁶ Paragraph 8.4.1 of the Medway Local Plan (2003)

Medway Council Residential Parking Standards (2010)

3.10 The relevant car and cycle parking standards for the proposed residential land use are set out within Medway Council’s Residential Parking Standards dated March 2010. The car and cycle parking standards are shown below in Table 3.1.

Table 3.1 Residential Parking Standards

Dwelling size	Minimum number of car parking spaces per dwelling	Minimum number of cycle parking spaces per dwelling
1 bedroom	1.0 ⁽¹⁾⁽²⁾	1.0 ⁽⁴⁾
2 bedrooms	1.5 ⁽¹⁾⁽²⁾	1.0 ⁽⁴⁾
3 bedrooms & above	2.0 ⁽¹⁾⁽²⁾	1.0 ⁽⁴⁾
Visitor parking	0.25 ⁽¹⁾⁽²⁾	0

Notes

1 Reductions of the standard will be considered if the development is within an urban area that has good links to sustainable transport and where day to-day facilities are within easy walking distance.

2 Excludes garage if less than 7m x 3m internal dimension.

3 Applies to a minimum threshold of 4 residential units. Requirement for provision is rounded down, i.e., 5 to 7 units require 1 visitor space, 8 to 11 units require 2 spaces, etc. Visitor or unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.

4 Not required if garage or secure area is provided within curtilage of dwelling

Source: Medway Council’s Residential Parking Standards dated March 2010

3.11 Based on the standards set out above, the proposed 8 dwellings would require a minimum of 15 car parking spaces and 2 visitor spaces to comply with the standard set above. During the pre-application process, it was agreed with the highways officer that each dwelling would require two car parking spaces, which has been provided. In addition, one electric vehicle charging point will be provided per dwelling as required in the pre-application advice.

3.12 In terms of cycle parking, this will be provided securely within the curtilage of each dwelling in accordance with Table 3.1 and the highways officer’s comments.

Summary

3.13 The proposed development is considered to be compliant with the policy requirements set out within this Chapter. Design details regarding the proposed development are set out in the following Chapter.

4 Development Proposals

4.1 The proposals seek redevelopment of the site to provide 8 residential houses with associated amenity space, parking and access. The proposed schedule of accommodation is set out in Table 4.1.

Table 4.1 Schedule of Accommodation

1 bed	2 bed	3 bed	4 bed	Totals
-	2	3	3	8

Source: Granit Architecture + Interiors

Access

4.2 Vehicular and pedestrian access to the site will be taken from a new access onto Bradley Road. Reflecting the lack of footways on Grove Road and Bradley Road, the proposed access road would be 6.0 m in width, providing a shared surface for vehicles and pedestrians.

4.3 The proposed site access would be provided with visibility splays based upon an anticipated road design speed of 20 mph, which reflects the nature of Grove Road. As demonstrated in **Appendix B**, visibility splays for a 20 mph speed limit in accordance with Manual for Streets⁷ (2.4 m X 25 m) are achievable.

Parking

Cycle

4.4 In accordance with the cycle parking standards set out in Table 3.1, secure storage space will be provided for bikes either within garages or the curtilage of each dwelling.

Car

4.5 In accordance with parking policy standards set out in Table 3.1 and the pre-application comments from the highway officer, two parking spaces will provided for each dwelling together with 2 visitor spaces. The larger dwellings would include a garage which would accommodate one parking space, which has been accounted for in the total provision. One electric vehicle charging point will also be provided per dwelling. The proposed parking layout is shown in **Appendix A**.

⁷ Table 7.1 of Manual for Streets, 2007

Servicing and Refuse Collection

- 4.6 Servicing and refuse collection will be undertaken on-site via the access road. To demonstrate the effective operation of the servicing arrangements, a swept path analysis of a 10.2 m long refuse vehicle turning within the site has been undertaken, as demonstrated in **Appendix C**. As can be seen, refuse vehicles will be able stop adjacent to each dwelling on collection day.
- 4.7 Given that the site access road can accommodate the passage of a 10.2 m long refuse vehicle, it can be reasonably expected that emergency vehicles (e.g., a fire tender) and delivery vehicles, which are smaller in size would be able to access the site.

5 Traffic Impact

5.1 To determine the potential impact of the proposed development, the number of vehicular trips likely to be generated has been determined with reference to the Trip Rate Information Computer System (TRICS) database (Version 7.9.3).

Existing Site

5.2 As set out in Chapter 2, the existing site comprises land formerly occupied by MCL, a building supplies company. In order to derive the likely level of traffic generated by the site’s former use, a search of the TRICS database was undertaken, using the following parameters:

- Land Use Class 02 – Employment – C – Industrial Unit;
- Sites located in selected regions of England, including South West, South East, East Anglia, East Midlands, West Midlands, North and North West;
- Sites located in neighbourhood centre and edge of town areas; and
- Surveys undertaken on weekdays only.

5.3 The resulting trip rates and traffic generation, based on the existing builders merchants site, is set out in the following table, whilst the resulting TRICS output is presented in **Appendix D**.

Table 5.1 Traffic generation of existing development

Peak period	Trip rate / 100m ²		Traffic generation (875 m ²)		
	In	Out	In	Out	Total
AM peak (08:00 – 09:00)	0.635	0.324	6	3	9
PM peak (17:00 – 18:00)	0.311	0.611	3	5	8
Daily (05:00 – 21:00)	6.333	6.103	55	53	108

Source: TRICS 7.9.3

5.4 As can be seen, the existing development is estimated to have generated a two-way flow of 9 vehicles during the AM peak hour, 8 vehicles during the PM peak hour and a daily two-way flow of 108 vehicles.

Development Proposals

5.5 As noted in the introduction, it is proposed to redevelop the site to provide a total of 8 dwellings. Reference has been made to the TRICS database to derive the predicted traffic generation of the scheme, using the following parameters:

- Land Use Class 03 – Residential A – Houses Privately Owned;
- Sites located in selected regions of England, including South West, South East, East Anglia, East Midlands, West Midlands, North and North West;
- Sites located in neighbourhood centre areas; and
- Surveys undertaken on weekdays only.

5.6 The resulting trip rates and traffic generation, based on 8 dwellings, is set out in the following table, while the resulting TRICS output is attached at **Appendix E**.

Table 5.2 Traffic generation of proposed development

Peak period	Trip rate/dwelling		Traffic generation (8 units)		
	In	Out	In	Out	Total
AM peak (08:00 – 09:00)	0.151	0.284	1	2	3
PM peak (17:00 – 18:00)	0.325	0.148	3	1	4
Daily (07:00 – 19:00)	2.037	2.104	16	17	33

Source: TRICS 7.9.3

5.7 As can be seen, the proposed development is predicted to generate a two-way flow of 3 and 4 vehicles during the AM and PM peak hour periods respectively and a daily two-way flow of 33 vehicles.

Traffic Impact

5.8 Based on the above, it can be seen that the proposed development is predicted to result in a reduction of 75 two-way vehicle movements on a typical weekday i.e., a reduction of 70% which would also result in the removal of HGV traffic to and from the site. Two way peak hour traffic flows are predicted to reduce by almost 67 % from 9 to 3 vehicles in the AM peak and 50% from 8 to 4 vehicles/hour as a result of the proposals.

5.9 The development proposals would therefore present an improvement in terms of traffic impact when compared to the existing site use.

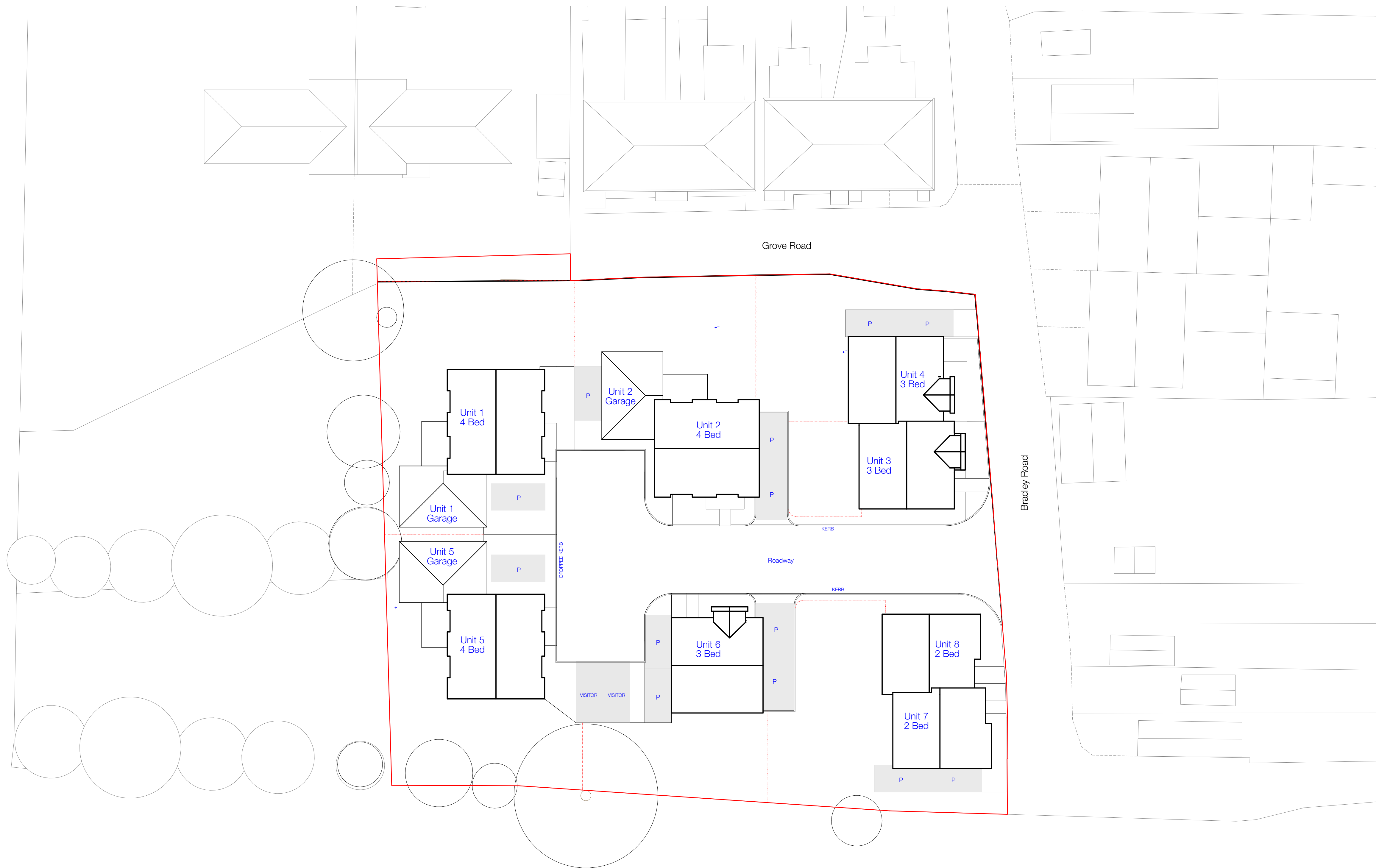
6 Summary and Conclusion

- 6.1 Transport Planning Associates has been appointed by Intra Urban Land Limited to provide transport and highways advice in relation to the proposed development at the Former MCL Premises in Upper Halling, Rochester.
- 6.2 The proposals seek a redevelopment of the site to provide a total of 8 residential houses with associated amenity space, parking and access.
- 6.3 Car and cycle parking will be provided for the development in accordance with Medway Council's policy requirements and pre-application comments provided by the Council's highways officer.
- 6.4 The proposals are expected to result in a reduction of 75 two-way vehicle movements on a typical weekday i.e., a reduction of 70% which would also result in the removal of HGV traffic to and from the site. Two way peak hour traffic flows are predicted to reduce by almost 67% from 9 to 3 vehicles/hour in the AM peak and by 50% from 8 to 4 vehicles/hour in the PM as a result of the proposals.
- 6.5 The development proposals would therefore present an improvement in terms of traffic impact when compared to the existing site use.

Conclusion

- 6.6 The proposal complies with national and local policies and good practice. It will not result in a severe impact in terms of traffic or parking, hence, there are no transport or highway reasons for which the proposed development should not be granted planning consent.

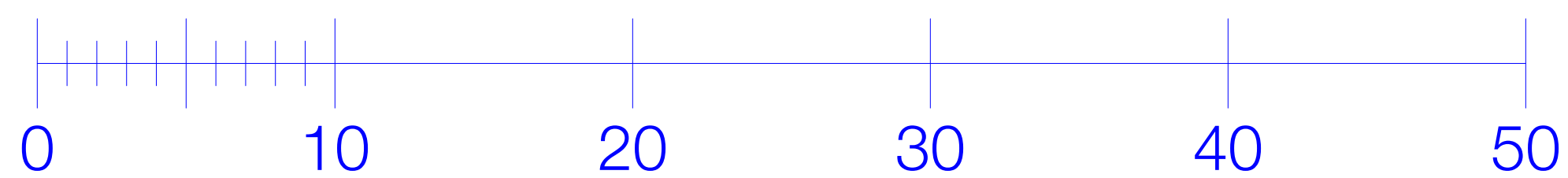
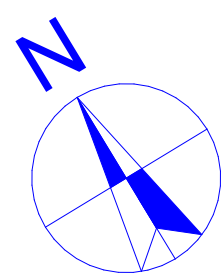
APPENDIX A



8 Unit Scheme - Proposed for Planning

Mix of Tenure:

- 3no. 4 Bed Properties - 122sqm
- 3no. 3 Bed Properties - 108sqm
- 2no. 2 Bed Properties - 84sqm



REV	DATE	DRAWN	AMENDMENT



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For **Intra Urban Land Ltd**
Project Address **MCL Premises, Grove Road Upper
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Scale 1:200 @ A1 Date 05/12/2022 Drawn TK

Drawing No. **2218/PL/101**
Drawing **Planning - Site Plan**
Purpose **FOR Planning**

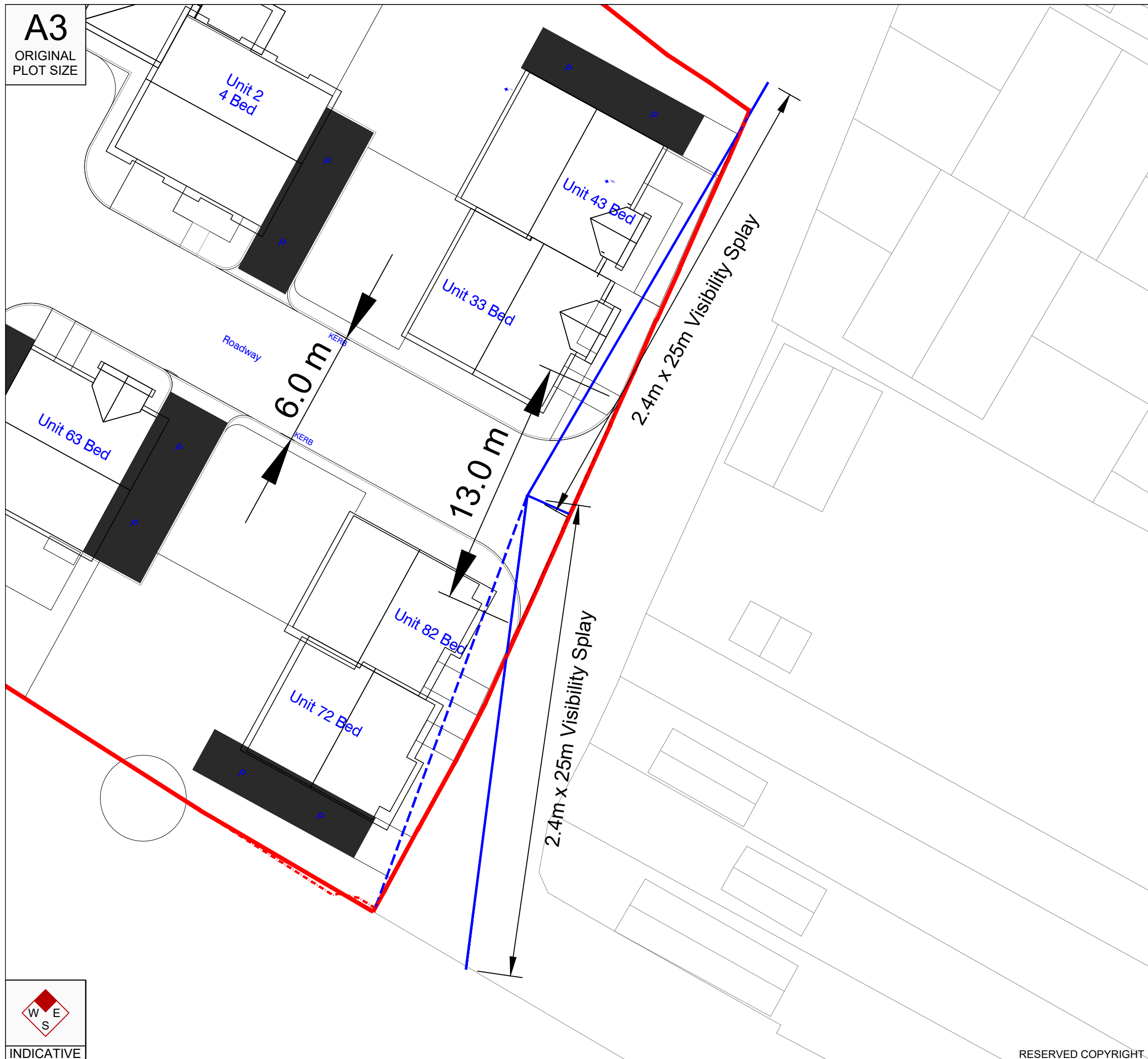
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APPENDIX B

A3

ORIGINAL PLOT SIZE






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NOTES:

Based on Based on Drawing No. 2218/P/100 Rev-B by Granit Architecture + Interiors

Visibility splay requirements based on anticipated road speed of 20mph in accordance with Table 7.1 of Manual for Streets.

-  Site Boundary
-  Visibility Splay
-  Visibility Splay Tangent to Kerb Line

Rev	Date	Details	Drawn by	Checked by	Approved by
C	07.12.22	Amended Site Layout	JM	RJM	RJM
B	28.11.22	Minor Amendment	JM	RJM	RJM
A	09.11.22	Amended Site Layout	JM	RJM	RJM

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PROJECT:

**FORMER MCL PREMISES,
GROVE ROAD, UPPER
HALLING, ROCHESTER**

TITLE:

**VISIBILITY SPLAYS OF
PROPOSED ACCESS**

STATUS:

FOR INFORMATION

SCALE: 1:250	DATE: 27/10/22	DRAWN: JM	CHECKED: RJM	APPROVED: RJM
JOB NO: 2209-042	DRAWING NO: VS01	REVISION: C		



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APPENDIX C

A3

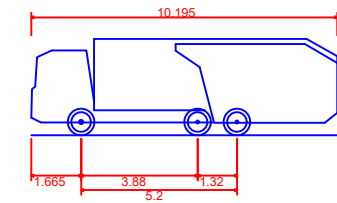
ORIGINAL PLOT SIZE

INBOUND

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NOTES:

- 1. Swept Path Analysis of a 10.1m Refuse Vehicle
- 2. Based on Drawing No. 2218/P/100 Rev-B by Granit Architecture + Interiors



Phoenix 2-20W (with Elite 2 6x2MS chassis)
 Overall Length 10.195m
 Overall Width 2.530m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	07.12.22	Updating Swept Path	TS	RJM	RJM
B	28.11.22	Minor Amendment	JM	RJM	RJM
A	07.11.22	Amended Site Layout	JM	RJM	RJM

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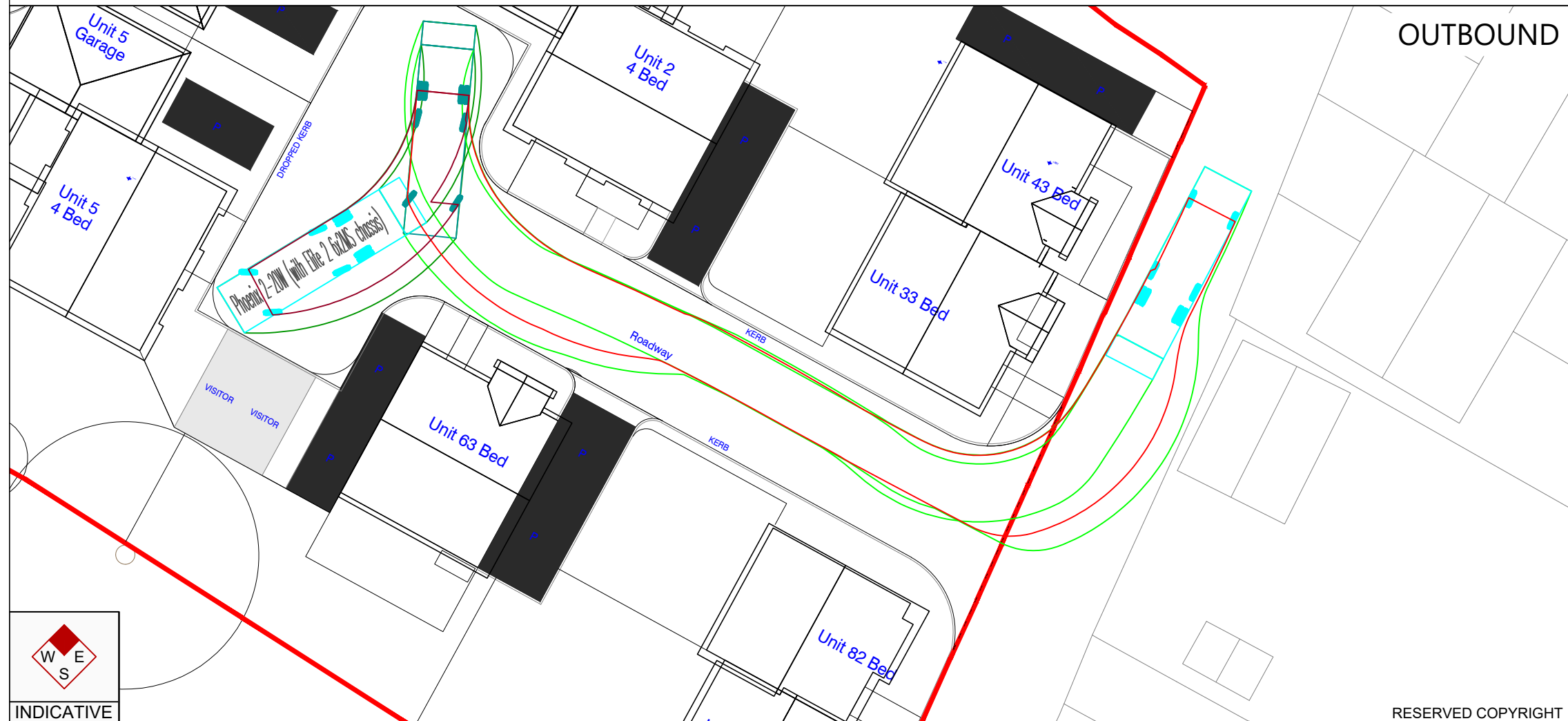
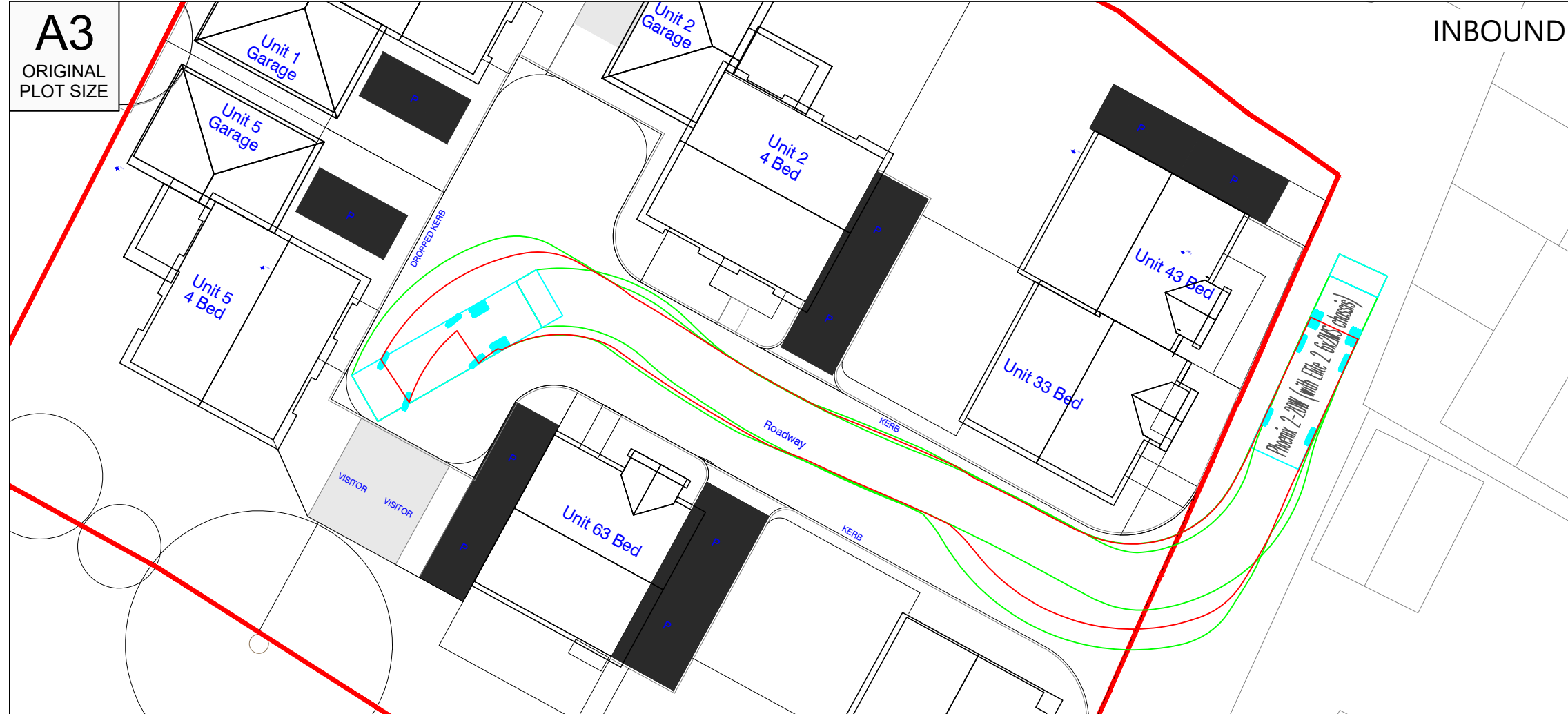
CLIENT:
INTER URBAN LAND LTD

PROJECT:
**FORMER MCL PREMISES,
 GROVE ROAD, UPPER
 HALLING, ROCHESTER**

TITLE:
**SWEPT PATH ANALYSIS
 OF REFUSE VEHICLE**

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 27/10/22	DRAWN: JM	CHECKED: RJM	APPROVED: RJM
JOB NO: 2209-042	DRAWING NO: SP01	REVISION: C		



INDICATIVE

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APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 260 to 1976 (units: sqm)
 Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/04/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	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 undertaken using machines.

Selected Locations:

Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	6
Village	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:

Not Known 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
20,001 to 25,000	1 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
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 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.

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
LC-02-C-05	COVID
WK-02-C-01	Too large

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	1338	0.112	2	1338	0.000	2	1338	0.112
06:00 - 07:00	2	1338	0.262	2	1338	0.075	2	1338	0.337
07:00 - 08:00	6	1023	0.440	6	1023	0.098	6	1023	0.538
08:00 - 09:00	7	1147	0.635	7	1147	0.324	7	1147	0.959
09:00 - 10:00	7	1147	0.635	7	1147	0.473	7	1147	1.108
10:00 - 11:00	7	1147	0.586	7	1147	0.548	7	1147	1.134
11:00 - 12:00	7	1147	0.436	7	1147	0.436	7	1147	0.872
12:00 - 13:00	7	1147	0.511	7	1147	0.561	7	1147	1.072
13:00 - 14:00	7	1147	0.486	7	1147	0.498	7	1147	0.984
14:00 - 15:00	7	1147	0.611	7	1147	0.511	7	1147	1.122
15:00 - 16:00	7	1147	0.386	7	1147	0.548	7	1147	0.934
16:00 - 17:00	7	1147	0.449	7	1147	0.635	7	1147	1.084
17:00 - 18:00	7	1147	0.311	7	1147	0.611	7	1147	0.922
18:00 - 19:00	7	1147	0.137	7	1147	0.374	7	1147	0.511
19:00 - 20:00	2	1338	0.224	2	1338	0.262	2	1338	0.486
20:00 - 21:00	2	1338	0.112	2	1338	0.149	2	1338	0.261
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.333			6.103			12.436

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

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

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Parameter summary

Trip rate parameter range selected:	260 - 1976 (units: sqm)
Survey date range:	01/01/14 - 21/04/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	9

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	1338	0.000	2	1338	0.000	2	1338	0.000
06:00 - 07:00	2	1338	0.112	2	1338	0.037	2	1338	0.149
07:00 - 08:00	6	1023	0.065	6	1023	0.049	6	1023	0.114
08:00 - 09:00	7	1147	0.112	7	1147	0.050	7	1147	0.162
09:00 - 10:00	7	1147	0.075	7	1147	0.075	7	1147	0.150
10:00 - 11:00	7	1147	0.150	7	1147	0.137	7	1147	0.287
11:00 - 12:00	7	1147	0.062	7	1147	0.062	7	1147	0.124
12:00 - 13:00	7	1147	0.050	7	1147	0.050	7	1147	0.100
13:00 - 14:00	7	1147	0.050	7	1147	0.050	7	1147	0.100
14:00 - 15:00	7	1147	0.062	7	1147	0.050	7	1147	0.112
15:00 - 16:00	7	1147	0.062	7	1147	0.075	7	1147	0.137
16:00 - 17:00	7	1147	0.025	7	1147	0.025	7	1147	0.050
17:00 - 18:00	7	1147	0.037	7	1147	0.025	7	1147	0.062
18:00 - 19:00	7	1147	0.000	7	1147	0.025	7	1147	0.025
19:00 - 20:00	2	1338	0.000	2	1338	0.224	2	1338	0.224
20:00 - 21:00	2	1338	0.000	2	1338	0.112	2	1338	0.112
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.862			1.046			1.908

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	1338	0.112	2	1338	0.000	2	1338	0.112
06:00 - 07:00	2	1338	0.075	2	1338	0.037	2	1338	0.112
07:00 - 08:00	6	1023	0.244	6	1023	0.033	6	1023	0.277
08:00 - 09:00	7	1147	0.411	7	1147	0.125	7	1147	0.536
09:00 - 10:00	7	1147	0.424	7	1147	0.262	7	1147	0.686
10:00 - 11:00	7	1147	0.249	7	1147	0.249	7	1147	0.498
11:00 - 12:00	7	1147	0.274	7	1147	0.274	7	1147	0.548
12:00 - 13:00	7	1147	0.249	7	1147	0.311	7	1147	0.560
13:00 - 14:00	7	1147	0.336	7	1147	0.287	7	1147	0.623
14:00 - 15:00	7	1147	0.336	7	1147	0.324	7	1147	0.660
15:00 - 16:00	7	1147	0.199	7	1147	0.324	7	1147	0.523
16:00 - 17:00	7	1147	0.324	7	1147	0.436	7	1147	0.760
17:00 - 18:00	7	1147	0.224	7	1147	0.536	7	1147	0.760
18:00 - 19:00	7	1147	0.125	7	1147	0.311	7	1147	0.436
19:00 - 20:00	2	1338	0.224	2	1338	0.037	2	1338	0.261
20:00 - 21:00	2	1338	0.112	2	1338	0.000	2	1338	0.112
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.918			3.546			7.464

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	1338	0.000	2	1338	0.000	2	1338	0.000
06:00 - 07:00	2	1338	0.075	2	1338	0.000	2	1338	0.075
07:00 - 08:00	6	1023	0.098	6	1023	0.016	6	1023	0.114
08:00 - 09:00	7	1147	0.112	7	1147	0.137	7	1147	0.249
09:00 - 10:00	7	1147	0.125	7	1147	0.137	7	1147	0.262
10:00 - 11:00	7	1147	0.162	7	1147	0.150	7	1147	0.312
11:00 - 12:00	7	1147	0.087	7	1147	0.100	7	1147	0.187
12:00 - 13:00	7	1147	0.212	7	1147	0.187	7	1147	0.399
13:00 - 14:00	7	1147	0.100	7	1147	0.162	7	1147	0.262
14:00 - 15:00	7	1147	0.212	7	1147	0.137	7	1147	0.349
15:00 - 16:00	7	1147	0.125	7	1147	0.150	7	1147	0.275
16:00 - 17:00	7	1147	0.100	7	1147	0.150	7	1147	0.250
17:00 - 18:00	7	1147	0.050	7	1147	0.050	7	1147	0.100
18:00 - 19:00	7	1147	0.012	7	1147	0.025	7	1147	0.037
19:00 - 20:00	2	1338	0.000	2	1338	0.000	2	1338	0.000
20:00 - 21:00	2	1338	0.000	2	1338	0.037	2	1338	0.037
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.470			1.438			2.908

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 E

Calculation Reference: AUDIT-219602-220826-0826

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST WS WEST SUSSEX	1 days
03	SOUTH WEST SM SOMERSET	2 days
04	EAST ANGLIA NF NORFOLK SF SUFFOLK	1 days 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: 38 to 93 (units:)
 Range Selected by User: 6 to 1817 (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 23/11/21

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

Selected survey days:

Tuesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	5
--	---

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:

Village	5
---------	---

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 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 1 days
 1,001 to 5,000 4 days

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

Population within 5 miles:

25,001 to 50,000 2 days
 50,001 to 75,000 1 days
 75,001 to 100,000 2 days

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

Car ownership within 5 miles:

1.1 to 1.5 4 days
 1.6 to 2.0 1 days

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

Travel Plan:

Yes 1 days
 No 4 days

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

PTAL Rating:

No PTAL Present 5 days

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.86

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.107	5	54	0.314	5	54	0.421
08:00 - 09:00	5	54	0.151	5	54	0.284	5	54	0.435
09:00 - 10:00	5	54	0.118	5	54	0.181	5	54	0.299
10:00 - 11:00	5	54	0.137	5	54	0.140	5	54	0.277
11:00 - 12:00	5	54	0.096	5	54	0.151	5	54	0.247
12:00 - 13:00	5	54	0.155	5	54	0.148	5	54	0.303
13:00 - 14:00	5	54	0.129	5	54	0.144	5	54	0.273
14:00 - 15:00	5	54	0.159	5	54	0.181	5	54	0.340
15:00 - 16:00	5	54	0.173	5	54	0.140	5	54	0.313
16:00 - 17:00	5	54	0.236	5	54	0.162	5	54	0.398
17:00 - 18:00	5	54	0.325	5	54	0.148	5	54	0.473
18:00 - 19:00	5	54	0.251	5	54	0.111	5	54	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.037			2.104			4.141

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

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

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Parameter summary

Trip rate parameter range selected: 38 - 93 (units:)
 Survey date date range: 01/01/14 - 23/11/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 4

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 OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.004	5	54	0.000	5	54	0.004
08:00 - 09:00	5	54	0.000	5	54	0.000	5	54	0.000
09:00 - 10:00	5	54	0.000	5	54	0.004	5	54	0.004
10:00 - 11:00	5	54	0.000	5	54	0.000	5	54	0.000
11:00 - 12:00	5	54	0.004	5	54	0.000	5	54	0.004
12:00 - 13:00	5	54	0.000	5	54	0.004	5	54	0.004
13:00 - 14:00	5	54	0.000	5	54	0.000	5	54	0.000
14:00 - 15:00	5	54	0.000	5	54	0.000	5	54	0.000
15:00 - 16:00	5	54	0.000	5	54	0.000	5	54	0.000
16:00 - 17:00	5	54	0.000	5	54	0.000	5	54	0.000
17:00 - 18:00	5	54	0.000	5	54	0.000	5	54	0.000
18:00 - 19:00	5	54	0.000	5	54	0.000	5	54	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.000	5	54	0.007	5	54	0.007
08:00 - 09:00	5	54	0.011	5	54	0.033	5	54	0.044
09:00 - 10:00	5	54	0.000	5	54	0.015	5	54	0.015
10:00 - 11:00	5	54	0.007	5	54	0.000	5	54	0.007
11:00 - 12:00	5	54	0.000	5	54	0.011	5	54	0.011
12:00 - 13:00	5	54	0.011	5	54	0.000	5	54	0.011
13:00 - 14:00	5	54	0.000	5	54	0.000	5	54	0.000
14:00 - 15:00	5	54	0.011	5	54	0.000	5	54	0.011
15:00 - 16:00	5	54	0.018	5	54	0.011	5	54	0.029
16:00 - 17:00	5	54	0.022	5	54	0.004	5	54	0.026
17:00 - 18:00	5	54	0.018	5	54	0.037	5	54	0.055
18:00 - 19:00	5	54	0.011	5	54	0.000	5	54	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.118			0.227

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.118	5	54	0.410	5	54	0.528
08:00 - 09:00	5	54	0.185	5	54	0.417	5	54	0.602
09:00 - 10:00	5	54	0.137	5	54	0.236	5	54	0.373
10:00 - 11:00	5	54	0.173	5	54	0.199	5	54	0.372
11:00 - 12:00	5	54	0.111	5	54	0.181	5	54	0.292
12:00 - 13:00	5	54	0.196	5	54	0.214	5	54	0.410
13:00 - 14:00	5	54	0.162	5	54	0.181	5	54	0.343
14:00 - 15:00	5	54	0.210	5	54	0.236	5	54	0.446
15:00 - 16:00	5	54	0.284	5	54	0.192	5	54	0.476
16:00 - 17:00	5	54	0.328	5	54	0.240	5	54	0.568
17:00 - 18:00	5	54	0.461	5	54	0.218	5	54	0.679
18:00 - 19:00	5	54	0.347	5	54	0.162	5	54	0.509
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.712			2.886			5.598

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.026	5	54	0.055	5	54	0.081
08:00 - 09:00	5	54	0.085	5	54	0.269	5	54	0.354
09:00 - 10:00	5	54	0.114	5	54	0.063	5	54	0.177
10:00 - 11:00	5	54	0.022	5	54	0.030	5	54	0.052
11:00 - 12:00	5	54	0.022	5	54	0.052	5	54	0.074
12:00 - 13:00	5	54	0.074	5	54	0.074	5	54	0.148
13:00 - 14:00	5	54	0.048	5	54	0.030	5	54	0.078
14:00 - 15:00	5	54	0.026	5	54	0.033	5	54	0.059
15:00 - 16:00	5	54	0.218	5	54	0.133	5	54	0.351
16:00 - 17:00	5	54	0.033	5	54	0.041	5	54	0.074
17:00 - 18:00	5	54	0.070	5	54	0.048	5	54	0.118
18:00 - 19:00	5	54	0.089	5	54	0.063	5	54	0.152
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.827			0.891			1.718

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.000	5	54	0.026	5	54	0.026
08:00 - 09:00	5	54	0.000	5	54	0.004	5	54	0.004
09:00 - 10:00	5	54	0.000	5	54	0.000	5	54	0.000
10:00 - 11:00	5	54	0.000	5	54	0.000	5	54	0.000
11:00 - 12:00	5	54	0.000	5	54	0.000	5	54	0.000
12:00 - 13:00	5	54	0.004	5	54	0.000	5	54	0.004
13:00 - 14:00	5	54	0.000	5	54	0.000	5	54	0.000
14:00 - 15:00	5	54	0.000	5	54	0.000	5	54	0.000
15:00 - 16:00	5	54	0.022	5	54	0.000	5	54	0.022
16:00 - 17:00	5	54	0.000	5	54	0.000	5	54	0.000
17:00 - 18:00	5	54	0.000	5	54	0.000	5	54	0.000
18:00 - 19:00	5	54	0.000	5	54	0.000	5	54	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.030			0.056

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.000	5	54	0.030	5	54	0.030
08:00 - 09:00	5	54	0.000	5	54	0.015	5	54	0.015
09:00 - 10:00	5	54	0.000	5	54	0.000	5	54	0.000
10:00 - 11:00	5	54	0.000	5	54	0.004	5	54	0.004
11:00 - 12:00	5	54	0.004	5	54	0.000	5	54	0.004
12:00 - 13:00	5	54	0.004	5	54	0.004	5	54	0.008
13:00 - 14:00	5	54	0.000	5	54	0.000	5	54	0.000
14:00 - 15:00	5	54	0.004	5	54	0.000	5	54	0.004
15:00 - 16:00	5	54	0.037	5	54	0.015	5	54	0.052
16:00 - 17:00	5	54	0.007	5	54	0.004	5	54	0.011
17:00 - 18:00	5	54	0.015	5	54	0.015	5	54	0.030
18:00 - 19:00	5	54	0.004	5	54	0.000	5	54	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.087			0.162

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.86

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.144	5	54	0.502	5	54	0.646
08:00 - 09:00	5	54	0.280	5	54	0.734	5	54	1.014
09:00 - 10:00	5	54	0.251	5	54	0.314	5	54	0.565
10:00 - 11:00	5	54	0.203	5	54	0.232	5	54	0.435
11:00 - 12:00	5	54	0.137	5	54	0.244	5	54	0.381
12:00 - 13:00	5	54	0.284	5	54	0.292	5	54	0.576
13:00 - 14:00	5	54	0.210	5	54	0.210	5	54	0.420
14:00 - 15:00	5	54	0.251	5	54	0.269	5	54	0.520
15:00 - 16:00	5	54	0.557	5	54	0.351	5	54	0.908
16:00 - 17:00	5	54	0.391	5	54	0.288	5	54	0.679
17:00 - 18:00	5	54	0.565	5	54	0.317	5	54	0.882
18:00 - 19:00	5	54	0.450	5	54	0.225	5	54	0.675
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.723			3.978			7.701

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
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.011	5	54	0.037	5	54	0.048
08:00 - 09:00	5	54	0.037	5	54	0.022	5	54	0.059
09:00 - 10:00	5	54	0.022	5	54	0.018	5	54	0.040
10:00 - 11:00	5	54	0.022	5	54	0.018	5	54	0.040
11:00 - 12:00	5	54	0.022	5	54	0.033	5	54	0.055
12:00 - 13:00	5	54	0.030	5	54	0.026	5	54	0.056
13:00 - 14:00	5	54	0.022	5	54	0.026	5	54	0.048
14:00 - 15:00	5	54	0.037	5	54	0.026	5	54	0.063
15:00 - 16:00	5	54	0.007	5	54	0.015	5	54	0.022
16:00 - 17:00	5	54	0.037	5	54	0.037	5	54	0.074
17:00 - 18:00	5	54	0.041	5	54	0.018	5	54	0.059
18:00 - 19:00	5	54	0.011	5	54	0.015	5	54	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.299			0.291			0.590

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	54	0.000	5	54	0.004	5	54	0.004
08:00 - 09:00	5	54	0.000	5	54	0.000	5	54	0.000
09:00 - 10:00	5	54	0.004	5	54	0.004	5	54	0.008
10:00 - 11:00	5	54	0.000	5	54	0.000	5	54	0.000
11:00 - 12:00	5	54	0.000	5	54	0.004	5	54	0.004
12:00 - 13:00	5	54	0.000	5	54	0.004	5	54	0.004
13:00 - 14:00	5	54	0.000	5	54	0.000	5	54	0.000
14:00 - 15:00	5	54	0.004	5	54	0.000	5	54	0.004
15:00 - 16:00	5	54	0.000	5	54	0.000	5	54	0.000
16:00 - 17:00	5	54	0.004	5	54	0.000	5	54	0.004
17:00 - 18:00	5	54	0.000	5	54	0.000	5	54	0.000
18:00 - 19:00	5	54	0.000	5	54	0.000	5	54	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.016			0.028

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.*