



Land at Athol Villa and Woodside,  
Westbourne Road, Sandhurst

**Transport Statement**

For

Rio Homes

## Document Control Sheet

Land at Athol Villa and Woodside,  
Westbourne Road, Sandhurst  
Rio Homes

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
30/11/2023	1 <sup>st</sup> Draft	AN	JNR

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## 1.0 Introduction

- 1.1 Motion is instructed by Rio Homes to prepare a Transport Statement in relation to a proposed residential development on land at Athol Villas and Woodside, Westbourne Road, Sandhurst (the Application Site). The Application Site is located within the administrative boundaries of the Bracknell Forest Council (BFC) and is illustrated on Figure 1.1 below.



Figure 1.1: Application Site Location

- 1.2 This Transport Statement has been prepared to accompany a planning application to construct 9 residential dwellings on land at Athol Villas and Woodside, Westbourne Road, Sandhurst (the Proposed Development).
- 1.3 The Proposed Development comprises the provision of six two-bedroom dwellings, two three-bedroom dwellings and one one-bedroom flat alongside associated parking and infrastructure.

### Planning History

- 1.4 A planning application for the "Erection of nine dwellings following demolition of two existing dwellings and outbuildings, with associated access and landscaping." at the application site (Ref: 21/00928/FUL) was refused on 04/03/2022 for the following transport related reasons:

- 4) *"The applicant has not demonstrated to the satisfaction of the Local Planning Authority that the proposed access arrangements for the site (including the impact on access from parking) would not lead to conflict between vehicles or between vehicles and pedestrians to the detriment of highway safety contrary to Policies CS23 and CS24 of the Core Strategy Development Plan Document and the National Planning Policy Framework."*

- 1.5 The decision was appealed (Appeal Ref: APP/R0335/W/22/3304460) and dismissed on 26/10/2023. The Appeal decision and accompanying Inspector's Report can be viewed at **Appendix A**. Although the appeal was dismissed, the inspector states at paragraph 25 of the Appeal Decision that:

*"Therefore, in my view, the proposal would not result in prejudicial effects on highway safety and would therefore comply with, in particular, Policy CS23 of the CS which, amongst other things, seeks to increase the safety of travel and maintain and where possible improve the local road network."*

- 1.6 The Application Site therefore had no highways related reasons for refusal, and it can therefore be seen that given the nature and scale of development proposed is in keeping with the previous application that there are no highways reasons why this application should be refused.

- 1.7 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:

- ▶ The Proposed Development accords with national and local policies relevant to transport;
- ▶ Suitable and appropriate access to the Application Site can be achieved;
- ▶ The Proposed Development will make provision for car parking having regard to adopted local parking standards and available on-street car parking; and
- ▶ The level of traffic associated with the Proposed Development will not lead to harm to the existing operation and free-flow of traffic on the adjoining highway network.

- 1.8 Following this introduction, this Transport Statement is split into five sections as follows:

- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
- ▶ Section 3 sets out the existing use of the Application Site and description of the surrounding area and highway network;
- ▶ Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
- ▶ Section 5 assesses the trip generating potential of the Proposed Development and provides an overview of the impacts these are likely to have; and
- ▶ Section 6 summarises the key findings and conclusions of this report.

## 2.0 Transport Policy

### Overview

2.1 The key policy documents which set the context for the Proposed Development are as follows:

- ▶ National Planning Policy Framework (September 2023);
- ▶ Bracknell Forest Council Core Strategy Development Plan Document (February 2008); and,
- ▶ Bracknell Forest Council Parking Standards Supplementary Planning Document (March 2016).

### National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) September 2023 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that;

*"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."*

2.4 Section 9 of the NPPF addresses 'Promoting Sustainable Transport'. Paragraph 105 states that:

*"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."*

2.5 Off-street parking provision is referred to by Paragraph 107, which says that:

*"In setting local parking standards for development, local planning authorities should take into account:*

*a) The accessibility of the development;*

*b) the type, mix and use of the 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."*

2.6 Paragraph 106 states:

*"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 accordance with chapter 11 of this Framework). 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."*

2.7 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

*"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."*

A footnote to sub paragraph c states:

*"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."*

2.8 Paragraph 111 says that:

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

2.9 Paragraph 112 states:

*"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."*

2.10 Paragraph 113 states:

*"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."*

**Bracknell Forest Council Core Strategy Development Plan Document (February 2008)**

2.11 The Bracknell Forest Council Core Strategy Development Plan Document sets out a planning framework for gusing development up to 2026.

2.12 Regarding sustainable development principles, Policy CS1 states:

*"Development will be permitted which:*

- ▶ *makes efficient use of land, buildings and infrastructure;*
- ▶ *is located so as to reduce the need to travel;*
- ▶ *promotes a mix of uses;*
- ▶ *conserves the use of resources including water and energy through a reduction in their use;*
- ▶ *supports the economic wellbeing of the population;*
- ▶ *promotes and enhances the health, education and safety of the local population;*
- ▶ *promotes and enhances the quality of natural resources including water, air, land and biodiversity;*
- ▶ *promotes and enhances the character and quality of local landscapes and the wider countryside; and*
- ▶ *promotes and enhances the historic and cultural features of acknowledged importance."*

2.13 Regarding limiting the impact of development, Policy CS6 states:

*"Development alone or in combination with other proposals, will contribute to the delivery of infrastructure needed to support growth in the Borough and will mitigate adverse impact on communities, transport and the environment.*

*Where those occupying development would lead to increased pressure on local infrastructure, community facilities or resources, that impact is to be met by:*

- ▶ *on-site provision prior to full occupation and maintained for the life of the development;*

*or, in accordance with the Council:*

- ▶ *contributing to additional or expanded provision on a different site; or,*
- ▶ *a mix of on- and off-site provision.*

*of infrastructure and facilities, reasonably related and needed to serve the development and which will make it more sustainable. The additional provision to be sufficient and in proportion to the scale and nature of the proposed development.*

*Where the Council agrees off-site mitigation is more practical and of greater value in creating sustainable communities, contributions towards provision on a different site will be secured by planning obligations."*

2.14 Regarding transport and new development, Policy CS24 states:

*"Development will be permitted where mitigation against the transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the submission of a transport assessment or transport statement and, where appropriate:*



- ▶ contributions towards local public transport and strategic transport improvements;
- ▶ contributions to transport modelling work;
- ▶ the implementation of works to the highway;
- ▶ the provision of new and the improvement of existing pedestrian and cycle routes;
- ▶ the provision of travel plans to promote sustainable travel patterns for work related trips; and,
- ▶ the entering into of freight or bus quality partnerships with the local authority and / or third parties.”

**Bracknell Forest Council Parking Standards Supplementary Planning Document (March 2016)**

2.15 Parking standards for residential development are set out in the Bracknell Forest Council #Parking Standards Supplementary Planning Document, adopted in March 2016. The standards set out in this document are summarised in Table 2.1 below.

Parking Type	Number of Bedrooms per Dwelling	Standard
Standard Car Parking Spaces	1	1 space per unit
	2-3	2 spaces per unit
Cycle Parking	n/a	secure storage at 1 space per bedroom

Table 2.1 Parking Standards

2.16 Table 7 of Bracknell Forest Council #Parking Standards Supplementary Planning Document shows the design standard for parking spaces, this table has been replicated below:

Table 7 Category	Specification
Standard parking Space	Minimum 4.8m long x 2.4m wide
Disabled Parking Space	Standard Parking Space – Minimum 4.8m long x 2.4m wide; and, 1.2m wide safety zone for boot access and cars with rear hoists; and, 1.2m wide marked access zone between designated parking spaces
Car ports and enclosed parking spaces	5.5m long x 3.0m wide

Table 2.2 – Design Standards for car parking

**Summary**

- 2.17 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.18 The following sections of this report review the accessibility of the Application Site and evaluate whether the Proposed Development will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the Proposed Development upon the local highway network.

### 3.0 Baseline Conditions

3.1 To put the Application Site into context, a detailed review of the surrounding area has been carried out. The following section provides a summary of the results of this review and refers to the location of the Application Site. An overview of the accessibility of the Application Site by different modes of transport is also included.

#### Site Description

3.2 The Application Site is located adjacent to the junction between Westbourne Road and Fairmead Close, approximately 80 metres east of the junction between Westbourne Road and College Road. It is located within the administrative boundaries of Bracknell Forest Council (BFC). The location of the Application Site is illustrated on Figure 3.1.



Figure 3.1: Application Site Location

3.3 The Application Site is currently occupied by two residential dwellings, each of these dwellings having dropped kerb access.

#### Local Highway Network

3.4 The local highway network is centred around Yorktown Road, which forms the principal east-west route through the area. Yorktown Road provides connections to the A321 and the A3095 to the west of the Application Site.

#### Public Transport Accessibility

3.5 Figure 3.2 below shows that the Application Site is in a highly accessible location in close proximity to Blackwater and Sandhurst Railway Stations and several bus stops.



Figure 3.2: Existing Transport Links

**Travel by Bus**

3.6 Table 3.1 below sets out the bus services which can be accessed within approximately 10 minutes’ walk from the Application Site.

Service Number	Distance to bus stop (metres)	Route	Average Frequency (minutes)		
			Mon-Fri	Sat	Sun
X94	340	Ascot – Martins Heron – Bracknell Bus Station – Harmans Water – Easthampstead – Great Hollands – Sandhurst – College Town – Yorktown – Camberley – Frimley	four daily	n/a	n/a
194	340	Bracknell Bus Station – Easthampstead – Great Hollands – Crowthorne – Sandhurst – College Town – Yorktown – Camberley	hourly	hourly	hourly

Table 3.1: Local Bus Services

3.7 Bus stops servicing the northbound and southbound X94 and 194 routes are located along Yorktown Road directly south of the Application Site entrance. These stops benefit from shelters, street lighting and timetable information.

### Access by Rail

- 3.8 The Application Site is approximately a 1.8 kilometre walk from Blackwater Railway Station which has links to multiple railway stations in the South East as shown in Table 3.2 below.

Station	Operator	Via	Average Service Headway (minutes)
Redhill	Great Western Railway	Blackwater – Farnborough North – North Camp – Ash – Wanborough – Guildford – Shalford – Chilworth – Gomshall – Dorking West – Betchworth – Reigate – Redhill	60
Reading	Great Western Railway	Blackwater – Sandhurst – Crowthorne – Wokingham – Reading	60
London Victoria	Southern	Redhill	30
Gatwick Airport	Thameslink	Redhill	30
London Bridge	Thameslink	Redhill	60
London Waterloo	South Western Railway	Reading	30
London Paddington	Great Western Railway	Reading	7

Table 3.2: Local Rail Services

- 3.9 Several of the railway stations identified in Table 3.2 are nodes on the London Underground network and, therefore, give access to locations across the Capital.

### Access on Foot and by Cycle

- 3.10 The Application Site access fronts Westbourne Road, a residential street accessed from College Road, which is also a residential street. College Road links to Yorktown Road, which in turn gives access to the A321 and the A3095.
- 3.11 Footways are present along the entirety of Westbourne Road and College Road, with multiple dropped kerbs giving pedestrians easier access to residences on both sides of the road. In addition to this, traffic calming measures such as speed bumps are currently in place along the entirety of College Road, thereby reducing the speed of traffic and reducing the risk to pedestrians and cyclists.
- 3.12 The Institute for Highways and Transportation (IHT) provides guidance on distances considered suitable for a journey on foot. A journey of up to 2 kilometres is considered acceptable by most people. Based on an average walking speed of 80 metres per minute, this equates to a 25-minute journey. These isochrones have been plotted below on Figure 3.3.

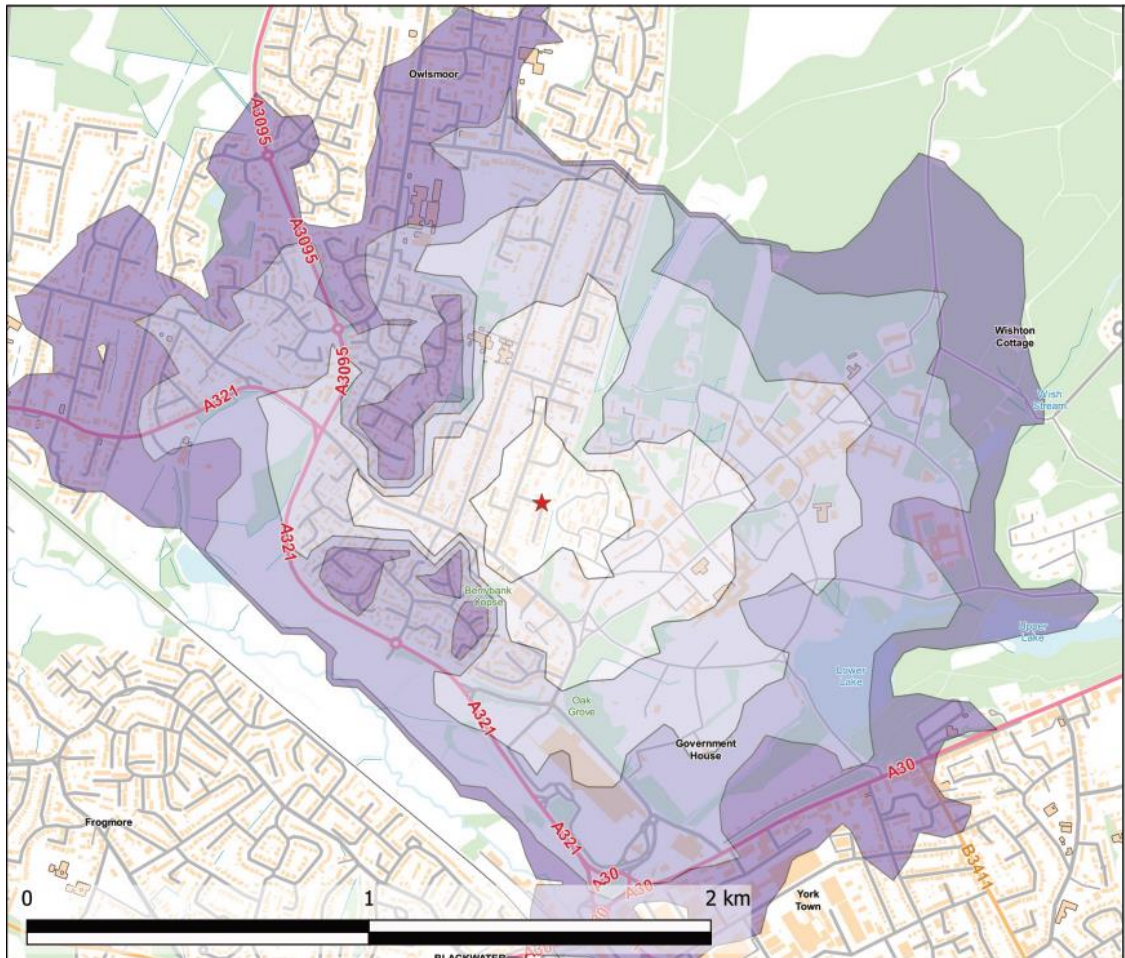


Figure 3.3: 25-minute (2km) Walking Isochrone

- 3.13 Yorktown Road hosts several local services and amenities such as multiple restaurants and cafes, a gym, a post office, a supermarket, a charity shop, several news agents, a spa and a dry cleaners. From the site, Westbourne Road runs 80 metres west until the junction with College Road which, in turn, runs 940 metres north until it becomes Yeovil Road, and runs 185 metres south until the junction with Yorktown Road. Yorktown Road then runs 530 metres southeast until a roundabout junction with Laundry Road which, in turn connects to the A321 Marshall Road which gives links to the Yorktown Town Centre. Yorktown Road then runs 1.7 kilometres to the northwest and ends at Sandhurst Town Centre.
- 3.14 It is generally accepted that a distance of up to 5 kilometres is acceptable to most cyclists. As stated above, a large number of amenities, services, leisure uses and places of worship are located within 2 kilometres and thus the provision expands considerably over a 5 kilometre distance. Cycling isochrones have been set out on Figure 3.4 below.

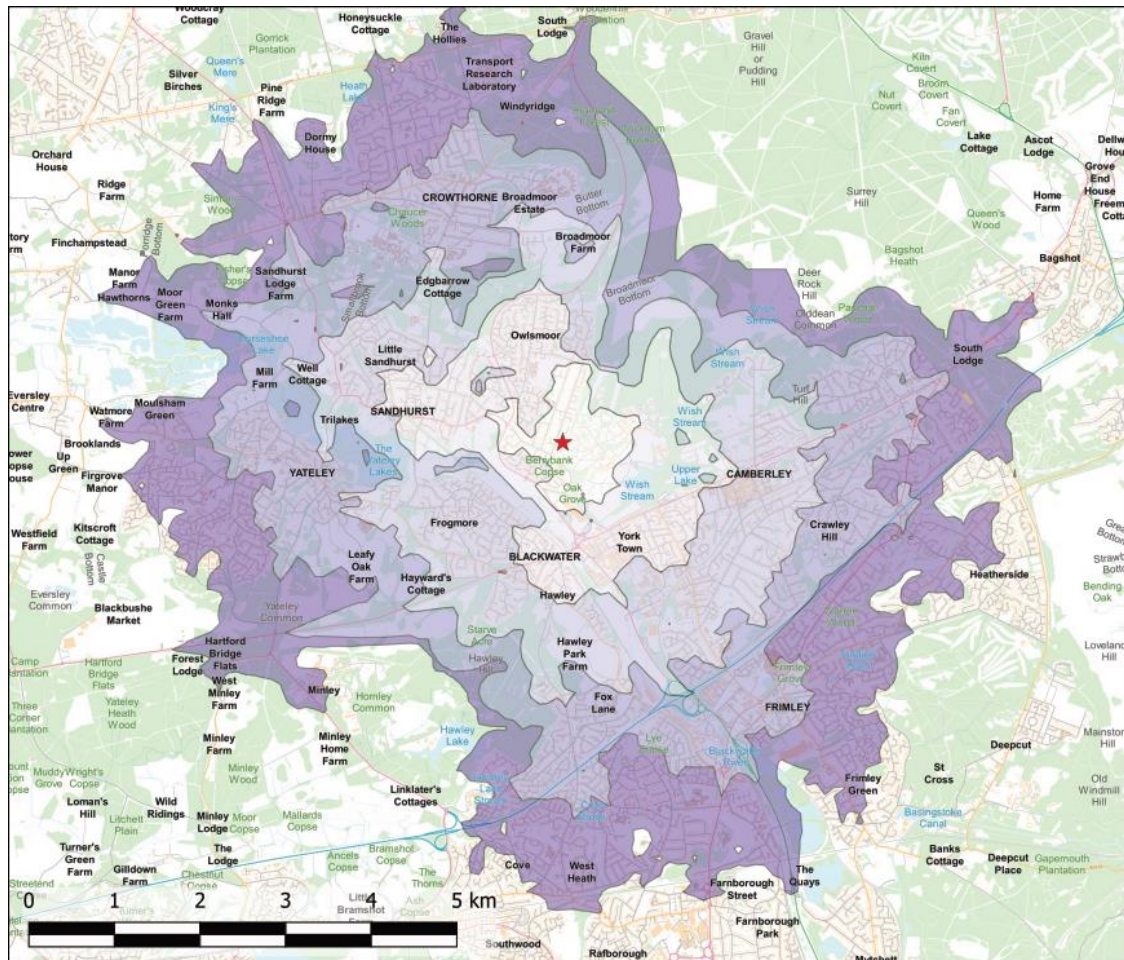


Figure 3.4: 5km Cycling Isochrone

- 3.15 The above figure demonstrates the area which can be accessed within a 5 kilometre cycle ride, which includes the centre of Camberley, South Lodge to the east, West Heath to the south, Watmore Farm to the west, and The Transport Research Laboratory to the north. The permeability of the street network enables cyclists to travel close to their natural desire lines and thus undertake direct routes.

### Road Safety

- 3.16 Personal Injury Accident (PIA) data recorded within the immediate vicinity of the Application Site has been obtained from the CrashMap for the last available five year period covering 2018 to 2022. A full copy of the results of the search is available at **Appendix B**.
- 3.17 Based upon the information presented at **Appendix B**, which includes location, severity and the manoeuvre being performed at the time, it is apparent that one accident was recorded in the vicinity of the Application Site. The collision was classified as a serious collision.
- 3.18 As such, it is not considered that the highway network adjacent to the Application Site suffers from an abnormally high accident rate.

### Summary

- 3.19 It has been demonstrated that the Application Site is located in a sustainable location, in close proximity to public transport nodes and local services and amenities. It is also apparent that the adjoining highway network is not subject to an abnormally high rate of accidents.

## 4.0 Proposed Development

- 4.1 The proposed development comprises the demolition most of the existing buildings and subsequent construction of 9 residential units. Table 4.1 summarises the mix of units proposed.

Dwelling Type	Number of Units
2 bedroom	6
3 bedroom	2
1-bedroom flat	1
<b>Total</b>	<b>9</b>

Table 4.1: Schedule of Accommodation

- 4.2 The proposed layout is included at **Appendix C**.

### Access and internal circulation

- 4.3 Access to the Application Site will utilise the existing vehicular access. The drawing provided at **Appendix D** demonstrates that visibility at the access of 43m to the west and to the end of the carriageway to the east can be achieved along Westbourne Road at a 2.4m setback. This meets the requirements of Manual for Streets for desirable visibility to achieve safe access and egress.
- 4.4 Refuse collection will be undertaken from within the Application Site. The swept path analysis provided at **Appendix E** demonstrates that a refuse collection vehicle (RCV) is able to safely turn within the Application Site. The RCV is able to reach within 25m of all bin stores within the Application Site.
- 4.5 Similarly, as demonstrated by the swept path analysis provided at **Appendix F**, a fire tender is able to safely turn within the Application Site with all parts of the Proposed Development within 40m of the tender.

### Parking

#### Car Parking

- 4.6 The Proposed Development provides 18 allocated standard car parking spaces, 3 of which are in the form of car ports. A further 2 car parking spaces are provided within the Application Site, these are unallocated and are intended for the use of visitors.
- 4.7 All car parking spaces proposed meet the dimensions set out in table 2.1 of this report which replicate the design standards set out in Bracknell Forest Council #Parking Standards Supplementary Planning Document.
- 4.8 As shown on the drawing provided at **Appendix G**, cars are able to park with all car parking spaces proposed. It is noted that car parking for the parking spaces 7,8,9 require a 5 point turn if the visitor parking space is occupied however it is stated at paragraph 8.5.53 of Manual for Streets that:
- "Where space is limited it may not be possible to provide for vehicles to get into the spaces in one movement. Some back and fore manoeuvring may be required. This is likely to be acceptable where traffic volumes and speeds are low"*
- 4.9 It is therefore considered appropriate given that the manoeuvre will be undertaken entirely within the site and that the visitor space will not be occupied the majority of the time that this is appropriate. Moreover the spaces are private and the manoeuvre undertaken on a regular basis by the same people, who accordingly will be familiar with it.

4.10 It should also be noted at paragraph 24 of the appeal diction it was stated that:

*"Due to the cul-de-sac nature of Westbourne Road in the vicinity of the site and the low level of use of the easternmost end of the road and its corresponding footway, the creation of an access to serve the development would not present any obvious prejudicial effects on highway safety. The concerns about the conflict between reversing vehicles from Plots 1 and 2, traffic entering or emerging from the proposed access and pedestrians appear overstated in the context of the modest level of vehicle movements and likely pedestrian movements that would occur."*

4.11 The parking spaces for units 1- 4 that front onto Westbourne Road were deemed acceptable by the inspector and the proposed layout of these spaces has not altered from the previous application and are therefore acceptable.

**Cycle Parking**

4.12 Each dwelling is provided with enough space within the dwelling unit for future residents to safely and securely store cycles.



## 5.0 Trip Analysis

### Overview

- 5.1 When assessing the impacts of residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as daily movements (07:00-19:00).

### Proposed Trip Generation

- 5.2 To calculate the trip attraction potential of the Proposed Development, reference has been made to the TRICS database. Sites within the TRICS category '03 – Residential: A – Houses Privately Owned and TRICS category '03 – Residential: C – Flats Privately Owned have been identified.
- 5.3 It is noted that the Application Site already accommodates two dwellings. The analysis set out below therefore considers the net change in trips i.e. the trips arising from an additional 7 residential dwellings, comprising 6 houses and 1 flat. A summary of the peak hour trip rates is provided in Table 5.1 and Table 5.2 below and the full TRICS output for reference included in [Appendix H and Appendix I](#).

Time Period	Person Trip Rates (Per Unit)			Person Trips (6 additional Units)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.252	0.802	1.054	2	5	7
PM Peak (17:00-18:00)	0.527	0.314	0.841	3	2	5
Daily (07:00-19:00)	3.869	4.072	7.941	23	24	48

Table 5.1: Person Trip Generation (House Privately Owned)

- 5.4 The net addition of 6 houses will generate approximately 7 and 5 additional two-way trips in the AM and PM peak periods respectively, the daily equivalent is in the order 48 movements. In addition to this the trips generated by the flat are set out below in table 5.2:

Time Period	Person Trip Rates (Per flat)		
	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.078	0.823	0.901
PM Peak (17:00-18:00)	0.574	0.106	0.68
Daily (07:00-19:00)	3.183	3.326	6.509

Table 5.2: Person Trip Generation (Flats Privately Owned)

- 5.5 The 1 flat proposed will generate 1 two-way movement in the AM and PM peak periods and in the order of 7 two-way movements daily.
- 5.6 The person trip rates above have been factored using 2011 Census data for the MSOA Bracknell Forest 015 to provide an estimate of modal split. The data can be found at [Appendix J](#). Table 5.2 provides a summary of the results of this assessment.

Method of Travel to Work	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Train	0	0	0	0	0	0
Bus, minibus or coach	0	0	0	0	1	1
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	1	4	3	1	17	17
Passenger in a car or van	0	0	0	0	1	1
Bicycle	0	0	0	0	1	1
On foot	0	1	1	0	5	6
Other method of travel to work	0	0	0	0	1	1
<b>Total</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>26</b>	<b>27</b>

Table 5.2: Trips by Mode

- 5.7 Table 5.2 indicates that a net increase of six residential houses and 1 flat could result in five vehicle movements in the AM 4 vehicle movements in the PM peak periods, with a daily equivalent of 34 movements.
- 5.8 Two two-way trips are expected to be generated by public transport across the course of a typical weekday.
- 5.9 One pedestrian trip is expected to be generated during the AM and PM peak periods respectively, with 11 two-way trips are expected to be generated by pedestrians across the course of a typical weekday.

### Summary

- 5.10 The Proposed Development is expected to result in a small increase in trips. However increases in trips of this magnitude would have an imperceptible impact on the operation of local transport networks. No severe, residual impacts on the operation of the highway network are therefore expected to arise as a consequence of the Proposed Development.

## 6.0 Summary and Conclusion

- 6.1 Motion is instructed by Rio Homes to prepare a Transport Statement in relation to a proposed residential development on land at Athol Villas and Woodside, Westbourne Road, Sandhurst (the Application Site). The Application Site is located within the administrative boundaries of Bracknell Forest Council (BFC).
- 6.2 This Transport Statement has been prepared to accompany a planning application to construct 9 residential dwellings on land at Athol Villas and Woodside, Westbourne Road, Sandhurst (the Proposed Development). The Proposed Development comprises the provision of six two-bedroom dwellings, two three-bedroom dwellings and one one-bedroom flat alongside associated parking and infrastructure.
- 6.3 The level of accessibility to and from the Application Site by all non-car modes of travel has been assessed. Public transport provides accessibility to several towns and cities within a 60-minute total journey time. The location of the Application Site enables future site users to gain access to a variety of local services and amenities on foot, within a 2 kilometre walk, or by bike, within a 5 kilometre cycle ride. This meets the requirements of paragraph 105 of the NPPF with regards to sustainable travel.
- 6.4 The Proposed Development is forecast to result in small increases in trips generation during the AM and PM peak periods and across the course of a typical day which are expected to have an imperceptible impact on the operation of local transport networks. No severe, residual impacts on the operation of the highway network are therefore expected to arise as a consequence of the Proposed Development.
- 6.5 Appropriate parking provision has been made, with reference to the accessibility of the Application Site, the size and type of dwelling proposed and local car ownership rates.
- 6.6 Safe and suitable access is provided for all users of the Proposed Development including refuse collection and emergency vehicles.
- 6.7 In summary this transport statement has demonstrated that:
- ▶ The Application Site is spatially well located to access sustainable transport modes;
  - ▶ The Proposed Development has been designed to achieve safe and suitable access for all users; and
  - ▶ Potential impacts from the development on the transport network have been assessed and shown to have an imperceptible impact on the operation of local transport networks.
- 6.8 In accordance with paragraph 111 of the NPPF, there are therefore no transport or highway reasons why planning permission should be withheld or refused.

## **Appendix A**

Appeal Decision



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# Appeal Decision

Site visit made on 3 October 2023

**by Hollie Nicholls FdA MSc MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 26 October 2023

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**Appeal Ref: APP/R0335/W/22/3304460**

**Athol Villa and Woodside, Westbourne Road, College Town, Sandhurst  
GU47 0QX**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Rio Homes against the decision of Bracknell Forest Borough Council.
  - The application Ref 21/00928/FUL, dated 30 September 2021, was refused by notice dated 4 March 2022.
  - The development proposed is erection of nine dwellings following demolition of two existing dwellings and outbuildings, with associated access and landscaping.
- 

## Decision

1. The appeal is dismissed.

## Preliminary Matters

2. An amended layout plan was submitted with the appeal, Ref PL02 Rev J. The Council agree that the changes within the plan are minimal relative to those considered as part of the appeal application and that its acceptance as part of the appeal would not be prejudicial considered in the context of the Wheatcroft<sup>1</sup> principles. I find no reason to disagree with this conclusion and have considered the amended plan as part of the appeal, in addition to the others listed on the Council's decision notice.
3. A completed S106 planning obligation, dated 1 March 2023, was submitted with the appeal and provides for the provision and/or financial contribution towards public open space (POS), highway works, a sustainable urban drainage scheme (SUDs), and mitigation to offset the effects on the Thames Basin Heaths Special Protection Area (SPA). The Council has confirmed that, in addition to conditions where necessary, the obligation resolves the third, fifth, sixth and seventh reasons for refusal (RfRs), concerning drainage, biodiversity, the SAC and POS respectively. I consider that the obligations would be necessary to make the development acceptable in planning terms and, other than the effects on the SAC, do not address them beyond this paragraph.

## Main Issues

4. Having regard to the above, the main issues in the appeal are:
  - whether there are any reasonably available sites appropriate for the proposed development in areas which are at lower risk of flooding;

---

1. Wheatcroft Ltd V SSE [1982]

- the effects of the proposal on the character and appearance of the area and whether it would constitute good design; and
- whether the proposal would result in prejudicial effects on highway safety.

## Reasons

### *Location and flood risk*

5. The site lies partly within Flood Zone 2 which is defined as having a medium risk of flooding with between a 1 in 100 and 1 in 1,000 year annual probability of river flooding (fluvial flooding). This is due to the close proximity of a main river. The area is also at greater risk of surface water flooding with reportedly high existing ground water levels.
6. The National Planning Policy Framework (the Framework) aims to steer development towards areas of lowest flood risk by requiring new development to pass a sequential test. This ensures that a sequential approach is followed that steers new development to areas with the lowest probability of flooding, i.e., in Flood Zone 1. Only where there are no reasonably available sites in Flood Zone 1 should residential development, considered 'more vulnerable', be permitted in Flood Zones 2 or 3.
7. The Council has no current development plan policy which advances any requirements beyond those set out in the Framework. However, Policy LP18 of the Council's emerging Local Plan has been attributed weight given its advanced stage of preparation. This Policy seeks to capture the national policy requirements relating to the application of the sequential test both in a broader locational sense and if passed, to the development within the site itself.
8. The appeal has been submitted with a Flood Risk Assessment<sup>2</sup> and Sequential Test<sup>3</sup> with detailed tabulated data of each site considered. The Sequential Test refers to the search area encompassing the whole of the Bracknell Forest Borough and acknowledges that the site is not allocated for development. The site is however within a defined settlement boundary (for Sandhurst) and is not a bare ground site given that it largely comprises previously developed land and would achieve a net addition of 7 dwellings. In my view, these attributes limit the range of sites that may be considered reasonably comparable.
9. A range of publicly available documentation produced or held by the Council was used to identify sites, in addition to other search engines. Of the 123 sites identified within the Sequential Test, a large number were discounted for being too large or too small and where they were not considered available for the development (i.e., with expired planning permission, or planning permission commenced or completed). I consider this a reasonable approach. This left 31 sites for consideration, of which, 20 were discounted due to being outside a defined settlement boundary. Though the Council disagree, I consider a basic principle of sustainability is to locate development within settlement boundaries which limit the need to travel to everyday facilities. Therefore, my view is that discounting unallocated sites outside of the settlement boundary is logical. For similarly logical reasons, the Sequential Test discounted sites where permission was granted for net additional dwellings based on internal reconfigurations and upward extension of existing buildings.

---

<sup>2</sup> Floodsmart Pro, dated 07.08.2020

<sup>3</sup> ET Planning, Nov 21

10. The Council raise issues with a range of site being discounted in the Sequential Test for other generalised planning reasons, but where planning permission had been granted as evidence of such being overcome. Nevertheless, I find that many of these appear to exceed a size that could be considered comparable to a scheme delivering a net addition of around 7 dwellings. Similarly, where planning permission had been granted by way of outline and reserved matters, it appeared more likely that development would be implemented, thus rendering the site unavailable to the Appellant for the purposes of the proposed development.
11. The Council raises a number of particular sites as relevant: *Cain Road, Palm Hill, North Lodge Farm and Moat Farm*, though limited details have been provided to me of these sites. From the evidence it appears that they each seem rather large to be a comparable site to the appeal site, but their status, in terms of permission granted etc. is also unclear. A further allegation is made that the Appellant has failed to consider other sites identified through the emerging Local Plan process, but no details of particular sites that could be considered comparable have been brought to my attention.
12. Bringing these points together, my view is that the sequential approach should be based on the availability of any reasonably comparable sites, rather than their developability or deliverability. The assertions in the Sequential Test about other sites performing more poorly than the appeal site based on a number of other criteria (e.g., heritage and trees), do appear to go beyond the scope of the sequential test assessment.
13. However, based specifically on the cogent evidence before me, there does not appear to be any reasonably available sites appropriate for the proposed development in areas which are at a lower risk of flooding, though I appreciate that this is a snapshot in time. Consequently, the proposed development therefore complies with the expectations in the Framework and emerging Local Plan Policy LP18 concerning the application of the sequential approach.
14. On the basis of the above, it is also necessary to apply the exceptions test. The exceptions test requires a demonstration that the development would provide wider sustainability benefits to the community that outweigh the flood risk; and that it would be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.
15. The net addition of a modest number of dwellings to the local housing stock would be a clear wider sustainability benefit from developing the appeal site that would reduce the pressures on new greenfield sites outside of the settlement boundary. This aspect of the exceptions test is therefore passed. In terms of the safety of the development and its users, there would be a combination of a SUDs scheme, setting of the floor levels of dwellings above the flood level and an appropriate distance from the riverbank, allowance for the effects of climate change and maintenance of overland flow routes. These measures could be secured by way of planning conditions, in addition to other measures necessary to protect future users, such as a flood emergency evacuation plan. On implementation of these measures, the development would be safe for its lifetime and would avoid increasing the risk of flooding elsewhere, thus meeting the expectations of the Framework in this regard.

*Character, appearance and design*

16. The proposal would involve the replacement of both of the existing dwellings fronting Westbourne Road with a semi-detached pair of dwellings on their respective footprints. Parking would be in the front of the dwellings which would involve the loss of some lawned front gardens and grassed verge alongside the footway. Overall, this would result in a negligible degree of harm to the overall character and appearance of the streetscene which is relatively mixed.
17. The access road to serve the additional dwellings would extend through the space between the paired dwellings and towards the rear of the site. In the mid-section of the site, there would be a terrace of three dwellings, and to the rear, two detached dwellings set apart but facing towards one another.
18. Whilst I note that there are a range of detached, semi-detached and terraced dwellings in the area of a range of types and ages, including developments which can fit the description of a 'backland' development, the overall impression is one of a generally lower density character than that proposed at around 39 dwellings per hectare. In my view, the density and layout of the scheme would be efficient in the extreme, resulting in a cramped and poor quality form of development. The overdevelopment of the site would also be particularly evident in the rearward part of the site, where plots 8 and 9 would appear to step up in height and size, despite the more contrived spaces into which they would be built.
19. With the exception of very nominal spaces, the frontages of dwellings would all be occupied by parking spaces, bin storage and turning areas. Visitor parking would be squashed into seemingly undersized spaces and the proliferation of new tree planting in compromised areas would appear to exaggerate the ability to soften the effects of such a tightly-arranged development onto the site. Thus, despite the support offered by the Council's Landscape Officer, I envisage that the development would, in reality, appear dominated by close-knit dwellings, the access road, hard surfacing and boundary features. Similarly, the cramped nature of the scheme would extend to practical challenges accessing parking and manoeuvring larger vehicles, even if the parking spaces and turning radii strictly meet the minimum technical standards. Overall, my view is that the scheme would be of a poor quality overall design relative to its surrounding context and would do little for the perception of the standard of newbuild housing.
20. For the above reasons, I find that the proposal would be harmful to the character and appearance of the area, contrary to, in particular, Policy CS7 of the Core Strategy Development Plan Document (adopted 2008) (CS) and Policies EN20 and M9 of the Bracknell Forest Borough Local Plan (adopted 2002) (LP). These Policies collectively seek, amongst other things, to build on the urban, suburban and rural local character, respecting local patterns of development and the historic environment and ensure the provision of satisfactory parking and adequate space for private use and visual amenity. For similar reasons, the proposal would also fail to adhere to guidance in the Streetscene Supplementary Planning Document (2011).



### *Highway safety*

21. Westbourne Road is a dead-end cul-de-sac road which is relatively lightly trafficked. Fairmead Close, another cul-de-sac, is accessed from Westbourne Road in the vicinity of the appeal site.
22. The proposal would require the provision of an access road to serve the development with a junction that would be staggered with the junction for Fairmead Close. From the evidence, the access road would not be offered for adoption and would remain privately owned and maintained. The proposed narrowing of the access road inset from the junction would promote one-way passing and low vehicle speeds as a result. The junction would have visibility splays of 43 metres in both directions, measured 2.4 metres from the edge of the carriageway.
23. Each of the four frontage dwellings would have one parking space served directly from Westbourne Road which would necessitate users either reversing to park or reversing to exit and leave in forward gear.
24. Due to the cul-de-sac nature of Westbourne Road in the vicinity of the site and the low level of use of the easternmost end of the road and its corresponding footway, the creation of an access to serve the development would not present any obvious prejudicial effects on highway safety. The concerns about the conflict between reversing vehicles from Plots 1 and 2, traffic entering or emerging from the proposed access and pedestrians appear overstated in the context of the modest level of vehicle movements and likely pedestrian movements that would occur.
25. Therefore, in my view, the proposal would not result in prejudicial effects on highway safety and would therefore comply with, in particular, Policy CS23 of the CS which, amongst other things, seeks to increase the safety of travel and maintain and where possible improve the local road network.

### **Planning Balance**

26. As agreed between the parties, the Council are currently unable to demonstrate a five-year housing land supply as required by the Framework. The figure put to me from a base date of April 2021 is that the Council can demonstrate a supply of 4.2 years' worth, or a deficit of around 470 dwellings. This is a sizeable shortfall which is expected to persist until the adoption of the emerging Local Plan.
27. As I have not found the tilted balance disengaged for flood risk reasons, Paragraph 11 of the Framework states that permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when considered against the policies in the Framework taken as a whole. The adverse impacts of the proposal would be the harm to the character and appearance of the area.
28. The benefits of the scheme would result from the effective reuse of previously developed land in a sustainable location to create a scheme of 9 dwellings, 7 of which would be net additions to the local housing stock. The dwellings would be built to a high efficiency standard. There would be economic benefits to the local area from the construction phase and also from the future residents' contribution to the area through employment and expenditure on goods and services in the area.

29. However, my view is that the harm to the character and appearance of the area would significantly and demonstrably outweigh the totality of the benefits of the scheme. Consequently, the Framework does not form a consideration of such materiality that it indicates that the decision should be taken other than in accordance with the development plan.

### **Other Matters**

30. I note the range of comments in support of the scheme from a number of local residents, many highlighting the pressing need for new housing and the efficient use of the site compared to its current limited use. These are valid points which I have considered in reaching my decision.

### **Conclusion**

31. For the foregoing reasons, the appeal is dismissed.

*Hollie Nicholls*

INSPECTOR

## **Appendix B**

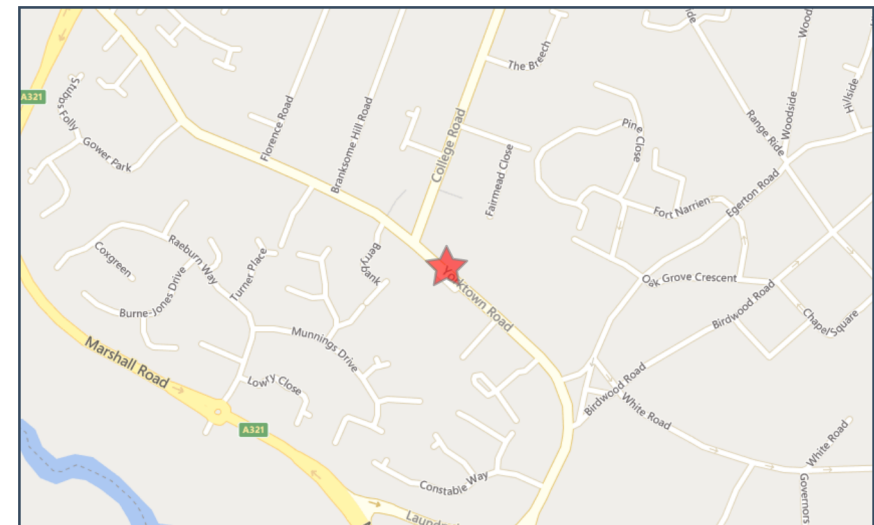
Crashmap Output Report



**Validated Data**

**Crash Date:** Saturday, December 11, 2021    **Time of Crash:** 7:12:00 PM    **Crash Reference:** 2021430559576

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Bracknell Forest	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	485218 160950
<b>Local Authority:</b>	Bracknell Forest				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	23	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

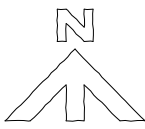
**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	26 - 35	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Appendix C**  
Site Layout Plan



**ACCOMMODATION SCHEDULE:**

TYPE A - 1B/2P COACH HOUSE @ 710sq.ft. -	1no.	710 sq.ft.
TYPE B - 2B/4P HOUSE @ 831sq.ft.-	6no.	4,986 sq.ft.
TYPE C - 2B/4P HOUSE @ 884sq.ft. -	2no.	1,768 sq.ft.
<b>TOTAL</b>	<b>9no.</b>	<b>7,464 sq.ft.</b>

**NOTE:-**

All parking spaces are a minimum of 2.5m wide and 5m long.  
 Bracknell Forest Council standard parking space size is 2.4m wide and 4.8m long.  
 Lay-by parking space is 2.4m wide and 6m long.  
 Bracknell Forest Council does not have a standard for a lay-by space.

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Rev	Comment	By	Date
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**PRELIMINARY**

Client: Fosters Of Fleet		
Address: Land at Athol Villa and Woodside, Westbourne Road, Sandhurst, GU7 0DX.		
Drawing: Site layout for 9 no. dwellings.		
Scale: 1:500	Date Drawn: 24.11.23	Drawn by: JAS
Job No: 0506	Dirg No: PL21	Rev: -
Status: PLANNING		



**thinkarchitecture**  
 CONSULTANTS LIMITED  
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 www.thinkarchitecture.biz

## **Appendix D**

Site Access Visibility





2.4m by 43m visibility splay

2.4m by 18m visibility splay

WESTBOURNE ROAD

Kingsdown

FAIRMEAD CLOSE



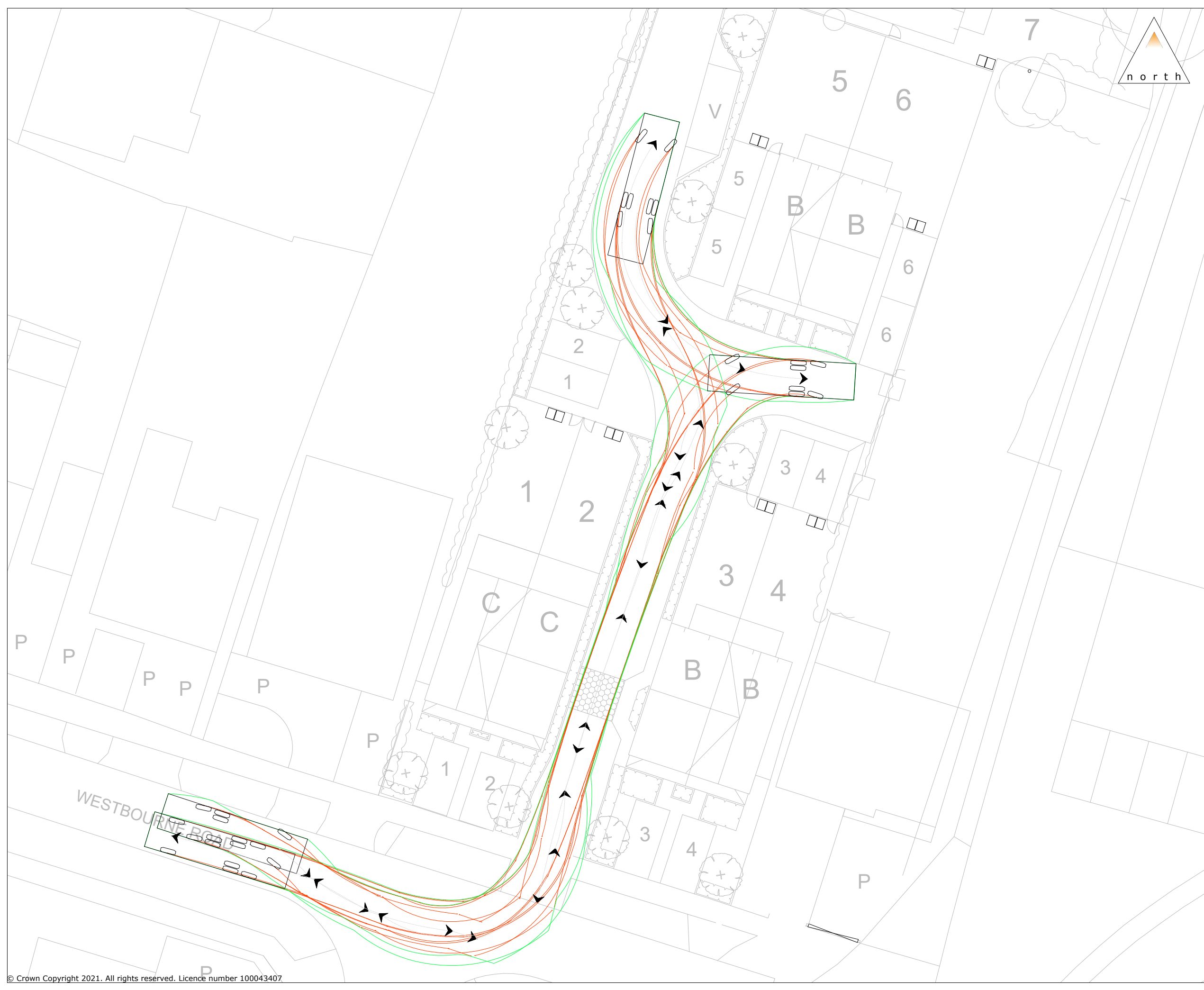
Quadrant House, Broad Street Mall, Reading  
RG1 7QE  
T: 0118 467 4498  
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Project:	Athol Villas, Sandhurst
Title:	Visibility Splay
Client:	ET Planning
Drawing Status:	
Scale:	1:250 (@ A3) Date:01/12/2023
Drawn:	AN Checked: JNR Approved: JNR
Drawing:	211030 - 01 Revision: -

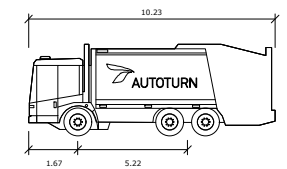
## **Appendix E**

Swept Path Analysis - Refuse

C:\Users\droddy\Motion\StaffSite - TP Projects\letsan3 2311030\Drawings\2111030 - TK01B,TK02A,TK03A,TK04A.dwg



Rev: Description: Date: Rev By: Chk'd:



**Bracknell Refuse Vehicle**

units  
meters

Width : 2.53  
Track : 2.49  
Lock to Lock Time : 4.0  
Steering Angle : 37.6



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Project:  
**Athol Villas, Sandhurst**

Title:  
**Swept Path Analysis  
Refuse Vehicle**

Client:  
**ET Planning**

Drawing Status:  
Scale: 1:250 (@ A3) Date: 29/11/2023

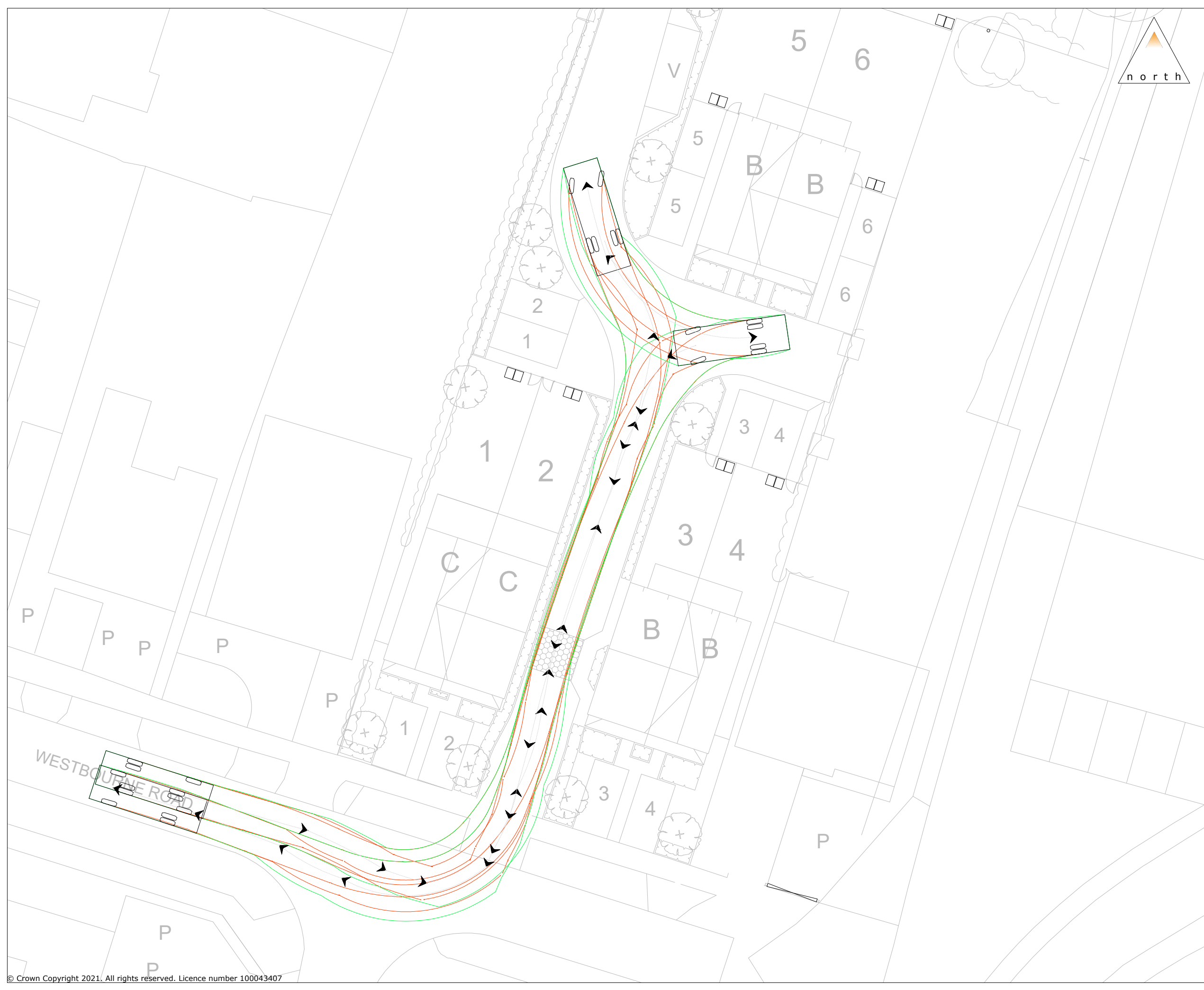
Drawn: AN Checked: JNR Approved: JNR

Drawing: **211030 - TK01** Revision: **B**

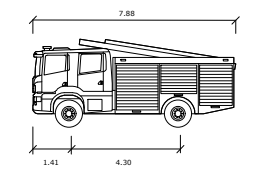
## **Appendix F**

Swept Path Analysis – Fire Tender

C:\Users\droddy\Motion\StaffSite - TP Projects\letsan3 2311030\Drawings\2111030 - TK01B,TK02A,TK03A,TK04A.dwg



Rev: Description: Date: Rev By: Chk'd:



**Fire Appliance Scania Emergency One**

Width : 2.45 meters  
 Track : 2.45  
 Lock to Lock Time : 6.0  
 Steering Angle : 33.7



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Project:  
**Athol Villas, Sandhurst**

Title:  
**Swept Path Analysis  
 Fire Tender**

Client:  
**ET Planning**

Drawing Status:

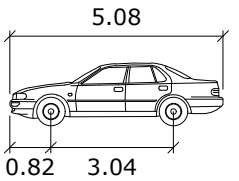
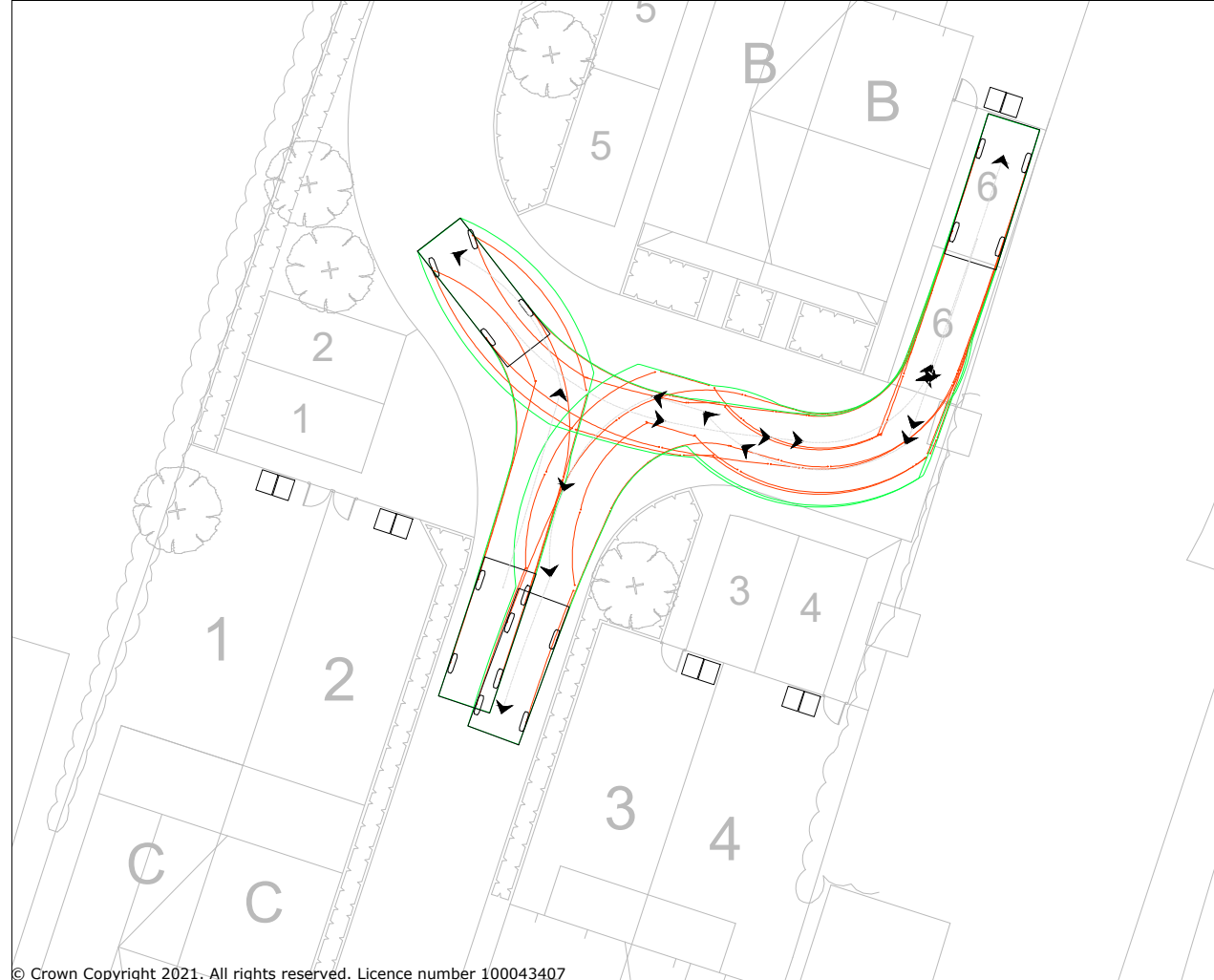
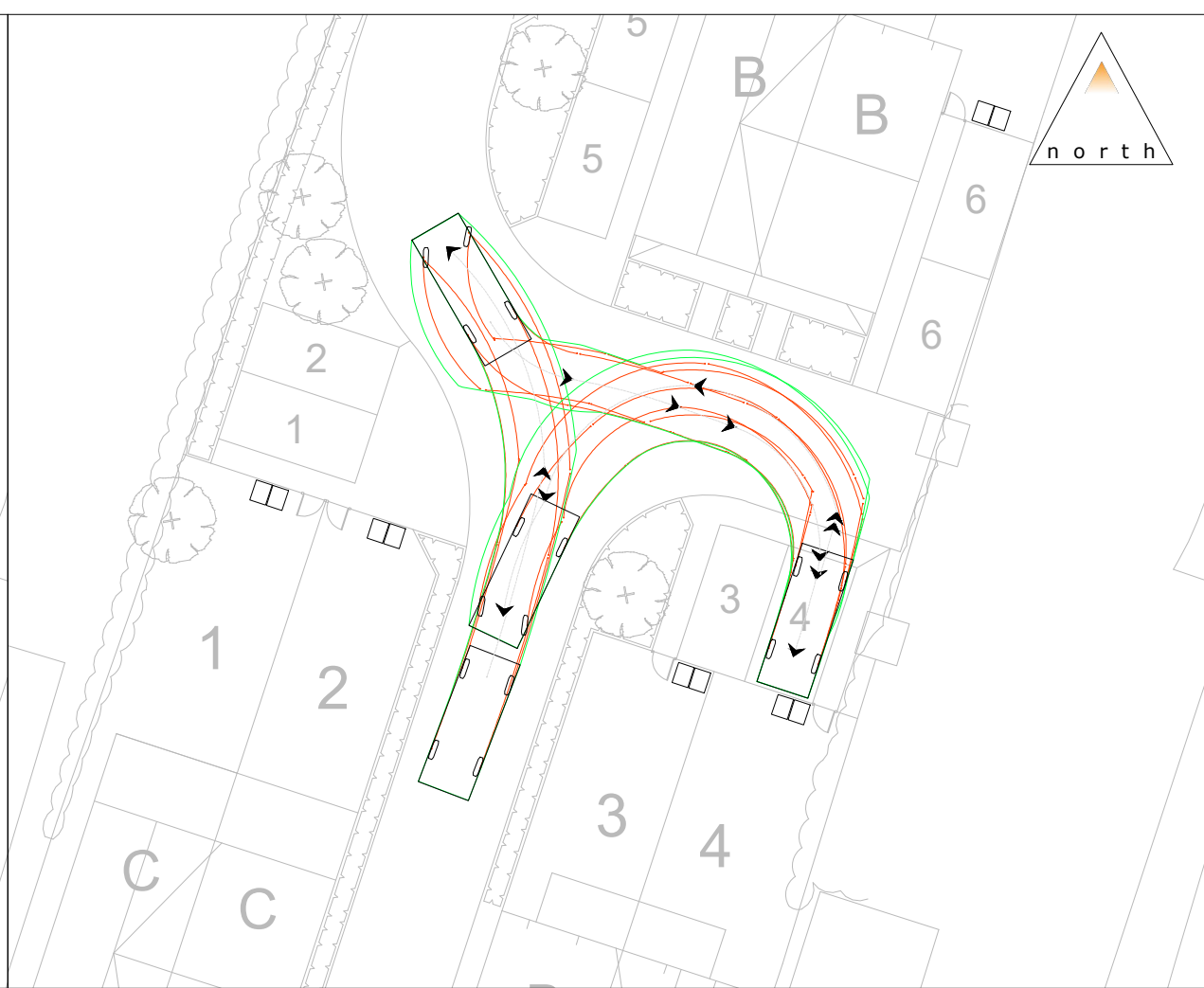
Scale: 1:250 (@ A3) Date: 29/11/2023

Drawn: AN Checked: JNR Approved: JNR

Drawing: **211030 - TK02** Revision: **A**

## **Appendix G**

Swept Path Analysis – Car Parking



Large Car (2006)

Width	: 1.87	meters
Track	: 1.83	
Lock to Lock Time	: 4.0	
Steering Angle	: 36.2	



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Project:  
**Athol Villas, Sandhurst**

Title:  
**Swept Path Analysis  
Large Car**

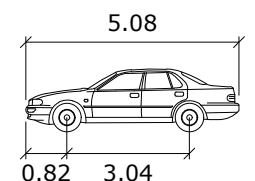
Client:  
**ET Planning**

Drawing Status:

Scale: 1:250 (@ A3) Date: 29/11/2023

Drawn: AN Checked: JNR Approved: JNR

Drawing: **211030 - TK03** Revision: **A**



**Large Car (2006)**  
 meters  
 Width : 1.87  
 Track : 1.83  
 Lock to Lock Time : 4.0  
 Steering Angle : 36.2



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Project:  
**Athol Villas, Sandhurst**

Title:  
**Swept Path Analysis  
 Large Car**

Client:  
**ET Planning**

Drawing Status:

Scale: 1:250 (@ A3) Date: 29/11/2023

Drawn: AN Checked: JNR Approved: JNR

Drawing: **211030 - TK04** Revision: **A**



## **Appendix H**

TRICS Output Report (House)

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-231130-1109

## 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	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days

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

Motion High Street Guildford

Licence No: 734001

## 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: 8 to 50 (units: )  
Range Selected by User: 6 to 50 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/03/23

*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	5 days
Tuesday	5 days
Wednesday	10 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	27 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)	8
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	27
------------------	----

*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	6 days - Selected
Servicing vehicles Excluded	21 days - Selected

## Secondary Filtering selection:

Use Class:

C3	27 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:

1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	9 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	6 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	17 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	14 days
No	13 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	27 days
-----------------	---------

*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
-----------------------	-----	--

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: <i>Survey date: THURSDAY</i>	TOWN HOUSES      24 <i>06/06/19</i>	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: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES      46 <i>22/06/22</i>	CENTRAL BEDFORDSHIRE       <i>Survey Type: MANUAL</i>
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES      26 <i>09/11/22</i>	DORSET       <i>Survey Type: MANUAL</i>
4	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI DETACHED      50 <i>28/03/17</i>	DURHAM       <i>Survey Type: MANUAL</i>
5	ES-03-A-09 THE FAIRWAY NEWHAVEN  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED & SEMI -DETACHED      47 <i>13/03/23</i>	EAST SUSSEX       <i>Survey Type: MANUAL</i>
6	HC-03-A-17 CANADA WAY LIPHOOK  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	HOUSES & FLATS      36 <i>12/11/15</i>	HAMPSHIRE       <i>Survey Type: MANUAL</i>
7	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED & SEMI -DETACHED      39 <i>13/11/18</i>	HAMPSHIRE       <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date:	WEDNESDAY	31/10/18	Survey Type: MANUAL
9	HC-03-A-31	MIXED HOUSES & FLATS		HAMPSHIRE
	KILN ROAD			
	LIPHOOK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	Survey date:	FRIDAY	07/10/22	Survey Type: MANUAL
10	HF-03-A-04	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		8	
	Survey date:	TUESDAY	08/06/21	Survey Type: MANUAL
11	KC-03-A-09	MIXED HOUSES & FLATS		KENT
	WESTERN LINK			
	FAVERSHAM			
	DAVINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		14	
	Survey date:	WEDNESDAY	09/06/21	Survey Type: MANUAL
12	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		19	
	Survey date:	MONDAY	06/06/22	Survey Type: MANUAL
13	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date:	WEDNESDAY	16/09/15	Survey Type: MANUAL
14	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date:	THURSDAY	19/09/19	Survey Type: MANUAL
15	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	Survey date:	TUESDAY	27/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-A-51	SEMI -DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		34	
	Survey date: <i>TUESDAY</i>		<i>13/09/22</i>	<i>Survey Type: MANUAL</i>
17	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		36	
	Survey date: <i>MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
18	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: <i>WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
19	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		45	
	Survey date: <i>WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
20	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		28	
	Survey date: <i>MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
21	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		41	
	Survey date: <i>WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
22	SD-03-A-01	SEMI DETACHED		SWINDON
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	Survey date: <i>THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>
23	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		18	
	Survey date: <i>WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED & SEMI	33 <i>24/09/15</i>	SOMERSET	<i>Survey Type: MANUAL</i>
25	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY	
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>		37 <i>30/09/15</i>		<i>Survey Type: MANUAL</i>
26	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE	
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>		49 <i>27/09/19</i>		<i>Survey Type: MANUAL</i>
27	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES		WEST MIDLANDS	<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.*



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): 1.68

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	27	33	0.086	27	33	0.261	27	33	0.347
08:00 - 09:00	27	33	0.180	27	33	0.372	27	33	0.552
09:00 - 10:00	27	33	0.161	27	33	0.196	27	33	0.357
10:00 - 11:00	27	33	0.146	27	33	0.167	27	33	0.313
11:00 - 12:00	27	33	0.154	27	33	0.153	27	33	0.307
12:00 - 13:00	27	33	0.158	27	33	0.181	27	33	0.339
13:00 - 14:00	27	33	0.178	27	33	0.166	27	33	0.344
14:00 - 15:00	27	33	0.158	27	33	0.213	27	33	0.371
15:00 - 16:00	27	33	0.294	27	33	0.204	27	33	0.498
16:00 - 17:00	27	33	0.275	27	33	0.171	27	33	0.446
17:00 - 18:00	27	33	0.317	27	33	0.189	27	33	0.506
18:00 - 19:00	27	33	0.227	27	33	0.130	27	33	0.357
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.334</b>			<b>2.403</b>			<b>4.737</b>

*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: 8 - 50 (units: )  
 Survey date date range: 01/01/15 - 13/03/23  
 Number of weekdays (Monday-Friday): 27  
 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.*

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TAXIS

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	27	33	0.005	27	33	0.005	27	33	0.010
08:00 - 09:00	27	33	0.008	27	33	0.008	27	33	0.016
09:00 - 10:00	27	33	0.009	27	33	0.008	27	33	0.017
10:00 - 11:00	27	33	0.003	27	33	0.005	27	33	0.008
11:00 - 12:00	27	33	0.001	27	33	0.001	27	33	0.002
12:00 - 13:00	27	33	0.002	27	33	0.001	27	33	0.003
13:00 - 14:00	27	33	0.005	27	33	0.006	27	33	0.011
14:00 - 15:00	27	33	0.003	27	33	0.003	27	33	0.006
15:00 - 16:00	27	33	0.003	27	33	0.003	27	33	0.006
16:00 - 17:00	27	33	0.002	27	33	0.002	27	33	0.004
17:00 - 18:00	27	33	0.005	27	33	0.005	27	33	0.010
18:00 - 19:00	27	33	0.003	27	33	0.005	27	33	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.052			0.101

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

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

TRIP RATE for Land Use 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	27	33	0.001	27	33	0.001	27	33	0.002
08:00 - 09:00	27	33	0.007	27	33	0.005	27	33	0.012
09:00 - 10:00	27	33	0.006	27	33	0.006	27	33	0.012
10:00 - 11:00	27	33	0.005	27	33	0.002	27	33	0.007
11:00 - 12:00	27	33	0.003	27	33	0.006	27	33	0.009
12:00 - 13:00	27	33	0.002	27	33	0.005	27	33	0.007
13:00 - 14:00	27	33	0.003	27	33	0.002	27	33	0.005
14:00 - 15:00	27	33	0.000	27	33	0.000	27	33	0.000
15:00 - 16:00	27	33	0.000	27	33	0.001	27	33	0.001
16:00 - 17:00	27	33	0.000	27	33	0.000	27	33	0.000
17:00 - 18:00	27	33	0.002	27	33	0.003	27	33	0.005
18:00 - 19:00	27	33	0.001	27	33	0.001	27	33	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.032			0.062

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 PSVS

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	27	33	0.001	27	33	0.001	27	33	0.002
08:00 - 09:00	27	33	0.002	27	33	0.002	27	33	0.004
09:00 - 10:00	27	33	0.000	27	33	0.000	27	33	0.000
10:00 - 11:00	27	33	0.000	27	33	0.000	27	33	0.000
11:00 - 12:00	27	33	0.000	27	33	0.000	27	33	0.000
12:00 - 13:00	27	33	0.000	27	33	0.000	27	33	0.000
13:00 - 14:00	27	33	0.000	27	33	0.000	27	33	0.000
14:00 - 15:00	27	33	0.000	27	33	0.000	27	33	0.000
15:00 - 16:00	27	33	0.003	27	33	0.003	27	33	0.006
16:00 - 17:00	27	33	0.000	27	33	0.000	27	33	0.000
17:00 - 18:00	27	33	0.000	27	33	0.000	27	33	0.000
18:00 - 19:00	27	33	0.001	27	33	0.001	27	33	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	33	0.007	27	33	0.015	27	33	0.022
08:00 - 09:00	27	33	0.006	27	33	0.014	27	33	0.020
09:00 - 10:00	27	33	0.005	27	33	0.006	27	33	0.011
10:00 - 11:00	27	33	0.008	27	33	0.006	27	33	0.014
11:00 - 12:00	27	33	0.001	27	33	0.006	27	33	0.007
12:00 - 13:00	27	33	0.006	27	33	0.006	27	33	0.012
13:00 - 14:00	27	33	0.003	27	33	0.006	27	33	0.009
14:00 - 15:00	27	33	0.005	27	33	0.003	27	33	0.008
15:00 - 16:00	27	33	0.011	27	33	0.009	27	33	0.020
16:00 - 17:00	27	33	0.008	27	33	0.002	27	33	0.010
17:00 - 18:00	27	33	0.012	27	33	0.008	27	33	0.020
18:00 - 19:00	27	33	0.009	27	33	0.006	27	33	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.087			0.168

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	33	0.109	27	33	0.357	27	33	0.466
08:00 - 09:00	27	33	0.197	27	33	0.592	27	33	0.789
09:00 - 10:00	27	33	0.181	27	33	0.248	27	33	0.429
10:00 - 11:00	27	33	0.174	27	33	0.217	27	33	0.391
11:00 - 12:00	27	33	0.182	27	33	0.187	27	33	0.369
12:00 - 13:00	27	33	0.188	27	33	0.218	27	33	0.406
13:00 - 14:00	27	33	0.216	27	33	0.215	27	33	0.431
14:00 - 15:00	27	33	0.195	27	33	0.255	27	33	0.450
15:00 - 16:00	27	33	0.458	27	33	0.269	27	33	0.727
16:00 - 17:00	27	33	0.386	27	33	0.219	27	33	0.605
17:00 - 18:00	27	33	0.437	27	33	0.243	27	33	0.680
18:00 - 19:00	27	33	0.303	27	33	0.173	27	33	0.476
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.026</b>			<b>3.193</b>			<b>6.219</b>

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	27	33	0.015	27	33	0.053	27	33	0.068
08:00 - 09:00	27	33	0.048	27	33	0.162	27	33	0.210
09:00 - 10:00	27	33	0.049	27	33	0.046	27	33	0.095
10:00 - 11:00	27	33	0.036	27	33	0.054	27	33	0.090
11:00 - 12:00	27	33	0.041	27	33	0.044	27	33	0.085
12:00 - 13:00	27	33	0.035	27	33	0.032	27	33	0.067
13:00 - 14:00	27	33	0.038	27	33	0.040	27	33	0.078
14:00 - 15:00	27	33	0.052	27	33	0.050	27	33	0.102
15:00 - 16:00	27	33	0.136	27	33	0.057	27	33	0.193
16:00 - 17:00	27	33	0.061	27	33	0.034	27	33	0.095
17:00 - 18:00	27	33	0.053	27	33	0.057	27	33	0.110
18:00 - 19:00	27	33	0.069	27	33	0.043	27	33	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.633			0.672			1.305

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	33	0.005	27	33	0.021	27	33	0.026
08:00 - 09:00	27	33	0.002	27	33	0.029	27	33	0.031
09:00 - 10:00	27	33	0.005	27	33	0.009	27	33	0.014
10:00 - 11:00	27	33	0.008	27	33	0.008	27	33	0.016
11:00 - 12:00	27	33	0.006	27	33	0.006	27	33	0.012
12:00 - 13:00	27	33	0.014	27	33	0.008	27	33	0.022
13:00 - 14:00	27	33	0.002	27	33	0.002	27	33	0.004
14:00 - 15:00	27	33	0.003	27	33	0.002	27	33	0.005
15:00 - 16:00	27	33	0.014	27	33	0.005	27	33	0.019
16:00 - 17:00	27	33	0.018	27	33	0.001	27	33	0.019
17:00 - 18:00	27	33	0.016	27	33	0.006	27	33	0.022
18:00 - 19:00	27	33	0.018	27	33	0.000	27	33	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.097			0.208

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

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



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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	27	33	0.000	27	33	0.010	27	33	0.010
08:00 - 09:00	27	33	0.000	27	33	0.003	27	33	0.003
09:00 - 10:00	27	33	0.000	27	33	0.003	27	33	0.003
10:00 - 11:00	27	33	0.000	27	33	0.001	27	33	0.001
11:00 - 12:00	27	33	0.000	27	33	0.000	27	33	0.000
12:00 - 13:00	27	33	0.000	27	33	0.001	27	33	0.001
13:00 - 14:00	27	33	0.002	27	33	0.001	27	33	0.003
14:00 - 15:00	27	33	0.000	27	33	0.000	27	33	0.000
15:00 - 16:00	27	33	0.001	27	33	0.000	27	33	0.001
16:00 - 17:00	27	33	0.003	27	33	0.000	27	33	0.003
17:00 - 18:00	27	33	0.009	27	33	0.001	27	33	0.010
18:00 - 19:00	27	33	0.002	27	33	0.000	27	33	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.020			0.037

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	33	0.000	27	33	0.002	27	33	0.002
08:00 - 09:00	27	33	0.000	27	33	0.002	27	33	0.002
09:00 - 10:00	27	33	0.000	27	33	0.000	27	33	0.000
10:00 - 11:00	27	33	0.000	27	33	0.000	27	33	0.000
11:00 - 12:00	27	33	0.000	27	33	0.000	27	33	0.000
12:00 - 13:00	27	33	0.000	27	33	0.000	27	33	0.000
13:00 - 14:00	27	33	0.000	27	33	0.000	27	33	0.000
14:00 - 15:00	27	33	0.000	27	33	0.000	27	33	0.000
15:00 - 16:00	27	33	0.003	27	33	0.000	27	33	0.003
16:00 - 17:00	27	33	0.000	27	33	0.000	27	33	0.000
17:00 - 18:00	27	33	0.000	27	33	0.000	27	33	0.000
18:00 - 19:00	27	33	0.000	27	33	0.000	27	33	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.004			0.007

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	27	33	0.005	27	33	0.034	27	33	0.039
08:00 - 09:00	27	33	0.002	27	33	0.035	27	33	0.037
09:00 - 10:00	27	33	0.005	27	33	0.012	27	33	0.017
10:00 - 11:00	27	33	0.008	27	33	0.009	27	33	0.017
11:00 - 12:00	27	33	0.006	27	33	0.006	27	33	0.012
12:00 - 13:00	27	33	0.014	27	33	0.009	27	33	0.023
13:00 - 14:00	27	33	0.005	27	33	0.003	27	33	0.008
14:00 - 15:00	27	33	0.003	27	33	0.002	27	33	0.005
15:00 - 16:00	27	33	0.018	27	33	0.005	27	33	0.023
16:00 - 17:00	27	33	0.021	27	33	0.001	27	33	0.022
17:00 - 18:00	27	33	0.025	27	33	0.007	27	33	0.032
18:00 - 19:00	27	33	0.020	27	33	0.000	27	33	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.123			0.255

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): 1.68

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	27	33	0.135	27	33	0.459	27	33	0.594
08:00 - 09:00	27	33	0.252	27	33	0.802	27	33	1.054
09:00 - 10:00	27	33	0.239	27	33	0.312	27	33	0.551
10:00 - 11:00	27	33	0.226	27	33	0.286	27	33	0.512
11:00 - 12:00	27	33	0.230	27	33	0.242	27	33	0.472
12:00 - 13:00	27	33	0.242	27	33	0.265	27	33	0.507
13:00 - 14:00	27	33	0.262	27	33	0.264	27	33	0.526
14:00 - 15:00	27	33	0.255	27	33	0.310	27	33	0.565
15:00 - 16:00	27	33	0.623	27	33	0.339	27	33	0.962
16:00 - 17:00	27	33	0.476	27	33	0.257	27	33	0.733
17:00 - 18:00	27	33	0.527	27	33	0.314	27	33	0.841
18:00 - 19:00	27	33	0.402	27	33	0.222	27	33	0.624
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.869			4.072			7.941

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	27	33	0.069	27	33	0.236	27	33	0.305
08:00 - 09:00	27	33	0.140	27	33	0.334	27	33	0.474
09:00 - 10:00	27	33	0.117	27	33	0.158	27	33	0.275
10:00 - 11:00	27	33	0.112	27	33	0.138	27	33	0.250
11:00 - 12:00	27	33	0.120	27	33	0.115	27	33	0.235
12:00 - 13:00	27	33	0.132	27	33	0.145	27	33	0.277
13:00 - 14:00	27	33	0.136	27	33	0.128	27	33	0.264
14:00 - 15:00	27	33	0.135	27	33	0.187	27	33	0.322
15:00 - 16:00	27	33	0.266	27	33	0.169	27	33	0.435
16:00 - 17:00	27	33	0.247	27	33	0.147	27	33	0.394
17:00 - 18:00	27	33	0.286	27	33	0.170	27	33	0.456
18:00 - 19:00	27	33	0.212	27	33	0.118	27	33	0.330
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.972			2.045			4.017

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.

Motion High Street Guildford

Licence No: 734001

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	27	33	0.012	27	33	0.017	27	33	0.029
08:00 - 09:00	27	33	0.021	27	33	0.023	27	33	0.044
09:00 - 10:00	27	33	0.029	27	33	0.024	27	33	0.053
10:00 - 11:00	27	33	0.025	27	33	0.021	27	33	0.046
11:00 - 12:00	27	33	0.026	27	33	0.029	27	33	0.055
12:00 - 13:00	27	33	0.021	27	33	0.029	27	33	0.050
13:00 - 14:00	27	33	0.034	27	33	0.031	27	33	0.065
14:00 - 15:00	27	33	0.018	27	33	0.020	27	33	0.038
15:00 - 16:00	27	33	0.020	27	33	0.027	27	33	0.047
16:00 - 17:00	27	33	0.021	27	33	0.021	27	33	0.042
17:00 - 18:00	27	33	0.025	27	33	0.012	27	33	0.037
18:00 - 19:00	27	33	0.015	27	33	0.005	27	33	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.267			0.259			0.526

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	33	0.000	27	33	0.003	27	33	0.003
08:00 - 09:00	27	33	0.001	27	33	0.001	27	33	0.002
09:00 - 10:00	27	33	0.000	27	33	0.000	27	33	0.000
10:00 - 11:00	27	33	0.001	27	33	0.001	27	33	0.002
11:00 - 12:00	27	33	0.003	27	33	0.001	27	33	0.004
12:00 - 13:00	27	33	0.000	27	33	0.001	27	33	0.001
13:00 - 14:00	27	33	0.001	27	33	0.001	27	33	0.002
14:00 - 15:00	27	33	0.000	27	33	0.002	27	33	0.002
15:00 - 16:00	27	33	0.001	27	33	0.001	27	33	0.002
16:00 - 17:00	27	33	0.003	27	33	0.001	27	33	0.004
17:00 - 18:00	27	33	0.005	27	33	0.000	27	33	0.005
18:00 - 19:00	27	33	0.001	27	33	0.001	27	33	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.013			0.029

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

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

## **Appendix I**

Trics Output Report (Flat)



## 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
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	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*

Motion High Street Guildford

Licence No: 734001

## 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: 18 to 45 (units: )  
Range Selected by User: 6 to 50 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 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 1 days  
Wednesday 3 days  
Friday 1 days

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

Selected survey types:

Manual count 5 days  
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 5

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

Inclusion of Servicing Vehicles Counts:

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

## Secondary Filtering selection:

Use Class:

C3 5 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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	4 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
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
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	5 days
-----------------	--------

*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
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 <i>Survey date: WEDNESDAY 25/09/19</i>		
2	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 22 <i>Survey date: WEDNESDAY 09/06/21</i>		
3	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: MONDAY 07/06/21</i>		
4	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS	TYNE & WEAR
	Edge of Town Residential Zone Total No of Dwellings: 45 <i>Survey date: FRIDAY 15/10/21</i>		
5	WS-03-C-01 GORING ROAD WORTHING GORING-BY-SEA	BLOCKS OF FLATS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 11/05/22</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.*

Motion High Street Guildford

Licence No: 734001

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): 2.84

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	28	0.035	5	28	0.135	5	28	0.170
08:00 - 09:00	5	28	0.050	5	28	0.170	5	28	0.220
09:00 - 10:00	5	28	0.106	5	28	0.106	5	28	0.212
10:00 - 11:00	5	28	0.085	5	28	0.177	5	28	0.262
11:00 - 12:00	5	28	0.085	5	28	0.071	5	28	0.156
12:00 - 13:00	5	28	0.085	5	28	0.071	5	28	0.156
13:00 - 14:00	5	28	0.092	5	28	0.135	5	28	0.227
14:00 - 15:00	5	28	0.071	5	28	0.078	5	28	0.149
15:00 - 16:00	5	28	0.092	5	28	0.071	5	28	0.163
16:00 - 17:00	5	28	0.163	5	28	0.050	5	28	0.213
17:00 - 18:00	5	28	0.177	5	28	0.043	5	28	0.220
18:00 - 19:00	5	28	0.099	5	28	0.043	5	28	0.142
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.140			1.150			2.290

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: 18 - 45 (units: )  
Survey date date range: 01/01/15 - 11/05/22  
Number of weekdays (Monday-Friday): 5  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	28	0.007	5	28	0.007	5	28	0.014
08:00 - 09:00	5	28	0.014	5	28	0.014	5	28	0.028
09:00 - 10:00	5	28	0.014	5	28	0.014	5	28	0.028
10:00 - 11:00	5	28	0.007	5	28	0.007	5	28	0.014
11:00 - 12:00	5	28	0.007	5	28	0.007	5	28	0.014
12:00 - 13:00	5	28	0.021	5	28	0.014	5	28	0.035
13:00 - 14:00	5	28	0.000	5	28	0.007	5	28	0.007
14:00 - 15:00	5	28	0.000	5	28	0.000	5	28	0.000
15:00 - 16:00	5	28	0.000	5	28	0.000	5	28	0.000
16:00 - 17:00	5	28	0.007	5	28	0.007	5	28	0.014
17:00 - 18:00	5	28	0.000	5	28	0.000	5	28	0.000
18:00 - 19:00	5	28	0.007	5	28	0.007	5	28	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.084			0.084			0.168

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.

Motion High Street Guildford

Licence No: 734001

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	5	28	0.007	5	28	0.000	5	28	0.007
08:00 - 09:00	5	28	0.000	5	28	0.007	5	28	0.007
09:00 - 10:00	5	28	0.007	5	28	0.007	5	28	0.014
10:00 - 11:00	5	28	0.000	5	28	0.000	5	28	0.000
11:00 - 12:00	5	28	0.000	5	28	0.000	5	28	0.000
12:00 - 13:00	5	28	0.000	5	28	0.000	5	28	0.000
13:00 - 14:00	5	28	0.000	5	28	0.000	5	28	0.000
14:00 - 15:00	5	28	0.000	5	28	0.000	5	28	0.000
15:00 - 16:00	5	28	0.000	5	28	0.000	5	28	0.000
16:00 - 17:00	5	28	0.000	5	28	0.000	5	28	0.000
17:00 - 18:00	5	28	0.000	5	28	0.000	5	28	0.000
18:00 - 19:00	5	28	0.000	5	28	0.000	5	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

Motion High Street Guildford

Licence No: 734001

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	5	28	0.000	5	28	0.043	5	28	0.043
08:00 - 09:00	5	28	0.000	5	28	0.085	5	28	0.085
09:00 - 10:00	5	28	0.021	5	28	0.000	5	28	0.021
10:00 - 11:00	5	28	0.007	5	28	0.000	5	28	0.007
11:00 - 12:00	5	28	0.014	5	28	0.000	5	28	0.014
12:00 - 13:00	5	28	0.007	5	28	0.000	5	28	0.007
13:00 - 14:00	5	28	0.014	5	28	0.007	5	28	0.021
14:00 - 15:00	5	28	0.014	5	28	0.007	5	28	0.021
15:00 - 16:00	5	28	0.000	5	28	0.000	5	28	0.000
16:00 - 17:00	5	28	0.007	5	28	0.000	5	28	0.007
17:00 - 18:00	5	28	0.057	5	28	0.007	5	28	0.064
18:00 - 19:00	5	28	0.014	5	28	0.014	5	28	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.155			0.163			0.318

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.



Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	28	0.043	5	28	0.177	5	28	0.220
08:00 - 09:00	5	28	0.035	5	28	0.284	5	28	0.319
09:00 - 10:00	5	28	0.106	5	28	0.135	5	28	0.241
10:00 - 11:00	5	28	0.121	5	28	0.199	5	28	0.320
11:00 - 12:00	5	28	0.099	5	28	0.092	5	28	0.191
12:00 - 13:00	5	28	0.085	5	28	0.064	5	28	0.149
13:00 - 14:00	5	28	0.121	5	28	0.156	5	28	0.277
14:00 - 15:00	5	28	0.092	5	28	0.078	5	28	0.170
15:00 - 16:00	5	28	0.128	5	28	0.078	5	28	0.206
16:00 - 17:00	5	28	0.220	5	28	0.064	5	28	0.284
17:00 - 18:00	5	28	0.206	5	28	0.064	5	28	0.270
18:00 - 19:00	5	28	0.121	5	28	0.057	5	28	0.178
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.377			1.448			2.825

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 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	5	28	0.014	5	28	0.149	5	28	0.163
08:00 - 09:00	5	28	0.035	5	28	0.184	5	28	0.219
09:00 - 10:00	5	28	0.078	5	28	0.121	5	28	0.199
10:00 - 11:00	5	28	0.064	5	28	0.050	5	28	0.114
11:00 - 12:00	5	28	0.064	5	28	0.035	5	28	0.099
12:00 - 13:00	5	28	0.050	5	28	0.057	5	28	0.107
13:00 - 14:00	5	28	0.113	5	28	0.085	5	28	0.198
14:00 - 15:00	5	28	0.071	5	28	0.064	5	28	0.135
15:00 - 16:00	5	28	0.106	5	28	0.050	5	28	0.156
16:00 - 17:00	5	28	0.142	5	28	0.028	5	28	0.170
17:00 - 18:00	5	28	0.113	5	28	0.028	5	28	0.141
18:00 - 19:00	5	28	0.113	5	28	0.085	5	28	0.198
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.963			0.936			1.899

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	28	0.000	5	28	0.071	5	28	0.071
08:00 - 09:00	5	28	0.000	5	28	0.071	5	28	0.071
09:00 - 10:00	5	28	0.000	5	28	0.071	5	28	0.071
10:00 - 11:00	5	28	0.000	5	28	0.014	5	28	0.014
11:00 - 12:00	5	28	0.000	5	28	0.021	5	28	0.021
12:00 - 13:00	5	28	0.007	5	28	0.007	5	28	0.014
13:00 - 14:00	5	28	0.000	5	28	0.021	5	28	0.021
14:00 - 15:00	5	28	0.021	5	28	0.007	5	28	0.028
15:00 - 16:00	5	28	0.043	5	28	0.007	5	28	0.050
16:00 - 17:00	5	28	0.092	5	28	0.007	5	28	0.099
17:00 - 18:00	5	28	0.085	5	28	0.007	5	28	0.092
18:00 - 19:00	5	28	0.028	5	28	0.000	5	28	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.276			0.304			0.580

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	28	0.000	5	28	0.135	5	28	0.135
08:00 - 09:00	5	28	0.007	5	28	0.199	5	28	0.206
09:00 - 10:00	5	28	0.000	5	28	0.043	5	28	0.043
10:00 - 11:00	5	28	0.007	5	28	0.035	5	28	0.042
11:00 - 12:00	5	28	0.014	5	28	0.021	5	28	0.035
12:00 - 13:00	5	28	0.035	5	28	0.021	5	28	0.056
13:00 - 14:00	5	28	0.014	5	28	0.014	5	28	0.028
14:00 - 15:00	5	28	0.028	5	28	0.007	5	28	0.035
15:00 - 16:00	5	28	0.050	5	28	0.000	5	28	0.050
16:00 - 17:00	5	28	0.035	5	28	0.000	5	28	0.035
17:00 - 18:00	5	28	0.113	5	28	0.000	5	28	0.113
18:00 - 19:00	5	28	0.106	5	28	0.000	5	28	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.409			0.475			0.884

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	5	28	0.000	5	28	0.206	5	28	0.206
08:00 - 09:00	5	28	0.007	5	28	0.270	5	28	0.277
09:00 - 10:00	5	28	0.000	5	28	0.113	5	28	0.113
10:00 - 11:00	5	28	0.007	5	28	0.050	5	28	0.057
11:00 - 12:00	5	28	0.014	5	28	0.043	5	28	0.057
12:00 - 13:00	5	28	0.043	5	28	0.028	5	28	0.071
13:00 - 14:00	5	28	0.014	5	28	0.035	5	28	0.049
14:00 - 15:00	5	28	0.050	5	28	0.014	5	28	0.064
15:00 - 16:00	5	28	0.092	5	28	0.007	5	28	0.099
16:00 - 17:00	5	28	0.128	5	28	0.007	5	28	0.135
17:00 - 18:00	5	28	0.199	5	28	0.007	5	28	0.206
18:00 - 19:00	5	28	0.135	5	28	0.000	5	28	0.135
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.689			0.780			1.469

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.

Motion High Street Guildford

Licence No: 734001

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): 2.84

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	28	0.057	5	28	0.574	5	28	0.631
08:00 - 09:00	5	28	0.078	5	28	0.823	5	28	0.901
09:00 - 10:00	5	28	0.206	5	28	0.369	5	28	0.575
10:00 - 11:00	5	28	0.199	5	28	0.298	5	28	0.497
11:00 - 12:00	5	28	0.191	5	28	0.170	5	28	0.361
12:00 - 13:00	5	28	0.184	5	28	0.149	5	28	0.333
13:00 - 14:00	5	28	0.262	5	28	0.284	5	28	0.546
14:00 - 15:00	5	28	0.227	5	28	0.163	5	28	0.390
15:00 - 16:00	5	28	0.326	5	28	0.135	5	28	0.461
16:00 - 17:00	5	28	0.496	5	28	0.099	5	28	0.595
17:00 - 18:00	5	28	0.574	5	28	0.106	5	28	0.680
18:00 - 19:00	5	28	0.383	5	28	0.156	5	28	0.539
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.183			3.326			6.509

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.

Motion High Street Guildford

Licence No: 734001

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	5	28	0.014	5	28	0.106	5	28	0.120
08:00 - 09:00	5	28	0.028	5	28	0.128	5	28	0.156
09:00 - 10:00	5	28	0.057	5	28	0.085	5	28	0.142
10:00 - 11:00	5	28	0.057	5	28	0.128	5	28	0.185
11:00 - 12:00	5	28	0.071	5	28	0.057	5	28	0.128
12:00 - 13:00	5	28	0.050	5	28	0.035	5	28	0.085
13:00 - 14:00	5	28	0.064	5	28	0.106	5	28	0.170
14:00 - 15:00	5	28	0.071	5	28	0.071	5	28	0.142
15:00 - 16:00	5	28	0.085	5	28	0.057	5	28	0.142
16:00 - 17:00	5	28	0.135	5	28	0.035	5	28	0.170
17:00 - 18:00	5	28	0.149	5	28	0.028	5	28	0.177
18:00 - 19:00	5	28	0.085	5	28	0.028	5	28	0.113
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.866			0.864			1.730

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.

Motion High Street Guildford

Licence No: 734001

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	5	28	0.007	5	28	0.021	5	28	0.028
08:00 - 09:00	5	28	0.007	5	28	0.021	5	28	0.028
09:00 - 10:00	5	28	0.028	5	28	0.000	5	28	0.028
10:00 - 11:00	5	28	0.021	5	28	0.043	5	28	0.064
11:00 - 12:00	5	28	0.007	5	28	0.007	5	28	0.014
12:00 - 13:00	5	28	0.014	5	28	0.021	5	28	0.035
13:00 - 14:00	5	28	0.021	5	28	0.021	5	28	0.042
14:00 - 15:00	5	28	0.000	5	28	0.007	5	28	0.007
15:00 - 16:00	5	28	0.007	5	28	0.007	5	28	0.014
16:00 - 17:00	5	28	0.021	5	28	0.007	5	28	0.028
17:00 - 18:00	5	28	0.028	5	28	0.007	5	28	0.035
18:00 - 19:00	5	28	0.007	5	28	0.007	5	28	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.169			0.337

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 MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	28	0.000	5	28	0.000	5	28	0.000
08:00 - 09:00	5	28	0.000	5	28	0.000	5	28	0.000
09:00 - 10:00	5	28	0.000	5	28	0.000	5	28	0.000
10:00 - 11:00	5	28	0.000	5	28	0.000	5	28	0.000
11:00 - 12:00	5	28	0.000	5	28	0.000	5	28	0.000
12:00 - 13:00	5	28	0.000	5	28	0.000	5	28	0.000
13:00 - 14:00	5	28	0.007	5	28	0.000	5	28	0.007
14:00 - 15:00	5	28	0.000	5	28	0.000	5	28	0.000
15:00 - 16:00	5	28	0.000	5	28	0.007	5	28	0.007
16:00 - 17:00	5	28	0.000	5	28	0.000	5	28	0.000
17:00 - 18:00	5	28	0.000	5	28	0.007	5	28	0.007
18:00 - 19:00	5	28	0.000	5	28	0.000	5	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.014			0.021

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 Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	28	0.007	5	28	0.000	5	28	0.007
08:00 - 09:00	5	28	0.007	5	28	0.014	5	28	0.021
09:00 - 10:00	5	28	0.028	5	28	0.007	5	28	0.035
10:00 - 11:00	5	28	0.014	5	28	0.028	5	28	0.042
11:00 - 12:00	5	28	0.007	5	28	0.007	5	28	0.014
12:00 - 13:00	5	28	0.007	5	28	0.014	5	28	0.021
13:00 - 14:00	5	28	0.021	5	28	0.014	5	28	0.035
14:00 - 15:00	5	28	0.000	5	28	0.007	5	28	0.007
15:00 - 16:00	5	28	0.007	5	28	0.007	5	28	0.014
16:00 - 17:00	5	28	0.007	5	28	0.007	5	28	0.014
17:00 - 18:00	5	28	0.007	5	28	0.007	5	28	0.014
18:00 - 19:00	5	28	0.007	5	28	0.007	5	28	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.119			0.119			0.238

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

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

## **Appendix J**

Method of Travel to Work Data

## QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02003366 : Bracknell Forest 015
rural urban	Total

### Method of Travel to Work

2011

All categories: Method of travel to work	4,194	
Underground, metro, light rail, tram	11	0.26%
Train	162	3.86%
Bus, minibus or coach	66	1.57%
Taxi	3	0.07%
Motorcycle, scooter or moped	32	0.76%
Driving a car or van	2,677	63.83%
Passenger in a car or van	154	3.67%
Bicycle	109	2.60%
On foot	861	20.53%
Other method of travel to work	119	2.84%