

Transport Statement

November 2023

The logo consists of a dark blue square with the letters 'EAS' in white, bold, sans-serif font centered within it.

EAS

33 Julians Road

Stevenage SG1 3ES

Acre Stevenage Ltd

Document History

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The content of this report is based on information available as of 17th November 2023, the validity of the statements made may therefore vary over time as planning guidance and policies and the evidence base change.

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1 Introduction

- 1.1 This Transport Statement has been prepared by EAS on behalf of Acre Stevenage Ltd to support a planning application which proposes to demolish existing commercial/industrial uses comprising 220sqm of office space and 244sqm of industrial storage use and construct 6 residential units. The site is located at 33 Julians Road, Stevenage SG1 3ES.
- 1.2 The site also comprises two flats and approximately 93sqm of office space which fronts Julians Road. This element will remain unchanged.
- 1.3 It is proposed that the site will be redeveloped into 6 dwellings (Class C3), formed of 2 x three-bedroom units and 4 x four-bedroom units.
- 1.4 The site is located in the northeast of Stevenage, with bus stops serving multiple routes accessed within a 4.5-minute walk.
- 1.5 The proposals will provide 12 on-site car parking spaces for the proposed new residential dwellings. 18 long stay cycle parking spaces will be provided.
- 1.6 **Appendix A** contains a location plan and **Appendix B** contains the proposed site layout.
- 1.7 This Transport Statement has been prepared to satisfy the local highway authority that the proposed change of use will not result in a material increase or a material change in the character of traffic in the vicinity of the site and is compliant with the relevant local and highway authority policies including LTP4.
- 1.8 The contents of each section of this document are as follows:
 - Section 2 – details the national, London and local policy context;
 - Section 3 – describes the existing site and baseline conditions;
 - Section 4 – describes the development proposals and access arrangements;
 - Section 5 – sets out the likely trip generation characteristics; and
 - Section 6 – provides a summary and the conclusions of the assessment.

2 Policy Background

Introduction

2.1 The policy documents reviewed include:

- National Planning Policy Framework (NPPF) (2023);
- Hertfordshire Local Transport Plan 2018-2031 (LTP4) (2018);
- Stevenage Borough Local Plan (2011-2031);
- Stevenage Borough Council Parking Provision and Sustainable Transport SPD (2020)

National Planning Policy Framework (NPPF) (2023)

2.1 The National Planning Policy Framework ('NPPF') sets out the government's planning policies for England and how these are expected to be applied.

2.2 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

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

2.4 In respect of that, Paragraph 10 of the NPPF states:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

2.5 Section 9 of the NPPF on Promoting Sustainable Transport state in paragraphs 104 and 105:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.6 Paragraph 107, in relation to parking standards, states that the following should be taken into account:

- a) *“the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

2.7 Paragraph 108 adds that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

2.8 Paragraphs 110 and 111 state that in assessing applications for development it should be ensured that:

“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 Model Design Code; 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.*

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

2.9 Furthermore, paragraphs 112 and 113 continue:

“112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

113. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.”

Hertfordshire’s Local Transport Plan (2018) (LTP4)

2.10 Hertfordshire County Council adopted its Local Transport Plan (‘LTP’) in May 2018, and considering its Climate Emergency declaration (in July 2019) do emphasise the potential to improve sustainable development through active travel and public transport modes as a priority for development sites, particularly for residential sites located within urban centres.

2.11 Policy 1 of the LTP, ‘Transport User Hierarchy’ states:

“To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand the need to travel*
- Vulnerable road user needs (such as pedestrians and cyclists)*
- Passenger transport user needs*
- Powered two-wheeler (mopeds and motorbikes) user needs*
- Other motor vehicle user needs”*

2.12 LTP Policy 2 ‘Influencing Land Use Planning’ states:

“The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.”

2.13 Policy 3 ‘Travel Plans and Behaviour Change’ states:

“The county council will encourage the widespread adoption of travel plans through:

- a) Working in partnership with large employers, businesses and other organisation to develop travel plans and implement Smarter Choices measures.*
- b) Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments*
- c) Supporting school travel plans, and working closely with parents, pupils, teachers and local resident to deliver a network or more sustainable transport links to school.
The application of personalised travel planning techniques, marketing and other behavioural change initiatives will be considered when delivering physical transport improvements to maximise the potential to achieve modal shift.”*

2.14 Policy 4 ‘Demand Management’ states:

“The county council considers greater traffic demand management to be essential in the county’s urban areas in the next five years to achieve modal shift and improve sustainable travel provision. This can only currently be achieved efficiently and effectively through parking restrictions and charging applied to on-street, off-street and potentially at workplace parking. The county council will work with the district and borough councils and other key stakeholders to develop locally appropriate strategies.”

2.15 Policy 5 ‘Development Management’ states:

“The county council will to work with development promoters and the district and borough councils to:

- a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.*
- b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council’s Highway Design Standards.*
- c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.*
- d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.*
- e) Require a travel plan for developments according to the requirements of ‘Hertfordshire’s Travel Plan Guidance’.*
- f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.*
- g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure*
- h) Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future.”*

2.16 Policy 6 ‘Accessibility’ states:

“The county council will seek to increase the ease with which people, particularly disadvantaged groups, can access key services, by:

- a) Working in partnership with key stakeholders such as bus and rail operators, community transport operators, the voluntary sector and public service providers.*
- b) Supporting transport services which could include providing resource for bus and other transport services.*
- c) Addressing the barriers to accessibility particularly regarding active modes and for people with impaired mobility.*
- d) Promoting travel options and facilitating accessible travel information provision, including open data initiatives.*
- e) Improving travel choices and options, including support for the provision of shared mobility initiatives.”*

2.17 Policy 7 ‘Active Travel – Walking’ states:

“The county council will seek to encourage and promote walking by:

- a) Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly town and neighbourhood centres.*
- b) Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking.*
- c) Identifying and promoting networks of pedestrian priority routes.*
- d) Promoting walking as a mode of travel and for recreational enjoyment.*
- e) Supporting the implementation of the Rights of Way Improvement Plan.”*

2.18 LTP Policy 8 ‘Active Travel – Cycling’ states:

“The county council aims to deliver a step change in cycling, through:

- a) Infrastructure improvements, especially within major urban areas to enable and encourage more cycling.*
- b) Implementing measures to increase the priority of cyclists relative to motor vehicles.*
- c) Improved safety for users including delivery of formal and informal cycle training schemes.*
- d) Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bikeability.*
- e) Facilitating provision of secure cycle parking”*

2.19 Policy 12 ‘Network Management’ states:

“As part of its Network Management Duty the county council will seek to manage, and where feasible reduce traffic congestion, prioritising strategic routes. Activity will focus on making more efficient use of highway network capacity via:

- a) Use of Intelligent Transport Systems and small scale traffic management interventions.*
- b) Maintaining a Network Management Strategy which will include the county council’s road network hierarchy and associated policies.*
- c) Reducing levels of single occupancy car use and encouraging travel by walking, cycling and passenger transport.*
- d) Sharing data (open data) and supporting the use of technology to provide up to date and accessible information for all network users.*

- e) *Control of on-street vehicle parking in line with the Network Management Strategy.*
- f) *Managing street works and minimising network disruption.”*

2.20 Policy 15 ‘Speed Management’ states:

“The county council through its Speed Management Strategy, a joint working strategy with the Police, will seek to manage the network to achieve appropriate speeds in the interests of safety, other road users, and the environment.”

2.21 Policy 17 ‘Road Safety’ states:

“The county council will seek to continually improve safety on the county’s roads, working towards an ultimate vision of zero fatalities and serious injuries, by:

- a) *Working with partners, in particular through the Hertfordshire Road Safety Partnership to deliver targeted, effective and appropriate road safety measures.*
- b) *The development of a ‘Safe Systems’ approach that seeks to co-ordinate a mix of safer roads, safer speeds, safer vehicles, safer road users and post-collision response with a focus on casualty reduction.*
- c) *Using latest data analysis and intelligence led techniques to target and evaluate measures.”*

2.22 Policy 19 of the LTP ‘Emissions Reduction’ states:

“The county council will reduce levels of harmful emissions by:

- a) *Promoting a change in people’s travel behaviour to encourage a modal shift in journeys from cars to walking, cycling and passenger transport.*
- b) *Addressing any barriers to and supporting the uptake of ULEVs in the county, particularly where this can positively affect areas with identified poor air quality.*
- c) *Reducing emissions from its operations.”*

2.23 Policy 21 ‘Environment’ states:

“The county council will seek to:

- a) *Ensure the impacts of traffic and transport infrastructure on the natural, built and historic environment are minimised.*
- b) *Protect and enhance the quality of public spaces both in urban and rural areas.*
- c) *Minimise the visual intrusion of highways infrastructure in order to reduce street clutter.*
- d) *Minimise light pollution and conserve energy from street lighting and signage illumination.*
- e) *Minimise noise issues arising from transport where practical to do so.”*

2.24 The Roads in Hertfordshire: A Design Guide (3rd Edition, January 2011) is the local highways design manual for Hertfordshire, detailing various aspects of the highway design process within the county’s administrative boundaries.

2.25 The design guide is spread over several documents which inform the site layout and detailed design process through various aspects of HCC Highways’ policies, linking up with national planning policy and guidance, in particular, for road adoptions processes.

2.26 The Design Guide notes that individual residential access points should theoretically be limited to 300 dwellings for each access.

Stevenage Borough Local Plan (2011 – 2031)

- 2.27 This document remains the adopted Local Plan for Stevenage at the local level. The Local Plan identifies the main issues that are likely to affect Stevenage and sets policies to deal with them.
- 2.28 Policy IT4 states that planning permission will be granted where:
- a) *Development would not have an adverse impact upon highway safety;*
 - b) *Development reflects the principles of the Stevenage Mobility Strategy;*
 - c) *Schemes exceeding the relevant thresholds are accompanied by a satisfactory Transport Statement or Assessment, which demonstrates that the residual cumulative impacts of development are not severe; and*
 - d) *Developments exceeding the Transport Assessment threshold are accompanied by an acceptable (green) travel plan.*

Stevenage Borough Council Parking Provision and Sustainable Transport SPD (2020)

- 2.29 The purpose of this document is to explain the Council's proposed approach to parking provision within new developments. Its intention is to provide clear guidance and certainty for developers and communities. As well as guidance on traditional aspects of parking, the SPD also provides guidance on related issues not covered in the previous Parking Provision SPD with the aim of promoting sustainable modes of transport.
- 2.30 Table 2.1 sets out the Council's proposed car parking standards for new residential development. Where the level of provision calculated for a quantity of a particular size/type of dwelling results in a fraction of a space, the level of provision should be rounded up to the nearest whole number.

Description	Car Parking Requirement		Cycle Parking Standards
1 bedroom	1 space per house	1 space per flat	1 space per unit
2 bedroom	1.5 spaces per house	1.5 spaces per flat	2 spaces per unit
3 bedroom	2 spaces per house	1.5 spaces per flat	3 spaces per unit
4+ bedroom	2.5 spaces per house	2 spaces per flat	3 spaces per unit

Table 2.1 – Stevenage Borough Council Parking Standards (C3: Dwellinghouses)

3 Existing Site Conditions

Site Location and Existing Use

- 3.1 The site is located at 33 Julians Road, Stevenage SG1 3ES. The existing site comprises circa 464sqm of commercial/industrial use; as well as two flats and approximately 93sqm of office space.
- 3.2 A location plan is included at **Appendix A**.
- 3.3 The site is located within the northeast of Stevenage, with (Old) Stevenage High Street accessible via a circa 350m journey (6-minute walk/2-minute cycle) from the site. As such a wide range of facilities to meet a resident's everyday needs can be accessed within a short walking distance.
- 3.4 Lytton Way, a key local throughfare to the town centre, is located a circa 70m walk to the east, while a nearby business centre located west of Orchard Road can be reached within a circa 100m walk.

Walking and Cycling

- 3.5 The main roads converging on Julians Road all have wide footways and dropped kerbs present at crossing points; there are also some 'traffic-free' routes that run next to Lytton Way.
- 3.6 A public footpath (Stevenage 005) borders the site to the south and connects Orchard Road in the west, to 'traffic-free' routes that run adjacent to Lytton Way. From here, an underpass enables pedestrians and cyclists to cross Lytton Way and access Stevenage High Street in the east.
- 3.7 National Cycle Network Route 12 is located circa 70m east of the site and offers cyclist a safe segregated route south into the centre of Stevenage. Beyond this, further south, the route offers access to Stevenage Railway Station, via a circa 10-minute cycle. The route extends north to other nearby towns including Gravely, Willian and Letchworth as well as Roebuck, Codicote and Welwyn Garden City to the south.
- 3.8 National Cycle Network Route 12 can also be used to access a variety of other cycleway systems within Stevenage. For example, cycleway routes located along Martins Way, a circa 4-minute cycle from the site; this offers access to a plethora of schools and other services.
- 3.9 Similarly, two cycleways (located on Grace Way and Verity Way), link to the southern side of Martins way and offer cyclists further access to the eastern side of Stevenage. Both routes tie into Fairlands Way, which leads into the centre of Stevenage.
- 3.10 Further to this, the 20mph speed limits, advanced cycle stop lines and cycle parking throughout Stevenage town centre support cycling.
- 3.11 A map contained at **Appendix C** outlines all existing cycle provision within Stevenage.

Rail

- 3.12 Stevenage railway station can be reached in a circa 22-minute/1550m walk from the site. The station offers 24hr/7 day a week cycling parking, with provision also available for adaptive cycles.
- 3.13 Typical off-peak services comprise:
- 8 trains per hour (tph) to London Kings Cross;
 - 2 tph to Peterborough;
 - 2 tph to Welwyn Garden City;
 - 3 tph to Cambridge;

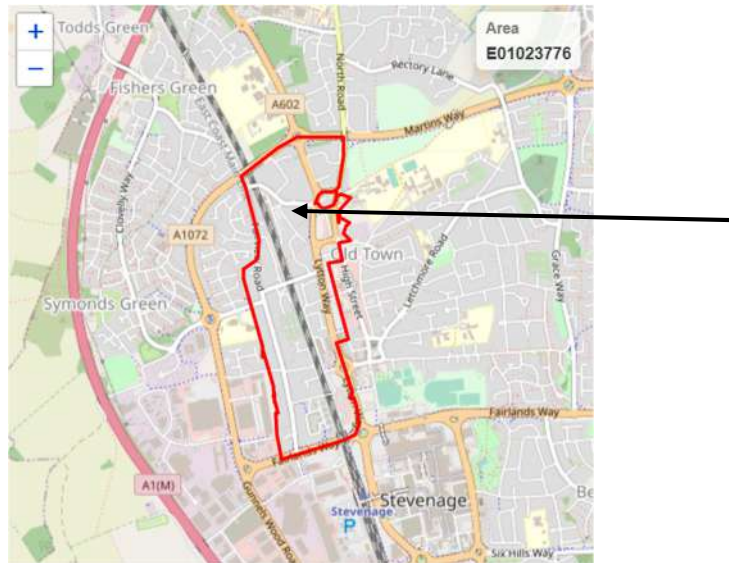
Bus

- 3.14 The Essex Road bus stops, with the westbound stop located circa 75m northwest of the site and the eastbound stop located circa 130m to the northwest, are served by 2 bus routes (SB8 and SB9).
- 3.15 Together these provide a circular service throughout Stevenage, calling at key services including Stevenage bus station and Stevenage railway station. Services run between circa 06:00 – 23:00, with each route providing roughly 2 services an hour during this period; a slightly reduced service runs on weekends.
- 3.16 Further, The Archway Hotel bus stops are located circa 250m (southbound stop) and 350m (northbound stop) from the site. These stops are served by 7 bus routes (80, 301, 383, 386, 390, 635 and 907), which together offer access to a variety of nearby towns and cities, including Watford, Hertford, and Bishops Stortford. The stops provide circa 7 services an hour during off-peak periods and additional services during peak periods.

Census Car Local Car Ownership Data

- 3.17 Data from the 2021 Census as summarised in Nomis Tables RM001 and TS045 for the site's LSOA, Stevenage 002A, were amalgamated to estimate car ownership among residents of houses in the local area.
- 3.18 Figure 3.1 overleaf, illustrates the extent of this LSOA and the location of the site within it.

Figure 3.1 – LSOA Stevenage 002A (E01023776). Arrow shows site location



3.19 Table 3.1 below summarises car ownership among residents of houses in the site’s LSOA from the 2021 Census.

Table 3.1 – Access to private vehicles by residents of houses* in LSOA Stevenage 002A from the 2021 Census (computed from Nomis Tables RM001 and TS045)

Cars or vans	Number of houses	Number of cars or vans
0 cars or vans in household	69	0
1 car or van in household	250	250
2 or more cars or vans in household	304	608
Total	623	858
Cars or vans per household	-	1.50

* Whole house or bungalow

3.20 It can be seen above that residents of the average house in the local area could be expected to own 1.5 cars. It can also be seen that residents of 69 houses (11%) did not have access to a car.

Access and Parking

3.21 The site has existing parking provision located within the rear hardstanding area, accessed from Julians Road.

3.22 The access is circa 4.5m in width where it meets the carriageway, tapering down to 4m after approximately 3m; the existing arrangement is considered appropriate for the likely level of existing traffic. In any event, the access is long established and, as discussed below, its presence and design does not appear to have caused any traffic collisions or safety implications.

3.23 Existing parking within the site comprises marked spaces associated with the two flats and the 93sqm of office use that fronts Julians Road, as well as a hard standing area to the rear of the site that is used as informal parking for staff and visitors of the existing industrial use.

3.24 Parking is restricted on streets in the vicinity of the site (e.g. single yellow line on Julians Road and the northern portion of Orchard Road, with restrictions of 06:30-18:30 Monday to Saturday).

Traffic Collisions

3.25 The Crashmap database was reviewed to determine the incidence of traffic collisions in the vicinity of the site since during the past five years (2017-2021 inclusive).

3.26 This identified that three slight incidents are identified as having occurred at the Julians Road/Lytton Way Road junction, though these incidents are located in excess of 100m from the site access. No other incidents are identified as having occurred in the immediate vicinity of the site.

3.27 To further explore the safety of the existing site access, the Crashmap database was reviewed to determine the incidence of traffic collisions since the year 2000. This uncovered that no incidents are identified as having occurred at the site access.

4 The Proposed Development

Site Location and Context

- 4.1 The proposed site is 33 Julians Road, Stevenage SG1 3ES. A location plan is included at **Appendix A**.
- 4.2 The existing commercial and industrial uses (circa 464sqm) are proposed to be demolished and replaced with 6 houses, formed of 2 x three-bedroom units and 4 x four-bedroom units. The existing two flats and 93sqm of office use fronting Julians Road will remain unchanged. The proposed plans are contained at **Appendix B**.
- 4.3 The site is located in the northeast of Stevenage, with bus stops serving multiple routes accessed within a 4.5-minute walk.

Pedestrian Access

- 4.4 A new pedestrian access point will be provided, linking directly to Stevenage 005 public footpath, which borders the site to the south. The internal footway within the site leading to this access is proposed to be 1.6m in width, terminating within the western corner of the southern parking area.
- 4.5 Through the use of this access, pedestrians and (walking) cyclists will be able egress from the site and reach Stevenage High Street by utilising segregated pedestrian provision.
- 4.6 Pedestrians will also be able to access the site via the existing vehicle crossover off Julians Road to the north.

Vehicle Access

- 4.7 Vehicular access into the site will be retained in its current form, via a vehicle crossover off the southern side of Julians Road. This comprises a footway crossover with an access width of circa 4.5m.
- 4.8 The drawing contained at **Appendix D** shows that a visibility splay of 2.4m x 43m is achievable to the west, whilst a visibility splay of 2.4m x 37m is achievable to 1m off the carriageway edge to the east. However, a 2m x 43m visibility splay is also achievable to the east, 1m off the carriageway edge.
- 4.9 Note that a 37m y-distance is suitable for a 27mph 85th percentile speed and it is highly unlikely that this is exceeded on this urban road. Of course, this visibility layout is the situation that has been in place for many years and as described in Section 3 of this report there have been no associated road safety implications.
- 4.10 In any case, as outline in Section 5, the proposals are estimated to engender a reduction of 1 vehicle trip in the AM peak hour and no change in vehicle trips in the PM peak hour. Further to this, the proposals will lead to a change in the vehicle type accessing the site, as the residential use will mainly generate car vehicle trips, as opposed to the existing industrial use on site, which generated trips formed of bulkier vehicles such as LGVs.

Car Parking

- 4.11 The proposals will provide 12 car parking spaces for the new residential units, this equates to an allocation of two spaces per dwellings.
- 4.12 When consulting Stevenage Borough Council's 'Parking Provision and Sustainable Transport SPD (2020)', the required parking provision needed for the 6 residential dwellings on site is 14 spaces. This is formed of 4 spaces required for the two x three-bedroom dwellings and 10 spaces required for the 4 x four-bedroom dwellings.
- 4.13 However, the Stevenage SPD also outlines that reductions in parking standards can be applied if developments are located within residential accessibility zones. Map 1 within the SPD document shows that the southern portion of the site is located within Residential Accessibility Zone 3. This has been annotated on the plan contained at **Appendix E**. In this zone car parking provision can be reduced by up to 75% - this equates to a required parking provision of 11 parking spaces (10.5).
- 4.14 With this in mind, the provided 12 parking spaces are deemed acceptable as the site is part located within an accessible location, and where the need to own a private vehicle is not a necessity for residents as sustainable transport modes are viable and everyday services are located close to the site. It is relevant that the northern part of the site is closer to bus services than the southern section of the site, although conversely the northern part of the site is outside of the accessibility zone. Therefore, in practice it is our opinion that the entire site should be subject to the same zonal approach.
- 4.15 As noted in Section 3, the local car ownership rate for residential dwellings is 1.5 cars per unit, with 11% of houses having no access to a car. The proposed provision of 2 spaces per unit is thus considered to be sufficient to meet likely demand while existing on-street parking restrictions would be sufficient to avert any residual overspill parking risk.
- 4.16 The drawing contained at **Appendix F** shows that all end parking spaces within the development can be accessed by a large car.
- 4.17 Existing parking provision associated with the two flatted dwellings and 93sqm of office space on site will remain unchanged.

Cycling Parking

- 4.18 Local policy requires 3 cycle parking spaces per 3bedroom+ units, which translates to 18 cycle parking spaces for the proposed site.
- 4.19 Each unit will be provided we a secure cycle parking shed able to accommodate for 3 cycles. This equates to 18 secure, covered cycle parking spaces, meeting local policy requirements, and encouraging sustainable travel.
- 4.20 The proposals will also provide one short stay cycle parking space, which also meets policy requirements.
- 4.21 Cycle provision associated with the existing flatted dwellings and office space on site will be retained.

Servicing and Deliveries

- 4.22 The proposals will provide two internal bin stores, one located adjacent to each parking area. It is proposed that residents will place their bins within the stores throughout the week, and then move the bins to a collection area no more than 12m south of the access junction with Julians Road on collection day.
- 4.23 A refuse vehicle will then service the site from the roadside along Julians Road, as per the existing situation for all surrounding dwellings.
- 4.24 Deliveries to the site by smaller vehicles can be made from either of the internal parking areas. Vehicles will utilise the existing access off Julians Road, turn within the site and egress in a forward gear.
- 4.25 Pumping appliances will be able to access the site from Julians Road and turn within the northern parking area, egressing from the site in a forward gear. The drawing contained at **Appendix G** shows a pumping appliance accessing and egressing from the site in a forward gear.
- 4.26 It is noted that not all points of the three dwellings located to the south of the site are within 45m of the waiting pumping appliance. For this reason, it is proposed that these buildings will be fitted with a sprinkler/dry riser system to meet appropriate regulatory standards.

5 Transport Impact

Existing Use Trip Generation

- 5.1 The TRICS database was interrogated to find surveys of sites from which estimates of baseline trip generation could be made.
- 5.2 To estimate the number of trips generated by the 244sqm of industrial storage use, multi-modal surveys of sites which met the following criteria were selected:
- Employment > Industrial Unit (02/C);
 - Located in England outside of Greater London;
 - Situated in 'Suburban Area', 'Edge of Town' or 'Neighbourhood Centre' locations;
 - Conducted on a weekday;
 - Surveyed within the last five years.
- 5.3 Three surveys were found that met the criteria, from which estimated multi-modal trip rates are drawn. Table 5.1 below summarises the estimated trip rates per 100sqm GFA. The full TRICS datasheet for the existing office use is included in **Appendix H**.

Table 5.1 – Estimated trip rates per 100sqm light industrial (from TRICS)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.313	0.075	0.388	0.022	0.075	0.097	1.690	1.671	3.361
Cars	0.209	0.007	0.216	0.022	0.075	0.097	0.917	0.908	1.825
Pedestrians	0.007	0	0.007	0	0.015	0.015	0.051	0.052	0.103
Cyclists	0	0	0	0	0	0	0.018	0.014	0.032
OGVs and LGVs	0.104	0.067	0.171	0	0	0	0.758	0.751	1.509
Total People	0.380	0.075	0.455	0.022	0.089	0.111	2.167	2.144	4.311

- 5.4 Table 5.2 below scales these trip rates up to provide trip numbers for existing circa 244sqm of industrial storage use.

Table 5.2 – Estimated trip numbers for the existing 244sqm industrial storage use (allow for rounding)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	1	0	1	0	0	0	4	4	8
Cars	1	0	1	0	0	0	2	2	4
Pedestrians	0	0	0	0	0	0	0	0	0
Cyclists	0	0	0	0	0	0	0	0	0
OGVs and LGVs	0	0	0	0	0	0	2	2	4
Total People	1	0	1	0	0	0	5	5	11

- 5.5 It can be seen from Table 5.2 that the existing industrial use is estimated to generate 1 and 0 vehicle trips in the respective AM and PM peak hours.

5.6 To estimate the number of trips generated by the two existing flats within the converted residential dwelling on site, multi-modal surveys of sites which met the following criteria were selected:

- Residential > Flats Privately Owned (03/C);
- Located in England outside of Greater London;
- Situated in 'Suburban Area', 'Edge of Town' locations;
- Conducted on a weekday;
- Surveyed within the last five years.

5.7 Four surveys were found that met the criteria, from which estimated multi-modal trip rates are drawn. Table 5.3 below summarises the estimated trip rates per flat. The full TRICS datasheet for the existing office use is included in **Appendix H**.

Table 5.3 – Estimated trip rates per flat (from TRICS)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.080	0.189	0.269	0.166	0.080	0.246	1.132	1.183	2.315
Cars	0.057	0.149	0.206	0.154	0.069	0.223	0.903	0.966	1.869
Pedestrians	0.040	0.291	0.331	0.126	0.091	0.217	0.893	1.018	1.911
Cyclists	0	0.057	0.057	0.017	0.006	0.023	0.114	0.115	0.229
Public Transport Users	0.006	0.257	0.263	0.143	0	0.143	0.514	0.624	1.138
OGVs and LGVs	0.011	0.029	0.040	0.006	0.006	0.012	0.156	0.145	0.301
Total People	0.114	0.880	0.994	0.474	0.189	0.663	2.872	3.173	6.045

5.8 Table 5.4 below scales these trip rates up to provide trip numbers for existing 2 flats on site.

Table 5.4 – Estimated trip numbers for the existing 2 flats (allow for rounding)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0	0	1	0	0	0	2	2	5
Cars	0	0	0	0	0	0	2	2	4
Pedestrians	0	0	0	0	0	0	2	2	4
Cyclists	0	0	0	0	0	0	0	0	0
Public Transport Users	0	1	1	0	0	0	1	1	2
OGVs and LGVs	0	0	0	0	0	0	0	0	1
Total People	0	2	2	1	0	1	6	6	12

5.9 It can be seen from Table 5.4 that the 2 existing flats on site are estimated to generate 1 and 0 vehicle trips in the respective AM and PM peak hours.

5.10 To estimate the number of trips generated by the existing 313sqm of office space within the converted residential dwelling on site, multi-modal surveys of sites which met the following criteria were selected:

- Employment > Offices (02/A);

- Located in England outside of Greater London;
- Situated in 'Suburban Area', 'Edge of Town' locations;
- Conducted on a weekday;
- Surveyed within the last five years.

5.11 Three surveys were found that met the criteria, from which estimated multi-modal trip rates are drawn. Table 5.5 below summarises the estimated trip rates per 100sqm of office space. The full TRICS datasheet for the existing office use is included in **Appendix H**.

Table 5.5 – Estimated trip rates per 100sqm of office space (from TRICS)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	1.262	0.040	1.302	0	1.722	1.722	4.425	4.424	8.849
Cars	1.202	0.020	1.222	0	1.702	1.702	3.924	3.924	7.848
Pedestrians	0	0	0	0	0.040	0.040	0.760	0.760	1.520
Cyclists	0.100	0	0.100	0	0.100	0.100	0.300	0.300	0.600
Public Transport Users	0.120	0	0.120	0	0.240	0.240	0.460	0.460	0.920
OGVs and LGVs	0	0	0	0	0	0	0.040	0.040	0.080
Total People	1.502	0.040	1.542	0	2.123	2.123	6.148	6.149	12.297

5.12 Table 5.6 below scales these trip rates up to provide trip numbers for existing circa 313sqm of office use.

Table 5.6 – Estimated trip numbers for the existing 313sqm of office space (allow for rounding)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	4	0	4	0	5	5	14	14	28
Cars	4	0	4	0	5	5	12	12	25
Pedestrians	0	0	0	0	0	0	2	2	5
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	1	1	1	1	3
OGVs and LGVs	0	0	0	0	0	0	0	0	0
Total People	5	0	5	0	7	7	19	19	38

5.13 It can be seen from Table 5.6 that the 313sqm of office use on site is estimated to generate 4 and 5 vehicle trips in the respective AM and PM peak hours.

5.14 Table 5.7 below totals all existing vehicle trip generation from all uses on site to provide an overall existing trip generation estimation.

Table 5.7 – Total estimated trip numbers for all existing uses on site (allow for rounding)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	5	0	6	0	5	5	20	20	41
Cars	5	0	5	0	5	5	16	16	33
Pedestrians	0	0	0	0	0	0	4	4	9
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	1	1	0	1	1	2	2	5
OGVs and LGVs	0	0	0	0	0	0	2	2	5
Total People	6	2	8	1	7	8	30	30	61

5.15 It can be seen from Table 5.7 that the combined existing uses on site are estimated to generate 6 and 5 vehicle trips in the respective AM and PM peak hours. The site is also expected to generate 61 vehicle trips throughout the course of the day.

Proposed Trip Generation

5.16 To estimate trip generation that would be expected to be generated through the proposed redevelopment, the TRICS database was interrogated for sites that satisfied the following criteria:

- Residential > Houses Privately Owned (03/A);
- Located in England outside of Greater London;
- Situated in 'Suburban Area' and 'Edge of Town locations';
- Conducted on a weekday; and
- Surveyed within the last 5 years.

5.17 Eight surveys were found that met these criteria, with corresponding trip rates summarised in Table 5.8 below. The full TRICS output for the proposed residential use is included in **Appendix H**.

Table 5.8 – Estimated trip rates per residential unit (from TRICS)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.153	0.396	0.549	0.374	0.149	0.523	2.337	2.338	4.675
Cars	0.123	0.340	0.463	0.314	0.137	0.451	1.950	1.933	3.916
Pedestrians	0.052	0.123	0.175	0.044	0.032	0.076	0.497	0.487	0.984
Cyclists	0.002	0.016	0.018	0.004	0.006	0.010	0.056	0.060	0.116
Public Transport Users	0.006	0.032	0.038	0.030	0	0.030	0.108	0.110	0.218
OGVs and LGVs	0.026	0.050	0.076	0.050	0.008	0.058	0.344	0.330	0.674
Total People	0.239	0.817	1.056	0.590	0.245	0.835	3.757	3.768	7.525

5.18 Table 5.9 scales these figures up to provide estimated trip numbers for the proposed 6 residential dwellings.

Table 5.9 – Estimated trip numbers for the proposed 6 units (allow for rounding)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	1	2	3	2	1	3	14	14	28
Cars	1	2	3	2	1	3	12	12	23
Pedestrians	0	1	3	2	1	3	3	3	6
Cyclists	0	0	0	0	0	0	0	0	1
Public Transport Users	0	0	0	0	0	0	1	1	1
OGVs and LGVs	0	0	0	0	0	0	2	2	4
Total People	1	5	6	4	1	5	23	23	45

5.19 It is expected that the proposed 6 dwellings would generate 3 vehicle movements in each of the peak hours, with 28 vehicle movements expected throughout the course of the day.

5.20 Table 5.10 below combines the proposed trip figures generated by the 6 residential units with the existing trip generation estimations associated with the retained flats and 93sqm of office on site.

Table 5.10 – Estimated trip numbers for the proposed 6 dwellings, retained 2 flats and retained 93sqm of office space (allow for rounding)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	2	2	5	2	3	5	20	20	41
Cars	2	2	4	2	3	5	18	18	34
Pedestrians	0	1	3	2	1	3	6	6	11
Cyclists	0	0	0	0	0	0	0	0	2
Public Transport Users	0	1	1	0	0	0	2	2	4
OGVs and LGVs	0	0	0	0	0	0	2	2	5
Total People	2	7	9	5	3	8	35	35	68

5.21 Table 5.10 above shows that the proposed site, including retained uses, is likely to generate 4 and 5 vehicle trips in the respective AM and PM peak hours; as well as 4 and 3 trips formed of sustainable transport modes in each peak hour.

Net Trip Generation

5.22 Table 5.11 below summarises the estimated net vehicle trip generation that would be expected through the redevelopment of the existing site into residential use.

Table 5.11 – Net vehicle trip generation from proposed redevelopment (from TRICS)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicles	-3	2	-1	2	-2	0	0	0	0
Cars	-3	2	-1	2	-2	0	2	2	1

- 5.23 It can be seen in Table 5.11 that the proposed redevelopment is expected to engender a net decrease of -1 and 0 vehicle movements in the respective AM and PM peak hours, with 0 additional vehicle movements throughout the course of the day.
- 5.24 This decrease/no change in vehicle movements in the AM and PM network peak hours will have a positive impact upon the local highway network in terms of capacity, congestion, or safety. Further to this, the proposals will lead to a change in the vehicle type accessing the site, as the residential use will mainly generate car vehicle trips, as opposed to the existing industrial use on site, which generated trips formed of bulkier vehicles such as LGVs.

6 Summary and Conclusion

Summary

- 6.1 This Transport Statement has been prepared by EAS on behalf of Acre Stevenage Ltd to support a planning application which proposes to demolish 464sqm of shared industrial and commercial use building and construct 6 residential units. The site is located at 33 Julians Road, Stevenage SG1 3ES.
- 6.2 The site also comprises two flats and approximately 93sqm of office space, which fronts Julians Road – this unit will remain unchanged throughout the proposals.
- 6.3 The site is located within the northeast of Stevenage, with Stevenage High Street accessible via a circa 350m journey (6-minute walk/2-minute cycle) from the site. As such a wide range of facilities to meet a resident's everyday needs can be accessed within a short distance.
- 6.4 The proposals include the construction of 6 houses, formed of 2 x three-bedroom units and 4 x four-bedroom units.
- 6.5 The proposals will provide 12 car parking spaces for the new residential units, this equates to an allocation of two spaces per dwelling. This level of parking is deemed acceptable given the site's locality to Stevenage's residential accessibility Zone 3.
- 6.6 On-street parking controls will further avert any residual risk of overspill parking and residents would be prevented from obtaining parking permits for the surrounding streets.
- 6.7 18 long-stay cycle parking spaces are proposed which meets the minimum policy requirement.
- 6.8 Vehicular access to the site remains unchanged, with delivery and servicing by LGVs and a fire tender proceeding as occurs currently. A bin store is located adjacent to each of the car parking areas, with residents placing their bins near to the site access on collection days, where a refuse vehicle will service the site from the kerbside along Julians Road.
- 6.9 A new pedestrian access point will be provided, linking directly to Stevenage 005 public footpath, which borders the site to the south. The internal footway within the site leading to this access is proposed to be 1.6m in width, terminating within the western corner of the southern parking area.
- 6.10 No traffic collisions are identified as having occurred at the site access in the last 23 years, while any that occurred in proximity to the site access did not appear to be related to the presence of the site access.
- 6.11 It can be seen in Table 5.11 that the proposed redevelopment is expected to engender a net decrease of 1 and 0 vehicle movements in the respective AM and PM peak hours.
- 6.12 This is an imperceptible change in movements and is not expected to negatively impact upon the local highway network in terms of capacity, congestion, or safety.
- 6.13 The proposals are also likely to engender a reduction in OGV/LGV trips within the network peak hours.

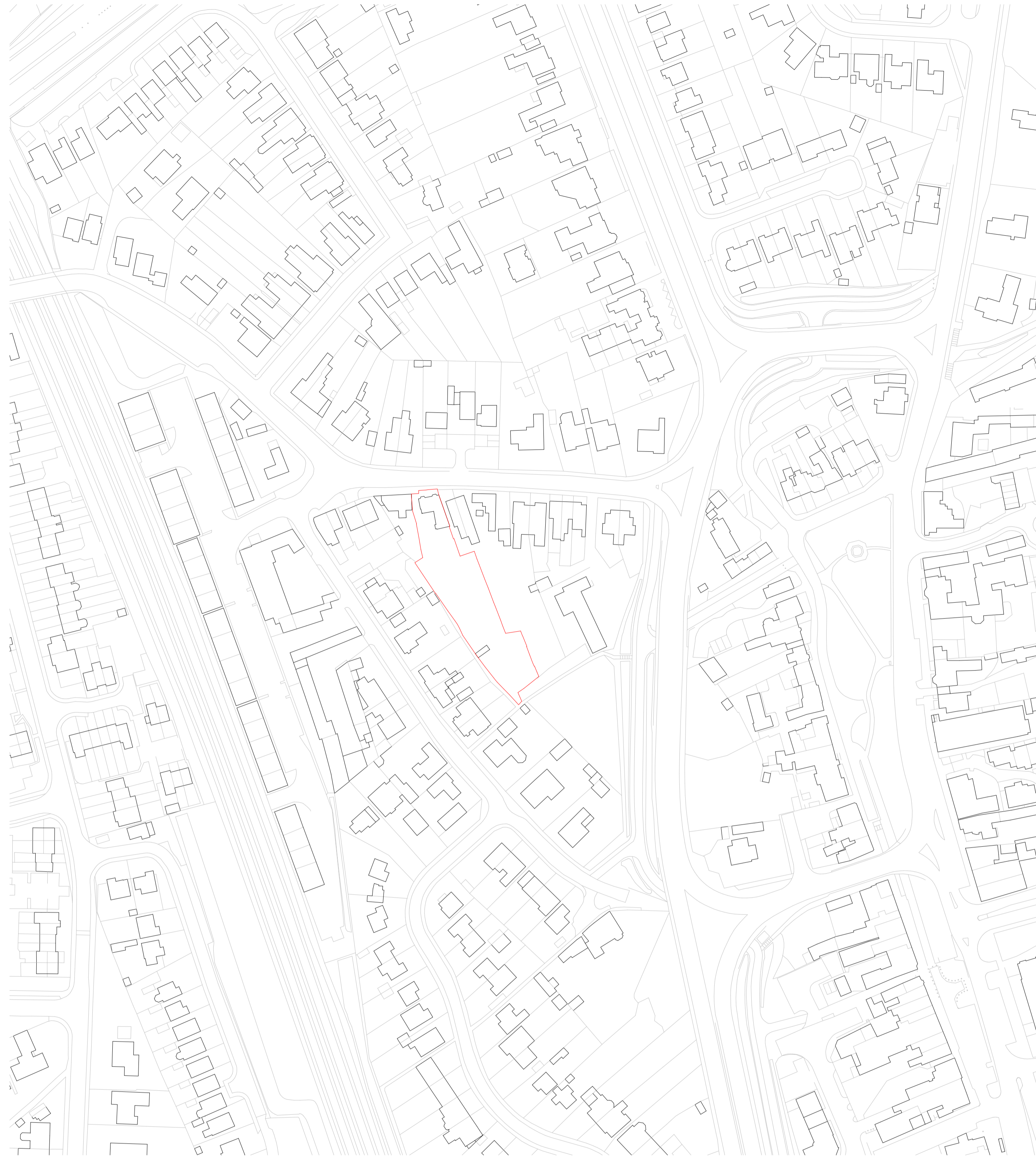
Conclusion

- 6.14 The proposed site is in an accessible location and is not expected to result in an imperceptible change in vehicle trips in the AM and PM peak hours; further, an appropriate level of parking is proposed based on the characteristics of the site and local area.
- 6.15 The proposals will thus not generate a negative material change to the nature and character of traffic in the vicinity of the site.
- 6.16 This Transport Statement, therefore, demonstrates that the proposed change of use application will support wider local, regional, and national transport aims, and thus should be supported on transport and highways grounds.

7 Appendices

- Appendix: A – Location Plan
- Appendix: B – Development Plans
- Appendix: C – Existing Cycle Provision Map
- Appendix: D – Site Access Visibility Splays
- Appendix: E – Parking Accessibility Zone Map
- Appendix: F – Car Parking Swept Path Analysis
- Appendix: G – Fire Tender Swept Path Analysis
- Appendix: H – TRICS Datasheets

Appendix: A – Location Plan



1 Location Plan
1:1250



2 Block Plan
1:500

DFA

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Client
Acre

Sheet number
1140 -DFA -PL - 001

Sheet name
Site Location and Block Plan

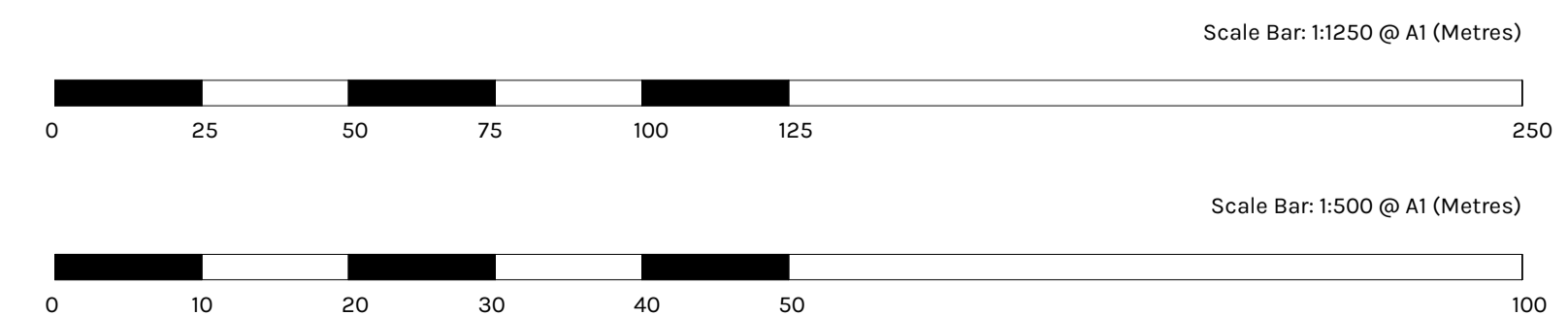
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Rev	Description	Date	Issued	Checked
1	Planning Issue	231109	HB	GV



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OS information not accurate and not to be used for measurements.

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Appendix: B – Development Plans

Key
Existing Building Outline



DFA

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Sheet number
1140 -DFA -PL - 101

Sheet name
Proposed Site Plan

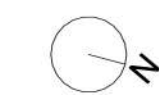
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Rev	Description	Date	Issued	Checked
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Company registration number 10861309.

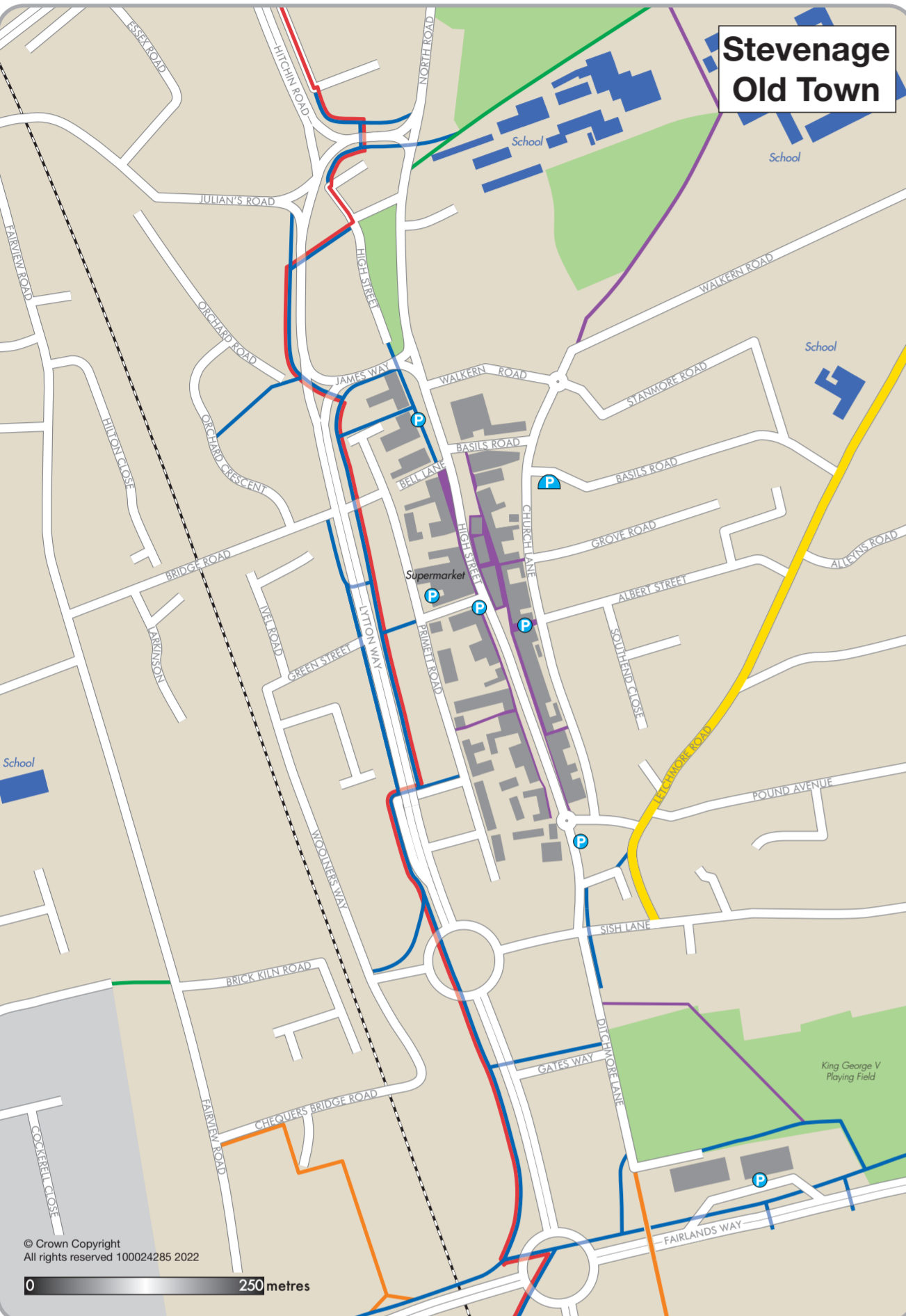
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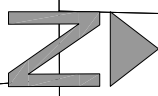
Appendix: C – Existing Cycle Provision Map

Stevenage Cycle Map

- Traffic-free scenic cycle route
 - Cycleway system
 - Shared use routes (mopeds prohibited)
 - Bridleways (can be used by cyclists)
 - Great North Cycleway Route 12
 - On road route
 - Useful road link for cyclists
 - Underpass
 - Pedestrian route
 - Toucan crossings
 - Recommended tea stops
 - Cycle Parking
 - Cycle Hangar
 - Cycle Shop
 - Cycling UK meeting point
 - Stevenage Cycling Hub
 - Childrens Centre
- Rural area
 - Open space
 - Woods
 - Built up area
 - Industrial area
 - Neighbourhood Centre
 - Place of interest
 - Selected stores
 - School
 - Hospital
 - Inset map
- Digital Cartography by Pindar Creative
www.pindarcreative.co.uk



Appendix: D – Site Access Visibility Splays



A VISIBILITY SPLAY OF 2.4m x 43m IS ACHIEVABLE TO THE NEAR-SIDE KERBLINE, ENSURING THAT THE SPLAY REMAINS WHOLLY WITHIN LAND OWNED BY THE APPLICANT OR LAND MAINTAINED BY THE LOCAL HIGHWAY AUTHORITY.

No. 37b

37b

No. 37a

37a

94.0m

No. 35

35

ing to be demolished


12

JULIAN'S ROAD

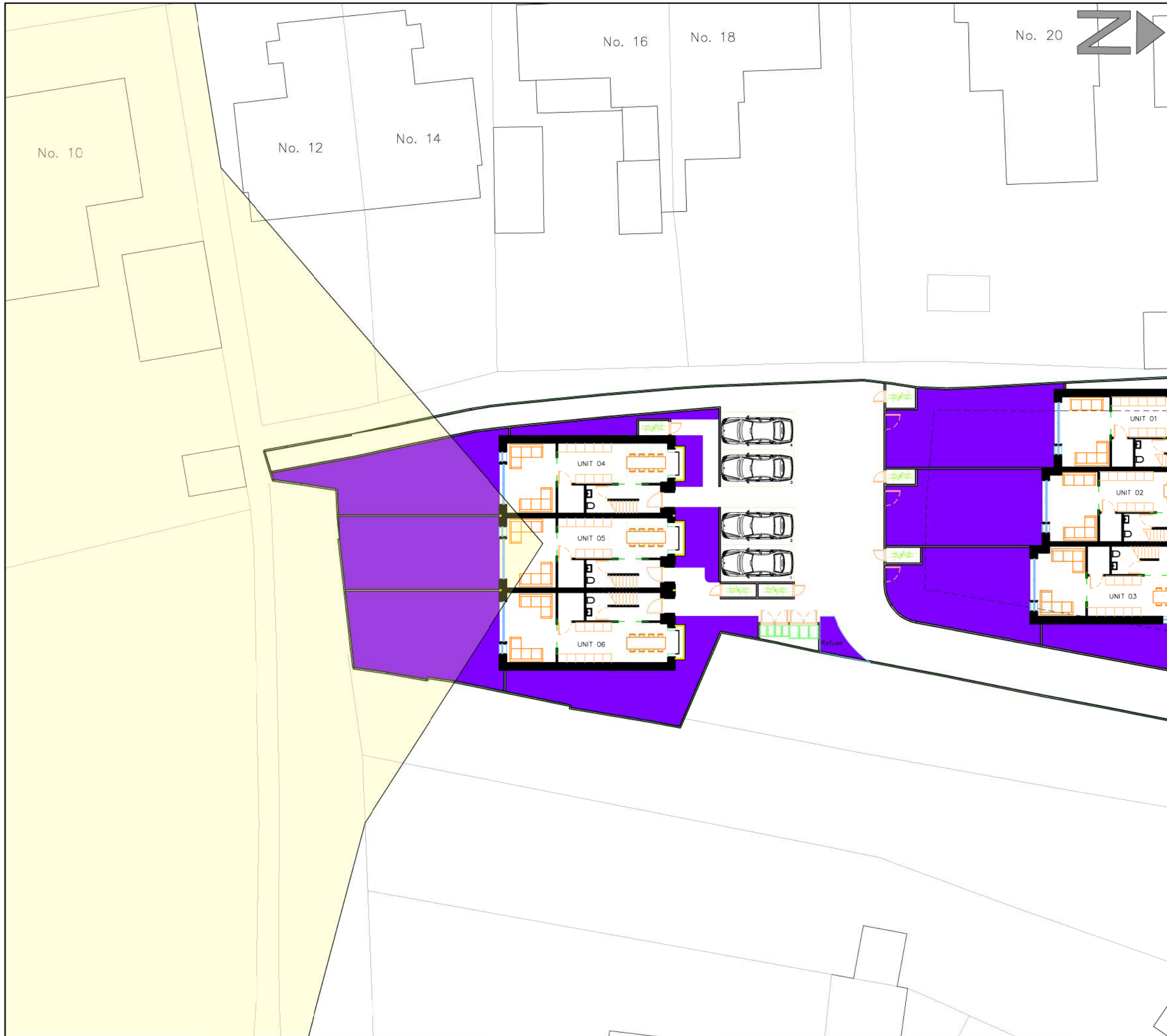
94.2m


A VISIBILITY SPLAY OF 2.4m x 37m IS ACHIEVABLE TO 1m OFF THE NEAR-SIDE KERBLINE, ENSURING THAT THE SPLAY REMAINS WHOLLY WITHIN LAND OWNED BY THE APPLICANT OR LAND MAINTAINED BY THE LOCAL HIGHWAY AUTHORITY.

A VISIBILITY SPLAY OF 2m x 43m IS ACHIEVABLE TO 1m OFF THE NEAR-SIDE KERBLINE, ENSURING THAT THE SPLAY REMAINS WHOLLY WITHIN LAND OWNED BY THE APPLICANT OR LAND MAINTAINED BY THE LOCAL HIGHWAY AUTHORITY.

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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CLIENT:					
ARCHITECT:					
PROJECT: 33 JULIAN'S ROAD, STEVENAGE					
TITLE: SITE ACCESS VISIBILITY SPLAYS					
SCALE: A3: 1:250		DESIGN-DRAWN: CT		DATE: 09/11/2023	
PROJECT No: 4798		DRAWING No: SK04			

Appendix: E – Parking Accessibility Zone Map



KEY:
 - ASSUMED EXTENT OF ZONE 3 RESIDENTIAL ACCESSIBILITY ZONE AS PER MAP 1 WITHIN STEVENAGE BC'S PARKING PROVISION SPD

REV	DATE	BY	DESCRIPTION	CHK	APD
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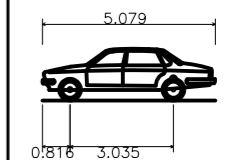
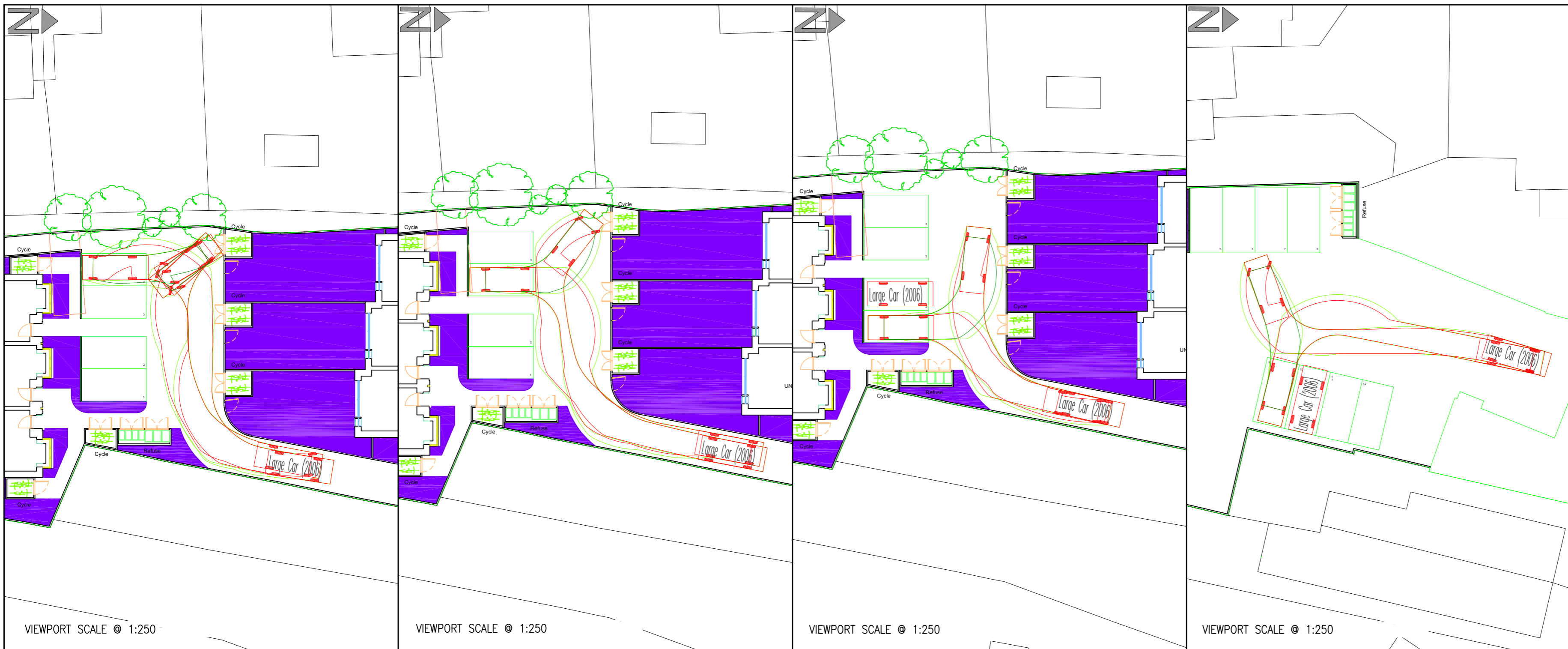
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 33 JULIANS ROAD,
 STEVENAGE

TITLE:
 ZONE 3 ACCESSIBILITY ZONE
 EXTENT

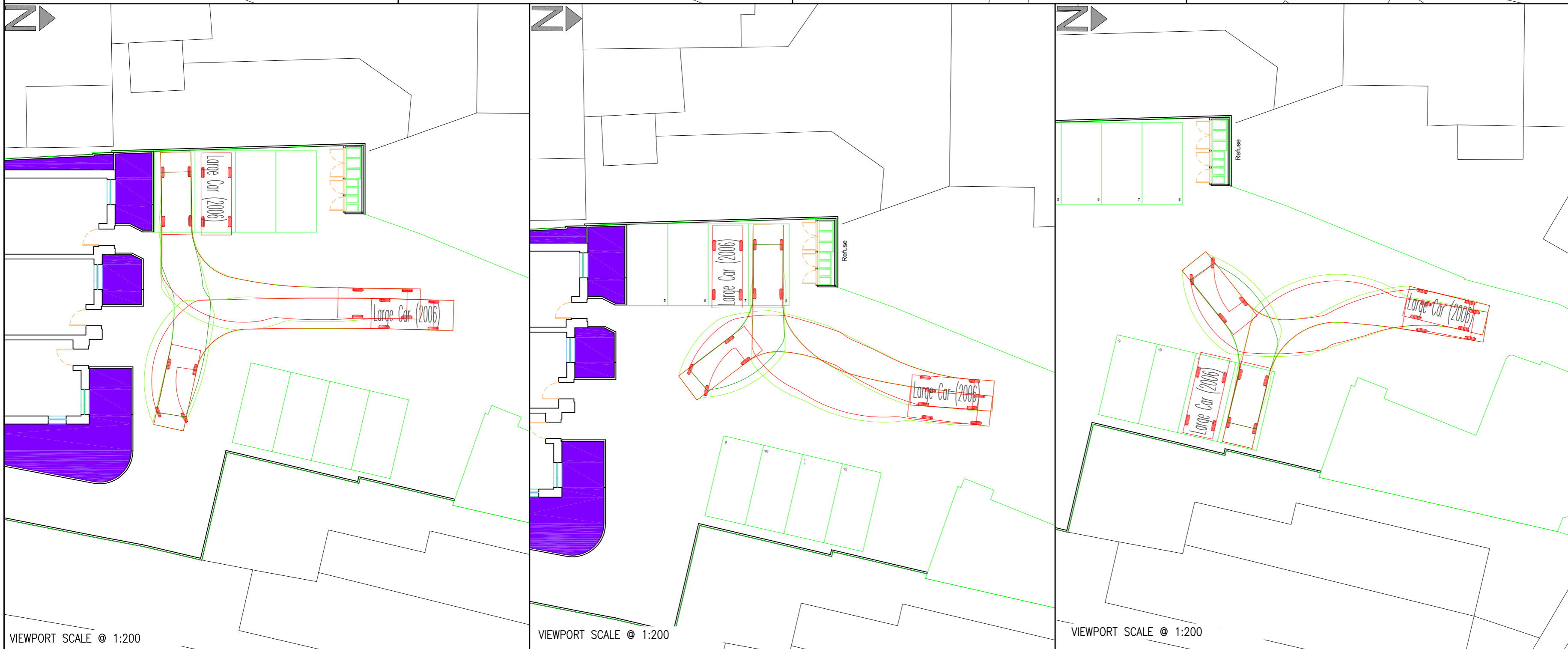
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PROJECT No: 4798	DRAWING No: SK03
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Appendix: F – Car Parking Swept Path Analysis



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



REV	DATE	BY	DESCRIPTION	CHK	APD

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CLIENT:

ARCHITECT:

PROJECT:

33 JULIANS ROAD,
 STEVENAGE

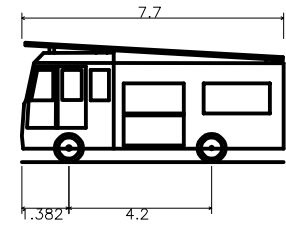
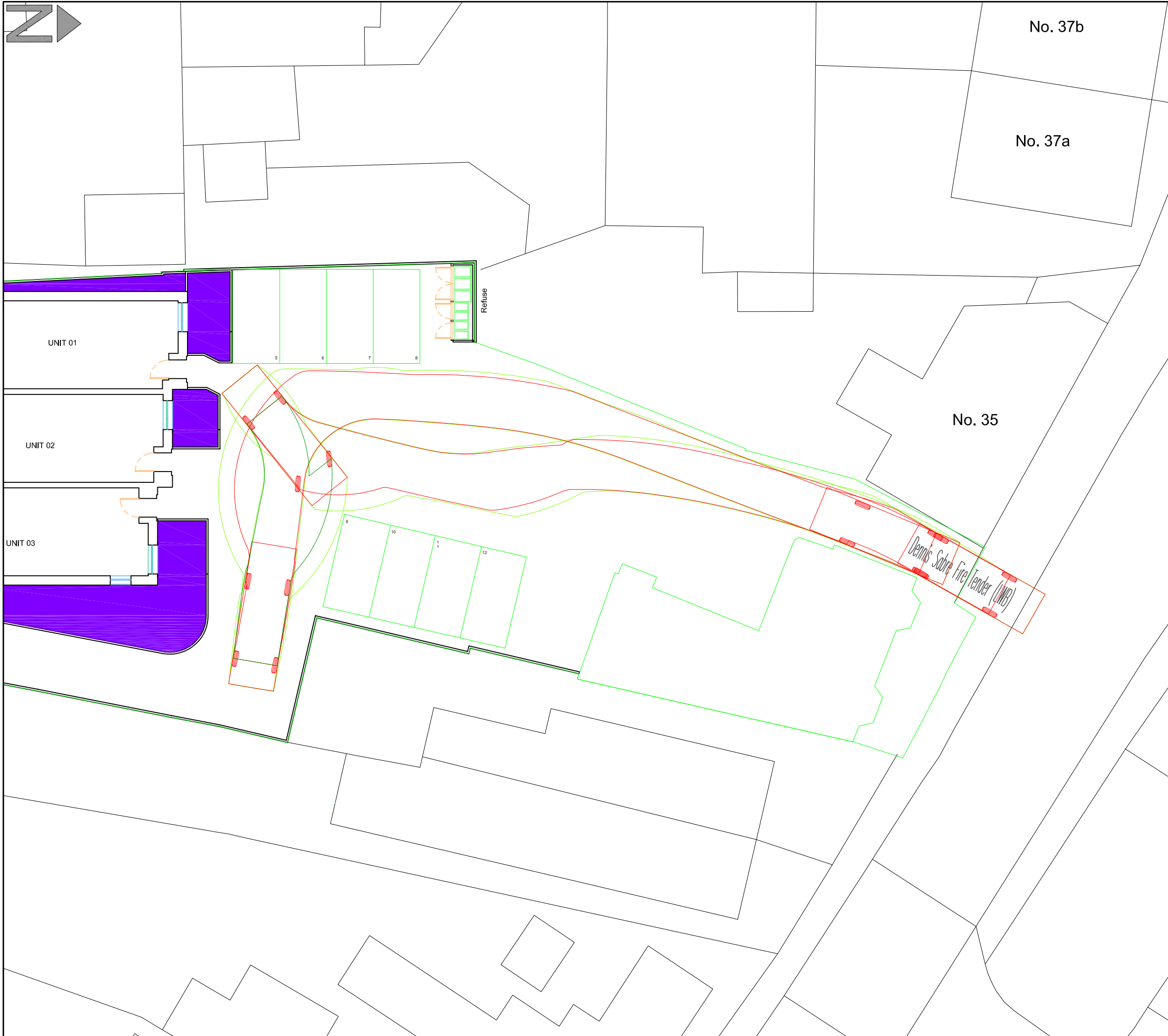
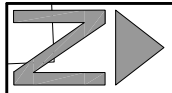
TITLE:

CAR PARKING SWEEP PATH
 ANALYSIS

SCALE @ A2: SEE VIEWPORT SCALES	DESIGN-DRAWN: CT	DATE: 20/11/2023
------------------------------------	---------------------	---------------------

PROJECT No: 4798	DRAWING No: SK02 REV D
---------------------	---------------------------

Appendix: G – Fire Tender Swept Path Analysis



Dennis Sabre Fire Tender (LWB)
 Overall Length 7.700m
 Overall Width 2.430m
 Overall Body Height 3.512m
 Min Body Ground Clearance 0.397m
 Track Width 2.380m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 7.400m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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1st Floor Millers House, Roydon Road,
 Stanstead Abbots, Hertfordshire, SG12 8HN
 Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

33 JULIANS ROAD,
 STEVENAGE

TITLE:

FIRE TENDER SWEEP PATH
 ANALYSIS

SCALE © A3: 1:200	DESIGN-DRAWN: CT	DATE: 20/11/2023
-----------------------------	----------------------------	----------------------------

PROJECT No: 4798	DRAWING No: SK01 REV C
----------------------------	----------------------------------

Appendix: H – TRICS Datasheets

Calculation Reference: AUDIT-743101-231101-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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: Gross floor area
Actual Range: 690 to 9216 (units: sqm)
Range Selected by User: 690 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/06/22

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

Selected survey days:

Wednesday 1 days
Thursday 2 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge 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:

Industrial Zone 3

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known 3 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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 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	3 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	3 days
-----------------	--------

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.29

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.098	1	9216	0.000	1	9216	0.098
06:00 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 08:00	3	4473	0.425	3	4473	0.045	3	4473	0.470
08:00 - 09:00	3	4473	0.313	3	4473	0.075	3	4473	0.388
09:00 - 10:00	3	4473	0.164	3	4473	0.119	3	4473	0.283
10:00 - 11:00	3	4473	0.052	3	4473	0.045	3	4473	0.097
11:00 - 12:00	3	4473	0.075	3	4473	0.112	3	4473	0.187
12:00 - 13:00	3	4473	0.209	3	4473	0.261	3	4473	0.470
13:00 - 14:00	3	4473	0.142	3	4473	0.216	3	4473	0.358
14:00 - 15:00	3	4473	0.067	3	4473	0.075	3	4473	0.142
15:00 - 16:00	3	4473	0.045	3	4473	0.171	3	4473	0.216
16:00 - 17:00	3	4473	0.045	3	4473	0.455	3	4473	0.500
17:00 - 18:00	3	4473	0.022	3	4473	0.075	3	4473	0.097
18:00 - 19:00	3	4473	0.022	3	4473	0.022	3	4473	0.044
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.690			1.671			3.361

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

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

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Parameter summary

Trip rate parameter range selected:	690 - 9216 (units: sqm)
Survey date range:	01/01/15 - 29/06/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 08:00	3	4473	0.052	3	4473	0.037	3	4473	0.089
08:00 - 09:00	3	4473	0.067	3	4473	0.052	3	4473	0.119
09:00 - 10:00	3	4473	0.067	3	4473	0.075	3	4473	0.142
10:00 - 11:00	3	4473	0.007	3	4473	0.007	3	4473	0.014
11:00 - 12:00	3	4473	0.060	3	4473	0.052	3	4473	0.112
12:00 - 13:00	3	4473	0.119	3	4473	0.142	3	4473	0.261
13:00 - 14:00	3	4473	0.067	3	4473	0.052	3	4473	0.119
14:00 - 15:00	3	4473	0.022	3	4473	0.022	3	4473	0.044
15:00 - 16:00	3	4473	0.030	3	4473	0.037	3	4473	0.067
16:00 - 17:00	3	4473	0.015	3	4473	0.030	3	4473	0.045
17:00 - 18:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
18:00 - 19:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.506			0.506			1.012

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 CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 08:00	3	4473	0.007	3	4473	0.000	3	4473	0.007
08:00 - 09:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
09:00 - 10:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
10:00 - 11:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
11:00 - 12:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
12:00 - 13:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
13:00 - 14:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
14:00 - 15:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
15:00 - 16:00	3	4473	0.000	3	4473	0.007	3	4473	0.007
16:00 - 17:00	3	4473	0.000	3	4473	0.007	3	4473	0.007
17:00 - 18:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
18:00 - 19:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.014			0.032

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 PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 08:00	3	4473	0.022	3	4473	0.000	3	4473	0.022
08:00 - 09:00	3	4473	0.007	3	4473	0.000	3	4473	0.007
09:00 - 10:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
10:00 - 11:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
11:00 - 12:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
12:00 - 13:00	3	4473	0.007	3	4473	0.000	3	4473	0.007
13:00 - 14:00	3	4473	0.015	3	4473	0.015	3	4473	0.030
14:00 - 15:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
15:00 - 16:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
16:00 - 17:00	3	4473	0.000	3	4473	0.022	3	4473	0.022
17:00 - 18:00	3	4473	0.000	3	4473	0.015	3	4473	0.015
18:00 - 19:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.052			0.103

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: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.29

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 07:00	1	9216	0.022	1	9216	0.000	1	9216	0.022
07:00 - 08:00	3	4473	0.462	3	4473	0.037	3	4473	0.499
08:00 - 09:00	3	4473	0.380	3	4473	0.075	3	4473	0.455
09:00 - 10:00	3	4473	0.246	3	4473	0.171	3	4473	0.417
10:00 - 11:00	3	4473	0.060	3	4473	0.045	3	4473	0.105
11:00 - 12:00	3	4473	0.104	3	4473	0.156	3	4473	0.260
12:00 - 13:00	3	4473	0.343	3	4473	0.365	3	4473	0.708
13:00 - 14:00	3	4473	0.194	3	4473	0.268	3	4473	0.462
14:00 - 15:00	3	4473	0.082	3	4473	0.089	3	4473	0.171
15:00 - 16:00	3	4473	0.075	3	4473	0.268	3	4473	0.343
16:00 - 17:00	3	4473	0.060	3	4473	0.559	3	4473	0.619
17:00 - 18:00	3	4473	0.022	3	4473	0.089	3	4473	0.111
18:00 - 19:00	3	4473	0.030	3	4473	0.022	3	4473	0.052
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.167			2.144			4.311

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: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 08:00	3	4473	0.343	3	4473	0.000	3	4473	0.343
08:00 - 09:00	3	4473	0.209	3	4473	0.007	3	4473	0.216
09:00 - 10:00	3	4473	0.060	3	4473	0.022	3	4473	0.082
10:00 - 11:00	3	4473	0.000	3	4473	0.007	3	4473	0.007
11:00 - 12:00	3	4473	0.007	3	4473	0.045	3	4473	0.052
12:00 - 13:00	3	4473	0.045	3	4473	0.097	3	4473	0.142
13:00 - 14:00	3	4473	0.067	3	4473	0.127	3	4473	0.194
14:00 - 15:00	3	4473	0.015	3	4473	0.022	3	4473	0.037
15:00 - 16:00	3	4473	0.007	3	4473	0.119	3	4473	0.126
16:00 - 17:00	3	4473	0.022	3	4473	0.365	3	4473	0.387
17:00 - 18:00	3	4473	0.022	3	4473	0.075	3	4473	0.097
18:00 - 19:00	3	4473	0.022	3	4473	0.022	3	4473	0.044
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.917			0.908			1.825

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: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 08:00	3	4473	0.030	3	4473	0.007	3	4473	0.037
08:00 - 09:00	3	4473	0.037	3	4473	0.015	3	4473	0.052
09:00 - 10:00	3	4473	0.037	3	4473	0.022	3	4473	0.059
10:00 - 11:00	3	4473	0.045	3	4473	0.030	3	4473	0.075
11:00 - 12:00	3	4473	0.007	3	4473	0.015	3	4473	0.022
12:00 - 13:00	3	4473	0.045	3	4473	0.022	3	4473	0.067
13:00 - 14:00	3	4473	0.007	3	4473	0.037	3	4473	0.044
14:00 - 15:00	3	4473	0.030	3	4473	0.030	3	4473	0.060
15:00 - 16:00	3	4473	0.007	3	4473	0.007	3	4473	0.014
16:00 - 17:00	3	4473	0.007	3	4473	0.060	3	4473	0.067
17:00 - 18:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
18:00 - 19:00	3	4473	0.000	3	4473	0.000	3	4473	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.252			0.245			0.497

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

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

Calculation Reference: AUDIT-743101-231102-1151

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE
		2 days
04	EAST ANGLIA	
	NF	NORFOLK
		1 days
09	NORTH	
	TW	TYNE & WEAR
		1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 22 to 82 (units:)
Range Selected by User: 6 to 184 (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: 01/01/18 to 11/05/22

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

Selected survey days:

Monday 2 days
Wednesday 1 days
Friday 1 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 3

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

Selected Location Sub Categories:

Residential Zone 4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 7 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	4 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	2 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.61

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	4	44	0.023	4	44	0.137	4	44	0.160
08:00 - 09:00	4	44	0.080	4	44	0.189	4	44	0.269
09:00 - 10:00	4	44	0.091	4	44	0.097	4	44	0.188
10:00 - 11:00	4	44	0.080	4	44	0.137	4	44	0.217
11:00 - 12:00	4	44	0.086	4	44	0.086	4	44	0.172
12:00 - 13:00	4	44	0.080	4	44	0.074	4	44	0.154
13:00 - 14:00	4	44	0.069	4	44	0.109	4	44	0.178
14:00 - 15:00	4	44	0.063	4	44	0.074	4	44	0.137
15:00 - 16:00	4	44	0.103	4	44	0.063	4	44	0.166
16:00 - 17:00	4	44	0.171	4	44	0.074	4	44	0.245
17:00 - 18:00	4	44	0.166	4	44	0.080	4	44	0.246
18:00 - 19:00	4	44	0.120	4	44	0.063	4	44	0.183
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.132			1.183			2.315

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

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

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Parameter summary

Trip rate parameter range selected: 22 - 82 (units:)
 Survey date date range: 01/01/18 - 11/05/22
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	44	0.006	4	44	0.000	4	44	0.006
08:00 - 09:00	4	44	0.000	4	44	0.006	4	44	0.006
09:00 - 10:00	4	44	0.006	4	44	0.006	4	44	0.012
10:00 - 11:00	4	44	0.000	4	44	0.000	4	44	0.000
11:00 - 12:00	4	44	0.000	4	44	0.000	4	44	0.000
12:00 - 13:00	4	44	0.000	4	44	0.000	4	44	0.000
13:00 - 14:00	4	44	0.000	4	44	0.000	4	44	0.000
14:00 - 15:00	4	44	0.000	4	44	0.000	4	44	0.000
15:00 - 16:00	4	44	0.000	4	44	0.000	4	44	0.000
16:00 - 17:00	4	44	0.006	4	44	0.000	4	44	0.006
17:00 - 18:00	4	44	0.000	4	44	0.006	4	44	0.006
18:00 - 19:00	4	44	0.000	4	44	0.000	4	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	44	0.000	4	44	0.029	4	44	0.029
08:00 - 09:00	4	44	0.000	4	44	0.057	4	44	0.057
09:00 - 10:00	4	44	0.017	4	44	0.000	4	44	0.017
10:00 - 11:00	4	44	0.006	4	44	0.000	4	44	0.006
11:00 - 12:00	4	44	0.011	4	44	0.000	4	44	0.011
12:00 - 13:00	4	44	0.006	4	44	0.000	4	44	0.006
13:00 - 14:00	4	44	0.011	4	44	0.006	4	44	0.017
14:00 - 15:00	4	44	0.023	4	44	0.017	4	44	0.040
15:00 - 16:00	4	44	0.006	4	44	0.000	4	44	0.006
16:00 - 17:00	4	44	0.011	4	44	0.000	4	44	0.011
17:00 - 18:00	4	44	0.017	4	44	0.006	4	44	0.023
18:00 - 19:00	4	44	0.006	4	44	0.000	4	44	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.115			0.229

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	44	0.006	4	44	0.109	4	44	0.115
08:00 - 09:00	4	44	0.040	4	44	0.291	4	44	0.331
09:00 - 10:00	4	44	0.069	4	44	0.120	4	44	0.189
10:00 - 11:00	4	44	0.034	4	44	0.046	4	44	0.080
11:00 - 12:00	4	44	0.040	4	44	0.046	4	44	0.086
12:00 - 13:00	4	44	0.080	4	44	0.051	4	44	0.131
13:00 - 14:00	4	44	0.069	4	44	0.063	4	44	0.132
14:00 - 15:00	4	44	0.074	4	44	0.080	4	44	0.154
15:00 - 16:00	4	44	0.149	4	44	0.063	4	44	0.212
16:00 - 17:00	4	44	0.137	4	44	0.029	4	44	0.166
17:00 - 18:00	4	44	0.126	4	44	0.091	4	44	0.217
18:00 - 19:00	4	44	0.069	4	44	0.029	4	44	0.098
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.893			1.018			1.911

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

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	4	44	0.000	4	44	0.143	4	44	0.143
08:00 - 09:00	4	44	0.006	4	44	0.257	4	44	0.263
09:00 - 10:00	4	44	0.000	4	44	0.080	4	44	0.080
10:00 - 11:00	4	44	0.006	4	44	0.040	4	44	0.046
11:00 - 12:00	4	44	0.011	4	44	0.029	4	44	0.040
12:00 - 13:00	4	44	0.034	4	44	0.023	4	44	0.057
13:00 - 14:00	4	44	0.017	4	44	0.029	4	44	0.046
14:00 - 15:00	4	44	0.040	4	44	0.011	4	44	0.051
15:00 - 16:00	4	44	0.074	4	44	0.006	4	44	0.080
16:00 - 17:00	4	44	0.086	4	44	0.006	4	44	0.092
17:00 - 18:00	4	44	0.143	4	44	0.000	4	44	0.143
18:00 - 19:00	4	44	0.097	4	44	0.000	4	44	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.624			1.138

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.61

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	4	44	0.040	4	44	0.457	4	44	0.497
08:00 - 09:00	4	44	0.114	4	44	0.880	4	44	0.994
09:00 - 10:00	4	44	0.183	4	44	0.326	4	44	0.509
10:00 - 11:00	4	44	0.154	4	44	0.234	4	44	0.388
11:00 - 12:00	4	44	0.154	4	44	0.183	4	44	0.337
12:00 - 13:00	4	44	0.211	4	44	0.143	4	44	0.354
13:00 - 14:00	4	44	0.183	4	44	0.223	4	44	0.406
14:00 - 15:00	4	44	0.211	4	44	0.183	4	44	0.394
15:00 - 16:00	4	44	0.360	4	44	0.143	4	44	0.503
16:00 - 17:00	4	44	0.457	4	44	0.103	4	44	0.560
17:00 - 18:00	4	44	0.474	4	44	0.189	4	44	0.663
18:00 - 19:00	4	44	0.331	4	44	0.109	4	44	0.440
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.872			3.173			6.045

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	44	0.017	4	44	0.131	4	44	0.148
08:00 - 09:00	4	44	0.057	4	44	0.149	4	44	0.206
09:00 - 10:00	4	44	0.046	4	44	0.074	4	44	0.120
10:00 - 11:00	4	44	0.051	4	44	0.103	4	44	0.154
11:00 - 12:00	4	44	0.063	4	44	0.074	4	44	0.137
12:00 - 13:00	4	44	0.057	4	44	0.046	4	44	0.103
13:00 - 14:00	4	44	0.046	4	44	0.086	4	44	0.132
14:00 - 15:00	4	44	0.057	4	44	0.069	4	44	0.126
15:00 - 16:00	4	44	0.103	4	44	0.057	4	44	0.160
16:00 - 17:00	4	44	0.143	4	44	0.057	4	44	0.200
17:00 - 18:00	4	44	0.154	4	44	0.069	4	44	0.223
18:00 - 19:00	4	44	0.109	4	44	0.051	4	44	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.903			0.966			1.869

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL 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	4	44	0.000	4	44	0.006	4	44	0.006
08:00 - 09:00	4	44	0.011	4	44	0.023	4	44	0.034
09:00 - 10:00	4	44	0.029	4	44	0.006	4	44	0.035
10:00 - 11:00	4	44	0.023	4	44	0.029	4	44	0.052
11:00 - 12:00	4	44	0.017	4	44	0.006	4	44	0.023
12:00 - 13:00	4	44	0.006	4	44	0.017	4	44	0.023
13:00 - 14:00	4	44	0.017	4	44	0.017	4	44	0.034
14:00 - 15:00	4	44	0.006	4	44	0.006	4	44	0.012
15:00 - 16:00	4	44	0.000	4	44	0.000	4	44	0.000
16:00 - 17:00	4	44	0.017	4	44	0.011	4	44	0.028
17:00 - 18:00	4	44	0.006	4	44	0.000	4	44	0.006
18:00 - 19:00	4	44	0.006	4	44	0.006	4	44	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.127			0.265

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

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

Calculation Reference: AUDIT-743101-231102-1122

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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: Gross floor area
 Actual Range: 500 to 3697 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/18 to 24/05/23

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

Selected survey days:

Monday 1 days
 Wednesday 2 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 1
 Commercial Zone 1
 Residential Zone 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 9 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 3 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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
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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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm <i>Survey date: WEDNESDAY 13/11/19</i>		<i>Survey Type: MANUAL</i>
2	NF-02-A-05 YARMOUTH ROAD NORWICH	COUNCIL OFFICES	NORFOLK
	Edge of Town Residential Zone Total Gross floor area: 3697 sqm <i>Survey date: MONDAY 12/09/22</i>		<i>Survey Type: MANUAL</i>
3	WK-02-A-03 BUDBROOKE ROAD WARWICK	ENGINEERING CONSULTANTS	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 796 sqm <i>Survey date: WEDNESDAY 23/11/22</i>		<i>Survey Type: MANUAL</i>

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
WS-02-A-06	Too Large

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.39

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1664	1.001	3	1664	0.000	3	1664	1.001
08:00 - 09:00	3	1664	1.262	3	1664	0.040	3	1664	1.302
09:00 - 10:00	3	1664	0.661	3	1664	0.140	3	1664	0.801
10:00 - 11:00	3	1664	0.180	3	1664	0.160	3	1664	0.340
11:00 - 12:00	3	1664	0.200	3	1664	0.200	3	1664	0.400
12:00 - 13:00	3	1664	0.300	3	1664	0.561	3	1664	0.861
13:00 - 14:00	3	1664	0.361	3	1664	0.200	3	1664	0.561
14:00 - 15:00	3	1664	0.180	3	1664	0.300	3	1664	0.480
15:00 - 16:00	3	1664	0.140	3	1664	0.340	3	1664	0.480
16:00 - 17:00	3	1664	0.120	3	1664	0.441	3	1664	0.561
17:00 - 18:00	3	1664	0.000	3	1664	1.722	3	1664	1.722
18:00 - 19:00	3	1664	0.020	3	1664	0.320	3	1664	0.340
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.425			4.424			8.849

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

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

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Parameter summary

Trip rate parameter range selected:	500 - 3697 (units: sqm)
Survey date range:	01/01/18 - 24/05/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
08:00 - 09:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
09:00 - 10:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
10:00 - 11:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
11:00 - 12:00	3	1664	0.020	3	1664	0.020	3	1664	0.040
12:00 - 13:00	3	1664	0.020	3	1664	0.020	3	1664	0.040
13:00 - 14:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
14:00 - 15:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
15:00 - 16:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
16:00 - 17:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
17:00 - 18:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
18:00 - 19:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1664	0.020	3	1664	0.000	3	1664	0.020
08:00 - 09:00	3	1664	0.100	3	1664	0.000	3	1664	0.100
09:00 - 10:00	3	1664	0.020	3	1664	0.000	3	1664	0.020
10:00 - 11:00	3	1664	0.020	3	1664	0.020	3	1664	0.040
11:00 - 12:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
12:00 - 13:00	3	1664	0.000	3	1664	0.020	3	1664	0.020
13:00 - 14:00	3	1664	0.100	3	1664	0.060	3	1664	0.160
14:00 - 15:00	3	1664	0.040	3	1664	0.060	3	1664	0.100
15:00 - 16:00	3	1664	0.000	3	1664	0.040	3	1664	0.040
16:00 - 17:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
17:00 - 18:00	3	1664	0.000	3	1664	0.100	3	1664	0.100
18:00 - 19:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.300			0.300			0.600

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/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
08:00 - 09:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
09:00 - 10:00	3	1664	0.080	3	1664	0.000	3	1664	0.080
10:00 - 11:00	3	1664	0.060	3	1664	0.020	3	1664	0.080
11:00 - 12:00	3	1664	0.000	3	1664	0.020	3	1664	0.020
12:00 - 13:00	3	1664	0.160	3	1664	0.220	3	1664	0.380
13:00 - 14:00	3	1664	0.240	3	1664	0.140	3	1664	0.380
14:00 - 15:00	3	1664	0.120	3	1664	0.080	3	1664	0.200
15:00 - 16:00	3	1664	0.020	3	1664	0.100	3	1664	0.120
16:00 - 17:00	3	1664	0.080	3	1664	0.140	3	1664	0.220
17:00 - 18:00	3	1664	0.000	3	1664	0.040	3	1664	0.040
18:00 - 19:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.760			0.760			1.520

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/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1664	0.080	3	1664	0.000	3	1664	0.080
08:00 - 09:00	3	1664	0.120	3	1664	0.000	3	1664	0.120
09:00 - 10:00	3	1664	0.100	3	1664	0.060	3	1664	0.160
10:00 - 11:00	3	1664	0.040	3	1664	0.000	3	1664	0.040
11:00 - 12:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
12:00 - 13:00	3	1664	0.040	3	1664	0.060	3	1664	0.100
13:00 - 14:00	3	1664	0.080	3	1664	0.040	3	1664	0.120
14:00 - 15:00	3	1664	0.000	3	1664	0.020	3	1664	0.020
15:00 - 16:00	3	1664	0.000	3	1664	0.020	3	1664	0.020
16:00 - 17:00	3	1664	0.000	3	1664	0.020	3	1664	0.020
17:00 - 18:00	3	1664	0.000	3	1664	0.240	3	1664	0.240
18:00 - 19:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.460			0.460			0.920

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/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.39

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1664	1.122	3	1664	0.000	3	1664	1.122
08:00 - 09:00	3	1664	1.502	3	1664	0.040	3	1664	1.542
09:00 - 10:00	3	1664	0.861	3	1664	0.180	3	1664	1.041
10:00 - 11:00	3	1664	0.320	3	1664	0.180	3	1664	0.500
11:00 - 12:00	3	1664	0.260	3	1664	0.280	3	1664	0.540
12:00 - 13:00	3	1664	0.501	3	1664	0.921	3	1664	1.422
13:00 - 14:00	3	1664	0.821	3	1664	0.461	3	1664	1.282
14:00 - 15:00	3	1664	0.381	3	1664	0.461	3	1664	0.842
15:00 - 16:00	3	1664	0.140	3	1664	0.541	3	1664	0.681
16:00 - 17:00	3	1664	0.180	3	1664	0.601	3	1664	0.781
17:00 - 18:00	3	1664	0.000	3	1664	2.123	3	1664	2.123
18:00 - 19:00	3	1664	0.060	3	1664	0.361	3	1664	0.421
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.148			6.149			12.297

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1664	0.981	3	1664	0.000	3	1664	0.981
08:00 - 09:00	3	1664	1.202	3	1664	0.020	3	1664	1.222
09:00 - 10:00	3	1664	0.621	3	1664	0.100	3	1664	0.721
10:00 - 11:00	3	1664	0.120	3	1664	0.100	3	1664	0.220
11:00 - 12:00	3	1664	0.140	3	1664	0.160	3	1664	0.300
12:00 - 13:00	3	1664	0.200	3	1664	0.441	3	1664	0.641
13:00 - 14:00	3	1664	0.340	3	1664	0.180	3	1664	0.520
14:00 - 15:00	3	1664	0.100	3	1664	0.200	3	1664	0.300
15:00 - 16:00	3	1664	0.100	3	1664	0.300	3	1664	0.400
16:00 - 17:00	3	1664	0.100	3	1664	0.401	3	1664	0.501
17:00 - 18:00	3	1664	0.000	3	1664	1.702	3	1664	1.702
18:00 - 19:00	3	1664	0.020	3	1664	0.320	3	1664	0.340
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.924			3.924			7.848

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/A - OFFICE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1664	0.020	3	1664	0.000	3	1664	0.020
08:00 - 09:00	3	1664	0.020	3	1664	0.000	3	1664	0.020
09:00 - 10:00	3	1664	0.020	3	1664	0.020	3	1664	0.040
10:00 - 11:00	3	1664	0.020	3	1664	0.020	3	1664	0.040
11:00 - 12:00	3	1664	0.040	3	1664	0.020	3	1664	0.060
12:00 - 13:00	3	1664	0.060	3	1664	0.080	3	1664	0.140
13:00 - 14:00	3	1664	0.000	3	1664	0.020	3	1664	0.020
14:00 - 15:00	3	1664	0.040	3	1664	0.040	3	1664	0.080
15:00 - 16:00	3	1664	0.020	3	1664	0.020	3	1664	0.040
16:00 - 17:00	3	1664	0.000	3	1664	0.020	3	1664	0.020
17:00 - 18:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
18:00 - 19:00	3	1664	0.000	3	1664	0.000	3	1664	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.240			0.480

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

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

Calculation Reference: AUDIT-743101-231025-1055

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE
	ES	EAST SUSSEX
	HC	HAMPSHIRE
	WS	WEST SUSSEX
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER

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: 24 to 92 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/18 to 29/06/23

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	8
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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	20 days - Selected
Servicing vehicles Excluded	44 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	3 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	6 days
100,001 to 125,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	8 days
-----	--------

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

PTAL Rating:

No PTAL Present	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>	TOWN HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 46 <i>Survey date: WEDNESDAY 22/06/22</i>	MIXED HOUSES	CENTRAL BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	ES-03-A-09 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Total No of Dwellings: 47 <i>Survey date: MONDAY 13/03/23</i>	DETACHED & SEMI-DETACHED	EAST SUSSEX	<i>Survey Type: MANUAL</i>
5	HC-03-A-27 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 16/11/21</i>	MIXED HOUSES	HAMPSHIRE	<i>Survey Type: MANUAL</i>
6	HC-03-A-31 KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: 44 <i>Survey date: FRIDAY 07/10/22</i>	MIXED HOUSES & FLATS	HAMPSHIRE	<i>Survey Type: MANUAL</i>
7	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Total No of Dwellings: 86 <i>Survey date: WEDNESDAY 01/03/23</i>	MIXED HOUSES & FLATS	WEST SUSSEX	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
 TURNERS HILL ROAD
 EAST GRINSTEAD

Edge of Town
 Residential Zone

Total No of Dwellings:

92

Survey date: MONDAY

15/05/23

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
HC-03-A-29	Site Too Large
NF-03-A-38	Site Too Large
WS-03-A-11	Site Too Large
WS-03-A-12	Site Too Large
WS-03-A-14	Site Too Large

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.61

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	8	63	0.095	8	63	0.298	8	63	0.393
08:00 - 09:00	8	63	0.153	8	63	0.396	8	63	0.549
09:00 - 10:00	8	63	0.175	8	63	0.187	8	63	0.362
10:00 - 11:00	8	63	0.113	8	63	0.143	8	63	0.256
11:00 - 12:00	8	63	0.119	8	63	0.143	8	63	0.262
12:00 - 13:00	8	63	0.153	8	63	0.177	8	63	0.330
13:00 - 14:00	8	63	0.181	8	63	0.199	8	63	0.380
14:00 - 15:00	8	63	0.181	8	63	0.199	8	63	0.380
15:00 - 16:00	8	63	0.298	8	63	0.181	8	63	0.479
16:00 - 17:00	8	63	0.241	8	63	0.159	8	63	0.400
17:00 - 18:00	8	63	0.374	8	63	0.149	8	63	0.523
18:00 - 19:00	8	63	0.254	8	63	0.107	8	63	0.361
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.337			2.338			4.675

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

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

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Parameter summary

Trip rate parameter range selected: 24 - 92 (units:)
 Survey date date range: 01/01/18 - 29/06/23
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 5

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	63	0.000	8	63	0.000	8	63	0.000
08:00 - 09:00	8	63	0.006	8	63	0.006	8	63	0.012
09:00 - 10:00	8	63	0.006	8	63	0.006	8	63	0.012
10:00 - 11:00	8	63	0.004	8	63	0.004	8	63	0.008
11:00 - 12:00	8	63	0.006	8	63	0.006	8	63	0.012
12:00 - 13:00	8	63	0.000	8	63	0.000	8	63	0.000
13:00 - 14:00	8	63	0.004	8	63	0.002	8	63	0.006
14:00 - 15:00	8	63	0.000	8	63	0.002	8	63	0.002
15:00 - 16:00	8	63	0.000	8	63	0.000	8	63	0.000
16:00 - 17:00	8	63	0.000	8	63	0.000	8	63	0.000
17:00 - 18:00	8	63	0.000	8	63	0.000	8	63	0.000
18:00 - 19:00	8	63	0.000	8	63	0.000	8	63	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	63	0.000	8	63	0.008	8	63	0.008
08:00 - 09:00	8	63	0.002	8	63	0.016	8	63	0.018
09:00 - 10:00	8	63	0.004	8	63	0.002	8	63	0.006
10:00 - 11:00	8	63	0.008	8	63	0.006	8	63	0.014
11:00 - 12:00	8	63	0.002	8	63	0.002	8	63	0.004
12:00 - 13:00	8	63	0.000	8	63	0.000	8	63	0.000
13:00 - 14:00	8	63	0.006	8	63	0.004	8	63	0.010
14:00 - 15:00	8	63	0.006	8	63	0.004	8	63	0.010
15:00 - 16:00	8	63	0.010	8	63	0.004	8	63	0.014
16:00 - 17:00	8	63	0.006	8	63	0.008	8	63	0.014
17:00 - 18:00	8	63	0.004	8	63	0.006	8	63	0.010
18:00 - 19:00	8	63	0.008	8	63	0.000	8	63	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.060			0.116

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	63	0.022	8	63	0.042	8	63	0.064
08:00 - 09:00	8	63	0.052	8	63	0.123	8	63	0.175
09:00 - 10:00	8	63	0.044	8	63	0.024	8	63	0.068
10:00 - 11:00	8	63	0.018	8	63	0.030	8	63	0.048
11:00 - 12:00	8	63	0.026	8	63	0.030	8	63	0.056
12:00 - 13:00	8	63	0.024	8	63	0.036	8	63	0.060
13:00 - 14:00	8	63	0.024	8	63	0.018	8	63	0.042
14:00 - 15:00	8	63	0.022	8	63	0.020	8	63	0.042
15:00 - 16:00	8	63	0.103	8	63	0.050	8	63	0.153
16:00 - 17:00	8	63	0.064	8	63	0.052	8	63	0.116
17:00 - 18:00	8	63	0.044	8	63	0.032	8	63	0.076
18:00 - 19:00	8	63	0.054	8	63	0.030	8	63	0.084
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.497			0.487			0.984

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	8	63	0.002	8	63	0.022	8	63	0.024
08:00 - 09:00	8	63	0.006	8	63	0.032	8	63	0.038
09:00 - 10:00	8	63	0.002	8	63	0.006	8	63	0.008
10:00 - 11:00	8	63	0.004	8	63	0.012	8	63	0.016
11:00 - 12:00	8	63	0.004	8	63	0.008	8	63	0.012
12:00 - 13:00	8	63	0.008	8	63	0.010	8	63	0.018
13:00 - 14:00	8	63	0.004	8	63	0.002	8	63	0.006
14:00 - 15:00	8	63	0.004	8	63	0.004	8	63	0.008
15:00 - 16:00	8	63	0.016	8	63	0.006	8	63	0.022
16:00 - 17:00	8	63	0.012	8	63	0.008	8	63	0.020
17:00 - 18:00	8	63	0.030	8	63	0.000	8	63	0.030
18:00 - 19:00	8	63	0.016	8	63	0.000	8	63	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.110			0.218

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.61

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	8	63	0.131	8	63	0.465	8	63	0.596
08:00 - 09:00	8	63	0.239	8	63	0.817	8	63	1.056
09:00 - 10:00	8	63	0.245	8	63	0.270	8	63	0.515
10:00 - 11:00	8	63	0.155	8	63	0.223	8	63	0.378
11:00 - 12:00	8	63	0.173	8	63	0.225	8	63	0.398
12:00 - 13:00	8	63	0.217	8	63	0.264	8	63	0.481
13:00 - 14:00	8	63	0.272	8	63	0.274	8	63	0.546
14:00 - 15:00	8	63	0.250	8	63	0.252	8	63	0.502
15:00 - 16:00	8	63	0.646	8	63	0.298	8	63	0.944
16:00 - 17:00	8	63	0.439	8	63	0.272	8	63	0.711
17:00 - 18:00	8	63	0.590	8	63	0.245	8	63	0.835
18:00 - 19:00	8	63	0.400	8	63	0.163	8	63	0.563
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.757			3.768			7.525

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	8	63	0.087	8	63	0.258	8	63	0.345
08:00 - 09:00	8	63	0.123	8	63	0.340	8	63	0.463
09:00 - 10:00	8	63	0.143	8	63	0.143	8	63	0.286
10:00 - 11:00	8	63	0.085	8	63	0.111	8	63	0.196
11:00 - 12:00	8	63	0.093	8	63	0.115	8	63	0.208
12:00 - 13:00	8	63	0.117	8	63	0.141	8	63	0.258
13:00 - 14:00	8	63	0.145	8	63	0.161	8	63	0.306
14:00 - 15:00	8	63	0.151	8	63	0.159	8	63	0.310
15:00 - 16:00	8	63	0.254	8	63	0.157	8	63	0.411
16:00 - 17:00	8	63	0.207	8	63	0.139	8	63	0.346
17:00 - 18:00	8	63	0.314	8	63	0.137	8	63	0.451
18:00 - 19:00	8	63	0.231	8	63	0.105	8	63	0.336
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.950			1.966			3.916

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	8	63	0.002	8	63	0.032	8	63	0.034
08:00 - 09:00	8	63	0.020	8	63	0.044	8	63	0.064
09:00 - 10:00	8	63	0.022	8	63	0.034	8	63	0.056
10:00 - 11:00	8	63	0.024	8	63	0.028	8	63	0.052
11:00 - 12:00	8	63	0.016	8	63	0.020	8	63	0.036
12:00 - 13:00	8	63	0.032	8	63	0.032	8	63	0.064
13:00 - 14:00	8	63	0.032	8	63	0.034	8	63	0.066
14:00 - 15:00	8	63	0.026	8	63	0.034	8	63	0.060
15:00 - 16:00	8	63	0.040	8	63	0.020	8	63	0.060
16:00 - 17:00	8	63	0.032	8	63	0.018	8	63	0.050
17:00 - 18:00	8	63	0.050	8	63	0.008	8	63	0.058
18:00 - 19:00	8	63	0.022	8	63	0.000	8	63	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.318			0.304			0.622

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.*