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By Email: andrew@founthill.com

21st March 2024

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Dear Andrew,

Transport Advice: Acorn Lodge, London Road, Flamstead St Albans AL3 8HB

EAS Transport Planning has been commissioned to provide Transport Advice in order to inform a planning application for a proposed redevelopment of part of the site at Acorn Lodge, London Road, Flamstead, comprising existing storage units into four residential dwellings.

Site

The full address of the site is Acorn Lodge, London Road, Flamstead St Albans AL3 8HB (hereinafter referred to as the 'site'). The site is therefore located within the administrative boundaries of the Dacorum Borough Council (hereinafter 'DBC'). Hertfordshire County Council ('HCC') are the local Highway Authority for the local area.

A location plan of the site is contained at **Appendix A**.

The lawful development of existing storage facility on the site was recently approved through planning consent 22/00331/LDP, issued by DBC in February 2022. This application covered a total storage area of 100sqm.

Location & Context

London Road, also known as the A5183, links St Albans in the south-east, with Dunstable and Luton in the north-east, crossing the M1 motorway c. 550m east of the site. This road offers the two main access points into the village of Flamstead, being Chequers Hill and River Hill.

The A5183 is restricted to 50mph and includes informal crossing facilities on either side of the site access. The sole access point into the site is formed as a priority junction, including ghost island right-turn lane facility, which allows for vehicles to turn into the site from the west without obstructing the eastbound carriageway. A footway is available on the opposite side of the road from the site.

The nearest town centres to the site are Harpenden (located c. 5km to the east), Luton (c. 6.5km to the north) and Hemel Hempstead (c. 8.5km to the south). St Albans is located 9.8km to the south-east.

The nearest local centre, set within Flamstead itself, is c. 800m walk south-west of the site, and includes the local church, local shop, two village pubs, village hall and allotments, and childcare centre, whereas the nearest public house being a Harvester c. 400m east of the site on London Road itself. The Premier Inn Luton South Hotel, is set immediately adjacent to the site, to the east. These distances are within the standard guidance for walking to and from local centres, as recommended by CIHT's 'Guidelines for 'Providing for Journeys on Foot', Table 3.2.

The nearest public transport services are a set of two bus stops, available just c. 150m west of the site access, at the junction of London Road with Chequers Hill. These stops are served by bus services 34 and

46, linking Flamstead and the nearby local areas to Dunstable, Hemel Hempstead, Luton, Markygate, Redbourn, and St Albans. Timetables of services 34 and 46 are contained within **Appendix B**.

The nearest train stations are Harpenden and Hemel Hempstead, set on the Midland Main Line and West Coast Main Line respectively, providing a wide variety of train services to most parts of the country.

Maps of the rail services stopping at the above two stations are included within **Appendix C**.

The site is therefore set within a sustainable location, and potential future residents of the site can make use of sustainable modes of travel for their everyday movements.

The local area offers very good access to the national trunk road network, with the M1 Motorway being just to the east of the site, offering direct links to London, and the Midlands and north of the country.

The local highway is considered to be safe, with just a handful of slight injury collisions noted locally on London Road and within the local parts of Flamstead, over the most recent five-year period (2017-2021) as demonstrated via the Crashmap portal.

Transport Planning Context

The revised National Planning Policy Framework was published in 2021 and sets out the government's planning policies for England and how these are expected to be applied.

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

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

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

Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraph 104:

“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.”*

On a regional level, HCC's Local Transport Plan, adopted in May 2018, promotes the use of sustainable travel modes through their Transport User Hierarchy, which requires development to consider designing around vulnerable road users and public transport users.

On a more local level, the most-recently adopted Dacorum Local Plan document dates to 2004. Following adoption of the Core Strategy in 2013 certain policies were superseded with a limited number continuing to

be saved. The Draft Local Plan 2020-2038 was recently under consultation, but is yet to be published prior to its adoption.

The currently adopted Local Plan requires that development must be compatible in locational and general highway planning, design, and capacity terms with the current and future operation of the defined road hierarchy and road improvement strategy. The acceptability of all development proposals will always be assessed specifically in highway and traffic terms.

Saved Policy 61 of the Local Plan on Pedestrians requires all development proposals to make appropriate provision for pedestrians. Saved Policy 62 similarly requires appropriate provision for cyclists, or shared cycle and pedestrian facilities in all major development proposals and Saved Policy 63 requires appropriate access and provision for disabled people in all development proposals.

Appendix 5 to the Local Plan, refers to the Parking Standards SPG, which was recently updated in November 2020. Parking provision from residential developments are therefore expected at the following levels:

No. bedrooms	Allocated* car spaces	Unallocated* car spaces	Disabled provision	Motorbike parking	EV parking provision
Studio	1.25 per unit	1 per unit	5% of spaces. Not allocated to specific dwellings unless within the curtilage of a dwelling	Assessed on individual case basis	50% of spaces with active provision; other 50% with passive provision
1-bedroom	1.25 per unit	1 per unit			
2-bedroom	1.5 per unit	1.25 per unit			
3-bedroom	2.25 per unit	1.8 per unit			
4-bedroom	3 per unit	2.4 per unit			
Larger units	Assessed on individual case basis				

Table 1 - Parking standards for C3 residential dwellings

*Note *: Allocated parking spaces refer to a location where 50% or more of spaces are allocated to individual units or within the curtilage of the dwelling; Unallocated refers to all other locations where less than 50% of spaces are allocated or within the curtilage of a dwelling*

Therefore, within Residential Zones 3, which includes the site under consideration, the expected standard level of car parking provision is 1.25 allocated or 1 unallocated space per dwelling for studios and units with one-bedrooms, 1.5 allocated spaces or 1.25 unallocated spaces per dwelling for two-bedroom units, 2.25 allocated or 1.80 unallocated spaces per dwelling for three-bedroom units and 3 allocated or 2.4 unallocated spaces per dwelling for dwellings with four bedrooms. Larger dwellings would be assessed on an individual basis.

The minimum standard for bicycle parking is one long term space per dwelling if no garage or shed is provided, plus one short term space per 10 units for schemes smaller than 50 units.

Policy CS12 on Quality of Site Design states that on each site development should provide a safe and satisfactory means of access for all users and sufficient parking and sufficient space for servicing.

The Proposed Redevelopment

It is proposed to redevelop the storage units on the site, into a four-dwelling residential scheme. The scheme is proposed to retain the existing site access arrangements onto London Road (A5183), however internal landscaping amendments will be required to provide for a direct access into each respective new unit.

The general arrangement of the site is shown within **Appendix D**.

Cycle and car parking provision will be provided in line with local parking standards requirements.

The existing (and retained) access arrangement includes visibility splay requirements in line with highway standards of 2.4m x 160m in both directions. A drawing showing the achievable visibility is included within **Appendix E**.

Servicing

A refuse vehicle will be able to enter, turn and exit the site in a forward gear. As a refuse vehicle is far larger than any other service and delivery vehicle, it is clear that all deliveries would also be managed internally. The swept path analysis showing a refuse vehicle serving the site is contained at **Appendix F**.

Proposed Pedestrian Route

In order to improve accessibility for pedestrians, a new footpath is being created from the sites western boundary linking to Chequers Hill, via the existing land to the south side of the neighbouring commercial business. The footpath will be of a circa 2m width and would meet Chequers Hill just south of the existing bus stops.

An additional link will also be extended southwards, to adjoin the existing Footpath Flamstead 021, providing further walking links as well as a circular route leading to and from Chequers Hill.

The proposed footpath to the south would also provide a viable alternative link towards Flamstead which would otherwise involve a walk along Chequers Lane on a section with limited and occasional non present footway provision. The proposed footpath additions are shown on the plan contained at **Appendix G**.

It is anticipated that the local authority will maintain the publicly available section of the proposed footpath for the benefit of the wider community, which would also form a safety improvement..

Vehicle Trip Generation

To obtain an estimate of the likely vehicle trips associated with the development a TRICS assessment has been undertaken for the existing storage units, and the proposed residential development.

The TRICS database is a national dataset of traffic surveys which are used as an estimation model for trip generation, based on similar developments elsewhere throughout the country. The TRICS database allows the filtering of sites by land use, location, size, and other parameters to generate a trip rate for the proposed land use development.

The selected TRICS surveys met the following criteria:

- Self-storage Unit (TRICS Category 02/E) and Privately Owned Houses (TRICS Category 03/A);
- Sites within England, but excluding Greater London;
- Sites located in Edge of Town and Free Standing locations only;
- Surveys conducted on a weekdays only; and
- Surveys carried out since the start of 2014.

Existing Trip Generation – B8 Storage

Two surveys met the above discussed search criteria for Self-storage types of development which is available within the TRICS database, from which the below estimated trips were extrapolated.

The trip generation per gross floor area was therefore calculated from this database. The floor area of the storage unit on the site was measured at 100sqm, based on the lawful development application approved in February 2022.

A summary of the TRICS trip rate generation for the existing industrial element is shown below in Table 2 below, and the TRICS datasheets are included in **Appendix H**.

Trip Rate (per 100sqm)	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (7am-7pm)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Vehicles	0.174	0.140	0.070	0.140	2.303	2.270
HGVs	0.035	0.034	0.000	0.000	0.140	0.140

Table 2 - TRICS Vehicle Trip Rates (Storage Units)

Based on an existing development of 100sqm of industrial spaces within the site, Table 3 shows the number trips, which are predicted to be generated by the existing use:

Trips	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (7am-7pm)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Vehicles	0	0	0	0	2	2
HGVs	0	0	0	0	0	0

Table 3 - Existing Traffic Movements (Storage Units) from TRICS

Based on the above, it is noted that self-storage sites typically generate less than one trip during the Am and PM peak hours, i.e., between 8am and 9am as well as between 5pm and 6pm. A site of this size can also generate c. 4 daily trips (2 in/2 out, between 7am and 7pm).

HGV trips are expected to be less than one a day.

Proposed Trip Generation – Residential Dwellings

A total of 7 surveys met these criteria, within this database, and from which the below estimated trips rates were extrapolated. The trip generation per dwelling was therefore also inferred.

A summary of the TRICS trip rate generation for the residential element is shown below in Table 4 below, and the TRICS datasheets are also included in **Appendix I**.

Trip Rate (unit)	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (7am-7pm)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Vehicles	0.139	0.382	0.407	0.164	2.470	2.540
HGVs	0.000	0.000	0.000	0.000	0.021	0.021

Table 4 - TRICS Vehicle Trip Rates (Residential)

Based on a development of 4 dwellings for the site, Table 5 shows the total number of trips are predicted to be generated from the proposed redevelopment:

Trips	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (7am-7pm)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Vehicles	1	2	2	1	10	10
HGVs	0	0	0	0	0	0

Table 5 - Development Traffic Movements (residential) from TRICS

A residential development of 4 dwellings would therefore be expected to generate around 3 vehicle trips during each peak hour (1 in/2 out in the AM peak hour and 2 in/1 out in the PM peak hour), and circa 20 trips (10 in/10 out) over the course of the day (between 7am and 7pm).

HGV trips are expected to be less than one a day.

It is therefore expected that the change of use of the consented small storage site such as this one into 4 residential dwellings would generate an increase of 3 trips during each peak hour circa 16 more daily trips.

This level of increase in vehicle trip levels would be imperceptible. It is worth noting that almost all trips to residential units are made by smaller vehicles, such as cars or vans, as compared to HGV trips which are typically required by storage sites.

AADT Calculation

Based upon the above existing and proposed trip levels, the AADT that the site will generate can be calculated.

In order to convert 12-hour trip rates into AADT, as per the COBA 2018 User Manual Part 4 Chapter 9, they are first multiplied by 1.15 (E-factor) to give 16-hour (06:00-22:00) trip rates.

Next, 16-hour trip rates are multiplied by an M-factor to give the total annual trip rate. There are different M-factors for each month, and given that the TRICS data comprises surveys from different months, the given M-factors for all 12 months were averaged to obtain the factor to multiply the 16-hour trip rates. The average M-factor is 369.16.

Finally, dividing the total annual trip rate by 365.25 (days) gives AADT. The same conversion factors were used for HGV trips as well as overall vehicle trips.

Existing Storage facility:

- $4.573 \times 1.15 = 5.26 \times 369.16 = 1914.4 / 365.25 = 5.31$ AADT for the storage facility.
- $0.280 \times 1.15 = 0.32 \times 369.16 = 118.9 / 365.25 = 0.33$ annual average daily HGV trips for the storage facility.

Proposed Dwellings:

- $20.037 \times 1.15 = 23.04 \times 369.16 = 8506.4 / 365.25 = 23.29$ AADT for the proposed 4 dwellings.
- $0.180 \times 1.15 = 0.21 \times 369.16 = 76.4 / 365.25 = 0.21$ annual average daily HGV trips for the proposed 4 houses.

It is therefore concluded that there would be a net increase in AADT routing in or out of the site, of 18 trips.

The proportion of AADT trip rate comprising HGVs is dropping from 6.1% to 0.9%.

Trip Distribution

Considering the location of the site near the M1 Motorway, but also on the road between Dunstable and Redbourn/Harpenden, it is assumed that the majority of trips to and from the site would route towards the nearest Motorway (the M1) with a smaller percentage of trips heading to nearby centres of Harpenden, Redbourn and Dunstable.

It is noted that the route south into Hemel Hempstead routes via other towns, and is unlikely to be a preferred shopping destination for residents of this site.

It is therefore concluded that the majority of the trips to and from the site will drive to and from the south-east (via M1 Junction 9), with the majority of trips (probably half of all trips) routing onto the Motorway itself. A smaller percentage, probably account for circa a quarter of trips overall would drive to and from the north-west towards Markyate and Dunstable.

Summary and Conclusions

EAS Transport Planning has been appointed to provide highways advice in relation to the potential redevelopment of the storage facility at Acorn Lodge, London Road, Flamstead, into a 4-dwellings residential scheme. The scheme proposed car and cycle parking in line with local guidance levels.

The site is located within a sustainable location, well within walkable range of the nearest bus stop and local facilities.

In order to improve accessibility for pedestrians, a new footpath is being created from the sites western boundary linking to Chequers Hill, via the existing land to the south side of the neighbouring commercial business. The footpath will be of a circa 2m width and would meet Chequers Hill just south of the existing bus stops.

An additional link will also be extended southwards, to adjoin the existing Footpath Flamstead 021, providing further walking links as well as a circular route leading to and from Chequers Hill.

The proposed footpath to the south would also provide a viable alternative link towards Flamstead which would otherwise involve a walk along Chequers Lane on a section with limited and occasional non present footway provision.

All refuse collection and servicing can take place within the site and all vehicles can enter and exit the site in a forward gear.

TRICS data suggest that the dwellings would generate only 3 trips during weekday peak hour, and 20 trips over the course of a day, which would create a negligible impact on the local highway.

It can therefore be seen that the change of use from storage to residential would not result in a "material change in the character of traffic".

NPPF paragraph 115 states: *'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'*.

It is clear that the residual cumulative impact is not severe and there is no negative impact on highway safety. This development proposal should therefore be accepted in transport terms.

Should you have any comments, queries or require any further information, please do not hesitate to contact me.

Yours Sincerely,



Patrick Eggenton

Director, EAS Transport Planning

Appendices:

Appendix A: Location Plan

Appendix B: Bus Timetables

Appendix C: Train Maps

Appendix D: General Arrangement Site Plan

Appendix E: Visibility Splay

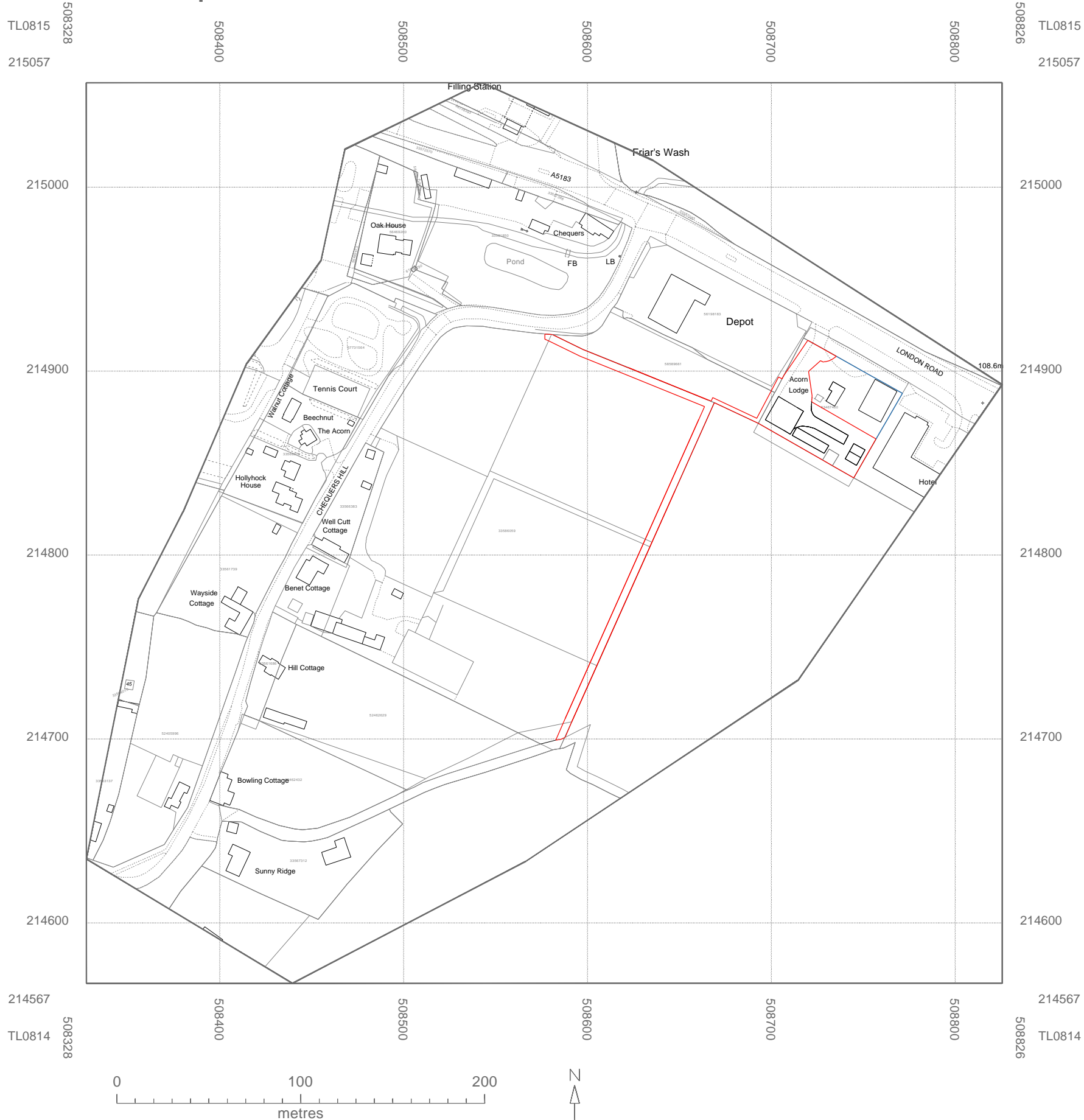
Appendix F: Vehicle Tracking

Appendix G: Pedestrian Route

Appendix H: TRICS (Storage)

Appendix I: TRICS (Residential)

Appendix A: Location Plan



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REVISION NOTES

REV	DESCRIPTION	DATE

- STAGE**
- PRE APPLICATION
 - LAWFUL DEVELOPMENT
 - PLANNING APPLICATION
 - CONDITIONS
 - BUILDING CONTROL
 - AS-BUILT

PROJECT
 4NO NEW BUILD DWELLINGS
 CREATION OF NEW FOOTPATH

DRAWING NUMBER	OAKPL-04
DATE	20/03/2024
SCALE	1:1250 @ A1
SHEET NUMBER	1 of 1
DRAWN BY	HD
REVISION	

ADDRESS
 ACORN LODGE
 LONDON ROAD
 FLAMSTEAD

DRAWING TITLE
 EXISTING LOCATION PLAN

OAKWOOD PLANNING & DESIGN LTD
 CRN: 14467585
 TEL: 07947 497352
 MAIL: PLANNING@OAKWOODPLANS.CO.UK

Appendix B: Bus Timetables

Dunstable/Kensworth –St Albans

MONDAYS TO FRIDAYS from 9th May 2022

<i>Notes:</i>	NSch		Sch				NSch		Sch	
Dunstable , Court Drive, ASDA, Stop J1	0645	0645	0905	1005	1105	1205	1305	1405	1405	
Dunstable , Friars Walk, Stop S4	0649	0649								
Dunstable , West Street, Stop T1			0910	1010	1110	1210	1310	1410	1410	
Dunstable , Langdale Rd, Shops			0915	1015	1115	1215	1315	1415	1415	
Dunstable , Beech Rd, Glenwood Sch			0920	1020	1120	1220	1320	1420	1420	
Kensworth , Lynch Hill, opp The Packhorse PH	0605									1523 1623
Markyate , opp The Packhorse PH		0659	0659	0923	1023	1123	1223	1323	1423	1423
Markyate , London Rd, opp Plume of Feathers	0609	0711	0711	0927	1027	1127	1227	1327	1427	1427 1527 1627
Markyate , High Street, Cavendish Rd	0610	0713	0713	0929	1029	1129	1229	1329	1429	1429 1529 1629
Flamstead , High St, opp Three Blackbirds PH	0613	0726	0726	0931	1031	1131	1231	1331	1431	1431 1531 1631
Redbourn , High Street	0622	0743	0743	0940	1040	1140	1240	1340	1440	1440 1540 1640
St Albans , Hatfi eld Rd, Alban City School	0630	0801	0801	0948	1048	1148	1248	1348	1448	1448 1548 1648
St Albans City Railway Stn , Stop B a	0635R	0808	0808							1655
St Albans , St Peter's Street			0950	1050	1150	1250	1350	1450	1450	1550
Fleetville , Hatfi eld Rd, opp Morrisons		0812								1455
Oaklands , Nicholas Breakspear Sch Grnds		0820								1500

Notes:

Kensworth , Lynch Hill, opp The Packhorse PH	1753
Markyate , London Rd, opp Plume of Feathers	1757
Markyate , High Street, Cavendish Rd	1759
Flamstead , High St, opp Three Blackbirds PH	1801
Redbourn , High Street	1810
St Albans , Hatfi eld Rd, Alban City School	1817
St Albans City Railway Stn a	1825

SATURDAYS from 9th May 2022

Notes:

Kensworth , Lynch Hill, opp The Packhorse PH	0726	0923	1023	1123	1223	1423	1523	1623	1723
Markyate , London Rd, opp Plume of Feathers	0730	0927	1027	1127	1227	1427	1527	1627	1727
Markyate , High Street, Cavendish Rd	0732	0929	1029	1129	1229	1429	1529	1629	1729
Flamstead , High St, opp Three Blackbirds PH	0734	0931	1031	1131	1231	1431	1531	1631	1731
Redbourn , High Street	0743	0940	1040	1140	1240	1440	1540	1640	1740
St Albans , Hatfi eld Rd, Alban City School	0801	0948	1048	1148	1248	1448	1548	1648	1748
St Albans City Railway Stn , Stop B a	0808								
St Albans , St Peter's Street	0950	1050	1150	1250	1450	1550	1650	1750	

NOTES: a - Near Railway Station **NSch** - Non Schooldays only **Sch** - Schooldays only
R - Serves St Albans City Rail Station by request only

OPERATOR: Red Eagle *Customer Care:* 01296 747926

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St Albans –Kensworth/Dunstable

MONDAYS TO FRIDAYS

from 9th May 2022

<i>Notes:</i>		NSch	Sch		
Oaklands , Nicholas Breakspear Sch Grnds			1530		
St Albans City Railway Stn , Stop D a	0850		1545	1715	1825
St Albans , St Peter's Street, Stop 12	0855 0955 1055 1155 1255 1355 1555		1555	1725	1835
Redbourn , High Street	0905 1005 1105 1205 1255 1405 1605		1605	1735	1845
Flamstead , High St, The Three Blackbirds PH	0914 1014 1114 1214 1314 1414 1614		1614	1744	1854R
Markyate , London Rd, opp Plume of Feathers	0918 1018 1118 1218 1318 1418 1616		1616	1746	1856R
Markyate , High Street, Cavendish Rd	0920 1020 1120 1220 1320 1420 1618		1618	1748	1858R
Kensworth , Watling St, The Packhorse PH	0922 1022 1122 1222 1322 1422				1902R
Kensworth , Lynch Hill, opp The Packhorse PH			1623	1623	1752
Dunstable , The Square, Stop S1					1910R
Dunstable , Beech Rd, opp Glenwood Sch	0926 1026 1126 1226 1326 1426				
Dunstable , Langdale Rd, opp Shops	0932 1032 1132 1232 1332 1432				
Dunstable , Church St, The Winston Churchill	0938 1038 1138 1238 1338 1438				1912R

SATURDAYS

from 9th May 2022

<i>Notes:</i>										
St Albans City Railway Stn , Stop D a	0850									1800
St Albans , St Peter's Street, Stop 12	0855 0955 1055 1155 1355 1455 1555		1655	1805						
Redbourn , High Street	0905 1005 1105 1205 1405 1505 1605		1705	1810						
Flamstead , High St, The Three Blackbirds PH	0914 1014 1114 1214 1414 1514 1614		1714	1819						
Markyate , London Rd, opp Plume of Feathers	0918 1018 1118 1218 1418 1518 1618		1718	1823						
Markyate , High Street, Cavendish Rd	0920 1020 1120 1220 1420 1520 1620		1720	1825						
Kensworth , Lynch Hill, opp The Packhorse PH	0922 1022 1122 1222 1422 1522 1622		1722	1827						

NOTES: a - Near Railway Station **NSch** - Non Schooldays only **Sch** - Schooldays only

R - Will serve after Redbourn by request only

OPERATOR: Red Eagle *Customer Care:* 01296 747926

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Centrebus Luton –Hemel Hempstead

46

MONDAYS TO FRIDAYS

from 12th April 2021

Notes:

Luton , Park Square, Stop P1	0645	0740	0850	0955		55		1455	1555	1700	1800	1900
Slip End , Church Road, Crossroads	0654	0749	0859	1003	Then	03		1503	1604	1709	1809	1808
Markyate , London Rd, opp Plume of Feathers	0701	0757	0905	1008	at	08		1508	1609	1715	1815	1913
Flamstead , High St, opp Three Blackbirds	0711	0805	0913	1016	these	16		1516	1617	1724	1823	1921
Redbourn , High Street (SE)	0722	0815	0922	1025	mins	25	until	1525	1627	1734	1831	1927
Redbourn , Lybury Lane, Ridgedown	0726	0820	0926	1029	past	29		1529	1631	1738	1834	1929
Cupid Grn , Redbourn Rd, opp St Agnells Ln	0735	0828	0934	1037	each	37		1537	1639	1747	1842	
Hemel H , Queensway, opp Jupiter Drive	0739	0832	0937	1040	hour	40		1540	1642	1750	1845	
Hemel Hempstead , Bridge Street n	0745	0839	0945	1047		47		1547	1649	1757	1850	

SATURDAYS

from 12th April 2021

Notes:

Luton , Park Square, Stop P1	0653	0753	0853	0955	1055	1155	1255	1355	1455	1555	1700	1800
Slip End , Church Road, Crossroads	0701	0801	0901	1003	1103	1203	1303	1403	1503	1603	1708	1808
Markyate , London Rd, opp Plume of Feathers	0706	0806	0906	1008	1108	1208	1308	1408	1508	1608	1713	1813
Flamstead , High St, opp Three Blackbirds	0714	0814	0914	1016	1116	1216	1316	1416	1516	1616	1721	1821
Redbourn , High Street (SE)	0723	0823	0923	1025	1125	1225	1325	1425	1525	1625	1730	1830
Redbourn , Lybury Lane, Ridgedown	0727	0827	0927	1029	1129	1229	1329	1429	1529	1629	1734	1834
Cupid Grn , Redbourn Rd, opp St Agnells Ln	0735	0835	0935	1037	1137	1237	1337	1437	1533	1637	1742	1842
Hemel H , Queensway, opp Jupiter Drive	0738	0838	0938	1040	1140	1240	1340	1440	1540	1640	1745	1845
Hemel Hempstead , Bridge Street n	0745	0845	0945	1047	1147	1247	1347	1447	1547	1647	1752	1852

NOTES: n - Interchange with Express Coaches

OPERATOR: Centrebus *Customer Care:* 0116 410 5050

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

www.intalink.org.uk



Further Information –traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Issued and accepted throughout on this service

Centrebus Hemel Hempstead – Luton

46

MONDAYS TO FRIDAYS

from 12th April 2021

Notes:

Hemel Hempstead , Bridge Street, Stop A n	0750	0851	0956		56		1456	1556	1657	1805	1855	
Hemel H , Queensway, Jupiter Drive	0755	0856	1000	Then	00		1500	1601	1703	1809	1859	
Cupid Green , Redbourn Rd, St Agnells Ln	0758	0859	1003	at	03		1504	1605	1707	1813	1902	
Redbourn , Lybury Lane, Ridgedown	0655	0807	0907	1011	these	11	1512	1613	1715	1821	1910	
Redbourn , High Street (NW)	0658	0813	0911	1015	mins	15	until	1516	1618	1720	1826	1914
Flamstead , High St, Three Blackbirds PH	0707	0822	0919	1023	past	23		1524	1626	1730	1834	1922
Markyate , London Rd, opp Plume of Feathers	0711	0826	0922	1026	each	26		1527	1630	1735	1838	1925
Slip End , Church Road, Crossroads	0720	0833	0929	1033	hour	33		1535	1637	1742	1845	1932
Luton , Park Square	0732	0845	0942	1045		45		1547	1652	1755	1855	1940

SATURDAYS

from 12th April 2021

Notes:

Hemel Hempstead , Bridge Street, Stop A n	0753	0853	0956	1056	1156	1256	1356	1456	1556	1657	1805
Hemel H , Queensway, Jupiter Drive	0757	0857	1000	1100	1200	1300	1400	1500	1600	1701	1809
Cupid Green , Redbourn Rd, St Agnells Ln	0800	0900	1003	1103	1203	1303	1403	1503	1603	1704	1812
Redbourn , Lybury Lane, Ridgedown	0808	0908	1011	1111	1211	1311	1411	1511	1611	1712	1820
Redbourn , High Street (NW)	0812	0912	1015	1115	1215	1315	1415	1515	1615	1716	1824
Flamstead , High St, Three Blackbirds PH	0820	0920	1023	1123	1223	1323	1423	1523	1623	1724	1832
Markyate , London Rd, opp Plume of Feathers	0823	0923	1026	1126	1226	1326	1426	1526	1626	1727	1835
Slip End , Church Road, Crossroads	0830	0930	1033	1133	1233	1333	1433	1533	1633	1734	1842
Luton , Park Square	0842	0942	1045	1145	1245	1345	1445	1545	1645	1746	1854

NOTES: n - Interchange with Express Coaches

OPERATOR: Centrebus *Customer Care:* 0116 410 5050

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

www.intalink.org.uk



Further Information –traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.

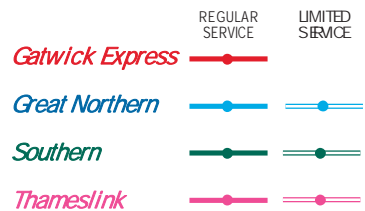


Issued and accepted throughout on this service

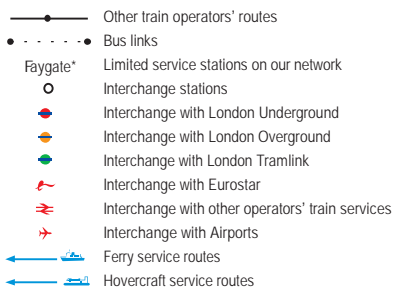
Appendix C: Train Maps

SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line so please check the timetable.



Other train operators may provide additional services along some of our routes.



Oyster and Contactless area

Pay as you go with contactless (card or device) in the grey shaded area

Contactless only area

Pay as you go with contactless card or device (not Oyster) in the pink shaded area

ACCESSIBILITY

Category 'A' Station: Step-free access between the street and all platforms and level access to the train without staff assistance.

Category 'A' Station: Step-free access between the street and all platforms, and also between platforms.

Category 'B' Station: Step-free access between the street and all platforms. There may not be step-free access between platforms or entrances.

Category 'B' Station: Step-free access between the street and some platforms.

Category 'B' Station: Step-free access between the street and platforms but only available for trains in the direction of the arrow.

Category 'C' Station: No step-free access between the street and platforms

Notes:
There may not be step-free access to or between all station areas or facilities. Station entrances may only provide step-free access to certain areas. Access may be unsuitable for unassisted wheelchair users. Please contact us if you need more information.

We want to be able to offer you the best possible assistance, so we ask you to contact us in advance of your journey if possible.

The shorter notice we receive, the less time we have to make arrangements and there may be a delay in you receiving assistance. At stations marked with a staff assistance icon, staff assistance is required to operate a ramp between trains and platform for step-free access. Please check staff availability.

Gatwick Express and Southern Assisted Travel: 0800 138 1016
Thameslink and Great Northern Assisted Travel: 0800 058 2844

STAFF AVAILABILITY

On-train or station staff available for all trains

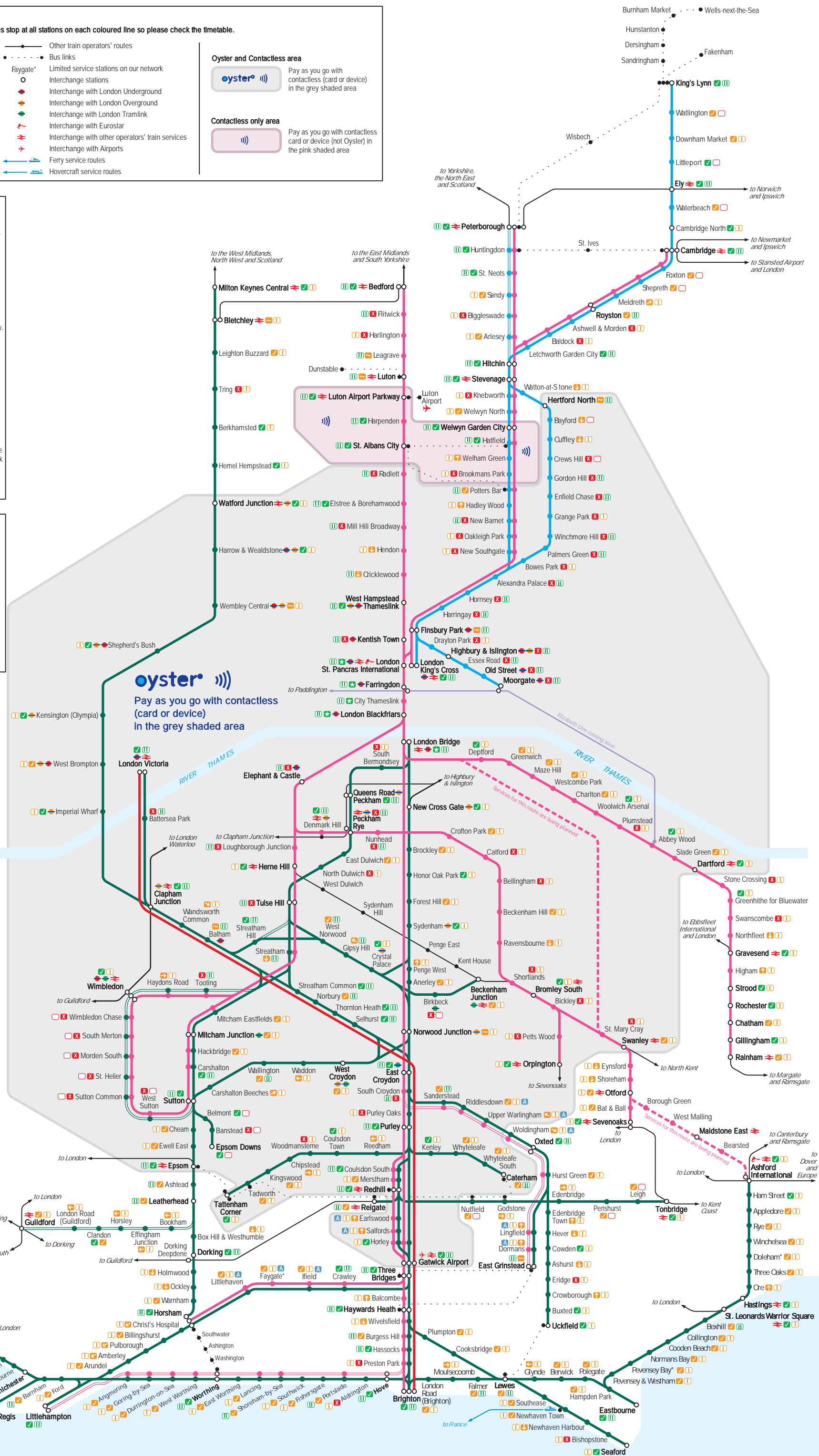
On-train or station staff available at certain times only

No on-train or station staff available





Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:




- pressing the "Emergency" or "Assisted travel" button on the Help Point;
- calling us on the Freephone number 0808 168 1238 or text to 07970 511077.











Whether you pre-book your assistance or prefer more flexibility, we recommend arriving 20 minutes before your train is scheduled to depart.

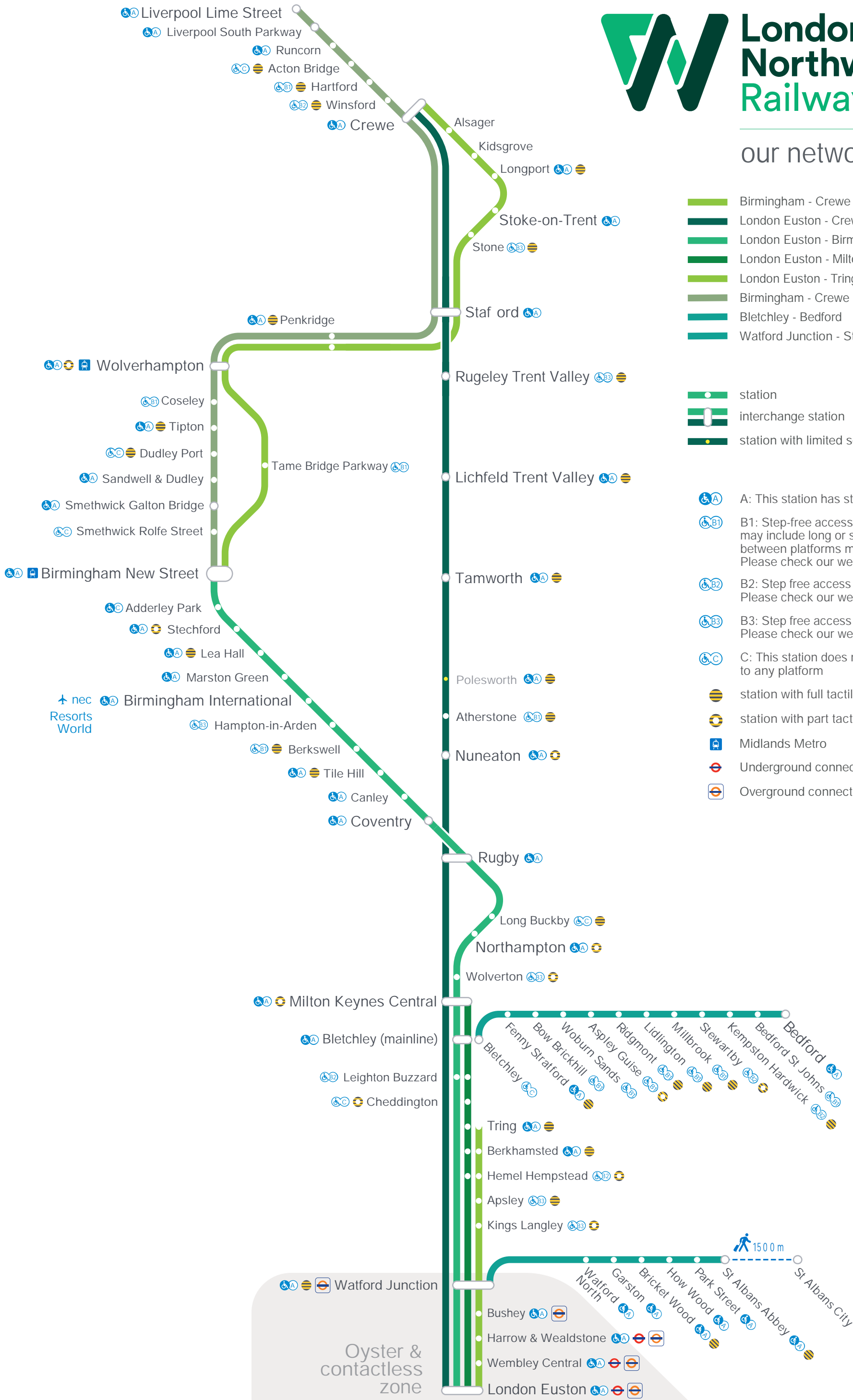


our network

-  Birmingham - Crewe
-  London Euston - Crewe
-  London Euston - Birmingham
-  London Euston - Milton Keynes
-  London Euston - Tring
-  Birmingham - Crewe - Liverpool
-  Bletchley - Bedford
-  Watford Junction - St Albans Abbey

-  station
-  interchange station
-  station with limited service

-  A: This station has step-free access to all platforms
-  B1: Step-free access to all platforms, but this may include long or steep ramps, and access between platforms may be via the street. Please check our website for details.
-  B2: Step free access to some platforms – Please check our website for details
-  B3: Step free access may be in one direction only – Please check our website for details
-  C: This station does not have step-free access to any platform
-  station with full tactile paving
-  station with part tactile paving
-  Midlands Metro
-  Underground connections
-  Overground connections



Appendix D: General Arrangement Site Plan

6198183

Depot

Depot

LONDON ROAD

LONDON ROAD

Acorn Lodge

Hotel



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 All dimensions and levels are subject to a thorough and accurate on-site check by the contractor prior to the commencement of any construction work.
 All sizes of structural components are to be verified by a structural engineer.
 Electrical contractors must be members of the national inspection council for electrical installation & contracting (NICEIC) & the electrical contractors association.
 Mechanical installation or modification to be in accordance with the latest edition of the CIBSE guide as produced by the chartered institute of building services engineers and to current BS specification.
 All works are to comply with the latest revision of the British standards.
 The client or appointed agent should advise of any known buried services and drainage location or restrictive covenants. Build-over agreements and party wall concerns are the responsibility of the client if applicable.
 This drawing should be read in conjunction with all other documents relating to the works.
 Do not scale from the drawing for construction or design purposes, except for the purposes of planning.

REVISION NOTES

REV	DESCRIPTION	DATE

STAGE

- PRE APPLICATION
- LAWFUL DEVELOPMENT
- PLANNING APPLICATION
- CONDITIONS
- BUILDING CONTROL
- AS-BUILT

PROJECT

4NO NEW BUILD DWELLINGS
 CREATION OF NEW FOOTPATH

DRAWING NUMBER	OAKPL-04
DATE	20/03/2024
SCALE	1:200 @ A1
SHEET NUMBER	1 of 1
DRAWN BY	HD
REVISION	

ADDRESS

ACORN LODGE
 LONDON ROAD
 FLAMSTEAD

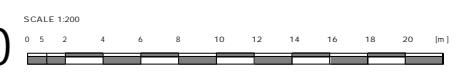
DRAWING TITLE

PROPOSED SITE PLAN 1:200

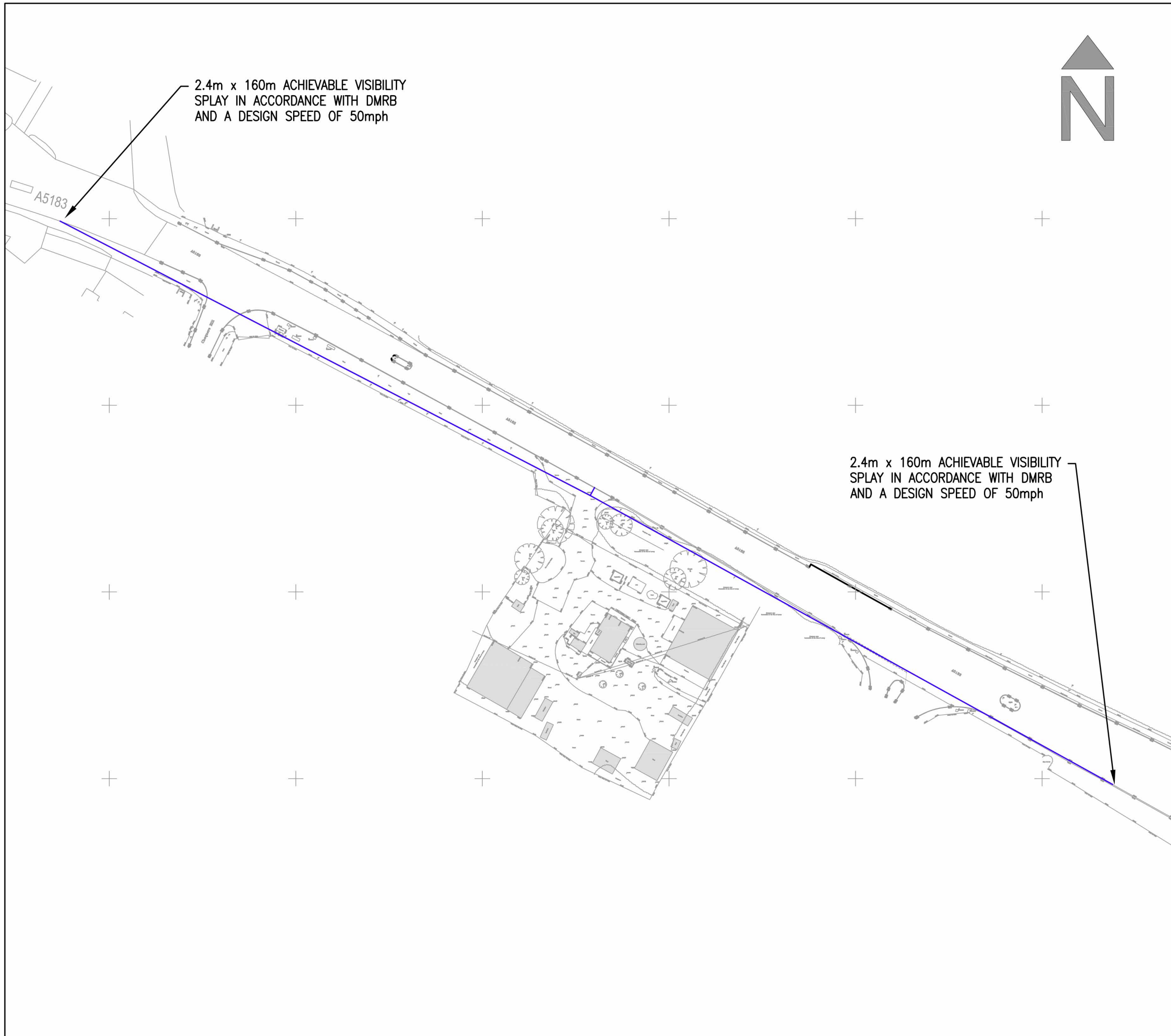


OAKWOOD PLANNING & DESIGN LTD
 CRN: 14467585
 TEL: 07947 497352
 MAIL: PLANNING@OAKWOODPLANS.CO.UK

PROPOSED SITE PLAN 1:200



Appendix E: Visibility Splay



REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

DRAWING STATUS:

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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG
Tel: 01920 871777
www.eastp.co.uk

CLIENT: **FOUNTHILL**

ARCHITECT:

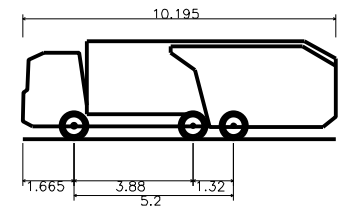
PROJECT: **ACORN LODGE
FLAMSTEAD**

TITLE: **ACCESS VISIBILITY SPLAY**

SCALE © A3: **1:1000** DESIGN-DRAWN: **CG** DATE: **20/09/2022**

PROJECT No: **3824** DRAWING No: **SK02**

Appendix F: Vehicle Tracking



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

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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1st Floor Millers House, Roydon Road,
 Stanstead Abbots, Hertfordshire, SG12 8HN
 Tel: 01920 871777
 www.eastp.co.uk

CLIENT: FOUNTHILL

ARCHITECT:

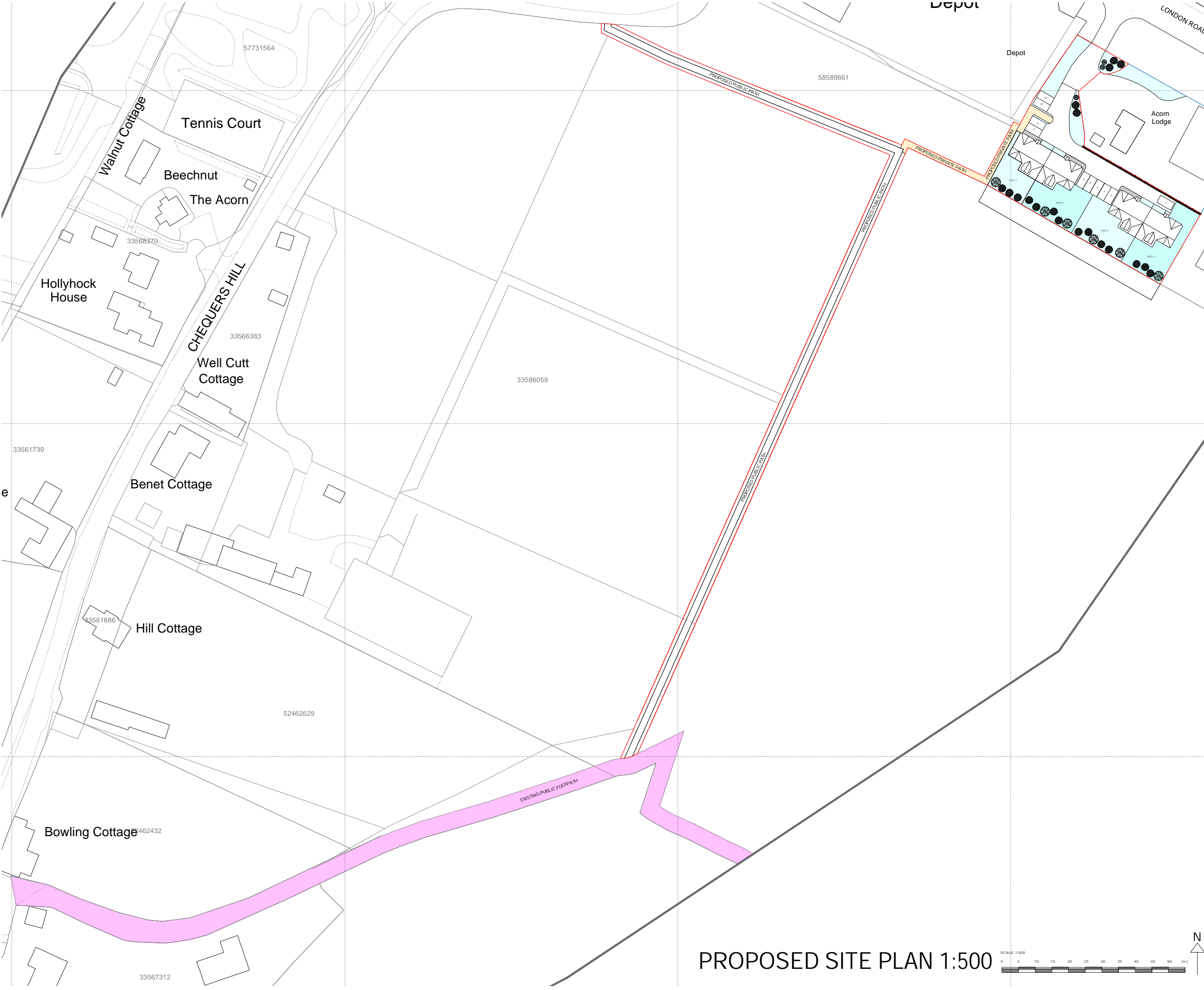
PROJECT: ACORN LODGE,
 FLAMSTEAD

TITLE: REFUSE VEHICLE
 SWEPT PATH ANALYSIS

SCALE @ A3: 1:250 DESIGN-DRAWN: SS DATE: 21/03/2024

PROJECT No: 3824 DRAWING No: SK06 REV F

Appendix G: Pedestrian Route



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 All sizes of structural components are to be verified by a structural engineer.
 Electrical contractors must be members of the national inspection council for electrical installation & contracting (NICEIC) & the electrical contractors association.
 Mechanical installation or modification to be in accordance with the latest edition of the CIBSE guide as produced by the chartered institute of building services engineers and to current BS specification.
 All works are to comply with the latest revision of the British standards.
 The client or appointed agent should advise of any known buried services and drainage location or restrictive covenants. Build-over agreements and party wall concerns are the responsibility of the client if applicable.
 This drawing should be read in conjunction with all other documents relating to the works.
 Do not scale from the drawing for construction or design purposes, except for the purposes of planning.

REVISION NOTES

REV	DESCRIPTION	DATE

- STAGE**
- PRE APPLICATION
 - LAWFUL DEVELOPMENT
 - PLANNING APPLICATION
 - CONDITIONS
 - BUILDING CONTROL
 - AS-BUILT

PROJECT
 4NO NEW BUILD DWELLINGS
 CREATION OF NEW FOOTPATH

DRAWING NUMBER	OAKPL-04
DATE	20/03/2024
SCALE	1:200 @ A1
SHEET NUMBER	1 of 1
DRAWN BY	HD
REVISION	

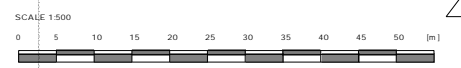
ADDRESS
 ACORN LODGE
 LONDON ROAD
 FLAMSTEAD

DRAWING TITLE
 PROPOSED SITE PLAN 1:500



OAKWOOD PLANNING & DESIGN LTD
 CRN: 14467585
 TEL: 07947 497352
 MAIL: PLANNING@OAKWOODPLANS.CO.UK

PROPOSED SITE PLAN 1:500



Appendix H: TRICS (Storage)

Calculation Reference: AUDIT-743101-220919-0955

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1336 to 1530 (units: sqm)
 Range Selected by User: 1336 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/09/21

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

Selected survey days:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
--------------	---

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

Selected Location Sub Categories:

Industrial Zone	2
-----------------	---

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

Secondary Filtering selection:

Use Class:

B8	2 days
----	--------

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

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
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:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 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	NY-02-E-01	SELF STORAGE		NORTH YORKSHIRE
	OAKNEY WOOD ROAD			
	SELBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		1350 sqm	
	Survey date:	TUESDAY	21/09/21	Survey Type: MANUAL
2	SF-02-E-01	SELF STORAGE		SUFFOLK
	WHITE HOUSE ROAD			
	IPSWICH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		1530 sqm	
	Survey date:	THURSDAY	24/06/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1433	0.105	2	1433	0.105	2	1433	0.210
08:00 - 09:00	2	1433	0.174	2	1433	0.140	2	1433	0.314
09:00 - 10:00	2	1433	0.209	2	1433	0.105	2	1433	0.314
10:00 - 11:00	2	1433	0.279	2	1433	0.419	2	1433	0.698
11:00 - 12:00	2	1433	0.244	2	1433	0.244	2	1433	0.488
12:00 - 13:00	2	1433	0.244	2	1433	0.209	2	1433	0.453
13:00 - 14:00	2	1433	0.140	2	1433	0.105	2	1433	0.245
14:00 - 15:00	2	1433	0.384	2	1433	0.314	2	1433	0.698
15:00 - 16:00	2	1433	0.140	2	1433	0.244	2	1433	0.384
16:00 - 17:00	2	1433	0.174	2	1433	0.140	2	1433	0.314
17:00 - 18:00	2	1433	0.070	2	1433	0.140	2	1433	0.210
18:00 - 19:00	2	1433	0.140	2	1433	0.105	2	1433	0.245
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.303			2.270			4.573

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:	1336 - 1530 (units: sqm)
Survey date range:	01/01/14 - 21/09/21
Number of weekdays (Monday-Friday):	2
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1433	0.000	2	1433	0.000	2	1433	0.000
08:00 - 09:00	2	1433	0.035	2	1433	0.035	2	1433	0.070
09:00 - 10:00	2	1433	0.000	2	1433	0.035	2	1433	0.035
10:00 - 11:00	2	1433	0.035	2	1433	0.035	2	1433	0.070
11:00 - 12:00	2	1433	0.000	2	1433	0.000	2	1433	0.000
12:00 - 13:00	2	1433	0.000	2	1433	0.000	2	1433	0.000
13:00 - 14:00	2	1433	0.035	2	1433	0.035	2	1433	0.070
14:00 - 15:00	2	1433	0.000	2	1433	0.000	2	1433	0.000
15:00 - 16:00	2	1433	0.000	2	1433	0.000	2	1433	0.000
16:00 - 17:00	2	1433	0.000	2	1433	0.000	2	1433	0.000
17:00 - 18:00	2	1433	0.000	2	1433	0.000	2	1433	0.000
18:00 - 19:00	2	1433	0.035	2	1433	0.000	2	1433	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.140			0.280

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1433	0.000	2	1433	0.000	2	1433	0.000
08:00 - 09:00	2	1433	0.105	2	1433	0.105	2	1433	0.210
09:00 - 10:00	2	1433	0.140	2	1433	0.035	2	1433	0.175
10:00 - 11:00	2	1433	0.174	2	1433	0.279	2	1433	0.453
11:00 - 12:00	2	1433	0.140	2	1433	0.140	2	1433	0.280
12:00 - 13:00	2	1433	0.209	2	1433	0.174	2	1433	0.383
13:00 - 14:00	2	1433	0.105	2	1433	0.070	2	1433	0.175
14:00 - 15:00	2	1433	0.174	2	1433	0.209	2	1433	0.383
15:00 - 16:00	2	1433	0.035	2	1433	0.070	2	1433	0.105
16:00 - 17:00	2	1433	0.105	2	1433	0.070	2	1433	0.175
17:00 - 18:00	2	1433	0.035	2	1433	0.035	2	1433	0.070
18:00 - 19:00	2	1433	0.070	2	1433	0.105	2	1433	0.175
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.292			1.292			2.584

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1433	0.105	2	1433	0.105	2	1433	0.210
08:00 - 09:00	2	1433	0.035	2	1433	0.000	2	1433	0.035
09:00 - 10:00	2	1433	0.070	2	1433	0.035	2	1433	0.105
10:00 - 11:00	2	1433	0.070	2	1433	0.105	2	1433	0.175
11:00 - 12:00	2	1433	0.105	2	1433	0.105	2	1433	0.210
12:00 - 13:00	2	1433	0.035	2	1433	0.035	2	1433	0.070
13:00 - 14:00	2	1433	0.000	2	1433	0.000	2	1433	0.000
14:00 - 15:00	2	1433	0.209	2	1433	0.105	2	1433	0.314
15:00 - 16:00	2	1433	0.105	2	1433	0.174	2	1433	0.279
16:00 - 17:00	2	1433	0.070	2	1433	0.070	2	1433	0.140
17:00 - 18:00	2	1433	0.035	2	1433	0.105	2	1433	0.140
18:00 - 19:00	2	1433	0.035	2	1433	0.000	2	1433	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.874			0.839			1.713

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 (Residential)

Calculation Reference: AUDIT-743101-220919-0926

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	
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	SC SURREY	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	8 to 73 (units:)
Range Selected by User:	8 to 75 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/11/21

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

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	6
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	6
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C3 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 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	5 days
No	2 days

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

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18	TERRACED & SEMI -DETACHED	HAMPSHIRE	Survey Type: MANUAL
2	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL
3	HC-03-A-27 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL
4	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 Survey date: TUESDAY 08/06/21	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: MANUAL
5	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: 72 Survey date: TUESDAY 25/06/19	DETACHED HOUSES	ISLE OF WIGHT	Survey Type: MANUAL
6	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 09/06/21	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
7	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14	DETACHED & TERRACED	SURREY	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.55

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.091	0.366	7	45	0.356	1.426	7	45	0.447	1.792
08:00 - 09:00	7	45	0.139	0.555	7	45	0.382	1.527	7	45	0.521	2.082
09:00 - 10:00	7	45	0.161	0.644	7	45	0.177	0.707	7	45	0.338	1.351
10:00 - 11:00	7	45	0.158	0.631	7	45	0.240	0.959	7	45	0.398	1.590
11:00 - 12:00	7	45	0.132	0.530	7	45	0.199	0.795	7	45	0.331	1.325
12:00 - 13:00	7	45	0.196	0.782	7	45	0.186	0.744	7	45	0.382	1.526
13:00 - 14:00	7	45	0.243	0.972	7	45	0.211	0.845	7	45	0.454	1.817
14:00 - 15:00	7	45	0.167	0.669	7	45	0.186	0.744	7	45	0.353	1.413
15:00 - 16:00	7	45	0.303	1.211	7	45	0.196	0.782	7	45	0.499	1.993
16:00 - 17:00	7	45	0.243	0.972	7	45	0.164	0.656	7	45	0.407	1.628
17:00 - 18:00	7	45	0.407	1.628	7	45	0.164	0.656	7	45	0.571	2.284
18:00 - 19:00	7	45	0.230	0.921	7	45	0.079	0.315	7	45	0.309	1.236
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.470	9.881			2.540	10.156			5.010	20.037

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.

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Parameter summary

Trip rate parameter range selected: 8 - 73 (units:)
 Survey date date range: 01/01/14 - 16/11/21
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
08:00 - 09:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
09:00 - 10:00	7	45	0.006	0.025	7	45	0.006	0.025	7	45	0.012	0.050
10:00 - 11:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
11:00 - 12:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
12:00 - 13:00	7	45	0.006	0.025	7	45	0.006	0.025	7	45	0.012	0.050
13:00 - 14:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
14:00 - 15:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
15:00 - 16:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
16:00 - 17:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
17:00 - 18:00	7	45	0.006	0.025	7	45	0.006	0.025	7	45	0.012	0.050
18:00 - 19:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.030	0.127			0.030	0.127			0.060	0.254

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

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
08:00 - 09:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
09:00 - 10:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
10:00 - 11:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
11:00 - 12:00	7	45	0.006	0.025	7	45	0.003	0.013	7	45	0.009	0.038
12:00 - 13:00	7	45	0.000	0.000	7	45	0.003	0.013	7	45	0.003	0.013
13:00 - 14:00	7	45	0.006	0.025	7	45	0.003	0.013	7	45	0.009	0.038
14:00 - 15:00	7	45	0.000	0.000	7	45	0.003	0.013	7	45	0.003	0.013
15:00 - 16:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
16:00 - 17:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
17:00 - 18:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
18:00 - 19:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.021	0.089			0.021	0.091			0.042	0.180

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

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
08:00 - 09:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
09:00 - 10:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
10:00 - 11:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
11:00 - 12:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
12:00 - 13:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
13:00 - 14:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
14:00 - 15:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
15:00 - 16:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
16:00 - 17:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
17:00 - 18:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
18:00 - 19:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.006	0.026			0.006	0.026			0.012	0.052

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

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

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.003	0.013	7	45	0.013	0.050	7	45	0.016	0.063
08:00 - 09:00	7	45	0.000	0.000	7	45	0.006	0.025	7	45	0.006	0.025
09:00 - 10:00	7	45	0.006	0.025	7	45	0.000	0.000	7	45	0.006	0.025
10:00 - 11:00	7	45	0.000	0.000	7	45	0.003	0.013	7	45	0.003	0.013
11:00 - 12:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
12:00 - 13:00	7	45	0.000	0.000	7	45	0.003	0.013	7	45	0.003	0.013
13:00 - 14:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
14:00 - 15:00	7	45	0.006	0.025	7	45	0.003	0.013	7	45	0.009	0.038
15:00 - 16:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
16:00 - 17:00	7	45	0.006	0.025	7	45	0.003	0.013	7	45	0.009	0.038
17:00 - 18:00	7	45	0.013	0.050	7	45	0.000	0.000	7	45	0.013	0.050
18:00 - 19:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.040	0.164			0.034	0.140			0.074	0.304

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.098	0.391	7	45	0.438	1.754	7	45	0.536	2.145
08:00 - 09:00	7	45	0.174	0.694	7	45	0.584	2.334	7	45	0.758	3.028
09:00 - 10:00	7	45	0.202	0.808	7	45	0.224	0.896	7	45	0.426	1.704
10:00 - 11:00	7	45	0.192	0.770	7	45	0.284	1.136	7	45	0.476	1.906
11:00 - 12:00	7	45	0.148	0.593	7	45	0.243	0.972	7	45	0.391	1.565
12:00 - 13:00	7	45	0.259	1.035	7	45	0.230	0.921	7	45	0.489	1.956
13:00 - 14:00	7	45	0.265	1.060	7	45	0.252	1.009	7	45	0.517	2.069
14:00 - 15:00	7	45	0.199	0.795	7	45	0.211	0.845	7	45	0.410	1.640
15:00 - 16:00	7	45	0.432	1.729	7	45	0.284	1.136	7	45	0.716	2.865
16:00 - 17:00	7	45	0.334	1.338	7	45	0.215	0.858	7	45	0.549	2.196
17:00 - 18:00	7	45	0.527	2.107	7	45	0.224	0.896	7	45	0.751	3.003
18:00 - 19:00	7	45	0.306	1.224	7	45	0.123	0.492	7	45	0.429	1.716
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.136	12.544			3.312	13.249			6.448	25.793

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.025	0.101	7	45	0.044	0.177	7	45	0.069	0.278
08:00 - 09:00	7	45	0.038	0.151	7	45	0.104	0.416	7	45	0.142	0.567
09:00 - 10:00	7	45	0.047	0.189	7	45	0.035	0.139	7	45	0.082	0.328
10:00 - 11:00	7	45	0.032	0.126	7	45	0.028	0.114	7	45	0.060	0.240
11:00 - 12:00	7	45	0.022	0.088	7	45	0.035	0.139	7	45	0.057	0.227
12:00 - 13:00	7	45	0.022	0.088	7	45	0.016	0.063	7	45	0.038	0.151
13:00 - 14:00	7	45	0.032	0.126	7	45	0.028	0.114	7	45	0.060	0.240
14:00 - 15:00	7	45	0.047	0.189	7	45	0.044	0.177	7	45	0.091	0.366
15:00 - 16:00	7	45	0.079	0.315	7	45	0.047	0.189	7	45	0.126	0.504
16:00 - 17:00	7	45	0.050	0.202	7	45	0.028	0.114	7	45	0.078	0.316
17:00 - 18:00	7	45	0.041	0.164	7	45	0.060	0.240	7	45	0.101	0.404
18:00 - 19:00	7	45	0.069	0.278	7	45	0.028	0.114	7	45	0.097	0.392
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.504	2.017			0.497	1.996			1.001	4.013

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.000	0.000	7	45	0.009	0.038	7	45	0.009	0.038
08:00 - 09:00	7	45	0.000	0.000	7	45	0.028	0.114	7	45	0.028	0.114
09:00 - 10:00	7	45	0.000	0.000	7	45	0.006	0.025	7	45	0.006	0.025
10:00 - 11:00	7	45	0.000	0.000	7	45	0.013	0.050	7	45	0.013	0.050
11:00 - 12:00	7	45	0.003	0.013	7	45	0.006	0.025	7	45	0.009	0.038
12:00 - 13:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
13:00 - 14:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
14:00 - 15:00	7	45	0.000	0.000	7	45	0.003	0.013	7	45	0.003	0.013
15:00 - 16:00	7	45	0.013	0.050	7	45	0.006	0.025	7	45	0.019	0.075
16:00 - 17:00	7	45	0.019	0.076	7	45	0.003	0.013	7	45	0.022	0.089
17:00 - 18:00	7	45	0.028	0.114	7	45	0.000	0.000	7	45	0.028	0.114
18:00 - 19:00	7	45	0.013	0.050	7	45	0.000	0.000	7	45	0.013	0.050
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.082	0.329			0.074	0.303			0.156	0.632

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

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.000	0.000	7	45	0.013	0.050	7	45	0.013	0.050
08:00 - 09:00	7	45	0.000	0.000	7	45	0.009	0.038	7	45	0.009	0.038
09:00 - 10:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
10:00 - 11:00	7	45	0.000	0.000	7	45	0.003	0.013	7	45	0.003	0.013
11:00 - 12:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
12:00 - 13:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
13:00 - 14:00	7	45	0.003	0.013	7	45	0.003	0.013	7	45	0.006	0.026
14:00 - 15:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
15:00 - 16:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
16:00 - 17:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
17:00 - 18:00	7	45	0.013	0.050	7	45	0.000	0.000	7	45	0.013	0.050
18:00 - 19:00	7	45	0.006	0.025	7	45	0.000	0.000	7	45	0.006	0.025
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.028	0.114			0.028	0.114			0.056	0.228

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 COACH PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.000	0.000	7	45	0.006	0.025	7	45	0.006	0.025
08:00 - 09:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
09:00 - 10:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
10:00 - 11:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
11:00 - 12:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
12:00 - 13:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
13:00 - 14:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
14:00 - 15:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
15:00 - 16:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
16:00 - 17:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
17:00 - 18:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
18:00 - 19:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.003	0.013			0.006	0.025			0.009	0.038

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.000	0.000	7	45	0.028	0.114	7	45	0.028	0.114
08:00 - 09:00	7	45	0.000	0.000	7	45	0.038	0.151	7	45	0.038	0.151
09:00 - 10:00	7	45	0.000	0.000	7	45	0.006	0.025	7	45	0.006	0.025
10:00 - 11:00	7	45	0.000	0.000	7	45	0.016	0.063	7	45	0.016	0.063
11:00 - 12:00	7	45	0.003	0.013	7	45	0.006	0.025	7	45	0.009	0.038
12:00 - 13:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
13:00 - 14:00	7	45	0.006	0.025	7	45	0.003	0.013	7	45	0.009	0.038
14:00 - 15:00	7	45	0.000	0.000	7	45	0.003	0.013	7	45	0.003	0.013
15:00 - 16:00	7	45	0.019	0.076	7	45	0.006	0.025	7	45	0.025	0.101
16:00 - 17:00	7	45	0.022	0.088	7	45	0.003	0.013	7	45	0.025	0.101
17:00 - 18:00	7	45	0.041	0.164	7	45	0.000	0.000	7	45	0.041	0.164
18:00 - 19:00	7	45	0.019	0.076	7	45	0.000	0.000	7	45	0.019	0.076
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.113	0.455			0.109	0.442			0.222	0.897

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.55

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.126	0.505	7	45	0.524	2.095	7	45	0.650	2.600
08:00 - 09:00	7	45	0.211	0.845	7	45	0.732	2.927	7	45	0.943	3.772
09:00 - 10:00	7	45	0.256	1.022	7	45	0.265	1.060	7	45	0.521	2.082
10:00 - 11:00	7	45	0.224	0.896	7	45	0.331	1.325	7	45	0.555	2.221
11:00 - 12:00	7	45	0.177	0.707	7	45	0.287	1.148	7	45	0.464	1.855
12:00 - 13:00	7	45	0.284	1.136	7	45	0.249	0.997	7	45	0.533	2.133
13:00 - 14:00	7	45	0.306	1.224	7	45	0.284	1.136	7	45	0.590	2.360
14:00 - 15:00	7	45	0.252	1.009	7	45	0.262	1.047	7	45	0.514	2.056
15:00 - 16:00	7	45	0.530	2.120	7	45	0.338	1.350	7	45	0.868	3.470
16:00 - 17:00	7	45	0.413	1.653	7	45	0.249	0.997	7	45	0.662	2.650
17:00 - 18:00	7	45	0.621	2.486	7	45	0.284	1.136	7	45	0.905	3.622
18:00 - 19:00	7	45	0.394	1.577	7	45	0.151	0.606	7	45	0.545	2.183
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.794	15.180			3.956	15.824			7.750	31.004

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.076	0.303	7	45	0.312	1.249	7	45	0.388	1.552
08:00 - 09:00	7	45	0.120	0.479	7	45	0.360	1.438	7	45	0.480	1.917
09:00 - 10:00	7	45	0.129	0.517	7	45	0.151	0.606	7	45	0.280	1.123
10:00 - 11:00	7	45	0.126	0.505	7	45	0.186	0.744	7	45	0.312	1.249
11:00 - 12:00	7	45	0.107	0.429	7	45	0.164	0.656	7	45	0.271	1.085
12:00 - 13:00	7	45	0.174	0.694	7	45	0.151	0.606	7	45	0.325	1.300
13:00 - 14:00	7	45	0.192	0.770	7	45	0.180	0.719	7	45	0.372	1.489
14:00 - 15:00	7	45	0.145	0.580	7	45	0.164	0.656	7	45	0.309	1.236
15:00 - 16:00	7	45	0.252	1.009	7	45	0.155	0.618	7	45	0.407	1.627
16:00 - 17:00	7	45	0.221	0.883	7	45	0.148	0.593	7	45	0.369	1.476
17:00 - 18:00	7	45	0.353	1.413	7	45	0.145	0.580	7	45	0.498	1.993
18:00 - 19:00	7	45	0.224	0.896	7	45	0.076	0.303	7	45	0.300	1.199
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.119	8.478			2.192	8.768			4.311	17.246

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

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

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.009	0.038	7	45	0.032	0.126	7	45	0.041	0.164
08:00 - 09:00	7	45	0.019	0.076	7	45	0.019	0.076	7	45	0.038	0.152
09:00 - 10:00	7	45	0.022	0.088	7	45	0.016	0.063	7	45	0.038	0.151
10:00 - 11:00	7	45	0.028	0.114	7	45	0.050	0.202	7	45	0.078	0.316
11:00 - 12:00	7	45	0.016	0.063	7	45	0.028	0.114	7	45	0.044	0.177
12:00 - 13:00	7	45	0.016	0.063	7	45	0.025	0.101	7	45	0.041	0.164
13:00 - 14:00	7	45	0.041	0.164	7	45	0.025	0.101	7	45	0.066	0.265
14:00 - 15:00	7	45	0.022	0.088	7	45	0.019	0.076	7	45	0.041	0.164
15:00 - 16:00	7	45	0.041	0.164	7	45	0.035	0.139	7	45	0.076	0.303
16:00 - 17:00	7	45	0.016	0.063	7	45	0.013	0.050	7	45	0.029	0.113
17:00 - 18:00	7	45	0.044	0.177	7	45	0.013	0.050	7	45	0.057	0.227
18:00 - 19:00	7	45	0.006	0.025	7	45	0.003	0.013	7	45	0.009	0.038
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.280	1.123			0.278	1.111			0.558	2.234

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

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	45	0.000	0.000	7	45	0.006	0.025	7	45	0.006	0.025
08:00 - 09:00	7	45	0.000	0.000	7	45	0.003	0.013	7	45	0.003	0.013
09:00 - 10:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
10:00 - 11:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
11:00 - 12:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
12:00 - 13:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
13:00 - 14:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
14:00 - 15:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
15:00 - 16:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
16:00 - 17:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
17:00 - 18:00	7	45	0.003	0.013	7	45	0.000	0.000	7	45	0.003	0.013
18:00 - 19:00	7	45	0.000	0.000	7	45	0.000	0.000	7	45	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.009	0.039			0.009	0.038			0.018	0.077

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

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