ANIMAL HEALTH TRUST KENTFORD

Transport Statement

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Contents

1 INTRODUCTION 1
2 EXISTING SITE AND CURRENT CONDITIONS 3
3 ACCESSIBILITY 7
4 PLANNING POLICY 13
5 DEVELOPMENT PROPOSALS 17
6 TRIP GENERATION AND TRAFFIC IMPACT 19
7 SUMMARY AND CONCLUSION 22

Appendices

APPENDIX 1 – EXISTING SITE LAYOUT
APPENDIX 2 – WALKING AND CYCLING CATCHMENT PLANS
APPENDIX 3 – PROPOSED MASTERPLAN LAYOUT
APPENDIX 4 – CYCLE STORAGE PLAN
APPENDIX 5 – TRICS OUTPUTS

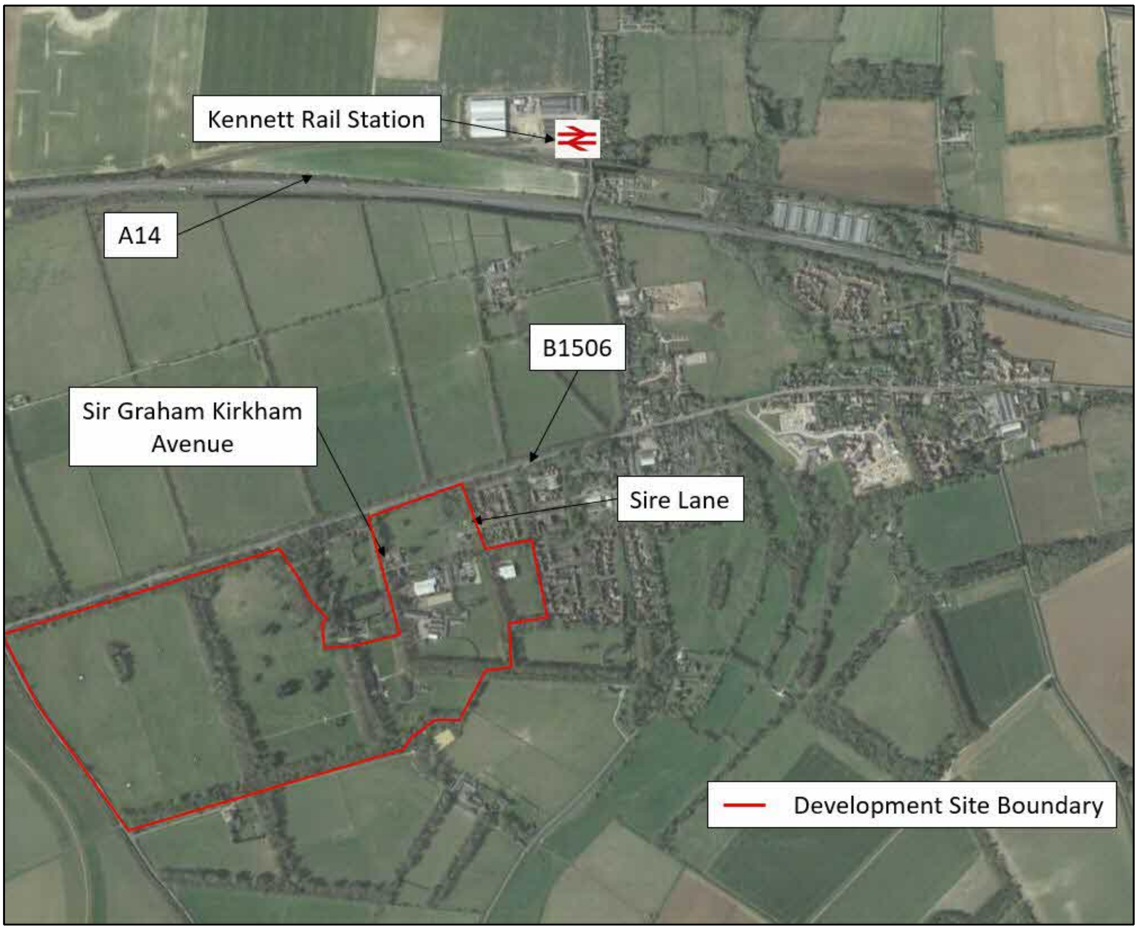
1 INTRODUCTION

1.1 RPS has been commissioned by Lochailort Kentford Ltd to prepare this Transport Statement (TS) in relation to the proposed permitted development applications, and other associated applications, for 203 residential dwellings at the Animal Health Trust (AHT) site in Kentford.

1.2 The Animal Health Trust site comprises various buildings for scientific research and development and clinical activities and ancillary education uses associated with horses and other animals. It is understood to have employed at least 275 people at the site, alongside the associated sub-contractors, transport and servicing and other regular visitors to the site. On this basis, there were at lease 350-400 people on site at any one time. The site closed in March 2020 and is currently vacant.

1.3 The site location and local context is provided in **Figure 1.1**. The existing site layout is detailed within **Appendix 1**.

Figure 1.1: Site Location Plan



1.4 This TS describes the site's location and surrounding highway network and identifies the site's accessibility to modes of travel other than the private car. This report also includes a review of planning policy applicable to the site and the potential impact on the local highway network.

1.5 This TS has been prepared in accordance with the National Planning Policy Framework (2021) and Planning Practice Guidance (2014), Travel Plans, Transport Assessments and Transport Statements.

Transport Statement Format

1.6 This TS is structured as follows:

Section 2 describes the current highway conditions near the development site;

Section 3 sets out the development site's current transport sustainability credentials, with a description of walking and cycling facilities in the local vicinity, and access to public transport;

Section 4 reviews relevant national and local land use and transport planning policy;

Section 5 describes the proposed development including the number of residential units, access arrangements, servicing and parking provision;

Section 6 ascertains the proposed development's trip generation and impact on the local highway network; and

Section 7 provides a summary of the TS and conclusions.

2 EXISTING SITE AND CURRENT CONDITIONS

Introduction

2.1 This section of the TS considers the site's transport context, the travel to work characteristics of the local residents/ employees and a review of the local highway network.

Site Context

2.2 Kentford is a village and civil parish in the West Suffolk district of Suffolk in eastern England. In 2021 it had an estimated population of 1125. Located just off the A14, close to the border with Cambridgeshire, it is served by nearby Kennett railway station.

2.3 The site is located to the south-west of Kentford and is bound by B1506 to the north, residential units to the east and by agricultural land to all other directions. The existing site layout is detailed within **Appendix 1**.

Travel to Work Characteristics

2.4 Geographically, the site is located to the west of Kentford Town Centre and benefits from a good network of vehicular routes which provide links to surrounding towns and villages including key destinations such as Bury St Edmunds, Mildenhall, Newmarket, Cambridge and Lakenheath.

2.5 **Table 2.1** below details the Census 2011 'Method of Travel to Work' data for the Forest Heath 005 super output area (where the site lies), which shows the main modes by which the existing residents travel to work.

Table 2.1: Journey to Work Mode Split (2011 Census)

Mode	Percentage Mode Share (Forest Heath 005 Super Output Area)
Train	1%
Bus, minibus or coach	1%
Driver a car or van	86%
Passenger in a car or van	5%
Bicycle	1%
On foot	4%
Other method of travel to work	2%
Total	**100%**

2.6 The census data shows that circa 2% of residents use public transport to travel to work (1% bus and 1% train), with 5% travelling by foot/cycle. 86% of the existing residents travel to work by private car as a car driver. The modal split shows that 7% of residents currently travel to work by sustainable modes.

2.7 **Table 2.2** identifies the key destinations travelled to by local residents from the Forest Heath 005 super output area to their place of work by car.

Table 2.2: Work Place Destinations for Site Residents (2011 Census)

Location of Employment	% of Residents that Drive
Bury St Edmunds	16%
Mildenhall	12%
Newmarket North	11%
Cambridge	10%
Lakenheath	10%
South Cambridgeshire	8%
East Cambridgeshire	7%
Red Lodge, Kentford and Villages	5%
Newmarket South	5%
Breckland	2%
London	2%
Brandon	1%
Mid Suffolk	1%
Ipswich	1%
Huntingdonshire	1%
Uttlesford	1%
King's Lynn and West Norfolk	1%

2.8 **Table 2.2** shows that the highest proportion of residents drive for work to Burys St Edmunds (16%), which is approximately 16km to the east of the site. However, cumulatively the majority of the residents drive to work within the Forest Heath district (at various locations surrounding the site) with a total percentage of 44%.

2.9 **Table 2.3** identifies the key origins travelled from by employees towards the Forest Heath 005 super output area for work purposes, by car. This indicates the likely spread of employees working at the former Animal Health Trust when it was in operation.

Table 2.3: Work Place Origins for Site Employees (2011 Census)

Location of Residence	% of Employees
Bury St Edmunds	18%
East Cambridgeshire	14%
Mildenhall	12%
Red Lodge, Kentford and Villages	11%
Newmarket South	5%
Mid Suffolk	5%
Newmarket North	4%
South Cambridgeshire	4%
Breckland	3%
Babergh	2%
King's Lynn and West Norfolk	2%
Ipswich	2%
Lakenheath	2%
Brandon	1%
Cambridge	1%

2.10 **Table 2.3** shows that the highest proportion of employees working in this area originate from Burys St Edmunds (18%), which is approximately 16km to the east of the site. However, cumulatively the majority of the employees would be expected to be from the Forest Heath district (at various locations surrounding the site) with a total percentage of 36%.

Existing Highway Network

2.11 As stated above, the site benefits from being located in an accessible location well connected to the local road network, below are details of the roads in the vicinity of the site.

Bury Road (B1506)

2.12 Bury Road (B1506), which forms the north boundary of the site, is a single carriageway subject to a signed 40 mph speed limit, within the vicinity of the site. B1506 provides footways to the south of the carriageway, has clear road markings and is street lit at regular intervals. B1506 is a key route to the east towards Kentford and towards Bury St Edmunds via A14 and to the west towards Newmarket. It links to Sir Graham Kirkham Avenue and Sire Lane, which provide access to the site.

Sir Graham Kirkham Avenue

2.13 Sir Graham Kirkham Avenue is a private road comprising of a 7-8m wide single carriageway subject to a signed 20 mph speed limit. This provides the main vehicle and pedestrian site access via B1506. The B1506 at the access point is a 40mph limit with derestricted speed limit approximately 85m to the west. The access has a ghost-island right turn lane without any islands. For 40mph, a 120m visibility splay is required for a priority access. The access junction appears to have ample visibility. The kerb radii are large and have clearly been used by large vehicles as part of the previous site use.

Sire Lane

2.14 Sire Lane is a 5.5m wide single carriageway, which currently provides a secondary access to the site. This secondary access provides footways to the east of the carriageway and is street lit at regular intervals. This access is shared with a residential development to the east of the site. Sire Lane also has a ghost-island right turn lane from the B1506.

3 ACCESSIBILITY

Introduction

3.1 This section of the report considers the sustainability of the site in terms of the opportunities for accessible travel, walking and cycling and public transport. This Chapter has been informed following a site visit conducted on Thursday 10th November 2022.

Existing Walking and Cycling Connectivity

3.2 As discussed in Chapter 2, B1506 provides footways to the south of the carriageway, as shown in **Figure 3.1**. The footways link to the internal road network via Sir Graham Kirkham Avenue, which provides the primary pedestrian access (as shown in **Figure 3.1**) and via Sire Lane, which provides the secondary access (as shown in **Figure 3.2**).

Figure 3.1: Footway Provision along B1506

[redacted]

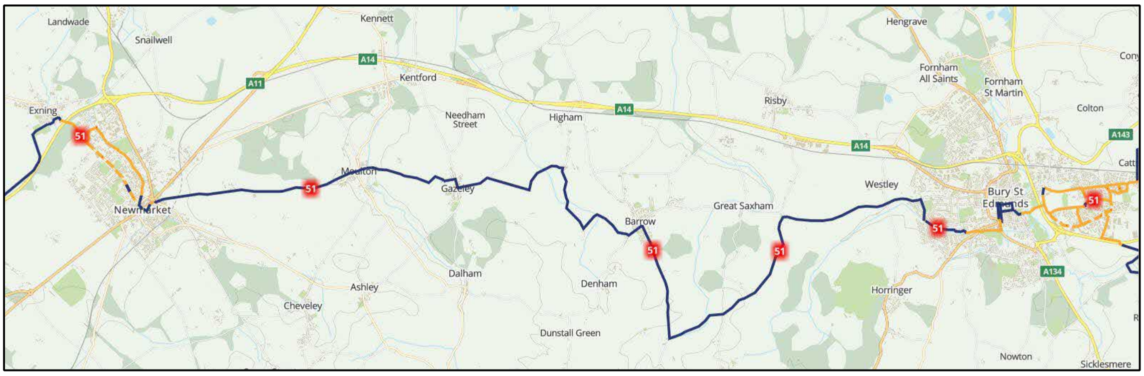
Figure 3.2: Footway Provision along Sire Lane

3.3 At the B1506 / Sire Lane junction there is an uncontrolled crossing with tactile paving and dropped kerbs.

3.4 Currently, the internal site road network provides shared use carriageway with marked lanes for pedestrians.

3.5 National Cycle Route 51 is located approximately 3 kilometres (10-minute cycle) to the south of the site (as shown in **Figure 3.3**). In close proximity to the site, it links to the west with Newmarket and to the east to Bury St Edmunds. This strategic route passes through Oxfordshire, Buckinghamshire, Bedfordshire, Cambridgeshire, Suffolk and Essex. The section between Harwich and Colchester forms part of the North Sea Cycle Route, also known as EuroVelo 12.

Figure 3.3: National Cycle Routes



3.6 Walking and Cycling Catchment Plans from the centre of the site are included at **Appendix 2**, which shows the areas that can be reached within a reasonable walking / cycling time.

Public Transport

Bus

3.7 The nearest bus stops ("Business Park") are located approximately 450m to the east of the development (5-minute walk) on B1506. This bus stop pair is served by bus services 16, 16A and X16. Approximately 180m further to the east, along Moulton Road (B1085), one more bus service (bus route 311) is serving the "Post Office" bus stop pair.

3.8 **Table 3.1** summarises the route and frequencies of the bus services.

Table 3.1: Bus Routes and Frequencies

Service	Route	Average Frequency (per hour)				
		Mon-Fri			Sat	Sun
		AM Peak	Off Peak	PM Peak		
Business Park Bus Stop (B1506)						
16	Newmarket - Mildenhall - Bury St Edmunds	1	-	1	No service	
16A	Newmarket - Mildenhall - Bury St Edmunds	-	1	-	No service	
X16	Newmarket - Bury St Edmunds	-	1	-	No service	
Post Office Bus Stop (B1085)						
311	Exning - Newmarket - Bury St Edmunds	2	2	-	No service	

3.9 **Table 3.1** shows that the nearest bus stop has hourly services to key local destinations – Newmarket - Mildenhall - Bury St Edmunds – and that a more frequent service for Newmarket and Bury is available slightly further afield at the Post Office stop.

Rail

3.10 Kennett Railway Station is located approximately 1.2km to the north-east of the site. The station is managed by Greater Anglia Trains and provides links to Cambridge, Ipswich and Peterborough.

3.11 The station has 22 cycle storage spaces and has a car park which serves up to 12 vehicles.

3.12 **Table 3.2** summarises the route and frequency of the rail services.

Table 3.2: Train Destinations and Frequencies

Service	Destination	Average Frequency (per hour)					Duration (mins)
		Mon-Fri					
		Peak Frequency	First Service	Last Service	Sat	Sun	
Greater Anglia	Cambridge	1	05:53	22:09	1	1 (every 2 hours)	32
	Ipswich	1	07:10	23:16	1	1	47
	Peterborough	1	05:53	23:16	1	1	101

3.13 Kennett Station provides a good level of service giving residents a suitable alternative mode to travel for longer distance journeys.

Accessibility to Local Facilities

3.14 In accordance with National and Local planning policy and guidance, land use development sites should be accessible by a variety of transport modes thereby resulting in less reliance on the private car.

3.15 Manual for Streets (Paragraph 4.4.1) states the following:

> **"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residential areas which residents may access comfortably on foot."**

3.16 Furthermore, Local Transport Note 1/04a (Department for Transport 2004), considers acceptable walking and cycling distances at Paragraph 3.10.3, stating:

> **"There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1 km (0.6 miles) , and for cycling, it is 4 km (2.4 miles) , although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking / cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT 2000."**

3.17 The Institution of Highways and Transportation (IHT) 'Guidelines for Providing Journeys on Foot' (2000) suggest acceptable, desirable and maximum walking distances, as shown in **Table 3.3**.

Table 3.3: Acceptable, Desirable and Maximum Walking Distances

Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: IHT 'Guidelines for Providing Journeys on Foot'

3.18 It is evident from **Table 3.3** that walking offers a great potential to replace short car trips, particularly, but not exclusively, for trips 2km or less.

3.19 Further to LTN 1/04, Local Transport Note 2/08 'Cycle Infrastructure Design' (Department for Transport 2008) states:

> **"Many utility cycle journeys are under 3 miles although, for commuter journeys, a trip distance of over 5 miles is not uncommon."**

3.20 **Table 3.4** identifies the walking and cycle distance and time to local facilities measured from the access to the site. This is not an exhaustive list, but rather an example of distances and travel times to local facilities.

Table 3.4: Journey Distance to Local Facilities

Facility	Approx. Distance (m)	Approx. Walking Time (Mins)	Approx. Cycle Time (Mins)
Public Transport			
Business Park Bus Stops	450m	5	-
Post Office Bus Stops	625m	8	-
Kennett Rail Station	1.2km	15	4
Local Facilities			
Kentford Post Office and local shop	700m	9	3
Lanwades Business Park	500m	6	2
The Bell Inn	550m	7	2
St Mary the Virgin Church	1.1km	13	4
Kentford at Newmarket Public House	1.3km	16	5
Kentford & Kennett Village Hall	1.7km	20	5
Schools			
Kennett Primary School	2km	24	6

3.21 As can be seen from **Table 3.4**, there is a range of local facilities including bus stops, railway stations, schools and other services being within either acceptable or the preferred walking distance and also within acceptable cycling distance of the site.

Summary

3.22 In terms of sustainability, the scheme is in a sustainable location with a wide range of bus and rail services and facilities within Kentford, all within reasonable walking distance from the site. The site is well placed to provide residents with a realistic alternative in travel to the private car, by encouraging active and sustainable modes of transport such as walking, cycling and use of public transport for many journey types.

4 PLANNING POLICY

National Planning Policy Framework (NPPF, 2021)

4.1 The current National Planning Policy Framework (NPPF), updated in July 2021, replaces the previous Framework published in March 2012 as revised in July 2018 and February 2019.

4.2 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to wider sustainability by giving people a wider choice about how they travel, in particular Section 9 'Providing Sustainable Transport'.

4.3 Paragraph 110 states:

> **"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;**
> **c. The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Modal Design Guide; and**
> **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."**

4.4 Paragraph 111 continues that:

> **"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."**

4.5 In terms of planning applications NPPF states at paragraph 112(a) that development should:

> **"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."**

4.6 Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

Planning Practice Guidance (NPPG) 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014)

4.7 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.

4.8 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development.

4.9 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with NPPF.

4.10 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.

Local Planning Policy

Suffolk's Local Transport Plan (2011 – 2031)

> **"The local transport plan sets out Suffolk County Council's long-term transport strategy for the next 20 years. The key focus of the plan is to support Suffolk's economy as it recovers from the recession and to support future sustainable economic growth."**

Transport Aims

4.11 Suffolk's Local Transport Plan aims are:

1. Improve connectivity and accessibility;
2. Maintain core transport networks. Balance capacity and demand for travel, through increasing the use of sustainable transport and reducing need for travel;
3. Improve access to jobs and commercial markets for residents and businesses based in the county;
4. Reduced emissions from transport, including road maintenance;
5. Maintaining resilience of transport networks (e.g. coping with flooding, pot holes, winter damage);
6. Reduced air pollutant emissions;
7. Facilitating an increase in walking and cycling;
8. Improving the physical accessibility of the transport system, improving information about travel options, improving access to services for those without access to cars;
9. Supporting wider regeneration;
10. Reducing the number of casualties on the transport network;
11. Reducing impact of poor air quality on local communities;
12. Improving accessibility to schools, colleges, universities and other places of learning; and

13. Access to broadband for online learning.

West Suffolk Local Plan

4.12 West Suffolk Council has commenced a review of the local plan which will set out the long term planning and land use policies for the area. It is understood that the Local Plan will be under consultation period until the end of 2023. In the meantime, the West Suffolk Local Plan (consisting of the former Forest Heath area (FHDC) and former St Edmundsbury area (SEBC) Local Plan documents) sets out the long term planning and land use policies within West Suffolk.

Forest Heath and St Edmundsbury Local Plan – Joint Development Management Policies (2015)

4.13 The Local Plans for Forest Heath and St Edmundsbury are the policy backgrounds against which planning decisions and other decisions dealing with physical and environmental change in each authority area are judged.

4.14 Policy DM46 "Parking Standards" states that:

> **"The authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. All proposals for redevelopment, including changes of use, will be required to provide appropriately designed and sited car and cycle parking, plus make provision for emergency, delivery and service vehicles, in accordance with the adopted standards current at the time of the application."**

Suffolk Guidance for Parking (2019)

4.15 The Suffolk Guidance for Parking technical guidance document was initially adopted in 2014 and was lately revised in 2019 to reflect the new government guidance. Local planning authorities will take into account this technical guidance in their planning decisions; as such it will be a material document in planning considerations.

4.16 **Table 4.1** below sets out the minimum residential car and cycle parking standards.

Table 4.1: Minimum Residential Car and Cycle Parking Standards

Dwelling Size	Minimum Car Parking Standards	Minimum Cycle Parking Standards
1 bedroom	1 space per dwelling	2 secure covered spaces per dwelling
2 bedroom	2 spaces per dwelling	
Visitor / Unallocated	0.25 spaces per dwelling	If no garage or secure area is provided within curtilage of dwelling then 2 covered and secure spaces per dwelling in a communal area for residents plus 2 spaces per 8 dwellings for visitors

Summary

4.17 The key transportation policy is to ensure that development is in locations, which are or can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.

4.18 In terms of sustainability, the site benefits from accessibility to the existing bus services that run through Kentford and access to surrounding towns such as Newmarket and Bury St Edmunds. Local facilities including shops, services and education are accessible by walking and cycling modes.

4.19 As such, the site's location is considered to accord to the relevant Local and Central Government Policy Guidelines in terms of being in a sustainable location and is accessible by modes other than the private car.

5 DEVELOPMENT PROPOSALS

Introduction

5.1 A full description of the residential development is contained in the supporting documents accompanying the planning applications. The following description is pertinent in transport terms.

5.2 The proposed development site is located to the south-west of Kentford and is bound by B1506 to the north, residential units to the east and by agricultural land to all other directions.

5.3 The site is currently vacant (closed in March 2020), however it used to be occupied by the Animal Health Trust across various buildings providing scientific research and development and clinical activities and ancillary education uses associated with horses and other animals. It is understood to have employed around 275 people at the site alongside visitor, contractors and deliveries meant that there were circa 350-400 people on site at any one time. This is evidenced by the 478 parking spaces on site.

5.4 The development proposals are for up to 203 residential dwellings. The proposed schedule of accommodation is shown in **Table 5.1**.

Table 5.1: Schedule of Accommodation

Dwelling Size	Number of Units
1B1P – Studio	149
1-Bed	43
2-Bed	11
Total	**203**

5.5 The scheme will be primarily accessed from the B1506 junction with Sir Graham Kirkham Avenue, with a secondary access provided from Sire Lane.

5.6 The existing site buildings will be retained and redeveloped to accommodate the proposed residential units. Also, the existing internal road network and car parking areas will be retained to accommodate the proposed vehicular and pedestrian demand.

5.7 A masterplan details the proposed layout of the residential development is provided at **Appendix 3**.

Proposed Access Arrangements

5.8 The proposed development will utilise both existing vehicular and pedestrian access points from B1506 with Sir Graham Kirkham Avenue and Sire Lane. The access from Sir Graham Kirkham Avenue will be the primary one, while the latter will serve as a secondary access.

5.9 In order to service the site refuse and delivery vehicles will need to enter the site. The junction of the B1506 and Grahame Kirkham Avenue is a substantial size used to catering for horse boxes and large vehicles. There is no anticipated concern with large vehicle access to the site.

Parking Provision

5.10 The proposed parking provision on site will be in accordance with the Suffolk Guidance for Parking (detailed in Chapter 4 of this TS).

5.11 In terms of car parking provision, **Table 5.2** shows the minimum car parking provision required based on the proposed residential unit mix.

Table 5.2: Minimum Car Parking Provision

Dwelling Size	Number of Units	Minimum Car Parking Spaces
1B1P – Studio	149	149
1-Bed	43	43
2-Bed	11	22
Total	**203**	**214**
Minimum Visitor Car Parking Provision		51
Total Minimum Car Parking Provision		**265**

5.12 **Table 5.2** shows that a minimum car parking provision of 265 car parking spaces is required for the proposed development. However, the site currently provides 478 parking spaces (as shown at **Appendix 1**), which will be more than adequate to accommodate the development's parking demand. Therefore, no additional car parking provision is proposed.

5.13 In terms of cycle parking provision, **Table 5.3** shows the minimum cycle parking provision required based on the proposed residential unit mix.

Table 5.3: Minimum Cycle Parking Provision

Dwelling Size	Number of Units	Minimum Cycle Parking Spaces
1B1P – Studio	149	298
1-Bed	43	86
2-Bed	11	22
Total	**203**	**406**
Minimum Visitor Cycle Parking Provision		51
Total Minimum Cycle Parking Provision		**457**

5.14 **Table 5.3** shows that a minimum cycle parking provision of 457 cycle parking spaces is required for the proposed development. This cycle provision will be accommodated within the proposed masterplan to satisfy Suffolk's minimum cycle standards. **Appendix 4** provides a plan indicating cycle store positions.

6 TRIP GENERATION AND TRAFFIC IMPACT

Introduction

6.1 This section of the TS considers the net traffic generation of the proposed development and the potential impact of these trips on the local highway network.

6.2 In determining the existing consented and predicted trip generation for the site, the TRICS database has been used.

Trip Generation

Established Use – Animal Health Trust Site

6.3 As set out in Chapter 1, the development site had a previous use as the Animal Health Trust Research Centre, which was a large national independent charity employing scientists and office workers to study and cure diseases in companion animals. However, the charity entered liquidation in 2020.

6.4 As the site is currently vacant (no available traffic data at present) and its previous land use being very specific, the TRICS database was interrogated under the employment land use '05 – C Industrial Unit', in order to find relevant sites that combine office use but also light industrial use (i.e. laboratories) in a similar rural location to the development site within England and outside London.

6.5 Following all the above criteria, a site was identified in TRICS with suitable characteristics. It is expected that this should provide a robust trip generation assessment of the consented use. **Table 6.1** summarises the highway network peak trip rates obtained from the TRICS database. The consented trip generation presented in **Table 6.1** has been based on the current site parking provision of 478 car parking spaces. A copy of the TRICS outputs is provided in **Appendix 5** of this report.

Table 6.1: Consented Vehicle Trip Generation

	AM Network Peak (08:00 – 09:00)			PM Network Peak (17:00 – 18:00)			Daily		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle Trip Rate	0.410	0.014	0.424	0.014	0.338	0.352	0.839	0.834	1.673
Vehicular Trips	196	7	203	7	162	168*	401	399	800

*Due to rounding

6.6 **Table 6.1** demonstrates that the consented use would be able to generate in the region of 203 and 168 two-way vehicle trips in the morning and evening network peak hours respectively. Similarly, up to 800 two-way vehicle trips would be able to be generated daily.

Proposed Residential Use

6.7 The TRICS database has been used as part of the assessment in determining the likely trip generation of the proposed 203 residential dwellings. More specifically, the proposed trip generation has been based on an available residential TRICS site, which is located to the north-east of the proposed development and shares the most characteristics in comparison.

6.8 **Table 6.2** summarises the highway network peak trip rates obtained from the TRICS database. The proposed trip generation presented in **Table 6.2** has been based on the 203 proposed residential dwellings to provide a robust assessment. A copy of the TRICS outputs is provided in **Appendix 5** of this report.

Table 6.2: Proposed Vehicle Trip Generation

	AM Network Peak (08:00 – 09:00)			PM Network Peak (17:00 – 18:00)			Daily		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle Trip Rate	0.053	0.237	0.290	0.263	0.079	0.342	1.369	1.554	2.923
Vehicular Trips	11	48	59	53	16	69	278	315	593

6.9 **Table 6.2** demonstrates that the proposed residential use would be expected to generate in the region of 59 and 69 two-way vehicle trips in the morning and evening network peak hours respectively. Similarly, up to 593 two-way vehicle trips are anticipated daily.

Net Trip Generation

6.10 **Table 6.3** sets out the net vehicular trip generation during the typical morning and evening highway network peak hours and daily for the change of use to C3 residential class use.

Table 6.3: Net Change in Vehicular Trip Generation

Scenario	AM Network Peak (08:00 – 09:00)			PM Network Peak (17:00 – 18:00)			Daily		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Existing	196	7	203	7	162	168*	401	399	800
Proposed	11	48	59	53	16	69	278	315	593
Net	-185	+41	-144	+46	-146	-123	-123	-84	-207

*Due to rounding

6.11 **Table 6.3** demonstrates that the proposed change of use would be expected to result in a decrease of 144 and 123 two-way vehicle trips in the morning and evening network peak hours respectively. Similarly, a decrease of 207 two-way vehicle trips is anticipated daily when compared to the consented trip generation.

6.12 It is therefore expected that the proposed change of use at the development site will not have a negative traffic impact on the local highway network. On the contrary, there is likely to be significantly less traffic than the consented use.

Summary

6.13 The trip generation assessment presented in this chapter of the TS shows that the proposed development will have no traffic impact to the site's surrounding highway network. Therefore, no traffic impact analysis or modelling is proposed.

7 SUMMARY AND CONCLUSION

7.1 RPS has been commissioned by Lochailort Kentford Ltd to prepare this Transport Statement (TS) in relation to the permitted development for 203 residential dwellings at the Animal Health Trust site in Kentford.

7.2 This TA has been prepared in accordance with the National Planning Policy Framework (2021) and Planning Practice Guidance (2014) Travel Plans, Transport Assessments and Transport Statements.

7.3 The proposed development site is located to the south-west of Kentford and is bound by B1506 to the north, residential units to the east and by agricultural land to all other directions.

7.4 The site is currently vacant (closed in March 2020), however it used to be occupied by the Animal Health Trust Research Centre across various buildings providing scientific research and development and clinical activities and ancillary education uses associated with horses and other animals. It is understood to have employed at least 275 people at the site, with significantly more sub-contractors, deliveries and other visitors to the site on a daily basis.

7.5 In terms of sustainability, the scheme is in a sustainable location with a wide range of bus and rail services and facilities within Kentford, all within reasonable walking distance from the site. The site is well placed to provide residents with a realistic alternative in travel to the private car, by encouraging active and sustainable modes of transport such as walking, cycling and use of public transport.

7.6 The proposed development will utilise both existing vehicular and pedestrian access points from B1506 with Sir Graham Kirkham Avenue and Sire Lane. The access from Sir Graham Kirkham Avenue will be the primary one, while the latter will serve as a secondary access.

7.7 The existing site buildings will be retained and redeveloped to accommodate the proposed residential units. Also, the existing internal road network and car parking areas will be retained to accommodate the proposed vehicular and pedestrian demand.

7.8 Given the site's current provision of 478 car parking spaces, no additional car parking provision is proposed. This satisfies the minimum Suffolk's car parking standards, which is 265 car parking spaces. The cycle parking provided at the site will be provided in line with Suffolk's minimum cycle parking standards, as identified in Chapter 5.

7.9 The TRICS database has been used as part of the assessment in determining the likely consented and proposed trip generation of the development site. The proposed change of use would be expected to result in a decrease of 144 and 123 two-way vehicle trips in the morning and evening network peak hours respectively. Similarly, a decrease of 207 two-way vehicle trips is anticipated during the daily period when compared to the consented trip generation. Therefore, the proposed development will have no traffic impact to the site's surrounding highway network.

7.10 Based on the assessment outlined in this report, it is concluded that the proposals accord fully with prevailing transport policy guidance and that the scheme proposals are appropriate for the location. Therefore, it is considered that there are no highway or traffic reasons why planning permission should not be granted.

Appendices

Appendix 1 – Existing Site Layout

NOTES

1. Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.

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REV	DESCRIPTION	DRN	CHD	DATE

■ PRELIMINARY ☐ INFORMATION ☐ TENDER
☐ CONSTRUCTION ☐ AS BUILT

SCALE	1:1250 @ A0	DATE	JUN 2023
DRAWN	MB	CHK	-
DRAWING NO.	19285 1000	REV	-

TITLE
Former Animal Health Trust
Research Centre, Kentford

DETAILS
Site Plan
Existing

Woods Hardwick
Architecture | Engineering | Planning | Surveying

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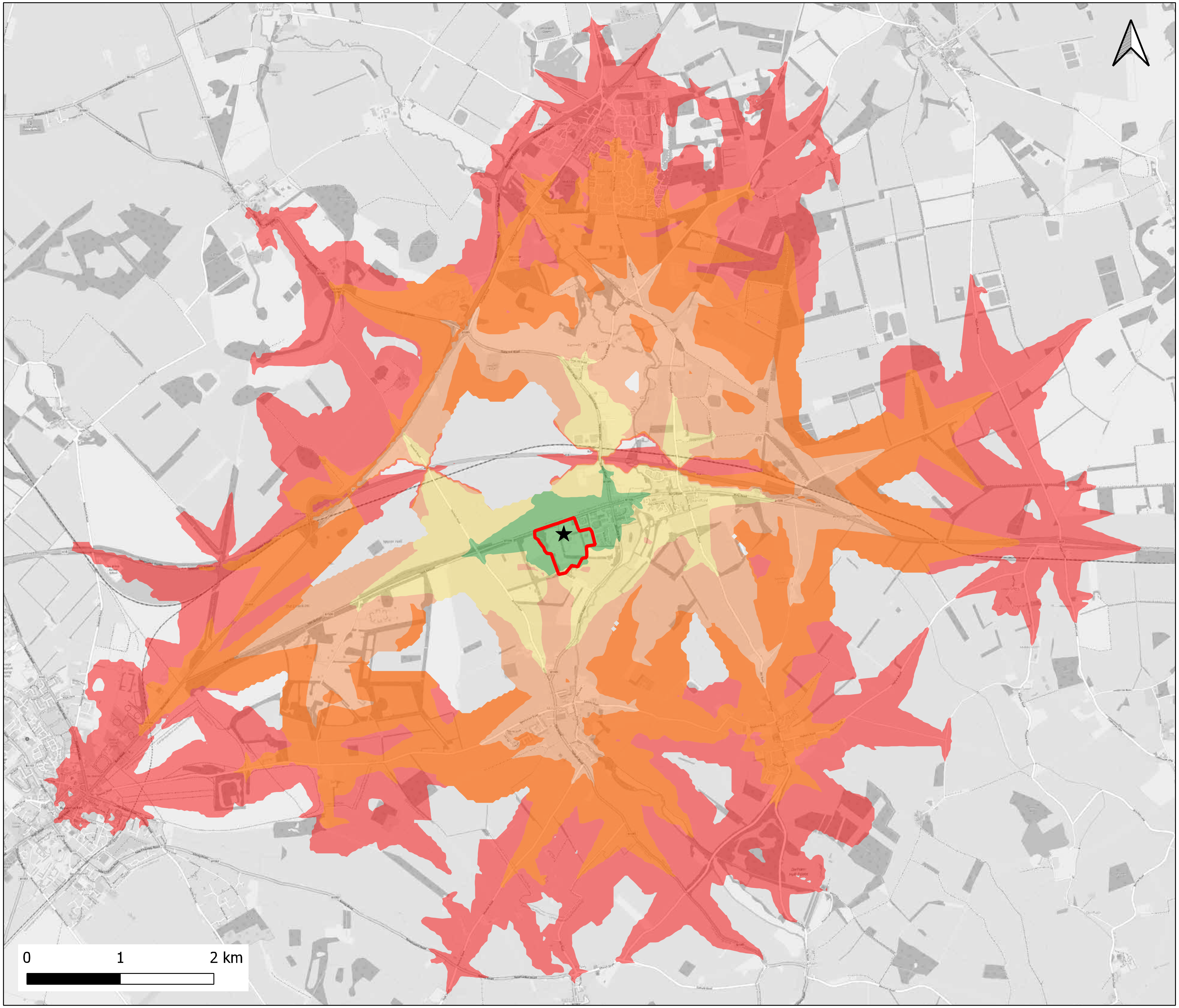
Appendix 2 – Walking and Cycling Catchment Plans



Notes

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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

Legend

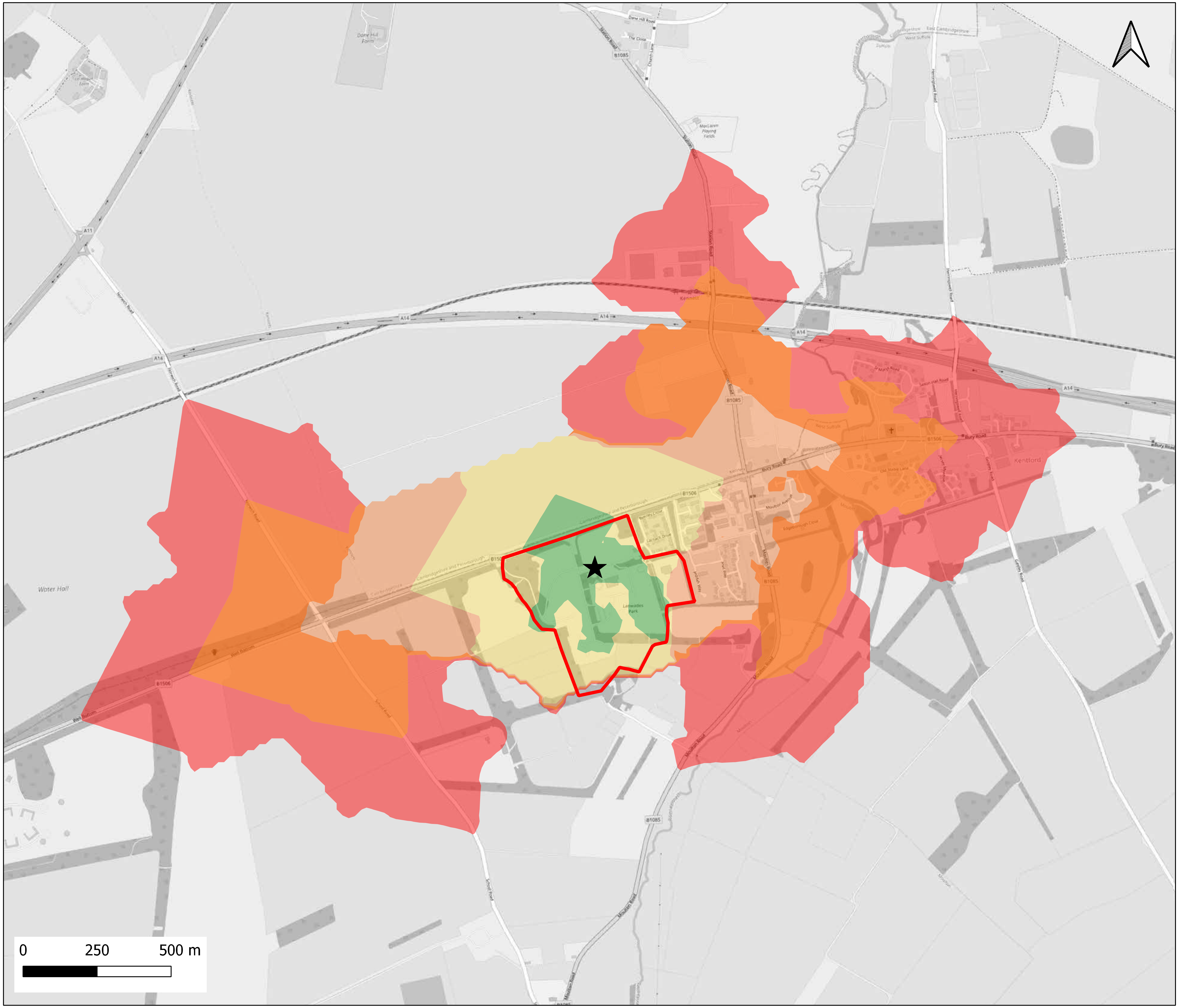
- ━ Site Boundary
- ★ Centre of Isochrone
- 🟩 5 Minute Cycle
- 🟨 10 Minute Cycle
- 🟧 15 Minute Cycle
- 🟧 20 Minute Cycle
- 🟥 25 Minute Cycle

MAKING COMPLEX EASY
A TETRA TECH COMPANY

Client: Lochailort Investments
Project: Animal Health Trust, Kentford
Title: Cycling Isochrone

Status:	Drawn by:	PM/Checked by:
Preliminary	CR	GM
Project Number:	Scale@A3	Date Created:
JNY11546	1:38,000	JUN 2023
Figure Number:		Rev:
		-

rpsgroup.com



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Legend

- 🟥 Site Boundary
- ★ Centre of Isochrone
- 🟩 5 Minute Walk
- 🟨 10 Minute Walk
- 🟧 15 Minute Walk
- 🟧 20 Minute Walk
- 🟥 25 Minute Walk

MAKING COMPLEX EASY
A TETRA TECH COMPANY

Client: Lochailort Investments

Project: Animal Health Trust, Kentford

Title: Pedestrian Isochrone

Status:	Drawn by:	PM/Checked by:
Preliminary	CR	GM
Project Number:	**Scale@A3**	**Date Created:**
JNY11546	1:12,000	JUN 2023
Figure Number:		**Rev:**
		-

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Appendix 3 – Proposed Masterplan Layout

Appendix 4 – Cycle Storage Plan

NOTES

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REV	DESCRIPTION	DRN	CHD	DATE
A	Visitor's cycle stores added	MB	JL	13.07.2023

☒ PRELIMINARY ☐ INFORMATION ☐ TENDER
☐ CONSTRUCTION ☐ AS BUILT

SCALE 1:1250 @ A0 DATE JUN 2023
DRAWN MB CHK JL
DRAWING NO. 19285 1003 REV A

TITLE
Former Animal Health Trust
Research Centre, Kentford

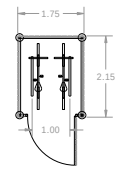
DETAILS
Site Plan
Bin and Cycle Store Layout

KEY:

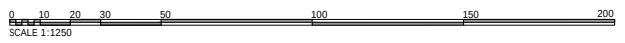
🟩 CYCLE STORES: 1 CYCLE POD ACCOMMODATING 2 CYCLE SPACES, COVERED AND LOCKABLE PER EACH UNIT

🟥 VISITOR'S CYCLE STORES IN SHEFFIELD STANDS (2 PER STAND) TOTAL: 52 SPACES

🟦 REFUSE AND RECYCLE STORES - FOR PRIVATE COLLECTION



TYPICAL CYCLE STORE POD
PER DWELLING



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Appendix 5 – TRICS Outputs

Calculation Reference: AUDIT-515506-230613-0634

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	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:	Parking spaces
Actual Range:	441 to 441 (units:)
Range Selected by User:	400 to 600 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 23/01/14

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:

Thursday	1 days

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

Selected survey types:

Manual count	1 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:

Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Out of Town	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days

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

Car ownership within 5 miles:

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

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	1 days

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

LIST OF SITES relevant to selection parameters

1 WS-02-C-02 AVIATION COMPANY WEST SUSSEX
MAYDWELL AVENUE
NEAR HORSHAM
SLINFOLD
Free Standing (PPS6 Out of Town)
Out of Town
Total Parking spaces: 441
Survey date: THURSDAY 23/01/14 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.11

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.039	1	441	0.011	1	441	0.050
07:00 - 08:00	1	441	0.104	1	441	0.007	1	441	0.111
08:00 - 09:00	1	**441**	**0.410**	1	441	0.014	1	**441**	**0.424**
09:00 - 10:00	1	441	0.050	1	441	0.016	1	441	0.066
10:00 - 11:00	1	441	0.039	1	441	0.032	1	441	0.071
11:00 - 12:00	1	441	0.014	1	441	0.020	1	441	0.034
12:00 - 13:00	1	441	0.036	1	441	0.063	1	441	0.099
13:00 - 14:00	1	441	0.034	1	441	0.027	1	441	0.061
14:00 - 15:00	1	441	0.027	1	441	0.025	1	441	0.052
15:00 - 16:00	1	441	0.007	1	441	0.034	1	441	0.041
16:00 - 17:00	1	441	0.027	1	441	0.084	1	441	0.111
17:00 - 18:00	1	441	0.014	1	**441**	**0.338**	1	441	0.352
18:00 - 19:00	1	441	0.027	1	441	0.129	1	441	0.156
19:00 - 20:00	1	441	0.011	1	441	0.034	1	441	0.045
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.839			0.834			1.673

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:	441 - 441 (units:)
Survey date date range:	01/01/10 - 23/01/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TAXIS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.000	1	441	0.000	1	441	0.000
07:00 - 08:00	1	441	0.000	1	441	0.000	1	441	0.000
08:00 - 09:00	1	441	0.000	1	441	0.000	1	441	0.000
09:00 - 10:00	1	441	0.000	1	441	0.000	1	441	0.000
10:00 - 11:00	1	441	0.000	1	441	0.000	1	441	0.000
11:00 - 12:00	1	441	0.000	1	441	0.000	1	441	0.000
12:00 - 13:00	1	441	0.000	1	441	0.000	1	441	0.000
13:00 - 14:00	1	441	0.000	1	441	0.000	1	441	0.000
14:00 - 15:00	1	441	0.000	1	441	0.000	1	441	0.000
15:00 - 16:00	1	441	0.000	1	441	0.000	1	441	0.000
16:00 - 17:00	1	**441**	**0.005**	1	**441**	**0.005**	1	**441**	**0.010**
17:00 - 18:00	1	441	0.000	1	441	0.000	1	441	0.000
18:00 - 19:00	1	441	0.000	1	441	0.000	1	441	0.000
19:00 - 20:00	1	441	0.000	1	441	0.000	1	441	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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
MULTI-MODAL OGVS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.000	1	441	0.000	1	441	0.000
07:00 - 08:00	1	441	0.000	1	441	0.000	1	441	0.000
08:00 - 09:00	1	441	0.005	1	441	0.002	1	441	0.007
09:00 - 10:00	1	441	0.002	1	441	0.002	1	441	0.004
10:00 - 11:00	**1**	**441**	**0.009**	**1**	**441**	**0.009**	**1**	**441**	**0.018**
11:00 - 12:00	1	441	0.007	1	441	0.009	1	441	0.016
12:00 - 13:00	1	441	0.000	1	441	0.000	1	441	0.000
13:00 - 14:00	1	441	0.002	1	441	0.002	1	441	0.004
14:00 - 15:00	1	441	0.005	1	441	0.005	1	441	0.010
15:00 - 16:00	1	441	0.002	1	441	0.002	1	441	0.004
16:00 - 17:00	1	441	0.005	1	441	0.005	1	441	0.010
17:00 - 18:00	1	441	0.002	1	441	0.002	1	441	0.004
18:00 - 19:00	1	441	0.000	1	441	0.000	1	441	0.000
19:00 - 20:00	1	441	0.000	1	441	0.000	1	441	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.038			0.077

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.000	1	441	0.000	1	441	0.000
07:00 - 08:00	1	**441**	**0.002**	1	441	0.000	1	441	0.002
08:00 - 09:00	1	441	0.002	1	441	0.000	1	441	0.002
09:00 - 10:00	1	441	0.000	1	441	0.000	1	441	0.000
10:00 - 11:00	1	441	0.000	1	441	0.000	1	441	0.000
11:00 - 12:00	1	441	0.000	1	441	0.000	1	441	0.000
12:00 - 13:00	1	441	0.000	1	441	0.000	1	441	0.000
13:00 - 14:00	1	441	0.000	1	441	0.000	1	441	0.000
14:00 - 15:00	1	441	0.000	1	441	0.000	1	441	0.000
15:00 - 16:00	1	441	0.000	1	441	0.000	1	441	0.000
16:00 - 17:00	1	441	0.002	1	**441**	**0.002**	1	**441**	**0.004**
17:00 - 18:00	1	441	0.000	1	441	0.002	1	441	0.002
18:00 - 19:00	1	441	0.000	1	441	0.002	1	441	0.002
19:00 - 20:00	1	441	0.000	1	441	0.000	1	441	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.050	1	441	0.014	1	441	0.064
07:00 - 08:00	1	441	0.118	1	441	0.007	1	441	0.125
08:00 - 09:00	1	**441**	**0.460**	1	441	0.016	1	**441**	**0.476**
09:00 - 10:00	1	441	0.050	1	441	0.016	1	441	0.066
10:00 - 11:00	1	441	0.041	1	441	0.034	1	441	0.075
11:00 - 12:00	1	441	0.014	1	441	0.023	1	441	0.037
12:00 - 13:00	1	441	0.039	1	441	0.066	1	441	0.105
13:00 - 14:00	1	441	0.034	1	441	0.032	1	441	0.066
14:00 - 15:00	1	441	0.027	1	441	0.025	1	441	0.052
15:00 - 16:00	1	441	0.007	1	441	0.034	1	441	0.041
16:00 - 17:00	1	441	0.029	1	441	0.091	1	441	0.120
17:00 - 18:00	1	441	0.016	1	**441**	**0.390**	1	441	0.406
18:00 - 19:00	1	441	0.029	1	441	0.136	1	441	0.165
19:00 - 20:00	1	441	0.011	1	441	0.034	1	441	0.045
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.925			0.918			1.843

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.000	1	441	0.000	1	441	0.000
07:00 - 08:00	1	441	0.000	1	441	0.000	1	441	0.000
08:00 - 09:00	1	**441**	**0.002**	1	441	0.000	1	**441**	**0.002**
09:00 - 10:00	1	441	0.000	1	441	0.000	1	441	0.000
10:00 - 11:00	1	441	0.000	1	441	0.000	1	441	0.000
11:00 - 12:00	1	441	0.000	1	441	0.000	1	441	0.000
12:00 - 13:00	1	441	0.000	1	441	0.000	1	441	0.000
13:00 - 14:00	1	441	0.000	1	441	0.000	1	441	0.000
14:00 - 15:00	1	441	0.000	1	441	0.000	1	441	0.000
15:00 - 16:00	1	441	0.000	1	441	0.000	1	441	0.000
16:00 - 17:00	1	441	0.000	1	**441**	**0.002**	1	441	0.002
17:00 - 18:00	1	441	0.000	1	441	0.000	1	441	0.000
18:00 - 19:00	1	441	0.000	1	441	0.000	1	441	0.000
19:00 - 20:00	1	441	0.000	1	441	0.000	1	441	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.000	1	441	0.000	1	441	0.000
07:00 - 08:00	1	441	0.000	1	441	0.000	1	441	0.000
08:00 - 09:00	1	**441**	**0.002**	1	441	0.000	1	**441**	**0.002**
09:00 - 10:00	1	441	0.000	1	441	0.000	1	441	0.000
10:00 - 11:00	1	441	0.000	1	441	0.000	1	441	0.000
11:00 - 12:00	1	441	0.000	1	441	0.000	1	441	0.000
12:00 - 13:00	1	441	0.000	1	441	0.000	1	441	0.000
13:00 - 14:00	1	441	0.000	1	441	0.000	1	441	0.000
14:00 - 15:00	1	441	0.000	1	441	0.000	1	441	0.000
15:00 - 16:00	1	441	0.000	1	441	0.000	1	441	0.000
16:00 - 17:00	1	441	0.000	1	**441**	**0.002**	1	441	0.002
17:00 - 18:00	1	441	0.000	1	441	0.000	1	441	0.000
18:00 - 19:00	1	441	0.000	1	441	0.000	1	441	0.000
19:00 - 20:00	1	441	0.000	1	441	0.000	1	441	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.11

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.050	1	441	0.014	1	441	0.064
07:00 - 08:00	1	441	0.120	1	441	0.007	1	441	0.127
08:00 - 09:00	1	**441**	**0.465**	1	441	0.016	1	**441**	**0.481**
09:00 - 10:00	1	441	0.050	1	441	0.016	1	441	0.066
10:00 - 11:00	1	441	0.041	1	441	0.034	1	441	0.075
11:00 - 12:00	1	441	0.014	1	441	0.023	1	441	0.037
12:00 - 13:00	1	441	0.039	1	441	0.066	1	441	0.105
13:00 - 14:00	1	441	0.034	1	441	0.032	1	441	0.066
14:00 - 15:00	1	441	0.027	1	441	0.025	1	441	0.052
15:00 - 16:00	1	441	0.007	1	441	0.034	1	441	0.041
16:00 - 17:00	1	441	0.032	1	441	0.095	1	441	0.127
17:00 - 18:00	1	441	0.016	1	**441**	**0.392**	1	441	0.408
18:00 - 19:00	1	441	0.029	1	441	0.138	1	441	0.167
19:00 - 20:00	1	441	0.011	1	441	0.034	1	441	0.045
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.935			0.926			1.861

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

MULTI-MODAL CARS

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.039	1	441	0.011	1	441	0.050
07:00 - 08:00	1	441	0.102	1	441	0.007	1	441	0.109
08:00 - 09:00	1	**441**	**0.401**	1	441	0.011	1	**441**	**0.412**
09:00 - 10:00	1	441	0.032	1	441	0.005	1	441	0.037
10:00 - 11:00	1	441	0.018	1	441	0.011	1	441	0.029
11:00 - 12:00	1	441	0.002	1	441	0.007	1	441	0.009
12:00 - 13:00	1	441	0.020	1	441	0.054	1	441	0.074
13:00 - 14:00	1	441	0.023	1	441	0.011	1	441	0.034
14:00 - 15:00	1	441	0.009	1	441	0.007	1	441	0.016
15:00 - 16:00	1	441	0.000	1	441	0.027	1	441	0.027
16:00 - 17:00	1	441	0.002	1	441	0.059	1	441	0.061
17:00 - 18:00	1	441	0.005	1	**441**	**0.315**	1	441	0.320
18:00 - 19:00	1	441	0.023	1	441	0.127	1	441	0.150
19:00 - 20:00	1	441	0.009	1	441	0.032	1	441	0.041
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.685			0.684			1.369

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
MULTI-MODAL LGVS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.000	1	441	0.000	1	441	0.000
07:00 - 08:00	1	441	0.000	1	441	0.000	1	441	0.000
08:00 - 09:00	1	441	0.002	1	441	0.000	1	441	0.002
09:00 - 10:00	1	**441**	**0.016**	1	441	0.009	1	441	0.025
10:00 - 11:00	1	441	0.011	1	441	0.011	1	441	0.022
11:00 - 12:00	1	441	0.005	1	441	0.005	1	441	0.010
12:00 - 13:00	1	441	0.016	1	441	0.009	1	441	0.025
13:00 - 14:00	1	441	0.009	1	441	0.014	1	441	0.023
14:00 - 15:00	1	441	0.014	1	441	0.014	1	441	0.028
15:00 - 16:00	1	441	0.005	1	441	0.005	1	441	0.010
16:00 - 17:00	1	441	0.016	1	441	0.016	1	**441**	**0.032**
17:00 - 18:00	1	441	0.007	1	**441**	**0.018**	1	441	0.025
18:00 - 19:00	1	441	0.005	1	441	0.002	1	441	0.007
19:00 - 20:00	1	441	0.002	1	441	0.000	1	441	0.002
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.103			0.211

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	441	0.000	1	441	0.000	1	441	0.000
07:00 - 08:00	1	**441**	**0.002**	1	441	0.000	1	**441**	**0.002**
08:00 - 09:00	1	441	0.002	1	441	0.000	1	441	0.002
09:00 - 10:00	1	441	0.000	1	441	0.000	1	441	0.000
10:00 - 11:00	1	441	0.000	1	441	0.000	1	441	0.000
11:00 - 12:00	1	441	0.000	1	441	0.000	1	441	0.000
12:00 - 13:00	1	441	0.000	1	441	0.000	1	441	0.000
13:00 - 14:00	1	441	0.000	1	441	0.000	1	441	0.000
14:00 - 15:00	1	441	0.000	1	441	0.000	1	441	0.000
15:00 - 16:00	1	441	0.000	1	441	0.000	1	441	0.000
16:00 - 17:00	1	441	0.000	1	441	0.000	1	441	0.000
17:00 - 18:00	1	441	0.000	1	**441**	**0.002**	1	441	0.002
18:00 - 19:00	1	441	0.000	1	441	0.000	1	441	0.000
19:00 - 20:00	1	441	0.000	1	441	0.002	1	441	0.002
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.

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Calculation Reference: AUDIT-515506-230607-0607

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	
SF	SUFFOLK	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 38 (units:)
Range Selected by User:	7 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: 01/01/15 to 13/10/22

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:

Friday	1 days

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

Selected survey types:

Manual count	1 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:

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:

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:	
C3	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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

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

Population within 5 miles:	
25,001 to 50,000	1 days

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	1 days

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

Travel Plan:	
No	1 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	1 days

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

LIST OF SITES relevant to selection parameters

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

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

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-07	N/A
CA-03-A-08	N/A
NF-03-A-27	N/A

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): 2.06

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	38	0.079	1	38	0.342	1	38	0.421
08:00 - 09:00	1	38	0.053	1	38	0.237	1	38	0.290
09:00 - 10:00	1	38	0.079	1	38	0.079	1	38	0.158
10:00 - 11:00	1	38	0.158	1	38	0.184	1	38	0.342
11:00 - 12:00	1	38	0.105	1	38	0.132	1	38	0.237
12:00 - 13:00	1	38	0.105	1	38	0.158	1	38	0.263
13:00 - 14:00	1	38	0.026	1	38	0.026	1	38	0.052
14:00 - 15:00	1	38	0.053	1	38	0.079	1	38	0.132
15:00 - 16:00	1	38	0.132	1	38	0.053	1	38	0.185
16:00 - 17:00	1	38	0.079	1	38	0.132	1	38	0.211
17:00 - 18:00	1	38	0.263	1	38	0.079	1	38	0.342
18:00 - 19:00	1	38	0.237	1	38	0.053	1	38	0.290
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.369			1.554			2.923

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:	38 - 38 (units:)
Survey date date range:	01/01/15 - 13/10/22
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	3

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**1**	**38**	**0.053**	**1**	**38**	**0.026**	**1**	**38**	**0.079**
08:00 - 09:00	1	38	0.000	1	38	0.026	1	38	0.026
09:00 - 10:00	1	38	0.000	1	38	0.000	1	38	0.000
10:00 - 11:00	1	38	0.000	1	38	0.000	1	38	0.000
11:00 - 12:00	1	38	0.000	1	38	0.000	1	38	0.000
12:00 - 13:00	1	38	0.000	1	38	0.000	1	38	0.000
13:00 - 14:00	1	38	0.000	1	38	0.000	1	38	0.000
14:00 - 15:00	1	38	0.000	1	38	0.000	1	38	0.000
15:00 - 16:00	1	38	0.000	1	38	0.000	1	38	0.000
16:00 - 17:00	1	38	0.000	1	38	0.000	1	38	0.000
17:00 - 18:00	1	38	0.026	1	38	0.026	1	38	0.052
18:00 - 19:00	1	38	0.000	1	38	0.000	1	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.078			0.157

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	38	0.000	1	38	0.053	1	38	0.053
08:00 - 09:00	1	38	0.026	**1**	**38**	**0.079**	**1**	**38**	**0.105**
09:00 - 10:00	1	38	0.000	1	38	0.079	1	38	0.079
10:00 - 11:00	1	38	0.053	1	38	0.000	1	38	0.053
11:00 - 12:00	1	38	0.000	1	38	0.053	1	38	0.053
12:00 - 13:00	1	38	0.026	1	38	0.000	1	38	0.026
13:00 - 14:00	1	38	0.000	1	38	0.000	1	38	0.000
14:00 - 15:00	1	38	0.053	1	38	0.000	1	38	0.053
15:00 - 16:00	1	38	0.053	1	38	0.026	1	38	0.079
16:00 - 17:00	**1**	**38**	**0.079**	1	38	0.000	1	38	0.079
17:00 - 18:00	1	38	0.026	1	38	0.053	1	38	0.079
18:00 - 19:00	1	38	0.026	1	38	0.000	1	38	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.343			0.685

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	38	0.079	1	38	**0.500**	1	38	0.579
08:00 - 09:00	1	38	0.053	1	38	0.368	1	38	0.421
09:00 - 10:00	1	38	0.132	1	38	0.132	1	38	0.264
10:00 - 11:00	1	38	0.211	1	38	0.395	1	38	**0.606**
11:00 - 12:00	1	38	0.132	1	38	0.132	1	38	0.264
12:00 - 13:00	1	38	0.158	1	38	0.263	1	38	0.421
13:00 - 14:00	1	38	0.026	1	38	0.026	1	38	0.052
14:00 - 15:00	1	38	0.079	1	38	0.158	1	38	0.237
15:00 - 16:00	1	38	0.184	1	38	0.079	1	38	0.263
16:00 - 17:00	1	38	0.105	1	38	0.263	1	38	0.368
17:00 - 18:00	1	38	**0.421**	1	38	0.105	1	38	0.526
18:00 - 19:00	1	38	0.263	1	38	0.079	1	38	0.342
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.843			2.500			4.343

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	38	0.000	1	38	0.053	1	38	0.053
08:00 - 09:00	1	38	0.026	1	38	0.026	1	38	0.052
09:00 - 10:00	1	38	0.026	1	38	0.026	1	38	0.052
10:00 - 11:00	1	38	0.000	1	38	0.053	1	38	0.053
11:00 - 12:00	1	38	0.026	1	38	0.000	1	38	0.026
12:00 - 13:00	1	38	0.026	1	38	0.079	1	38	0.105
13:00 - 14:00	1	38	0.053	1	38	0.026	1	38	0.079
14:00 - 15:00	1	38	0.000	1	38	0.000	1	38	0.000
15:00 - 16:00	1	38	0.026	1	38	0.079	1	38	0.105
16:00 - 17:00	1	38	0.053	1	38	0.026	1	38	0.079
17:00 - 18:00	1	38	0.053	1	38	0.026	1	38	0.079
18:00 - 19:00	1	38	0.053	1	38	0.000	1	38	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.394			0.736

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	38	0.000	1	38	0.000	1	38	0.000
08:00 - 09:00	1	38	0.000	**1**	**38**	**0.079**	**1**	**38**	**0.079**
09:00 - 10:00	1	38	0.000	1	38	0.000	1	38	0.000
10:00 - 11:00	1	38	0.000	1	38	0.026	1	38	0.026
11:00 - 12:00	1	38	0.026	1	38	0.000	1	38	0.026
12:00 - 13:00	1	38	0.000	1	38	0.000	1	38	0.000
13:00 - 14:00	1	38	0.000	1	38	0.000	1	38	0.000
14:00 - 15:00	1	38	0.026	1	38	0.000	1	38	0.026
15:00 - 16:00	1	38	0.000	1	38	0.000	1	38	0.000
16:00 - 17:00	**1**	**38**	**0.053**	1	38	0.026	1	38	0.079
17:00 - 18:00	1	38	0.000	1	38	0.000	1	38	0.000
18:00 - 19:00	1	38	0.026	1	38	0.000	1	38	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.131			0.131			0.262

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	1	38	0.000	1	38	0.000	1	38	0.000
08:00 - 09:00	1	38	0.000	1	38	**0.079**	1	38	**0.079**
09:00 - 10:00	1	38	0.000	1	38	0.000	1	38	0.000
10:00 - 11:00	1	38	0.000	1	38	0.026	1	38	0.026
11:00 - 12:00	1	38	0.026	1	38	0.000	1	38	0.026
12:00 - 13:00	1	38	0.000	1	38	0.000	1	38	0.000
13:00 - 14:00	1	38	0.000	1	38	0.000	1	38	0.000
14:00 - 15:00	1	38	0.026	1	38	0.000	1	38	0.026
15:00 - 16:00	1	38	0.000	1	38	0.000	1	38	0.000
16:00 - 17:00	1	**38**	**0.053**	1	38	0.026	1	38	0.079
17:00 - 18:00	1	38	0.000	1	38	0.000	1	38	0.000
18:00 - 19:00	1	38	0.026	1	38	0.000	1	38	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.131			0.131			0.262

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): 2.06

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	38	0.079	1	**38**	**0.605**	1	38	0.684
08:00 - 09:00	1	38	0.105	1	38	0.553	1	38	0.658
09:00 - 10:00	1	38	0.158	1	38	0.237	1	38	0.395
10:00 - 11:00	1	38	0.263	1	38	0.474	1	**38**	**0.737**
11:00 - 12:00	1	38	0.184	1	38	0.184	1	38	0.368
12:00 - 13:00	1	38	0.211	1	38	0.342	1	38	0.553
13:00 - 14:00	1	38	0.079	1	38	0.053	1	38	0.132
14:00 - 15:00	1	38	0.158	1	38	0.158	1	38	0.316
15:00 - 16:00	1	38	0.263	1	38	0.184	1	38	0.447
16:00 - 17:00	1	38	0.289	1	38	0.316	1	38	0.605
17:00 - 18:00	1	**38**	**0.500**	1	38	0.184	1	38	0.684
18:00 - 19:00	1	38	0.368	1	38	0.079	1	38	0.447
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.657			3.369			6.026

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	1	38	0.026	1	38	0.316	1	38	0.342
08:00 - 09:00	1	38	0.026	1	38	0.184	1	38	0.210
09:00 - 10:00	1	38	0.053	1	38	0.079	1	38	0.132
10:00 - 11:00	1	38	0.105	1	38	0.158	1	38	0.263
11:00 - 12:00	1	38	0.079	1	38	0.079	1	38	0.158
12:00 - 13:00	1	38	0.079	1	38	0.105	1	38	0.184
13:00 - 14:00	1	38	0.026	1	38	0.000	1	38	0.026
14:00 - 15:00	1	38	0.026	1	38	0.053	1	38	0.079
15:00 - 16:00	1	38	0.132	1	38	0.053	1	38	0.185
16:00 - 17:00	1	38	0.079	1	38	0.132	1	38	0.211
17:00 - 18:00	1	38	0.211	1	38	0.053	1	38	0.264
18:00 - 19:00	1	38	0.237	1	38	0.026	1	38	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.079			1.238			2.317

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	1	38	0.000	1	38	0.000	1	38	0.000
08:00 - 09:00	1	38	0.026	**1**	**38**	**0.026**	1	38	0.052
09:00 - 10:00	1	38	0.000	1	38	0.000	1	38	0.000
10:00 - 11:00	**1**	**38**	**0.053**	1	38	0.026	**1**	**38**	**0.079**
11:00 - 12:00	1	38	0.026	1	38	0.026	1	38	0.052
12:00 - 13:00	1	38	0.026	1	38	0.026	1	38	0.052
13:00 - 14:00	1	38	0.000	1	38	0.026	1	38	0.026
14:00 - 15:00	1	38	0.000	1	38	0.026	1	38	0.026
15:00 - 16:00	1	38	0.000	1	38	0.000	1	38	0.000
16:00 - 17:00	1	38	0.000	1	38	0.000	1	38	0.000
17:00 - 18:00	1	38	0.026	1	38	0.000	1	38	0.026
18:00 - 19:00	1	38	0.000	1	38	0.026	1	38	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.182			0.339

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	38	0.000	1	38	0.000	1	38	0.000
08:00 - 09:00	1	38	0.000	1	38	0.000	1	38	0.000
09:00 - 10:00	1	38	0.026	1	38	0.000	1	38	0.026
10:00 - 11:00	1	38	0.000	1	38	0.000	1	38	0.000
11:00 - 12:00	1	38	0.000	1	38	0.026	1	38	0.026
12:00 - 13:00	1	38	0.000	1	38	0.026	1	38	0.026
13:00 - 14:00	1	38	0.000	1	38	0.000	1	38	0.000
14:00 - 15:00	1	38	0.026	1	38	0.000	1	38	0.026
15:00 - 16:00	1	38	0.000	1	38	0.000	1	38	0.000
16:00 - 17:00	1	38	0.000	1	38	0.000	1	38	0.000
17:00 - 18:00	1	38	0.000	1	38	0.000	1	38	0.000
18:00 - 19:00	1	38	0.000	1	38	0.000	1	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

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.

Contact

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