Transport Planning Associates

A Proposed Allocation by

BERKELEY LATIMER

In respect of

Sayers Common Sustainable Community, SAYERS COMMON

Mobility Strategy

August 2024

Document Management

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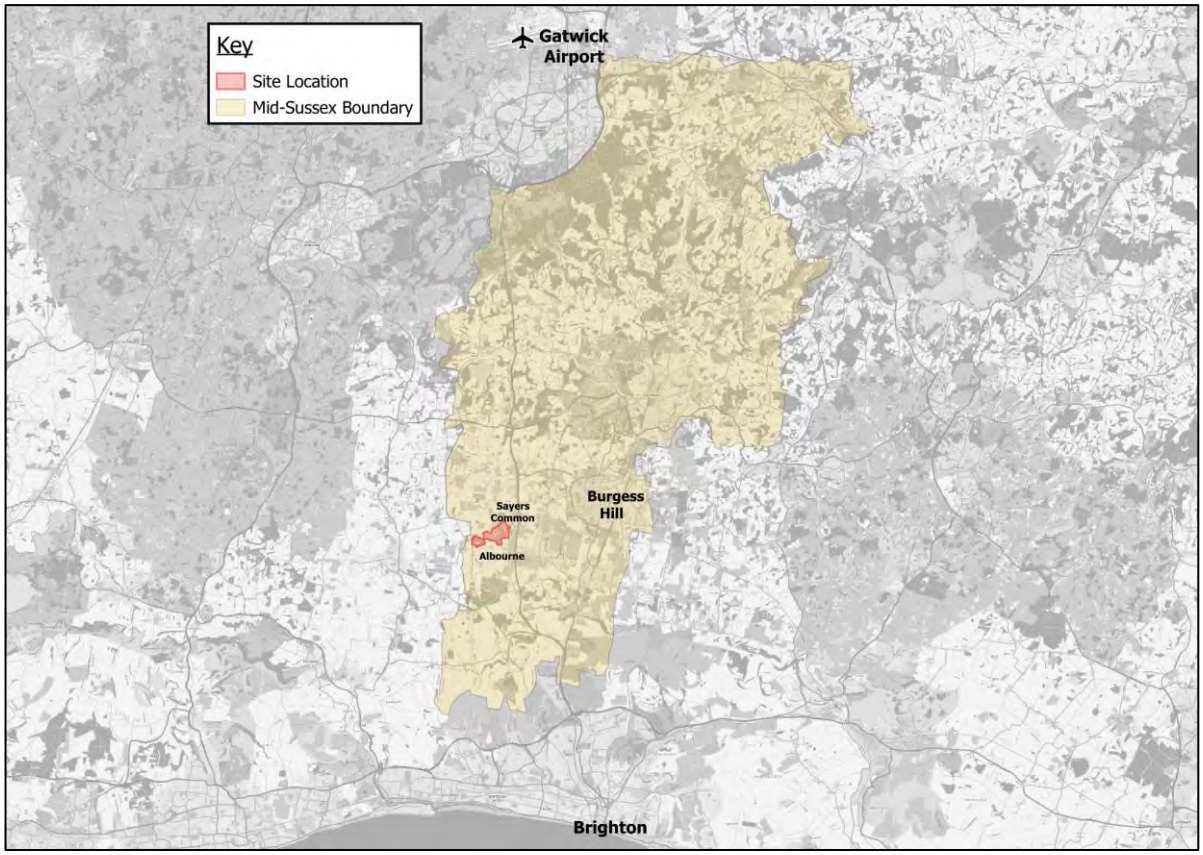
1 Introduction

1.1 Transport Planning Associates (**TPA**, **we**, and/ or **our**) has been appointed by Berkeley Latimer (**Berkeley Latimer**) to provide transport planning consultancy services in relation to the Land at Reeds Land draft allocation within the emerging Mid Sussex District Plan. The location is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap Contributors

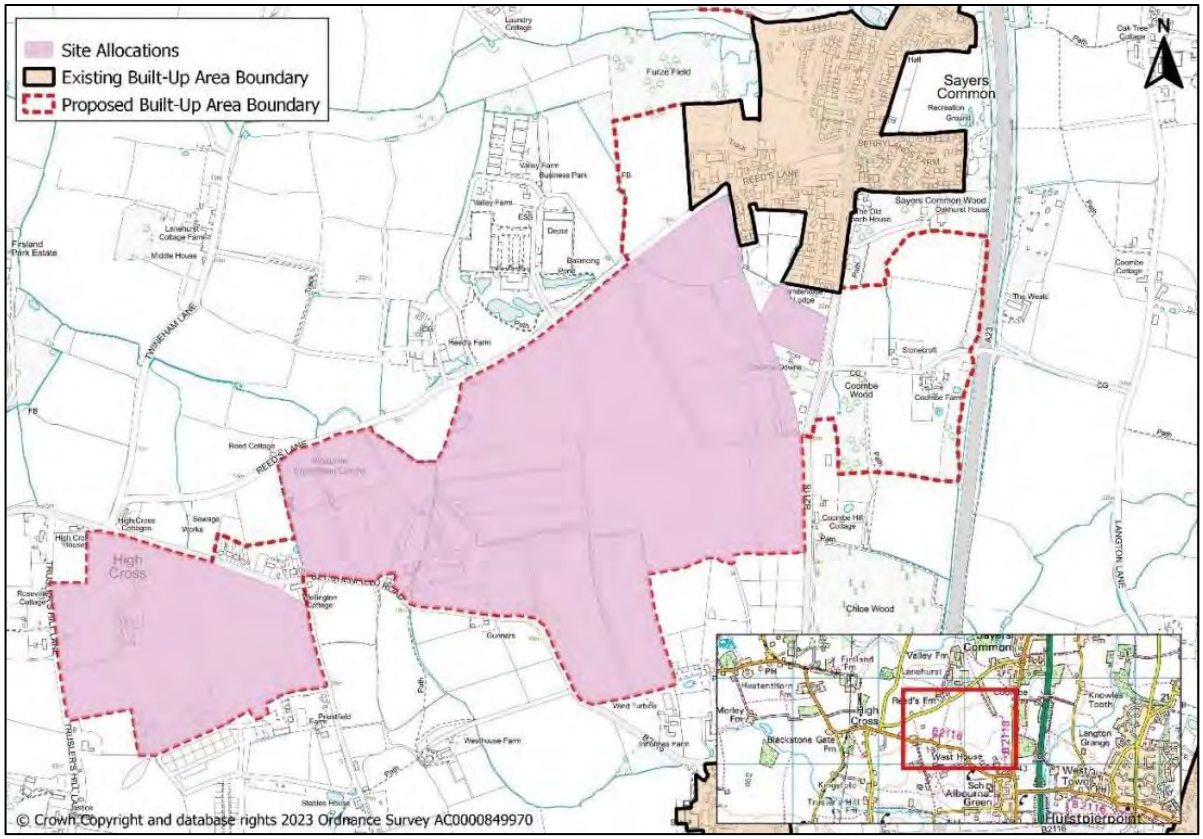
Proposed Allocation

1.2 The site has been included within Mid Sussex District Council's (**MSDC**) December 2023 Regulation 19 submission draft of its District Plan 2021-2039 (**RDP**). The District Plan has since been submitted for examination, however the examination version of the plan is not yet available at the time of writing.

1.3 The draft policy associated with the proposed allocation is set out in DPSC3: Land to the South of Reeds Lane, Sayers Common.

1.4 The proposed allocation is for 2,000 dwellings (approximately 1,850 up to year 2039) with 2,000-4,000m^2 of retail/ community space and 5,000-9,000m^2 employment space (Land Use Class E) on circa 90.05ha of land to the southwest of Sayers Common. The draft allocation boundary is shown in **Figure 1.2**.

Figure 1.2 Draft Allocation Boundary



Source: Policy DPSC3 of MSDC's RDP

1.5 The emerging policy for the allocation set out within the Regulation 19 Draft Local Plan sets out the infrastructure the site would need to deliver:

> *"On site:*
>
> - *Land for education provision with associated allthrough school with 2FE (expandable to 3FE) at Primary and 4FE (expandable to 6FE) at Secondary, with or without Sixth Form, with Early Years and Special Support Centre*
> - *Space for the provision of full-day care nursery*
> - *Self-service Library*
> - *Community building*
> - *Local Community Infrastructure including allotments, public realm, public seating, public rights of way and cycle tracks*
> - *Community facilities*
> - *Leisure*

- *Extra Care housing provision*
- *Play area*
- *Other outdoor sport provision*
- *Informal outdoor space*
- *New terminal pumping station*

Financial contributions towards the provision of:

- *Improvements at Hassocks Station*
- *Emergency services*
- *Health*
- *Outdoor sports, where need not met on-site*
- *Provision of Sustainable Transport measures and provision*
- *Highways improvements*
- *Wastewater Treatment Works"1*

1.6 Focusing on the transport elements within the DPSC3, the site will be required to:

"Two transport mobility hubs located close to/within each of the neighbourhood and local centres. The hubs should include public transport connections with colocation of delivery lockers and shared transport facilities – cycle/E-bike, Car Club, Electric Vehicle charging points, taxi pick-up/drop-off point."[2]

"A layout which prioritises active and sustainable travel connections throughout the site:

a) Support delivery of a shared route with Significant Site allocation DPSC1: Land West of Burgess Hill/North of Hurstpierpoint, to Burgess Hill town centre (potential route shown at Appendix 3), and

b) Integrate green travel corridors for cycle and pedestrian access throughout with potential for Reeds Lane to become pedestrian/ cycle priority Quiet Lane." [3]

"Demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high-quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections and includes enabling the viability of new public transport services." [4]

[1] Policy DPSC3 of MSDC's RDP
[2] Point 5 of Policy DPSC3 of MSDC's RDP
[3] Point 9 of Policy DPSC3 of MSDC's RDP
[4] Point 10 of Policy DPSC3 of MSDC's RDP

> *"Integrate and/or enhance the existing PRoWs that cross the site, reflecting their purpose within the overall scheme, and maximise opportunities to improve connections beyond the site, including footpaths 6Al with 4Al and 11Hu and 86Hu."* [5]

1.7 The development will promote walking, cycling and public transport usage as well as providing new and enhanced links in the existing network.

Scope of this Mobility Strategy

1.8 This Technical Note will identify a potential mobility strategy for the site. It will focus on setting out a vision and high-level principles that will inform the development of the masterplan. It will be structured thus:

- **Chapter 2 – Our Vision –** sets out a transport vision for the site, including a focus on garden city principles, reducing the need to travel and enabling travel by sustainable modes;
- **Chapter 3 – Active Travel Strategy –** sets out a strategy for encouraging active modes of travel through place making and providing high quality environments;
- **Chapter 4 – Shared Travel Strategy –** sets out a strategy for developing shared modes of transport, including public transport;
- **Chapter 5 – Site Access Strategy –** focuses on the overarching access strategy for the site including vehicular access, pedestrian and cycle access, and the servicing arrangements within the site;
- **Chapter 6 – Trip Generation – Scenario 1 –** explains the reasoning behind the predicted mode shift as a result of the sustainable travel measures proposed;
- **Chapter 7 – Trip Generation – Scenario 2 & 3 –** Sets out the two vision scenarios for the site; and
- **Chapter 8 – Summary –** Summarises the Mobility Strategy.

1.9 The access strategy for the site will inevitably develop alongside any future masterplanning exercise and will need to adapt to emerging constraints and opportunities.

[5] Point 13 of Policy DPSC3 of MSDC's RDP

2 Our Vision

2.1 The overarching vision is to ensure that the site delivers inclusive mobility options, benefitting all future occupiers, residents and visitors to the scheme. By adopting the fundamental principles of Inclusive Mobility set out by Department for Transport[6], we will ensure the transport system and environment endeavour to be accessible and accommodating to everyone, regardless of their age, physical abilities, socioeconomic status, or other characteristics. We will create a well-designed and accessible environment, aiming to break down barriers and ensure that all individuals can move freely and independently within their communities. This approach will bring wider benefits for the area, such as those travelling with children, especially in pushchairs, or those with heavy luggage.

2.2 By prioritising inclusivity in mobility solutions, it can foster greater equity, social cohesion, and economic opportunities for all, while simultaneously reducing environmental impacts and enhancing the overall quality of life in cities and regions.

Principles

2.3 A development of this scale provides a great opportunity to reduce the need to travel, enabling the internalisation of trips through the provision of a variety of land uses. The use of sustainable modes of transport, with a focus on active travel, will be encouraged to reduce the potential impact of the development proposals on the existing public highway network. To assist in achieving this vision reference has been made to the Garden Cities Principles as set out below.

2.4 The Garden City Principles describes a method of urban planning as "*a distillation of the key elements that have made the Garden City model of development so successful, articulated for a 21st century context*"[7]. This methodology typically results in self-contained communities with a variety of uses reducing the need to travel beyond the development for amenities and services.

2.5 To accomplish this development schemes need to be approached in a holistic way, incorporating high quality transport options and a variety of land uses. The Town and Country Planning Association (**TCPA**) identify nine principles that are "*indivisible and interlocking*" when creating a Garden City as set out below.

> *"The Garden City Principles are an indivisible and interlocking framework for their delivery, and include:*
>
> - *Land value capture for the benefit of the community.*
> - *Strong vision, leadership and community engagement.*

[6] Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (December 2021)
[7] https://www.tcpa.org.uk/garden-city-principles

- *Community ownership of land and long-term stewardship of assets.*
- *Mixed-tenure homes and housing types that are genuinely affordable.*
- *A wide range of local jobs in the Garden City within easy commuting distance of homes.*
- *Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.*
- *Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.*
- *Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.*
- *Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport."* [7]

2.6 The TCPA also echo the importance of integrating Garden Cities "*with strategic movement corridors and public transport services so that it is well connected to surrounding settlements and facilities*"[8].

Reducing the Need to Travel (Externally)

2.7 Fundamentally to deliver a scheme of a scale of the site it is imperative that the need to travel outside of the development is reduced as far as possible in order to be considered sustainable. To achieve this vision it is important to have a variety of land uses on-site allowing people to live and work within the site without relying on employment, services, and amenities in external local centres.

2.8 A strong internal sustainable transport network will be required to encourage future residents to work, live, and socialise within the site, therefore reducing the need to travel externally.

2.9 The provision of services and amenities within high density cores for each neighbourhood is also a key consideration when designing and planning the site. Where frequently visited facilities such as schools, supermarkets and General Practitioner (**GP**) services are provided within neighbourhood centres, it is more convenient for residents to stay within the local area when carrying out their day-to-day errands. The TCPA provide guidance as how to deliver neighbourhoods well connected to services and amenities:

> *"Public transport nodes and neighbourhood facilities should be a short walk (no more than 10 minutes) away from every home. Homes should be within 800 metres of schools for children under the age of 11."*[1]

[8] Page 16 of TCPA's Garden City Standards for the 21st Century, Design and Masterplanning (December 2017)

2.10 This is supported by Active Travel England (**ATE**), who in their Standing Advice Note[9] in paragraph 2.8 state:

> *"[…] a mix of local amenities should be provided within an 800m walking distance of all residential properties or staff entrances for workplace facilities, while a bus stop with regular service(s) should be located within 400m. Local amenities may include but not be limited to a food shop, park or green space, indoor meeting space, primary school, post office or bank and GP surgery. All developments that include new dwellings should demonstrate how local schools, colleges and higher education institutions will be accessed by active travel modes."*

2.11 In addition to this the concept of 20-minute neighbourhoods has been brought to the forefront of best practice in development planning. TCPA guidance document '20-Minute Neighbourhoods' which refers to Melbourne, in which a 20-minute journey represents a walk to and from a destination (an 800m catchment). It also notes that the 20-minute neighbourhood should be viewed in the context of other modes of travel, such as by cycle.

2.12 Fundamentally the TCPA state that:

> *"The 20-minute neighbourhood is about creating attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day – shopping, school, community and healthcare facilities, places of work, green spaces, and more. These places need to be easily accessible on foot, by cycle or by public transport – and accessible to everyone, whatever their budget or physical ability, without having to use a car."*[10]

2.13 In summary, there has been a shift in the government policy and industry focus from private car towards more sustainable modes of travel. This has been twinned with a shift from *"predict and provide", which "traditionally focused on predicting future demand to provide capacity"*[11], towards *Vision and Validate* or *Decide and Provide*.

[9] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1165492/active-travel-england-standing-advice-note-active-travel-and-sustainable-development.pdf
[10] Page 7 of the TCPA 20-Minute Neighbourhoods guidance document (2021)
[11] Section 3.1 of the CIHT's Better Planning, Better Transport, Better Places (August 2019)

Current Trends

2.14 The traditional mode hierarchy has effectively been inverted, placing walking and cycling at the top, with travel by private car at the bottom. The priority of sustainable modes of travel is echoed in research undertaken by the Government Office for Science in 2019 which found that:

> *"Several significant trends indicate a shift away from car use in the UK. The overall time spent in cars, the number of car trips and the distance travelled by car per person have all decreased since 2002"*[12]

2.15 Additional research undertaken by Future Travel shows a similar reduction in car trips. This research is summarised in All Change (2018), which states:

> *"There is now evidence stretching back 25 years which shows that we are travelling less today than we used to. On average we:*
>
> - *Make 16% fewer trips than we did in 1996;*
> - *Use motorised transport for almost 100 (14%) fewer trips per year than in 2002;*
> - *Travel 10% fewer miles than we did in 2002 (now 6,396 miles/person/year); and*
> - *Spend 22 hours less travelling than in 2005 and less than at the start of the 1990s."*[13]

Pandemic Impact

2.16 The Department for Transport (**DfT**) also undertook research illustrating an overall reduction in car and total vehicle traffic following the reduction of COVID-19 restrictions. This research is summarised in the Provisional Road Traffic Estimates (2021), which states that:

> *"All motor vehicle traffic in the year ending September 2021 was 16.1% lower than pre-pandemic levels (the year ending December 2019).*
>
> *Car and taxi traffic decreased by 1.7%, to 222.3 billion vehicle miles, when compared to the year ending September 2020. Car traffic rolling annual estimates remain considerably lower than those for before the pandemic (-20.1% when compared to the year ending December 2019)."*[14]

[12] Page 36 of Taylor, B. et al. (2019), A time of unprecedented change in the transport system, Government Office for Science.
[13] Section 4.2 of All Change (2018)
[14] https://www.gov.uk/government/statistics/provisional-road-traffic-estimates-great-britain-october-2020-to-september-2021/provisional-road-traffic-estimates-great-britain-october-2020-to-september-2021

2.17 The three sets of research referred to above show a pattern of reducing travel by all modes, including the private car, prior to and following the COVID-19 pandemic. The long-term impact of the reduced trip quantities is unknown; however, it is reasonable to assume that the trip rates associated with new developments could reduce, thereby reducing the impact of schemes on the local highway network.

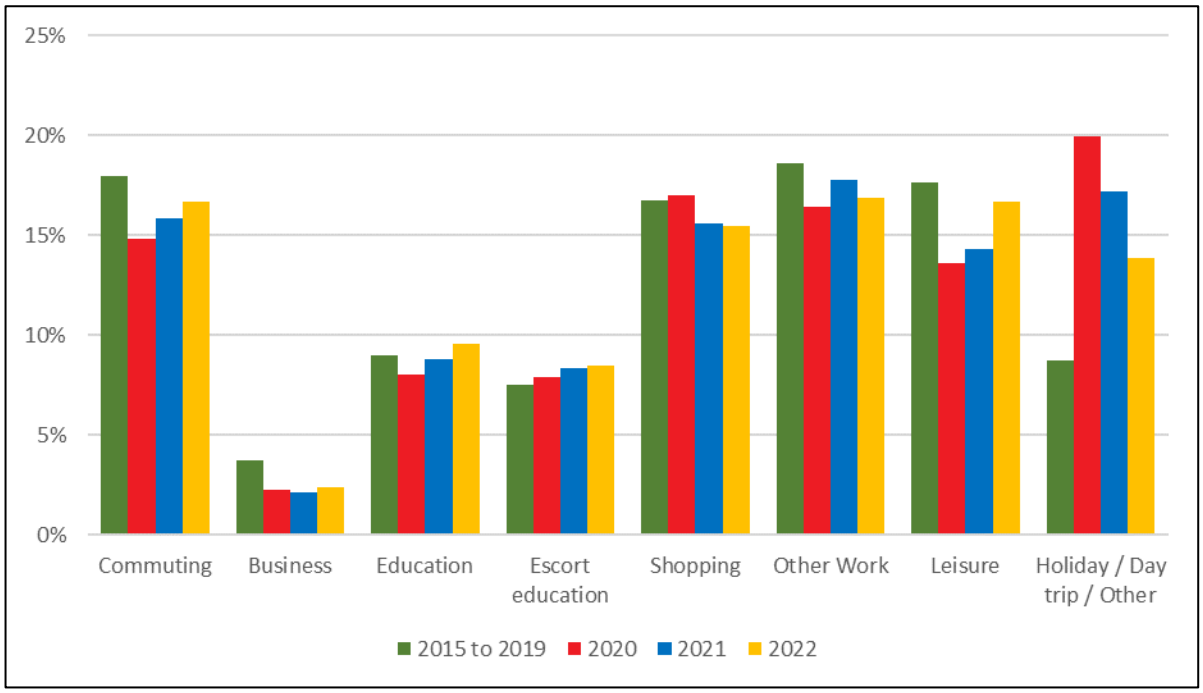
2.18 It is noted that many employers have had to embrace working from home and other flexible approaches to work patterns since the COVID-19 pandemic. It is expected that the long-term impact of the pandemic on travel patterns will drive further reductions in trips than those seen before the pandemic as individuals and companies seek to continue working flexibly, to save money and time and reducing the need to travel. The flexibility of working patterns introduced will lead to increased peak spreading in both traditional peak periods as people seek to travel off-peak, thereby maximising the use of existing infrastructure and providing an opportunity for growth.

2.19 Further evidence to support the impact of the COVID-19 Pandemic on travel patters is provided in the National Travel Survey (**NTS**), which is "*a household survey designed to monitor long-term trends in personal travel and to inform the development of policy. It is the primary source of data on personal travel patterns by residents of England within Great Britain*"[15]. The survey is undertaken annually, with the latest full dataset available dated 2022.

2.20 Table NTS0502 sets out the "Trip start time by trip purpose (Monday to Friday only)" in England. Reference has been made to the data available for 2019 (pre-COVID-19 impact), 2020, 2021, and 2022 to determine the proportion of trips undertaken for various reasons. As shown in **Figure 2.1**, the proportion of trips for holiday/ day trip/ and other purposes has significantly increased since 2019.

[15] https://www.gov.uk/government/collections/national-travel-survey-statistics

Figure 2.1 National Travel Survey – Trip start time by trip purpose (Monday to Friday only) in England – Proportion



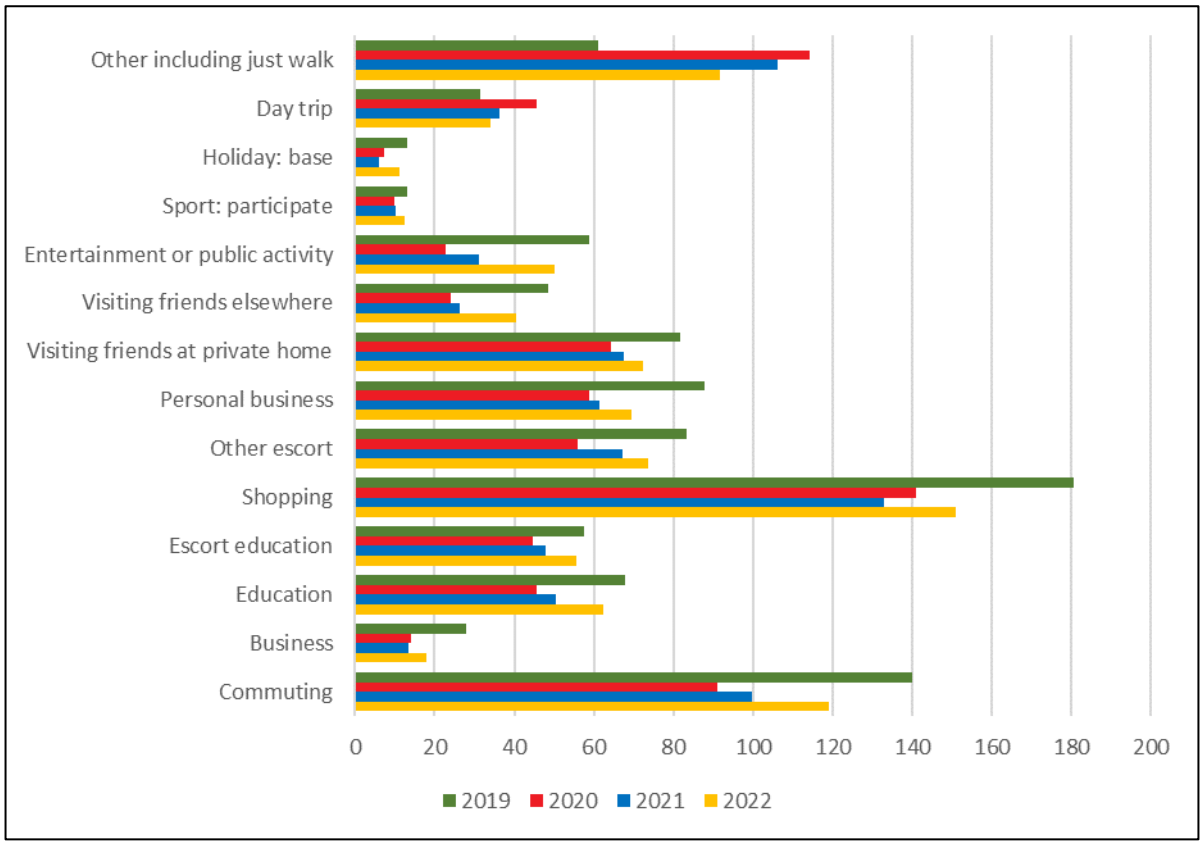
Source: Table NTS0502 of the National Travel Survey

Notes: Other = Other work, other escort and personal business

Leisure = Visiting friends / entertainment / sport

2.21 Reference to NTS table NTS0403 '*Average number of trips (trip rates) per person per year by trip purpose*' including short walks in England to determine if there are any patterns in the quantum of trips being made. **Figure 2.2** illustrates that the number of commuting trips reduced significantly from 2019 to 2022, likely due to the COVID-19 pandemic. It is also noted that the total number of trips has fallen from 953 for all purposes in 2019 to 739 in 2020, 757 in 2021, and 862 in 2022.

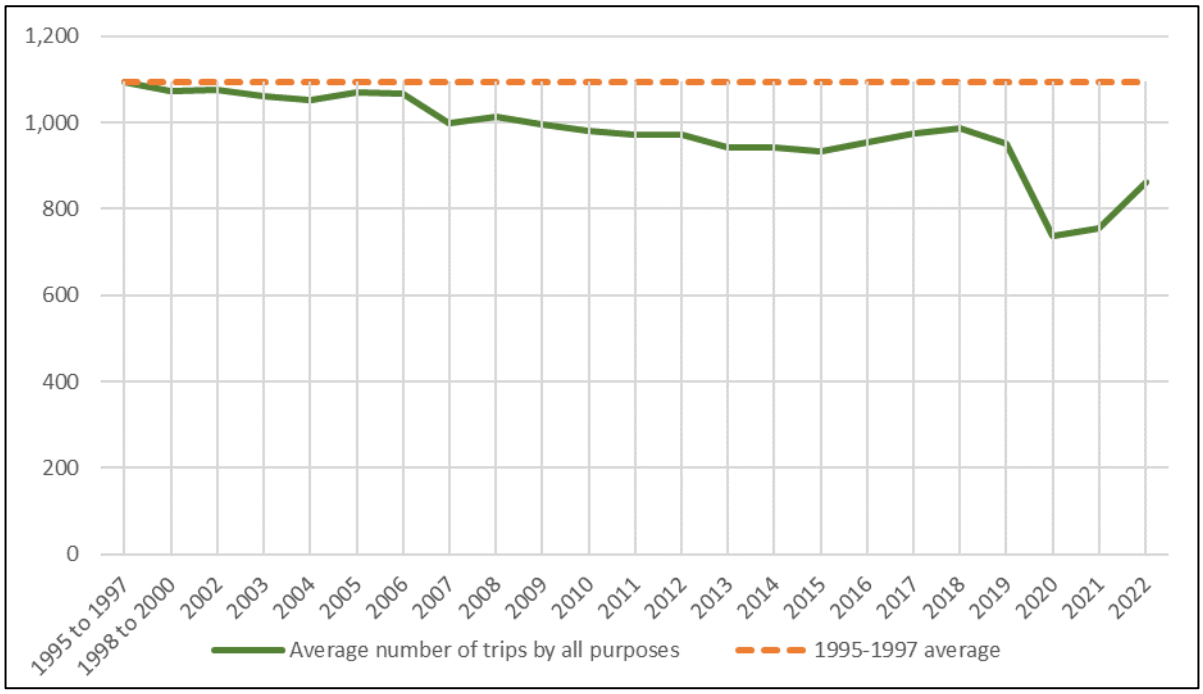
Figure 2.2 National Travel Survey – Average number of trips (trip rates) per person per year by trip purpose in England – Including Short Walks



Source: Table NTS0403 of the National Travel Survey

2.22 Finally, reference has been made to the number of average number of trips per person per year by trip purpose in England since 1995 to determine whether there is a demonstrable trend in the quantum of trips. This data is presented in **Figure 2.3**.

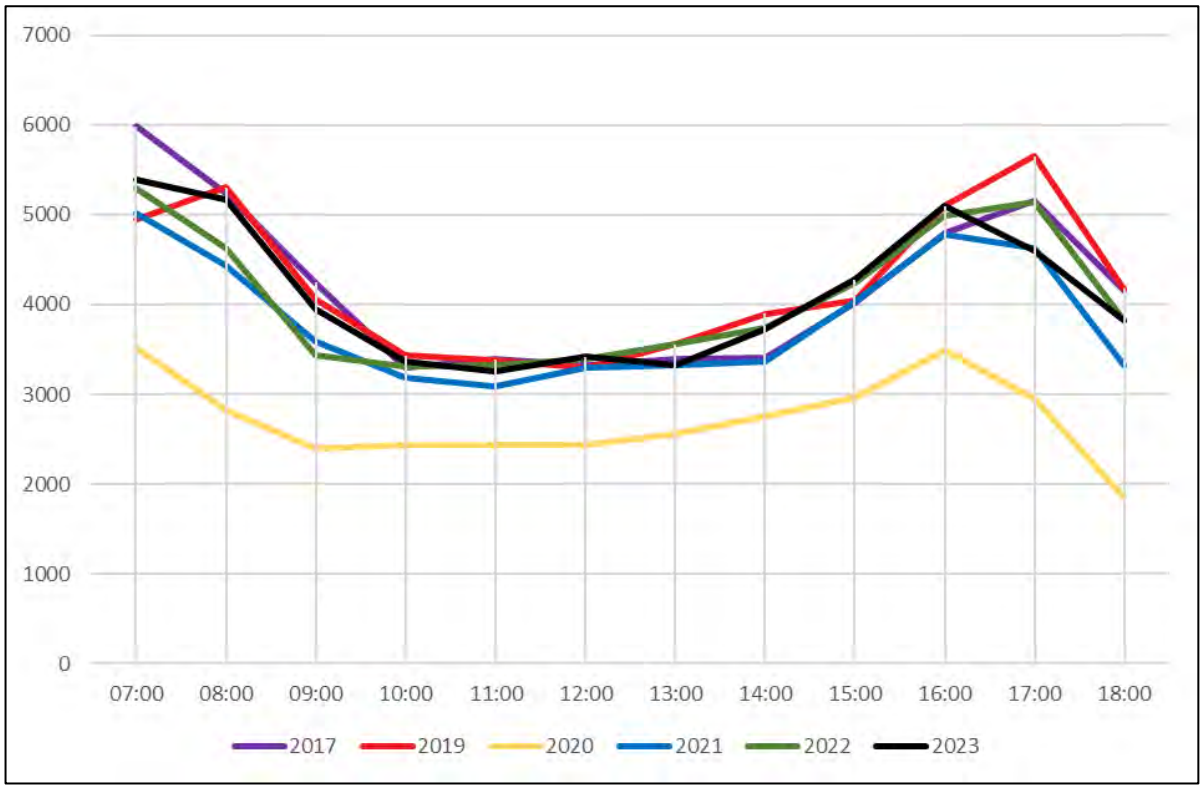
Figure 2.3 National Travel Survey – Average number of trips (trip rates) per person per year by trip purpose in England – Including Short Walks (1995 onwards)



Source: Table NTS0403 of the National Travel Survey

2.23 More locally, we have reviewed the data available from the DfT count points to determine whether the overarching trends set out above have had a discernible impact on the existing highway network. Evidence for the change in travel behaviour is visible in the data provided by DfT count point 90153 which is located on the A23 north of Sayers Common and is summarised below in **Figure 2.4**.

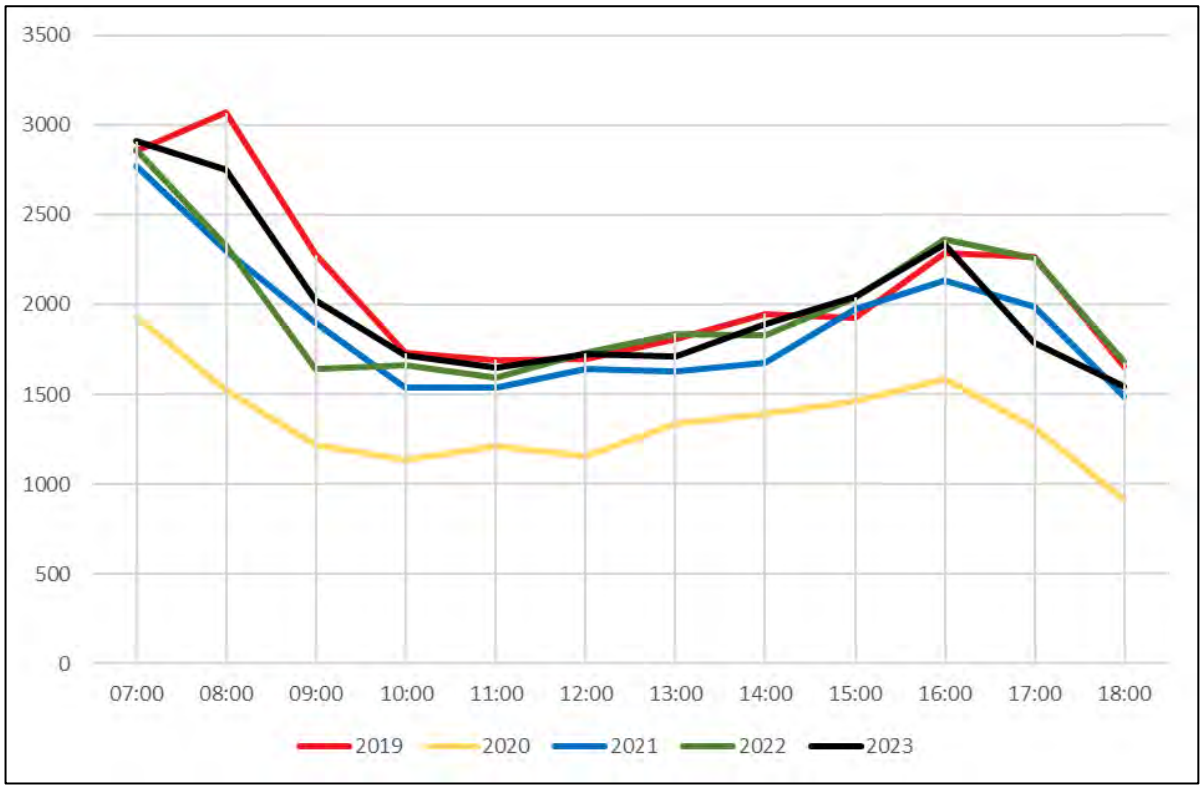
Figure 2.4 Department for Transport Counter 90153 – A23 north of Sayers Common – Two-way



Source: DfT count point 90153

2.24 As shown, since 2019 there has been a reduction in movements on the A23 including a degree of peak spreading. This trend is clearer when looking at each direction of travel in turn as set out in **Figure 2.5** and **Figure 2.6** below.

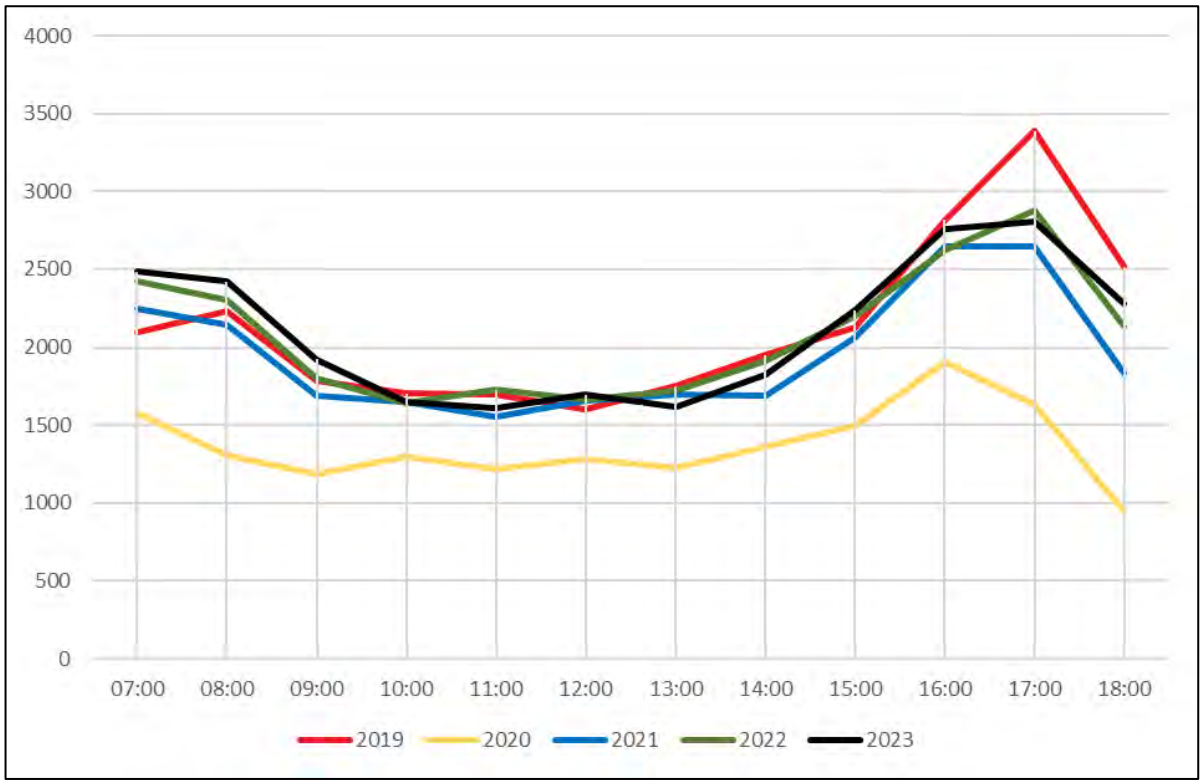
Figure 2.5 Department for Transport Counter 90153 – A23 north of Sayers Common – Northbound



Source: DfT count point 90153

2.25 As shown, the northbound peak has fallen by circa 200 movements, shifting from 08:00-09:00 to 07:00-08:00. Focusing purely on 08:00-09:00 the peak has fallen from circa 3,069 movements to circa 2,749 movements, a decrease of circa 10% in movement numbers during that specific hour.

Figure 2.6 Department for Transport Counter 90153 – A23 north of Sayers Common – Southbound



Source: DfT count point 90153

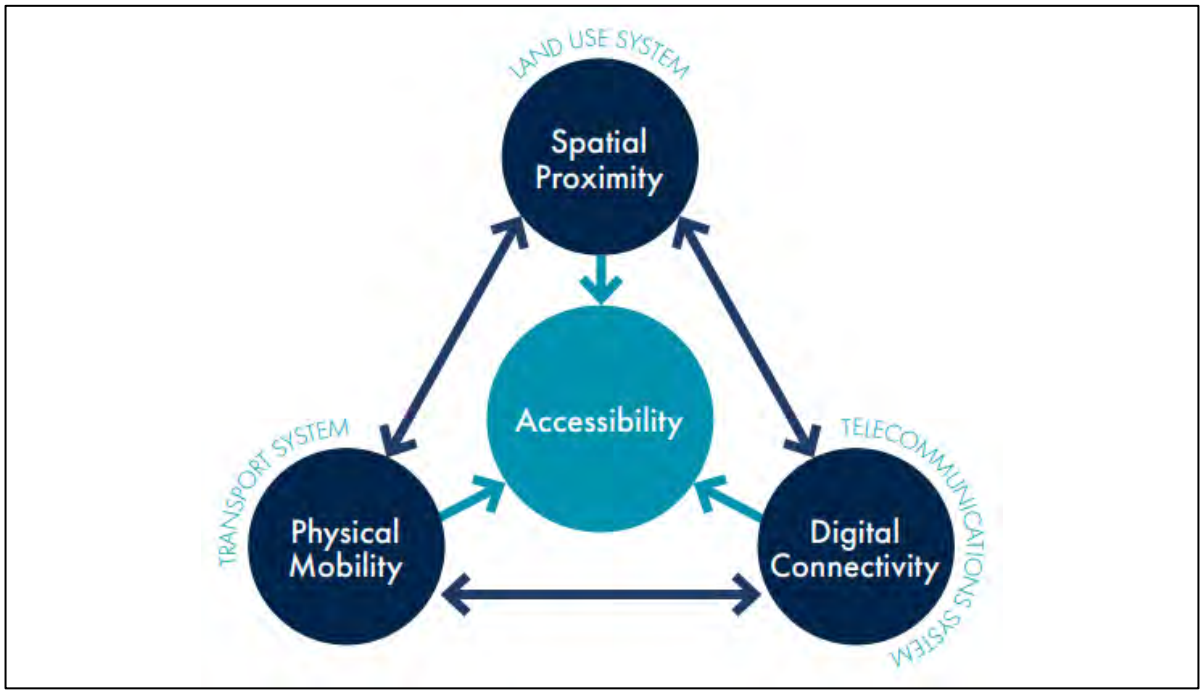
2.26 The southbound AM peak has risen slightly by circa 185 movements, from circa 2,235 movements to circa 2,420 movements. However, during the PM peak (17:00-18:00) there was a significant reduction in traffic by circa 579 movements, from circa 3,386 movements to circa 2,807 movements, a decrease of circa 17% in movement numbers during that specific hour.

2.27 The data demonstrates that the post pandemic trends set out previously in this Report had a demonstrable impact on the local highway network and travel behaviour. In particular, the reduction in peak hour trips can likely be tied to increased home working and flexible starting/ finishing times post pandemic. This is particularly important given that the Systra Transport Model prepared for MSDC prepared utilises a pre-pandemic survey from 2017 which will not include the peak spreading and shift in travel behaviour that has occurred in recent years. This aligns with the assumptions we understand will be made within the emerging Scenario 6 tests.

Decide & Provide

2.28 The Trip Rate Information Computer System (**TRICS**) Consortium has advocated a change in approach from the traditional 'Predict and Provide' to 'Decide and Provide'. This was presented in their February 2021 Guidance Note and was subsequently summarised in their November 2022 Guidance Summary. This approach seeks to shift from a 'rear view mirror' or 'business as usual' approach which "*relies upon*

past experience of development and associated traffic levels to determine the future need for infrastructure, particularly transport infrastructure"[16]. Decide and Provide is "*vision-led rather than forecast-led, recognising the importance of shaping the future"*[17].



Source: Page 2 of the TRICS Consortium Decide and Provide Guidance Summary (November 2022)

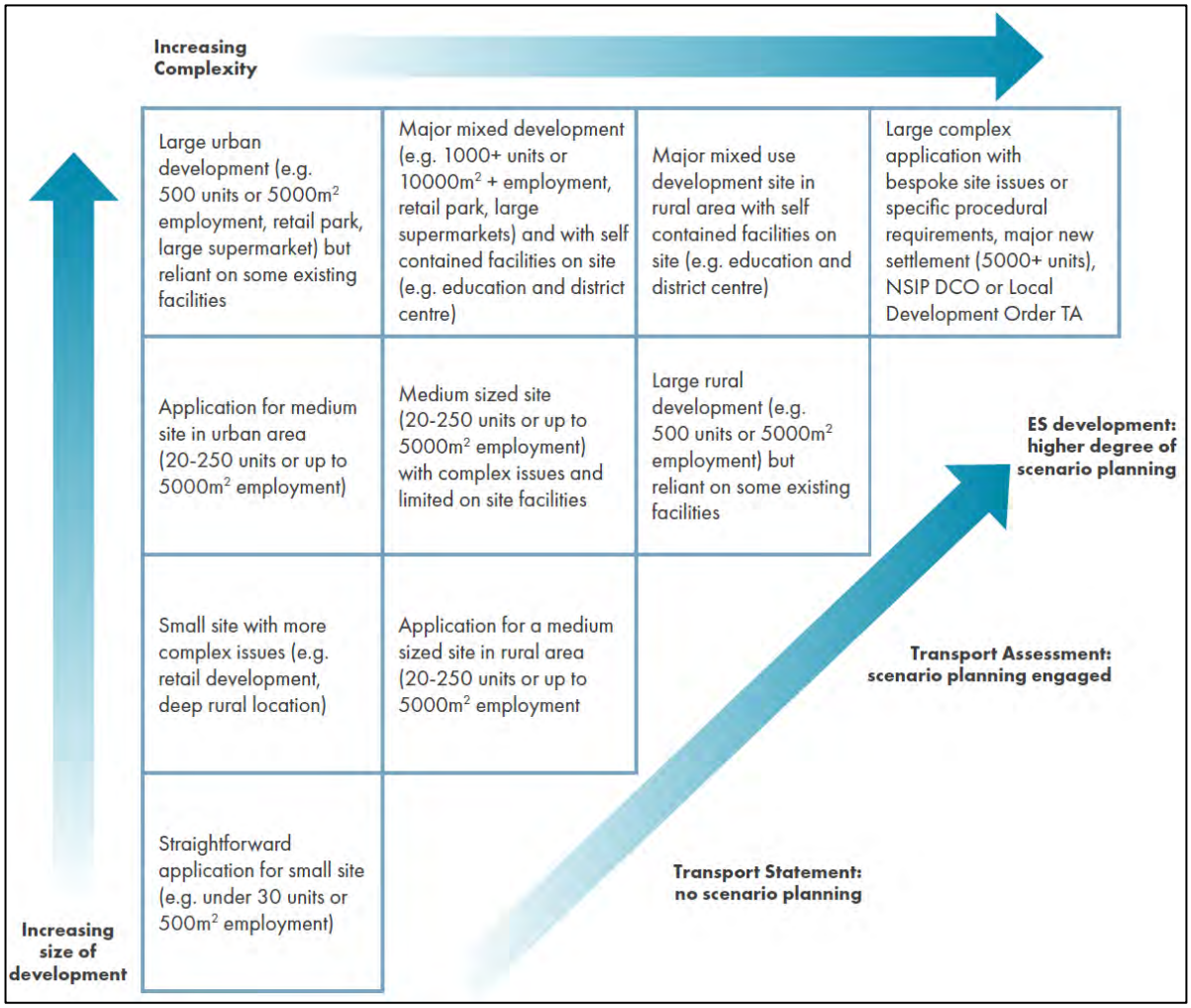
2.29 Three parameters have been identified by the TRICS Consortium in their Guidance Note on the Practical Implementation of the *Decide & Provide* Approach as key considerations when identifying the potential transport impact and need for scenario planning of developments:

> *"Scale – The need for scenario planning will increase with the project size. All major planning applications relating to 500+ homes or 5,000m2 employment/retail floorspace should be supported by scenario planning.*
>
> *Sensitivity – The need for scenario planning will also increase with increased project sensitivity, for example in less accessible rural areas or, conversely, highly congested, dense urban environments.*
>
> *Complexity – The need for scenario planning will also increase with project complexity."*[18]

[16] http://www.trics.org/img/trics_dp_guidance_summary.pdf
[17] http://www.trics.org/img/trics_dp_guidance_summary.pdf
[18] Paragraph 9.5 of the TRICS Guidance Note on the Practical Implementation of the Decide and Provide Approach (2021)

2.30 The guidance note continues to set outs a matrix which identifies the relationship between the scale of a development proposal and the complexity of assessing its potential impact. This matrix is replicated in **Figure 2.7**.

Figure 2.7 TRICS Scalability Guide Matrix



Source: Figure 9.1 Scalability Guide Matrix of the TRICS Guidance Note on the Practical Implementation of the Decide and Provide Approach (2021)

2.31 More recently, the government are undertaking a consultation in relation to their "*Proposed reforms to the National Planning Policy Framework and other changes to the planning system*"[19]. Focusing on the proposed amendments to the National Planning Policy Framework (**NPPF**) in relation to assessing potential transport impacts, the consultation document sets out a "*vision led approach to promoting sustainable transport modes […]*"[20]. It continues to state that:

[19] https://www.gov.uk/government/consultations/proposed-reforms-to-the-national-planning-policy-framework-and-other-changes-to-the-planning-system
[20] Policy 112a of the July 2024 draft consultation version of the NPPF

> *"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, in all tested scenarios."*[21]

2.32 In the context of the above, it is considered a *Decide and Provide* approach for this site is imperative to achieve the vision. This approach is in line with the latest guidance related to transport planning and the prevailing climate emergency. It will enable a range of outcomes being presented, creating a fan of influence, and enable the future development to be subject to a monitor and management regime resulting in less highway infrastructure being provided to the benefit of sustainable modes of transport. This becomes even more evident within the trip generation calculations undertaken later in this Technical Note.

Access Hierarchy

2.33 Transport access hierarchy is a fundamental concept in urban planning that establishes the order of priority for various modes of transportation within a community. Placing pedestrians first and vehicles last is a key principle that promotes sustainable, people-centric environments. This approach recognises the importance of creating safe, accessible, and vibrant streets that prioritise the needs and well-being of pedestrians over the convenience of vehicles. A transport access hierarchy that places pedestrians first and vehicles last is a progressive approach to urban planning that promotes sustainable, healthy, and vibrant developments. By giving priority to the needs of pedestrians and encouraging alternative modes of transportation such as cycling and public transport, communities can reduce congestion, improve air quality, enhance public health, and create more liveable and inclusive urban spaces for all residents.

2.34 At the top of the transport access hierarchy are pedestrians – walking as well as wheeling. They are given the highest priority because they are the most vulnerable road users and the foundation of a walkable neighbourhood. Creating wide, well-maintained footways, pedestrian-friendly crossings, and public spaces encourages walking as a primary mode of transportation. Prioritising pedestrians not only promotes physical activity but also fosters social interactions, local business vitality, and a stronger sense of community.

2.35 Cycling comes next, as it represents an efficient and sustainable mode of transport. Designing dedicated cycle lanes and cycle-sharing programs can encourage more people to choose cycling as a means of commuting, further reducing the reliance on the private car. This mode of transport not only contributes to reduced traffic congestion but also addresses environmental concerns, such as air pollution and greenhouse gas emissions.

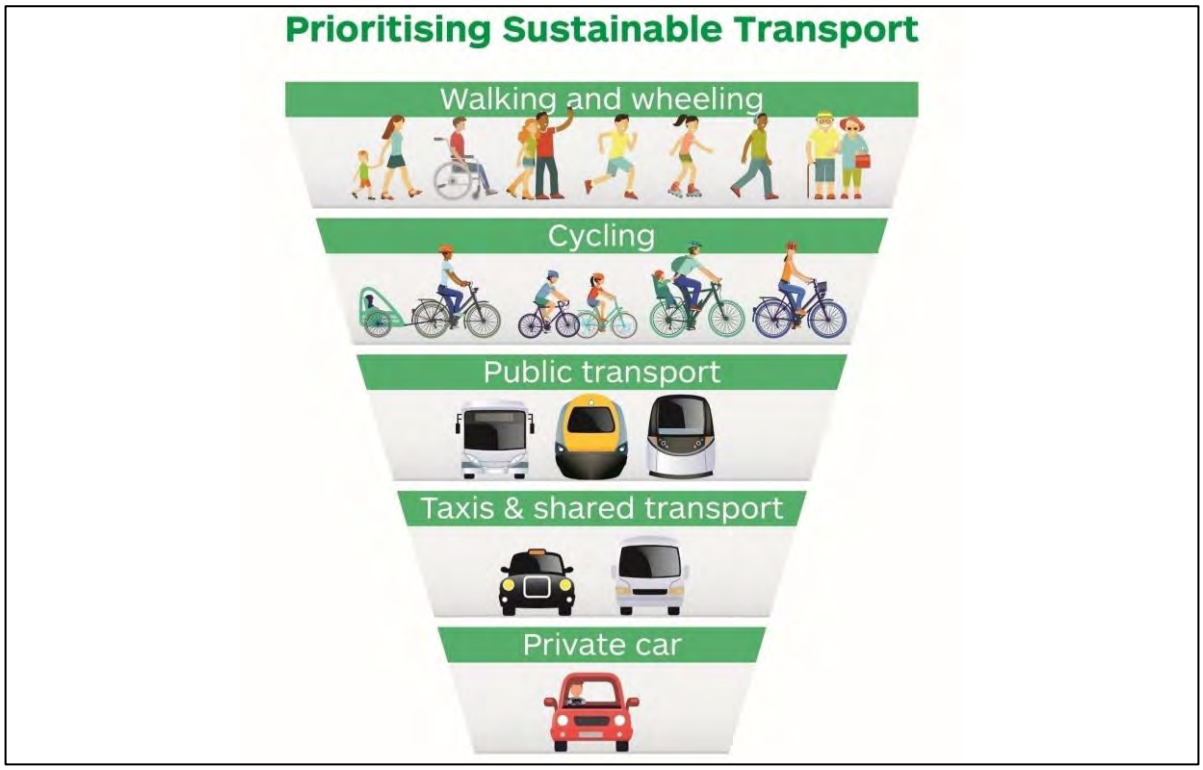
[21] Paragraph 113 of the draft NPPF dated July 2024

2.36 Public transport reduces the need for individual vehicle ownership and should be considered next. An efficient and accessible bus route to this scheme, plays a vital role in easing congestion, reducing emissions, and providing mobility options for those without access to a private vehicle. It can be complemented by pedestrian-friendly infrastructure to ensure that commuters can easily access transit stops and stations on foot.

2.37 Shared transport options including car clubs can offer alternatives to those that aren't catered for by the previous transport modes, without relying on private car ownerships. Car clubs are discussed in more detail later.

2.38 Finally, private vehicles occupy the lowest rung of the hierarchy. While necessary for some trips, prioritising personal vehicles can lead to traffic congestion, pollution, and decreased quality of life. Strategies such as congestion pricing, carpool lanes, and stricter emissions standards can help manage the impact of private vehicles on the urban environment, ensuring that they are the last resort for transportation rather than the first choice.

Figure 2.8 The Travel Hierarchy



Source: *https://www.transport.gov.scot/active-travel/developing-an-active-nation/sustainable-travel-and-the-national-transport-strategy/*

3 Active Travel Strategy

3.1 Active travel is essential to improving public health, reducing emissions and tackling the cost of living crisis. In that context it is essential to ensure people have the opportunity to walk, wheel or cycle from their doorstep to where they need to be. "*Designing activity back into our neighbourhoods and creating places where children have transport independence is achievable – it just needs smart planning*"[22].

3.2 Sport England's Activity Check-In survey[23], published in February 2023, has found that 1 in 5 adults are now walking or cycling rather than using the car due to cost of living increases. As well as improving peoples health, they can save money, provided development schemes are considering active travel needs before other transport modes.

3.3 ATE, now a statutory consultee on all residential development schemes over 150 dwellings, state in their standing advice note[24] that the "*aim is for walking, wheeling (trips made by wheelchair, with pushchairs and those by scooter, rollerblades and similar forms of wheeled mobility) and cycling to be seen as the most convenient, desirable and affordable way to travel*".

Pedestrian Accessibility

3.4 In terms of existing infrastructure, a pedestrian footway is provided along the frontage on the eastern boundary of the site between Sayers Common and Albourne, providing an opportunity for the site to serve existing local communities. The footway is provided on the eastern side of the carriageway and is circa 1.2-1.7m in width, however the opportunity exists to widen the footway where the ownership and highway boundary allows.

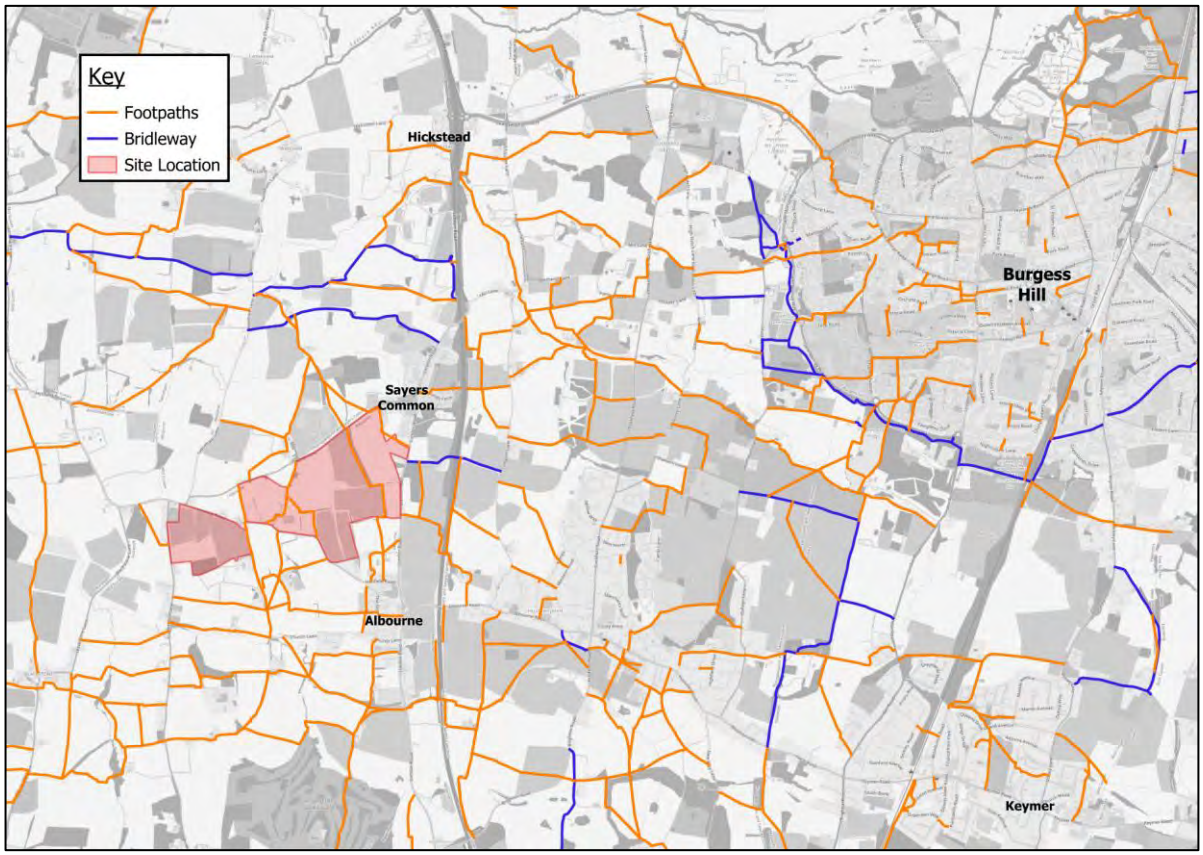
3.5 In the northeastern corner of the site the opportunity exists to connect into the existing footway provision on Reeds Lane, improving the permeability of the site and access to the existing facilities and community of Sayers Common.

3.6 To the north of the site, the opportunity exists to provide a crossing facility in the vicinity of the Avtrade Global Headquarters, providing the opportunity for staff to walk to work if they work locally, but also providing a connection through the site. Similar opportunities exist for the existing employment facilities in the surrounding area whereby the introduction of new links through the site would provide opportunities for active and sustainable travel.

[22] Active Travel Commissioner Chris Boardman, https://www.gov.uk/government/news/active-travel-england-to-be-consulted-on-all-large-planning-applications
[23] https://www.sportengland.org/research-and-data/data/activity-check
[24] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1165492/active-travel-england-standing-advice-note-active-travel-and-sustainable-development.pdf

3.7 With regard to the existing Public Rights of Way (**PROW**), the site is bisected by a number of footpaths as illustrated in **Figure 3.1**.

Figure 3.1 Existing Public Rights of Way



Source: © OpenStreetMap Contributors

3.8 Within the site, the existing PROWs will be retained and improved with new surfacing and lighting provided where appropriate. On the boundary of the site connections will be provided to all existing PROWs where possible ensuring that the site is permeable.

3.9 Manual for Streets states that walkable neighbourhoods are "characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on-foot". The 2016 National Travel Survey stated that 80% of trips under one mile are undertaken on foot[25], and therefore creating walkable neighbourhoods with a variety of amenities and services will reduce the quantum of trips undertaken by private car both internally within the site and externally.

3.10 It will be necessary to produce a high-quality pedestrian environment to encourage future residents to travel within the site on foot. Following the Chartered Institute for Highways and Transportation's

[25] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/633077/national-travel-survey-2016.pdf

(**CIHT**'s) Planning for Walking (2015) guidance, pedestrian footways and footpaths should "*connect all parts of a town, including its centre, to one another and link with footpaths running into the countryside to adjacent settlements*"[26]. Pedestrian routes should be direct, with sufficient width to safely accommodate pedestrians likely to use each route.

3.11 To create walkable neighbourhoods vehicle traffic within the site would be restricted to low speeds, with a design speed of 20mph, and frequent pedestrian crossings will be provided to give priority to those travelling on foot. The different parcels and uses within the site will be interconnected by pedestrian links and pedestrian infrastructure in the surrounding area will also tie in with the wider masterplan of the site. Green links will be provided throughout, including a sustainable travel corridor through the centre of the site. This will provide existing communities with access to the services and amenities within the proposed allocation including the new school, mobility hubs, and the local centres proposed.

The Sustainable Travel Corridor

3.12 The proposed allocation will advocate a sustainable travel corridor through the centre of the site providing a bus link from London Road (the B2118) to the new link road. Alongside this new bus link dedicated pedestrian and cycle infrastructure will form an active travel route along its entire length. The new bus link would enable the potential diversion of the 100 bus service providing bus priority and a direct route towards the key attractors within the site.

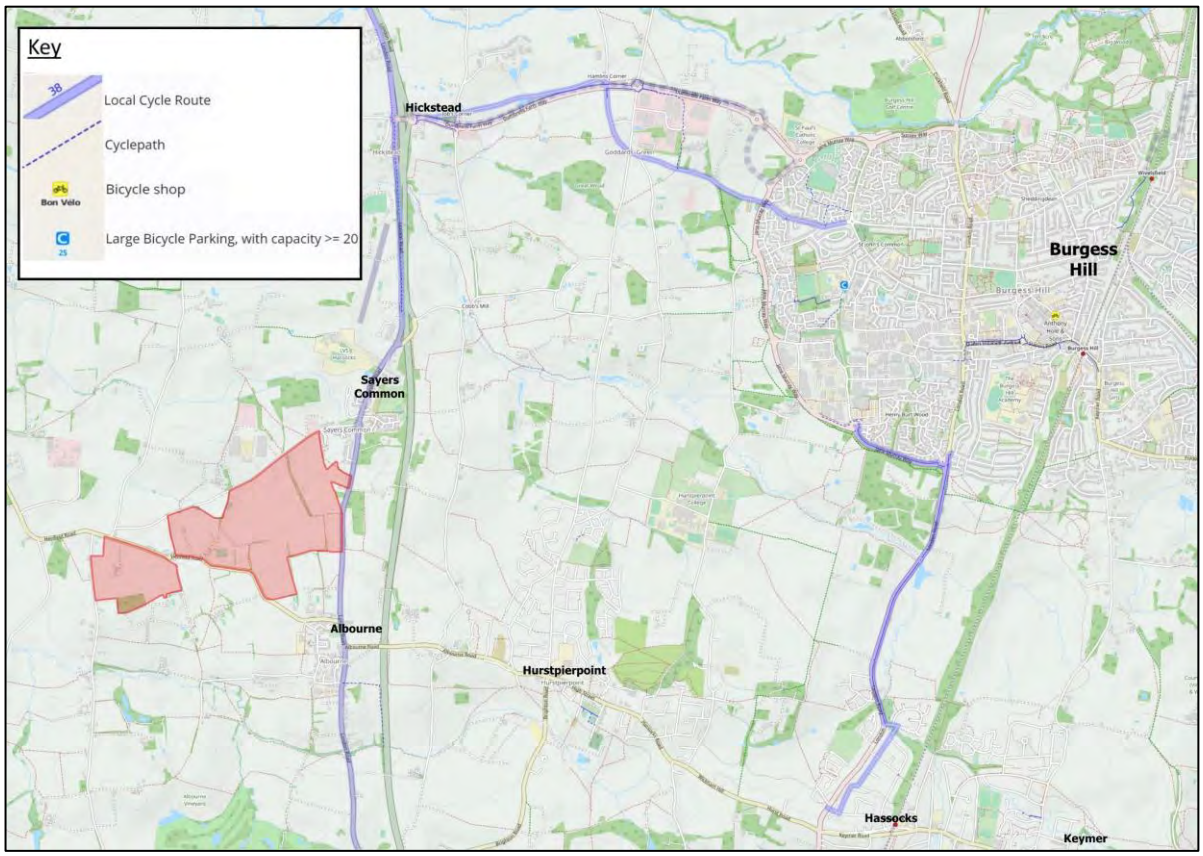
Cycle Accessibility

3.13 In terms of existing cycling infrastructure in the local area, National Cycle Network (**NCN**) Route 223 can be accessed from Upper Station Road around 2.8 kilometres to the west of the site's boundary in Henfield. NCN Route 223 measures 73.6 kilometres running between Chertsey and Shoreham-by-Sea. Within proximity of the site, the cycle route is predominately a trail path with short sections on-street.

3.14 Reflecting the topography and the rural nature of the area, cyclists are typically expected to cycle on the carriageway within the vicinity of the site. Focusing on the connection to Burgess Hill, a dedicated cycle route (and path) provides a connection along the A23 and along the A2300. **Figure 3.2** shows the existing cycle route currently available near Sayers Common.

[26] Section 6.2 of CIHT's Planning for Walking (April 2015)

Figure 3.2 Existing Cycle routes near the Site



Source: © OpenStreetMap Contributors

3.15 Cycling as a transport mode represents an opportunity to provide access to local services and amenities via an active mode of travel. The growth in popularity of e-bikes has further increased the range and therefore potential benefit of cycling as an alternative to car trips. The allocation would support this by providing a high-quality and permeable cycle network that would encourage future and existing residents to cycle to the array of services and amenities that would be brought forward. The Gear Change strategy[27] published in 2020 sets out the government's objective for half of all journeys in towns and cities being walked, wheeled or cycled by 2030. The second walking and cycling investment strategy (**CWIS2**)[28] sets out further objectives to boost overall levels of walking, wheeling and cycling across England, including the ambition to "*make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040*".

3.16 The bicycle is an effective mode of transport for short trips up to five to eight kilometres (appositely 20 – 35 minutes)[29]. Sustrans has identified a maximum distance which daily commutes could be undertaken by cycle as:

[27] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf
[28] https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2
[29] Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

> *"We know that in some areas most people are unlikely to walk for more than 2 km (1.2 miles), but are most likely to cycle between 2 (1.2 miles) and 5 km (3.1 miles) for their daily commute, so we can create maps based on both short and longer distance commutes between popular 'journey pairs' (start and end points)."*[30]

3.17 Consequently, it has been considered that a cycling catchment of 5km is reasonable to include within the study area for the site.

3.18 The bicycle is an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)[31], and isochrones illustrating this catchment are presented in **Appendix A**. It should be noted that the cycle infrastructure provided as part of the site will likely connect to existing cycle/road links, therefore extending the distance that cyclists can travel in the future.

3.19 In order to encourage future residents to cycle when commuting to/from work or carrying out day-to-day trips, adequate cycle infrastructure needs to be in place from the outset and where possible designed to a Local Transport Note (**LTN**) 1/20[32] standard. Cycle paths or cycleways will be integrated into the Masterplanning of the site, interconnecting different neighbourhoods, therefore providing safe and direct access to local amenities and services.

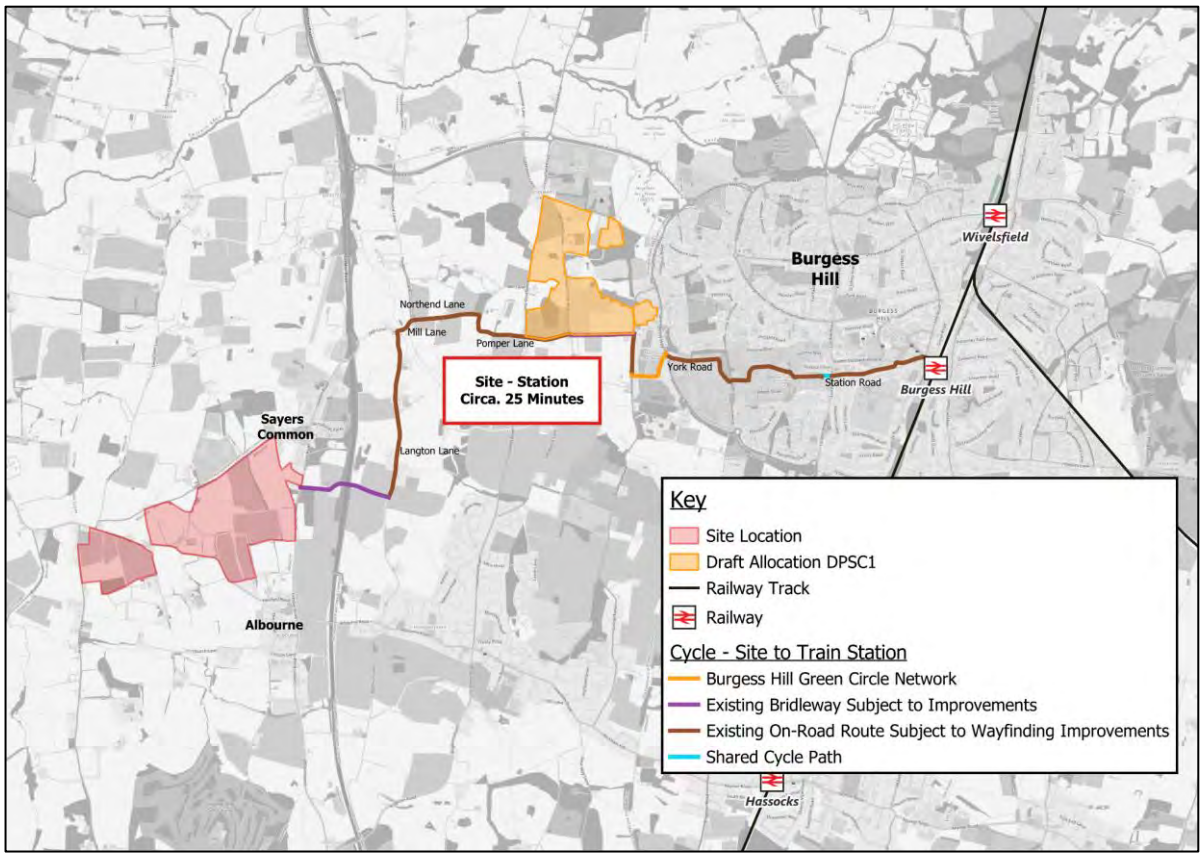
3.20 Cycle hubs can also be a successful initiative to encourage those in the local area to cycle. Cycle hubs are secure spaces designed to store bicycles and potentially e-scooters or cargo bikes. They're often located near public transport nodes, where commuters can drop their bikes off and complete the rest of their journey via public transport or vice-versa. The provision of cycle hubs in neighbourhood centres will be provided and form part of the proposals to attract residents and visitors to the local area, thus encouraging people to contribute more to the local economy.

3.21 Focusing on potential off-site improvement works, two cycle routes have been identified for improvement as set out below. This perfectly resonates with the TCPA Garden City Principles discussed in section 2.5 and 2.6 of this report. The first route, shown in **Figure 3.3**, would provide a link to the centre of Burgess Hill and its train station. The route would utilise the existing Bridleway crossing over the A23 which provides a connection to Langton Lane.

3.22 In addition to the existing attractors set out above, this route would provide the opportunity to tie-in to the emerging allocation DPSC1 which is located on the western boundary of Burgess Hill. A preliminary design of the potential route from DPSC3 to DPSC1 is provided in **Appendix B**.

[30] https://www.sustrans.org.uk/blog/how-transport-modelling-helps-us-plan-cycle-friendly-cities
[31] *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*
[32] https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

Figure 3.3 Potential Off-site Cycle Improvements – Route 1



Source: © OpenStreetMap Contributors

3.23 The second route utilises the existing cycle route shown in **Figure 3.2** together with the newly constructed cycle/ footway on the A2300 to provide a new link to Project Newton. Improvements to wayfinding would be provided along the route, with the potential to provide a new off-carriageway cycle facility on London Road (the B2118) and widening of the existing facility along the western side of the A23 investigated. In addition, the potential to provide a cycle facility across the existing A2300 bridge over the A23 will be investigated. This proposed route is shown in **Figure 3.4** with a preliminary design of the potential route from DPSC3 to the A2300 provided in **Appendix C**.

Figure 3.4 Potential Off-site Cycle Improvements – Route 2

Source: © OpenStreetMap Contributors

3.24 Finally, as part of our broader transport aims we will investigate the potential for other cycle hubs to be created in Hurstpierpoint and around Hassocks Station so as to connect the site allocation with existing communities through active travel consistent with Garden City principles.

4 Shared Travel Strategy

Cycle and Scooter Hire

4.1 At present there not any wide scale bike or e-scooter hire schemes in operation within the immediate vicinity of the site. Given the scale of the site, the introduction of bike or e-scooter schemes within the local area has been explored. Not only do they provide communities with convenient access to bikes or scooters, but they can also contribute to the reduction in traffic congestion, air pollution and parking demand.

4.2 Cycling UK[33] details a number of bike hire initiatives that have been successfully implemented within larger cities such as Edinburgh as well as less populated areas including Chichester.

4.3 As part of our engagement with the promotors of DPSC1 it was agreed that a combined strategy through a single operator would bring significant benefits to residents enabling increased flexibility of use between the sites and wider area. In this context various operators were approached including Brompton Hire who have provided for the initiative which is provided in **Appendix D** together with an initial review of the opportunities for cycle hire in Burgess Hill.

Car Club

4.4 Car Clubs operate by giving members access to a car on short-term rentals, typically paid for by the hour or day, depending on the subscription. Car Clubs provide an alternative to car ownership as the user gets all the convenience of a car without the hassle and cost of owning a car. Membership typically includes fuel, servicing and MOTs and more, so that the users only ever pay for a vehicle when they need it.

4.5 Recent research undertaken by Collaborative Mobility UK (**CoMoUk**)[34] suggests that in Great Britain every car club membership takes 22 private cars off the road. The reduction has a significant benefit to the environment, air quality, carbon footprint, congestion and parking. As such, the provision of car club vehicles within the site will be explored as a positive measure to reduce the number of trips by private car thereby mitigating the potential transport related impact. We have not been able to confirm any operating in the area currently.

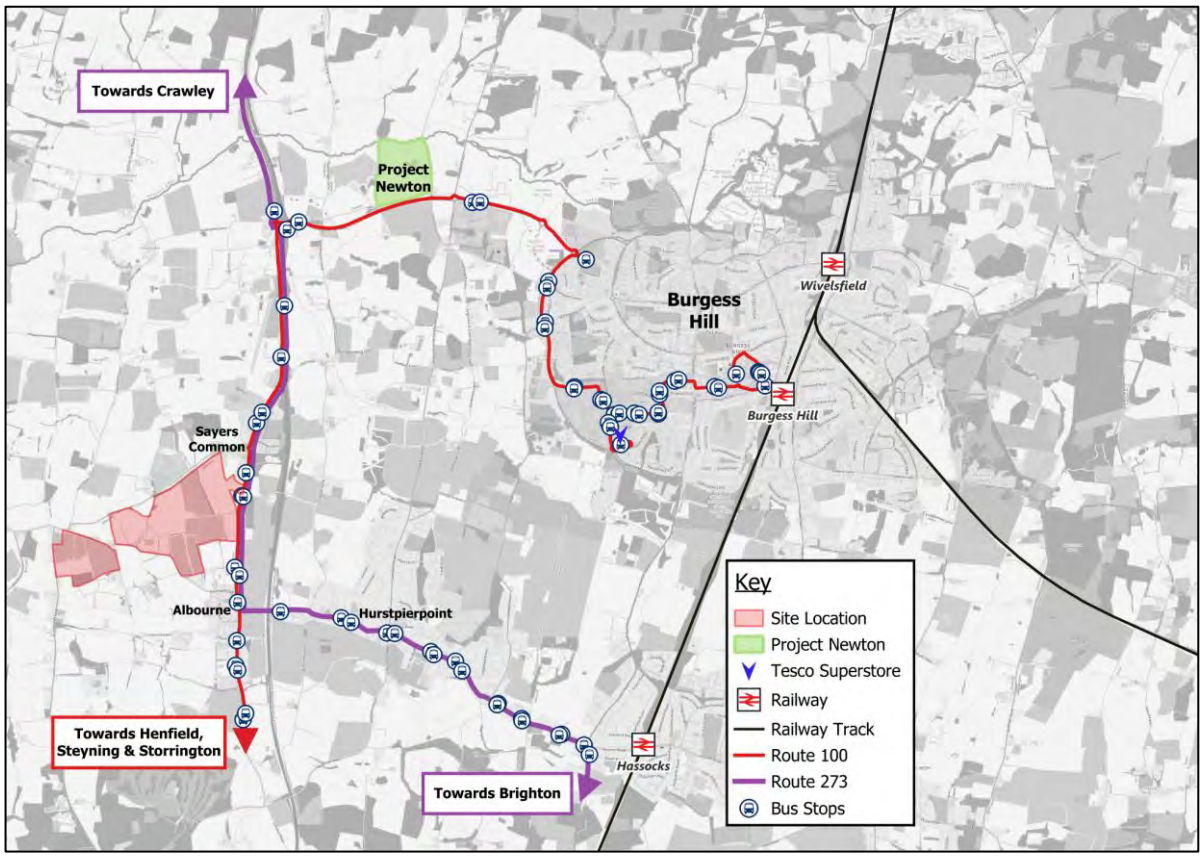
4.6 TPA have received positive early engagements with Enterprise Car Club for the provision of several new vehicles across the site. The details of the early engagements are included in **Appendix E**.

[33] https://www.cyclinguk.org/article/guide-hire-bikes-and-public-bike-share-schemes
[34] CoMoUk Car Club Annual Report UK (June 2023)

Existing Public Transport Accessibility

4.7 **Figure 4.1** shows the existing public transport links accessible from the site.

Figure 4.1 Existing Public Transport Map



Source: © OpenStreetMap Contributors

Existing Bus Services

4.8 Existing bus stops are located on London Road (the B2118) between Albourne and Sayers Common, on the sites eastern boundary. **Figure 4.1** illustrates the public transport network within the locality of the site, including bus stops and railway stations.

4.9 The 'School' bus stops in Sayers Common are located in the vicinity of the Oakhurst junction with London Road. Both stops have a lay-bys with bus shelters, seating and timetable information.

4.10 The 'Traffic Lights' bus stops in Albourne are located between the Albourne Road junction and the Henfield Road junction. The northbound stop has a lay-by with a bus shelter, seating and timetable information. The southbound stop is a simple bus stop flag with timetable information only.

4.11 These bus stops are served by two routes, as summarised in Table 4.1. Neither bus stops are currently provided with timetabling information, shelters, or seating.

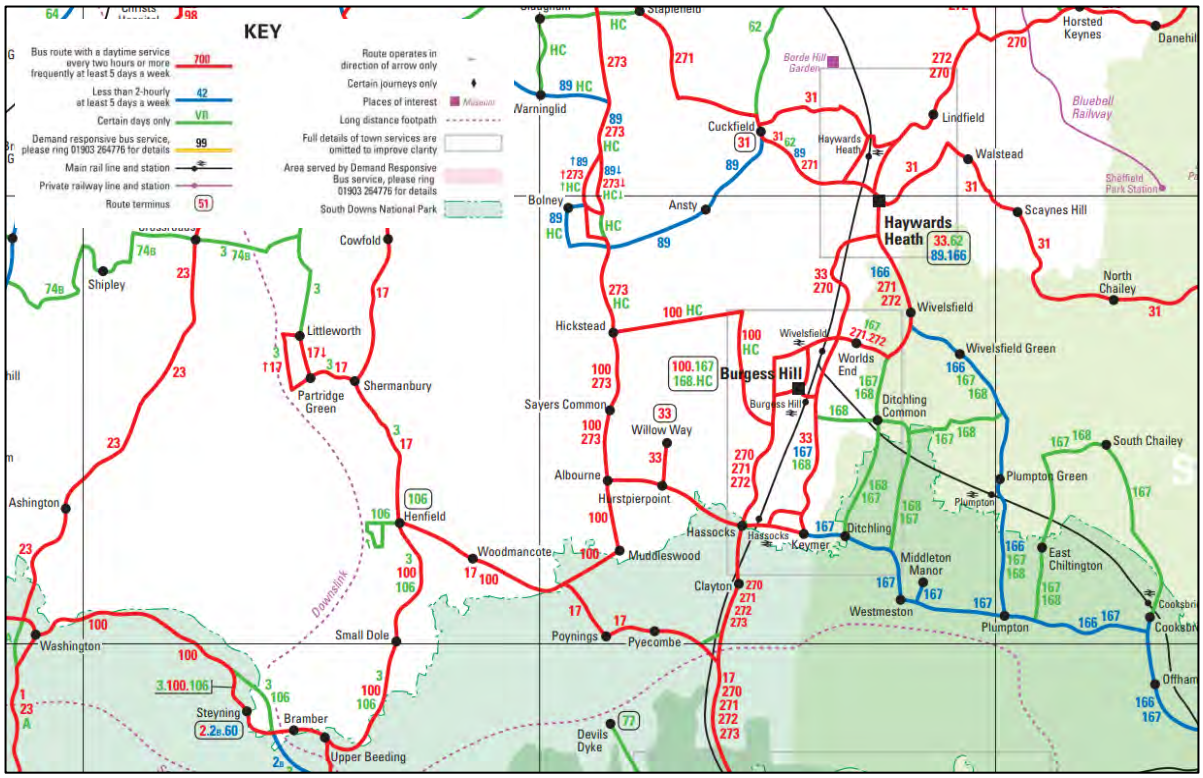
Table 4.1 Bus Routes and Peak Hour Frequencies Per Hour

Route		Weekday	Saturday	Sunday
273	Crawley-Hurstpierpoint-Brighton	0.5	0.5	-
100	Horsham – Pulborough - Storrington - Steyning - Henfield – Burgess Hill	1	1	-

Source: https://www.traveline.info/
Notes: Frequency in both directions

4.12 Route 273 has a service frequency of one bus every two hours during the weekdays and Saturdays. Journey times to Hassocks rail station are approximately 17 minutes during peak hours and 16 minutes during non-peak hours. Route 100 has a service frequency of once per hour during weekdays and Saturdays. Journey times to Burgess Hill rail station are around 20 minutes during peak hours and circa 25 minutes outside of peak hours. Both railway destinations are likely to be key transport nodes for future residents, whether for commuting from the site to employment locations or for other trip purposes. There is also a school bus service that runs from the B2116 Henfield Road towards Sayers Common. The existing bus routes are illustrated in **Figure 4.2**.

Figure 4.2 Extract of West Sussex Bus Services



*Source: West Sussex County Council (**WSCC**) and Traveline*

4.13 In addition to the services above, the site benefits from access to school bus services towards Downlands Community School in Burgess Hill.

Existing Rail Services

4.14 Hassocks station is managed by Southern Railway with services operated by Southern and Thameslink. The station is located on the Brighton Main Line and provides a Southern stopping service towards Littlehampton, London Victoria, Clapham Junction, East Croydon, and Gatwick Airport. The Thameslink service runs between Brighton and Bedford, stopping at stations including East Croydon, Farringdon, Redhill London St Pancras International, St Albans City and Luton.

4.15 As shown in **Figure 4.1**, which illustrates the location of nearby railway stations, Hassocks station can be accessed by taking bus route 273 which can currently be accessed from the stops on London Road (the B2118) on the eastern boundary of the site. A summary of the services from Hassocks station is presented in Table 4.2 below.

Table 4.2 Summary of Hassocks Rail Services

Destination	Approximate Duration (minutes)		Approximate Journey Frequency (per hour)	
	Peak	Off-Peak	Weekday	Sundays
Littlehampton (Southern)	52	49	2	1
London Victoria (Southern)	55	56	2	3
Gatwick Airport (Gatwick Express)	22	N/A	2*	N/A
Gatwick Airport (Thameslink)	28	28	2	2
London Bridge (Thameslink)	58	58	2	2
Brighton (Thameslink)	11	12	2	2
Bedford (Thameslink)	134	136	2	2

Source: https://www.realtimetrains.co.uk/ and https://www.thetrainline.com/

Notes: Timetables correct as of August 2024

Peak hour only

4.16 In terms of journey time from the site, Burgess Hill station is similarly accessible as Hassocks Station. As noted in Paragraph 4.12, the station can be accessed from the site via bus route 100, which departs from the bus stop on London Road (the B2118) once per hour. Burgess Hill station is managed by Southern Railway with Southern and Thameslink services also stopping at the station. An additional Cambridge Thameslink service runs from the station. A summary of the services from Burgess Hill station is presented in Table 4.3 below.

Table 4.3 Summary of Burgess Hill Rail Services

Destination	Approximate Duration (minutes)		Approximate Journey Frequency (per hour)	
	Peak	Off-Peak	Weekday	Weekend
Littlehampton (Southern)	53	56	2	1
London Victoria (Southern)	52	52	2	3
Gatwick Airport (Gatwick Express)	18	N/A	2*	N/A
Gatwick Airport (Thameslink)	20	23	4	3
London Bridge (Thameslink)	53	53	4	3
Brighton (Thameslink)	11-15	12	4	3
Bedford (Thameslink)	130	131	2	2
Cambridge (Thameslink)	137	134	2	1

Source: https://www.realtimetrains.co.uk/ and https://www.thetrainline.com/
Notes: Timetables correct as of August 2024
Peak hour only

4.17 Based on the above it is noted that Brighton Station could be accessed within 11-15 minutes during the peak hours, and therefore could provide a fast and high-quality link to Brighton. Access to this station will be provided for both active and shared modes of travel as set out later within this Mobility Strategy.

4.18 It should also be noted that the A2300 (which connects Burgess Hill to the A23) has recently been converted to dual carriageway. These works were proposed to improve capacity along the road network, which is also used by bus route 100 to access Burgess Hill station, therefore likely benefitting journey time reliability.

Emerging Bus Strategy

4.19 Given the location of the site it is not feasible to provide a direct rail service. As such the public transport will inevitably be focusing on providing high quality bus links to key attractors both internally and externally, including access to the railway network. This approach is supported by the DfT's Bus Back Better which states that:

> *"Buses are the easiest, cheapest and quickest way to improve transport. Building a new railway or road takes years, if not decades. Better bus services can be delivered in months.*

Experience shows that relatively small sums of money, by the standards of transport spending, can deliver significant benefits."[35]

4.20 West Sussex's Bus Service Improvement Plan[36] sets out the County's strategy for supporting the growth of and improving bus services. West Sussex undertook a survey in Autumn 2020 to inform their review of the Local Transport Plan which were summarised into the following key points:

- *"Many general comments supporting improvements in the quality and coverage of public transport (bus and rail) services, including some about public transport reliability and punctuality, for access to education, work and services, and leisure access, including to the South Downs National Park.*
- *Many comments concerned about the costs of public transport fares, including rail season tickets to London, the cost of bus group travel, and requesting increasing free or subsidised fares for young people.*
- *Many comments about the need to improve rural public transport coverage and subsidies, opportunities in relation to demand responsive and community run transport services, and the challenges in relation to car and multi-car ownership often being a necessity when living in rural areas.*
- *Other comments by a small number of respondents related to the role of local authorities in coordinating public transport coverage, crime and anti-social behaviour on public transport and the importance of staffing presence.*
- *There were comments about COVID and public transport, including concerns about social distancing on public transport, the challenges of encouraging passengers back to public transport, and the important role for rail services for domestic leisure travel during the recovery from COVID.*
- *Under the planning topic, many comments were received concerned that development is not adequately planning for public transport and walking and cycling infrastructure, including comments that infrastructure should be in place up front to serve new residents so that car use does not become imbedded."*[37]

[35] Page 16 of the DfT's Bus Back Better, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf
[36] https://www.westsussex.gov.uk/media/16701/ws_bus_service_improvement_plan.pdf
[37] Section 2.2 of the West Sussex Bus Service Improvement Plan

4.21 Focusing specifically on buses the document states that:

- *"A number supported park and ride provision, e.g., to serve Chichester*
- *A number expressed support for bus lanes/bus priority measures that reallocate road space/priority from general traffic, while the need to address traffic congestion to enable bus services to be improved was also highlighted*
- *Several comments about improvements to bus stops including real time passenger information provision*
- *Comments about bus service enhancements in specific areas"*[38]

4.22 Considering the scale of the site, it will be critical to either extend existing bus services in the area to serve the site or provide new routes to important destinations. Key bus services from the site will likely be to Burgess Hill or Hassocks railway stations to accommodate those commuting to employment destinations such as London, Brighton, and Gatwick.

4.23 To inform the development of a bus strategy for the site reference has been made to the journey to work Census data from 2011 available from NOMIS[39]. Dataset WU03EW[40] was obtained from NOMIS assuming a usual place of residence within Mid Sussex 016 and Horsham 014. Journeys by train have been assessed to identify where commuters typically travel to for their place of work. Comparatively, 326 (76.2% of total trips by train) respondents were recorded travelling to London by train for work, whilst only 92 (21.4% of total trips by train) respondents travelled to areas within the south-east of England. Therefore, there is considerable justification to provide a bus service to Burgess Hill station, which is served by more frequent and quicker services to London than Hassocks station.

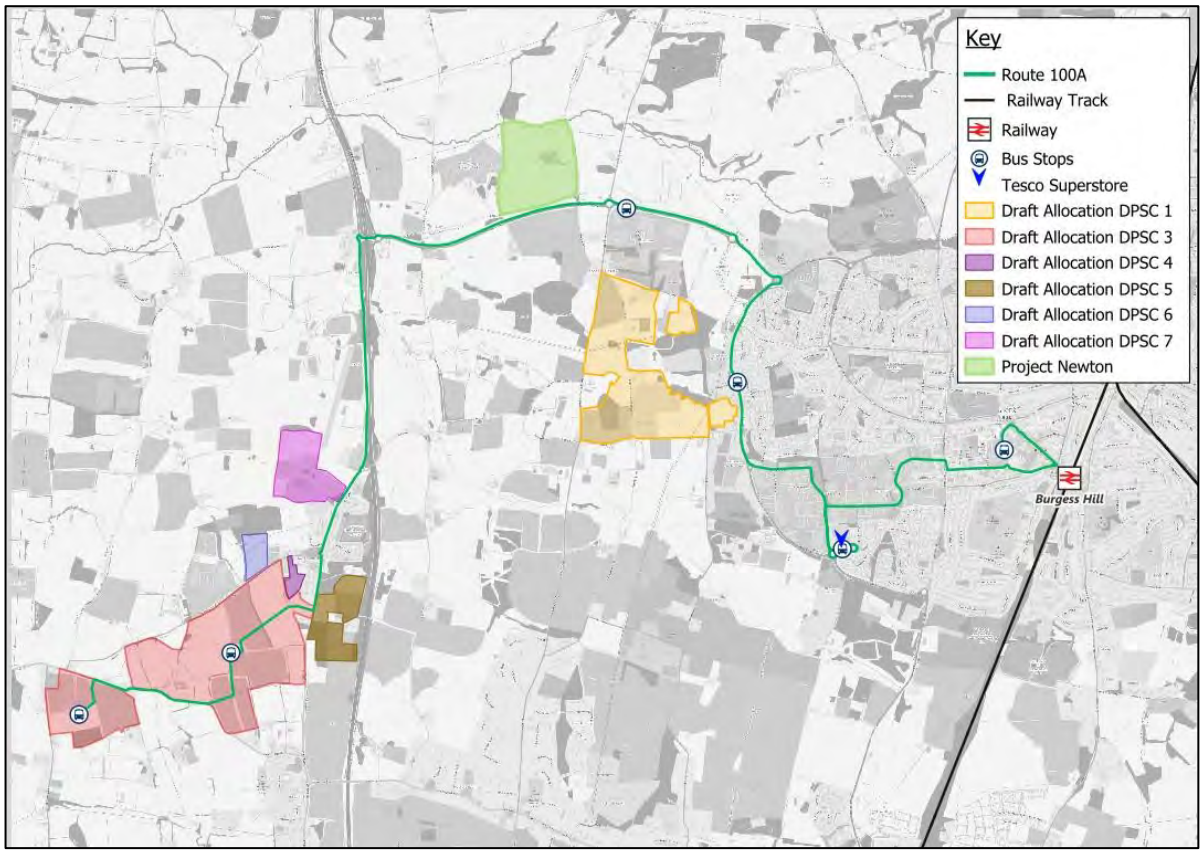
4.24 An initial bus strategy[41] has been developed for the site and is provided in in **Appendix F**. The emerging strategy identifies potential new routes together with a preliminary viability assessment as well as identifying the possible diversion of existing route should the operators identify sufficient demand. A summary of the emerging strategy is set out below.

[38] Section 2.2 of the West Sussex Bus Service Improvement Plan
[39] https://www.nomisweb.co.uk/
[40] Location of usual residence and place of work by method of travel to work (MSOA level)
[41] TN07B, Technical Note – Bus Strategy, July 2024

New Bus Service

4.25 Building on our discussions with both the Highway Authority and the operator of the existing 100 bus service (Compass Travel), we have prepared two possible express bus route diagrams that could form the basis of future inter-allocation discussions. The first option could be implemented prior to a nearby draft allocated site (**DPSC1**) coming forward, as shown in **Figure 4.3**. The proposed express route has minimal stops to reduce the potential for competition with the existing services. Additional stops may be required within the site to ensure that a maximum walking distance of 400m is achieved to a bus stop, however this will be confirmed as part of a future planning application.

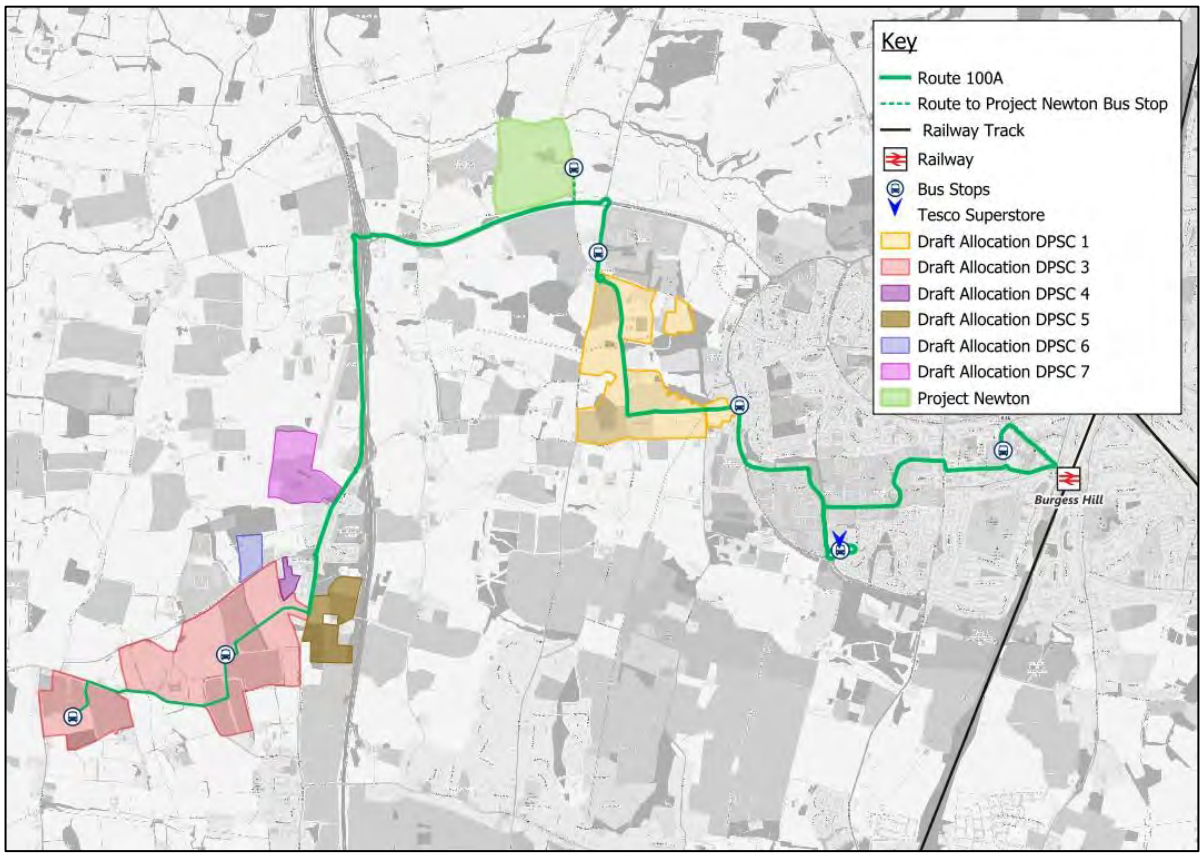
Figure 4.3 Initial Bus Service



Source: © OpenStreetMap Contributors

4.26 The second express route could be implemented once DPSC1 has come forward and a route through the site can be facilitated. A preliminary version of this route is shown in **Figure 4.4**.

Figure 4.4 Long-term Express Bus Route



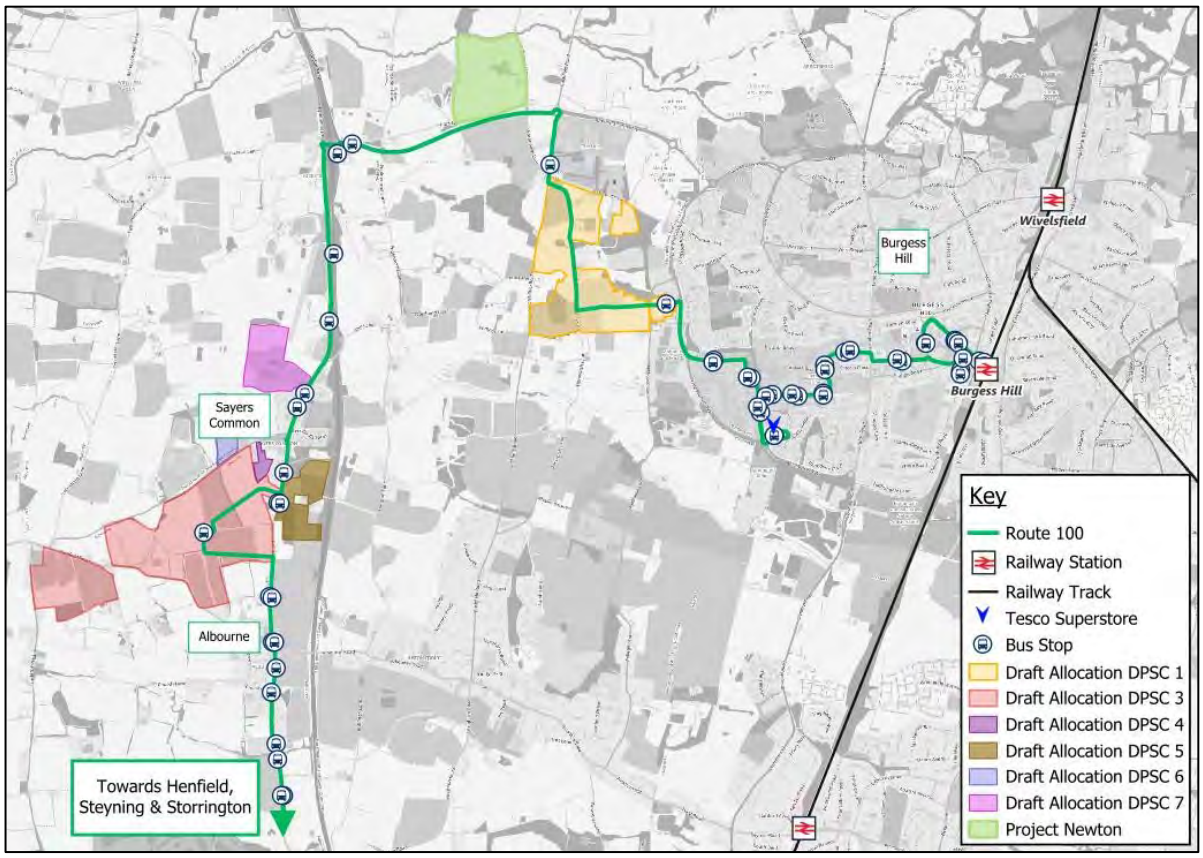
Source: © OpenStreetMap Contributors

4.27 As set out above, the routes shown are indicative only and would form the basis of future discussions with the relevant land promoters, bus operators, WSCC, and other stakeholders.

Possible 100 Bus Route Diversion

4.28 In addition to the above, we consider that the existing 100 bus service could be diverted along the allocations dedicated Sustainable Travel Corridor and through the eastern parcel of the site via the neighbourhood centre providing the majority of the site with direct access to the service. This potential diversion is shown in **Figure 4.5** and would maximise the potential for travel by public transport.

Figure 4.5 Potential 100 Bus Route Diversion



Source: © OpenStreetMap Contributors

4.29 Notwithstanding this, our initial discussions with the Compass Travel suggest a reluctance to divert the service, and should this position be retained then alternative arrangements (such as an increased frequency to the proposed 100A service) would be investigated and are set out within this Technical Note.

4.30 Similarly, it is possible that the 273 bus service could be diverted into the DPSC3 site utilising the same "loop" as that identified for the 100 in **Figure 4.5**. The diversion of this service would improve access by public transport to Brighton and Crawley.

4.31 Whilst to date Compass Travel have not been supportive of a diversion of the 100 bus service, we will continue to work in collaboration with them to ensure that a desirable outcome which prioritises residents needs is brought forward. To enable this, we have continued to allow for a Sustainable Travel Corridor link to be provided to future proof this possibility and to the benefit of active travel modes.

Demand Responsive Transport

4.32 Following our engagement with WSCC we understand that there is a desire for the scheme to support their Digital Demand Responsive Transport (**DDRT**) scheme.

4.33 We agree that our site should explore ways to rolling out DDRT as part of the travel strategy for Sayers Common.

Project Newton Services

4.34 In addition to the above opportunities identified, we anticipate that the development of Project Newton would likely bring forward additional bus services locally. Opportunities to expand upon these services will be considered at a later date as part of the bus strategy developed for the planning applications.

Masterplanning

4.35 When masterplanning DPSC3, an allowance will need to be made for a bus route through the site connecting to the urban centres. The route will be designed to ensure that each dwelling is within 400m of a bus stop in accordance with CIHT's[42] prescribed recommended walking distances for different purpose bus routes, shown in **Figure 4.6** below.

Figure 4.6 Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

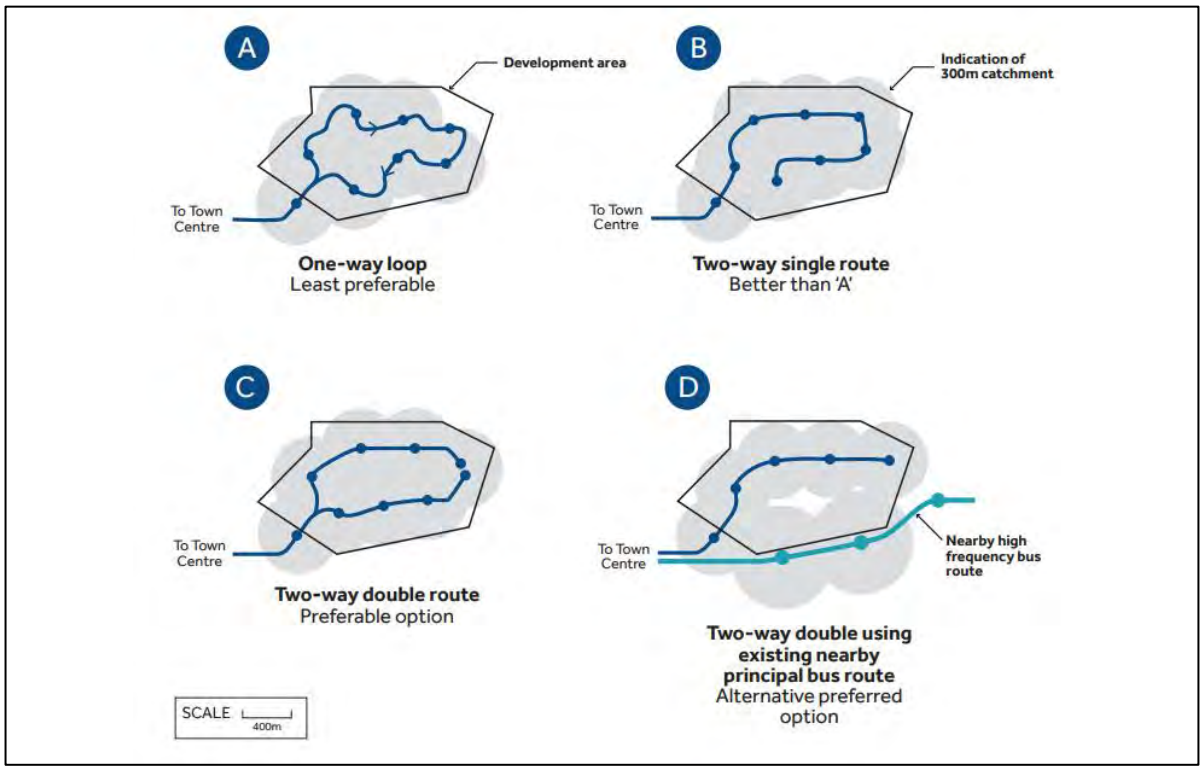
Source: CIHT Buses in Urban Developments

4.36 With regards to the distances, it is considered that the growth of real time bus information has likely extended the catchment of bus stops with less frequent services due to the ability to time your arrival at the stop to meet the bus. In this context our site will aim to provide a bus stops within 400m catchment of each bus stop, with a maximum walking distance of 500m where this is not achievable.

4.37 Focusing on the route through the site, the CIHT sets out four possible arrangements for internal bus routes as set out below in **Figure 4.7**. It states that "*Direct routes (C and D) are preferable to loops. One-way loops particularly should be avoided (A)*"[43] and that "*The development should have sufficient density and/ or land use mix to support high-quality services*" [44].

[42] Buses In Urban Developments, CIHT (January 2018)
[43] Figure 7 of CIHT Buses in Urban Developments
[44] Figure 7 of CIHT Buses in Urban Developments

Figure 4.7 CIHT's Achieving easy access to stops – theoretical example



Source: CIHT Buses in Urban Developments

4.38 In this context we are seeking to implement a bus strategy which falls between option B and D, with a high frequency service provided to the site and supporting a lower frequency service adjacent to the site (the existing 100 and 273 services).

4.39 Congestion is one of the largest threats to the provision of a punctual and reliable bus service. It is therefore directly related to the attractiveness of a service to passengers and success or failure of a service. To protect the bus network from congestion bus priority measures such as bus gates, bus lanes, and on-line bus stops will need to be provided as appropriate. Bus stops will also be provided with shelters, network maps and a display on how to obtain real-time information to maximise the ease of use.

Mobility hubs

4.40 Mobility hubs are defined as "*recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller*"[45]. They represent a nodal point on the highway network where the integration of various modes of travel can occur.

[45] CoMoUk Mobility Hubs Guidance (2019/20)

4.41 Mobility hubs will be provided in the urban centres and will form a critical part of the sustainable transport strategy. Whilst the introduction of Mobility Hubs to the UK is relatively recent, they were first introduced in mainland Europe, their aim is to create spaces that have been designed to provide a location for public and shared mobility modes, as well as to provide a place of connectivity of between different modes of transport including walking, bike hire, car clubs and bus services.

4.42 Mobility hubs work well in central, town centre locations and provide access to a variety of modes of travel for residents, businesses, employees, and visitors. Mobility Hubs can have a range of different components which can be split into four distinct categories as identified below:

- A1 Mobility Components (Public Transport);
- A2 Mobility Components;
- B Mobility Related Components; and
- C Non-Mobility and Urban Realm Components.[46]

4.43 The provision of mobility hubs is supported by WSCC's Bus Service Improvement Plan which identifies them as one of the proposals to make bus services more attractive and thereby frequent[47]. As noted within the document, mobility hubs have the potential to "attract passengers who may need to wait for services or change services"[48]. It also states that "*Mobility hubs have three key characteristics:*

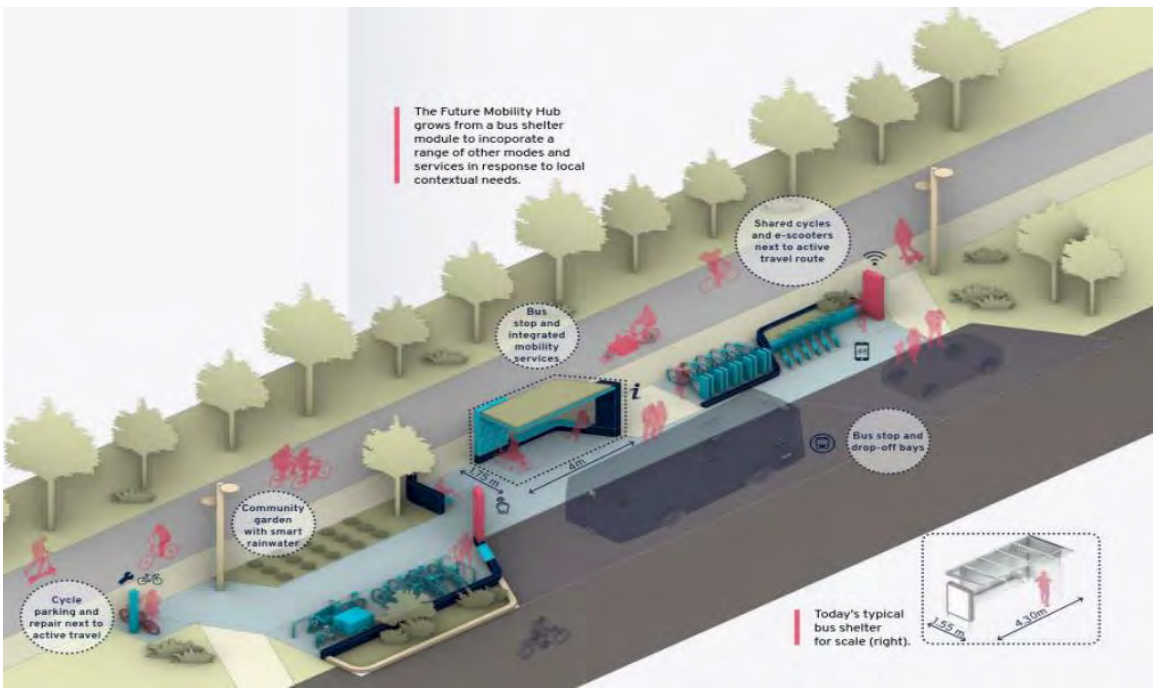
- *Co-location of public and shared mobility modes,*
- *The redesign of space to reduce private car space and improve the surrounding public realm,*
- *A pillar or sign which identifies the space as mobility hub which is part of a wider network and ideally provides digital travel information."*[49]

4.44 Examples of the Rural and Suburban Mobility Hubs as set out within WSCC's Bus Service Improvement Plan are provided below in **Figure 4.8**.

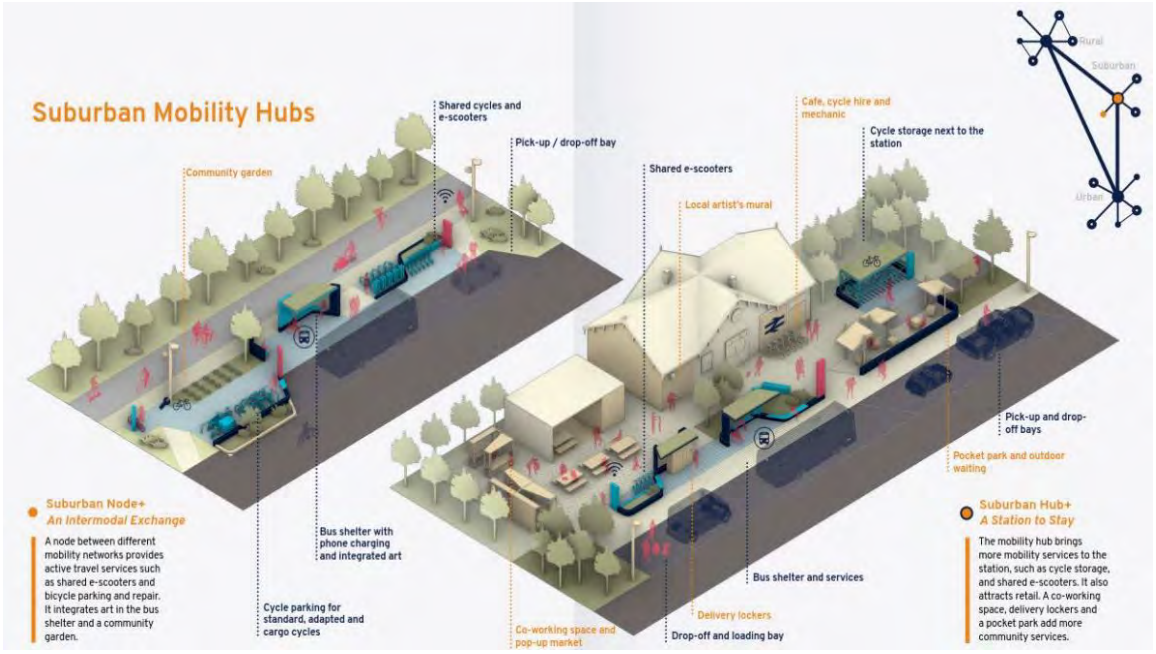
[46] https://como.org.uk/wp-content/uploads/2019/10/Mobility-Hub-Guide-241019-final.pdf
[47] Page 10 of the West Sussex County Council Bus Service Improvement Plan
[48] Page 44 of the West Sussex County Council Bus Service Improvement Plan
[49] Page 46 of the West Sussex County Council Bus Service Improvement Plan

Figure 4.8 WSCC's Mobility Hub Examples

Rural Mobility Hub Example



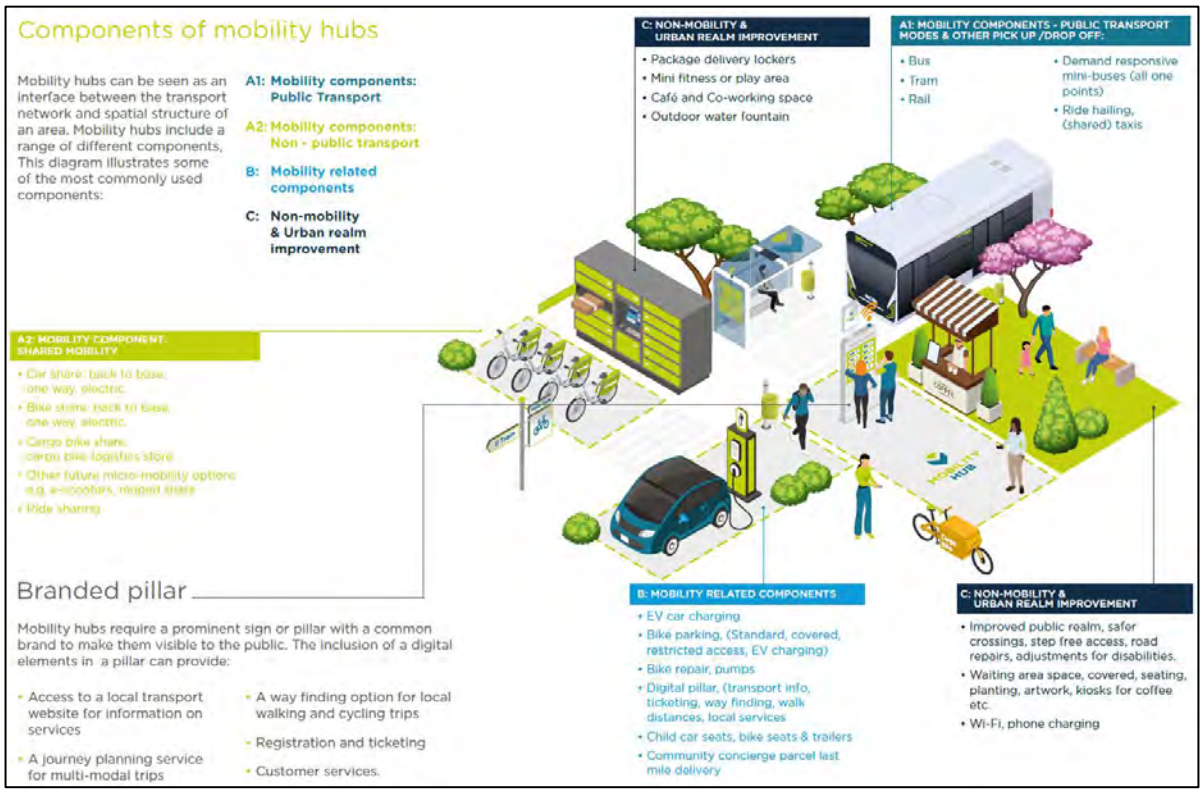
Suburban Mobility Hubs Examples



Source: Page 47 of WSCC's Bus Service Improvement Plan

4.45 In addition to the WSCC examples set out above, CoMoUK provides the following which identifies the key features include parcel lockers, car club spaces, electric vehicle charging points and cycle hire lockers.

Figure 4.9 Components of a Mobility Hub



Source: CoMoUk Mobility Hubs Guidance (2019/20)

4.46 As illustrated public transport should be integrated into mobility hubs. In suburban areas particularly, they can perform a sustainable 'first or last mile' connection to the nearest bus or railway services. Opportunities exist to connect the site to the surrounding towns and villages with existing or new bus services running from the mobility hub to places such as Burgess Hill, Hassocks or Brighton.

4.47 An example of a small mobility hub in the UK can be seen in **Figure 4.10**.

Figure 4.10 Mobility Hub Example – Seabrook Orchards Development, Exeter

Source: https://www.como.org.uk/mobility-hubs/built-and-planned-hubs

Parking

4.48 In order to encourage future residents to travel by sustainable modes of transport rather than by car, it could be beneficial to omit driveway parking from the vast majority of dwellings as well as applying a low parking standard across the site. On-street parking should also be restricted to short stays and blue badge holders. A shared car park, with an element of secure car parking such as garages, would then be provided within each local neighbourhood for residents to park their vehicles. Therefore, if carrying out day-to-day trips such as travelling to the shops by sustainable means is more convenient than walking to the local car park to retrieve their vehicle this should reduce the reliance on travelling by car. This however relies on an efficient and attractive sustainable transport network being in place as discussed in the previous chapter.

4.49 The UK Government's Road to Zero policy requires for all new cars and vans to be zero emission by 2040[50]. In keeping with this target, electric vehicle charging infrastructure will need to be provided for all parking spaces within the site. Notably, West Sussex County Council currently set out minimum policy requirements that "'*Active' charging points for electric vehicles should be provided at a minimum*

[50] The Road to Zero, Department for Transport (July 2018)

of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future"[51]. Notwithstanding this, the allocation will comply with Building Regulations Part S "*Infrastructure for the charging of electric vehicles*"[52], which is more onerous.

4.50 Cycle parking provision for the development proposals would be provided in accordance with the relevant standards to encourage cycle use. Additionally, cycle parking will be provided at both mobility and cycle hubs in key locations to ensure that cycle parking is not considered to be a barrier to travel by bike. Cycle parking at mobility hubs will be covered where possible to maximise its attractiveness.

4.51 Parking for car clubs will also be provided throughout the development including at key attractors such as the local centres and mobility hubs. Consideration will also be given to further car club bays throughout Burgess Hill and Hassocks to ensure its sustainability.

Cargo

4.52 Cargo bikes are becoming an increasingly popular mode of transport for carrying heavier loads such as delivering goods or transporting children to and from school.

4.53 As illustrated in **Figure 4.9** above there is the potential to include facilities for cargo bikes at mobility hubs in the form of rentable cargo bikes and parcel consolidation/collection points. This provides residents with the opportunity to carry out day-to-day trips without the need to use their car.

4.54 There is also opportunity to explore cargo bikes infrastructure on a wider scale. Cargo logistics hubs are distribution centres whereby parcels are delivered by cargo bikes to homes or businesses. For example, Amazon have recently introduced a cargo distribution hub in the City of London, where all deliveries within a 2 kilometres radius of the hub will be made without the need for motorised freight vehicles[53].

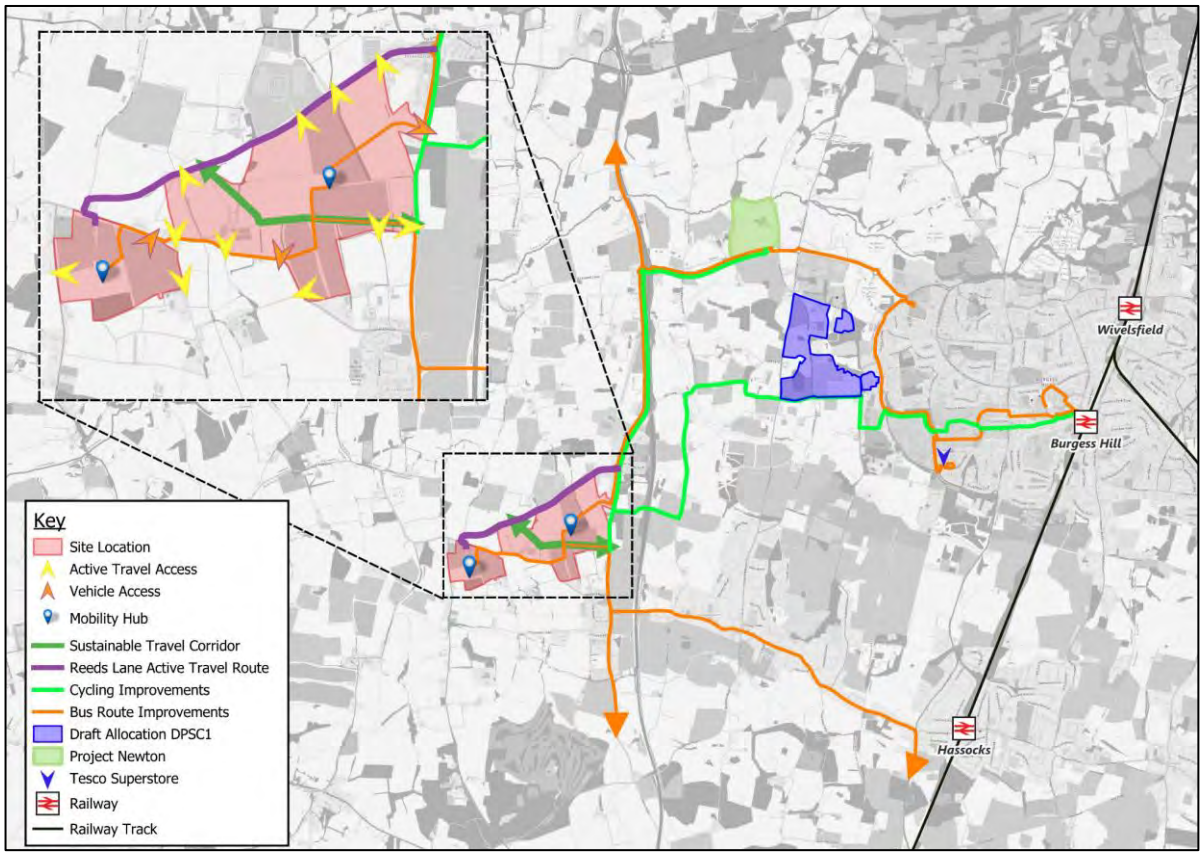
4.55 Research has identified that the introduction of cargo bikes is linked to the objective of improving traffic flow by reducing the disruptive effects of delivery vans stopping on the highway[54]. In addition, there are associated improvements to air quality using electric cargo bikes rather than petrol or hybrid vehicles. In turn, there will be the potential to explore providing a cargo distribution hub within the site through discussion with local delivery couriers.

[51] Paragraph 4.7 of Guidance on Parking at New Developments, West Sussex County Council (September 2020)
[52] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1057375/AD_S.pdf
[53] https://road.cc/content/news/city-replace-car-park-spaces-cargo-bike-delivery-hub-279331
[54] Paragraph 5.5.4 of Planning of Cargo Bikes, Otto-von-Guericke-Universität Magdeburg

5 Site Access Strategy

5.1 In the context of the vision and constraints set out within this Report, the site access strategy presented in **Figure 5.1** (with a full copy provided in **Appendix G**) has been developed.

Figure 5.1 Access Strategy



Source: © OpenStreetMap Contributors
*Notes: Full resolution provided in **Appendix G***

5.2 Preliminary designs of the local off-site improvements are presented in **Appendix H**, with details of the proposals provided below.

Pedestrian and Cycle Access

5.3 Pedestrian linkages out of the site to existing infrastructure will be provided, and a new active travel corridor is proposed to be provided along Reeds Lane west of the Avtrade Headquarters allowing the road to become a no through route. The route will provide a dedicated footway for pedestrians, and utilise passing places where necessary to achieve a safe and active travel focussed environment. Cyclists will be expected to cycle within the carriageway which would be appropriate given the low number of movements (once the no-through route was put in place). Access to Reeds Lane from the site will be provided for pedestrian, cyclist, and emergency services (if necessary) only.

5.4 To the northeast of Reeds Lane a connection will be made to the existing pedestrian footway providing a link for residents into Sayers Common, and conversely for existing residents to access the new facilities within the DPSC3.

5.5 To the east of the site a crossing will be provided on the western and northern arms of the proposed London Road (the B2118) junction providing access for pedestrians to the existing pedestrian footway into Albourne and Sayers Common.

5.6 Two crossing facilities will be provided on Henfield Road. The first will be located adjacent to Twineham Lane to enable access to the Reeds Lane active travel route from the western parcel of the site. The second will be provided in the vicinity of the proposed vehicular access to the western parcel, with a pedestrian refuge provided within the ghost island priority junction. The second crossing will provide access to a new 2m wide footway running along the northern side of Henfield Road and providing a link between the two development parcels and to the benefit of the existing properties on Henfield Road.

5.7 The current proposed arrangements are shown in **Appendix H**.

Existing Local Highway Network

5.8 A review of the existing highway network has been undertaken focusing on the key links through the site and the connections to the strategic road network beyond.

5.9 The B2116 is the highest quality road bisecting the site and links the A23 to the east and London Road (the A281) to the west. The route towards the A23 is typically narrow with carriageway broadly 6m in width with narrow verges. It is unlikely that this road needs to be widened within the existing highway boundary to accommodate additional trips from the proposed development.

5.10 Reeds Lane runs southwest to northeast linking Sayers Common to the B2116 (via Twineham Lane). Its carriageway width varies between circa 5-6m and again limited verges are provided on either site. Contrary to widening as discussed previously its closure for through traffic has been considered as part of the proposed allocation.

Proposed Vehicular Access

5.11 The new access junctions to the development have been designed with ATE in mind, which in their advice note states that "*all new or improved junctions should be designed in line with the movement hierarchy: people walking/wheeling, followed by cyclists, public transport users, then freight and private*

motor vehicles" [55]. The emerging Masterplan and access locations have been determined to maximise the permeability of the site by active and shared modes of travel, prioritising routes that lower the reliance on the private car.

5.12 All of the accesses provided will be suitable for buses to access the site, with further designs to be undertaken during the planning application stage with the benefit of topographical survey information and an agreed cross-section for the internal link roads.

Eastern Parcel Primary Access

5.13 The primary access to the eastern parcel will be taken from the eastern boundary onto the London Road (the B2118). Initially a roundabout design had been considered with both three-arm and four-arm (allowing for access to DPSC5 on the opposite side of London Road) designs prepared. These designs are provided in **Appendix H** and **Appendix I**.

5.14 Following a meeting with the promotors of DPSC5 it was understood that the retention of the two existing Oak trees on the site frontage shown in **Figure 5.2** was desired.

Figure 5.2 Existing London Road DPSC5 Oak Trees

Oak Tree 1 (within the Public Highway)	Oak Tree 2 (within DPSC5 boundary)

Source: Site visit on 15 April 2024

5.15 In this context two alternate arrangements have been considered including a ghost island priority junction which could provide interim access to the site should DPSC5 not come forward in a timely manner. A preliminary design of this arrangement is presented in **Appendix J**. This approach is our current preferred short-term arrangement (assuming our site comes forward before DPSC5).

[55] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1165492/active-travel-england-standing-advice-note-active-travel-and-sustainable-development.pdf

5.16 The second alternative is a signal-controlled crossroad which could provide access to both DPSC3 and DPSC5 whilst retaining the two oak trees set out above. It is considered that a signal-controlled junction could provide significantly better pedestrian and cycle linkages whilst also enabling bus priority if required. A preliminary design of this junction has been prepared and is contained within **Appendix K**. This is our current preferred long-term arrangement.

Eastern Parcel Secondary Access

5.17 Secondary access to the eastern parcel will be taken from Henfield Road on the southern boundary via a priority junction with a ghost island right turn lane. To achieve this access, and in the context of the new urban environment that will be created along Henfield Road, the existing speed limit will be reduced from 60mph to 40mph from the existing speed limit change circa 140m west of the existing boundary of Albourne to a point circa 50m west of the junction of Henfield Road and Truslers Hill Lane. This arrangement is shown in our drawing 2109-016 SK16-2 provided in **Appendix H**.

Eastern Parcel Bus Access

5.18 As set out previously, a dedicated bus link will be provided from London Road (the B2118) to the development link road via the proposed sustainable travel corridor within the site. At its junction with the London Road (the B2118) the access will be provided as a signal-controlled T-junction enabling the implementation of bus priority. A preliminary design of the proposed access arrangement is shown in **Appendix H**.

Western Parcel Access

5.19 Access to the western parcel of the site will be taken from a new priority junction on Henfield Road with a ghost island right turn lane. The ghost island will also allow for a new pedestrian refuge to be provided enabling a new pedestrian connection to be made between the two parcels as set out previously. This arrangement is shown in our drawing 2109-016 SK16-3 provided in **Appendix H**.

6 Trip Generation – Scenario 1

6.1 In the context of Decide and Provide three scenarios for the potential trip generation of the site have been considered as set out below:

- **Scenario 1** – A DfT Scenario 1 approach based on the trip rates set out below;
- **Scenario 2** – An extrapolated trip rates scenarios demonstrating the vision for the site in 2039 allowing for the downward trend in trip rates as seen in the TRICS database and in the NTS data; and
- **Scenario 3** – An extension of scenario 2 to allow for a greater level of internalisation, increased working from home and the low/ zero carbon initiatives.

6.2 These scenarios have been discussed and agreed in principle with the Highway Authority, with updated trip rates provided within this Mobility Strategy to reflect the amendments requested in early 2024. In particular, this resulted in the inclusion of 30% affordable flats and houses within the calculations set out below.

6.3 Additionally, the trip rates identified have sought to allow for the variety of measures set out within this mobility strategy.

Development Assumptions and Trip Rates

6.4 As the scale of a development increases so does the complexity in determining its potential impact. To determine the possible trip generation of the proposed allocation reference has been made to the TRICS database.

6.5 A combination of trip rates obtained from the TRICS database and assumptions relating to the quantity of trips that are linked, either with other uses or with the trips associated with the residential dwellings, has been used to determine the likely trip generation of the proposed allocation.

6.6 It is envisaged that the future allocation would provide the following:

Table 6.1 Assumed Development

Land Use	Expected Allocation
Residential (Houses)	1,580
Residential (Flats)	420
Primary School (forms of entry)	2FE*
Secondary School (forms of entry)	4FE*
Retail (m^2 GFA)	3,000
Commercial (m^2 GFA)	9,000 Class E
Community (m^2 GFA)	1,000

Source: Berkeley Latimer

Notes: based on 21% flats

** = based on 30 per class (and 2FE for sixth form)*

The above split is consistent with the emerging policy and makes no allowance for extra care residential provision as a worst case.

6.7 In the absence of a breakdown of specific commercial uses the assumptions set out within Table 6.2 have been made.

Table 6.2 Commercial Land Use Assumptions

Use	Scale
Other Local Convenience Store	1,500m^2
Nursery	2,000m^2
Restaurant	3,000m^2
GP	500m^2
Dentist	500m^2
Office	1,500m^2
Total	***9,000m^2***

6.8 The TRICS Reports used within this Technical Note to inform the analysis is contained within **Appendix L**.

6.9 Trip rates were extracted for the land use assumptions above using the following parameters:

- Land Uses: 01 Retail – A - Food Super Store / O - Convenience Store;
  02- Employment – A - Office;
  03 Residential – A - Houses Privately Owned / B Affordable Houses / C - Flats Privately Owned / D - Affordable Flats;
  04 – Education – A - Primary / B – Secondary;
  05 – Health – G – GP Surgeries / J – Dental Surgeries;

06 – Hotel, Food & Drink – B – Hotel Food & Drink;
07 – Leisure – Q - Community Centre;

- Regions: Regions in England including: South East, South West, East Anglia, East Midlands, West Midlands, Yorkshire & North Lincolnshire, North West and North;
- Survey Type: Multi-modal;
- Location Types: Neighbourhood Centre and Edge of Town; and
- Weekdays to include Monday – Friday.

6.10 We note that due to the lack of affordable houses/ flats multi-modal surveys available in the TRICS database, trips for "Privately Owned Houses" and "Privately Owned Flats" were used as a proxy for pedestrian, cyclist and public transport user trip generation.

Multi-modal Trip Generation – Scenario 1

Pedestrian Trips

6.11 Utilising the TRICS reports contained within **Appendix L** the pedestrian trip generation of each land use has been individually calculated as set out in Table 6.3.

Table 6.3 Individual Pedestrian Trip Generation

Land Use	Scale	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Residential – Houses	*1,580 units*	47	142	190	62	49	11
Residential – Flats	*420 units*	26	50	76	37	11	47
Primary School	*420 pupils*	198	64	262	6	11	16
Secondary School	*720 pupils*	215	4	219	1	2	4
Retail – Food Store	*3,000m²*	33	32	64	32	34	66
Community Centre	*1 hectare*	3	0	3	0	0	0
Office	*1,500m²*	2	-	2	0	2	2
Local Convenience Store	*1,500m²*	107	104	210	80	72	152
Nursery	*2,000m²*	67	32	99	18	23	41
Restaurant	*3,000m²*	0	0	0	28	22	50
GP	*500m²*	4	3	7	2	4	6
Dentist	*500m²*	2	2	4	0	0	0
Total		*704*	*433*	*1136*	*266*	*230*	*395*

*Source: Based on the TRICS data contained within **Appendix L***
Notes: Makes no allowance for trip linking between different uses

Due to the lack of affordable houses / flats multi-modal surveys available on TRICS, trips for "Privately Owned Houses" and "Privately Owned Flats" were used as a proxy.

Cycle Trips

6.12 Utilising the TRICS reports contained within **Appendix L** the cycle trip generation of each land use has been individually calculated as set out in Table 6.4.

Table 6.4 Individual Cycle Trip Generation

Land Use	Scale	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Residential – Houses	*1,580 units*	6	22	28	13	8	21
Residential – Flats	*420 units*	0	6	6	6	0	6
Primary School	*420 pupils*	12	1	13	3	2	5
Secondary School	*720 pupils*	11	0	11	1	0	1
Retail – Food Store	*3,000m²*	4	3	6	3	3	6
Community Centre	*1 hectare*	N/A	N/A	N/A	N/A	N/A	N/A
Office	*1,500m²*	1	0	1	0	1	1
Retail – Convenience Store	*1,500m²*	5	4	9	3	5	8
Nursery	*2,000m²*	15	6	20	0	0	0
Restaurant	*3,000m²*	N/A	N/A	N/A	N/A	N/A	N/A
GP	*500m²*	2	0	2	0	1	2
Dentist	*500m²*	2	0	2	0	0	0
Total		*58*	*42*	*98*	*29*	*20*	*50*

*Source: Based on the TRICS data contained within **Appendix L***
Notes: Makes no allowance for trip linking between different uses
Due to the lack of affordable houses / flats multi-modal surveys available on TRICS, trips for "Privately Owned Houses" and "Privately Owned Flats" were used as a proxy.

Public Transport Trips

6.13 Utilising the TRICS reports contained within **Appendix L** the public transport trip generation of each land use has been individually calculated as set out in Table 6.5.

Table 6.5 Individual Public Transport Trip Generation

Land Use	Scale	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Residential – Houses	*1,580 units*	4	47	52	30	5	35
Residential – Flats	*420 units*	0	34	34	24	6	30
Primary School	*420 pupils*	30	17	47	0	0	0
Secondary School	*720 pupils*	121	1	122	0	0	0
Retail – Food Store	*3,000m²*	10	7	17	8	7	15
Community Centre	*1 hectare*	0	0	0	0	0	0
Office	*1,500m²*	2	0	2	0	2	2
Retail – Convenience Store	*1,500m²*	7	6	13	6	5	11
Nursery	*2,000m²*	18	15	32	0	3	3
Restaurant	*3,000m²*	0	0	0	11	0	11
GP	*500m²*	2	1	3	1	1	2
Dentist	*500m²*	4	-	4	0	2	2
Total		*198*	*128*	*326*	*80*	*31*	*111*

*Source: Based on the TRICS data contained within **Appendix L***

Notes: Makes no allowance for trip linking between different uses

Vehicular Trip Generation – Scenario 1

6.14 Utilising the TRICS reports contained within **Appendix L** the trip generation of each land use has been individually calculated and a summary of this is set out in Table 6.6.

Table 6.6 Individual Vehicular Trip Generation

Land Use	Scale	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Residential – Houses	*1,580*	132	340	472	313	151	464
Residential – Flats	*420 units*	20	45	65	47	22	69
Primary School	*420 pupils*	158	139	297	8	15	23
Secondary School	*720 pupils*	184	145	328	14	16	30
Retail – Food Store	*3,000m²*	49	42	91	90	93	183
Community Centre	*1 hectare*	8	5	13	0	0	0
Office	*1,500m²*	27	2	29	1	21	22
Retail – Convenience	*1,500m²*	96	92	188	122	131	252
Nursery	*2,000m²*	55	53	108	18	23	41
Restaurant	*3,000m²*	0	0	0	22	0	22
GP	*500m²*	15	7	22	7	12	18
Dentist	*500m²*	8	2	10	0	6	6
Total		*753*	*871*	*1,624*	*641*	*489*	*1,130*

Source: Based on the TRICS data contained within ***Appendix L***

6.15 As shown, without accounting for any interaction between the various uses the proposed land uses could, in isolation, be expected to generate a total of circa 1,624 vehicular movements in the morning peak hour and circa 1,130 vehicular movements in the evening peak hour.

Primary and Non-Primary Trips

6.16 Given the scale of the development proposals it is reasonable to assume that some of the trips identified will be linked and a large degree of double counting will be present in the numbers set out above. For example, a resident leaving their house in the morning, could pop into the local shop or drop off their kids to school, before continuing their journey to work.

6.17 For the purpose of this Technical Note the following definitions have been determined with reference to TRICS Research Report 95/2 Pass-by & diverted Traffic:

- **Primary Trips:** Primary Trips have the same origin prior to visiting the site as destination on leaving the site. For example, a commute from home to work before returning directly home in the evening would be classed as two primary trips.

- **Linked Trips:** All linked trips are part of a chain of trips in which the visit to one use forms an intermediate point between two trip ends. For example, a commute from home to work via a primary school to drop off a child would be a linked trip.

6.18 We note that our adjustments for primary and linked trips were only applied to trips undertaken by car or van in order to focus on the vehicle impact generated by the development

6.19 Table 6.7 sets out the assumptions made in this Mobility Strategy relating to the proportion of primary trips for each land use.

Table 6.7 Assumed Primary Trip Proportions

Land Use	Proportion of Primary Trips	Notes
Residential	N/A	N/A
Primary School	50%	Based on an assumption that half of all trips would be undertaken by pupils attending the school or teachers at the school and therefore would be classed as primary, with the remaining trips undertaken by an adult
Secondary School	75%	Based on an assumption that more pupils and students will travel to Secondary School on their own. The 2014 National Travel Survey[56] states that 31% of children agreed 11 to 13 are accompanied to school by an adult, and this is only likely to fall for older children
Office	90%	The National Travel Survey trip chaining 2002-2014[57] identified that 88% of trips to work are primary
Library	50%	Based on an assumption that Libraries will be provided in local centres and trips will therefore be linked with other services / amenities.
Dentist	90%	Trips to medical services are considered to be primarily primary trips either by staff travelling to work (see above) or by patients travelling to the facility
GP	90%	
Community Centre	90%	Assumption based on evening events for local residents and staff
Nursery	50%	Assumption based on some parents travelling on from Nursery to other attractors (for example workplaces)
Restaurant	50%	Based on an assumption that trips to a restaurant only would likely be linked with other leisure or work activities
Leisure Centre	90%	Assumption based on use by local residents and staff for larger venues. If these come forward as gym type uses then the proportion of linked trips may increase
Local Shops	20%	Based on recent experience with other authorities
Retail – Food Store	75%	Based on an assumption that these would represent larger food retail superstores where people would undertake larger 'weekly' shops. The purchase of chilled and frozen food stopping the ability to link a trip with another use
Industrial Estate	90%	The National Travel Survey trip chaining 2002-2014[58] identified that 88% of trips to work are primary
Retail – Convenience Store	20%	Based on recent experience with other authorities

Notes: All residential trips are assumed to be primary

[56] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf
[57] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509447/nts-trip-chaining.pdf
[58] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509447/nts-trip-chaining.pdf

6.20 The resultant non-residential primary and non-primary (linked) trips are shown in **Appendix M**.

Internal and External Trips

6.21 Finally, a differentiation has been made between internal and external trips based on the assumptions outlined below.

Retail

6.22 It is considered that the retail elements proposed will be primarily focused on serving the new residential dwellings and therefore 95% of the trip generation of the convenience stores and local shops proposed is assumed to be linked to a residential trip.

6.23 For the larger retail stores it is considered that there will be a degree of diverting trips from existing villages within the area and that they would have a wider catchment than the smaller offerings. To assess a worst-case, it has been assumed that only 50% of these trips would be linked to a residential trip from the development.

Education

6.24 The majority of the trips associated with education facilities are related to the pupils / students attending. The National Travel Survey states that circa 75% of trips by children to a primary school are under two miles[59], whilst for secondary school children this percentage decreases to circa 49%. It is also considered that there will be a degree of trips being diverted from other local primary schools for residents of the existing villages within the area.

6.25 In the context of the above it has been assumed that 95% of trips associated with the primary school are linked to a residential trip. We note that the potential catchment outside of the site (DPSC3) is rural in nature. Therefore, trips currently associated with other schools will likely be diverted from schools further away which would not be new to the network.

6.26 DPSC3 will also be within walking distance of the other Sayers Common allocations[60] set out in the Mid Sussex District Plan which will comprise circa 2,500 dwellings.

[59] Based on 2019 data for children aged 5-10 years contained within Table NTS0614
[60] DPSC4 (33 dwellings), DPSC5 (210 dwellings), DPSC6 (100 dwellings), and DPSC7 (200 dwellings)

6.27 Notwithstanding the above, for robustness, it will be assumed that 90% of trips associated with the primary school are linked to a residential trip.

6.28 For secondary schools it is assumed that this proportion will decrease to 75%, with the larger catchment and increased quantity of staff.

6.29 Turning to nursery travel, it has been assumed that 75% of these trips would be associated with the proposed dwellings.

Community Centre

6.30 Whilst the community centre will likely be focused on providing services to the new residents it is acknowledged that some events may draw visitors from other villages locally. In this context it has been assumed that 90% of the trips generated by this land use will be linked to the residential dwellings.

Leisure

6.31 With regards to restaurants, it is acknowledged that there is the potential for the allocated site to become a destination in itself and thereby attract custom from other local villages. To assess a worst-case, it has therefore been assumed that only 50% of these trips would be associated with the dwellings proposed.

Office

6.32 For the purpose of this exercise, it has been assumed that 75% of employees in the proposed office floorspace would reside within the allocated site, with the remaining 25% travelling in from other settlements. This assumption has been derived in the context of the following:

- An assumption that the site will be brought forward in the context of Garden City principles minimising the need to travel to work elsewhere;
- An assumption that the office spaces identified will be brought forward as facilities allowing for desk renting on an individual basis (i.e. office pods), thereby targeting people who require a desk to work locally.

Health

6.33 With regards to the GP and Dentist floorspace identified, both sites will include on-site parking restrictions, discouraging car trips to the site. We note that any off-site trips will likely originate from trips already present in the network as visitors are likely to travel to the closest surgery available, therefore reducing journey distances. On that basis it has been assumed that 95% of these trips would be undertaken by residents of the allocated site.

6.34 Utilising the assumptions above, the internal and external trips associated with site have been calculated and are summarised below in Table 6.8. We anticipate that the internal trips will primarily be undertaken by active and sustainable modes given the distances involved of travel rather than by the private car. We note that no allowance has been made for the linking of servicing trips within the proposed allocation, and therefore each delivery is assumed to be undertaken in isolation.

Table 6.8 Trip Generation – Internal and External Vehicle Trips – Scenario 1

Trip Type	08:00-09:00			17:00-18:00		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
External	68	330	398	416	166	582
Internal	222	290	512	141	114	254
Total	*290*	*620*	*910*	*557*	*279*	*836*

6.35 On the basis of the above, the resultant vehicular trip rates per dwelling have been calculated as set out in Table 6.9 below. It should be noted that the trip rates presented are inherently linked to the mix and scale of land uses proposed and therefore should be applied to this development schedule only.

Table 6.9 Resultant Trip Rates per Dwelling – Internal and External Vehicle Trips – Scenario 1

Trip Type	08:00-09:00			17:00-18:00		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
External	0.03	0.17	0.20	0.21	0.08	0.29
Internal	0.11	0.14	0.26	0.07	0.06	0.13
Total	*0.15*	*0.31*	*0.46*	*0.28*	*0.14*	*0.42*

6.36 Utilising this methodology the external trip generation of the development proposals in the morning peak hour would equate to circa 910 two-way vehicular movements in the morning peak hour, of which 398 would be external, and circa 836 two-way vehicular movements in the evening peak hour,

of which 582 would be external. Focusing on the level of equivalent internalisation resulting from the calculations set out above the percentages set out in Table 6.10.

Table 6.10 Daily Internalisation Percentage – Scenario 1

Time Period	Arrivals	Departures	Total
08:00-09:00	77%	47%	56%
17:00-18:00	25%	41%	30%
07:00-19:00	*43%*	*45%*	*44%*

6.37 As shown, the proportion of internal trips varies throughout the day dependent on the trip generation of the various land uses. Overall, the proportion of trips that are internal across the day equates to circa 44%. It should be noted that this is consistent with the general assumptions made within the TRICS Guidance Note on the Practical Implementation of the Decide and Provide Approach (2021)[61].

[61] https://www.trics.org/img/trics%20dp%20guidance_web.pdf

7 Trip Generation – Scenarios 2 and 3

7.1 As set out previously, three scenarios will be considered as set out below:

- **Scenario 1** – A DfT Scenario 1 approach as set out in Chapter 6;
- **Scenario 2** – An extrapolated trip rates scenarios demonstrating the vision for the site in 2039 allowing for the downward trend in trip rates as seen in the TRICS database and in the NTS data; and
- **Scenario 3** – An extension of scenario 2 to allow for a greater level of internalisation, increased working from home and the low/ zero carbon initiatives.

7.2 This chapter of the Mobility Strategy will set out our approach to the trip generation for scenarios 2 and 3.

Scenario 2 – Extrapolated Trip Rates for 2039 Vision

7.3 Scenario 2 comprises the extrapolation of the trip rates set out for Scenario 1 allowing for the general downward trend in trip rates generally identified by TRICS. This trend was identified in the TRICS Guidance Note on Changes in Travel Behaviour dated August 2019:

> *"Extrapolated Trip Rates (scenario 6) recognises the uncertainty in future trip rates and extrapolates this recent trend (2011 to 2016) in trip rates to 2050 to understand how this might impact on traffic growth. This scenario cites the evidence from the National Travel Survey (NTS) that demonstrates trip rates have been declining over the last 20 years, with a reduction in trip rates of 13% since 2002 as shown in Figure 15 Trips per Person – Index taken from RTF18."*[62]

7.4 In the context of the above, and given the downward trend has if anything accelerated, we consider it reasonable to assume that this trend will continue over the next 20 years in line with historic information and in line with the TRICS Decide and Provide Guidance. Therefore, our Scenario 2 (extrapolated Trip Rates) has been calculated based on a reduction of 13% to the external trip rates in line with historic trends. The resultant external trip rate for Scenario 2 is set out below in Table 7.1.

[62] Paragraph 2.19 of the TRICS Guidance Note on Changes in Travel Behaviour (August 2019)

Table 7.1 Resultant Trip Rates per Dwelling –External Vehicle Trips – Scenario 2

Trip Type	08:00-09:00			17:00-18:00		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
External	0.03	0.13	0.15	0.17	0.07	0.24

Scenario 3 – Our Vision

7.5 Finally, Scenario 3 further enhances the Scenario 2 extrapolation allowing for the additional measures as informed by our vision. We consider it reasonable to further reduce the trip rates from the Scenario 2 by 20% to allow for the measures and initiatives set out within this Mobility Strategy. In particular the factors set out below:

- The reduction in trips identified within the TRICS Guidance Note on Changes in Travel Behaviour was identified prior to the COVID-19 pandemic, and therefore the increased prevalence of home working and trip reductions identified in the NTS data presented in chapter 2 resulting from the pandemic has not been allowed for;
- The proposals include cycle and car hire schemes that will be more expansive than those typically found at residential developments that the TRICS Guidance Note based its findings on;
- The proposals include innovative measures, such as micro mobility and mobility hubs, to further enhance the ability for residents to reduce the need to travel by private car;
- The proposals include extensive walking and cycling network improvements including a new connection to Burges Hill and improvements to the existing route towards Project Newton;
- A comprehensive bus strategy with a dedicated service that can be tailored to the requirements of the future community. Additionally, the proposals will investigate the potential to provide bus priority measures both internally and externally;
- A comprehensive Travel Plan including for Personalised Travel Planning program that will encourage further modal shift beyond what could typically be expected of a developments Travel Plan; and
- Finally, it is noted that the benefits identified above not only benefit the proposed allocation, but also existing and proposed local communities in the vicinity of the site effectively reducing their need to travel.

7.6 The resultant external trip rates for Scenario 3 are set out in Table 7.2.

Table 7.2 Resultant Trip Rates per Dwelling –External Vehicle Trips – Scenario 3

Trip Type	08:00-09:00			17:00-18:00		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
External	0.03	0.07	0.07	0.12	0.04	0.16

8 Summary

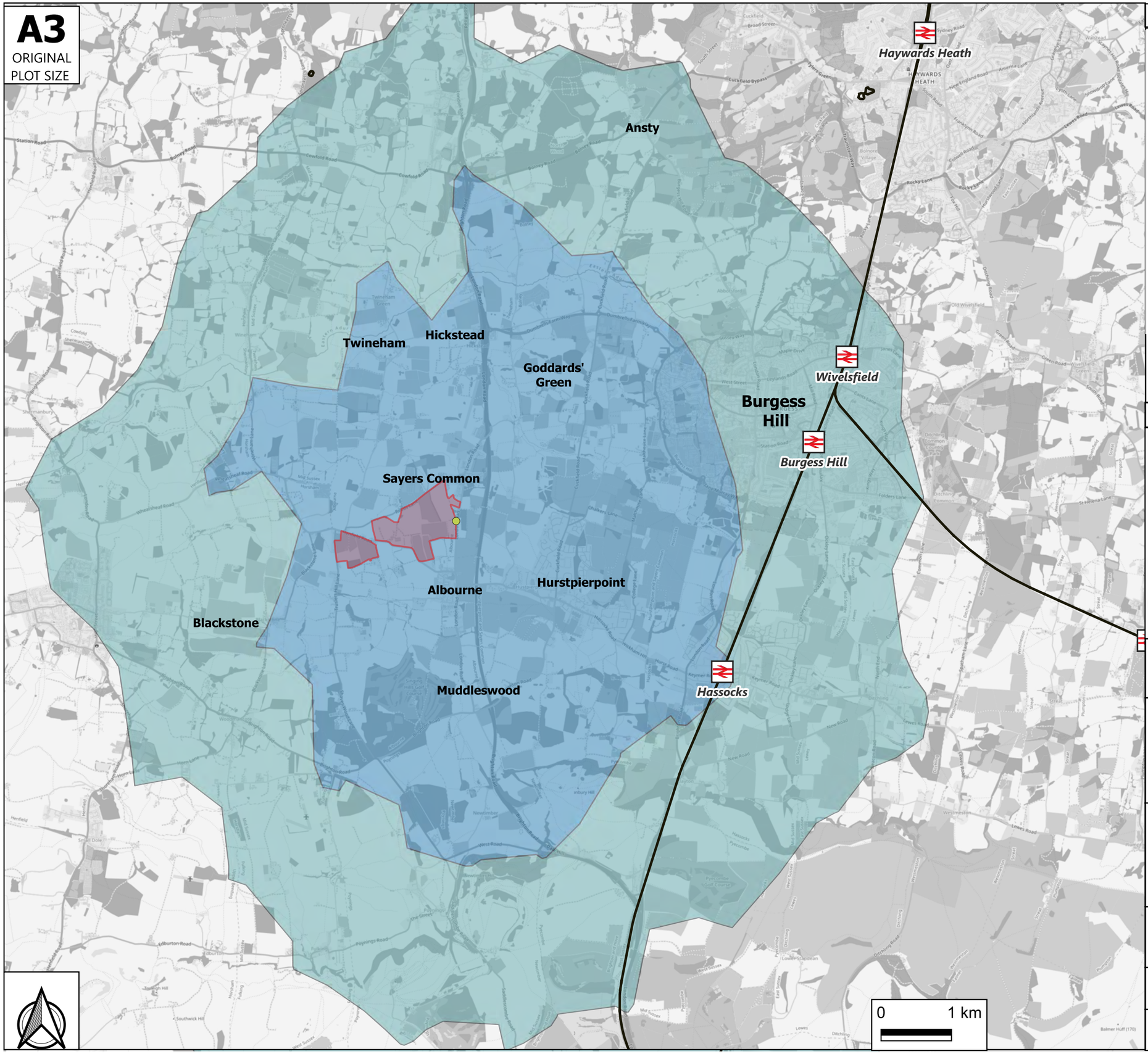
8.1 Transport Planning Associates (**TPA**, **we**, and/ or **our**) has been appointed by Berkeley Latimer (**Berkeley Latimer**) to provide transport planning consultancy services in relation to the Land at Reeds Land draft allocation within the emerging Mid Sussex District Plan.

8.2 The site will bring forward a variety of measures to support active and sustainable modes of travel as set out within this Mobility Strategy including, but not limited to:

- **On-site;**
  - Mobility hubs including cycle hire, electric vehicle charging, car club spaces;
  - On-site provision of services and amenities for future residents and existing residents within the local area reducing the need to travel longer distances;
  - High quality pedestrian and cycle routes throughout creating a permeable environment;
  - The provision of an active travel corridor along the linear park providing the opportunity for bus priority from London Road.
- **Off-site;**
  - A new cycle route between DPSC 1 and 3, with further provision onwards to Burgess Hill;
  - Improvements to the existing cycle route following the A23 north towards Hickstead;
  - A new bus service between Burgess Hill and the site potentially via DPSC1 providing a regular connection to the towns services and amenities.

APPENDIX A

A3
ORIGINAL
PLOT SIZE



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Key

- Site Location
- Centroid
- Railway
- Railway Track

Cycle Isochrone

- 5000 m
- 8000 m

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A	06/10/23	Logo Amendments	MOK	SK	SK

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APPENDIX B

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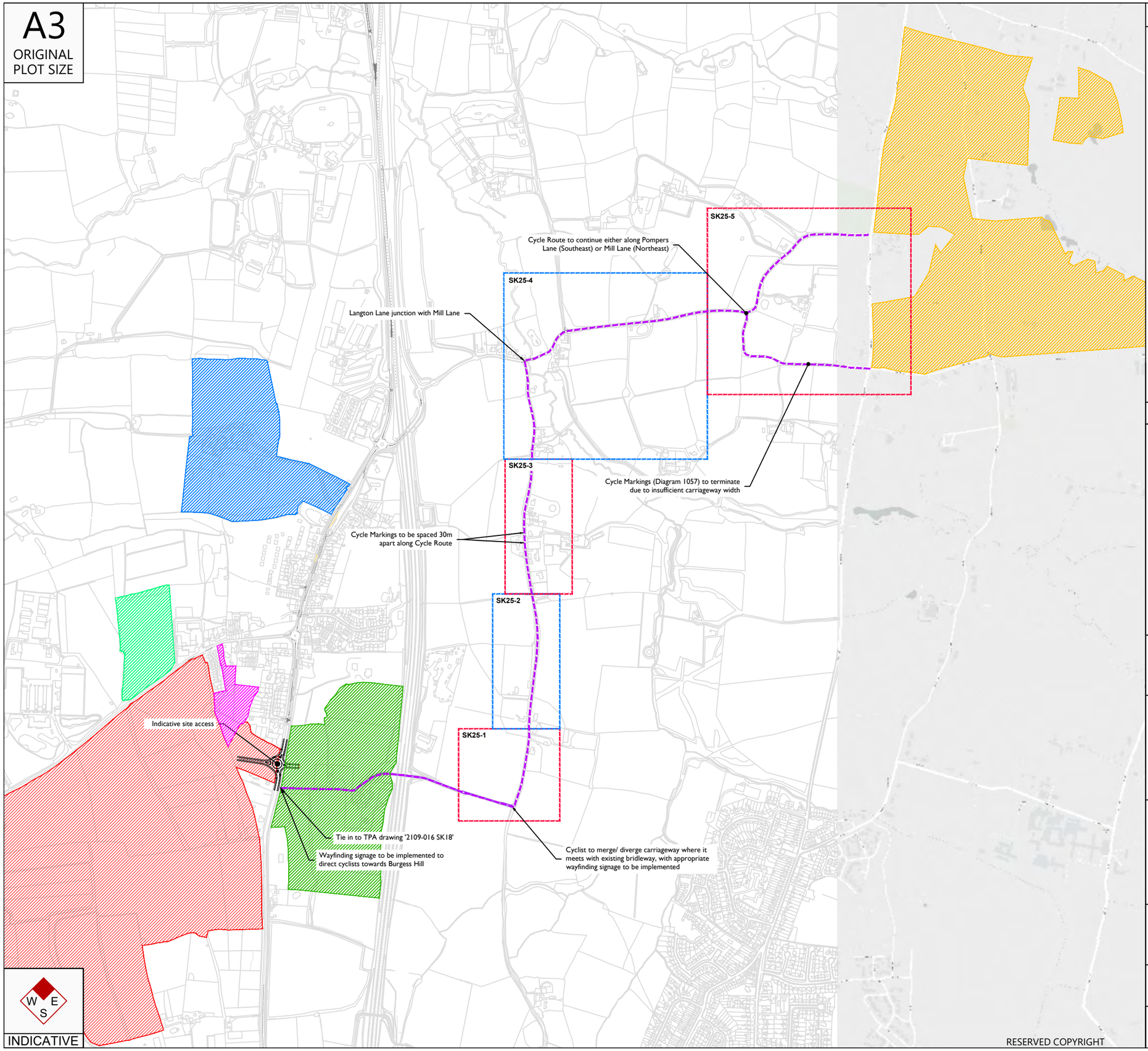

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= DPSC1
= DPSC3
= DPSC4
= DPSC5
= DPSC6
= DPSC7

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LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL ACTIVE TRAVEL ROUTE BETWEEN SAYERS COMMON AND DPSC1

STATUS:
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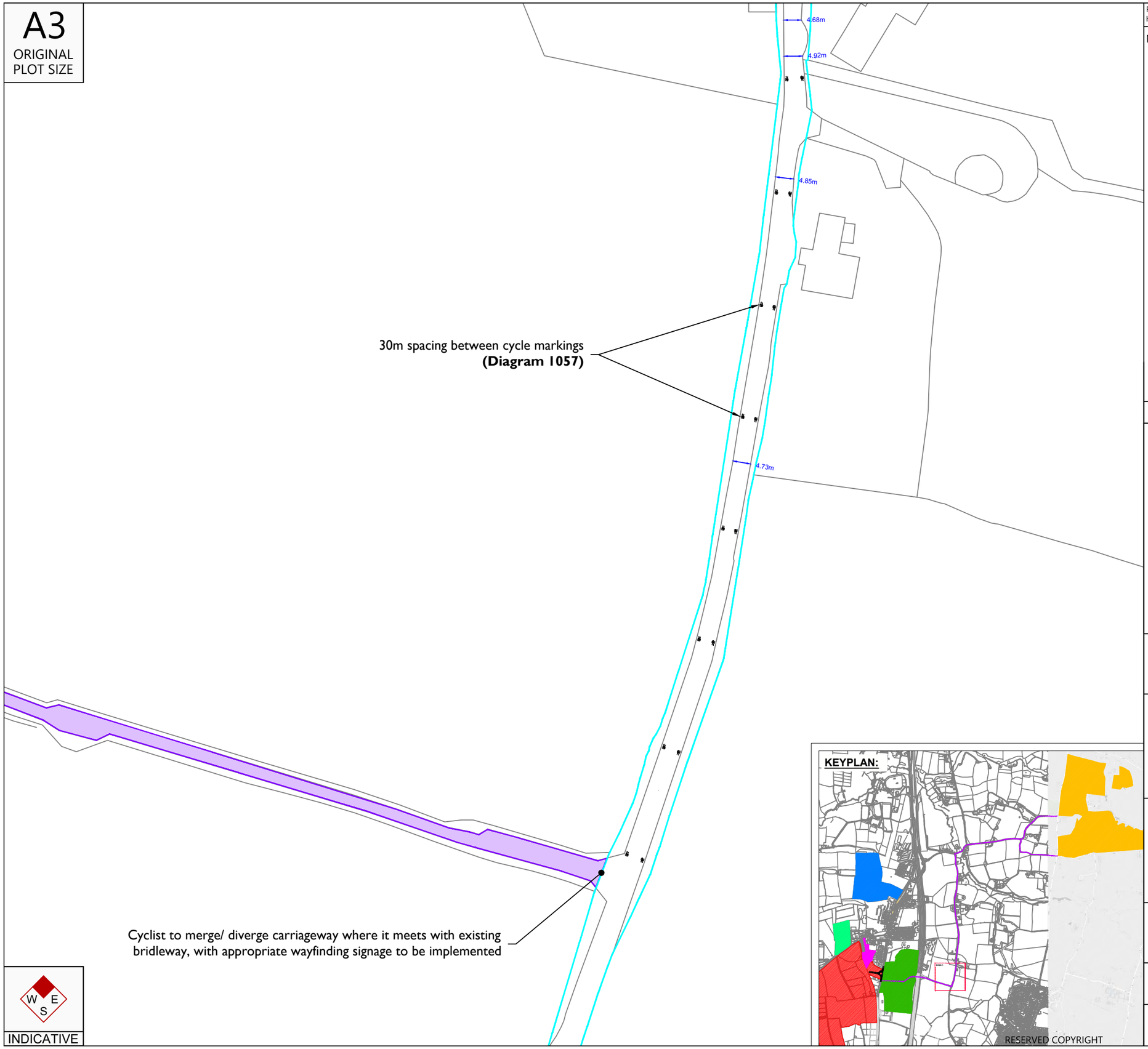

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= Highway Boundary

= Existing Bridleway

= Proposed Cycle Markings

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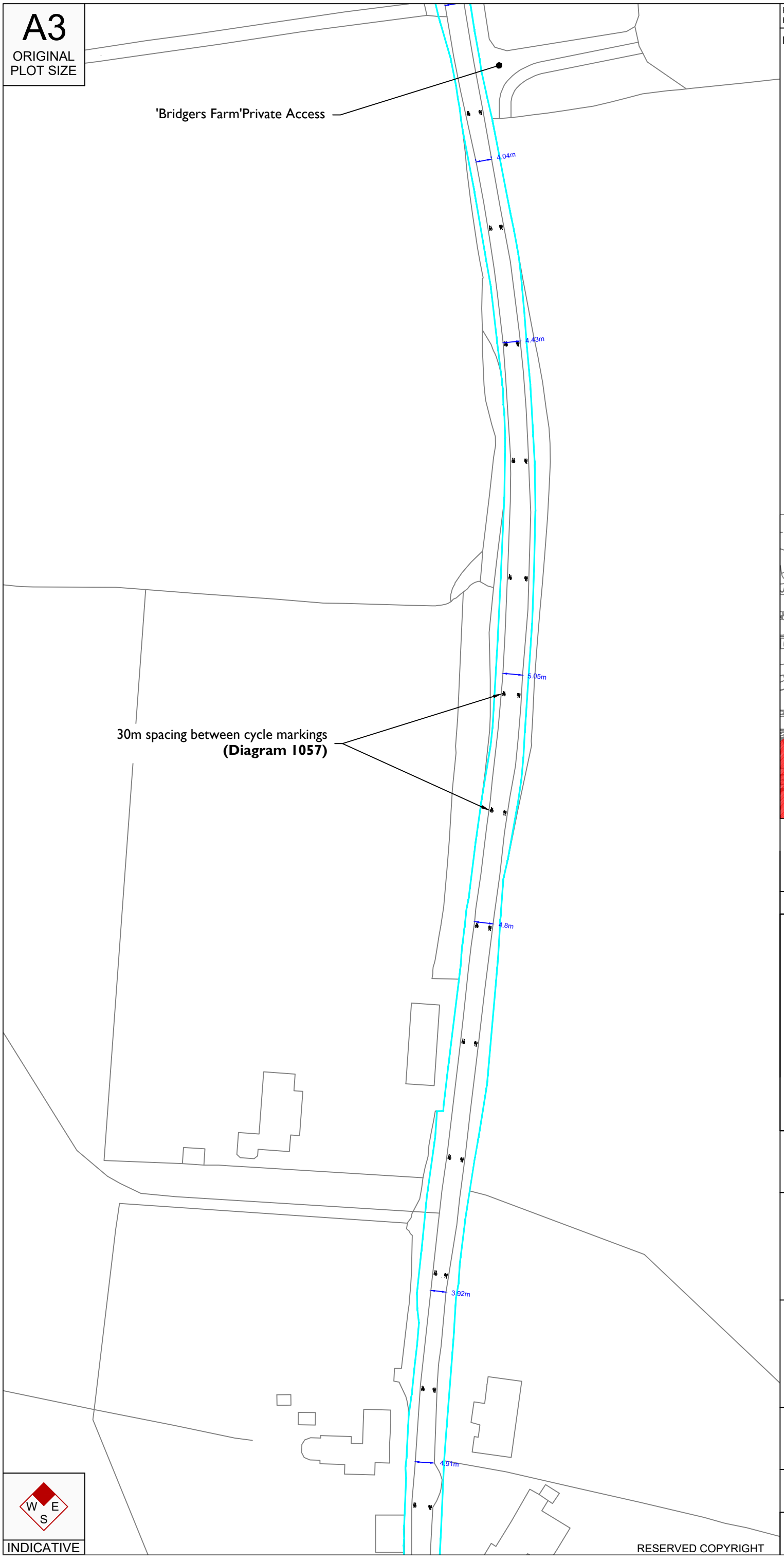

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= Highway Boundary

= Proposed Cycle Markings

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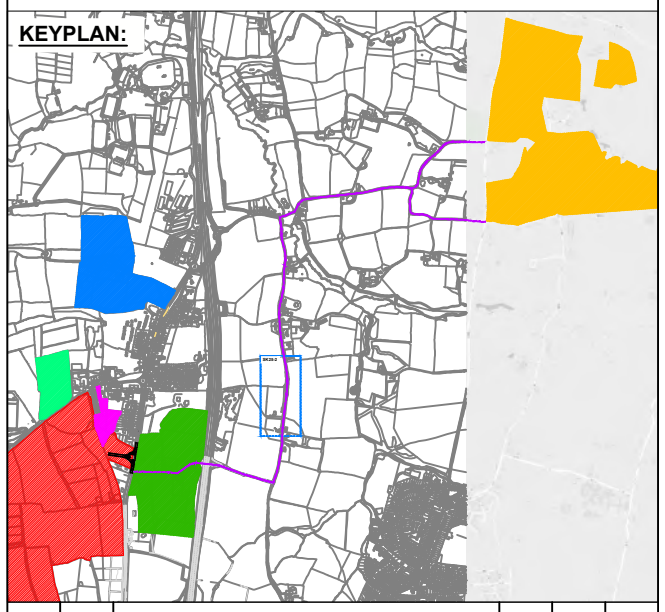

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= Highway Boundary

= Proposed Cycle Markings

4.75m

30m spacing between cycle markings
(Diagram 1057)

6.11m

4.27m

4.84m

4.83m

4.89m

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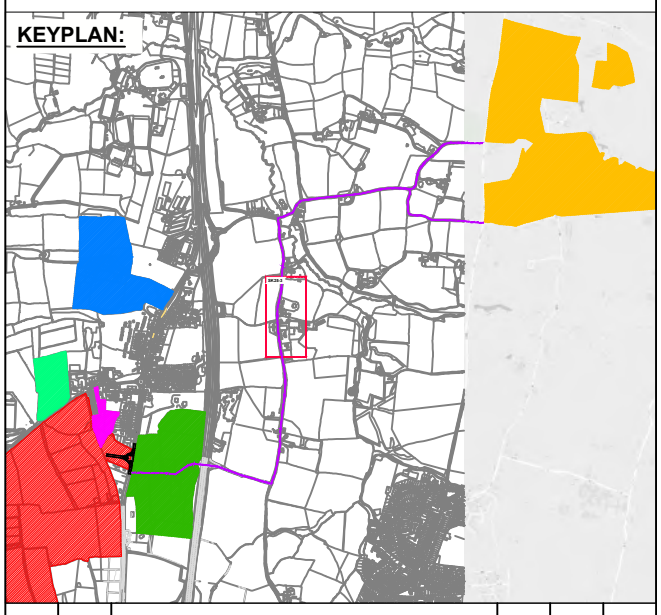

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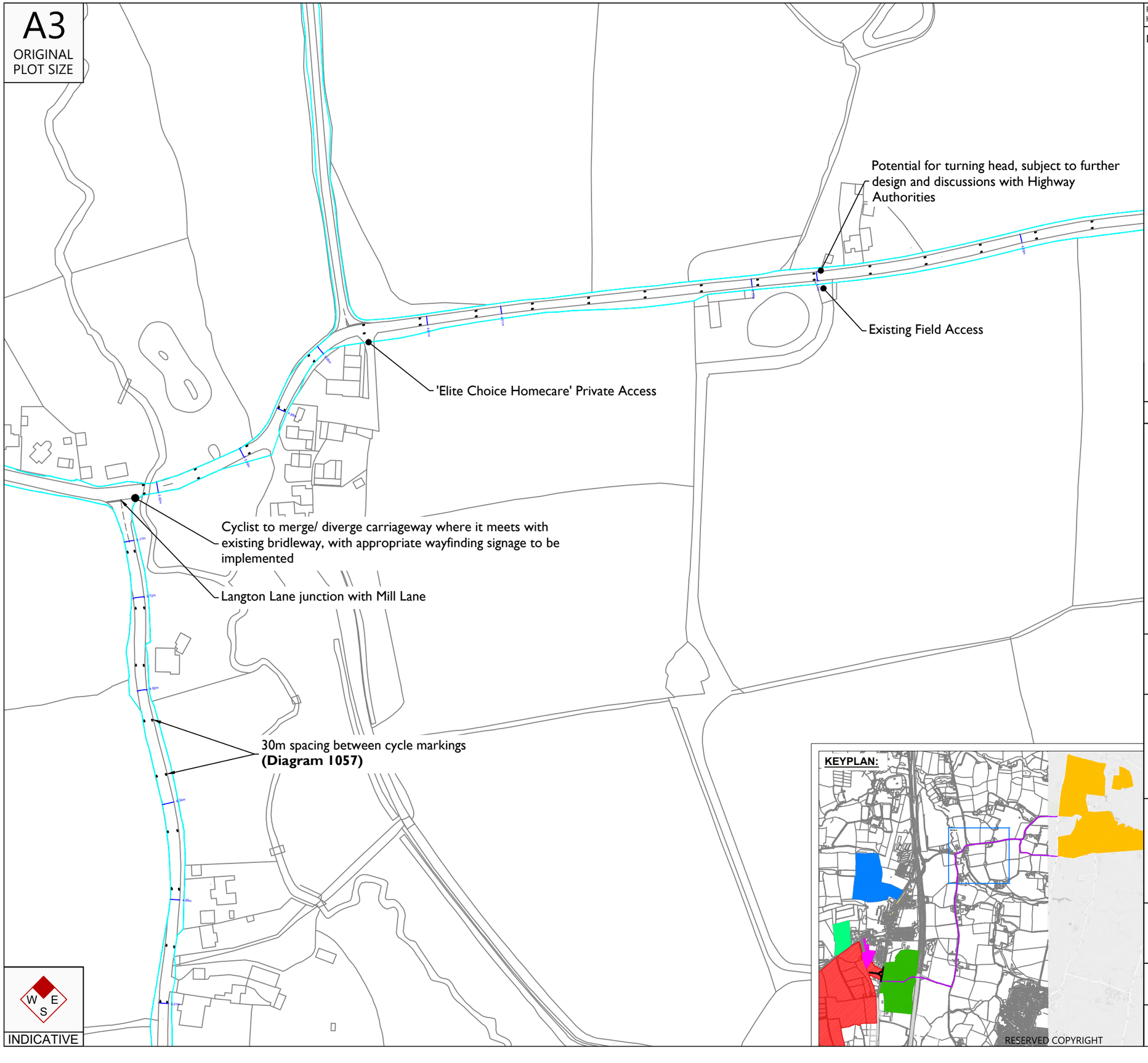

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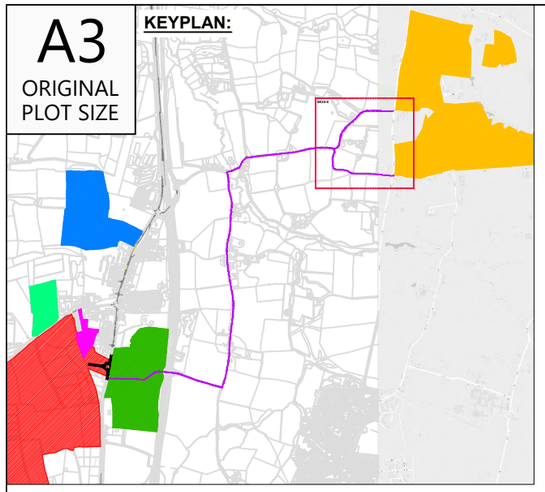

Cycle Route to tie in with DPSC1 Scheme

Mill Lane junction with Cuckfield Road

'Adams Equestrian' Private Access

'Naldretts' Private Access

Option 1: Cycle Route continues Northeast along Mill Lane

Option 2: Cycle Route continues Southeast along Pomper Lane

Pomper Lane junction with Cuckfield Road

Cycle Markings **(Diagram 1057)** to terminate due to insufficient carriageway width

Cycle Route to tie in with DPSC1 Scheme

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= Highway Boundary
= Existing Lining
= Proposed Cycle Markings
= DPSC1 Scheme

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020 7119 1155
www.tpa.uk.com

CLIENT:
BERKELEY LATIMER

PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL ACTIVE TRAVEL ROUTE BETWEEN SAYERS COMMON AND DPSC1 - SHEET 5 OF 5

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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JOB NO:	DRAWING NO:	REVISION:
2109-016	SK25-5	A

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APPENDIX C

A3
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NOTES:

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- Hickstead interchange western roundabout Science Park Mitigation based on the scheme presented in Systra's Mid Sussex Transport Study Scenario 5 Report dated 26 January 2024 (drawing number GB01T23G40-dwg-100-01.1*)*;
- Highway Boundary Data obtained from West Sussex County Council on 24 April 2024;
- Tactile paving shown indicatively, subject to detailed design.

SK23-7

Existing shared foot/ cycleway widened to 3m with 0.5m buffer due to ownership constraints

Existing shared foot/ cycleway widened to 3m with a buffer reducing to 0.5m due to existing ownership constraints

SK23-5

Existing footbridge retained

3m shared foot/ cycleway to narrow down to 1.5m at bridge constraint

Potential requirement for cyclists to dismount or signage requiring cyclists to give way in one direction subject to highway authority preference

SK23-6

SK23-5

Existing shared foot/ cycleway widened to 3m

SK23-4

New 3m wide refuge (3m shared foot/ cycleway and a 0.5m buffer) provided in 'Hickstead Jumping Course'

3m wide refuge provided between 'Hickstead Jumping Course' and 'Hickstead Park' access

Realigned carriageway to allow for required 3.5m width (3m shared foot/ cycleway/ 0.5m buffer) between the carriageway and highway boundary

Widening to allow adequate lane width of 4m due to narrowing of existing carriageway, based on swept path analysis of a max legal vehicle

Existing speed limit change

SK23-3

Existing dense vegetation

Existing bus stop to be retained

SK23-2

Existing parking to be retained

Realigned carriageway to allow for 3m shared foot/ cycleway within the highway boundary

Widened refuge to adequate width of 3m for pedestrian/ cycle crossing

SK23-1

Wintergreen Way access with pedestrian footway not shown on OS Mapping

Tie in to TPA drawing '2109-016 SK18'

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CLIENT:
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PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL SHARED ROUTE IMPROVEMENTS - KEYPLAN

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NOT TO SCALE	19/04/24	TS	SMK	SMK

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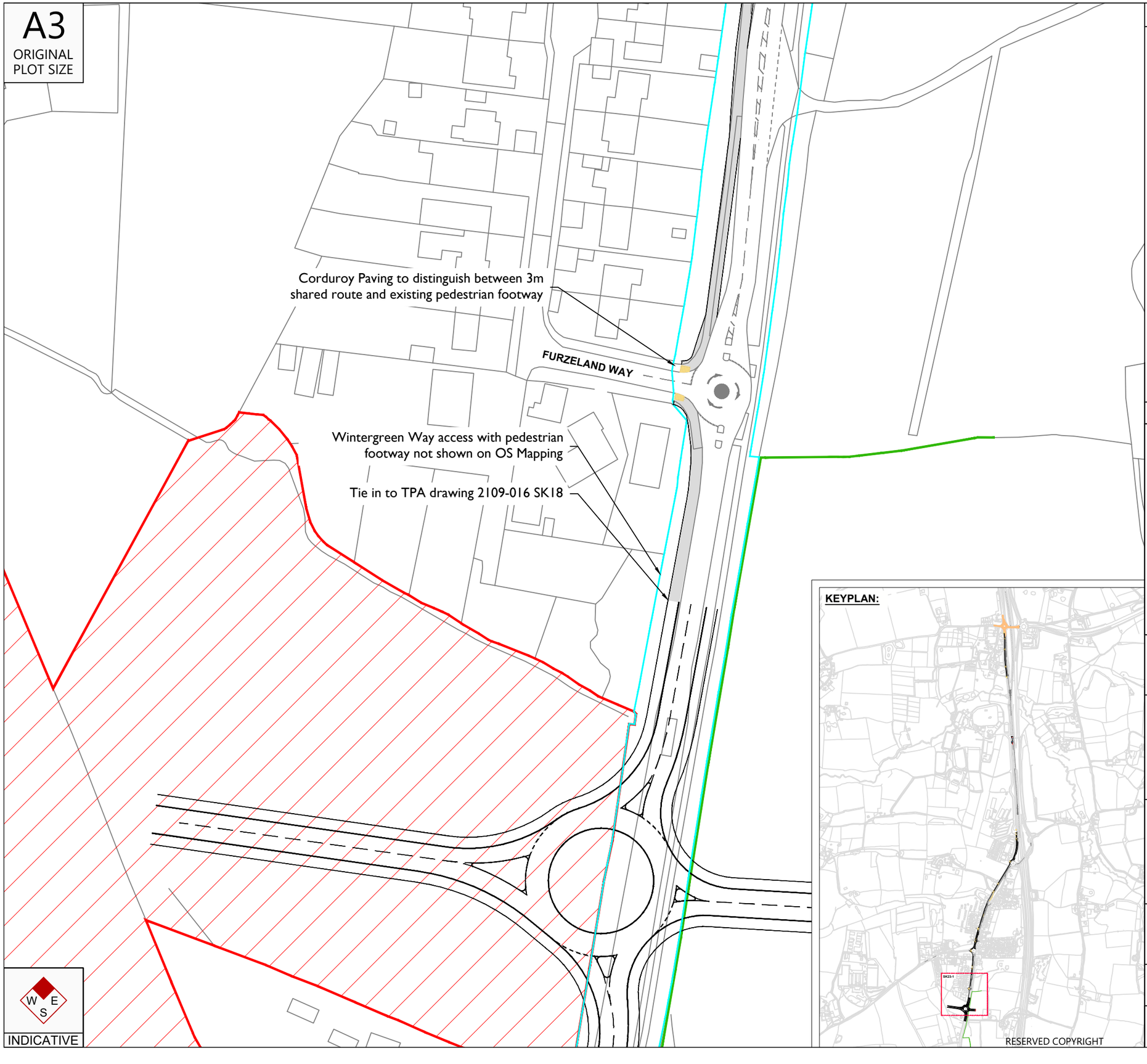

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= Site Boundary
= DPSC5 Boundary
= Highway Boundary
= Existing Lining
= Proposed Kerbline
= Proposed Footway Edging
= Proposed White Lining
= Foot/ Cycleway Construction
= Proposed Tactile Paving
= Proposed Corduroy Paving

- Tactile paving shown indicatively, subject to detailed design.

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PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL SHARED ROUTE IMPROVEMENTS - SHEET 1 OF 7

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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= Highway Boundary
= Existing Lining
= Proposed Kerbline
= Proposed Footway Edging
= Proposed White Lining
= Foot/ Cycleway Construction
= Proposed Tactile Paving
= Proposed Corduroy Paving

- Tactile paving shown indicatively, subject to detailed design.

Existing Bus Stop retained

Existing parking to be retained

Corduroy Paving to distinguish between 3m shared route and existing pedestrian footway

DUNLOP CLOSE

Corduroy Paving to be added at later design stage

Realigned carriageway to allow for 3m shared foot/ cycleway within the highway boundary

BERRYLANDS FARM

Widened refuge to adequate width of 3m for pedestrian/ cycle crossing

Corduroy Paving to distinguish between 3m shared foot/ cycleway and existing pedestrian footway

REEDS LANE

Potential to reduce crossing distance at MOT garage

KEYPLAN:

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CLIENT:
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PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL SHARED ROUTE IMPROVEMENTS - SHEET 2 OF 7

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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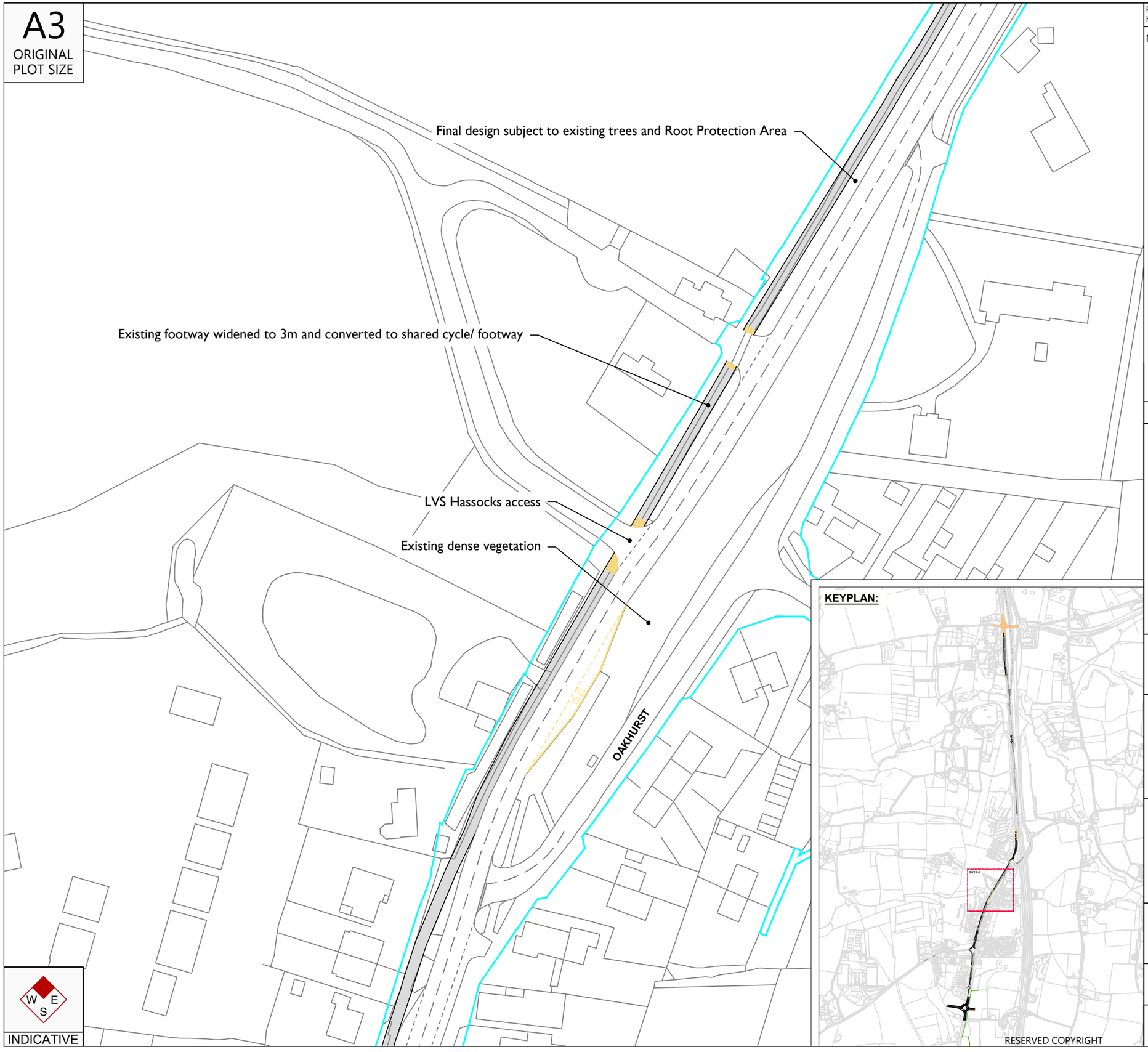

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- Tactile paving shown indicatively, subject to detailed design.

= Highway Boundary
= Existing Lining
= Proposed Kerbline
= Proposed Footway Edging
= Proposed White Lining
= Foot/ Cycleway Construction
= Proposed Tactile Paving

- Tactile paving shown indicatively, subject to detailed design.

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PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL SHARED ROUTE IMPROVEMENTS - SHEET 3 OF 7

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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- Tactile paving shown indicatively, subject to detailed design.

= Highway Boundary
= Existing Lining
= Proposed Kerbline
= Proposed Footway Edging
= Proposed White Lining
= Foot/ Cycleway Construction
= Proposed Tactile Paving
= Proposed Corduroy Paving

- Tactile paving shown indicatively, subject to detailed design.

Existing shared foot/ cycleway widened to 3m

New refuge provided in 'Hickstead Jumping Course', based on swept path analysis of a max legal vehicle

3.5m wide refuge (3m shared foot/ cycleway/ 0.5m buffer) provided between 'Hickstead Jumping Course' and 'Hickstead Park' access

Realigned carriageway to allow for required 3.5m width (3m shared foot/ cycleway/ 0.5m buffer) between the carriageway and highway boundary

Widening to allow adequate lane width of 4m due to narrowing of existing carriageway, based on swept path analysis of a max legal vehicle

Corduroy Paving to distinguish between 3m shared foot/ cycleway and existing pedestrian footway

Existing speed limit change

MILL LANE

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CLIENT:
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PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL SHARED ROUTE IMPROVEMENTS - SHEET 4 OF 7

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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- Tactile paving shown indicatively, subject to detailed design.

= Highway Boundary
= Existing Lining
= Proposed White Lining

= Foot/ Cycleway Construction

- Tactile paving shown indicatively, subject to detailed design.

Existing alignment of existing foot/ cycleway followed where possible to minimize impact on soft landscaping. Existing foot/ cycleway to be broken out and replaced with soft landscaping where possible

Existing alignment of existing foot/ cycleway followed where possible to minimize impact on soft landscaping. Existing foot/ cycleway to be broken out and replaced with soft landscaping where possible

Existing shared foot/ cycleway widened to 3m

Existing shared foot/ cycleway widened to 3m

(See SK23-6 for more detail)

Potential requirement for cyclists to dismount or signage requiring cyclists to give way in one direction subject to highway authority preference

Existing footbridge retained

3m shared foot/ cycleway to narrow down to 1.5m at bridge constraint

Potential requirement for cyclists to dismount or signage requiring cyclists to give way in one direction subject to highway authority preference

Existing panel fence retained between shared foot/ cycleway and carriageway

Following alignment of existing foot/ cycleway to minimize impact on the existing verge

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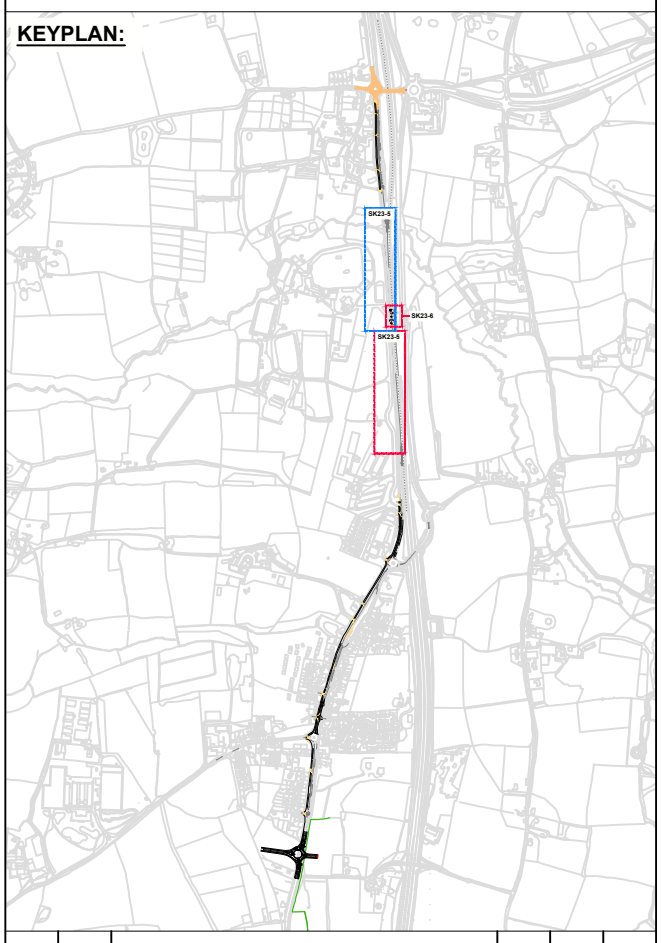
KEYPLAN:



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PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL SHARED ROUTE IMPROVEMENTS - SHEET 5 OF 7

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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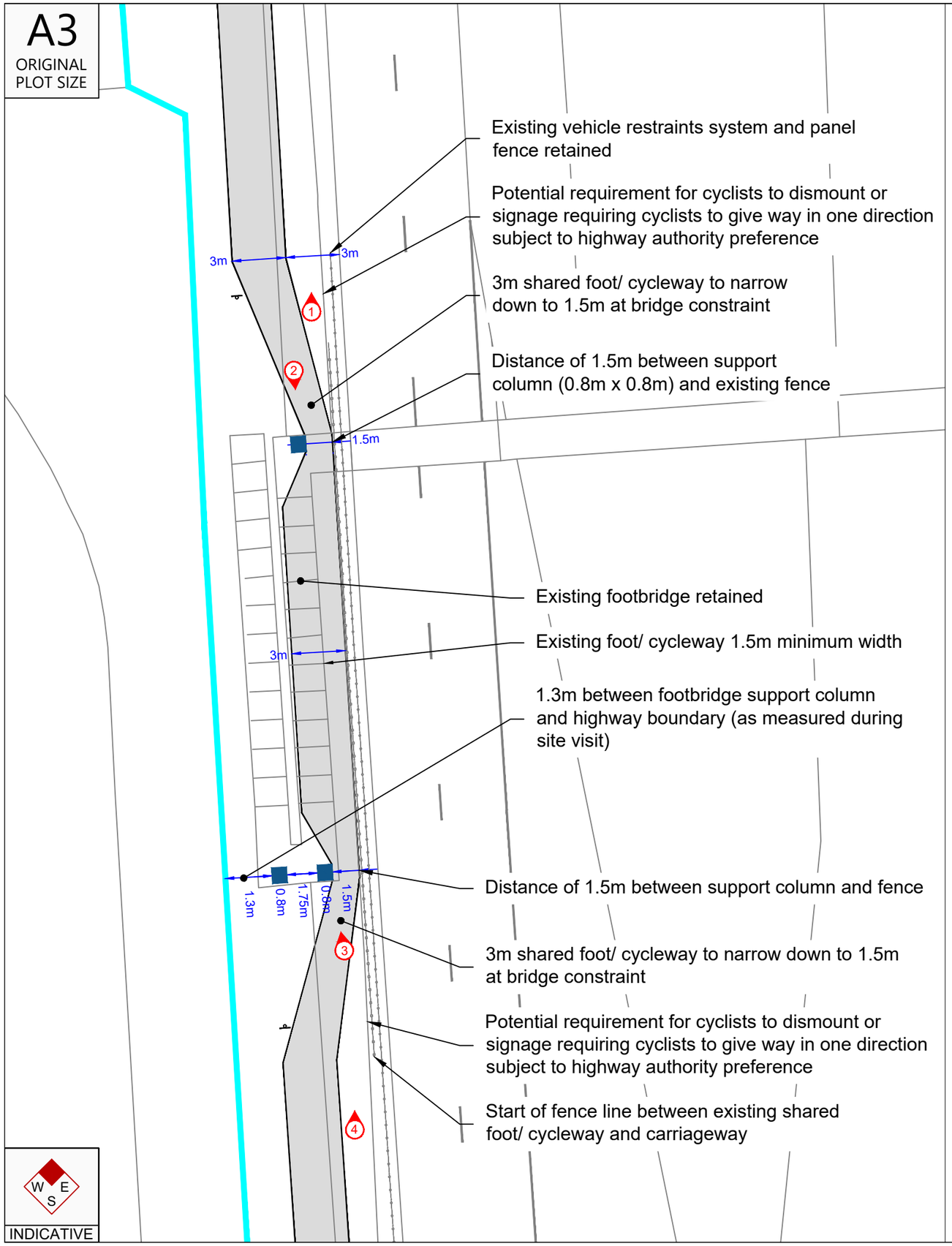

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- Tactile paving shown indicatively, subject to detailed design.

= Highway Boundary
= Existing Lining
= Proposed Footway Edging
= Indicative Existing Fence
= Indicative Existing Barrier
= Foot/ Cycleway Construction
= Indicative Footbridge Support Column
= Photo Location

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PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL SHARED ROUTE IMPROVEMENTS - SHEET 6 OF 7

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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JOB NO:	DRAWING NO:	REVISION:
2109-016	SK23-6	A

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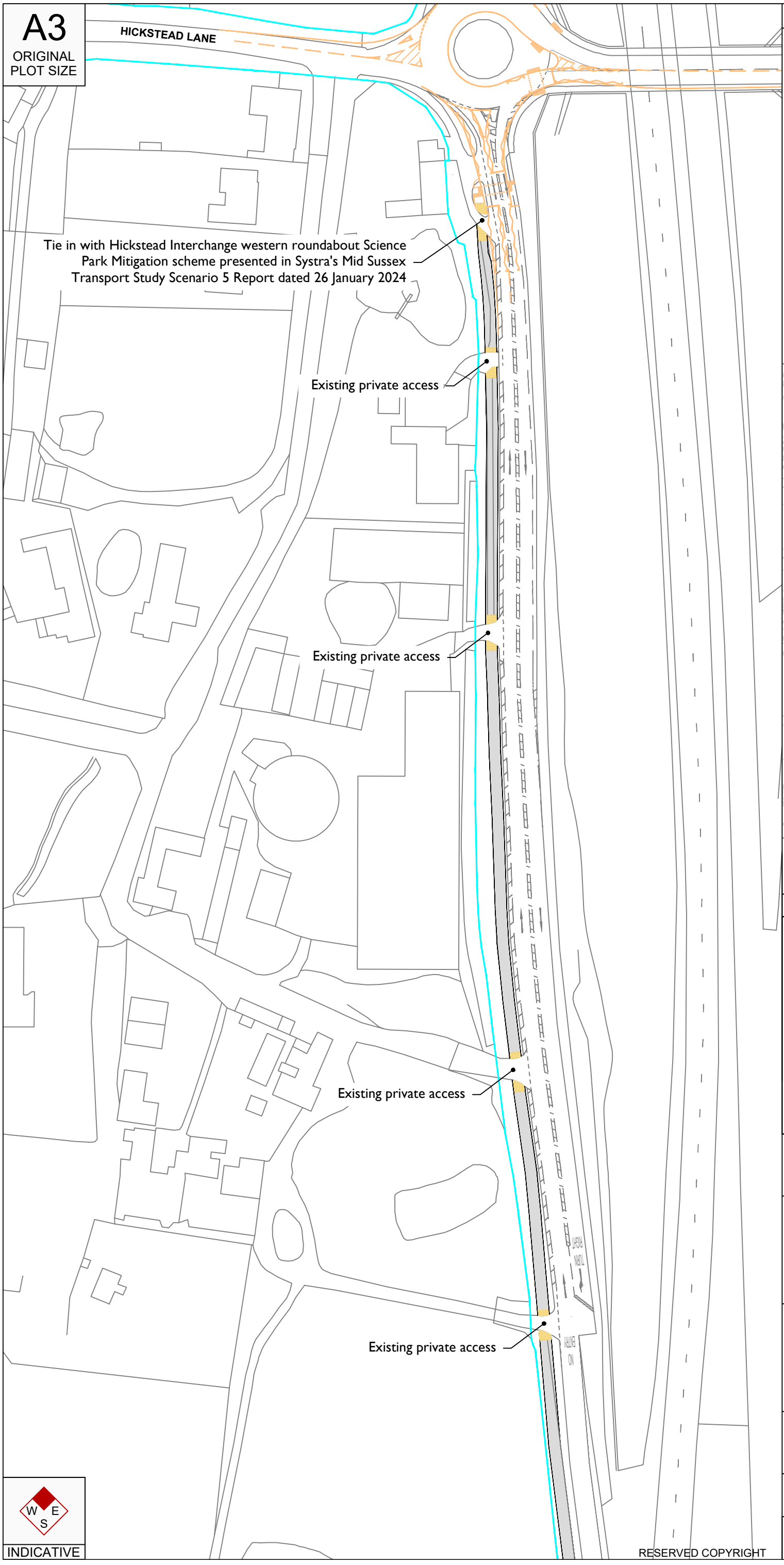

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- Hickstead interchange western roundabout Science Park Mitigation based on the scheme presented in Systra's Mid Sussex Transport Study Scenario 5 Report dated 26 January 2024 (drawing number GB01T23G40-dwg-100-01.1*)*;
- Highway Boundary Data obtained from West Sussex County Council on 24 April 2024;
- Tactile paving shown indicatively, subject to detailed design.

= Highway Boundary
= Existing Lining
= Proposed Footway Edging
= Proposed White Lining
= Foot/ Cycleway Construction
= Proposed Tactile Paving
= Proposed Corduroy Paving

- Tactile paving shown indicatively, subject to detailed design.

KEYPLAN:

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CLIENT:
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PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POTENTIAL SHARED ROUTE IMPROVEMENTS - SHEET 7 OF 7

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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APPENDIX D

Stephen Kemp
Transport Planning Associates
1 Giltspur Street
London
EC1A 9DD

14th August 2024

By email

Dear Stephen,

Support for the proposed allocation at Land to the South of Reeds Lane, Sayers Common (DPSC3)

I refer to the above development. Brompton Bike Hire heartily support this scheme and intend to work with the stakeholders in delivering an active travel solution that will benefit the community. The stakeholders have demonstrated sincere commitment to supporting cycling on the schemes we are working on. This includes bringing the marquee Brompton Bike Hire solution to Burgess Hill at 4 locations. Along with two additional locations. These two would form part of a wider mobility hub that seeks to bring active and sustainable travel modes together into a single node for easy access.

Whilst it is not uncommon for developers to fund a Brompton dock at their development, their decision to install the docks, for the local community to use, evidences their true desire to support the local community in using cycling as a mode of transport. I can confirm in recognition of this fact, Brompton Bike Hire will fund up to 500 social memberships per year for the local community for the duration of our contract. These social memberships will enable low income households and other low cycling propensity groups to use the bikes for free for 5 days per year.

About Brompton Bike Hire
The Brompton Bike was designed in 1975 and has since then become one of the most easily recognizable and iconic of British brands. Brompton Bike Hire was opened in 2011 so that everyone can enjoy temporary ownership of a Brompton. Brompton Bike Hire has over 100 locations across the UK and over 25,000 members.

Benefits
We Group appreciate that an increasing proportion of the population wish to enjoy the benefits of owning a bike, without the hassle of having to store and maintain one. By including a Brompton dock into their plans for the development, they will be offering alternative means of transport, reducing the congestion, and improving the air quality of the area around the development. Crucially introducing cycling has a strong economic benefit. For each additional cyclist the Council saves £370/annum on health-related expenditure (Source Department of Transport) and the overall economic benefit per annum is £970 (source: Rabl and de Nazelle). The very low rental fee is unparalleled and mainly covers maintenance and improvements.

Yours sincerely

Julian Scriven
Managing Director of Brompton Bike Hire Ltd
Unit1, Greenford Business Park, Ockham Drive
Greenford UB6 0FD

BROMPTON BIKE HIRE

Berkeley Strategic

Brompton Solutions Overview

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Executive Summary 2

The Brompton Bike Hire Automated Dock Solution 3

Brompton's Virtual Dock and Fleet Bike Solution 4

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Brompton Interoperability 7

Bike Share versus Bike Hire – synergistic or cannibalistic? 8

Multi-modal and MaaS 9

Testimonials 11

BROMPTON BIKE HIRE

Berkeley Strategic

Executive Summary

Brompton Bike Hire (BBH) can deliver a suite of options that the community to embrace active travel. The options listed below are illustrative of the possibilities, but are by no means exhaustive. If there is an interest, then Brompton can sit with the team to look at curating bespoke solutions.

BROMPTON BIKE HIRE

Berkeley Strategic

The Brompton Bike Hire Automated Dock Solution

Sitting at the heart of Brompton Bike Hire's portfolio is the automated docking solution which enables users to pre-book bikes and collect them 24/7. It is a compact, innovative and cost-effective automated scheme utilising the iconic Brompton folding bicycle and the Brompton Electric bike. This can either be used as part of the Brompton Hire network, or set up as a private pool bike scheme.

The dock can accommodate 8 bikes in standard form and can be expanded in pods of 4 to accommodate up to 32 bikes. This means it is possible to start small and then grow to meet demand as it increases.

For the regular Brompton, power can either be via a solar panel or a mains connection depending on location. Planning permission is not normally mandated as the dock is classed as temporary structure, although we generally advise to engage with the Planning Team to secure good local support for the location. Installation is quick and simple. Should it be required, relocation is easy.

Members of the scheme create a reservation to hire or return as bike using a Smartphone app or on-line. Access to the dock is via an ATM style keypad and screen. Hire charges are a flat rate per 24 hours and a member can hire from one location, return to a different location and keep the bike the bike for as long as they wish.

Bikes are manufactured with Partner's chosen branding and logos, which is included in the cost. Maintenance is exclusively carried out by Brompton accredited mechanics.

Home - Brompton Bike Hire (bromptonhire.com)

	8 Bay	12 Bay	16 Bay to Back	16 bays in line
Width (mm)	2120	3206	2120	4292
Height (mm)	2082	2982	2082	2082
Depth (mm) (Doors open / Closed)	1211 / 783	1211 / 783	2422 / 1566	1211 / 783
Weight without bikes (kg)	580	850	1025	1115
Weight with bikes (kg)	680	1000	1225	1315

BROMPTON BIKE HIRE

Berkeley Strategic

Brompton's Virtual Dock and Fleet Bike Solution

The Managed Pool Bike Solution, which is also referred to as our virtual dock solution, can either be used to deliver a public rental location with minimal capital cost, or a business with a private pool bike solution without the hassle of administration and maintenance. This is available for both regular Brompton bikes and Brompton Electric bikes. This brings the benefits of the above automated solution for the users insofar as they can still check availability and book the bikes via and app or online in advance. It doesn't however require the automated dock. Instead, the users would collect the bikes from a nominated secure location (e.g. Reception or Security), who would scan the bike to confirm it had been collected and scan it back in when it was returned. This delivers a lot of the benefits of the Automated docks, but without the starting capital cost of the physical infrastructure

<u>It is also a perfect alternative to the Brompton Hire dock, where a staffed location is available, thereby significantly reducing capital costs.</u>

For the users all they need to do is register on our system and download our app. This, when combined with a unique code, will enable them to see bike availability at each pool bike location as well as reserve a bike up to 2 days in advance. When they come to collect the bike, they simply show their reservation to the staff member who can verify it with a quick scan. They then hand over the bike and use a reader we provide to confirm the bike has been transferred. At the discretion of the client, the users may either have unlimited use of a fixed number of free days before they need to pay a rental fee. If there is ever a problem regarding the bikes or a booking this is handles by Brompton's customer care team directly meaning administration staff at the partner do not need to be trained.

Indicative Costs:

Automated Dock Cost

The quotations are based on 8 bay dock including 12 bikes. Both the dock and bikes would be branded as requested by the Partner. Pricing includes insurance for bikes & dock.

Single Dock mechanical bike - 8 bay x 4	Unit cost	Required	Total
8 Bay Dock	£39,750	4.00	£159,000.00
Initial Branding	£750	4.00	£3000.00
M2L Bikes	£997	48.00	£47,856.00
Additional Foundation (if needed)	£1,386	TBC	£0
Install	£3,000	4.00	£12,000.00
PM Fees	£2,500	4.00	£10,000.00
marketing Support	£1,500	4.00	£6,000.00
		Total	£237,856.00
		Total per location	£59,464.00

Brompton Bike Hire will also supply 100 free social memberships per location for local families/residents to try out the scheme. These will include £15 credit to their membership, distributed at the clients discretion.

Operating Cost – automated dock

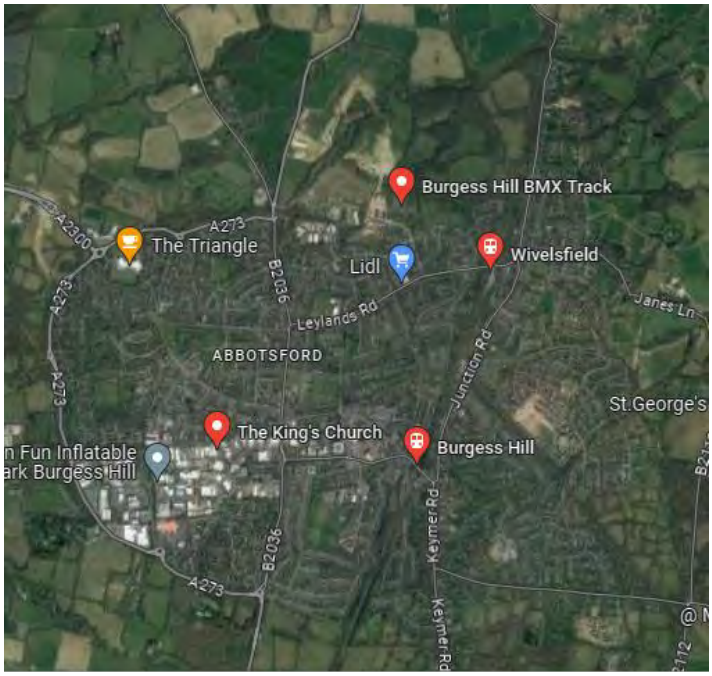
If the automated dock is available for the public to use, then Brompton would underwrite the operating cost for a minimum of 5 years. If the dock is operated privately (e.g. for exclusive use of the residents) then the operating costs would be as £4995.

All prices quoted are valid for 90 days and exclude VAT. Unless stated elsewhere, delivery is not included.

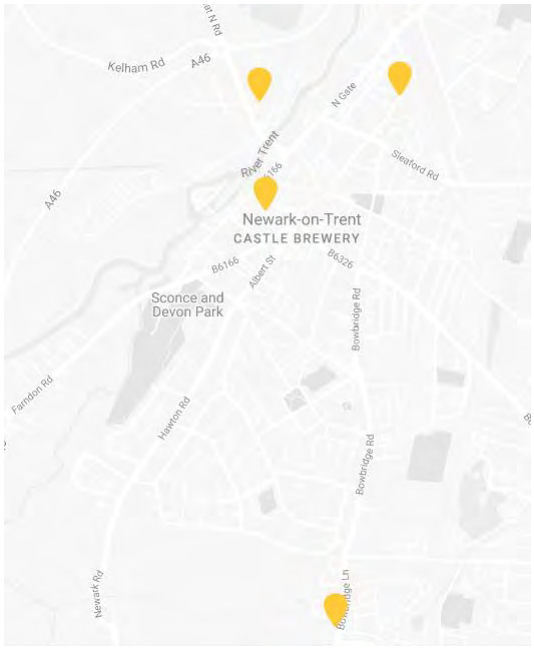
BROMPTON BIKE HIRE

Berkeley Strategic

An example system could look like this:



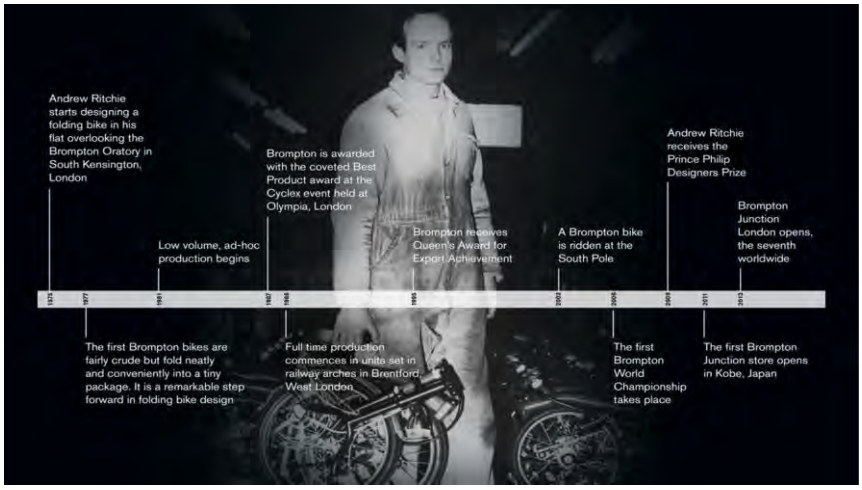
This would provide a network spread across the town, offering an interconnected hire system tying in business areas, travel hubs and the new development. A network like this would replicate our Newark footprint:



Background Information

Background – Brompton Bikes

Brompton is the largest manufacturer of bikes in the UK and was founded in 1976 by British Inventor Andrew Richie. Since their launch, Brompton Bikes have received countless awards including the coveted Queens Award for export. Brompton continues to grow, and the bikes are now sold in 44 countries around the world.



Background - Brompton Bike Hire

Brompton Bike Hire was founded in 2011 after repeated demand by our customer base. Since then, Brompton Bike Hire has established itself as a unique proposition due to its physical ability to integrate with other modes of transport as well as operate in locations where neither Bike Share nor traditional Bike Hire is viable. Brompton Bike Hire has 70+ bike hire locations across the UK with a further 11 locations planned in the for the first quarter of 2023.

Brompton Interoperability

Most modes of transport start the conversation about Interoperability with ways to integrate ticketing solutions and tend to focus on portals. The Brompton Bike is physically interoperable as, being a folding bike, it is welcomed in/on most other modes of transport. The Brompton Bike is the only folding bike nationally available for rent.

Access to a Brompton bike at a low rental cost can enable communities who currently feel isolated to access the main Public Transport network.

BROMPTON BIKE HIRE

Berkeley Strategic

Bike Share versus Bike Hire – synergistic or cannibalistic?

	Bike Share	Brompton Bike Hire
Percentage of multi-modal trips	49%	91%
Average trips for active day	1.3	1.9
Average Hire period	22 minutes	3.7 days
A – A trips	11%	70%

It is now understood that different operating models attract different journey types. This does not make one solution better than another, but instead that different models can work in unity depending on the needs of the community concerned. Whilst Bike Hire and Share can be used interchangeably and often in discussions, the systems are bundled under the single term Bike Hire, the systems deliver very different usage cases. Just as with cars, bike share is used for short journeys and are not reserved in advance. Conversely, Bike Hire will be a longer period of rental encompassing multiple journeys and are planned and booked ahead of time. Brompton Bike Hire's research indicates a significant proportion of the members (circa 10%), join and rent a bike for several weeks prior to purchasing a bike. This enables the user to test whether it is viable for them to commit to "modal shift". The Brompton Bike Hire offering is therefore a powerful weapon in encouraging private car users to consider alternatives.

Bike Share In the UK, Bike Share has become part of the commuting mix. The bulk of the journeys are undertaken during rush hour, with very low use outside these times. The typical journey time is 25-35 minutes and is either replacing a short car journey or is an impulse rental which may, for example, replace a trip that would have been walked. The requirement for a network effect and operational rebalancing costs does however limit where Bike Share can be implemented. A good illustration of this is in London, where TfL have openly stated that the existing bike share operation will not expand

beyond its existing boundary and even the lower cost dockless providers are very hesitant to operate outside this perimeter.

Brompton Bike Hire. The first figure that points to a fundamentally different usage case is the average rental period. Where bike share bike may be rented for 20-30 minutes, a Brompton Bike is hired for an average of 3.5 days. On exploring the reasoning behind this, it is because the customers are in effect temporarily owning a bike. Whether it is a businessman travelling between cities, who wants to ensure at the destination they have a bike or a visitor to a city who want to have a bike for exploring during their trip; they are ensuring they have a bike with them when they need it. This is about convenience for the user. They have no concerns about not being able to get a bike, since they can reserve them in advance. During the rental, the bike is always available to them bringing all the benefits of owning a bike with none of the negatives. Finally, the stand-alone nature of the docks means that, unlike bike share, a network effect is not required to succeed.

Collaborative, not competitive. Due to the fundamentally different usage profiles, a Brompton Bike Hire solution enhances the sustainable transport options in cities where a Bike Share scheme is in place or planned. Conversely, it can be used as a surrogate to Bike Share, where limited funded or low population density makes Bike Share impractical. An increasing number of cities see Brompton Bike Hire as a way of establishing a shared cycling beachhead.

Multi-modal and MaaS

Brompton Bike Hire is very active in the multi-modal sector. As mentioned earlier, over 90% of Brompton bike journeys are multi-modal. This however is not the limit of ambition; Brompton is also a key member of the “Urban Mobility Partnership”, which is a diverse range of transport businesses (including Enterprise, Stagecoach, Liftshare and Bosch), who see that we will more quickly move people away from private car journeys by working in concert, than working individually. This has taken many forms including the collaboration on a number of pilots to assess the effectiveness of Multi-modal hubs.

Turning to Mobility as a Service. This once again resonates with Brompton’s belief in working collaboratively with other transport operators. Brompton has developed APIs so that its system can be accessed by the current active MaaS solutions in the UK including Mobellio and MaaS Global’s Whim.

BROMPTON BIKE HIRE

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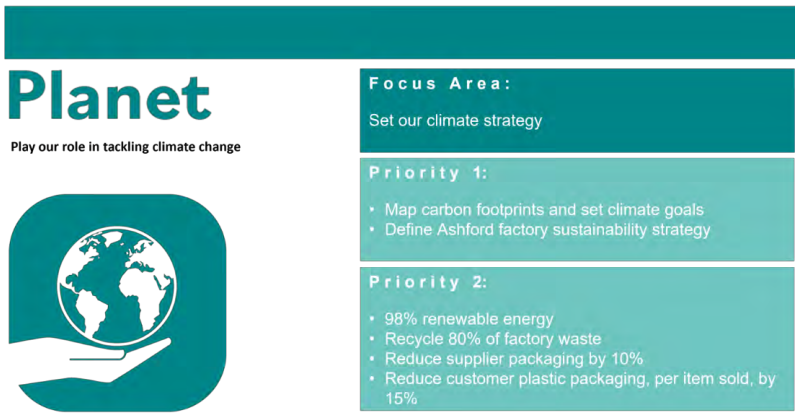
Sustainability

In 2021 Brompton joined the business ambition for 1.5c. As part of this commitment, Brompton will be setting science-based targets in 2023.

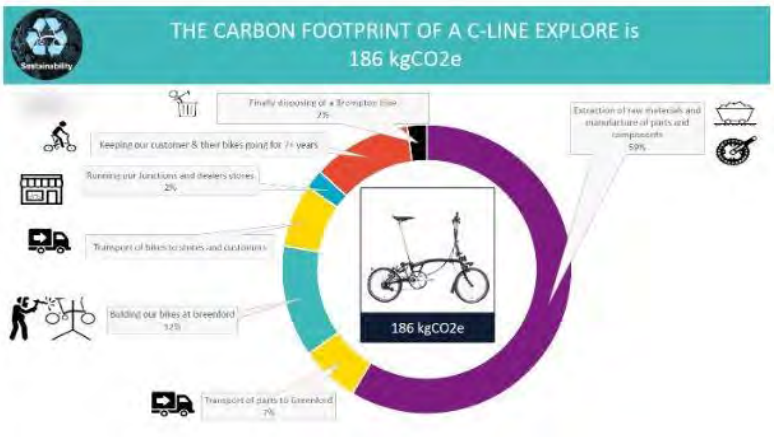


We make a bike that, by its very existence, contributes to solving many of the challenges we experience in our cities today including air pollution, fossil fuel consumption, and chronic mental and physical health problems. But we also acknowledge that our own operations and product create their own environment and social impacts. Understanding these impacts allows us to create strategies to drive positive change.

The Carbon Footprint for a C-Line Explore is 186 KgCO2e*. You would need to cycle 663 Miles, instead of using a petrol car, to offset this impact.

We have already reduced this footprint from 200 KgCO2 (7% reduction) by switching to renewable energy contracts and carbon-neutral gas contracts at Greenford. Over 50% of our impacts are derived from the extraction of raw materials and the manufacture of components – Our Design, Engineering, and Product teams are already exploring how we can reduce this for future products

This assessment allows us to understand what is driving our environmental impacts and what strategies we can create to reduce this.



*CO2e or Carbon dioxide equivalent is a term used to describe different greenhouse gases in a common unit

BROMPTON BIKE HIRE

Berkeley Strategic

Testimonials

In addition to the undoubted success of the Brompton Bike Hire offer in Newham and the surprising extent to which our Bromptons are being used by residents around the Borough, we have been particularly impressed by Brompton's "can do" attitude and their willingness to encourage cycling in general – with the use of Brompton bicycles for these trips seemingly being a minor issue to them when compared to just getting people cycling. They have been extremely accommodating whenever we have asked for discounted hire codes for special events, such as car-free day and other organised behavioural change events, and their sense of social responsibility is admirable, with other discounts available to people in lower income groups to address the 'cycling poverty' in the Borough.

Murray Woodburn – Head of Transport Policies and Programmes – Highways & Sustainable Transport

It has been fantastic to see the Brompton Bike Hire scheme at www.assemblylondon.uk.com proving so popular, it provides both local residents, tenants and visitors to Assembly with even more travel options for getting around town.

With health & well-being a key priority for many of our prospective tenants, having a Brompton Docking station on the estate as part of our comprehensive amenity package has definitely helped set us apart from the competition.

We look forward to working with Brompton again, not only do they share our vision to provide alternative sustainable transport solutions in all our developments, they have a fantastic product, deliver on time and are fun to work with.

Patrick Davis: Bellhammer Property Developers

Brompton Bike Hire are an excellent partner who have really listened and responded to our specific objectives for our communities. The dock in Ealing is proving especially popular and we are currently planning more docks in Ealing and Richmond

Nick O'Donnell: Assistant Director of Traffic and Engineering, London Boroughs of Richmond and Wandsworth

The mission of Clarion Housing Group is to provide good quality, affordable homes and neighbourhoods to people failed by the market and with 125,000 properties and with more than 350,000 residents, we are the largest housing association in the country. Over the last 2.5 years we have developed a strong and innovative partnership with Brompton Bike Hire to explore how we can encourage healthy and sustainable movement in our communities, communities are some of the most deprived in the UK and which often have low cycling propensity. This includes CYCLE42, a cycling and wellbeing hub in the heart of Merton and Brompton docking stations in our new developments irrespective of postcode and are rolling-out our hire scheme to new communities across the UK.

Brompton Bike Hire is clearly a business with social purpose with a passion for ensuring cycling is accessible to anyone. Working in partnership has been an exciting journey and we are looking forward to seeing the wider-scale impact of the work.

Sarah Mitton – Age Friendly Communities Manager - Clarion Housing Group

APPENDIX E

Car Club proposal for Land South of Reeds Lane, Sayers Common.

July 2024

Land South of Reeds Lane Car Club - Introduction

Enterprise Car Club is an hourly, self-service car rental company, available to members 24/7/365. Vehicles can be picked up in and around a city or region and booked in advance or at the last minute. Located in over 180 UK cities and communities our 100,000+ members have access to over 2,500 cars and vans.

Enterprise Holdings is the parent company of Enterprise Car Club. A car club is a natural extension of the local car-rental service that Enterprise Rent-A-Car has pioneered in the UK over the last 20 years.

Enterprise Car Club will be able to provide new communities with a wider variety of vehicles backed by the Enterprise Rent-A-Car neighbourhood network and award-winning customer service.

Enterprise Car Club already hosts over 150 vehicles at developments across the UK. These range from City Centre residential developments in London and major regional cities (e.g., Manchester, Leeds, Bristol, Edinburgh, Glasgow, and Newcastle), to mixed use developments, business parks and non-city centre locations on the fringes of cities or outside major conurbations.

The mobility decisions and behaviour of residents of new developments/communities (business or private) are influenced by their mobility needs in and around their new location, but also across the region and country. A good range of mobility solutions in one and not the other risks travel behaviours remaining focussed on vehicle ownership and far lower adoption of more sustainable and multi-modal options.

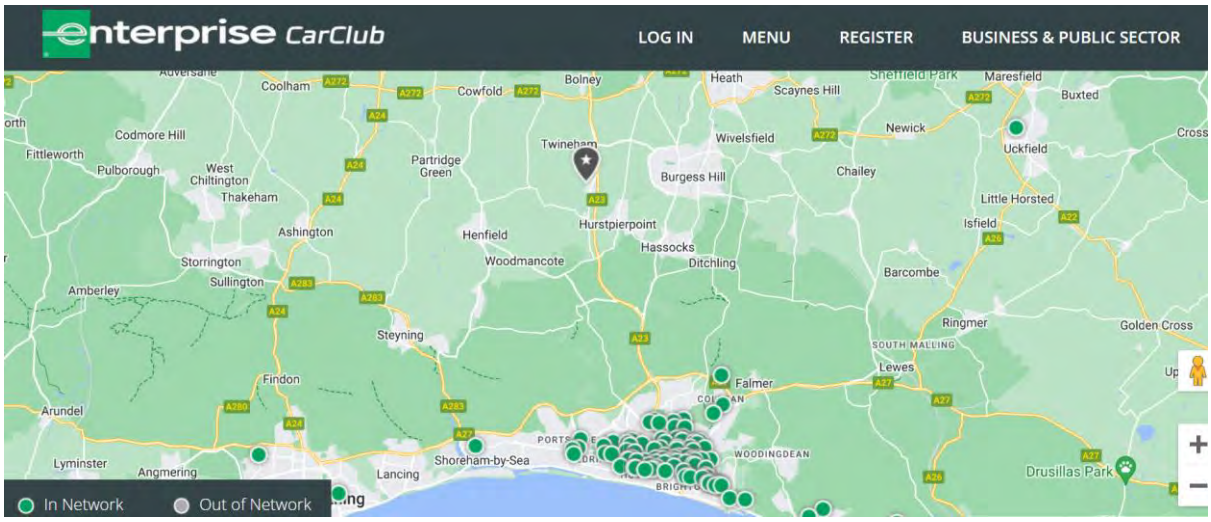
Enterprise has an already established and rapidly expanding national car club and car rental network providing shared mobility from Inverness to the Isle of Wight, Northern Ireland to East Anglia. Large urban centres are covered but towns and smaller communities are also now served by Enterprise Car Club and Enterprise Rent-A-Car. By the time this new development starts to be occupied mobility solutions from Enterprise will be available across the UK integrated physically and digitally alongside other sustainable modes such as public transport, active travel, and shared mobility options. Enterprise Car Club already has vehicles within 500 metres of 181 UK train station. These stations represent 34% of UK national rail journeys.

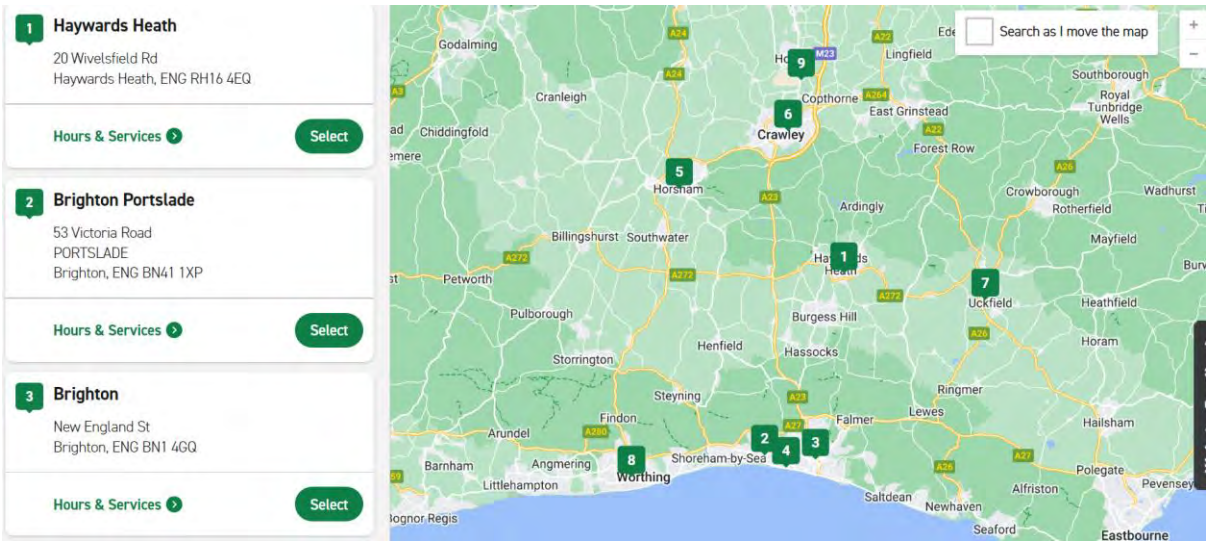
Enterprise Car Club in integrated with Enterprise Rent-A-Car as a brand, business, and proposition for residents of the development. This means that personal members of Enterprise Car Club will receive a discount with Enterprise Rent-A-Car and can access all its services in the immediate area around the development and across the UK. Together this integrated approach provides the most powerful alternative to car ownership for individuals and businesses.

Enterprise in the area around Land South of Reeds Lane, Sayers Common.

Currently Enterprise Car Club does not have a presence in the development area (see first map). Discussions are ongoing to expand this in partnerships with council's, train operators and developers. This car club presence is supported by a strong branch presence (see second map) and Enterprise also has "month or more" and commercial vehicles options in the region via Enterprise Flex-E-Rent.

Combined these options make Enterprise the best possible mobility partner for the Land South of Reeds Lane community whether residents need a car for a few hours, days or months.





The National Car Club

Lane South of Reeds Lane residents will also have access via their Car Club membership to over 2,500 vehicles across the UK. The map below shows the current Enterprise Car Club network which is expanding rapidly.

Land South of Reeds Lane residents who join Enterprise Car Club can use any of these vehicles and if bookings are cancelled more than 5 hours in advance there are no charges. Enterprise locates car club vehicles with public transport in mind enabling members to travel in combination with public transport and only driving for the smallest possible portion of the journey. One example of this is Enterprise Car Club's presence along the LNER network connecting York to Darlington, Durham, Newcastle, Berwick-upon-Tweed and Edinburgh to the north and Wakefield, Doncaster, Newark, Peterborough, and London Kings Cross to the south.

Car Club Proposal for Land South of Reeds Lane, Sayers Common.

Given the scale of the development (1850 units) the long build process, we advise a demand led model, beginning with a set number and adding units based on build phases combined with demand:

- Minimum car club – Phase 1 - 27/28, 1 vehicle on a 2-year rolling contract.
- Vehicles provided – petrol/hybrid/EV – EV's can be supplied provided correct charging infrastructure with minimum 7kw charging in place.
- Additional vehicles will be provided based upon demand and usage to grow the network across the overall site of 1850 units. Enterprise and the client will develop a utilisation model which will trigger additional vehicles in response to demand. This model will consider utilisation levels above 25% and the distribution of demand across the week and working week. Additional vehicles will then be provided at £12,000 ex VAT per year, this will include additional free memberships and driving credit for the wider site community. See table below for demand based additional vehicles.

Units Occupied above initial phase	Assumed real utilisation (hours)	Utilisation growth in hours per month	as a % - 25% triggers additional vehicle	744 Hours in month - hourly capacity	Number vehicles	Increase in vehicles	Total Vehicles	Additional vehicle support
140	200	75	27%	744	1	1	2	£12,000
300	275	75	18%	1488	2	0	2	£0
480	350	75	24%	1488	2	0	2	£0
660	425	100	29%	1488	2	1	3	£12,000
840	525	100	24%	2232	3	0	3	£0
1020	625	100	28%	2232	3	1	4	£12,000
1200	725	100	24%	2976	4	0	4	£0
1380	825	100	28%	2976	4	1	5	£12,000
1560	925	100	25%	3720	5	1	6	£12,000
1700	1025	125	23%	4464	6	0	6	£0
1820	1150	125	26%	4464	6	1	7	£12,000

- Total cost - £96,000 ex VAT. Includes initial payment of £24k+VAT for first Phase vehicle.
- Incentive for All site residents up to 1850 units – 2 year's free membership of Enterprise Car Club and £50 driving credit.
- The offer will be provided to multiple residents at the same address and throughout the contracted period.
- All residents joining would also be able to get a discount with Enterprise Rent-A-Car. The combination of car club and car rental is very attractive to people as an alternative to car ownership. This would be promoted via a leaflet customised to the offer (see below example), via digital/social media marketing and events.
- Any Businesses located at the development site will be provided with free Enterprise Car Club membership for themselves and their employees.
- Attendance at sales and promotional events
- Dedicated 24/7 Clubhouse Team and 24/7/365 online reservation system available, by phone or on our app.
- Creation of reports and statistics for the developer and council.
- Zero vehicle maintenance and cleaning responsibilities.
- Dedicated personal development account manager.
- Car Club personal members will receive discount on rentals with Enterprise-Rent-A-Car. Details of nearest branch are below which offers a free "We'll pick you up service".

- Car Club members holding both a corporate and personal membership can link their accounts, so they can have a single sign on to the car club booking system.

One Enterprise and Future Mobility

Car Club usage can be supported and supplemented day traditional car rental (typically for longer journeys) via a local branch and the free "We'll pick you up service" or a delivery service to the business park. One-way hires are available via the traditional Enterprise Rent-A-Car network.

Enterprise has developed "Enterprise Travel Direct" ETD to assist businesses wishing employees to have access to both car club and daily rental mobility options alongside the use of employee's own cars for business mobility (grey fleet). ETD allows businesses to load the parameters of their travel policy/hierarchy into the system to manage and direct their employees to the travel option most suitable to their needs in terms of cost, carbon savings etc.

Enterprise is developing Mobility as a Service and Ridesharing services which can also assist business parks provide efficient mobility for residents.

Globally, Enterprise is at the forefront of new mobility solutions and over $2 billion has been invested in a variety of businesses and technologies that will be critical in solving many of the current and future mobility challenges. Enterprise is seeking to bring innovative Mobility as a Service (MaaS) platforms to cities and large sites that will provide users with transport on demand across all modes. Employees could receive "Mobility Credits" from employers and the platform could be white labelled to the location or business.

Everything we do, we do with our Standard of Care. We promise to put you first, with exceptional customer service and vehicles that are maintained to our high-quality standards. We're continuously innovating to help move the world forward—including new ways to go the extra mile for you, so your residents can get on the road with confidence, no matter where life takes them. To make this promise a reality, our service is guided by the following best practices.

No-Touch Transactions

We want your rental process to be as intuitive and easy as possible. So, we're increasing our efforts to provide no-touch digital tools that provide less contact without sacrificing service.

Vehicle Maintenance & Safety

Nothing is more important than the safety of our customers. We follow or exceed manufacturer guidelines for tire replacement and oil changes to help ensure your experience is safe and uninterrupted.

Exceptional Customer Service

Great customer service starts with listening. We take the time to understand your needs, so we can offer the best solution. This attention to our customers is what has made us a global leader in mobility. Customers come to us—and stay with us—because we always strive to deliver an exceptional digital experience.

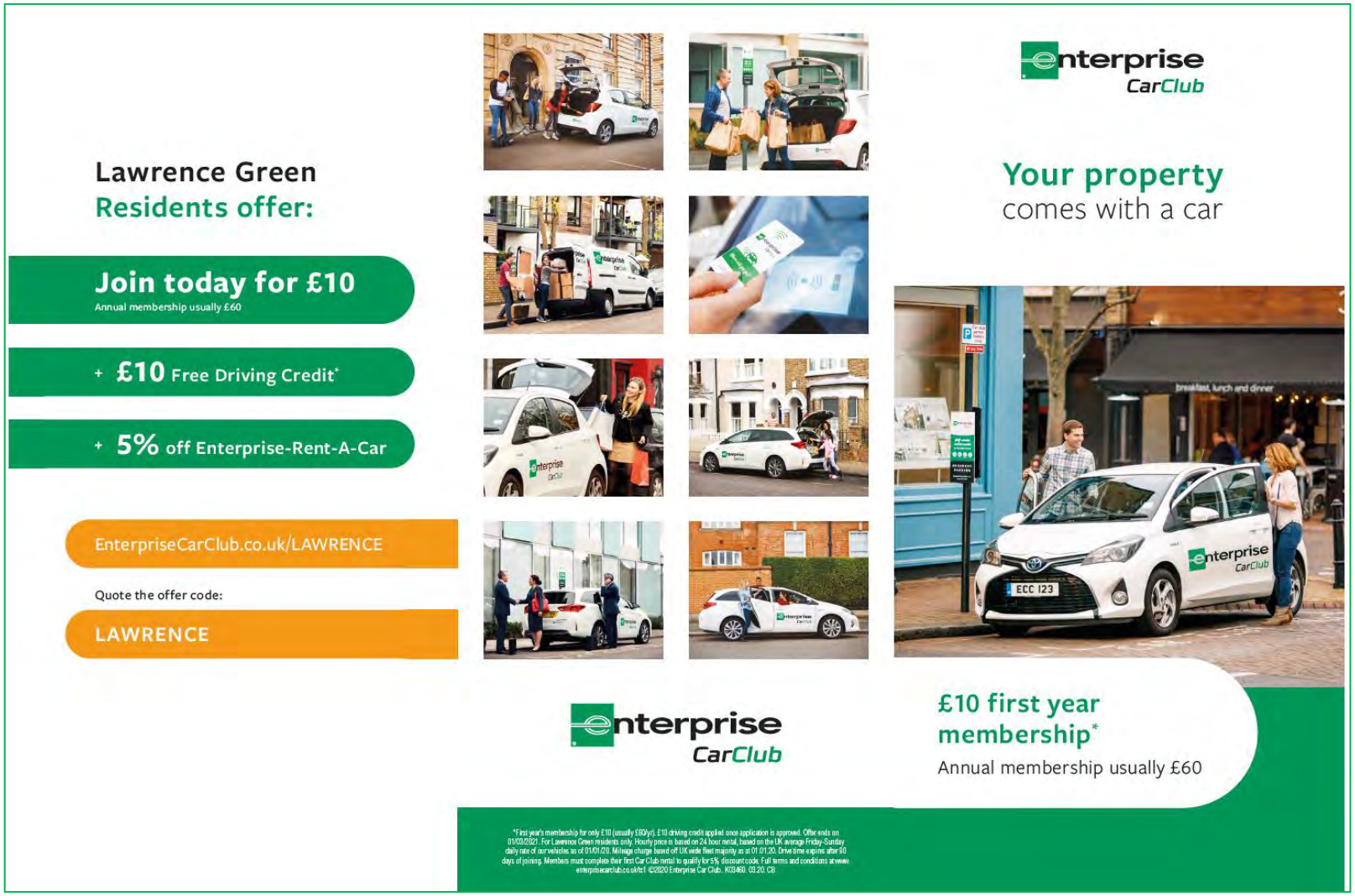
Visual Inspection of Every Vehicle

As part of our Standard of Care, we provide members with guidance and tools to perform a visual inspection before each trip. This extra step includes documentation of the vehicle condition before each rental, offering you peace of mind so you can be focused on the road ahead.

Member Compliance with Car Club Code

Car Club requires members to be community-minded as they make use of our shared vehicles in line with the Car Club Code.

Example Marketing Leaflet



Your nearest car is:
Wallshut Wood,
Bristol, BS16 1GJ

Rent by the hour from
£2.50/hr* & 21p/mile

Fuel, taxes and
servicing included

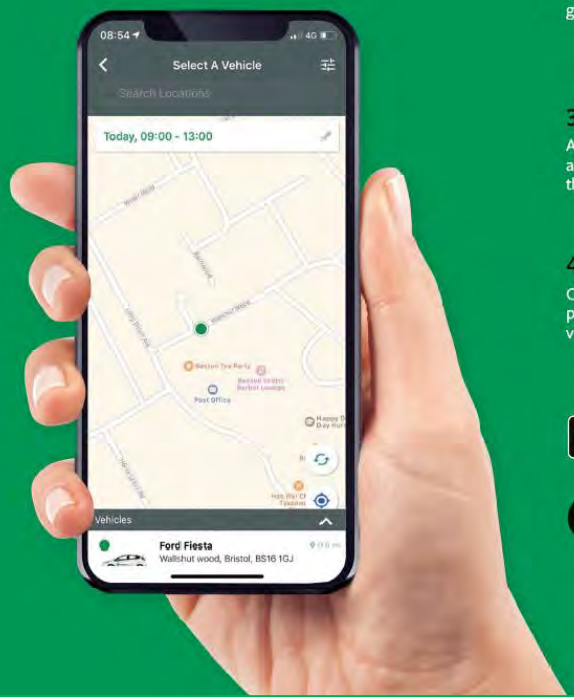
Access 1,400+
vehicles nationwide

24/7 access
year round

Book & Unlock

from the palm of your hand

Use our app to access cars and vans parked on streets, at train stations, car parks and Enterprise Rent-A-Car branches across the UK. Membership includes fuel, insurance and breakdown cover, meaning you only pay for a vehicle when you need it.



1. Join
Become a member
online or on the app

2. Reserve
Book in advance or on the
go, online or using the app

3. Unlock & Go
Access the vehicle via the app
and retrieve the keys using
the PIN-PAD in the glovebox

4. Return
Once back at the original
parking bay, lock the
vehicle via the app

Download on the App Store

GET IT ON Google Play

Join Now

APPENDIX F

Transport Planning Associates

A Report for

BERKELEY LATIMER

In respect of

Land to the south of Reeds Lane, SAYERS COMMON

Technical Note – Bus Strategy

July 2024

Document Management

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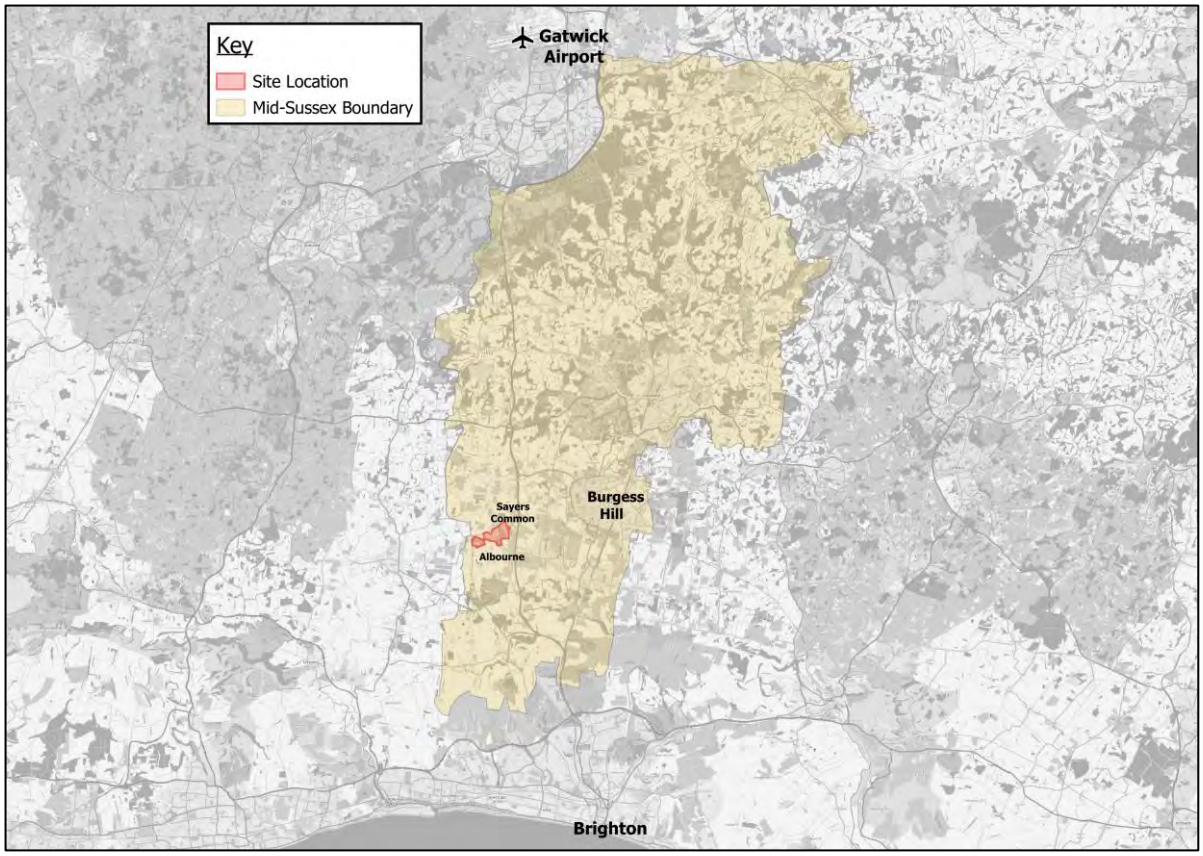
1 Introduction

1.1 Transport Planning Associates (**TPA**/ **we**) has been appointed by Berkeley Latimer to provide transport planning consultancy services in relation to a development proposal at Reeds Lane, Sayers Common. The location of the site is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap Contributors

1.2 The site has been included within Mid Sussex District Council's (**MSDC**) December 2023 Regulation 19 submission draft of its District Plan 2021-2039 (**RDP**). The draft policy associated with the proposed allocation is set out in DPSC3: Land to the South of Reeds Lane, Sayers Common.

1.3 To support the allocation a bus strategy has been developed which is set out, together with a high-level viability calculation, within this Technical Note.

2 Proposed Bus Strategy

Stakeholder Engagement

West Sussex County Council Engagement

2.1 Following a pre-application meeting with West Sussex County Council's (**WSCC**) Highway Department, consideration has been given to the preliminary bus strategy for the site. This was reviewed, updated and repeated during the subsequent pre-application meeting, and WSCC agreed to facilitate further discussions with bus operators.

2.2 We understand that the 100 service is subsidised by WSCC and that there is a desire for DPSC3 to "*to increase utilisation of this service and improve its financial sustainability*" as opposed to competing. To that end we discussed the potential to provide our bus service as an express route to avoid '*abstracting*' passengers from the existing 100 service.

2.3 Furthermore, it was agreed that the bus strategy for the emerging District Plan should seek to link the new allocated sites together with key employment and travel hubs (such as Burgess Hill Station). There is a desire for the service to be "*scalable*" as the various developments come forward to ensure that it meets the demands.

Compass Travel Engagement

2.4 As the existing operator of the 100 bus service, Compass Travel was invited to a meeting which was subsequently held in April 2024. During the meeting the potential to divert the 100 bus service was dismissed due to the existing pressures on the service. Instead, a new service was proposed running hourly (resulting in a half hourly bus provision between Sayers Common and Burgess Hill).

2.5 Compass Travel provided a possible timetable illustrating this service, which is provided in **Appendix A**, together with a cost estimate of circa £210,627 per bus per annum. This cost has been used as the basis for our viability analysis within this Technical Note.

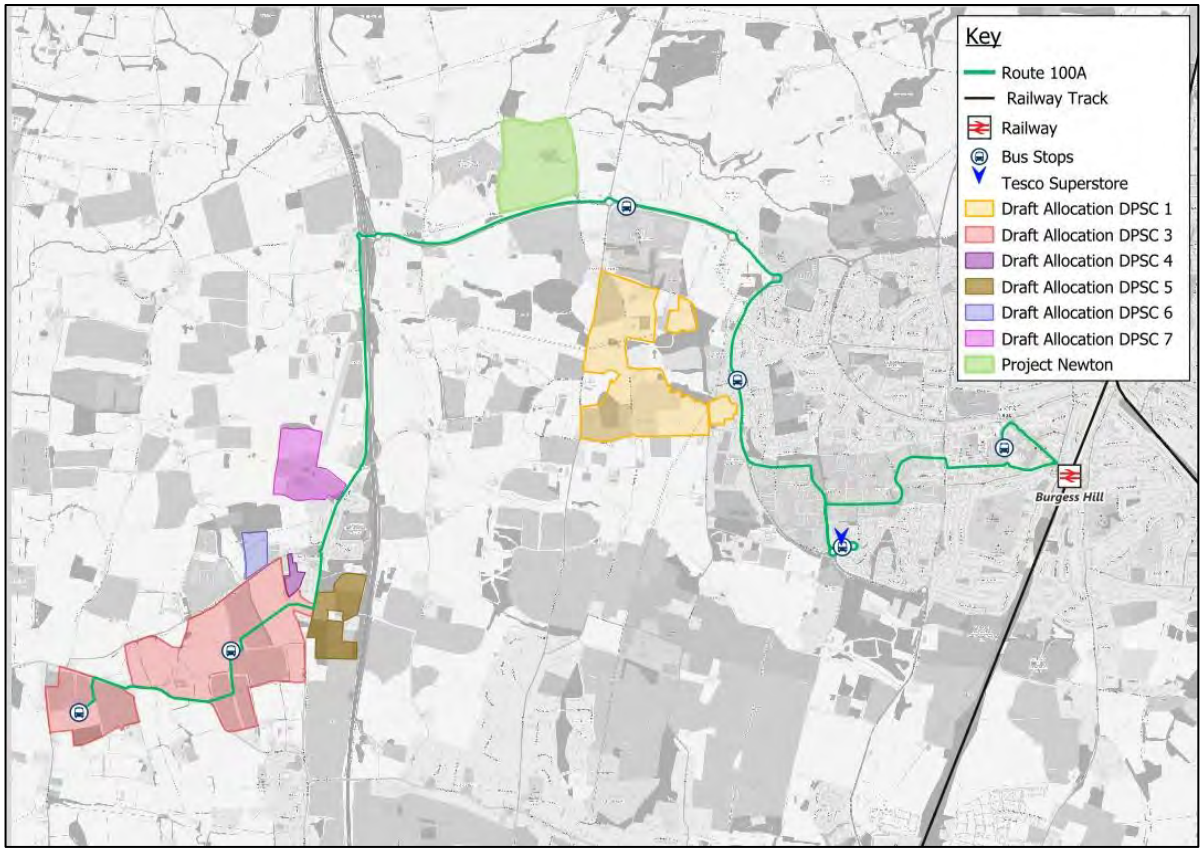
Emerging Bus Strategy

New Bus Service

2.6 Given the outcome of the engagement, we have prepared two possible express bus route diagrams that could form the basis of future inter-allocation discussions. The first could be implemented prior

to a route through DPSC1 coming forward is shown in **Figure 2.1**. As shown, the proposed express route has minimal stops to reduce the potential for competition with the existing services. Additional stops may be required within the site to ensure that a maximum walking distance of 400m is achieved to a bus stop, however this will be confirmed as part of a future planning application.

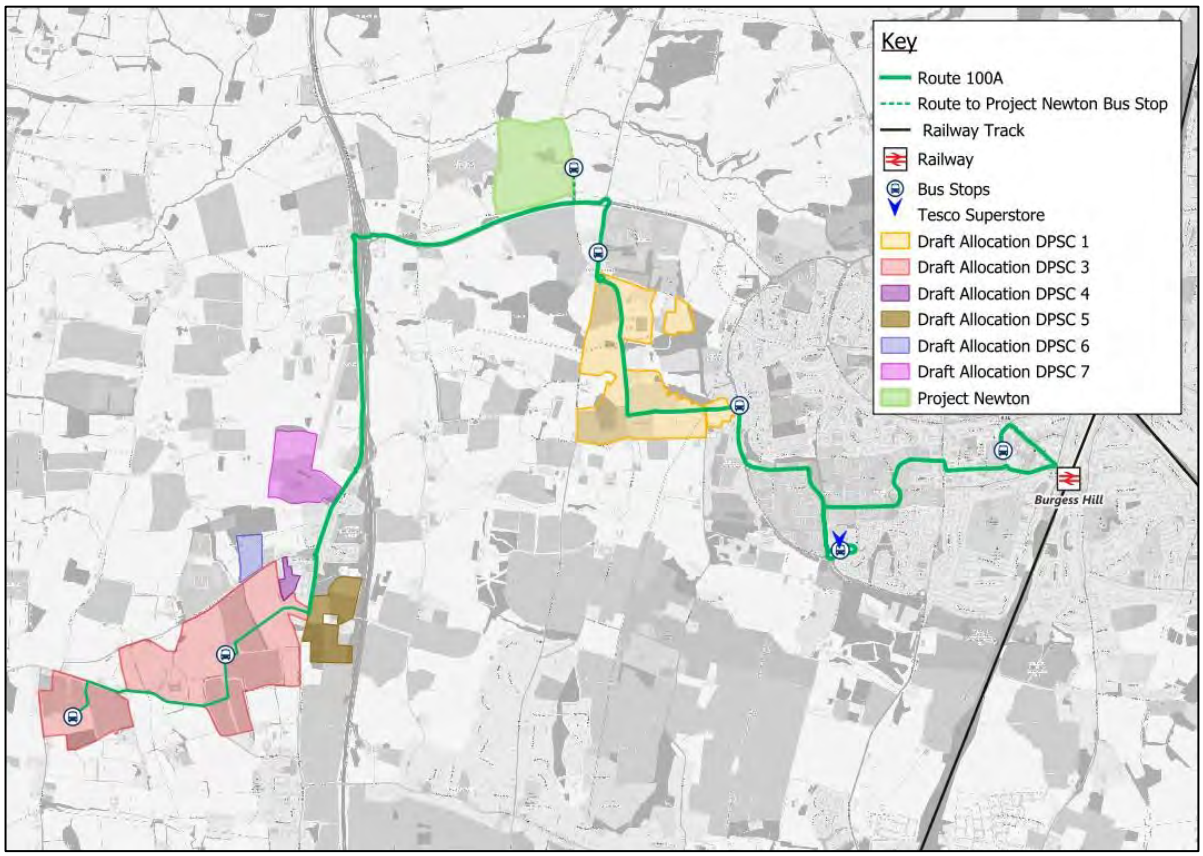
Figure 2.1 Initial Bus Service



Source: © OpenStreetMap Contributors

2.7 The second express route could be implemented once DPSC1 has come forward and a route through the site can be facilitated. A preliminary version of this route is shown in **Figure 2.2**.

Figure 2.2 Long-term Express Bus Route



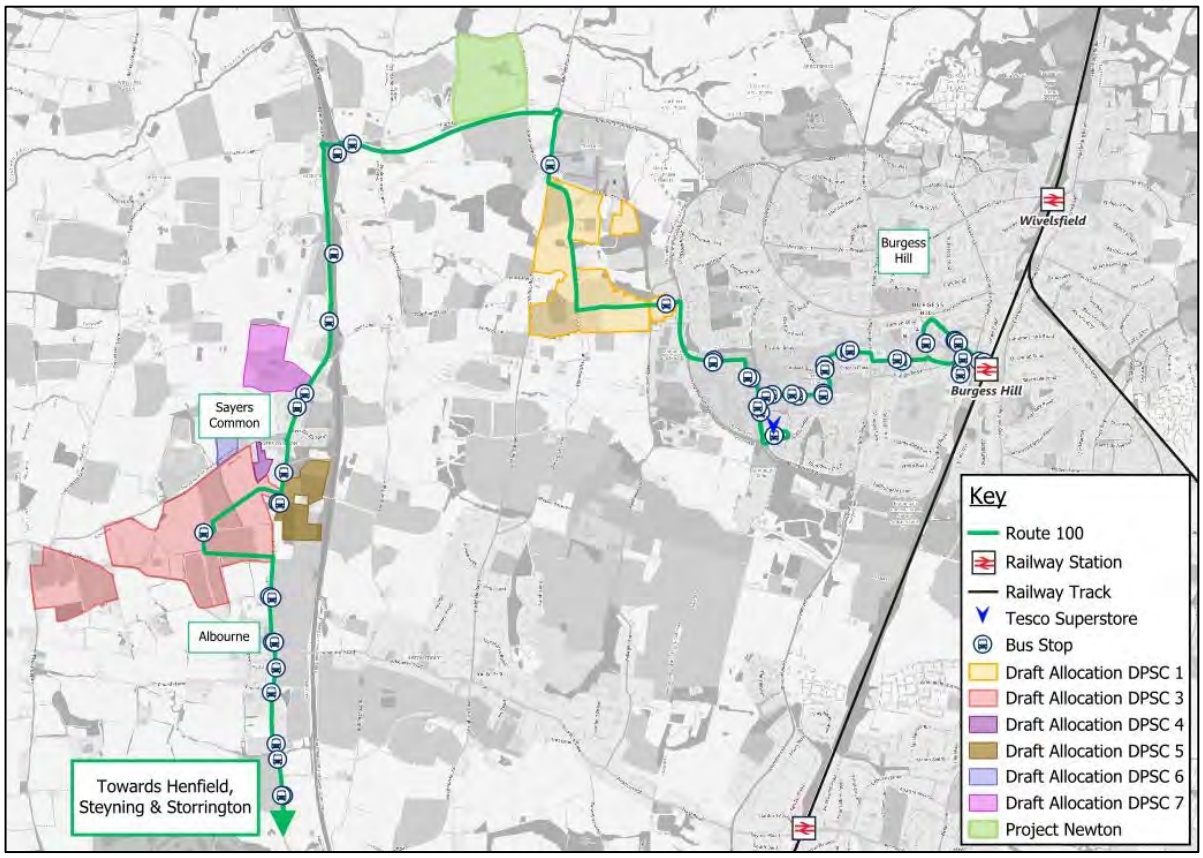
Source: © OpenStreetMap Contributors

2.8 As set out above, the routes shown are indicative only and would form the basis of future discussions with the relevant land promoters, bus operators, WSCC, and other stakeholders.

Possible 100 Bus Route Diversion

2.9 In addition to the above, we consider that the existing 100 bus service could be diverted along the allocations dedicated Sustainable Travel Corridor and through the eastern parcel of the site via the neighbourhood centre providing the majority of the site with direct access to the service. This potential diversion is shown in **Figure 2.3** and would maximise the potential for travel by public transport.

Figure 2.3 Potential 100 Bus Route Diversion



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2.10 Notwithstanding this, our initial discussions with the Compass Travel suggest a reluctance to divert the service, and should this position be retained then alternative arrangements (such as an increased frequency to the proposed 100A service) would be investigated and are set out within this Technical Note.

2.11 For the purpose of this study we have assumed that the 100 bus will not be diverted into the site, however the Sustainable Travel Corridor link will be provided to future proof this possibility and to the benefit of active travel modes.

Demand Responsive Transport

2.12 We understand WSCC's desire for the scheme to support their Dynamic Demand Responsive Transport (**DDRT**) scheme. We agree that our site should explore ways to rolling out DDRT as part of the travel strategy for Sayers Common.

Project Newton Services

2.13 In addition to the above opportunities identified, we anticipate that the development of Project Newton would likely bring forward additional bus services locally. Opportunities to expand upon these services will be considered at a later date as part of the bus strategy developed for the planning applications.

Masterplanning

Bus Stops

2.14 When masterplanning the proposed allocation, an allowance will need to be made for a bus route through the site connecting to the urban centres that will be proposed. The route will be designed to ensure that the majority of dwellings are within 400m crow-fly distance of a bus stop in accordance with CIHT's[1] prescribed recommended walking distances for different purpose bus routes, shown in **Figure 2.4**.

Figure 2.4 Recommended Maximum Walking Distances to Bus Stops

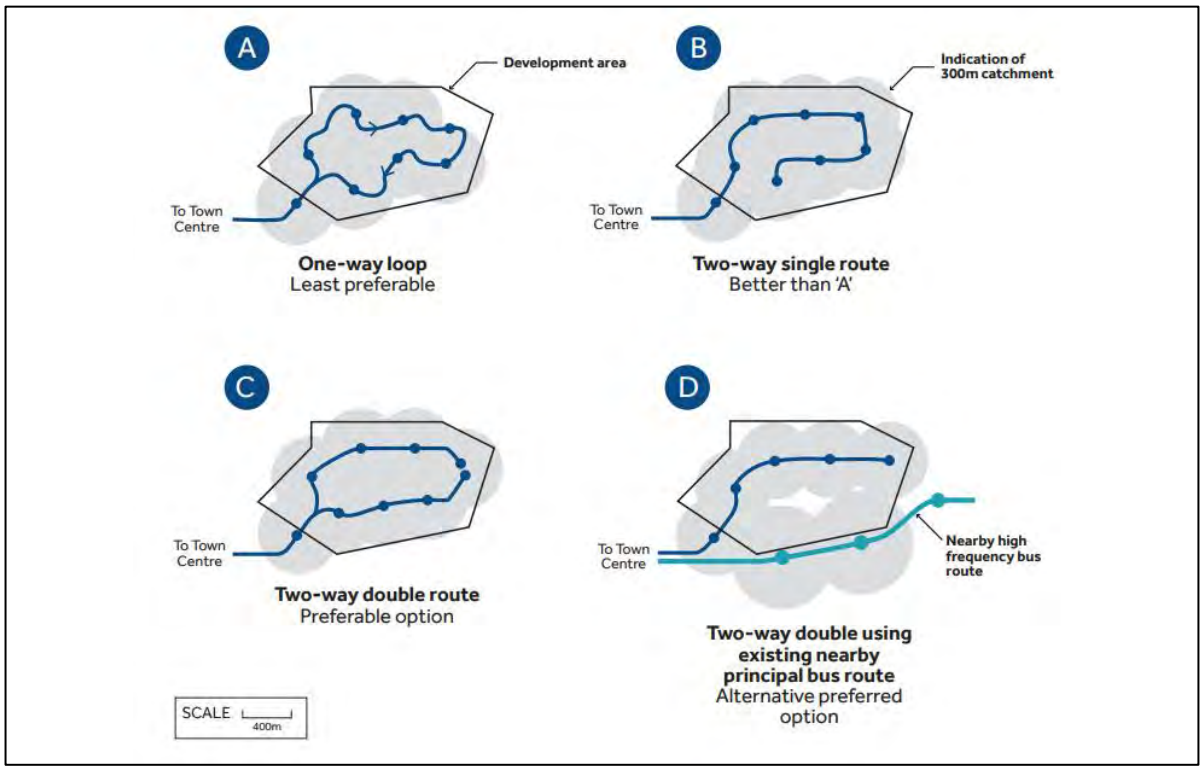
Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

Source: CIHT Buses in Urban Developments

2.15 Focusing on the route through the site, the CIHT sets out four possible arrangements for internal bus routes as set out below in **Figure 2.5**. It states that "*Direct routes (C and D) are preferable to loops. One-way loops particularly should be avoided (A)*"[2] and that "*The development should have sufficient density and/ or land use mix to support high-quality services*" [3].

[1] Buses In Urban Developments, CIHT (January 2018)
[2] Figure 7 of CIHT Buses in Urban Developments
[3] Figure 7 of CIHT Buses in Urban Developments

Figure 2.5 CIHT's Achieving easy access to stops – theoretical example



Source: CIHT Buses in Urban Developments

2.16 In this context we are seeking to implement a bus strategy which falls between option B and D, with a high frequency service provided to the site and supporting a lower frequency service adjacent to the site (the existing 100 service).

Bus Priority

2.17 Congestion is one of the largest threats to the provision of a punctual and reliable bus service. It is therefore directly related to the attractiveness of a service to passengers and success or failure of a service. To protect the bus network from congestion bus priority measures such as bus gates, bus lanes, and on-line bus stops will need to be provided as appropriate. Bus stops will also be provided with shelters, network maps and a display on how to obtain real-time information to maximise the ease of use.

2.18 At this stage the opportunity to provide a bus only route as part of the Sustainable Travel Corridor has been identified within the Masterplan with a new signal-controlled junction provided on London Road, however further bus priority measures will be identified as part of future planning applications.

3 Viability

Revenue

3.1 In determining the potential revenue of a bus service reference has been made to the existing cost of travel from Sayers Common to Burgess Hill on the route 100 as operated by Compass Travel. The existing costs are set out below:

- Adult Single: £5.80;
- Adult Return: £9; and
- Adult Weekly: £30.

3.2 We understand that Compass Travel do not currently offer monthly or annual tickets, and therefore we have sought to calculate the cost of an annual ticket based on the above. On the basis of the costs set out above, a discount is applied to the weekly ticket when compared to buying daily return tickets. We anticipate that an annual ticket would have a similar discount, and for the purpose of this Technical Note we have assumed a further 20% discount when compared to buying 52 weekly tickets. This results in a cost of £1,248 per annum[4].

3.3 To provide a worst-case analysis, no allowance has been made for travel to the site for other purposes such as the employment, commercial and education land uses proposed.

Cost

3.4 As set out previously, as part of the negotiations with Compass Travel a cost of circa £210,627 per bus per annum has been identified. This has been used to determine the annual cost of providing the service.

Build Out Rates

3.5 For this Technical Note the following build out rates have been assumed for the draft allocations in Sayres Common as set out in Table 3.1.

[4] Based on 52 weeks at £30 (£1,560) with a 20% discount

Table 3.1 Assumed District Plan Sustainable Community Build out – Sayers Common

Site	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39
DPSC3 (1,850 units)			30	140	160	180	180	180	180	180	180	180	140	120
DPSC4 (33 units)	13	20												
DPSC5 (210 units)		50	60	60	40									
DPSC6 (100 units)		50	50											
DPSC7 (200 units)		50	60	60	30									
Total	13	170	200	260	230	180	180	180	180	180	180	180	140	120
Cumulative Total	**13**	**183**	**383**	**643**	**873**	**1,053**	**1,233**	**1,413**	**1,593**	**1,773**	**1,953**	**2,133**	**2,273**	**2,393**

Source: Table 1 of the draft Statement of Common Ground between Mid Sussex District Council and the promotors of DPSC3, DPSC4, DPSC5, DPSC5, DPSC6, and DPSC7

Scenario Testing

3.6 The following assumptions have been made regarding the scenario testing:

- no allowance has been made for inflation of cost or revenue associated with the bus service;
- no allowance has been made for bus patronage from existing uses within Sayers Common or along the proposed route, assuming that the cost of the service would be solely based on the residential dwellings in the Sayers Common draft allocations; and
- no allowance has been made for offering a free season ticket to each dwelling for the first year of occupation which we anticipate as a future travel plan measure.

3.7 To establish the baseline modal split to be used in the scenario testing set out below reference has been made to the daily total person and public transport modal splits as set out in the TRICS reports contained within **Appendix B**. With regard to the mix of houses and flats, reference has been made to the split proposed for DPSC3 as a reasonable proxy for development coming forward in Sayers Common. The resultant modal split calculation is set out in Table 3.2 below.

Table 3.2 Residential Baseline Modal Split

	Total Person Two-way Trip Rate	Total Person Two-way Trip	Public Transport Trip Rate	Public Transport Trips
Private Houses (1,580)	6.941	10,966.78	0.264	417.12
Private Flats (420)	4.513	1895.46	0.456	191.52
Total	-	12,862	-	609
Baseline Modal Split	-	100.0%	-	4.7%

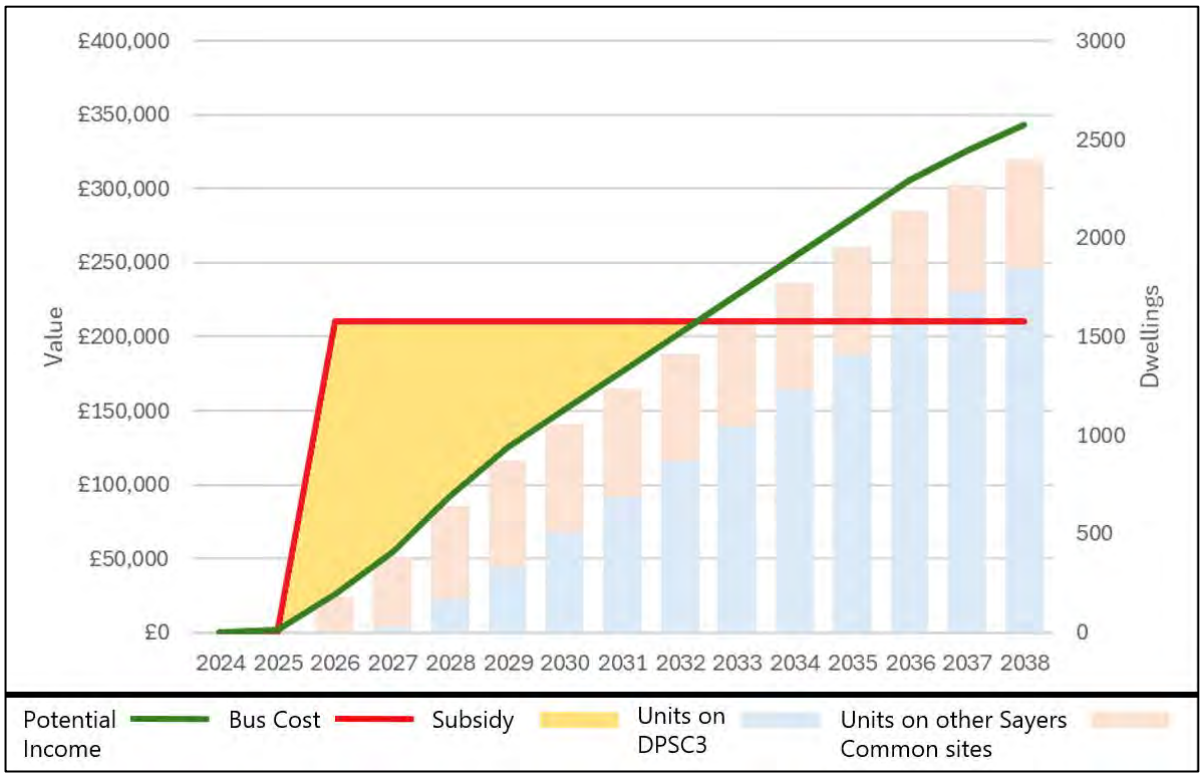
*Source: Based on **Appendix B***

3.8 Based on the above this viability study has utilised a baseline modal split of 4.7% of trips by public transport.

Scenario 1 – Baseline Modal Split

3.9 Utilising the baseline modal split set out above a viable bus service has been determined which could be provided. The resultant viability of the bus service based on only achieving the modal split identified within the TRICS reports is presented in **Figure 3.1**.

Figure 3.1 Bus Viability Scenario 1



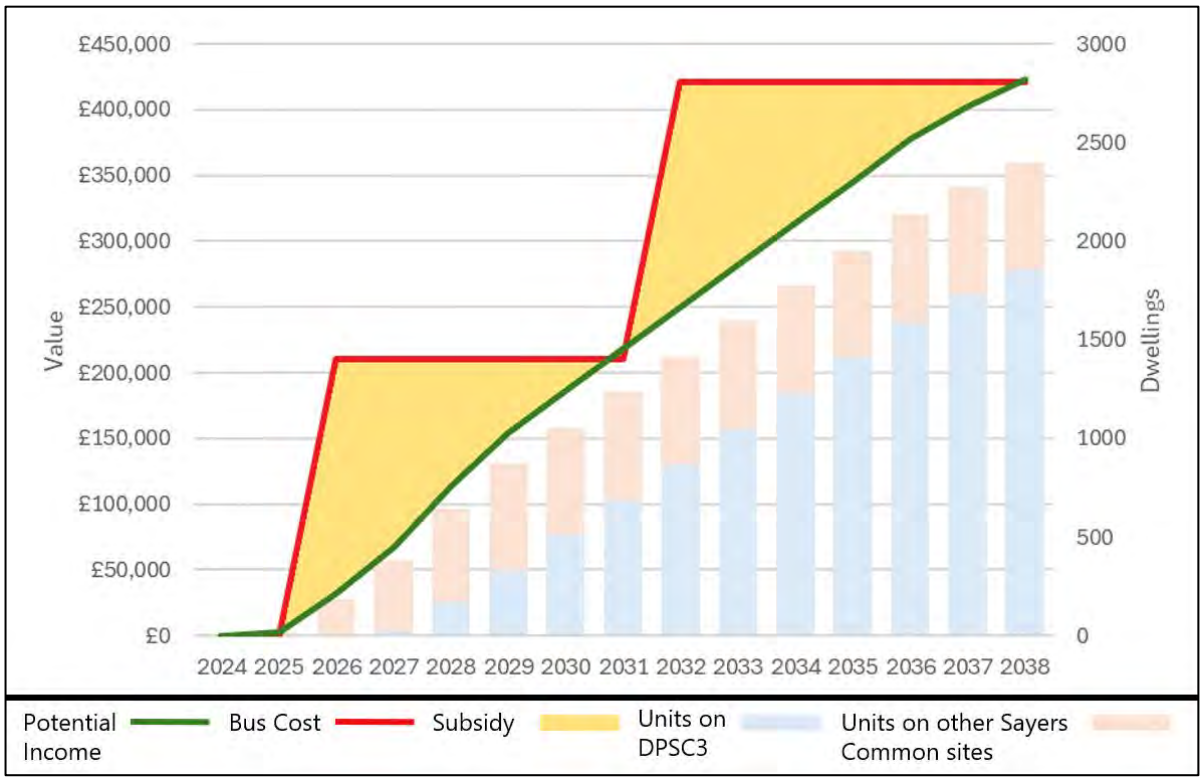
3.10 As shown, assuming the Sayers Common allocations only achieve the TRICS modal split (i.e. 4.7% by public transport) then the proposals would only sustain a single additional bus service. This would equate to an hourly service from within DPSC3, with a resultant half hourly service available from London Road.

3.11 With regards to subsidies, as shown above, scenario 1 would require a subsidy of circa £645,000 between 2025 and 2032.

Scenario 2 – Bus Viability Balancing

3.12 To achieve a second bus an increase of circa 1.1% on the baseline modal share by public transport needs to be achieved. We consider this to be achievable in the context of both the design and the travel planning measures which we anticipate being required as part of any development in this location. **Figure 3.2** provides a viability analysis assuming a circa 1.1% increase from the baseline can be achieved by providing an additional bus. It is likely that this level of modal shift could be achieved through the provision of the higher frequency bus service.

Figure 3.2 Bus Viability Scenario 2



3.13 The above graph assumes that a second bus is added to the calculation in 2031 once the initial bus becomes profitable. The second bus would then become profitable at the end of the local plan period once all dwellings are occupied in Sayers Common.

3.14 The assumptions above would result in a new half hourly service to Sayers Common in addition to the existing 100 service.

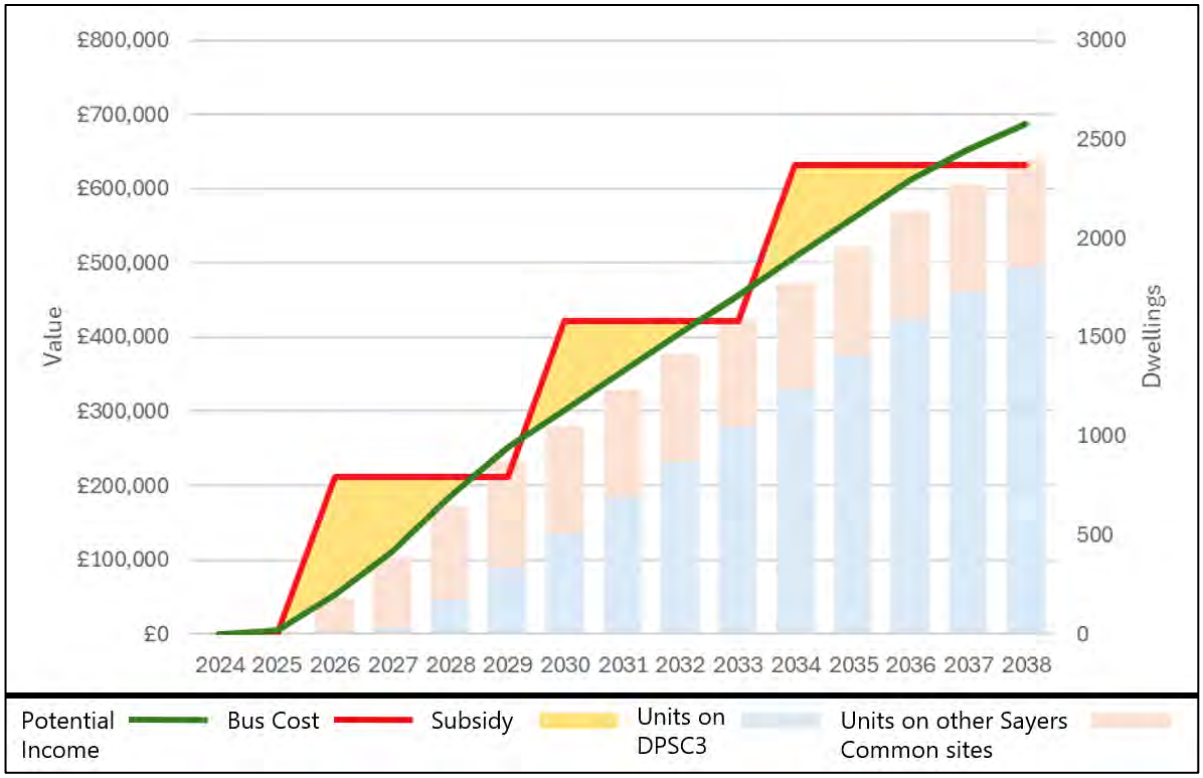
3.15 With regards to subsidies, as shown above, scenario 2 would require a subsidy of circa £500,000 between 2025 and 2031, with a second subsidy of circa £560,000 between 2031 and 2038. The total subsidy requirement for the service equates to circa £1,060,000.

Scenario 3 – Vision

3.16 Notwithstanding the scenarios set out above, our vision scenario is to achieve a higher proportion of trips by public transport for the site than has been achieved historically according to the TRICS database. For the purpose of this Technical Note we have assumed that the potential exists to double the baseline public transport modal split, resulting in a modal split of 9.5% by public transport.

3.17 Assuming that a greater proportion of trips would occur by public transport results in increased revenue for the bus operator and could be used to provide an additional service (resulting in a bus every 20 minutes from DPSC3 to Sayers Common in addition to the existing hourly 100 service). The resultant viability graph is presented in **Figure 3.3**.

Figure 3.3 Bus Viability Scenario 3



3.18 As shown above, a modal split of 9.5% of trips by public transport would enable a third bus to be provided. This increased frequency would in itself make the service more attractive to potential users.

3.19 With regards to subsidies, as shown above, scenario 3 would require a subsidy of circa £285,000 between 2025 and 2028, with a second subsidy of circa £205,000 between 2030 and 2032, and a final subsidy of circa £215,000 between 2034 and 2036. The total subsidy requirement for the service equates to circa £705,000.

Summary

3.20 The viability calculations set out above make no allowance for existing or future residents along the route as patronage, however the new service could provide a wider benefit. In particular, the proposed long-term route of the service would pass through DPSC1 which would provide an opportunity for additional revenue to be collected.

3.21 Additionally, the analysis set out above makes no allowance for the increased travel to Sayers Common resulting from the new/ improved services and amenities. This increase in movements provides an opportunity for the 100 bus service to increase its patronage and, subject to constraints, divert into DPSC3 as set out previously.

3.22 In conclusion, we consider a bus service to be viable, with the flexibility to increase the frequency alongside patronage should the demand warrant it. In the vision scenario it is anticipated that, based on the assumptions made within this Technical Note, three buses could be provided.

3.23 This provision would result in a 20-minute frequency service into Burgess Hill from Sayers Common (not allowing for the existing hourly 100 service), that would be self-sustained by the income from fares of residents in the Sayers Common allocations alone.

APPENDIX A

Services 100, 101 Burgess Hill to Sayers Common

Mondays to Fridays

	101	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**
Reeds Lane Site	0614	0642	**H**	0741	**H**	0836	**H**	0950	**H**	1100	**H**	1210	**H**	1310	**H**	1410	**H**	1520	**H**	1620	**H**	1715	**H**	1810	**H**
Sayers Common, School	0619	0647	0716	0746	0811	0841	0916	0955	1025	1105	1145	1215	1245	1315	1345	1415	1445	1525	1600	1625	1645	1720	1745	1815	1854
Hickstead Services	0621	0649	0718	0748	0813	0843	0918	0957	1027	1107	1147	1217	1247	1317	1347	1417	1447	1527	1602	1627	1647	1722	1747	1817	1856
Science Park, Bus Terminus	0622	0650	0719	0749	...	0844	0919	0958	1028	1108	1148	1218	1248	1318	1348	1418	1448	1528	1603	1628	1648	1723	1748	1818	1857
The Hub, Cuckfield Road	0623	0651	0720	0750	...	0845	0920	0959	1029	1109	1149	1219	1249	1319	1349	1419	1449	1529	1604	1629	1649	1724	1749	1819	1858
Western Arc Site	0625	0653	0722	0752	...	0847	0922	1001	1031	1111	1151	1221	1251	1321	1351	1421	1451	1531	1606	1631	1651	1726	1751	1821	1900
The Triangle	...	...	...	...	0821	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
York Road, Innovation Drive	0628	0656	0725	0755	0823	0850	0925	1004	1034	1114	1154	1224	1254	1324	1354	1424	1454	1534	1609	1634	1654	1729	1753	1823	1902
Burgess Hill, Tesco	0630	0658	0727	0757	0825	0852	0927	1006	1036	1116	1156	1226	1256	1326	1356	1426	1456	1536	1611	1636	1656	1731	1755	1825	1904
Victoria Way	0633	0701	0730	0800	0829	...	...	...	...	...	...	...	...	...	...	...	...	...	1614	1639	1659	1734	1758	1828	1906
Burgess Hill Station Road	0636	0705	0733	0804	0833	0858	0933	1012	1042	1122	1202	1232	1302	1332	1402	1432	1502	1542	1617	1642	1702	1736	1801	1831	1909
Burgess Hill, Church Road	0637	0706	0734	0805	0835	0859	0934	1013	1043	1123	1203	1233	1303	1333	1403	1433	1503	1543	1618	1643	1703	1737	1802	1832	1910

	100	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**101**
Burgess Hill, Church Road	0641	0709	0741	0809	0909	0929	1009	1039	1109	1139	1209	1239	1309	1349	1424	1454	1526	1554	1624	1654	1724	1744	1805	1845	1915
Victoria Way	0644	0712	0744	0812	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1627	1657	1727	1747	1808	1848	1918
Burgess Hill, Tesco	0646	0714	0746	0814	0914	0934	1014	1044	1114	1144	1214	1244	1314	1354	1429	1459	1531	1559	1629	1659	1729	1749	1810	1850	1920
York Road, Innovation Drive	0648	0716	0748	0816	0916	0936	1016	1046	1116	1146	1216	1246	1316	1356	1431	1501	1533	1601	1631	1701	1731	1751	1812	1852	1922
The Triangle	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1535	...	...	...	...	...	...	...	...
Western Arc Site	0650	0719	0750	0819	0919	0939	1019	1049	1119	1149	1219	1249	1319	1359	1434	1504	...	1604	1634	1704	1734	1754	1814	1855	1924
The Hub, Cuckfield Road	0651	0720	0751	0820	0920	0940	1020	1050	1120	1150	1220	1250	1320	1400	1435	1505	...	1605	1635	1705	1735	1755	1815	1856	1925
Science Park, Bus Terminus	0652	0721	0752	0821	0921	0941	1021	1051	1121	1151	1221	1251	1321	1401	1436	1506	...	1606	1636	1706	1736	1756	1816	1857	1926
Hickstead Services	0654	0723	0754	0823	0923	0943	1023	1053	1123	1153	1223	1253	1323	1403	1438	1508	1538	1608	1638	1708	1738	1758	1818	1859	1928
Sayers Common School	0655	0725	0755	0825	0925	0945	1025	1055	1125	1155	1225	1255	1325	1405	1440	1510	1540	1610	1640	1710	1740	1800	1820	1901	1930
Reeds Lane Site	**H**	0730	**H**	0830	**H**	0950	**H**	1100	**H**	1200	**H**	1300	**H**	1410	**H**	1515	**H**	1615	**H**	1715	**H**	1805	**H**	1906	1935

H - To or from Henfield and beyond

Saturdays

	101	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**
Reeds Lane Site	0711	0741	**H**	0841	**H**	0950	**H**	1100	**H**	1210	**H**	1310	**H**	1410	**H**	1520	**H**	1620	**H**	1715	**H**	1810	**H**
Sayers Common School	0716	0746	0816	0846	0916	0955	1025	1105	1145	1215	1245	1315	1345	1415	1445	1525	1545	1625	1645	1720	1745	1815	1849
Hickstead Services	0718	0748	0818	0848	0918	0957	1027	1107	1147	1217	1247	1317	1347	1417	1447	1527	1547	1627	1647	1722	1747	1817	1851
Science Park, Bus Terminus	0719	0749	0819	0849	0919	0958	1028	1108	1148	1218	1248	1318	1348	1418	1448	1528	1548	1628	1648	1723	1748	1818	1852
The Hub, Cuckfield Road	0720	0750	0820	0850	0920	0959	1029	1109	1149	1219	1249	1319	1349	1419	1449	1529	1549	1629	1649	1724	1749	1819	1853
Western Arc Site	0722	0752	0822	0852	0922	1001	1031	1111	1151	1221	1251	1321	1351	1421	1451	1531	1551	1631	1651	1726	1751	1821	1855
York Road, Innovation Drive	0725	0755	0825	0855	0925	1004	1034	1114	1154	1224	1254	1324	1354	1424	1454	1534	1554	1634	1654	1729	1754	1824	1858
Burgess Hill, Tesco	0727	0757	0827	0857	0927	1006	1036	1116	1156	1226	1256	1326	1356	1426	1456	1536	1556	1636	1656	1731	1756	1826	1900
Burgess Hill Station Road	0733	0803	0833	0903	0933	1012	1042	1122	1202	1232	1302	1332	1402	1432	1502	1542	1602	1642	1701	1737	1801	1831	1906
Burgess Hill, Church Road	0734	0804	0834	0904	0934	1013	1043	1123	1203	1233	1303	1333	1403	1433	1503	1543	1603	1643	1702	1738	1802	1832	1907

	100	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**	**101**	**100**
Burgess Hill, Church Road	0739	0809	0909	0929	1009	1039	1109	1139	1209	1239	1309	1349	1424	1454	1524	1554	1624	1654	1724	1744	1805	1845	1915
Burgess Hill, Tesco	0744	0814	0914	0934	1014	1044	1114	1144	1214	1244	1314	1354	1429	1459	1529	1559	1629	1659	1729	1749	1810	1850	1920
York Road, Innovation Drive	0746	0816	0916	0936	1016	1046	1116	1146	1216	1246	1316	1356	1431	1501	1531	1601	1631	1701	1731	1751	1812	1852	1922
Western Arc Site	0749	0819	0919	0939	1019	1049	1119	1149	1219	1249	1319	1359	1434	1504	1534	1604	1634	1704	1734	1754	1814	1855	1924
The Hub, Cuckfield Road	0750	0820	0920	0940	1020	1050	1120	1150	1220	1250	1320	1400	1435	1505	1535	1605	1635	1705	1735	1755	1815	1856	1925
Science Park, Bus Terminus	0751	0821	0921	0941	1021	1051	1121	1151	1221	1251	1321	1401	1436	1506	1536	1606	1636	1706	1736	1756	1816	1857	1926
Hickstead Services	0753	0823	0923	0943	1023	1053	1123	1153	1223	1253	1323	1403	1438	1508	1538	1608	1638	1708	1738	1758	1818	1859	1928
Sayers Common School	0755	0825	0925	0945	1025	1055	1125	1155	1225	1255	1325	1405	1440	1510	1540	1610	1640	1710	1740	1800	1820	1901	1930
Reeds Lane Site	**H**	0830	**H**	0950	**H**	1100	**H**	1200	**H**	1300	**H**	1410	**H**	1515	**H**	1615	**H**	1715	**H**	1805	**H**	1906	1935

H - To or from Henfield and beyond

APPENDIX B

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240207-0219

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	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: 82 to 184 (units:)
Range Selected by User: 80 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 10/06/21

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:

Monday	2 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4

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:

Development Zone	1
Residential Zone	1
No Sub Category	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

2 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

3 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

4 NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY *09/11/16* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-C-04	covid

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.28

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.031	4	121	0.139	4	121	0.170
08:00 - 09:00	4	121	0.054	4	121	0.186	4	121	0.240
09:00 - 10:00	4	121	0.072	4	121	0.081	4	121	0.153
10:00 - 11:00	4	121	0.058	4	121	0.068	4	121	0.126
11:00 - 12:00	4	121	0.052	4	121	0.062	4	121	0.114
12:00 - 13:00	4	121	0.062	4	121	0.081	4	121	0.143
13:00 - 14:00	4	121	0.039	4	121	0.075	4	121	0.114
14:00 - 15:00	4	121	0.060	4	121	0.072	4	121	0.132
15:00 - 16:00	4	121	0.116	4	121	0.054	4	121	0.170
16:00 - 17:00	4	121	0.114	4	121	0.064	4	121	0.178
17:00 - 18:00	4	121	0.153	4	121	0.077	4	121	0.230
18:00 - 19:00	4	121	0.130	4	121	0.079	4	121	0.209
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.941			1.038			1.979

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:	82 - 184 (units:)
Survey date date range:	01/01/15 - 10/06/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.006	4	121	0.006	4	121	0.012
08:00 - 09:00	4	121	0.002	4	121	0.002	4	121	0.004
09:00 - 10:00	4	121	0.008	4	121	0.006	4	121	0.014
10:00 - 11:00	4	121	0.000	4	121	0.002	4	121	0.002
11:00 - 12:00	4	121	0.004	4	121	0.004	4	121	0.008
12:00 - 13:00	4	121	0.002	4	121	0.000	4	121	0.002
13:00 - 14:00	4	121	0.002	4	121	0.004	4	121	0.006
14:00 - 15:00	4	121	0.002	4	121	0.002	4	121	0.004
15:00 - 16:00	4	121	0.004	4	121	0.004	4	121	0.008
16:00 - 17:00	4	121	0.000	4	121	0.000	4	121	0.000
17:00 - 18:00	4	121	0.002	4	121	0.002	4	121	0.004
18:00 - 19:00	4	121	0.010	4	121	0.010	4	121	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.000	4	121	0.000	4	121	0.000
08:00 - 09:00	4	121	0.000	4	121	0.000	4	121	0.000
09:00 - 10:00	4	121	0.000	4	121	0.000	4	121	0.000
10:00 - 11:00	4	121	0.000	4	121	0.000	4	121	0.000
11:00 - 12:00	4	121	0.000	4	121	0.000	4	121	0.000
12:00 - 13:00	4	121	0.002	4	121	0.002	4	121	0.004
13:00 - 14:00	4	121	0.000	4	121	0.000	4	121	0.000
14:00 - 15:00	4	121	0.000	4	121	0.000	4	121	0.000
15:00 - 16:00	4	121	0.000	4	121	0.000	4	121	0.000
16:00 - 17:00	4	121	0.002	4	121	0.000	4	121	0.002
17:00 - 18:00	4	121	0.000	4	121	0.002	4	121	0.002
18:00 - 19:00	4	121	0.000	4	121	0.000	4	121	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

*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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.002	4	121	0.012	4	121	0.014
08:00 - 09:00	4	121	0.002	4	121	0.023	4	121	0.025
09:00 - 10:00	4	121	0.002	4	121	0.000	4	121	0.002
10:00 - 11:00	4	121	0.002	4	121	0.002	4	121	0.004
11:00 - 12:00	4	121	0.006	4	121	0.002	4	121	0.008
12:00 - 13:00	4	121	0.002	4	121	0.000	4	121	0.002
13:00 - 14:00	4	121	0.004	4	121	0.002	4	121	0.006
14:00 - 15:00	4	121	0.010	4	121	0.006	4	121	0.016
15:00 - 16:00	4	121	0.008	4	121	0.002	4	121	0.010
16:00 - 17:00	4	121	0.004	4	121	0.002	4	121	0.006
17:00 - 18:00	4	121	0.006	4	121	0.008	4	121	0.014
18:00 - 19:00	4	121	0.010	4	121	0.004	4	121	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.063			0.121

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.029	4	121	0.180	4	121	0.209
08:00 - 09:00	4	121	0.064	4	121	0.282	4	121	0.346
09:00 - 10:00	4	121	0.099	4	121	0.112	4	121	0.211
10:00 - 11:00	4	121	0.075	4	121	0.089	4	121	0.164
11:00 - 12:00	4	121	0.068	4	121	0.097	4	121	0.165
12:00 - 13:00	4	121	0.095	4	121	0.104	4	121	0.199
13:00 - 14:00	4	121	0.043	4	121	0.099	4	121	0.142
14:00 - 15:00	4	121	0.081	4	121	0.085	4	121	0.166
15:00 - 16:00	4	121	0.168	4	121	0.068	4	121	0.236
16:00 - 17:00	4	121	0.143	4	121	0.075	4	121	0.218
17:00 - 18:00	4	121	0.203	4	121	0.099	4	121	0.302
18:00 - 19:00	4	121	0.164	4	121	0.097	4	121	0.261
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.232			1.387			2.619

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.014	4	121	0.070	4	121	0.084
08:00 - 09:00	4	121	0.031	4	121	0.155	4	121	0.186
09:00 - 10:00	4	121	0.041	4	121	0.075	4	121	0.116
10:00 - 11:00	4	121	0.029	4	121	0.050	4	121	0.079
11:00 - 12:00	4	121	0.033	4	121	0.046	4	121	0.079
12:00 - 13:00	4	121	0.052	4	121	0.041	4	121	0.093
13:00 - 14:00	4	121	0.037	4	121	0.037	4	121	0.074
14:00 - 15:00	4	121	0.043	4	121	0.058	4	121	0.101
15:00 - 16:00	4	121	0.085	4	121	0.041	4	121	0.126
16:00 - 17:00	4	121	0.083	4	121	0.031	4	121	0.114
17:00 - 18:00	4	121	0.097	4	121	0.056	4	121	0.153
18:00 - 19:00	4	121	0.077	4	121	0.029	4	121	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.622			0.689			1.311

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.000	4	121	0.012	4	121	0.012
08:00 - 09:00	4	121	0.000	4	121	0.033	4	121	0.033
09:00 - 10:00	4	121	0.006	4	121	0.014	4	121	0.020
10:00 - 11:00	4	121	0.004	4	121	0.019	4	121	0.023
11:00 - 12:00	4	121	0.004	4	121	0.012	4	121	0.016
12:00 - 13:00	4	121	0.012	4	121	0.008	4	121	0.020
13:00 - 14:00	4	121	0.004	4	121	0.010	4	121	0.014
14:00 - 15:00	4	121	0.008	4	121	0.021	4	121	0.029
15:00 - 16:00	4	121	0.021	4	121	0.004	4	121	0.025
16:00 - 17:00	4	121	0.010	4	121	0.004	4	121	0.014
17:00 - 18:00	4	121	0.029	4	121	0.004	4	121	0.033
18:00 - 19:00	4	121	0.019	4	121	0.006	4	121	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.147			0.264

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.000	4	121	0.029	4	121	0.029
08:00 - 09:00	4	121	0.000	4	121	0.048	4	121	0.048
09:00 - 10:00	4	121	0.002	4	121	0.012	4	121	0.014
10:00 - 11:00	4	121	0.000	4	121	0.002	4	121	0.002
11:00 - 12:00	4	121	0.000	4	121	0.008	4	121	0.008
12:00 - 13:00	4	121	0.000	4	121	0.000	4	121	0.000
13:00 - 14:00	4	121	0.004	4	121	0.002	4	121	0.006
14:00 - 15:00	4	121	0.000	4	121	0.000	4	121	0.000
15:00 - 16:00	4	121	0.004	4	121	0.004	4	121	0.008
16:00 - 17:00	4	121	0.006	4	121	0.002	4	121	0.008
17:00 - 18:00	4	121	0.019	4	121	0.000	4	121	0.019
18:00 - 19:00	4	121	0.046	4	121	0.002	4	121	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.109			0.190

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.000	4	121	0.041	4	121	0.041
08:00 - 09:00	4	121	0.000	4	121	0.081	4	121	0.081
09:00 - 10:00	4	121	0.008	4	121	0.027	4	121	0.035
10:00 - 11:00	4	121	0.004	4	121	0.021	4	121	0.025
11:00 - 12:00	4	121	0.004	4	121	0.021	4	121	0.025
12:00 - 13:00	4	121	0.012	4	121	0.008	4	121	0.020
13:00 - 14:00	4	121	0.008	4	121	0.012	4	121	0.020
14:00 - 15:00	4	121	0.008	4	121	0.021	4	121	0.029
15:00 - 16:00	4	121	0.025	4	121	0.008	4	121	0.033
16:00 - 17:00	4	121	0.017	4	121	0.006	4	121	0.023
17:00 - 18:00	4	121	0.048	4	121	0.004	4	121	0.052
18:00 - 19:00	4	121	0.064	4	121	0.008	4	121	0.072
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.198			0.258			0.456

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.28

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.046	4	121	0.304	4	121	0.350
08:00 - 09:00	4	121	0.097	4	121	0.540	4	121	0.637
09:00 - 10:00	4	121	0.151	4	121	0.213	4	121	0.364
10:00 - 11:00	4	121	0.110	4	121	0.161	4	121	0.271
11:00 - 12:00	4	121	0.112	4	121	0.166	4	121	0.278
12:00 - 13:00	4	121	0.161	4	121	0.153	4	121	0.314
13:00 - 14:00	4	121	0.093	4	121	0.151	4	121	0.244
14:00 - 15:00	4	121	0.143	4	121	0.170	4	121	0.313
15:00 - 16:00	4	121	0.286	4	121	0.120	4	121	0.406
16:00 - 17:00	4	121	0.246	4	121	0.114	4	121	0.360
17:00 - 18:00	4	121	0.354	4	121	0.168	4	121	0.522
18:00 - 19:00	4	121	0.315	4	121	0.139	4	121	0.454
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.114			2.399			4.513

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.025	4	121	0.128	4	121	0.153
08:00 - 09:00	4	121	0.046	4	121	0.174	4	121	0.220
09:00 - 10:00	4	121	0.056	4	121	0.070	4	121	0.126
10:00 - 11:00	4	121	0.048	4	121	0.060	4	121	0.108
11:00 - 12:00	4	121	0.041	4	121	0.054	4	121	0.095
12:00 - 13:00	4	121	0.048	4	121	0.075	4	121	0.123
13:00 - 14:00	4	121	0.037	4	121	0.060	4	121	0.097
14:00 - 15:00	4	121	0.050	4	121	0.066	4	121	0.116
15:00 - 16:00	4	121	0.104	4	121	0.048	4	121	0.152
16:00 - 17:00	4	121	0.106	4	121	0.054	4	121	0.160
17:00 - 18:00	4	121	0.147	4	121	0.064	4	121	0.211
18:00 - 19:00	4	121	0.114	4	121	0.066	4	121	0.180
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.822			0.919			1.741

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.000	4	121	0.002	4	121	0.002
08:00 - 09:00	4	121	0.006	4	121	0.010	4	121	0.016
09:00 - 10:00	4	121	0.008	4	121	0.004	4	121	0.012
10:00 - 11:00	4	121	0.010	4	121	0.006	4	121	0.016
11:00 - 12:00	4	121	0.006	4	121	0.004	4	121	0.010
12:00 - 13:00	4	121	0.010	4	121	0.004	4	121	0.014
13:00 - 14:00	4	121	0.000	4	121	0.010	4	121	0.010
14:00 - 15:00	4	121	0.006	4	121	0.004	4	121	0.010
15:00 - 16:00	4	121	0.008	4	121	0.002	4	121	0.010
16:00 - 17:00	4	121	0.006	4	121	0.010	4	121	0.016
17:00 - 18:00	4	121	0.002	4	121	0.004	4	121	0.006
18:00 - 19:00	4	121	0.004	4	121	0.002	4	121	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.062			0.128

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	121	0.000	4	121	0.002	4	121	0.002
08:00 - 09:00	4	121	0.000	4	121	0.000	4	121	0.000
09:00 - 10:00	4	121	0.000	4	121	0.000	4	121	0.000
10:00 - 11:00	4	121	0.000	4	121	0.000	4	121	0.000
11:00 - 12:00	4	121	0.000	4	121	0.000	4	121	0.000
12:00 - 13:00	4	121	0.000	4	121	0.000	4	121	0.000
13:00 - 14:00	4	121	0.000	4	121	0.000	4	121	0.000
14:00 - 15:00	4	121	0.002	4	121	0.000	4	121	0.002
15:00 - 16:00	4	121	0.000	4	121	0.000	4	121	0.000
16:00 - 17:00	4	121	0.000	4	121	0.000	4	121	0.000
17:00 - 18:00	4	121	0.002	4	121	0.004	4	121	0.006
18:00 - 19:00	4	121	0.002	4	121	0.000	4	121	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	80-1817 DWELLS	
Actual Trip Rate Calculation Parameter Range	83-1817 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 04/07/23
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	
Days of the week selected	Monday	1
	Tuesday	3
	Wednesday	1
	Thursday	5
	Friday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	11
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	3 - Selected
	Servicing vehicles Excluded	9 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	5
	5,001 to 10,000	5
	20,001 to 25,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	3
	50,001 to 75,000	2
	75,001 to 100,000	2
	100,001 to 125,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	8
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	11

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240206-0243

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	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	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: 83 to 1817 (units:)
Range Selected by User: 80 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	11

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	1
Village	10

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	5 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:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	8 days
No	3 days

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

PTAL Rating:

No PTAL Present	11 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AC-03-A-06	Site area:	6.80 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	99
Location:	NEAR CHESTER	Housing density:	15
Postcode:	CH3 7QJ	Total Bedrooms:	311
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/04/22
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	217
Site(2):	CA-03-A-08	Site area:	2.68 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	83
Location:	SAWTRY	Housing density:	33
Postcode:	PE28 5WE	Total Bedrooms:	251
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	13/10/22
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	187
Site(3):	HC-03-A-32	Site area:	3.29 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	105
Location:	FARNHAM	Housing density:	36
Postcode:	GU9 9GD	Total Bedrooms:	278
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	253
Site(4):	KC-03-A-08	Site area:	0.86 hect
Development Name:	MIXED HOUSES	No of Dwellings:	159
Location:	CHARING	Housing density:	418
Postcode:	TN27 0GX	Total Bedrooms:	569
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/05/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	480
Site(5):	LE-03-A-02	Site area:	3.30 hect
Development Name:	DETACHED & OTHERS	No of Dwellings:	85
Location:	IBSTOCK	Housing density:	40
Postcode:	LE67 6PG	Total Bedrooms:	308
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/06/18
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	363
Site(6):	NF-03-A-08	Site area:	48.07 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	1817
Location:	NEAR NORWICH	Housing density:	49
Postcode:	NR8 5ET	Total Bedrooms:	5396
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	19/09/19
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	2604
Site(7):	NF-03-A-27	Site area:	3.69 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	93
Location:	NEAR NORWICH	Housing density:	29
Postcode:	NR13 4TN	Total Bedrooms:	282
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	16/09/21
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	248
Site(8):	NF-03-A-43	Site area:	5.40 hect
Development Name:	MIXED HOUSES	No of Dwellings:	125
Location:	NEAR NORWICH	Housing density:	30
Postcode:	NR10 3FP	Total Bedrooms:	390
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	15/09/21
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	302
Site(9):	SC-03-A-09	Site area:	13.48 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	136
Location:	CRANLEIGH	Housing density:	25
Postcode:	GU6 7FX	Total Bedrooms:	343
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	24/05/22
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	359

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	WS-03-A-15	Site area:	29.63 hect
Development Name:	MIXED HOUSES	No of Dwellings:	380
Location:	BILLINGSHURST	Housing density:	30
Postcode:	RH14 9ZL	Total Bedrooms:	1140
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	23/11/21
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	939

Site(11):	WS-03-A-18	Site area:	5.46 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	156
Location:	HASSOCKS	Housing density:	
Postcode:	BN6 9NA	Total Bedrooms:	433
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	15/05/23
Sub-Location Type:	Village	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	328

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.78

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.062	11	294	0.306	11	294	0.368
08:00 - 09:00	11	294	0.112	11	294	0.328	11	294	0.440
09:00 - 10:00	11	294	0.116	11	294	0.151	11	294	0.267
10:00 - 11:00	11	294	0.112	11	294	0.127	11	294	0.239
11:00 - 12:00	11	294	0.108	11	294	0.111	11	294	0.219
12:00 - 13:00	11	294	0.135	11	294	0.129	11	294	0.264
13:00 - 14:00	11	294	0.133	11	294	0.120	11	294	0.253
14:00 - 15:00	11	294	0.134	11	294	0.133	11	294	0.267
15:00 - 16:00	11	294	0.194	11	294	0.141	11	294	0.335
16:00 - 17:00	11	294	0.229	11	294	0.142	11	294	0.371
17:00 - 18:00	11	294	0.313	11	294	0.137	11	294	0.450
18:00 - 19:00	11	294	0.286	11	294	0.144	11	294	0.430
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.934			1.969			3.903

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:	83 - 1817 (units:)
Survey date date range:	01/01/15 - 04/07/23
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.001	11	294	0.002	11	294	0.003
08:00 - 09:00	11	294	0.004	11	294	0.004	11	294	0.008
09:00 - 10:00	11	294	0.001	11	294	0.001	11	294	0.002
10:00 - 11:00	11	294	0.000	11	294	0.000	11	294	0.000
11:00 - 12:00	11	294	0.001	11	294	0.002	11	294	0.003
12:00 - 13:00	11	294	0.001	11	294	0.001	11	294	0.002
13:00 - 14:00	11	294	0.001	11	294	0.001	11	294	0.002
14:00 - 15:00	11	294	0.001	11	294	0.001	11	294	0.002
15:00 - 16:00	11	294	0.002	11	294	0.002	11	294	0.004
16:00 - 17:00	11	294	0.002	11	294	0.002	11	294	0.004
17:00 - 18:00	11	294	0.002	11	294	0.001	11	294	0.003
18:00 - 19:00	11	294	0.002	11	294	0.001	11	294	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.002	11	294	0.002	11	294	0.004
08:00 - 09:00	11	294	0.003	11	294	0.002	11	294	0.005
09:00 - 10:00	11	294	0.003	11	294	0.004	11	294	0.007
10:00 - 11:00	11	294	0.003	11	294	0.003	11	294	0.006
11:00 - 12:00	11	294	0.002	11	294	0.002	11	294	0.004
12:00 - 13:00	11	294	0.004	11	294	0.003	11	294	0.007
13:00 - 14:00	11	294	0.001	11	294	0.003	11	294	0.004
14:00 - 15:00	11	294	0.003	11	294	0.002	11	294	0.005
15:00 - 16:00	11	294	0.001	11	294	0.002	11	294	0.003
16:00 - 17:00	11	294	0.001	11	294	0.002	11	294	0.003
17:00 - 18:00	11	294	0.002	11	294	0.002	11	294	0.004
18:00 - 19:00	11	294	0.001	11	294	0.001	11	294	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.028			0.054

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.001	11	294	0.001	11	294	0.002
08:00 - 09:00	11	294	0.001	11	294	0.002	11	294	0.003
09:00 - 10:00	11	294	0.001	11	294	0.001	11	294	0.002
10:00 - 11:00	11	294	0.001	11	294	0.001	11	294	0.002
11:00 - 12:00	11	294	0.002	11	294	0.002	11	294	0.004
12:00 - 13:00	11	294	0.001	11	294	0.001	11	294	0.002
13:00 - 14:00	11	294	0.002	11	294	0.002	11	294	0.004
14:00 - 15:00	11	294	0.001	11	294	0.001	11	294	0.002
15:00 - 16:00	11	294	0.002	11	294	0.002	11	294	0.004
16:00 - 17:00	11	294	0.001	11	294	0.001	11	294	0.002
17:00 - 18:00	11	294	0.001	11	294	0.001	11	294	0.002
18:00 - 19:00	11	294	0.001	11	294	0.001	11	294	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.001	11	294	0.004	11	294	0.005
08:00 - 09:00	11	294	0.002	11	294	0.009	11	294	0.011
09:00 - 10:00	11	294	0.001	11	294	0.002	11	294	0.003
10:00 - 11:00	11	294	0.003	11	294	0.002	11	294	0.005
11:00 - 12:00	11	294	0.002	11	294	0.003	11	294	0.005
12:00 - 13:00	11	294	0.002	11	294	0.002	11	294	0.004
13:00 - 14:00	11	294	0.002	11	294	0.003	11	294	0.005
14:00 - 15:00	11	294	0.002	11	294	0.002	11	294	0.004
15:00 - 16:00	11	294	0.006	11	294	0.003	11	294	0.009
16:00 - 17:00	11	294	0.005	11	294	0.005	11	294	0.010
17:00 - 18:00	11	294	0.005	11	294	0.002	11	294	0.007
18:00 - 19:00	11	294	0.005	11	294	0.002	11	294	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.039			0.075

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.075	11	294	0.514	11	294	0.589
08:00 - 09:00	11	294	0.149	11	294	0.589	11	294	0.738
09:00 - 10:00	11	294	0.161	11	294	0.242	11	294	0.403
10:00 - 11:00	11	294	0.162	11	294	0.194	11	294	0.356
11:00 - 12:00	11	294	0.159	11	294	0.161	11	294	0.320
12:00 - 13:00	11	294	0.195	11	294	0.176	11	294	0.371
13:00 - 14:00	11	294	0.200	11	294	0.174	11	294	0.374
14:00 - 15:00	11	294	0.236	11	294	0.179	11	294	0.415
15:00 - 16:00	11	294	0.349	11	294	0.203	11	294	0.552
16:00 - 17:00	11	294	0.405	11	294	0.213	11	294	0.618
17:00 - 18:00	11	294	0.528	11	294	0.211	11	294	0.739
18:00 - 19:00	11	294	0.432	11	294	0.230	11	294	0.662
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.051			3.086			6.137

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.009	11	294	0.015	11	294	0.024
08:00 - 09:00	11	294	0.014	11	294	0.047	11	294	0.061
09:00 - 10:00	11	294	0.019	11	294	0.023	11	294	0.042
10:00 - 11:00	11	294	0.017	11	294	0.017	11	294	0.034
11:00 - 12:00	11	294	0.015	11	294	0.015	11	294	0.030
12:00 - 13:00	11	294	0.011	11	294	0.012	11	294	0.023
13:00 - 14:00	11	294	0.015	11	294	0.016	11	294	0.031
14:00 - 15:00	11	294	0.018	11	294	0.022	11	294	0.040
15:00 - 16:00	11	294	0.060	11	294	0.027	11	294	0.087
16:00 - 17:00	11	294	0.017	11	294	0.015	11	294	0.032
17:00 - 18:00	11	294	0.016	11	294	0.014	11	294	0.030
18:00 - 19:00	11	294	0.021	11	294	0.014	11	294	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.232			0.237			0.469

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.000	11	294	0.023	11	294	0.023
08:00 - 09:00	11	294	0.001	11	294	0.018	11	294	0.019
09:00 - 10:00	11	294	0.003	11	294	0.009	11	294	0.012
10:00 - 11:00	11	294	0.006	11	294	0.008	11	294	0.014
11:00 - 12:00	11	294	0.005	11	294	0.006	11	294	0.011
12:00 - 13:00	11	294	0.006	11	294	0.007	11	294	0.013
13:00 - 14:00	11	294	0.008	11	294	0.004	11	294	0.012
14:00 - 15:00	11	294	0.008	11	294	0.004	11	294	0.012
15:00 - 16:00	11	294	0.020	11	294	0.006	11	294	0.026
16:00 - 17:00	11	294	0.014	11	294	0.004	11	294	0.018
17:00 - 18:00	11	294	0.015	11	294	0.005	11	294	0.020
18:00 - 19:00	11	294	0.011	11	294	0.002	11	294	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.096			0.193

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.001	11	294	0.007	11	294	0.008
08:00 - 09:00	11	294	0.001	11	294	0.008	11	294	0.009
09:00 - 10:00	11	294	0.001	11	294	0.004	11	294	0.005
10:00 - 11:00	11	294	0.002	11	294	0.001	11	294	0.003
11:00 - 12:00	11	294	0.003	11	294	0.001	11	294	0.004
12:00 - 13:00	11	294	0.004	11	294	0.003	11	294	0.007
13:00 - 14:00	11	294	0.002	11	294	0.001	11	294	0.003
14:00 - 15:00	11	294	0.002	11	294	0.001	11	294	0.003
15:00 - 16:00	11	294	0.003	11	294	0.001	11	294	0.004
16:00 - 17:00	11	294	0.003	11	294	0.000	11	294	0.003
17:00 - 18:00	11	294	0.008	11	294	0.000	11	294	0.008
18:00 - 19:00	11	294	0.011	11	294	0.001	11	294	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.028			0.069

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.001	11	294	0.030	11	294	0.031
08:00 - 09:00	11	294	0.002	11	294	0.026	11	294	0.028
09:00 - 10:00	11	294	0.004	11	294	0.013	11	294	0.017
10:00 - 11:00	11	294	0.009	11	294	0.009	11	294	0.018
11:00 - 12:00	11	294	0.008	11	294	0.007	11	294	0.015
12:00 - 13:00	11	294	0.010	11	294	0.010	11	294	0.020
13:00 - 14:00	11	294	0.009	11	294	0.006	11	294	0.015
14:00 - 15:00	11	294	0.010	11	294	0.005	11	294	0.015
15:00 - 16:00	11	294	0.023	11	294	0.007	11	294	0.030
16:00 - 17:00	11	294	0.018	11	294	0.005	11	294	0.023
17:00 - 18:00	11	294	0.023	11	294	0.005	11	294	0.028
18:00 - 19:00	11	294	0.021	11	294	0.003	11	294	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.126			0.264

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.78

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.086	11	294	0.564	11	294	0.650
08:00 - 09:00	11	294	0.166	11	294	0.670	11	294	0.836
09:00 - 10:00	11	294	0.185	11	294	0.280	11	294	0.465
10:00 - 11:00	11	294	0.190	11	294	0.221	11	294	0.411
11:00 - 12:00	11	294	0.184	11	294	0.186	11	294	0.370
12:00 - 13:00	11	294	0.218	11	294	0.200	11	294	0.418
13:00 - 14:00	11	294	0.226	11	294	0.199	11	294	0.425
14:00 - 15:00	11	294	0.266	11	294	0.207	11	294	0.473
15:00 - 16:00	11	294	0.438	11	294	0.239	11	294	0.677
16:00 - 17:00	11	294	0.445	11	294	0.237	11	294	0.682
17:00 - 18:00	11	294	0.572	11	294	0.232	11	294	0.804
18:00 - 19:00	11	294	0.480	11	294	0.250	11	294	0.730
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.456			3.485			6.941

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.047	11	294	0.268	11	294	0.315
08:00 - 09:00	11	294	0.087	11	294	0.291	11	294	0.378
09:00 - 10:00	11	294	0.097	11	294	0.135	11	294	0.232
10:00 - 11:00	11	294	0.092	11	294	0.105	11	294	0.197
11:00 - 12:00	11	294	0.087	11	294	0.089	11	294	0.176
12:00 - 13:00	11	294	0.111	11	294	0.109	11	294	0.220
13:00 - 14:00	11	294	0.115	11	294	0.099	11	294	0.214
14:00 - 15:00	11	294	0.116	11	294	0.119	11	294	0.235
15:00 - 16:00	11	294	0.171	11	294	0.121	11	294	0.292
16:00 - 17:00	11	294	0.203	11	294	0.122	11	294	0.325
17:00 - 18:00	11	294	0.283	11	294	0.124	11	294	0.407
18:00 - 19:00	11	294	0.265	11	294	0.130	11	294	0.395
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.674			1.712			3.386

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.011	11	294	0.029	11	294	0.040
08:00 - 09:00	11	294	0.017	11	294	0.026	11	294	0.043
09:00 - 10:00	11	294	0.014	11	294	0.010	11	294	0.024
10:00 - 11:00	11	294	0.014	11	294	0.018	11	294	0.032
11:00 - 12:00	11	294	0.015	11	294	0.016	11	294	0.031
12:00 - 13:00	11	294	0.017	11	294	0.015	11	294	0.032
13:00 - 14:00	11	294	0.014	11	294	0.014	11	294	0.028
14:00 - 15:00	11	294	0.012	11	294	0.010	11	294	0.022
15:00 - 16:00	11	294	0.016	11	294	0.014	11	294	0.030
16:00 - 17:00	11	294	0.020	11	294	0.016	11	294	0.036
17:00 - 18:00	11	294	0.023	11	294	0.009	11	294	0.032
18:00 - 19:00	11	294	0.015	11	294	0.011	11	294	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.188			0.188			0.376

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

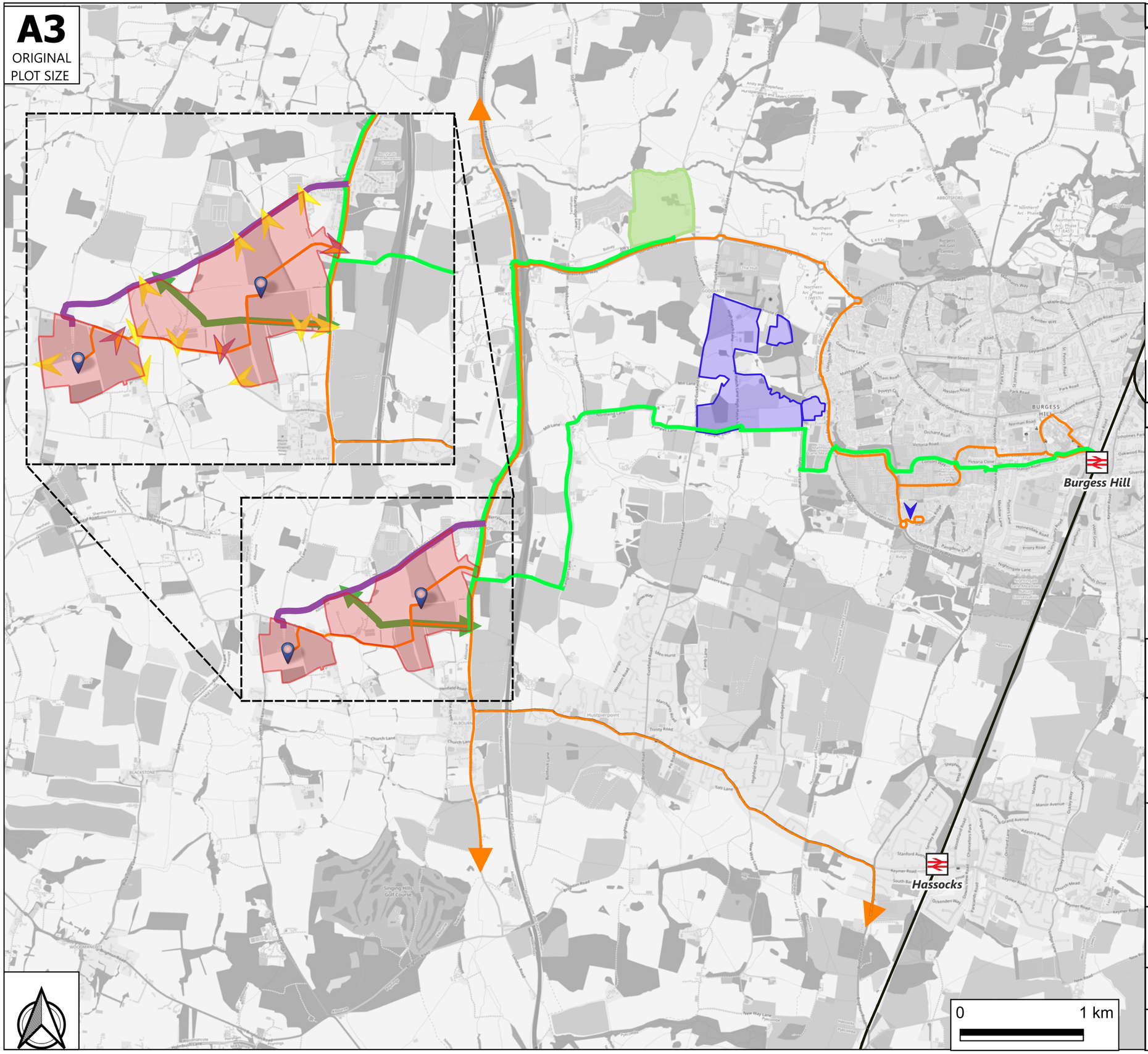
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	294	0.001	11	294	0.005	11	294	0.006
08:00 - 09:00	11	294	0.000	11	294	0.004	11	294	0.004
09:00 - 10:00	11	294	0.000	11	294	0.000	11	294	0.000
10:00 - 11:00	11	294	0.001	11	294	0.000	11	294	0.001
11:00 - 12:00	11	294	0.001	11	294	0.001	11	294	0.002
12:00 - 13:00	11	294	0.001	11	294	0.001	11	294	0.002
13:00 - 14:00	11	294	0.001	11	294	0.001	11	294	0.002
14:00 - 15:00	11	294	0.002	11	294	0.001	11	294	0.003
15:00 - 16:00	11	294	0.002	11	294	0.001	11	294	0.003
16:00 - 17:00	11	294	0.002	11	294	0.001	11	294	0.003
17:00 - 18:00	11	294	0.002	11	294	0.001	11	294	0.003
18:00 - 19:00	11	294	0.003	11	294	0.001	11	294	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			0.033

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 G

A3
ORIGINAL
PLOT SIZE



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Key

- Site Location
- Active Travel Access
- Vehicle Access
- Mobility Hub
- East - West Green Spine
- Reeds Lane Active Travel Route
- Improvement of Existing Cycleway and Wayfind
- Bus route through SC
- Draft Allocation DPSC1
- Project Newton
- Tesco Superstore
- Railway
- Railway Track

Rev	Date	Details	Drawn by	Checked by	Approved by
B	06/10/23	Logo Amendments	MOK	SK	SK
A	02/10/23	Bus Route Amendments	MOK	SK	SK

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Oxford
Welwyn Garden City

Transport Planning Associates

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CLIENT:
BERKELY LATIMER

PROJECT:
SAYERS COMMON
SUSTAINABLE COMMUNITY

TITLE:
CYCLE ISOCHRONE

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:50000	06/10/2023	MOK	SK	DE

JOB NO:	DRAWING NO:	REVISION:
2109-016	CYCLE ISOCHRONE	B

APPENDIX H

A0
ORIGINAL
PLOT SIZE

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NOTES:

- = Indicative Site Boundary
- = Indicative Highway Boundary
- = Proposed Kerbline
- = Existing White Lining
- = Proposed White Lining
- = Proposed Dropped Kerb
- = Proposed Footway Edging
- = Proposed Fence Feature
- = Indicative Internal Site Road Layout
- = Proposed Bollards
- = Indicative Carriageway Surfacing
- = Dragons Teeth Markings
- = Indicative Footway/Island Surfacing
- = Indicative Soft Landscaping
- = Indicative Red Carriageway Surfacing
- = Proposed Tactile Paving
- = Proposed Signage
- = Indicative Primary Signals

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

SAYERS COMMON

ALBOURNE

SK16-1
SK16-2
SK16-3
SK16-4
SK16-5
SK16-6
SK16-7
SK16-8
SK16-9

Pedestrian crossing

Pedestrain access into the eastern parcel subject to further masterplan development

Indicative roundabout arrangement with potential shared cycle footway provided on the B2118

Potential future Bridleway connection

Link road follows alignment shown on the masterplan and would be subject to a 20mph speed limit

Proposed gateway feature and speed limit change

New junction arrangement to enable provision of pedestrian and cycle crossing facility

Turning head for vehicles to turn around

Vehicular passing places located every 60m

Existing highway arrangement retained, with active travel routes provided within the site

Access to western parcel of land from proposed footway on southern side of carriageway

Ghost Island priority junction with a pedestrian refuge to enable access to the site

Footway connection into the site to provide connection between the two parcels

Carriageway realigned to enable provision of new 2m wide footway on the northern side of Henfield Lane

Ghost island priority junction to enable access to the site

Proposed gateway feature and speed limit change

A23

B2118

Bus access into the site via a new signal-controlled junction enabling bus priority

Rev	Date	Details	Drawn By	Checked By	Authorised By
B	06/10/23	Removed company logo from client box	TS	SMK	SMK
A	02/10/23	Minor additions/alterations to drawing	TS	SMK	SMK

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Welwyn Garden City

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CLIENT:
BERKELEY LATIMER

PROJECT:
SAYERS COMMON SUSTAINABLE COMMUNITY, LAND SOUTH OF REEDS LANE

TITLE:
ACCESS STRATEGY - KEYPLAN

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2500	21/09/23	TS	SMK	DE

JOB NO:	DRAWING NO:	REVISION:
2109-016	SK16-0	B

INDICATIVE

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A2
ORIGINAL
PLOT SIZE

Existing gateway feature enhanced and speed limit reduced on Henfield Road

INDICATIVE

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NOTES:

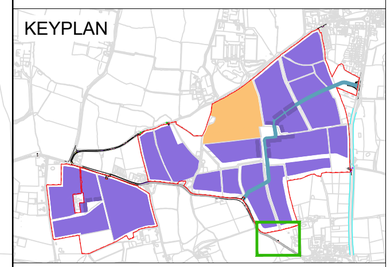
= Indicative Site Boundary
= Indicative Highway Boundary
= Proposed Kerbline
= Existing White Lining
= Proposed White Lining
= Proposed Fence Feature
= Indicative Carriageway Surfacing
= Indicative Red Carriageway Surfacing
= Proposed Signage

- Site access junctions designed in accordance with the Design Manual for Road and Bridges CD109 'Highway Link Design' and CD123 'Geometric design of at-grade priority and signal-controlled junctions'.

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

KEYPLAN



Rev	Date	Details	Drawn by	Checked by	Approved by
B	06/10/23	Removed company logo from client box	TS	SMK	SMK
A	03/10/23	Minor additions/alterations to drawing	TS	SMK	SMK

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CLIENT:
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PROJECT:
SAYERS COMMON SUSTAINABLE COMMUNITY, LAND SOUTH OF REEDS LANE

TITLE:
ACCESS STRATEGY - SHEET 1 OF 9

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	21/09/23	TS	SMK	DE

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2109-016	SK16-1	B

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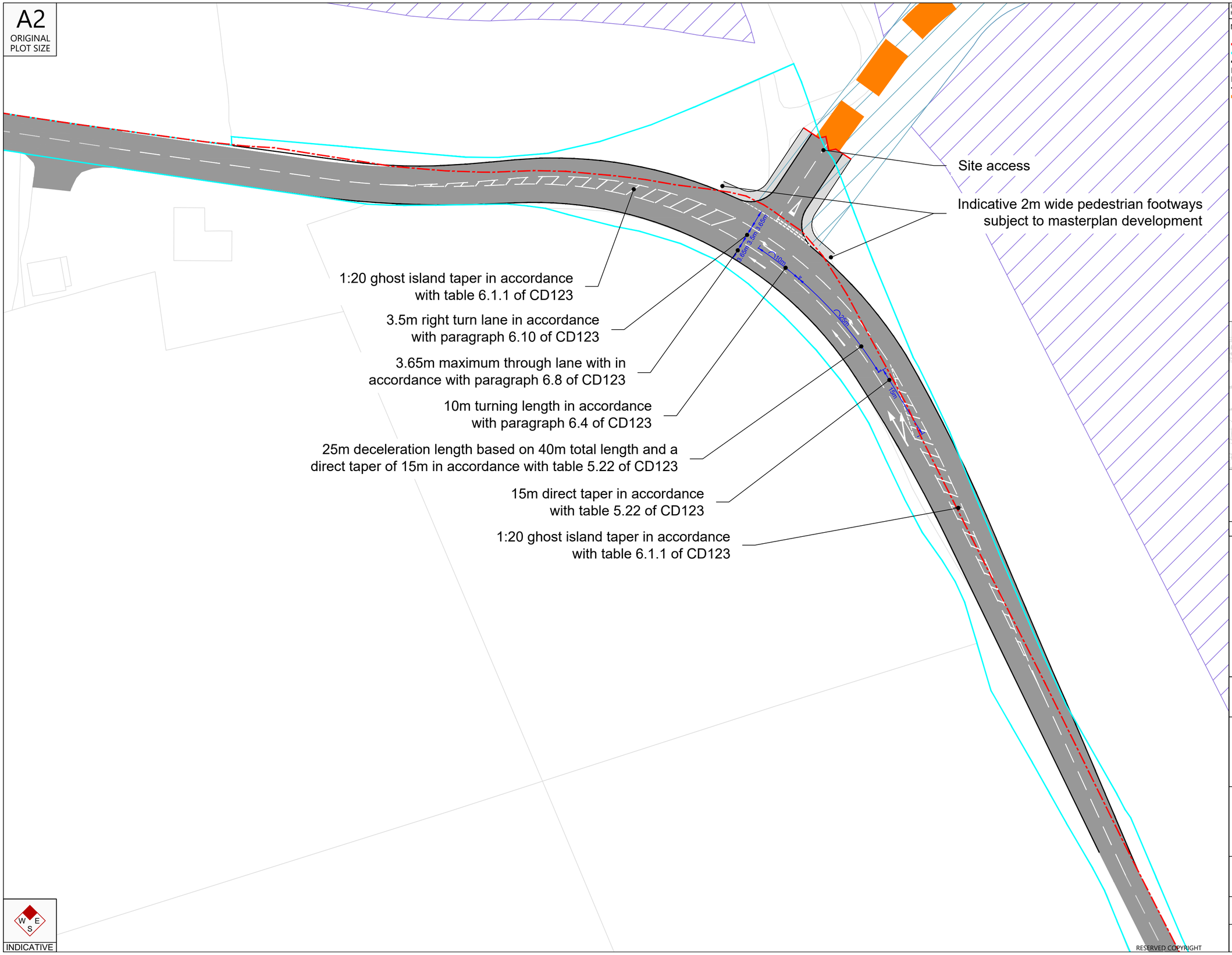
A2
ORIGINAL
PLOT SIZE



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NOTES:

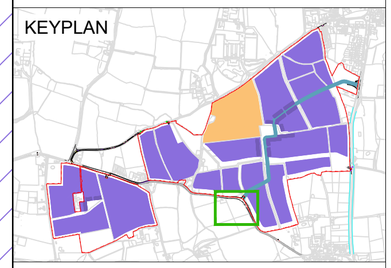
= Indicative Site Boundary
= Indicative Highway Boundary
= Proposed Kerbline
= Existing White Lining
= Proposed White Lining
= Proposed Footway Edging
= Indicative Internal Site Road Layout
= Indicative Carriageway Surfacing
= Indicative Footway/Island Surfacing

- Site access junctions designed in accordance with the Design Manual for Road and Bridges CD109 'Highway Link Design' and CD123 'Geometric design of at-grade priority and signal-controlled junctions'.

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

KEYPLAN



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CLIENT:
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PROJECT:
SAYERS COMMON SUSTAINABLE COMMUNITY, LAND SOUTH OF REEDS LANE

TITLE:
ACCESS STRATEGY
SHEET 2 OF 9

STATUS:
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SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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PLOT SIZE

25m deceleration length based on 40m total length and a direct taper of 15m in accordance with table 5.22 of CD123

15m direct taper in accordance with table 5.22 of CD123

1:20 ghost island taper in accordance with table 6.1.1 of CD123

10m turning length in accordance with paragraph 6.4 of CD123

Access to western parcel of land from proposed cycle/ footway on southern side of carriageway

3.5m right turn lane in accordance with paragraph 6.10 of CD123

3.65m maximum through lane with in accordance with paragraph 6.8 of CD123

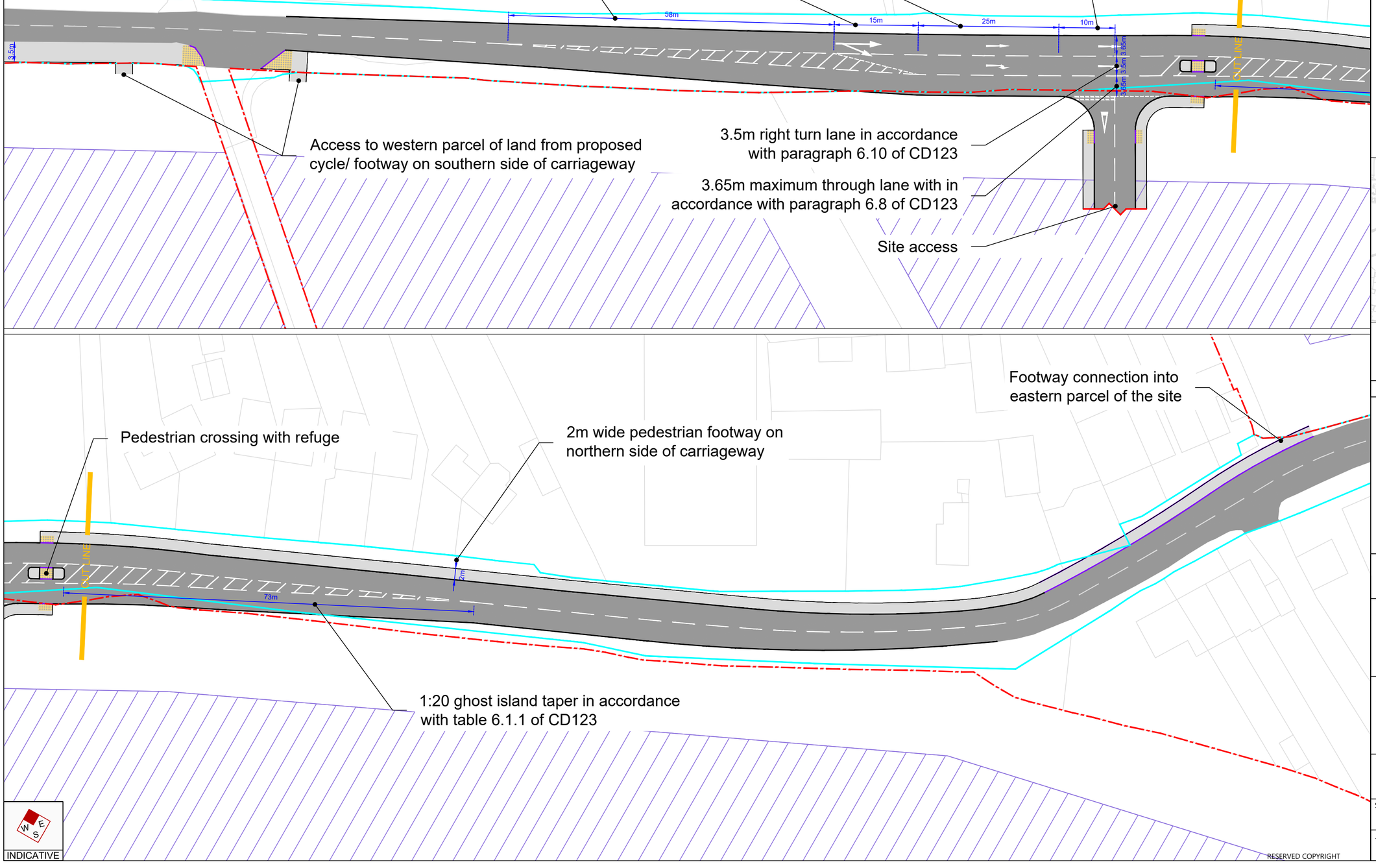
Site access

Footway connection into eastern parcel of the site

Pedestrian crossing with refuge

2m wide pedestrian footway on northern side of carriageway

1:20 ghost island taper in accordance with table 6.1.1 of CD123



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NOTES:

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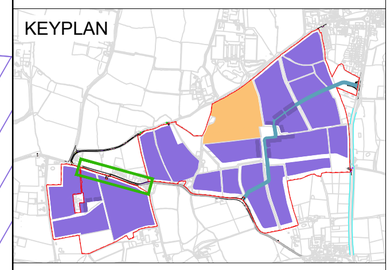
= Indicative Highway Boundary
= Proposed Kerbline
= Existing White Lining
= Proposed White Lining
= Proposed Dropped Kerb
= Proposed Footway Edging
= Indicative Carriageway Surfacing
= Indicative Footway/Island Surfacing
= Indicative Tactile Paving
= Proposed Signage

- Site access junctions designed in accordance with the Design Manual for Road and Bridges CD109 'Highway Link Design' and CD123 'Geometric design of at-grade priority and signal-controlled junctions'.

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

KEYPLAN



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PROJECT:
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TITLE:
ACCESS STRATEGY - SHEET 3 OF 9

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	21/09/23	TS	SMK	DE

JOB NO:	DRAWING NO:	REVISION:
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A2
ORIGINAL
PLOT SIZE

Proposed gateway feature
and speed limit change

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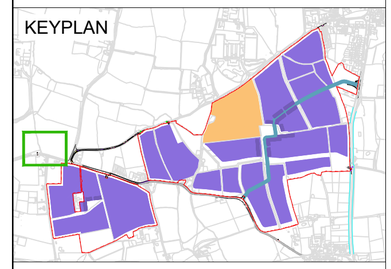
NOTES:

= Indicative Site Boundary
= Indicative Highway Boundary
= Proposed Kerbline
= Existing White Lining
= Proposed Fence Feature
= Indicative Carriageway Surfacing
= Dragons Teeth Markings
= Indicative Red Carriageway Surfacing
= Proposed Signage

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

KEYPLAN



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PROJECT:
SAYERS COMMON SUSTAINABLE COMMUNITY, SAYERS COMMON

TITLE:
PROPOSED SITE ACCESS
SHEET 4 OF 9

STATUS:
PRELIMINARY

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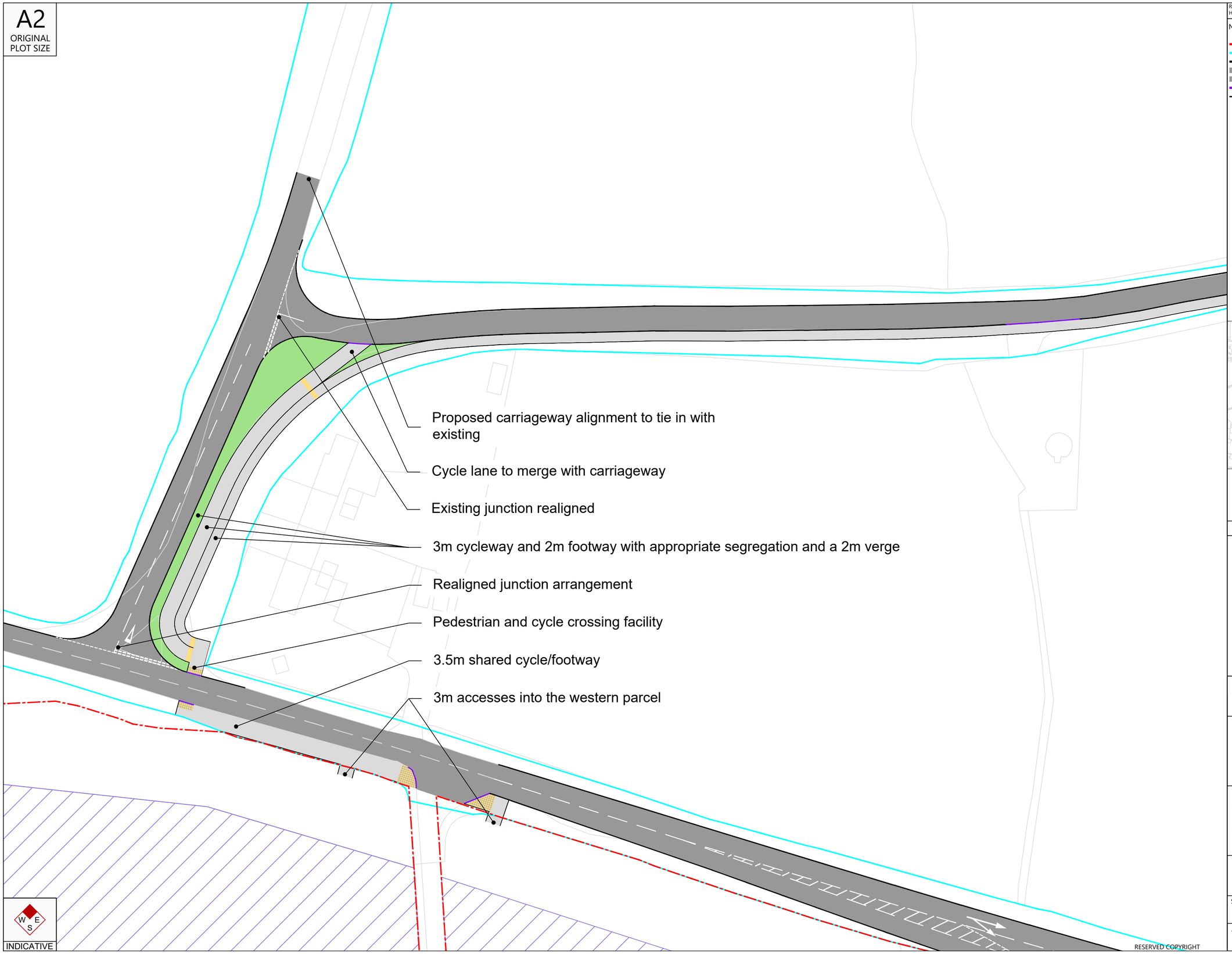

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NOTES:

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= Indicative Highway Boundary
= Proposed Kerbline
= Existing White Lining
= Proposed White Lining
= Proposed Dropped Kerb
= Proposed Footway Edging

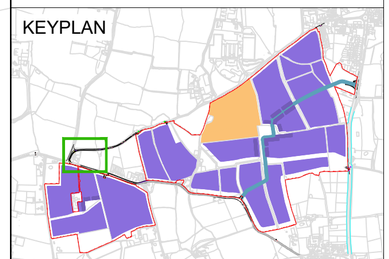
= Indicative Carriageway Surfacing
= Indicative Footway/Island Surfacing
= Indicative Soft Landscaping
= Indicative Tactile Paving

- Site access junctions designed in accordance with the Design Manual for Road and Bridges CD109 'Highway Link Design' and CD123 'Geometric design of at-grade priority and signal-controlled junctions'.

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

KEYPLAN



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PROJECT:
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TITLE:
ACCESS STRATEGY - SHEET 5 OF 9

STATUS:
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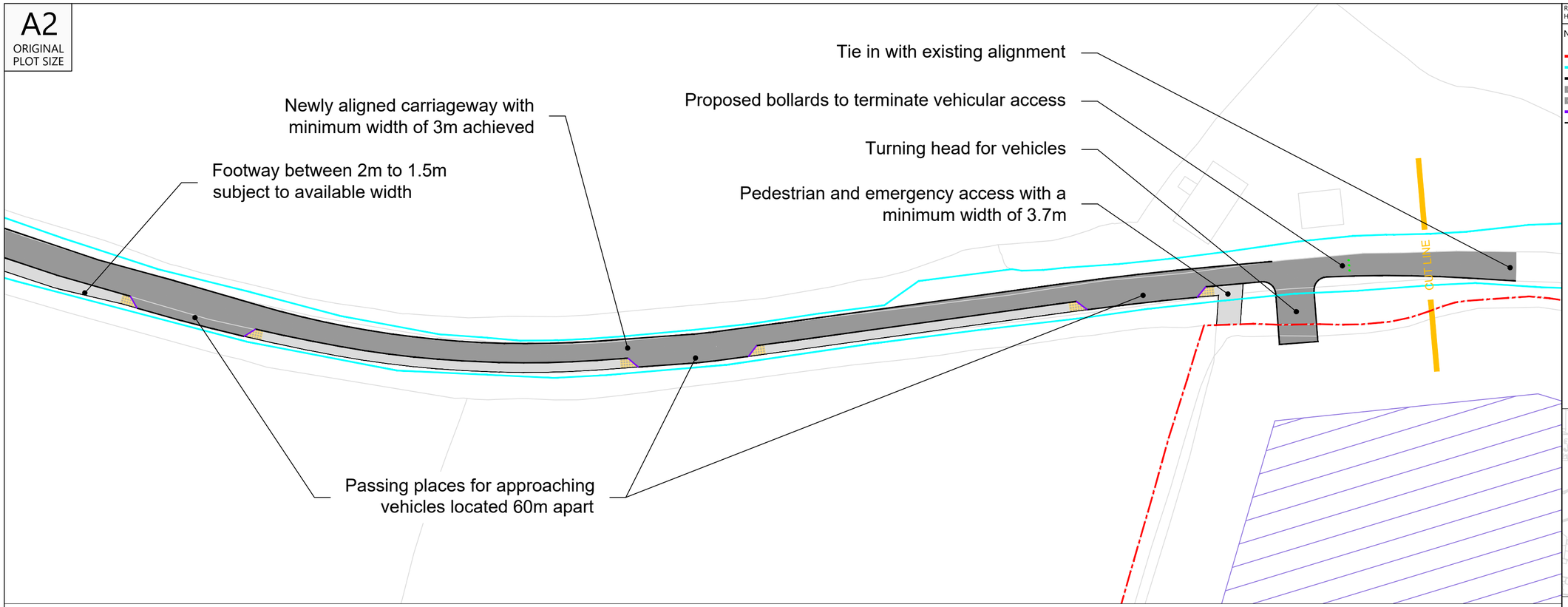

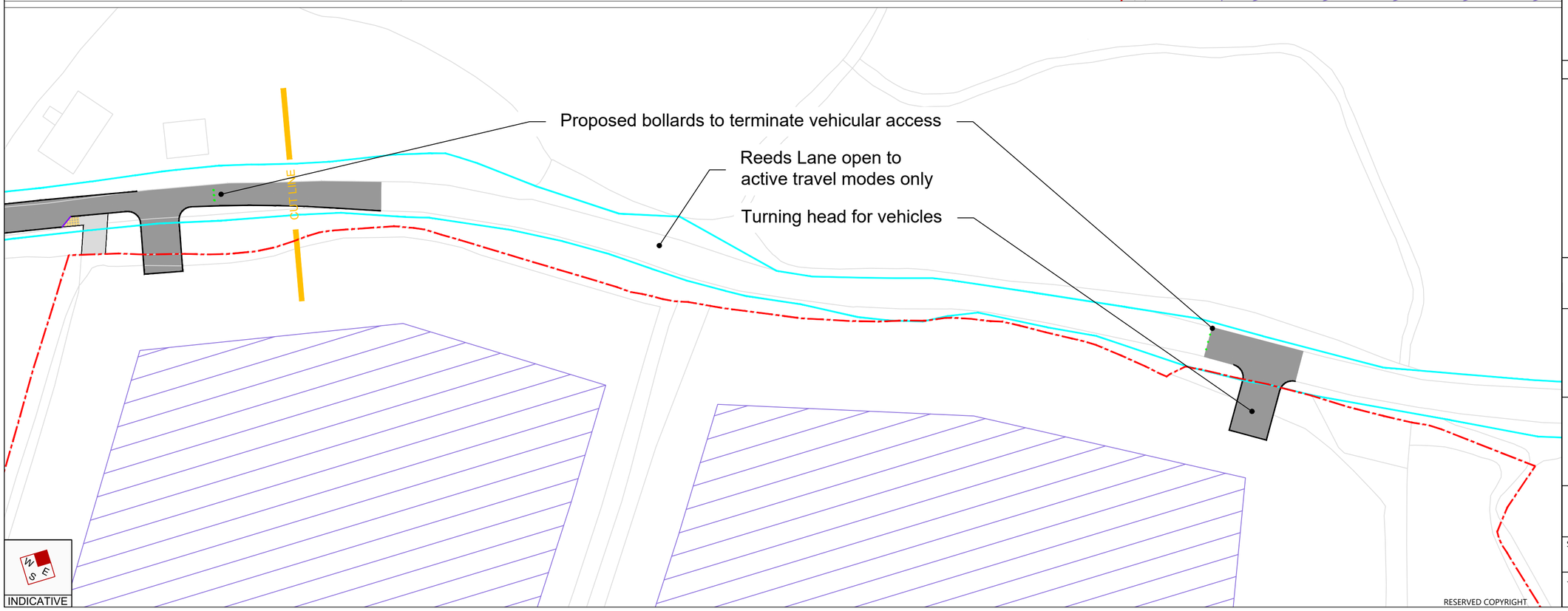

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NOTES:

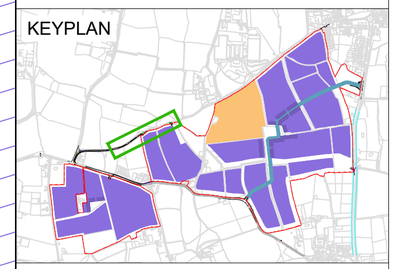
- = Indicative Site Boundary
- = Indicative Highway Boundary
- = Proposed Kerbline
- = Existing White Lining
- = Proposed White Lining
- = Proposed Dropped Kerb
- = Proposed Footway Edging
- = Proposed Bollards
- = Indicative Carriageway Surfacing
- = Indicative Footway/Island Surfacing
- = Indicative Tactile Paving

- Vehicular passing places designed with guidance from '2/04 Traffic Advisory Leaflet' (TAL) with 60m spacing and three vehicles 5m in length allowing for a flow of up to 300 vehicles per hour;

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

KEYPLAN



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PROJECT:
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TITLE:
ACCESS STRATEGY - SHEET 6 OF 9

STATUS:
PRELIMINARY

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A2
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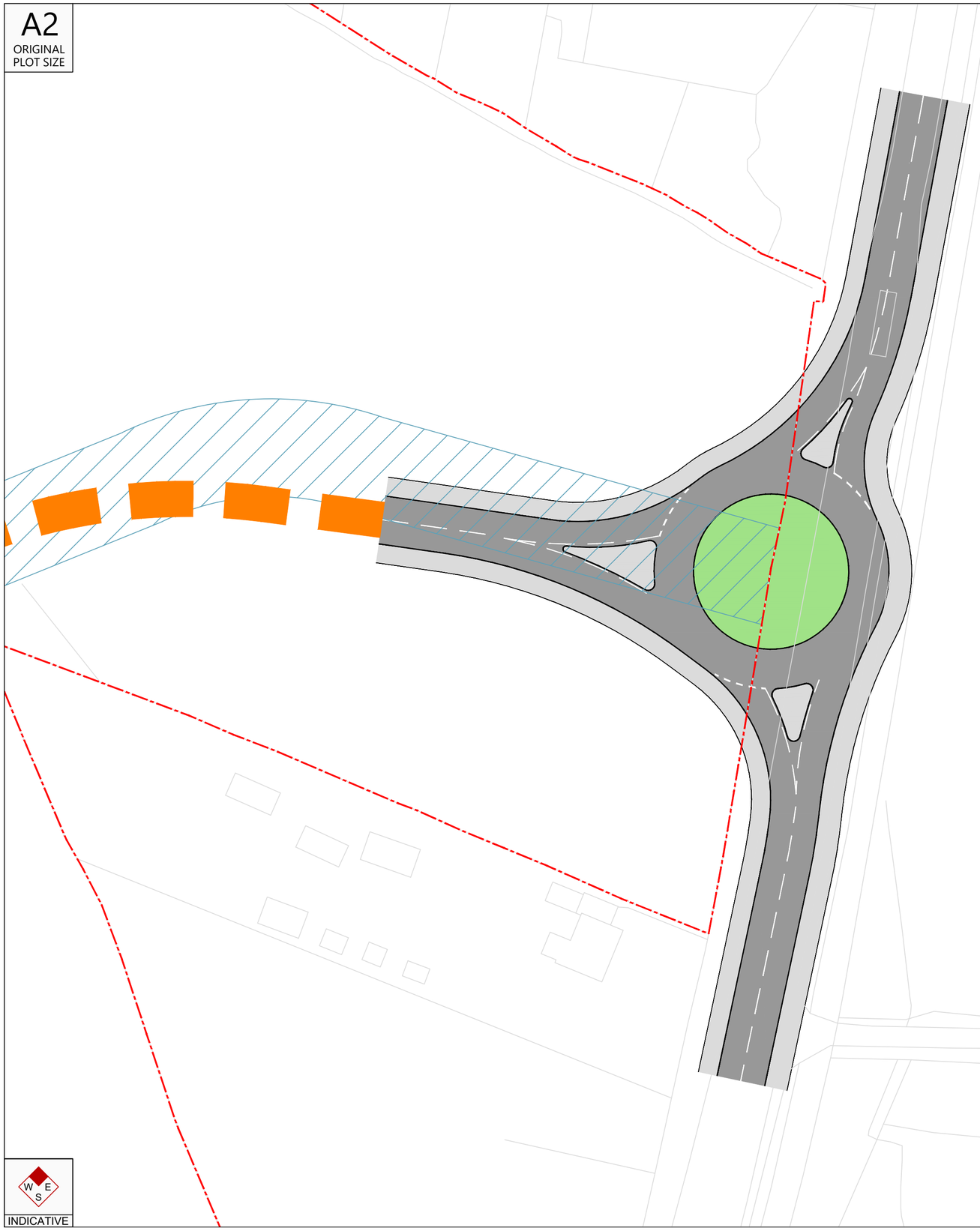

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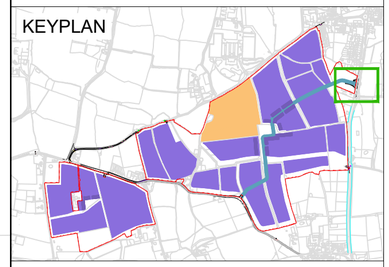
NOTES:

= Indicative Site Boundary
= Proposed Kerbline
= Proposed White Lining
= Proposed Footway Edging
= Indicative Internal Site Road Layout
= Indicative Carriageway Surfacing
= Indicative Footway/Island Surfacing

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

KEYPLAN



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PROJECT:
SAYERS COMMON SUSTAINABLE COMMUNITY, LAND SOUTH OF REEDS LANE

TITLE:
ACCESS STRATEGY - SHEET 7 OF 9

STATUS:
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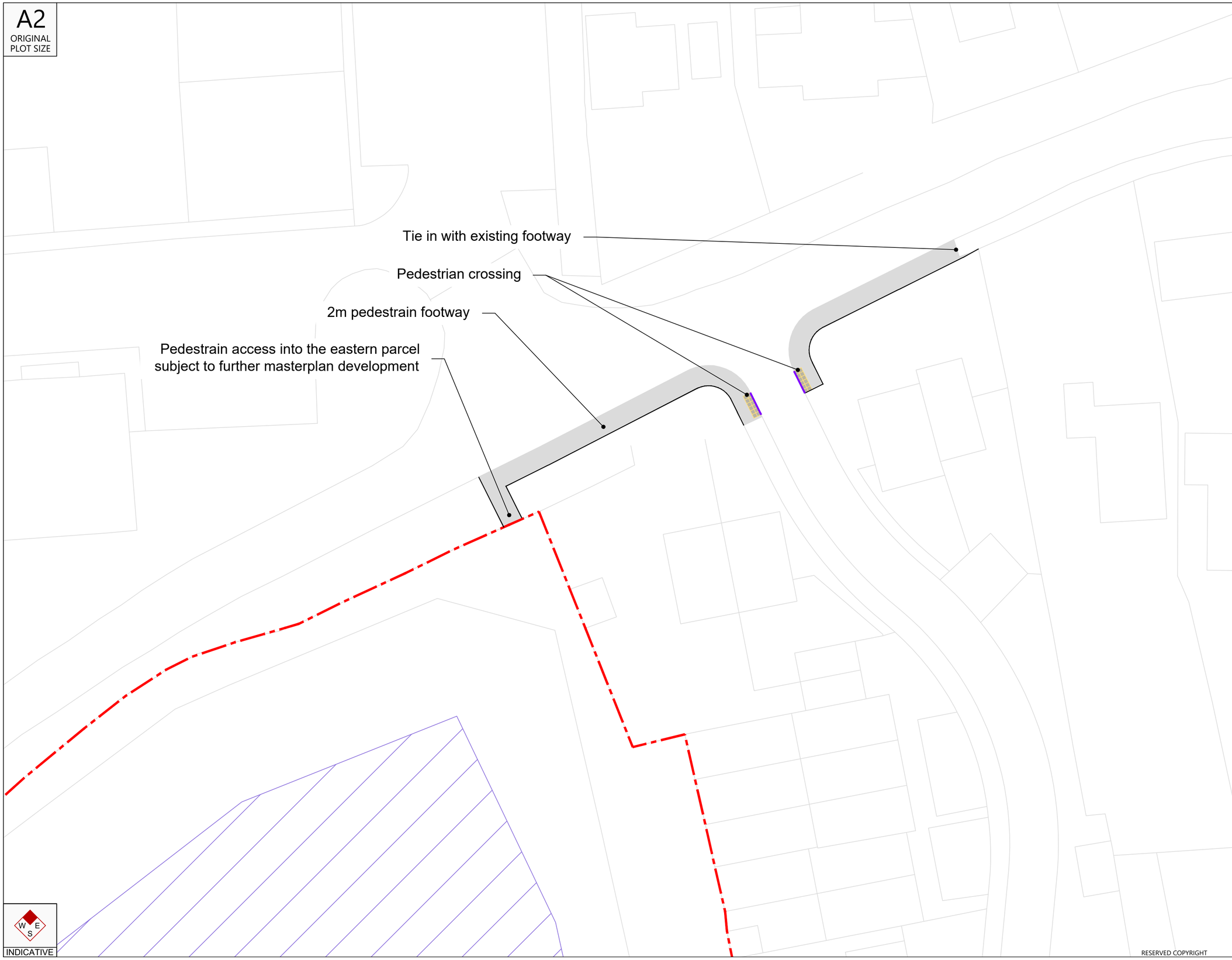
A2
ORIGINAL
PLOT SIZE



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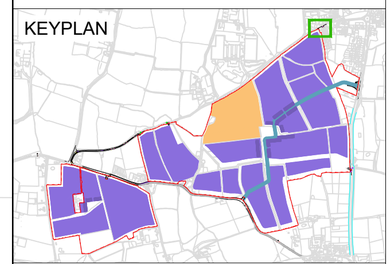
NOTES:

= Indicative Site Boundary
= Propoed Dropped Kerb
= Proposed Footway Edging
= Indicative Footway/Island Surfacing
= Indicative Tactile Paving

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

KEYPLAN



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PROJECT:
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TITLE:
ACCESS STRATEGY - SHEET 8 OF 9

STATUS:
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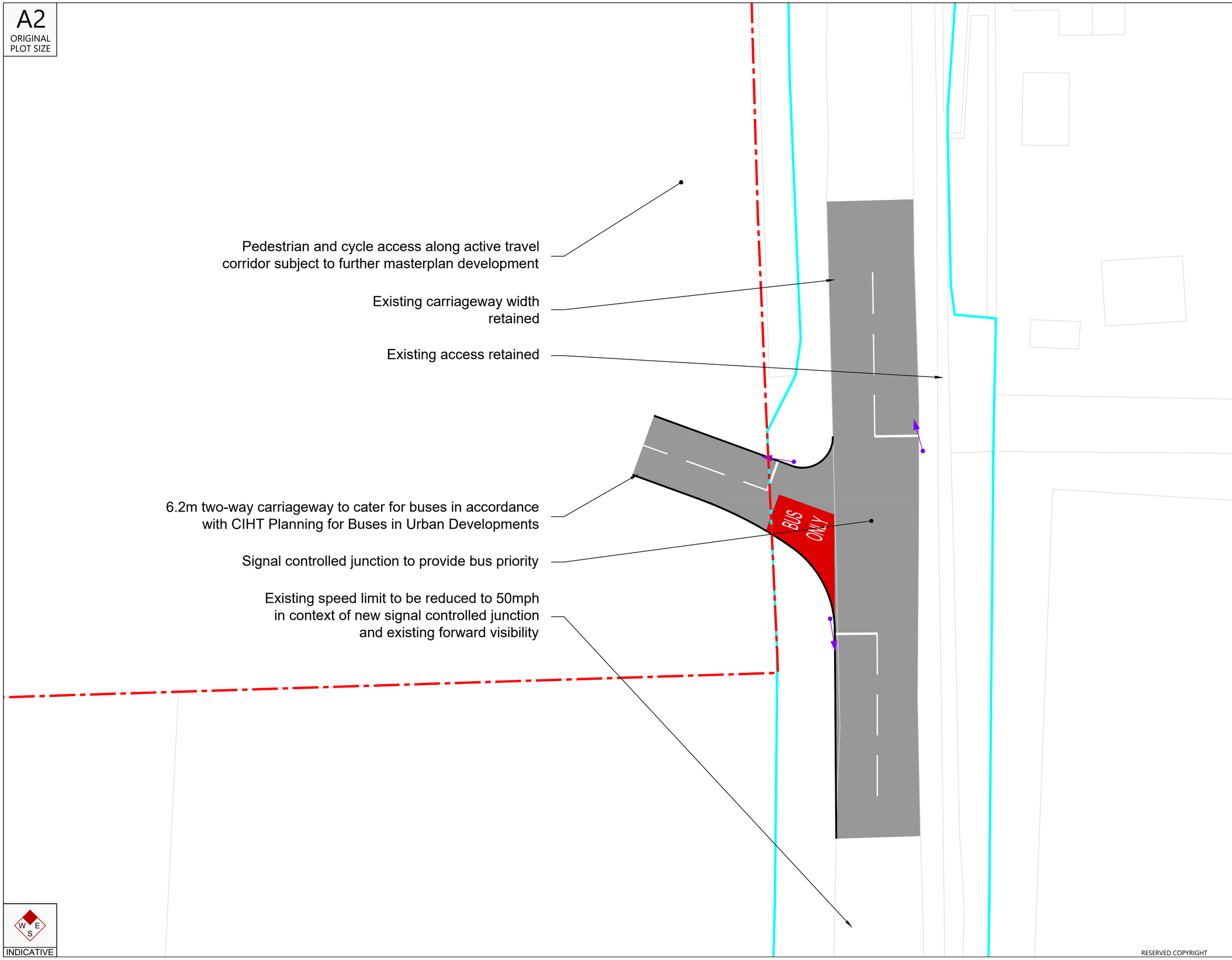

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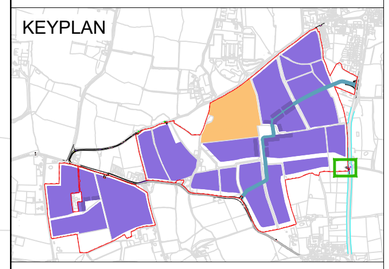
NOTES:

= Indicative Site Boundary
= Indicative Highway Boundary
= Propoed Dropped Kerb
= Proposed White Lining
= Indicative Carriageway Surfacing
= Indicative Red Carriageway Surfacing
= Indicative Primary Signals

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping;
- Based on Highway Boundary information received from West Sussex County Council.

KEYPLAN



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TITLE:
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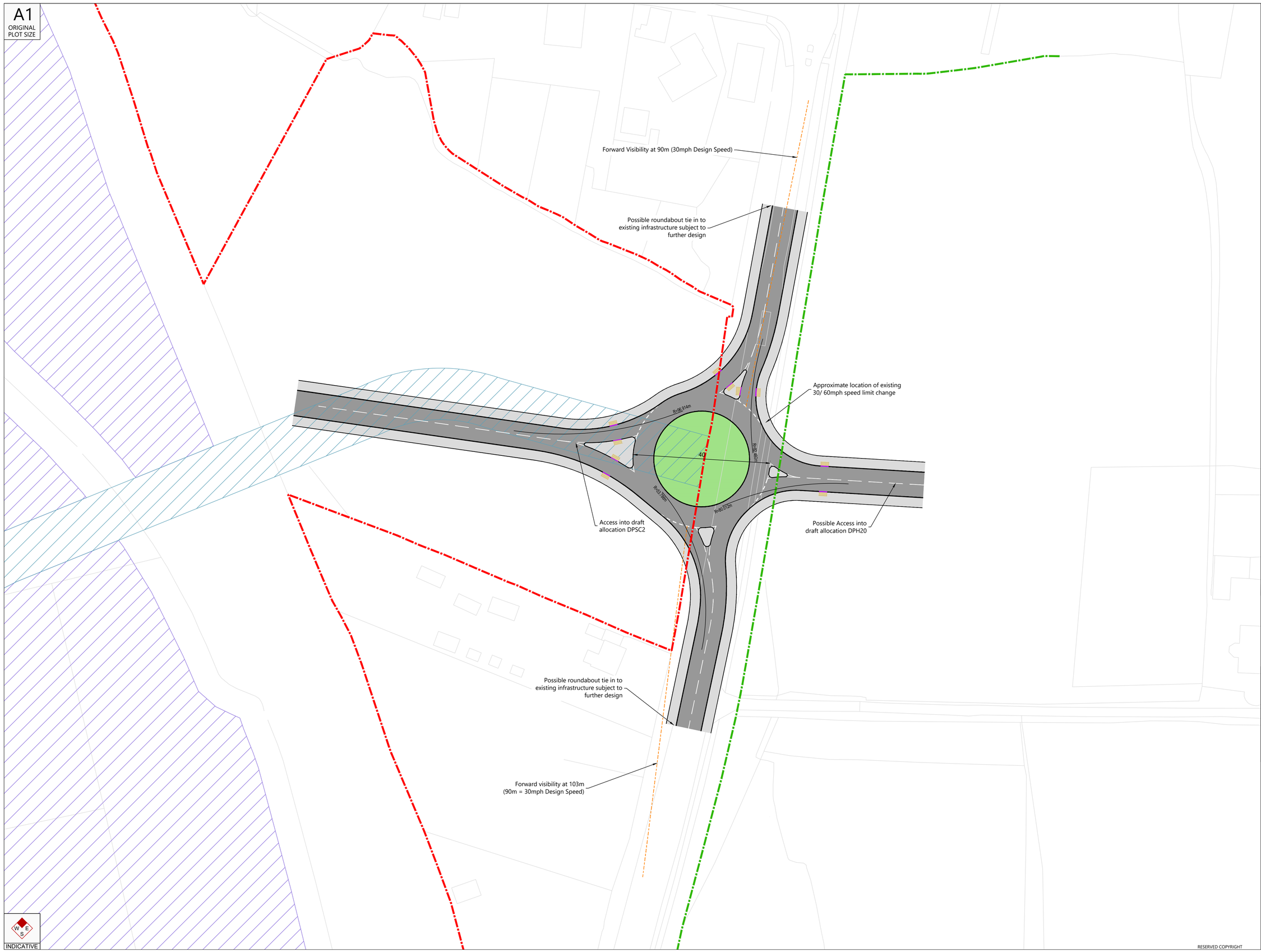
APPENDIX I

A1
ORIGINAL
PLOT SIZE



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NOTES:

= Indicative Site Boundary
= Indicative Site Boundary (Land East of B2118)
= Proposed Kerbline
= Proposed Dropped Kerb
= Proposed Footway Edging
= Proposed White Lining
= Forward Visibility
= Indicative Carriageway Surfacing
= Indicative Footway/Island Surfacing
= Indicative Soft Landscaping
= Indicative Tactile Paving

Referencing:

- Based on Architects Masterplan 'BKH-MMT_HTA-A-DR-SK-230913-004_Safeguarded Road Corridor Amendedand';
- Based on OS Mapping.

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CLIENT:
BERKELEY LATIMER

PROJECT:
SAYERS COMMON SUSTAINABLE COMMUNITY, LAND SOUTH OF REEDS LANE

TITLE:
POSSIBLE B2118 ROUNDABOUT ARRANGEMENT

STATUS:
PRELIMINARY

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1:500	29/09/23	TS	SMK	DE

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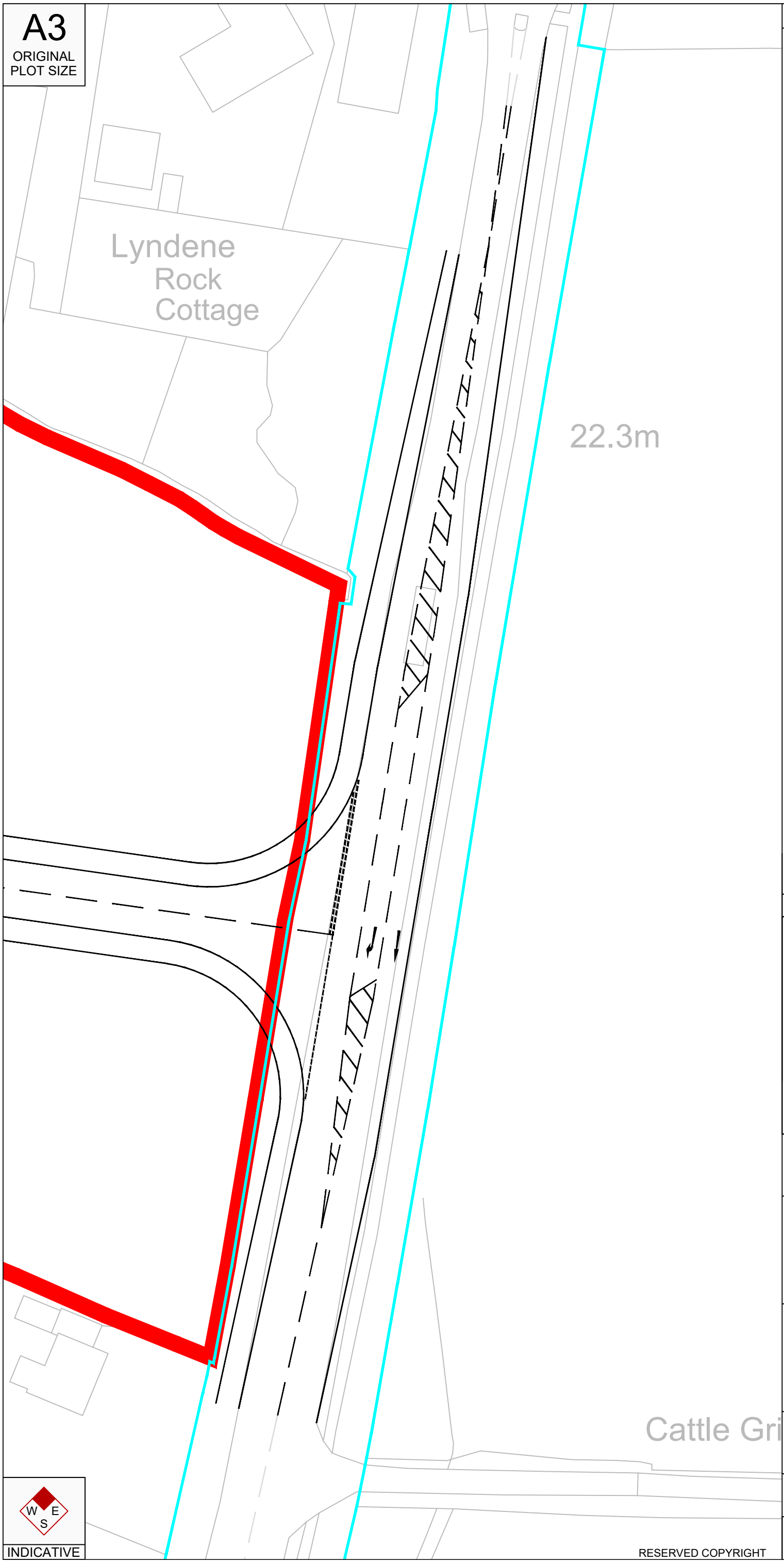
APPENDIX J

A3
ORIGINAL
PLOT SIZE



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NOTES:

1. Indicative un-surveyed existing road markings.
2. Subject to confirmation of Highway Boundary.
3. Subject to topographical survey and slip-road gradient
4. Subject to negotiations with National Highways

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CLIENT:
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PROJECT:
LAND TO TH SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
MODELING PARAMETERS FOR A POSSIBLE PRIORITY JUNCTIN ONTO LONDON RD

STATUS:
F O R I N F O R M A T I O N

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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APPENDIX K

A2
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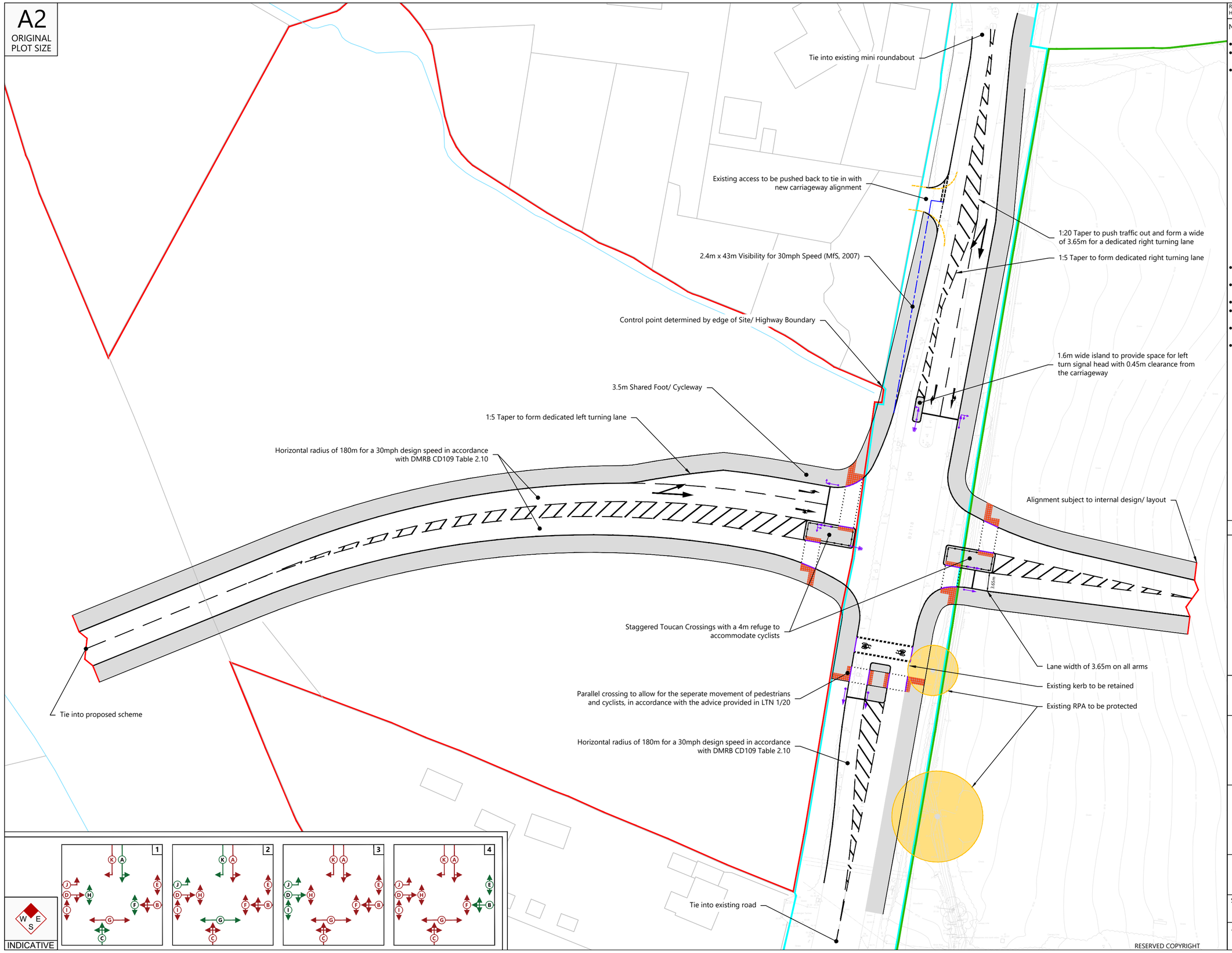
PLOT SIZE



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NOTES:

- Based on OS Mapping;
- Based on Topographical Survey 145.0007 X-TOPO received from Paul Basham Associates on 26 April 2024;
- Highway Boundary Data obtained from West Sussex Council on 15th March.

= Indicative Site Boundary
= Indicative DPSC5 Boundary
= Indicative Highway Boundary
= Proposed Kerbline
= Proposed Dropped Kerb
= Proposed White Lining
= Indicative Wintergreen Way Access
= Visibility Splay
= Proposed Guard Railing
= Primary Signal Head
= Secondary Signal Head
= Controlled Tactile Paving
= Root Protection Area

- Junction designed to accommodate a 16.5m Articulated Vehicle performing all movements;
- Carriageway horizontal curvature in accordance with DMRB CD109 Table 2.10;
- Crossings designed in accordance with TSM Chapter 6;
- Shared Foot/ Cycleway designed in accordance with advice in LTN 1/20;
- Signal heads subject to further design, Road Saftey Audits and Highway Authority approval;
- Visibility in accordance with Manual for Streets, Table 7.1.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	02/07/24	Minor amendments to notes	SMK		SMK

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates

1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:
BERKELEY LATIMER

PROJECT:
LAND TO THE SOUTH OF REEDS LANE, SAYERS COMMON

TITLE:
POSSIBLE SIGNAL-CONTROLLED ACCESS ONTO LONDON ROAD

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	30/05/24	TS	SMK	SMK

JOB NO:	DRAWING NO:	REVISION:
2109-016	SK29	A

APPENDIX L

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	03/B	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY HOUS
Selected Trip Rate Calculation Parameter Range	8-516 DWELLS	
Actual Trip Rate Calculation Parameter Range	16-228 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 07/06/23
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	
Days of the week selected	Monday	1
	Thursday	2
	Friday	2
Main Location Types selected	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	2
	5,001 to 10,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,000 or Less	1
	50,001 to 75,000	1
	125,001 to 250,000	2
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	4
	0 None	1

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240725-0721

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
02	SOUTH EAST		
	EX	ESSEX	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	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: 16 to 228 (units:)
Range Selected by User: 8 to 516 (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: 01/01/16 to 07/06/23

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

Selected survey days:

Monday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	3
Village	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	4 days
0 None	1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BN-03-B-01	Site area:	0.56 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	19
Location:	EDGWARE	Housing density:	40
Postcode:	HA8 8YU	Total Bedrooms:	57
Main Location Type:	Edge of Town	Survey Date:	04/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	0 None	Parking Spaces:	24
Site(2):	EX-03-B-01	Site area:	2.66 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	228
Location:	NEAR BRAINTREE	Housing density:	233
Postcode:	CM3 1SG	Total Bedrooms:	651
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	10/05/18
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	220
Site(3):	FU-03-B-01	Site area:	2.40 hect
Development Name:	SEMI DETACHED & TERRACED	No of Dwellings:	66
Location:	ALSTON	Housing density:	33
Postcode:	CA9 3RW	Total Bedrooms:	198
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	13/05/22
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	115
Site(4):	KS-03-B-02	Site area:	0.71 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	17
Location:	BATLEY	Housing density:	36
Postcode:	WF17 0PR	Total Bedrooms:	43
Main Location Type:	Edge of Town	Survey Date:	19/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	50
Site(5):	WO-03-B-02	Site area:	0.35 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	16
Location:	WORCESTER	Housing density:	89
Postcode:	WR3 8AE	Total Bedrooms:	50
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	14/11/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	29

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	69	0.055	5	69	0.234	5	69	0.289
08:00 - 09:00	5	69	0.084	5	69	0.234	5	69	0.318
09:00 - 10:00	5	69	0.069	5	69	0.124	5	69	0.193
10:00 - 11:00	5	69	0.072	5	69	0.101	5	69	0.173
11:00 - 12:00	5	69	0.064	5	69	0.092	5	69	0.156
12:00 - 13:00	5	69	0.095	5	69	0.069	5	69	0.164
13:00 - 14:00	5	69	0.078	5	69	0.081	5	69	0.159
14:00 - 15:00	5	69	0.113	5	69	0.095	5	69	0.208
15:00 - 16:00	5	69	0.171	5	69	0.107	5	69	0.278
16:00 - 17:00	5	69	0.185	5	69	0.104	5	69	0.289
17:00 - 18:00	5	69	0.208	5	69	0.124	5	69	0.332
18:00 - 19:00	5	69	0.223	5	69	0.124	5	69	0.347
19:00 - 20:00	1	19	0.316	1	19	0.158	1	19	0.474
20:00 - 21:00	1	19	0.158	1	19	0.105	1	19	0.263
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.891			1.752			3.643

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:	16 - 228 (units:)
Survey date date range:	01/01/16 - 07/06/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	69	0.000	5	69	0.000	5	69	0.000
08:00 - 09:00	5	69	0.006	5	69	0.006	5	69	0.012
09:00 - 10:00	5	69	0.000	5	69	0.000	5	69	0.000
10:00 - 11:00	5	69	0.003	5	69	0.003	5	69	0.006
11:00 - 12:00	5	69	0.000	5	69	0.000	5	69	0.000
12:00 - 13:00	5	69	0.006	5	69	0.003	5	69	0.009
13:00 - 14:00	5	69	0.000	5	69	0.003	5	69	0.003
14:00 - 15:00	5	69	0.003	5	69	0.003	5	69	0.006
15:00 - 16:00	5	69	0.000	5	69	0.000	5	69	0.000
16:00 - 17:00	5	69	0.000	5	69	0.000	5	69	0.000
17:00 - 18:00	5	69	0.000	5	69	0.000	5	69	0.000
18:00 - 19:00	5	69	0.003	5	69	0.003	5	69	0.006
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	69	0.000	5	69	0.000	5	69	0.000
08:00 - 09:00	5	69	0.006	5	69	0.006	5	69	0.012
09:00 - 10:00	5	69	0.003	5	69	0.000	5	69	0.003
10:00 - 11:00	5	69	0.003	5	69	0.006	5	69	0.009
11:00 - 12:00	5	69	0.000	5	69	0.000	5	69	0.000
12:00 - 13:00	5	69	0.006	5	69	0.003	5	69	0.009
13:00 - 14:00	5	69	0.000	5	69	0.003	5	69	0.003
14:00 - 15:00	5	69	0.003	5	69	0.003	5	69	0.006
15:00 - 16:00	5	69	0.000	5	69	0.000	5	69	0.000
16:00 - 17:00	5	69	0.000	5	69	0.000	5	69	0.000
17:00 - 18:00	5	69	0.000	5	69	0.000	5	69	0.000
18:00 - 19:00	5	69	0.000	5	69	0.000	5	69	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	69	0.000	5	69	0.000	5	69	0.000
08:00 - 09:00	5	69	0.000	5	69	0.003	5	69	0.003
09:00 - 10:00	5	69	0.000	5	69	0.000	5	69	0.000
10:00 - 11:00	5	69	0.000	5	69	0.000	5	69	0.000
11:00 - 12:00	5	69	0.000	5	69	0.003	5	69	0.003
12:00 - 13:00	5	69	0.000	5	69	0.000	5	69	0.000
13:00 - 14:00	5	69	0.003	5	69	0.000	5	69	0.003
14:00 - 15:00	5	69	0.000	5	69	0.000	5	69	0.000
15:00 - 16:00	5	69	0.003	5	69	0.000	5	69	0.003
16:00 - 17:00	5	69	0.012	5	69	0.012	5	69	0.024
17:00 - 18:00	5	69	0.000	5	69	0.000	5	69	0.000
18:00 - 19:00	5	69	0.000	5	69	0.000	5	69	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	69	0.040	5	69	0.199	5	69	0.239
08:00 - 09:00	5	69	0.069	5	69	0.214	5	69	0.283
09:00 - 10:00	5	69	0.052	5	69	0.110	5	69	0.162
10:00 - 11:00	5	69	0.046	5	69	0.064	5	69	0.110
11:00 - 12:00	5	69	0.038	5	69	0.072	5	69	0.110
12:00 - 13:00	5	69	0.058	5	69	0.043	5	69	0.101
13:00 - 14:00	5	69	0.066	5	69	0.058	5	69	0.124
14:00 - 15:00	5	69	0.090	5	69	0.081	5	69	0.171
15:00 - 16:00	5	69	0.153	5	69	0.095	5	69	0.248
16:00 - 17:00	5	69	0.153	5	69	0.084	5	69	0.237
17:00 - 18:00	5	69	0.182	5	69	0.121	5	69	0.303
18:00 - 19:00	5	69	0.194	5	69	0.101	5	69	0.295
19:00 - 20:00	1	19	0.316	1	19	0.158	1	19	0.474
20:00 - 21:00	1	19	0.158	1	19	0.105	1	19	0.263
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.615			1.505			3.120

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	69	0.014	5	69	0.032	5	69	0.046
08:00 - 09:00	5	69	0.003	5	69	0.009	5	69	0.012
09:00 - 10:00	5	69	0.014	5	69	0.014	5	69	0.028
10:00 - 11:00	5	69	0.017	5	69	0.029	5	69	0.046
11:00 - 12:00	5	69	0.026	5	69	0.017	5	69	0.043
12:00 - 13:00	5	69	0.026	5	69	0.020	5	69	0.046
13:00 - 14:00	5	69	0.012	5	69	0.017	5	69	0.029
14:00 - 15:00	5	69	0.014	5	69	0.009	5	69	0.023
15:00 - 16:00	5	69	0.017	5	69	0.012	5	69	0.029
16:00 - 17:00	5	69	0.029	5	69	0.020	5	69	0.049
17:00 - 18:00	5	69	0.023	5	69	0.003	5	69	0.026
18:00 - 19:00	5	69	0.023	5	69	0.017	5	69	0.040
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.218			0.199			0.417

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	69	0.000	5	69	0.003	5	69	0.003
08:00 - 09:00	5	69	0.000	5	69	0.000	5	69	0.000
09:00 - 10:00	5	69	0.000	5	69	0.000	5	69	0.000
10:00 - 11:00	5	69	0.003	5	69	0.000	5	69	0.003
11:00 - 12:00	5	69	0.000	5	69	0.003	5	69	0.003
12:00 - 13:00	5	69	0.000	5	69	0.000	5	69	0.000
13:00 - 14:00	5	69	0.000	5	69	0.000	5	69	0.000
14:00 - 15:00	5	69	0.003	5	69	0.000	5	69	0.003
15:00 - 16:00	5	69	0.000	5	69	0.000	5	69	0.000
16:00 - 17:00	5	69	0.003	5	69	0.000	5	69	0.003
17:00 - 18:00	5	69	0.003	5	69	0.000	5	69	0.003
18:00 - 19:00	5	69	0.003	5	69	0.003	5	69	0.006
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.009			0.024

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	03/D	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY FLATS
Selected Trip Rate Calculation Parameter Range	6-467 DWELLS	
Actual Trip Rate Calculation Parameter Range	467-467 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 21/06/23
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	
Days of the week selected	Wednesday	1
Main Location Types selected	Edge of Town	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	X - Selected 1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	1
Population <5 Mile ranges selected	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
PTAL Rating	No PTAL Present	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BR	BRISTOL CITY	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: 467 to 467 (units:)
Range Selected by User: 6 to 467 (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: 01/01/16 to 21/06/23

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

Selected survey days:
Wednesday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 1

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

Selected Location Sub Categories:
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
C3 1 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
25,001 to 50,000 1 days

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

Population within 5 miles:
250,001 to 500,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
Yes 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BR-03-D-04	Site area:	3.00 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	467
Location:	BRISTOL	Housing density:	156
Postcode:	BS14 0LA	Total Bedrooms:	665
Main Location Type:	Edge of Town	Survey Date:	24/11/21
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	389

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	467	0.021	1	467	0.039	1	467	0.060
08:00 - 09:00	1	467	0.039	1	467	0.075	1	467	0.114
09:00 - 10:00	1	467	0.041	1	467	0.036	1	467	0.077
10:00 - 11:00	1	467	0.049	1	467	0.047	1	467	0.096
11:00 - 12:00	1	467	0.045	1	467	0.069	1	467	0.114
12:00 - 13:00	1	467	0.032	1	467	0.036	1	467	0.068
13:00 - 14:00	1	467	0.058	1	467	0.051	1	467	0.109
14:00 - 15:00	1	467	0.069	1	467	0.075	1	467	0.144
15:00 - 16:00	1	467	0.073	1	467	0.054	1	467	0.127
16:00 - 17:00	1	467	0.086	1	467	0.086	1	467	0.172
17:00 - 18:00	1	467	0.092	1	467	0.064	1	467	0.156
18:00 - 19:00	1	467	0.058	1	467	0.056	1	467	0.114
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.663			0.688			1.351

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:	467 - 467 (units:)
Survey date date range:	01/01/16 - 21/06/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	467	0.006	1	467	0.006	1	467	0.012
08:00 - 09:00	1	467	0.004	1	467	0.006	1	467	0.010
09:00 - 10:00	1	467	0.002	1	467	0.002	1	467	0.004
10:00 - 11:00	1	467	0.009	1	467	0.004	1	467	0.013
11:00 - 12:00	1	467	0.002	1	467	0.002	1	467	0.004
12:00 - 13:00	1	467	0.002	1	467	0.002	1	467	0.004
13:00 - 14:00	1	467	0.011	1	467	0.009	1	467	0.020
14:00 - 15:00	1	467	0.004	1	467	0.011	1	467	0.015
15:00 - 16:00	1	467	0.009	1	467	0.009	1	467	0.018
16:00 - 17:00	1	467	0.015	1	467	0.011	1	467	0.026
17:00 - 18:00	1	467	0.002	1	467	0.004	1	467	0.006
18:00 - 19:00	1	467	0.002	1	467	0.000	1	467	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.066			0.134

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	467	0.000	1	467	0.000	1	467	0.000
08:00 - 09:00	1	467	0.002	1	467	0.000	1	467	0.002
09:00 - 10:00	1	467	0.000	1	467	0.002	1	467	0.002
10:00 - 11:00	1	467	0.000	1	467	0.000	1	467	0.000
11:00 - 12:00	1	467	0.000	1	467	0.000	1	467	0.000
12:00 - 13:00	1	467	0.000	1	467	0.000	1	467	0.000
13:00 - 14:00	1	467	0.000	1	467	0.000	1	467	0.000
14:00 - 15:00	1	467	0.000	1	467	0.000	1	467	0.000
15:00 - 16:00	1	467	0.000	1	467	0.000	1	467	0.000
16:00 - 17:00	1	467	0.000	1	467	0.000	1	467	0.000
17:00 - 18:00	1	467	0.000	1	467	0.000	1	467	0.000
18:00 - 19:00	1	467	0.000	1	467	0.000	1	467	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	467	0.000	1	467	0.006	1	467	0.006
08:00 - 09:00	1	467	0.000	1	467	0.000	1	467	0.000
09:00 - 10:00	1	467	0.000	1	467	0.000	1	467	0.000
10:00 - 11:00	1	467	0.000	1	467	0.000	1	467	0.000
11:00 - 12:00	1	467	0.000	1	467	0.002	1	467	0.002
12:00 - 13:00	1	467	0.004	1	467	0.002	1	467	0.006
13:00 - 14:00	1	467	0.002	1	467	0.002	1	467	0.004
14:00 - 15:00	1	467	0.004	1	467	0.000	1	467	0.004
15:00 - 16:00	1	467	0.002	1	467	0.006	1	467	0.008
16:00 - 17:00	1	467	0.002	1	467	0.004	1	467	0.006
17:00 - 18:00	1	467	0.000	1	467	0.000	1	467	0.000
18:00 - 19:00	1	467	0.000	1	467	0.000	1	467	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.022			0.036

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	467	0.011	1	467	0.021	1	467	0.032
08:00 - 09:00	1	467	0.024	1	467	0.058	1	467	0.082
09:00 - 10:00	1	467	0.034	1	467	0.021	1	467	0.055
10:00 - 11:00	1	467	0.030	1	467	0.034	1	467	0.064
11:00 - 12:00	1	467	0.039	1	467	0.056	1	467	0.095
12:00 - 13:00	1	467	0.024	1	467	0.032	1	467	0.056
13:00 - 14:00	1	467	0.039	1	467	0.041	1	467	0.080
14:00 - 15:00	1	467	0.056	1	467	0.054	1	467	0.110
15:00 - 16:00	1	467	0.062	1	467	0.034	1	467	0.096
16:00 - 17:00	1	467	0.066	1	467	0.069	1	467	0.135
17:00 - 18:00	1	467	0.075	1	467	0.049	1	467	0.124
18:00 - 19:00	1	467	0.054	1	467	0.054	1	467	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.523			1.037

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	467	0.004	1	467	0.004	1	467	0.008
08:00 - 09:00	1	467	0.009	1	467	0.011	1	467	0.020
09:00 - 10:00	1	467	0.004	1	467	0.004	1	467	0.008
10:00 - 11:00	1	467	0.009	1	467	0.006	1	467	0.015
11:00 - 12:00	1	467	0.004	1	467	0.009	1	467	0.013
12:00 - 13:00	1	467	0.004	1	467	0.002	1	467	0.006
13:00 - 14:00	1	467	0.006	1	467	0.002	1	467	0.008
14:00 - 15:00	1	467	0.009	1	467	0.011	1	467	0.020
15:00 - 16:00	1	467	0.002	1	467	0.006	1	467	0.008
16:00 - 17:00	1	467	0.004	1	467	0.006	1	467	0.010
17:00 - 18:00	1	467	0.006	1	467	0.006	1	467	0.012
18:00 - 19:00	1	467	0.002	1	467	0.002	1	467	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.069			0.132

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	467	0.000	1	467	0.006	1	467	0.006
08:00 - 09:00	1	467	0.000	1	467	0.000	1	467	0.000
09:00 - 10:00	1	467	0.000	1	467	0.006	1	467	0.006
10:00 - 11:00	1	467	0.002	1	467	0.002	1	467	0.004
11:00 - 12:00	1	467	0.000	1	467	0.002	1	467	0.002
12:00 - 13:00	1	467	0.002	1	467	0.000	1	467	0.002
13:00 - 14:00	1	467	0.002	1	467	0.000	1	467	0.002
14:00 - 15:00	1	467	0.000	1	467	0.000	1	467	0.000
15:00 - 16:00	1	467	0.000	1	467	0.004	1	467	0.004
16:00 - 17:00	1	467	0.000	1	467	0.000	1	467	0.000
17:00 - 18:00	1	467	0.009	1	467	0.004	1	467	0.013
18:00 - 19:00	1	467	0.000	1	467	0.000	1	467	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.024			0.039

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-1817 DWELLS	
Actual Trip Rate Calculation Parameter Range	8-1817 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 27/03/24
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	
Days of the week selected	Monday	14
	Tuesday	25
	Wednesday	17
	Thursday	16
	Friday	8
Main Location Types selected	Edge of Town	58
	Neighbourhood Centre (PPS6 Local Centre)	22
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	29 - Selected
	Servicing vehicles Excluded	71 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	17
	5,001 to 10,000	21
	10,001 to 15,000	22
	15,001 to 20,000	10
	20,001 to 25,000	7
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	10
	25,001 to 50,000	15
	50,001 to 75,000	9
	75,001 to 100,000	10
	100,001 to 125,000	4
	125,001 to 250,000	26
	250,001 to 500,000	6
Car Ownership <5 Mile ranges selected	0.6 to 1.0	16
	1.1 to 1.5	55
	1.6 to 2.0	9
PTAL Rating	No PTAL Present	80

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240726-0707

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	8 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	11 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	6 days
	MW	MEDWAY	2 days
	SC	SURREY	4 days
	SP	SOUTHAMPTON	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	9 days
03	SOUTH WEST		
	DC	DORSET	2 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	18 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LE	LEICESTERSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 1817 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Monday	14 days
Tuesday	25 days
Wednesday	17 days
Thursday	16 days
Friday	8 days

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

Selected survey types:

Manual count	80 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	58
Neighbourhood Centre (PPS6 Local Centre)	22

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	55
Village	19
Out of Town	3
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	29 days - Selected
Servicing vehicles Excluded	71 days - Selected

Secondary Filtering selection:

Use Class:

C3	80 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	17 days
5,001 to 10,000	21 days
10,001 to 15,000	22 days
15,001 to 20,000	10 days
20,001 to 25,000	7 days
25,001 to 50,000	2 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	10 days
25,001 to 50,000	15 days
50,001 to 75,000	9 days
75,001 to 100,000	10 days
100,001 to 125,000	4 days
125,001 to 250,000	26 days
250,001 to 500,000	6 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	16 days
1.1 to 1.5	55 days
1.6 to 2.0	9 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	57 days
No	23 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	80 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AC-03-A-06	Site area:	6.80 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	99
Location:	NEAR CHESTER	Housing density:	15
Postcode:	CH3 7QJ	Total Bedrooms:	311
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/04/22
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	217
Site(2):	CA-03-A-08	Site area:	2.68 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	83
Location:	SAWTRY	Housing density:	33
Postcode:	PE28 5WE	Total Bedrooms:	251
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	13/10/22
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	187
Site(3):	CT-03-A-03	Site area:	3.69 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	STOTFOLD	Housing density:	25
Postcode:	SG5 4TB	Total Bedrooms:	231
Main Location Type:	Edge of Town	Survey Date:	27/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	227
Site(4):	DC-03-A-10	Site area:	1.40 hect
Development Name:	MIXED HOUSES	No of Dwellings:	26
Location:	GILLINGHAM	Housing density:	21
Postcode:	SP8 4JS	Total Bedrooms:	77
Main Location Type:	Edge of Town	Survey Date:	09/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	55
Site(5):	DC-03-A-11	Site area:	6.63 hect
Development Name:	MIXED HOUSES	No of Dwellings:	141
Location:	SHAFTESBURY	Housing density:	26
Postcode:	SP7 8TU	Total Bedrooms:	445
Main Location Type:	Edge of Town	Survey Date:	31/10/23
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	396
Site(6):	DH-03-A-02	Site area:	4.03 hect
Development Name:	MIXED HOUSES	No of Dwellings:	125
Location:	BISHOP AUCKLAND	Housing density:	38
Postcode:	DL14 9UG	Total Bedrooms:	423
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	124
Site(7):	DH-03-A-03	Site area:	5.60 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	57
Location:	DURHAM	Housing density:	11
Postcode:	DH1 1HD	Total Bedrooms:	169
Main Location Type:	Edge of Town	Survey Date:	19/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	190
Site(8):	DY-03-A-01	Site area:	16.45 hect
Development Name:	MIXED HOUSES	No of Dwellings:	371
Location:	DERBY	Housing density:	36
Postcode:	DE22 4HH	Total Bedrooms:	1402
Main Location Type:	Edge of Town	Survey Date:	10/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1083
Site(9):	ES-03-A-03	Site area:	9.91 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	212
Location:	POLEGATE	Housing density:	63
Postcode:	BN26 6HR	Total Bedrooms:	649
Main Location Type:	Edge of Town	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	357

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	ES-03-A-05	Site area:	3.40 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	99
Location:	NEAR EASTBOURNE	Housing density:	45
Postcode:	BN24 5GD	Total Bedrooms:	296
Main Location Type:	Edge of Town	Survey Date:	05/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	197
Site(11):	ES-03-A-07	Site area:	3.49 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	91
Location:	HAILSHAM	Housing density:	35
Postcode:	BN27 4FR	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	07/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	246
Site(12):	ES-03-A-08	Site area:	3.32 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	110
Location:	BEXHILL	Housing density:	37
Postcode:	TN40 2LU	Total Bedrooms:	308
Main Location Type:	Edge of Town	Survey Date:	12/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	262
Site(13):	ES-03-A-09	Site area:	1.50 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	47
Location:	NEWHAVEN	Housing density:	36
Postcode:	BN9 9FF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	13/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	197
Site(14):	ES-03-A-10	Site area:	5.41 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	139
Location:	BEXHILL-ON-SEA	Housing density:	33
Postcode:	TN39 5DQ	Total Bedrooms:	388
Main Location Type:	Edge of Town	Survey Date:	28/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	375
Site(15):	ES-03-A-11	Site area:	4.34 hect
Development Name:	MIXED HOUSES	No of Dwellings:	105
Location:	RINGMER	Housing density:	32
Postcode:	BN8 5LQ	Total Bedrooms:	292
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/09/23
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	275
Site(16):	ES-03-A-12	Site area:	8.11 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	123
Location:	HORAM	Housing density:	27
Postcode:	TN21 9DZ	Total Bedrooms:	398
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	03/10/23
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	359
Site(17):	EX-03-A-03	Site area:	3.60 hect
Development Name:	MIXED HOUSES	No of Dwellings:	123
Location:	RAYLEIGH	Housing density:	53
Postcode:	SS6 9TU	Total Bedrooms:	357
Main Location Type:	Edge of Town	Survey Date:	27/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	297
Site(18):	HC-03-A-21	Site area:	1.20 hect
Development Name:	TERRACED & SEMI-DETACHED	No of Dwellings:	39
Location:	BASINGSTOKE	Housing density:	57
Postcode:	RG24 9AF	Total Bedrooms:	134
Main Location Type:	Edge of Town	Survey Date:	13/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	98

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	HC-03-A-22	Site area:	1.69 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	NEAR EASTLEIGH	Housing density:	32
Postcode:	SO50 6JL	Total Bedrooms:	114
Main Location Type:	Edge of Town	Survey Date:	31/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	101
Site(20):	HC-03-A-27	Site area:	2.50 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	ANDOVER	Housing density:	30
Postcode:	SP11 6ZQ	Total Bedrooms:	205
Main Location Type:	Edge of Town	Survey Date:	16/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	170
Site(21):	HC-03-A-28	Site area:	5.97 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	125
Location:	WATERLOOVILLE	Housing density:	25
Postcode:	PO8 9WN	Total Bedrooms:	359
Main Location Type:	Edge of Town	Survey Date:	08/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	323
Site(22):	HC-03-A-31	Site area:	2.17 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	44
Location:	LIPHOOK	Housing density:	35
Postcode:	GU30 7WU	Total Bedrooms:	125
Main Location Type:	Edge of Town	Survey Date:	07/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	113
Site(23):	HC-03-A-32	Site area:	3.29 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	105
Location:	FARNHAM	Housing density:	36
Postcode:	GU9 9GD	Total Bedrooms:	278
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	253
Site(24):	HC-03-A-33	Site area:	6.20 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	195
Location:	RINGWOOD	Housing density:	39
Postcode:	BH24 3FJ	Total Bedrooms:	514
Main Location Type:	Edge of Town	Survey Date:	04/07/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	493
Site(25):	HC-03-A-34	Site area:	8.47 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	243
Location:	EASTLEIGH	Housing density:	31
Postcode:	SO50 9RL	Total Bedrooms:	612
Main Location Type:	Edge of Town	Survey Date:	14/11/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	531
Site(26):	HC-03-A-35	Site area:	9.10 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	289
Location:	WATERLOOVILLE	Housing density:	36
Postcode:	PO8 9WN	Total Bedrooms:	787
Main Location Type:	Edge of Town	Survey Date:	31/10/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	760
Site(27):	HC-03-A-36	Site area:	6.23 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	145
Location:	EMSWORTH	Housing density:	35
Postcode:	PO10 7FG	Total Bedrooms:	386
Main Location Type:	Edge of Town	Survey Date:	12/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	341

LIST OF SITES relevant to selection parameters (Cont.)

Site(28):	HC-03-A-37	Site area:	3.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	50
Location:	FLEET	Housing density:	37
Postcode:	GU52 0AF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	27/03/24
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	103
Site(29):	HF-03-A-03	Site area:	5.67 hect
Development Name:	MIXED HOUSES	No of Dwellings:	160
Location:	BUNTINGFORD	Housing density:	32
Postcode:	SG9 9FX	Total Bedrooms:	510
Main Location Type:	Edge of Town	Survey Date:	08/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	632
Site(30):	HF-03-A-05	Site area:	0.19 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	8
Location:	WATFORD	Housing density:	44
Postcode:	WD19 7QY	Total Bedrooms:	24
Main Location Type:	Edge of Town	Survey Date:	05/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	16
Site(31):	KC-03-A-04	Site area:	4.31 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	110
Location:	AYLESFORD	Housing density:	32
Postcode:	ME20 6FN	Total Bedrooms:	330
Main Location Type:	Edge of Town	Survey Date:	22/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	195
Site(32):	KC-03-A-07	Site area:	9.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	288
Location:	HERNE BAY	Housing density:	40
Postcode:	CT6 6HZ	Total Bedrooms:	934
Main Location Type:	Edge of Town	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	891
Site(33):	KC-03-A-08	Site area:	0.86 hect
Development Name:	MIXED HOUSES	No of Dwellings:	159
Location:	CHARING	Housing density:	418
Postcode:	TN27 0GX	Total Bedrooms:	569
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/05/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	480
Site(34):	KC-03-A-10	Site area:	3.91 hect
Development Name:	MIXED HOUSES	No of Dwellings:	106
Location:	STAPLEHURST	Housing density:	33
Postcode:	TN12 0GT	Total Bedrooms:	311
Main Location Type:	Edge of Town	Survey Date:	09/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	258
Site(35):	KC-03-A-11	Site area:	7.20 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	375
Location:	GRAVESEND	Housing density:	54
Postcode:	DA11 7FD	Total Bedrooms:	977
Main Location Type:	Edge of Town	Survey Date:	20/03/23
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	721
Site(36):	KC-03-A-12	Site area:	6.78 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	186
Location:	FAVERSHAM	Housing density:	36
Postcode:	ME13 7FZ	Total Bedrooms:	520
Main Location Type:	Edge of Town	Survey Date:	19/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	415

LIST OF SITES relevant to selection parameters (Cont.)

Site(37):	LE-03-A-02	Site area:	3.30 hect
Development Name:	DETACHED & OTHERS	No of Dwellings:	85
Location:	IBSTOCK	Housing density:	40
Postcode:	LE67 6PG	Total Bedrooms:	308
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/06/18
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	363
Site(38):	MW-03-A-01	Site area:	0.20 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	8
Location:	NEAR CHATHAM	Housing density:	50
Postcode:	ME1 3FE	Total Bedrooms:	32
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	16
Site(39):	MW-03-A-02	Site area:	0.70 hect
Development Name:	MIXED HOUSES	No of Dwellings:	19
Location:	RAINHAM	Housing density:	32
Postcode:	ME8 8XU	Total Bedrooms:	56
Main Location Type:	Edge of Town	Survey Date:	06/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	45
Site(40):	NF-03-A-05	Site area:	1.57 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	HOLT	Housing density:	26
Postcode:	NR25 6GA	Total Bedrooms:	116
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	100
Site(41):	NF-03-A-06	Site area:	9.27 hect
Development Name:	MIXED HOUSES	No of Dwellings:	275
Location:	GREAT YARMOUTH	Housing density:	32
Postcode:	NR31 9FT	Total Bedrooms:	767
Main Location Type:	Edge of Town	Survey Date:	23/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	586
Site(42):	NF-03-A-08	Site area:	48.07 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	1817
Location:	NEAR NORWICH	Housing density:	49
Postcode:	NR8 5ET	Total Bedrooms:	5396
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	19/09/19
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	2604
Site(43):	NF-03-A-09	Site area:	44.51 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	984
Location:	NORWICH	Housing density:	32
Postcode:	NR4 7JR	Total Bedrooms:	3087
Main Location Type:	Edge of Town	Survey Date:	24/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	2315
Site(44):	NF-03-A-23	Site area:	26.43 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	514
Location:	WYMONDHAM	Housing density:	27
Postcode:	NR18 9FP	Total Bedrooms:	1606
Main Location Type:	Edge of Town	Survey Date:	22/09/21
Sub-Location Type:	Out of Town	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	1274
Site(45):	NF-03-A-25	Site area:	3.10 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	55
Location:	GORLESTON-ON-SEA	Housing density:	27
Postcode:	NR31 9BG	Total Bedrooms:	171
Main Location Type:	Edge of Town	Survey Date:	21/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	127

LIST OF SITES relevant to selection parameters (Cont.)

Site(46):	NF-03-A-27	Site area:	3.69 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	93
Location:	NEAR NORWICH	Housing density:	29
Postcode:	NR13 4TN	Total Bedrooms:	282
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	16/09/21
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	248
Site(47):	NF-03-A-28	Site area:	38.00 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	1146
Location:	NORWICH	Housing density:	40
Postcode:	NR7 8DN	Total Bedrooms:	3078
Main Location Type:	Edge of Town	Survey Date:	22/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	2464
Site(48):	NF-03-A-30	Site area:	11.77 hect
Development Name:	MIXED HOUSES	No of Dwellings:	266
Location:	SWAFFHAM	Housing density:	27
Postcode:	PE37 8JE	Total Bedrooms:	743
Main Location Type:	Edge of Town	Survey Date:	23/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	756
Site(49):	NF-03-A-33	Site area:	4.78 hect
Development Name:	MIXED HOUSES	No of Dwellings:	143
Location:	ATTLEBOROUGH	Housing density:	39
Postcode:	NR17 1FF	Total Bedrooms:	358
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	326
Site(50):	NF-03-A-34	Site area:	3.15 hect
Development Name:	MIXED HOUSES	No of Dwellings:	80
Location:	SWAFFHAM	Housing density:	31
Postcode:	PE37 8GY	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	212
Site(51):	NF-03-A-35	Site area:	5.34 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	116
Location:	NORWICH	Housing density:	26
Postcode:	NR6 7FA	Total Bedrooms:	384
Main Location Type:	Edge of Town	Survey Date:	28/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	351
Site(52):	NF-03-A-36	Site area:	3.20 hect
Development Name:	MIXED HOUSES	No of Dwellings:	75
Location:	WYMONDHAM	Housing density:	23
Postcode:	NR18 9GH	Total Bedrooms:	216
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	213
Site(53):	NF-03-A-37	Site area:	1.64 hect
Development Name:	MIXED HOUSES	No of Dwellings:	44
Location:	DEREHAM	Housing density:	32
Postcode:	NR20 3TY	Total Bedrooms:	141
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	132
Site(54):	NF-03-A-38	Site area:	18.06 hect
Development Name:	MIXED HOUSES	No of Dwellings:	537
Location:	GREAT YARMOUTH	Housing density:	36
Postcode:	NR31 9FT	Total Bedrooms:	1466
Main Location Type:	Edge of Town	Survey Date:	20/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1373

LIST OF SITES relevant to selection parameters (Cont.)

Site(55):	NF-03-A-39	Site area:	7.84 hect
Development Name:	MIXED HOUSES	No of Dwellings:	212
Location:	HOLT	Housing density:	32
Postcode:	NR25 6GA	Total Bedrooms:	570
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	490
Site(56):	NF-03-A-43	Site area:	5.40 hect
Development Name:	MIXED HOUSES	No of Dwellings:	125
Location:	NEAR NORWICH	Housing density:	30
Postcode:	NR10 3FP	Total Bedrooms:	390
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	15/09/21
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	302
Site(57):	NF-03-A-46	Site area:	13.05 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	300
Location:	AYLSHAM	Housing density:	28
Postcode:	NR11 6FN	Total Bedrooms:	956
Main Location Type:	Edge of Town	Survey Date:	14/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	723
Site(58):	NT-03-A-08	Site area:	1.61 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	36
Location:	HUCKNALL	Housing density:	22
Postcode:	NG15 8JN	Total Bedrooms:	144
Main Location Type:	Edge of Town	Survey Date:	18/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	85
Site(59):	NY-03-A-14	Site area:	2.90 hect
Development Name:	DETACHED & BUNGALOWS	No of Dwellings:	45
Location:	RIPON	Housing density:	19
Postcode:	HG4 1EJ	Total Bedrooms:	153
Main Location Type:	Edge of Town	Survey Date:	18/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	166
Site(60):	SC-03-A-07	Site area:	2.80 hect
Development Name:	MIXED HOUSES	No of Dwellings:	41
Location:	FARNHAM	Housing density:	18
Postcode:	GU9 0AX	Total Bedrooms:	129
Main Location Type:	Edge of Town	Survey Date:	11/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	116
Site(61):	SC-03-A-08	Site area:	46.80 hect
Development Name:	MIXED HOUSES	No of Dwellings:	790
Location:	HORLEY	Housing density:	31
Postcode:	RH6 8NT	Total Bedrooms:	2204
Main Location Type:	Edge of Town	Survey Date:	04/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	1740
Site(62):	SC-03-A-09	Site area:	13.48 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	136
Location:	CRANLEIGH	Housing density:	25
Postcode:	GU6 7FX	Total Bedrooms:	343
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	24/05/22
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	359
Site(63):	SC-03-A-10	Site area:	1.42 hect
Development Name:	MIXED HOUSES	No of Dwellings:	32
Location:	ASH	Housing density:	25
Postcode:	GU12 6BT	Total Bedrooms:	93
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	14/09/22
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	84

LIST OF SITES relevant to selection parameters (Cont.)

Site(64):	SF-03-A-06	Site area:	2.68 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	38
Location:	KENTFORD	Housing density:	14
Postcode:	CB8 7UU	Total Bedrooms:	129
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	35
Site(65):	SM-03-A-02	Site area:	2.87 hect
Development Name:	MIXED HOUSES	No of Dwellings:	42
Location:	NEAR TAUNTON	Housing density:	27
Postcode:	TA3 5FG	Total Bedrooms:	160
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	142
Site(66):	SM-03-A-03	Site area:	2.65 hect
Development Name:	MIXED HOUSES	No of Dwellings:	41
Location:	NEAR TAUNTON	Housing density:	42
Postcode:	TA3 5FB	Total Bedrooms:	137
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	118
Site(67):	SP-03-A-02	Site area:	20.90 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	250
Location:	NEAR SOUTHAMPTON	Housing density:	13
Postcode:	SO31 1ET	Total Bedrooms:	751
Main Location Type:	Edge of Town	Survey Date:	12/10/21
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	610
Site(68):	ST-03-A-07	Site area:	9.00 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	248
Location:	STAFFORD	Housing density:	173
Postcode:	ST16 1GZ	Total Bedrooms:	821
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	881
Site(69):	WB-03-A-03	Site area:	3.90 hect
Development Name:	MIXED HOUSES	No of Dwellings:	108
Location:	READING	Housing density:	36
Postcode:	RG31 7ET	Total Bedrooms:	286
Main Location Type:	Edge of Town	Survey Date:	09/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	259
Site(70):	WK-03-A-04	Site area:	2.42 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	49
Location:	KENILWORTH	Housing density:	23
Postcode:	CV8 2TN	Total Bedrooms:	195
Main Location Type:	Edge of Town	Survey Date:	27/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	137
Site(71):	WM-03-A-04	Site area:	1.10 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	39
Location:	COVENTRY	Housing density:	43
Postcode:	CV5 6DZ	Total Bedrooms:	111
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/11/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	45
Site(72):	WS-03-A-07	Site area:	3.25 hect
Development Name:	BUNGALOWS	No of Dwellings:	57
Location:	NEAR HORSHAM	Housing density:	27
Postcode:	RH13 0TR	Total Bedrooms:	118
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	19/10/17
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	108

LIST OF SITES relevant to selection parameters (Cont.)

Site(73):	WS-03-A-08	Site area:	8.86 hect
Development Name:	MIXED HOUSES	No of Dwellings:	180
Location:	ANGMERING	Housing density:	41
Postcode:	BN16 4PQ	Total Bedrooms:	586
Main Location Type:	Edge of Town	Survey Date:	19/04/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	527
Site(74):	WS-03-A-11	Site area:	50.00 hect
Development Name:	MIXED HOUSES	No of Dwellings:	918
Location:	WEST HORSHAM	Housing density:	50
Postcode:	RH12 3LN	Total Bedrooms:	2865
Main Location Type:	Edge of Town	Survey Date:	02/04/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1894
Site(75):	WS-03-A-14	Site area:	2.83 hect
Development Name:	MIXED HOUSES	No of Dwellings:	117
Location:	LITTLEHAMPTON	Housing density:	43
Postcode:	BN17 7PL	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	20/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	284
Site(76):	WS-03-A-16	Site area:	1.90 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	58
Location:	BRACKLESHAM BAY	Housing density:	
Postcode:	PO20 8JE	Total Bedrooms:	158
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/11/22
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	132
Site(77):	WS-03-A-17	Site area:	2.90 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	86
Location:	CHICHESTER	Housing density:	41
Postcode:	PO20 2LS	Total Bedrooms:	253
Main Location Type:	Edge of Town	Survey Date:	01/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	203
Site(78):	WS-03-A-18	Site area:	5.46 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	156
Location:	HASSOCKS	Housing density:	
Postcode:	BN6 9NA	Total Bedrooms:	433
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	15/05/23
Sub-Location Type:	Village	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	328
Site(79):	WS-03-A-19	Site area:	5.16 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	92
Location:	EAST GRINSTEAD	Housing density:	26
Postcode:	RH19 4LX	Total Bedrooms:	267
Main Location Type:	Edge of Town	Survey Date:	15/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	265
Site(80):	WS-03-A-21	Site area:	32.93 hect
Development Name:	MIXED HOUSES	No of Dwellings:	480
Location:	BILLINGSHURST	Housing density:	31
Postcode:	RH14 9ZL	Total Bedrooms:	1378
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/11/23
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	1110

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-07	covid
HC-03-A-26	covid
WS-03-A-12	covid

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WS-03-A-13	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.073	80	197	0.299	80	197	0.372
08:00 - 09:00	80	197	0.142	80	197	0.358	80	197	0.500
09:00 - 10:00	80	197	0.130	80	197	0.159	80	197	0.289
10:00 - 11:00	80	197	0.111	80	197	0.132	80	197	0.243
11:00 - 12:00	80	197	0.116	80	197	0.125	80	197	0.241
12:00 - 13:00	80	197	0.138	80	197	0.135	80	197	0.273
13:00 - 14:00	80	197	0.143	80	197	0.133	80	197	0.276
14:00 - 15:00	80	197	0.146	80	197	0.162	80	197	0.308
15:00 - 16:00	80	197	0.235	80	197	0.156	80	197	0.391
16:00 - 17:00	80	197	0.251	80	197	0.151	80	197	0.402
17:00 - 18:00	80	197	0.333	80	197	0.151	80	197	0.484
18:00 - 19:00	80	197	0.277	80	197	0.141	80	197	0.418
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.095			2.102			4.197

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 - 1817 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	80
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	16
Surveys manually removed from selection:	4

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.002	80	197	0.002	80	197	0.004
08:00 - 09:00	80	197	0.005	80	197	0.005	80	197	0.010
09:00 - 10:00	80	197	0.002	80	197	0.002	80	197	0.004
10:00 - 11:00	80	197	0.002	80	197	0.002	80	197	0.004
11:00 - 12:00	80	197	0.001	80	197	0.001	80	197	0.002
12:00 - 13:00	80	197	0.001	80	197	0.001	80	197	0.002
13:00 - 14:00	80	197	0.002	80	197	0.001	80	197	0.003
14:00 - 15:00	80	197	0.002	80	197	0.002	80	197	0.004
15:00 - 16:00	80	197	0.004	80	197	0.004	80	197	0.008
16:00 - 17:00	80	197	0.003	80	197	0.003	80	197	0.006
17:00 - 18:00	80	197	0.003	80	197	0.003	80	197	0.006
18:00 - 19:00	80	197	0.002	80	197	0.002	80	197	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.028			0.057

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.001	80	197	0.001	80	197	0.002
08:00 - 09:00	80	197	0.002	80	197	0.001	80	197	0.003
09:00 - 10:00	80	197	0.002	80	197	0.002	80	197	0.004
10:00 - 11:00	80	197	0.002	80	197	0.002	80	197	0.004
11:00 - 12:00	80	197	0.002	80	197	0.002	80	197	0.004
12:00 - 13:00	80	197	0.002	80	197	0.002	80	197	0.004
13:00 - 14:00	80	197	0.002	80	197	0.002	80	197	0.004
14:00 - 15:00	80	197	0.002	80	197	0.001	80	197	0.003
15:00 - 16:00	80	197	0.001	80	197	0.002	80	197	0.003
16:00 - 17:00	80	197	0.001	80	197	0.001	80	197	0.002
17:00 - 18:00	80	197	0.001	80	197	0.001	80	197	0.002
18:00 - 19:00	80	197	0.000	80	197	0.000	80	197	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.001	80	197	0.001	80	197	0.002
08:00 - 09:00	80	197	0.001	80	197	0.001	80	197	0.002
09:00 - 10:00	80	197	0.000	80	197	0.000	80	197	0.000
10:00 - 11:00	80	197	0.000	80	197	0.000	80	197	0.000
11:00 - 12:00	80	197	0.001	80	197	0.001	80	197	0.002
12:00 - 13:00	80	197	0.000	80	197	0.000	80	197	0.000
13:00 - 14:00	80	197	0.000	80	197	0.000	80	197	0.000
14:00 - 15:00	80	197	0.001	80	197	0.000	80	197	0.001
15:00 - 16:00	80	197	0.001	80	197	0.001	80	197	0.002
16:00 - 17:00	80	197	0.001	80	197	0.001	80	197	0.002
17:00 - 18:00	80	197	0.001	80	197	0.001	80	197	0.002
18:00 - 19:00	80	197	0.000	80	197	0.000	80	197	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.006			0.013

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.003	80	197	0.007	80	197	0.010
08:00 - 09:00	80	197	0.004	80	197	0.014	80	197	0.018
09:00 - 10:00	80	197	0.002	80	197	0.004	80	197	0.006
10:00 - 11:00	80	197	0.002	80	197	0.002	80	197	0.004
11:00 - 12:00	80	197	0.001	80	197	0.002	80	197	0.003
12:00 - 13:00	80	197	0.002	80	197	0.002	80	197	0.004
13:00 - 14:00	80	197	0.002	80	197	0.002	80	197	0.004
14:00 - 15:00	80	197	0.003	80	197	0.003	80	197	0.006
15:00 - 16:00	80	197	0.009	80	197	0.004	80	197	0.013
16:00 - 17:00	80	197	0.009	80	197	0.005	80	197	0.014
17:00 - 18:00	80	197	0.008	80	197	0.005	80	197	0.013
18:00 - 19:00	80	197	0.006	80	197	0.004	80	197	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.054			0.105

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.086	80	197	0.430	80	197	0.516
08:00 - 09:00	80	197	0.174	80	197	0.599	80	197	0.773
09:00 - 10:00	80	197	0.164	80	197	0.224	80	197	0.388
10:00 - 11:00	80	197	0.147	80	197	0.184	80	197	0.331
11:00 - 12:00	80	197	0.157	80	197	0.171	80	197	0.328
12:00 - 13:00	80	197	0.185	80	197	0.180	80	197	0.365
13:00 - 14:00	80	197	0.195	80	197	0.176	80	197	0.371
14:00 - 15:00	80	197	0.208	80	197	0.213	80	197	0.421
15:00 - 16:00	80	197	0.406	80	197	0.216	80	197	0.622
16:00 - 17:00	80	197	0.401	80	197	0.215	80	197	0.616
17:00 - 18:00	80	197	0.490	80	197	0.215	80	197	0.705
18:00 - 19:00	80	197	0.397	80	197	0.208	80	197	0.605
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.010			3.031			6.041

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.014	80	197	0.037	80	197	0.051
08:00 - 09:00	80	197	0.030	80	197	0.090	80	197	0.120
09:00 - 10:00	80	197	0.028	80	197	0.026	80	197	0.054
10:00 - 11:00	80	197	0.018	80	197	0.021	80	197	0.039
11:00 - 12:00	80	197	0.022	80	197	0.022	80	197	0.044
12:00 - 13:00	80	197	0.024	80	197	0.023	80	197	0.047
13:00 - 14:00	80	197	0.021	80	197	0.022	80	197	0.043
14:00 - 15:00	80	197	0.027	80	197	0.030	80	197	0.057
15:00 - 16:00	80	197	0.078	80	197	0.039	80	197	0.117
16:00 - 17:00	80	197	0.045	80	197	0.027	80	197	0.072
17:00 - 18:00	80	197	0.039	80	197	0.031	80	197	0.070
18:00 - 19:00	80	197	0.037	80	197	0.027	80	197	0.064
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.383			0.395			0.778

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.001	80	197	0.021	80	197	0.022
08:00 - 09:00	80	197	0.002	80	197	0.024	80	197	0.026
09:00 - 10:00	80	197	0.003	80	197	0.008	80	197	0.011
10:00 - 11:00	80	197	0.004	80	197	0.006	80	197	0.010
11:00 - 12:00	80	197	0.005	80	197	0.007	80	197	0.012
12:00 - 13:00	80	197	0.005	80	197	0.005	80	197	0.010
13:00 - 14:00	80	197	0.005	80	197	0.004	80	197	0.009
14:00 - 15:00	80	197	0.007	80	197	0.004	80	197	0.011
15:00 - 16:00	80	197	0.020	80	197	0.005	80	197	0.025
16:00 - 17:00	80	197	0.017	80	197	0.003	80	197	0.020
17:00 - 18:00	80	197	0.014	80	197	0.003	80	197	0.017
18:00 - 19:00	80	197	0.010	80	197	0.003	80	197	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.093			0.186

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.000	80	197	0.006	80	197	0.006
08:00 - 09:00	80	197	0.000	80	197	0.006	80	197	0.006
09:00 - 10:00	80	197	0.000	80	197	0.003	80	197	0.003
10:00 - 11:00	80	197	0.001	80	197	0.001	80	197	0.002
11:00 - 12:00	80	197	0.001	80	197	0.001	80	197	0.002
12:00 - 13:00	80	197	0.001	80	197	0.001	80	197	0.002
13:00 - 14:00	80	197	0.001	80	197	0.001	80	197	0.002
14:00 - 15:00	80	197	0.001	80	197	0.000	80	197	0.001
15:00 - 16:00	80	197	0.002	80	197	0.000	80	197	0.002
16:00 - 17:00	80	197	0.003	80	197	0.000	80	197	0.003
17:00 - 18:00	80	197	0.005	80	197	0.000	80	197	0.005
18:00 - 19:00	80	197	0.006	80	197	0.000	80	197	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.019			0.040

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.000	80	197	0.000	80	197	0.000
08:00 - 09:00	80	197	0.000	80	197	0.000	80	197	0.000
09:00 - 10:00	80	197	0.000	80	197	0.000	80	197	0.000
10:00 - 11:00	80	197	0.000	80	197	0.000	80	197	0.000
11:00 - 12:00	80	197	0.000	80	197	0.000	80	197	0.000
12:00 - 13:00	80	197	0.000	80	197	0.000	80	197	0.000
13:00 - 14:00	80	197	0.000	80	197	0.000	80	197	0.000
14:00 - 15:00	80	197	0.000	80	197	0.000	80	197	0.000
15:00 - 16:00	80	197	0.001	80	197	0.000	80	197	0.001
16:00 - 17:00	80	197	0.000	80	197	0.000	80	197	0.000
17:00 - 18:00	80	197	0.000	80	197	0.000	80	197	0.000
18:00 - 19:00	80	197	0.000	80	197	0.000	80	197	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.001	80	197	0.027	80	197	0.028
08:00 - 09:00	80	197	0.003	80	197	0.030	80	197	0.033
09:00 - 10:00	80	197	0.003	80	197	0.011	80	197	0.014
10:00 - 11:00	80	197	0.005	80	197	0.008	80	197	0.013
11:00 - 12:00	80	197	0.006	80	197	0.007	80	197	0.013
12:00 - 13:00	80	197	0.006	80	197	0.006	80	197	0.012
13:00 - 14:00	80	197	0.005	80	197	0.004	80	197	0.009
14:00 - 15:00	80	197	0.007	80	197	0.004	80	197	0.011
15:00 - 16:00	80	197	0.022	80	197	0.005	80	197	0.027
16:00 - 17:00	80	197	0.021	80	197	0.003	80	197	0.024
17:00 - 18:00	80	197	0.019	80	197	0.003	80	197	0.022
18:00 - 19:00	80	197	0.016	80	197	0.003	80	197	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.111			0.225

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.104	80	197	0.501	80	197	0.605
08:00 - 09:00	80	197	0.212	80	197	0.733	80	197	0.945
09:00 - 10:00	80	197	0.197	80	197	0.265	80	197	0.462
10:00 - 11:00	80	197	0.171	80	197	0.215	80	197	0.386
11:00 - 12:00	80	197	0.186	80	197	0.203	80	197	0.389
12:00 - 13:00	80	197	0.217	80	197	0.210	80	197	0.427
13:00 - 14:00	80	197	0.224	80	197	0.204	80	197	0.428
14:00 - 15:00	80	197	0.246	80	197	0.250	80	197	0.496
15:00 - 16:00	80	197	0.515	80	197	0.264	80	197	0.779
16:00 - 17:00	80	197	0.476	80	197	0.250	80	197	0.726
17:00 - 18:00	80	197	0.556	80	197	0.255	80	197	0.811
18:00 - 19:00	80	197	0.455	80	197	0.242	80	197	0.697
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.559			3.592			7.151

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.058	80	197	0.264	80	197	0.322
08:00 - 09:00	80	197	0.118	80	197	0.324	80	197	0.442
09:00 - 10:00	80	197	0.108	80	197	0.138	80	197	0.246
10:00 - 11:00	80	197	0.089	80	197	0.110	80	197	0.199
11:00 - 12:00	80	197	0.094	80	197	0.102	80	197	0.196
12:00 - 13:00	80	197	0.116	80	197	0.113	80	197	0.229
13:00 - 14:00	80	197	0.120	80	197	0.109	80	197	0.229
14:00 - 15:00	80	197	0.125	80	197	0.141	80	197	0.266
15:00 - 16:00	80	197	0.210	80	197	0.131	80	197	0.341
16:00 - 17:00	80	197	0.222	80	197	0.131	80	197	0.353
17:00 - 18:00	80	197	0.298	80	197	0.134	80	197	0.432
18:00 - 19:00	80	197	0.256	80	197	0.127	80	197	0.383
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.814			1.824			3.638

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.011	80	197	0.028	80	197	0.039
08:00 - 09:00	80	197	0.016	80	197	0.024	80	197	0.040
09:00 - 10:00	80	197	0.016	80	197	0.016	80	197	0.032
10:00 - 11:00	80	197	0.016	80	197	0.017	80	197	0.033
11:00 - 12:00	80	197	0.017	80	197	0.018	80	197	0.035
12:00 - 13:00	80	197	0.018	80	197	0.017	80	197	0.035
13:00 - 14:00	80	197	0.018	80	197	0.019	80	197	0.037
14:00 - 15:00	80	197	0.016	80	197	0.016	80	197	0.032
15:00 - 16:00	80	197	0.017	80	197	0.016	80	197	0.033
16:00 - 17:00	80	197	0.023	80	197	0.015	80	197	0.038
17:00 - 18:00	80	197	0.028	80	197	0.011	80	197	0.039
18:00 - 19:00	80	197	0.016	80	197	0.010	80	197	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.212			0.207			0.419

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	80	197	0.001	80	197	0.002	80	197	0.003
08:00 - 09:00	80	197	0.000	80	197	0.003	80	197	0.003
09:00 - 10:00	80	197	0.001	80	197	0.001	80	197	0.002
10:00 - 11:00	80	197	0.001	80	197	0.001	80	197	0.002
11:00 - 12:00	80	197	0.001	80	197	0.001	80	197	0.002
12:00 - 13:00	80	197	0.001	80	197	0.001	80	197	0.002
13:00 - 14:00	80	197	0.001	80	197	0.001	80	197	0.002
14:00 - 15:00	80	197	0.002	80	197	0.001	80	197	0.003
15:00 - 16:00	80	197	0.002	80	197	0.002	80	197	0.004
16:00 - 17:00	80	197	0.002	80	197	0.001	80	197	0.003
17:00 - 18:00	80	197	0.003	80	197	0.001	80	197	0.004
18:00 - 19:00	80	197	0.003	80	197	0.001	80	197	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-184 DWELLS	
Actual Trip Rate Calculation Parameter Range	18-84 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 02/10/23
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	
Days of the week selected	Tuesday Wednesday Thursday Friday	1 2 1 1
Main Location Types selected	Edge of Town Neighbourhood Centre (PPS6 Local Centre)	3 2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	8 - Selected X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	20,001 to 25,000 25,001 to 50,000	4 1
Population <5 Mile ranges selected	125,001 to 250,000	5
Car Ownership <5 Mile ranges selected	0.6 to 1.0 1.1 to 1.5	3 2
PTAL Rating	No PTAL Present	5

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240726-0755

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	3 days
	WS	WEST SUSSEX	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 18 to 84 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	3 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	5 days

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

LIST OF SITES relevant to selection parameters

Site(1):	HF-03-C-06	Site area:	0.26 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	26
Location:	WATFORD	Housing density:	217
Postcode:	WD19 6AE	Total Bedrooms:	45
Main Location Type:	Edge of Town	Survey Date:	08/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	36
Site(2):	HF-03-C-07	Site area:	0.65 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	84
Location:	WATFORD	Housing density:	247
Postcode:	WD19 7EL	Total Bedrooms:	139
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	07/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	116
Site(3):	HF-03-C-08	Site area:	0.19 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	22
Location:	WATFORD	Housing density:	275
Postcode:	WD19 7NT	Total Bedrooms:	38
Main Location Type:	Edge of Town	Survey Date:	06/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	27
Site(4):	TW-03-C-01	Site area:	0.40 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	45
Location:	WHITLEY BAY	Housing density:	112
Postcode:	NE25 9BA	Total Bedrooms:	90
Main Location Type:	Edge of Town	Survey Date:	15/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	48
Site(5):	WS-03-C-01	Site area:	0.32 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	18
Location:	WORTHING	Housing density:	56
Postcode:	BN12 4PB	Total Bedrooms:	36
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	11/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	43

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.01

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.021	5	39	0.226	5	39	0.247
08:00 - 09:00	5	39	0.087	5	39	0.195	5	39	0.282
09:00 - 10:00	5	39	0.092	5	39	0.082	5	39	0.174
10:00 - 11:00	5	39	0.082	5	39	0.128	5	39	0.210
11:00 - 12:00	5	39	0.118	5	39	0.118	5	39	0.236
12:00 - 13:00	5	39	0.123	5	39	0.108	5	39	0.231
13:00 - 14:00	5	39	0.138	5	39	0.149	5	39	0.287
14:00 - 15:00	5	39	0.118	5	39	0.092	5	39	0.210
15:00 - 16:00	5	39	0.195	5	39	0.108	5	39	0.303
16:00 - 17:00	5	39	0.133	5	39	0.097	5	39	0.230
17:00 - 18:00	5	39	0.200	5	39	0.082	5	39	0.282
18:00 - 19:00	5	39	0.123	5	39	0.051	5	39	0.174
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.430			1.436			2.866

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

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

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Parameter summary

Trip rate parameter range selected:	18 - 84 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.005	5	39	0.005	5	39	0.010
08:00 - 09:00	5	39	0.005	5	39	0.005	5	39	0.010
09:00 - 10:00	5	39	0.005	5	39	0.005	5	39	0.010
10:00 - 11:00	5	39	0.000	5	39	0.000	5	39	0.000
11:00 - 12:00	5	39	0.005	5	39	0.005	5	39	0.010
12:00 - 13:00	5	39	0.005	5	39	0.005	5	39	0.010
13:00 - 14:00	5	39	0.000	5	39	0.000	5	39	0.000
14:00 - 15:00	5	39	0.005	5	39	0.005	5	39	0.010
15:00 - 16:00	5	39	0.005	5	39	0.005	5	39	0.010
16:00 - 17:00	5	39	0.005	5	39	0.005	5	39	0.010
17:00 - 18:00	5	39	0.000	5	39	0.000	5	39	0.000
18:00 - 19:00	5	39	0.000	5	39	0.000	5	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.000	5	39	0.010	5	39	0.010
08:00 - 09:00	5	39	0.000	5	39	0.015	5	39	0.015
09:00 - 10:00	5	39	0.000	5	39	0.000	5	39	0.000
10:00 - 11:00	5	39	0.000	5	39	0.000	5	39	0.000
11:00 - 12:00	5	39	0.000	5	39	0.000	5	39	0.000
12:00 - 13:00	5	39	0.000	5	39	0.000	5	39	0.000
13:00 - 14:00	5	39	0.000	5	39	0.000	5	39	0.000
14:00 - 15:00	5	39	0.000	5	39	0.000	5	39	0.000
15:00 - 16:00	5	39	0.000	5	39	0.000	5	39	0.000
16:00 - 17:00	5	39	0.005	5	39	0.000	5	39	0.005
17:00 - 18:00	5	39	0.015	5	39	0.000	5	39	0.015
18:00 - 19:00	5	39	0.010	5	39	0.005	5	39	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.015	5	39	0.313	5	39	0.328
08:00 - 09:00	5	39	0.092	5	39	0.292	5	39	0.384
09:00 - 10:00	5	39	0.097	5	39	0.092	5	39	0.189
10:00 - 11:00	5	39	0.097	5	39	0.159	5	39	0.256
11:00 - 12:00	5	39	0.164	5	39	0.149	5	39	0.313
12:00 - 13:00	5	39	0.138	5	39	0.123	5	39	0.261
13:00 - 14:00	5	39	0.164	5	39	0.174	5	39	0.338
14:00 - 15:00	5	39	0.159	5	39	0.103	5	39	0.262
15:00 - 16:00	5	39	0.267	5	39	0.113	5	39	0.380
16:00 - 17:00	5	39	0.215	5	39	0.128	5	39	0.343
17:00 - 18:00	5	39	0.267	5	39	0.103	5	39	0.370
18:00 - 19:00	5	39	0.174	5	39	0.067	5	39	0.241
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.849			1.816			3.665

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.000	5	39	0.082	5	39	0.082
08:00 - 09:00	5	39	0.062	5	39	0.118	5	39	0.180
09:00 - 10:00	5	39	0.041	5	39	0.062	5	39	0.103
10:00 - 11:00	5	39	0.026	5	39	0.046	5	39	0.072
11:00 - 12:00	5	39	0.036	5	39	0.051	5	39	0.087
12:00 - 13:00	5	39	0.041	5	39	0.056	5	39	0.097
13:00 - 14:00	5	39	0.077	5	39	0.087	5	39	0.164
14:00 - 15:00	5	39	0.077	5	39	0.036	5	39	0.113
15:00 - 16:00	5	39	0.144	5	39	0.036	5	39	0.180
16:00 - 17:00	5	39	0.051	5	39	0.067	5	39	0.118
17:00 - 18:00	5	39	0.087	5	39	0.026	5	39	0.113
18:00 - 19:00	5	39	0.067	5	39	0.041	5	39	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.709			0.708			1.417

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.005	5	39	0.021	5	39	0.026
08:00 - 09:00	5	39	0.000	5	39	0.010	5	39	0.010
09:00 - 10:00	5	39	0.000	5	39	0.000	5	39	0.000
10:00 - 11:00	5	39	0.000	5	39	0.010	5	39	0.010
11:00 - 12:00	5	39	0.000	5	39	0.005	5	39	0.005
12:00 - 13:00	5	39	0.000	5	39	0.005	5	39	0.005
13:00 - 14:00	5	39	0.000	5	39	0.015	5	39	0.015
14:00 - 15:00	5	39	0.005	5	39	0.000	5	39	0.005
15:00 - 16:00	5	39	0.005	5	39	0.000	5	39	0.005
16:00 - 17:00	5	39	0.010	5	39	0.000	5	39	0.010
17:00 - 18:00	5	39	0.021	5	39	0.000	5	39	0.021
18:00 - 19:00	5	39	0.000	5	39	0.000	5	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.066			0.112

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.000	5	39	0.072	5	39	0.072
08:00 - 09:00	5	39	0.000	5	39	0.072	5	39	0.072
09:00 - 10:00	5	39	0.005	5	39	0.036	5	39	0.041
10:00 - 11:00	5	39	0.021	5	39	0.010	5	39	0.031
11:00 - 12:00	5	39	0.010	5	39	0.021	5	39	0.031
12:00 - 13:00	5	39	0.005	5	39	0.036	5	39	0.041
13:00 - 14:00	5	39	0.010	5	39	0.026	5	39	0.036
14:00 - 15:00	5	39	0.005	5	39	0.010	5	39	0.015
15:00 - 16:00	5	39	0.015	5	39	0.010	5	39	0.025
16:00 - 17:00	5	39	0.046	5	39	0.000	5	39	0.046
17:00 - 18:00	5	39	0.036	5	39	0.015	5	39	0.051
18:00 - 19:00	5	39	0.036	5	39	0.010	5	39	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.189			0.318			0.507

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.005	5	39	0.092	5	39	0.097
08:00 - 09:00	5	39	0.000	5	39	0.082	5	39	0.082
09:00 - 10:00	5	39	0.005	5	39	0.036	5	39	0.041
10:00 - 11:00	5	39	0.021	5	39	0.021	5	39	0.042
11:00 - 12:00	5	39	0.010	5	39	0.026	5	39	0.036
12:00 - 13:00	5	39	0.005	5	39	0.041	5	39	0.046
13:00 - 14:00	5	39	0.010	5	39	0.041	5	39	0.051
14:00 - 15:00	5	39	0.010	5	39	0.010	5	39	0.020
15:00 - 16:00	5	39	0.021	5	39	0.010	5	39	0.031
16:00 - 17:00	5	39	0.056	5	39	0.000	5	39	0.056
17:00 - 18:00	5	39	0.056	5	39	0.015	5	39	0.071
18:00 - 19:00	5	39	0.036	5	39	0.010	5	39	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.235			0.384			0.619

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.01

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.021	5	39	0.497	5	39	0.518
08:00 - 09:00	5	39	0.154	5	39	0.508	5	39	0.662
09:00 - 10:00	5	39	0.144	5	39	0.190	5	39	0.334
10:00 - 11:00	5	39	0.144	5	39	0.226	5	39	0.370
11:00 - 12:00	5	39	0.210	5	39	0.226	5	39	0.436
12:00 - 13:00	5	39	0.185	5	39	0.221	5	39	0.406
13:00 - 14:00	5	39	0.251	5	39	0.303	5	39	0.554
14:00 - 15:00	5	39	0.246	5	39	0.149	5	39	0.395
15:00 - 16:00	5	39	0.431	5	39	0.159	5	39	0.590
16:00 - 17:00	5	39	0.328	5	39	0.195	5	39	0.523
17:00 - 18:00	5	39	0.426	5	39	0.144	5	39	0.570
18:00 - 19:00	5	39	0.287	5	39	0.123	5	39	0.410
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.827			2.941			5.768

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.010	5	39	0.210	5	39	0.220
08:00 - 09:00	5	39	0.077	5	39	0.179	5	39	0.256
09:00 - 10:00	5	39	0.077	5	39	0.077	5	39	0.154
10:00 - 11:00	5	39	0.072	5	39	0.108	5	39	0.180
11:00 - 12:00	5	39	0.108	5	39	0.097	5	39	0.205
12:00 - 13:00	5	39	0.103	5	39	0.087	5	39	0.190
13:00 - 14:00	5	39	0.118	5	39	0.123	5	39	0.241
14:00 - 15:00	5	39	0.103	5	39	0.077	5	39	0.180
15:00 - 16:00	5	39	0.174	5	39	0.092	5	39	0.266
16:00 - 17:00	5	39	0.123	5	39	0.087	5	39	0.210
17:00 - 18:00	5	39	0.190	5	39	0.082	5	39	0.272
18:00 - 19:00	5	39	0.118	5	39	0.046	5	39	0.164
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.273			1.265			2.538

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.005	5	39	0.010	5	39	0.015
08:00 - 09:00	5	39	0.005	5	39	0.010	5	39	0.015
09:00 - 10:00	5	39	0.010	5	39	0.000	5	39	0.010
10:00 - 11:00	5	39	0.010	5	39	0.021	5	39	0.031
11:00 - 12:00	5	39	0.005	5	39	0.010	5	39	0.015
12:00 - 13:00	5	39	0.010	5	39	0.005	5	39	0.015
13:00 - 14:00	5	39	0.010	5	39	0.015	5	39	0.025
14:00 - 15:00	5	39	0.010	5	39	0.010	5	39	0.020
15:00 - 16:00	5	39	0.010	5	39	0.005	5	39	0.015
16:00 - 17:00	5	39	0.005	5	39	0.005	5	39	0.010
17:00 - 18:00	5	39	0.010	5	39	0.000	5	39	0.010
18:00 - 19:00	5	39	0.005	5	39	0.005	5	39	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.096			0.191

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.000	5	39	0.000	5	39	0.000
08:00 - 09:00	5	39	0.000	5	39	0.000	5	39	0.000
09:00 - 10:00	5	39	0.000	5	39	0.000	5	39	0.000
10:00 - 11:00	5	39	0.000	5	39	0.000	5	39	0.000
11:00 - 12:00	5	39	0.000	5	39	0.005	5	39	0.005
12:00 - 13:00	5	39	0.005	5	39	0.010	5	39	0.015
13:00 - 14:00	5	39	0.010	5	39	0.010	5	39	0.020
14:00 - 15:00	5	39	0.000	5	39	0.000	5	39	0.000
15:00 - 16:00	5	39	0.005	5	39	0.005	5	39	0.010
16:00 - 17:00	5	39	0.000	5	39	0.000	5	39	0.000
17:00 - 18:00	5	39	0.000	5	39	0.000	5	39	0.000
18:00 - 19:00	5	39	0.000	5	39	0.000	5	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.030			0.050

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	39	0.000	5	39	0.000	5	39	0.000
08:00 - 09:00	5	39	0.005	5	39	0.005	5	39	0.010
09:00 - 10:00	5	39	0.010	5	39	0.005	5	39	0.015
10:00 - 11:00	5	39	0.026	5	39	0.026	5	39	0.052
11:00 - 12:00	5	39	0.010	5	39	0.015	5	39	0.025
12:00 - 13:00	5	39	0.026	5	39	0.026	5	39	0.052
13:00 - 14:00	5	39	0.021	5	39	0.015	5	39	0.036
14:00 - 15:00	5	39	0.015	5	39	0.021	5	39	0.036
15:00 - 16:00	5	39	0.026	5	39	0.015	5	39	0.041
16:00 - 17:00	5	39	0.005	5	39	0.015	5	39	0.020
17:00 - 18:00	5	39	0.005	5	39	0.005	5	39	0.010
18:00 - 19:00	5	39	0.005	5	39	0.005	5	39	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.153			0.307

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	04/A	EDUCATION/PRIMARY
Selected Trip Rate Calculation Parameter Range	92-538 PUPILS	
Actual Trip Rate Calculation Parameter Range	126-538 PUPILS	
Date Range	Minimum: 01/01/16	Maximum: 27/06/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	3
	Wednesday	2
	Thursday	2
Main Location Types selected	Edge of Town	3
	Neighbourhood Centre (PPS6 Local Centre)	5
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	6 - Selected
	Servicing vehicles Excluded	2 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	2
	5,001 to 10,000	1
	10,001 to 15,000	1
	15,001 to 20,000	2
	20,001 to 25,000	1
	50,001 to 100,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	75,001 to 100,000	1
	100,001 to 125,000	2
	125,001 to 250,000	3
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	6
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	8

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240726-0752

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
09	NORTH		
	TV	TEES VALLEY	3 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:	Number of pupils
Actual Range:	126 to 538 (units:)
Range Selected by User:	92 to 538 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/06/23

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	5

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

Selected Location Sub Categories:

Residential Zone	5
Village	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	8 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
50,001 to 100,000	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
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	7 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BP-04-A-01	Gross floor area:	4520 sqm
Development Name:	PRIMARY SCHOOL	Number of pupils:	449
Location:	BLACKPOOL		
Postcode:	FY4 1EE	No of Employees:	90
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	5
Site(2):	HC-04-A-01	Gross floor area:	2970 sqm
Development Name:	PRIMARY SCHOOL	Number of pupils:	274
Location:	WHITELEY		
Postcode:	PO15 7QE	No of Employees:	42
Main Location Type:	Edge of Town	Survey Date:	27/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	127
Site(3):	SM-04-A-01	Gross floor area:	2525 sqm
Development Name:	PRIMARY SCHOOL	Number of pupils:	407
Location:	NEAR TAUNTON		
Postcode:	TA2 8FT	No of Employees:	72
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/09/18
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	44
Site(4):	TV-04-A-01	Gross floor area:	2900 sqm
Development Name:	PRIMARY SCHOOL	Number of pupils:	538
Location:	BILLINGHAM		
Postcode:	TS22 5BX	No of Employees:	62
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	43
Site(5):	TV-04-A-02	Gross floor area:	1500 sqm
Development Name:	PRIMARY SCHOOL	Number of pupils:	232
Location:	BILLINGHAM		
Postcode:	TS22 5LU	No of Employees:	28
Main Location Type:	Edge of Town	Survey Date:	23/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	18
Site(6):	TV-04-A-03	Gross floor area:	800 sqm
Development Name:	PRIMARY SCHOOL	Number of pupils:	126
Location:	BILLINGHAM		
Postcode:	TS22 5LN	No of Employees:	22
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	26/05/22
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	
Site(7):	WK-04-A-01	Gross floor area:	2046 sqm
Development Name:	C OF E JUNIOR SCHOOL	Number of pupils:	420
Location:	RUGBY		
Postcode:	CV22 6LB	No of Employees:	64
Main Location Type:	Edge of Town	Survey Date:	15/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	32
Site(8):	WL-04-A-02	Gross floor area:	1750 sqm
Development Name:	C OF E PRIMARY ACADEMY	Number of pupils:	199
Location:	ROWDE		
Postcode:	SN10 2ND	No of Employees:	27
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	03/04/19
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	48

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.96

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.070	8	331	0.031	8	331	0.101
08:00 - 09:00	8	331	0.377	8	331	0.331	8	331	0.708
09:00 - 10:00	8	331	0.025	8	331	0.021	8	331	0.046
10:00 - 11:00	8	331	0.019	8	331	0.012	8	331	0.031
11:00 - 12:00	8	331	0.024	8	331	0.022	8	331	0.046
12:00 - 13:00	8	331	0.023	8	331	0.019	8	331	0.042
13:00 - 14:00	8	331	0.020	8	331	0.035	8	331	0.055
14:00 - 15:00	8	331	0.060	8	331	0.053	8	331	0.113
15:00 - 16:00	8	331	0.244	8	331	0.282	8	331	0.526
16:00 - 17:00	8	331	0.069	8	331	0.110	8	331	0.179
17:00 - 18:00	7	349	0.019	7	349	0.035	7	349	0.054
18:00 - 19:00	7	349	0.008	7	349	0.007	7	349	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.958			0.958			1.916

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

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

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Parameter summary

Trip rate parameter range selected:	126 - 538 (units:)
Survey date date range:	01/01/16 - 27/06/23
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TAXIS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.001	8	331	0.001	8	331	0.002
08:00 - 09:00	8	331	0.006	8	331	0.006	8	331	0.012
09:00 - 10:00	8	331	0.000	8	331	0.000	8	331	0.000
10:00 - 11:00	8	331	0.000	8	331	0.000	8	331	0.000
11:00 - 12:00	8	331	0.000	8	331	0.000	8	331	0.000
12:00 - 13:00	8	331	0.000	8	331	0.000	8	331	0.000
13:00 - 14:00	8	331	0.000	8	331	0.000	8	331	0.000
14:00 - 15:00	8	331	0.001	8	331	0.000	8	331	0.001
15:00 - 16:00	8	331	0.005	8	331	0.005	8	331	0.010
16:00 - 17:00	8	331	0.000	8	331	0.001	8	331	0.001
17:00 - 18:00	7	349	0.000	7	349	0.000	7	349	0.000
18:00 - 19:00	7	349	0.000	7	349	0.000	7	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL OGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.000	8	331	0.000	8	331	0.000
08:00 - 09:00	8	331	0.001	8	331	0.001	8	331	0.002
09:00 - 10:00	8	331	0.000	8	331	0.000	8	331	0.000
10:00 - 11:00	8	331	0.000	8	331	0.000	8	331	0.000
11:00 - 12:00	8	331	0.001	8	331	0.001	8	331	0.002
12:00 - 13:00	8	331	0.000	8	331	0.001	8	331	0.001
13:00 - 14:00	8	331	0.000	8	331	0.000	8	331	0.000
14:00 - 15:00	8	331	0.000	8	331	0.000	8	331	0.000
15:00 - 16:00	8	331	0.000	8	331	0.000	8	331	0.000
16:00 - 17:00	8	331	0.000	8	331	0.000	8	331	0.000
17:00 - 18:00	7	349	0.000	7	349	0.000	7	349	0.000
18:00 - 19:00	7	349	0.000	7	349	0.000	7	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL PSVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.000	8	331	0.000	8	331	0.000
08:00 - 09:00	8	331	0.001	8	331	0.001	8	331	0.002
09:00 - 10:00	8	331	0.001	8	331	0.001	8	331	0.002
10:00 - 11:00	8	331	0.000	8	331	0.000	8	331	0.000
11:00 - 12:00	8	331	0.000	8	331	0.000	8	331	0.000
12:00 - 13:00	8	331	0.000	8	331	0.000	8	331	0.000
13:00 - 14:00	8	331	0.000	8	331	0.000	8	331	0.000
14:00 - 15:00	8	331	0.000	8	331	0.000	8	331	0.000
15:00 - 16:00	8	331	0.000	8	331	0.001	8	331	0.001
16:00 - 17:00	8	331	0.000	8	331	0.000	8	331	0.000
17:00 - 18:00	7	349	0.000	7	349	0.000	7	349	0.000
18:00 - 19:00	7	349	0.000	7	349	0.000	7	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL CYCLISTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.002	8	331	0.000	8	331	0.002
08:00 - 09:00	8	331	0.029	8	331	0.003	8	331	0.032
09:00 - 10:00	8	331	0.000	8	331	0.000	8	331	0.000
10:00 - 11:00	8	331	0.000	8	331	0.001	8	331	0.001
11:00 - 12:00	8	331	0.001	8	331	0.000	8	331	0.001
12:00 - 13:00	8	331	0.000	8	331	0.000	8	331	0.000
13:00 - 14:00	8	331	0.001	8	331	0.001	8	331	0.002
14:00 - 15:00	8	331	0.000	8	331	0.001	8	331	0.001
15:00 - 16:00	8	331	0.001	8	331	0.023	8	331	0.024
16:00 - 17:00	8	331	0.002	8	331	0.005	8	331	0.007
17:00 - 18:00	7	349	0.006	7	349	0.005	7	349	0.011
18:00 - 19:00	7	349	0.000	7	349	0.001	7	349	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.040			0.082

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.095	8	331	0.022	8	331	0.117
08:00 - 09:00	8	331	0.540	8	331	0.085	8	331	0.625
09:00 - 10:00	8	331	0.029	8	331	0.012	8	331	0.041
10:00 - 11:00	8	331	0.020	8	331	0.012	8	331	0.032
11:00 - 12:00	8	331	0.020	8	331	0.022	8	331	0.042
12:00 - 13:00	8	331	0.024	8	331	0.017	8	331	0.041
13:00 - 14:00	8	331	0.024	8	331	0.040	8	331	0.064
14:00 - 15:00	8	331	0.030	8	331	0.069	8	331	0.099
15:00 - 16:00	8	331	0.071	8	331	0.396	8	331	0.467
16:00 - 17:00	8	331	0.033	8	331	0.156	8	331	0.189
17:00 - 18:00	7	349	0.016	7	349	0.043	7	349	0.059
18:00 - 19:00	7	349	0.008	7	349	0.008	7	349	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.910			0.882			1.792

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.011	8	331	0.006	8	331	0.017
08:00 - 09:00	8	331	0.471	8	331	0.153	8	331	0.624
09:00 - 10:00	8	331	0.008	8	331	0.017	8	331	0.025
10:00 - 11:00	8	331	0.004	8	331	0.003	8	331	0.007
11:00 - 12:00	8	331	0.009	8	331	0.011	8	331	0.020
12:00 - 13:00	8	331	0.016	8	331	0.021	8	331	0.037
13:00 - 14:00	8	331	0.019	8	331	0.016	8	331	0.035
14:00 - 15:00	8	331	0.074	8	331	0.058	8	331	0.132
15:00 - 16:00	8	331	0.127	8	331	0.408	8	331	0.535
16:00 - 17:00	8	331	0.023	8	331	0.071	8	331	0.094
17:00 - 18:00	7	349	0.014	7	349	0.025	7	349	0.039
18:00 - 19:00	7	349	0.002	7	349	0.002	7	349	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.778			0.791			1.569

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.001	8	331	0.000	8	331	0.001
08:00 - 09:00	8	331	0.062	8	331	0.027	8	331	0.089
09:00 - 10:00	8	331	0.002	8	331	0.002	8	331	0.004
10:00 - 11:00	8	331	0.001	8	331	0.000	8	331	0.001
11:00 - 12:00	8	331	0.001	8	331	0.000	8	331	0.001
12:00 - 13:00	8	331	0.000	8	331	0.000	8	331	0.000
13:00 - 14:00	8	331	0.000	8	331	0.002	8	331	0.002
14:00 - 15:00	8	331	0.004	8	331	0.002	8	331	0.006
15:00 - 16:00	8	331	0.022	8	331	0.045	8	331	0.067
16:00 - 17:00	8	331	0.005	8	331	0.021	8	331	0.026
17:00 - 18:00	7	349	0.000	7	349	0.000	7	349	0.000
18:00 - 19:00	7	349	0.000	7	349	0.000	7	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.099			0.197

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.000	8	331	0.000	8	331	0.000
08:00 - 09:00	8	331	0.004	8	331	0.002	8	331	0.006
09:00 - 10:00	8	331	0.001	8	331	0.000	8	331	0.001
10:00 - 11:00	8	331	0.000	8	331	0.000	8	331	0.000
11:00 - 12:00	8	331	0.000	8	331	0.000	8	331	0.000
12:00 - 13:00	8	331	0.000	8	331	0.000	8	331	0.000
13:00 - 14:00	8	331	0.000	8	331	0.000	8	331	0.000
14:00 - 15:00	8	331	0.000	8	331	0.000	8	331	0.000
15:00 - 16:00	8	331	0.002	8	331	0.008	8	331	0.010
16:00 - 17:00	8	331	0.003	8	331	0.001	8	331	0.004
17:00 - 18:00	7	349	0.000	7	349	0.000	7	349	0.000
18:00 - 19:00	7	349	0.000	7	349	0.000	7	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.002	8	331	0.000	8	331	0.002
08:00 - 09:00	8	331	0.005	8	331	0.011	8	331	0.016
09:00 - 10:00	8	331	0.000	8	331	0.029	8	331	0.029
10:00 - 11:00	8	331	0.011	8	331	0.000	8	331	0.011
11:00 - 12:00	8	331	0.004	8	331	0.000	8	331	0.004
12:00 - 13:00	8	331	0.000	8	331	0.000	8	331	0.000
13:00 - 14:00	8	331	0.000	8	331	0.000	8	331	0.000
14:00 - 15:00	8	331	0.000	8	331	0.000	8	331	0.000
15:00 - 16:00	8	331	0.025	8	331	0.005	8	331	0.030
16:00 - 17:00	8	331	0.000	8	331	0.002	8	331	0.002
17:00 - 18:00	7	349	0.000	7	349	0.000	7	349	0.000
18:00 - 19:00	7	349	0.000	7	349	0.000	7	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.047			0.094

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.002	8	331	0.000	8	331	0.002
08:00 - 09:00	8	331	0.071	8	331	0.040	8	331	0.111
09:00 - 10:00	8	331	0.003	8	331	0.031	8	331	0.034
10:00 - 11:00	8	331	0.012	8	331	0.000	8	331	0.012
11:00 - 12:00	8	331	0.005	8	331	0.000	8	331	0.005
12:00 - 13:00	8	331	0.000	8	331	0.000	8	331	0.000
13:00 - 14:00	8	331	0.000	8	331	0.002	8	331	0.002
14:00 - 15:00	8	331	0.004	8	331	0.002	8	331	0.006
15:00 - 16:00	8	331	0.049	8	331	0.059	8	331	0.108
16:00 - 17:00	8	331	0.008	8	331	0.024	8	331	0.032
17:00 - 18:00	7	349	0.000	7	349	0.000	7	349	0.000
18:00 - 19:00	7	349	0.000	7	349	0.000	7	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.158			0.312

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.96

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.110	8	331	0.028	8	331	0.138
08:00 - 09:00	8	331	1.111	8	331	0.281	8	331	1.392
09:00 - 10:00	8	331	0.040	8	331	0.060	8	331	0.100
10:00 - 11:00	8	331	0.036	8	331	0.016	8	331	0.052
11:00 - 12:00	8	331	0.036	8	331	0.033	8	331	0.069
12:00 - 13:00	8	331	0.040	8	331	0.037	8	331	0.077
13:00 - 14:00	8	331	0.043	8	331	0.059	8	331	0.102
14:00 - 15:00	8	331	0.109	8	331	0.130	8	331	0.239
15:00 - 16:00	8	331	0.249	8	331	0.885	8	331	1.134
16:00 - 17:00	8	331	0.065	8	331	0.256	8	331	0.321
17:00 - 18:00	7	349	0.036	7	349	0.073	7	349	0.109
18:00 - 19:00	7	349	0.010	7	349	0.012	7	349	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.885			1.870			3.755

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL CARS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.067	8	331	0.028	8	331	0.095
08:00 - 09:00	8	331	0.366	8	331	0.320	8	331	0.686
09:00 - 10:00	8	331	0.022	8	331	0.019	8	331	0.041
10:00 - 11:00	8	331	0.016	8	331	0.009	8	331	0.025
11:00 - 12:00	8	331	0.021	8	331	0.018	8	331	0.039
12:00 - 13:00	8	331	0.022	8	331	0.017	8	331	0.039
13:00 - 14:00	8	331	0.015	8	331	0.032	8	331	0.047
14:00 - 15:00	8	331	0.058	8	331	0.048	8	331	0.106
15:00 - 16:00	8	331	0.237	8	331	0.275	8	331	0.512
16:00 - 17:00	8	331	0.068	8	331	0.108	8	331	0.176
17:00 - 18:00	7	349	0.018	7	349	0.034	7	349	0.052
18:00 - 19:00	7	349	0.008	7	349	0.007	7	349	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.918			0.915			1.833

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL LGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.002	8	331	0.002	8	331	0.004
08:00 - 09:00	8	331	0.003	8	331	0.003	8	331	0.006
09:00 - 10:00	8	331	0.002	8	331	0.001	8	331	0.003
10:00 - 11:00	8	331	0.002	8	331	0.002	8	331	0.004
11:00 - 12:00	8	331	0.002	8	331	0.002	8	331	0.004
12:00 - 13:00	8	331	0.001	8	331	0.001	8	331	0.002
13:00 - 14:00	8	331	0.005	8	331	0.002	8	331	0.007
14:00 - 15:00	8	331	0.001	8	331	0.004	8	331	0.005
15:00 - 16:00	8	331	0.001	8	331	0.001	8	331	0.002
16:00 - 17:00	8	331	0.000	8	331	0.000	8	331	0.000
17:00 - 18:00	7	349	0.000	7	349	0.000	7	349	0.000
18:00 - 19:00	7	349	0.000	7	349	0.000	7	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.018			0.037

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	331	0.000	8	331	0.000	8	331	0.000
08:00 - 09:00	8	331	0.000	8	331	0.000	8	331	0.000
09:00 - 10:00	8	331	0.000	8	331	0.000	8	331	0.000
10:00 - 11:00	8	331	0.000	8	331	0.000	8	331	0.000
11:00 - 12:00	8	331	0.000	8	331	0.001	8	331	0.001
12:00 - 13:00	8	331	0.000	8	331	0.000	8	331	0.000
13:00 - 14:00	8	331	0.000	8	331	0.000	8	331	0.000
14:00 - 15:00	8	331	0.000	8	331	0.000	8	331	0.000
15:00 - 16:00	8	331	0.000	8	331	0.000	8	331	0.000
16:00 - 17:00	8	331	0.000	8	331	0.000	8	331	0.000
17:00 - 18:00	7	349	0.000	7	349	0.000	7	349	0.000
18:00 - 19:00	7	349	0.000	7	349	0.000	7	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	04/B	EDUCATION/SECONDARY
Selected Trip Rate Calculation Parameter Range	520-1913 PUPILS	
Actual Trip Rate Calculation Parameter Range	839-1439 PUPILS	
Date Range	Minimum: 01/01/16	Maximum: 10/05/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	2
Main Location Types selected	Edge of Town	1
	Neighbourhood Centre (PPS6 Local Centre)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	3 - Selected
	Servicing vehicles Excluded	X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	10,001 to 15,000	1
	15,001 to 20,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	75,001 to 100,000	1
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240726-0701

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : B - SECONDARY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	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:	Number of pupils
Actual Range:	839 to 1439 (units:)
Range Selected by User:	520 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 10/05/23

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

Residential Zone	1
Village	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	3 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
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:

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

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	2 days
No	1 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	TV-04-B-02	Gross floor area:	14700 sqm
Development Name:	SECONDARY SCHOOL	Number of pupils:	1439
Location:	BILLINGHAM		
Postcode:	TS22 5EG	No of Employees:	180
Main Location Type:	Edge of Town	Survey Date:	24/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	196
Site(2):	WK-04-B-01	Gross floor area:	8200 sqm
Development Name:	SECONDARY SCHOOL	Number of pupils:	839
Location:	KINETON		
Postcode:	CV35 0JX	No of Employees:	62
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/19
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	82
Site(3):	WL-04-B-01	Gross floor area:	10200 sqm
Development Name:	SECONDARY SCHOOL	Number of pupils:	883
Location:	NEAR CHIPPENHAM		
Postcode:	SN15 3XB	No of Employees:	113
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	10/05/23
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	110

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.53

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.052	3	1054	0.009	3	1054	0.061
08:00 - 09:00	3	1054	0.255	3	1054	0.201	3	1054	0.456
09:00 - 10:00	3	1054	0.025	3	1054	0.016	3	1054	0.041
10:00 - 11:00	3	1054	0.014	3	1054	0.015	3	1054	0.029
11:00 - 12:00	3	1054	0.017	3	1054	0.015	3	1054	0.032
12:00 - 13:00	3	1054	0.012	3	1054	0.021	3	1054	0.033
13:00 - 14:00	3	1054	0.018	3	1054	0.014	3	1054	0.032
14:00 - 15:00	3	1054	0.055	3	1054	0.037	3	1054	0.092
15:00 - 16:00	3	1054	0.080	3	1054	0.141	3	1054	0.221
16:00 - 17:00	3	1054	0.017	3	1054	0.067	3	1054	0.084
17:00 - 18:00	3	1054	0.020	3	1054	0.022	3	1054	0.042
18:00 - 19:00	3	1054	0.023	3	1054	0.019	3	1054	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.588			0.577			1.165

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:	839 - 1439 (units:)
Survey date date range:	01/01/16 - 10/05/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TAXIS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
08:00 - 09:00	3	1054	0.007	3	1054	0.007	3	1054	0.014
09:00 - 10:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
10:00 - 11:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
11:00 - 12:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
12:00 - 13:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
13:00 - 14:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
14:00 - 15:00	3	1054	0.002	3	1054	0.001	3	1054	0.003
15:00 - 16:00	3	1054	0.004	3	1054	0.005	3	1054	0.009
16:00 - 17:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL OGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
08:00 - 09:00	3	1054	0.002	3	1054	0.001	3	1054	0.003
09:00 - 10:00	3	1054	0.000	3	1054	0.001	3	1054	0.001
10:00 - 11:00	3	1054	0.000	3	1054	0.001	3	1054	0.001
11:00 - 12:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
12:00 - 13:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
13:00 - 14:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
14:00 - 15:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
15:00 - 16:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
16:00 - 17:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.004			0.007

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL PSVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.000	3	1054	0.001	3	1054	0.001
08:00 - 09:00	3	1054	0.006	3	1054	0.006	3	1054	0.012
09:00 - 10:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
10:00 - 11:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
11:00 - 12:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
12:00 - 13:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
13:00 - 14:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
14:00 - 15:00	3	1054	0.003	3	1054	0.004	3	1054	0.007
15:00 - 16:00	3	1054	0.002	3	1054	0.002	3	1054	0.004
16:00 - 17:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL CYCLISTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
08:00 - 09:00	3	1054	0.015	3	1054	0.000	3	1054	0.015
09:00 - 10:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
10:00 - 11:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
11:00 - 12:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
12:00 - 13:00	3	1054	0.001	3	1054	0.002	3	1054	0.003
13:00 - 14:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
14:00 - 15:00	3	1054	0.000	3	1054	0.001	3	1054	0.001
15:00 - 16:00	3	1054	0.000	3	1054	0.015	3	1054	0.015
16:00 - 17:00	3	1054	0.000	3	1054	0.001	3	1054	0.001
17:00 - 18:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
18:00 - 19:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.019			0.040

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.071	3	1054	0.010	3	1054	0.081
08:00 - 09:00	3	1054	0.526	3	1054	0.196	3	1054	0.722
09:00 - 10:00	3	1054	0.036	3	1054	0.016	3	1054	0.052
10:00 - 11:00	3	1054	0.017	3	1054	0.018	3	1054	0.035
11:00 - 12:00	3	1054	0.022	3	1054	0.019	3	1054	0.041
12:00 - 13:00	3	1054	0.016	3	1054	0.032	3	1054	0.048
13:00 - 14:00	3	1054	0.022	3	1054	0.015	3	1054	0.037
14:00 - 15:00	3	1054	0.064	3	1054	0.086	3	1054	0.150
15:00 - 16:00	3	1054	0.062	3	1054	0.295	3	1054	0.357
16:00 - 17:00	3	1054	0.017	3	1054	0.095	3	1054	0.112
17:00 - 18:00	3	1054	0.035	3	1054	0.031	3	1054	0.066
18:00 - 19:00	3	1054	0.043	3	1054	0.022	3	1054	0.065
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.931			0.835			1.766

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.007	3	1054	0.000	3	1054	0.007
08:00 - 09:00	3	1054	0.299	3	1054	0.005	3	1054	0.304
09:00 - 10:00	3	1054	0.009	3	1054	0.001	3	1054	0.010
10:00 - 11:00	3	1054	0.004	3	1054	0.002	3	1054	0.006
11:00 - 12:00	3	1054	0.005	3	1054	0.007	3	1054	0.012
12:00 - 13:00	3	1054	0.008	3	1054	0.009	3	1054	0.017
13:00 - 14:00	3	1054	0.010	3	1054	0.012	3	1054	0.022
14:00 - 15:00	3	1054	0.007	3	1054	0.041	3	1054	0.048
15:00 - 16:00	3	1054	0.001	3	1054	0.319	3	1054	0.320
16:00 - 17:00	3	1054	0.002	3	1054	0.018	3	1054	0.020
17:00 - 18:00	3	1054	0.002	3	1054	0.003	3	1054	0.005
18:00 - 19:00	3	1054	0.003	3	1054	0.002	3	1054	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.357			0.419			0.776

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
08:00 - 09:00	3	1054	0.036	3	1054	0.001	3	1054	0.037
09:00 - 10:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
10:00 - 11:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
11:00 - 12:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
12:00 - 13:00	3	1054	0.000	3	1054	0.001	3	1054	0.001
13:00 - 14:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
14:00 - 15:00	3	1054	0.000	3	1054	0.005	3	1054	0.005
15:00 - 16:00	3	1054	0.000	3	1054	0.031	3	1054	0.031
16:00 - 17:00	3	1054	0.000	3	1054	0.004	3	1054	0.004
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.042			0.080

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
08:00 - 09:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
09:00 - 10:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
10:00 - 11:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
11:00 - 12:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
12:00 - 13:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
13:00 - 14:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
14:00 - 15:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
15:00 - 16:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
16:00 - 17:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
08:00 - 09:00	3	1054	0.132	3	1054	0.001	3	1054	0.133
09:00 - 10:00	3	1054	0.010	3	1054	0.000	3	1054	0.010
10:00 - 11:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
11:00 - 12:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
12:00 - 13:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
13:00 - 14:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
14:00 - 15:00	3	1054	0.000	3	1054	0.038	3	1054	0.038
15:00 - 16:00	3	1054	0.000	3	1054	0.098	3	1054	0.098
16:00 - 17:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.137			0.279

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
08:00 - 09:00	3	1054	0.168	3	1054	0.002	3	1054	0.170
09:00 - 10:00	3	1054	0.011	3	1054	0.000	3	1054	0.011
10:00 - 11:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
11:00 - 12:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
12:00 - 13:00	3	1054	0.000	3	1054	0.001	3	1054	0.001
13:00 - 14:00	3	1054	0.000	3	1054	0.001	3	1054	0.001
14:00 - 15:00	3	1054	0.000	3	1054	0.043	3	1054	0.043
15:00 - 16:00	3	1054	0.000	3	1054	0.129	3	1054	0.129
16:00 - 17:00	3	1054	0.000	3	1054	0.004	3	1054	0.004
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.180			0.360

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.53

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.078	3	1054	0.010	3	1054	0.088
08:00 - 09:00	3	1054	1.009	3	1054	0.202	3	1054	1.211
09:00 - 10:00	3	1054	0.058	3	1054	0.017	3	1054	0.075
10:00 - 11:00	3	1054	0.022	3	1054	0.020	3	1054	0.042
11:00 - 12:00	3	1054	0.028	3	1054	0.027	3	1054	0.055
12:00 - 13:00	3	1054	0.025	3	1054	0.043	3	1054	0.068
13:00 - 14:00	3	1054	0.032	3	1054	0.027	3	1054	0.059
14:00 - 15:00	3	1054	0.071	3	1054	0.171	3	1054	0.242
15:00 - 16:00	3	1054	0.063	3	1054	0.757	3	1054	0.820
16:00 - 17:00	3	1054	0.019	3	1054	0.118	3	1054	0.137
17:00 - 18:00	3	1054	0.038	3	1054	0.034	3	1054	0.072
18:00 - 19:00	3	1054	0.047	3	1054	0.025	3	1054	0.072
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.490			1.451			2.941

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL CARS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.050	3	1054	0.007	3	1054	0.057
08:00 - 09:00	3	1054	0.234	3	1054	0.183	3	1054	0.417
09:00 - 10:00	3	1054	0.022	3	1054	0.012	3	1054	0.034
10:00 - 11:00	3	1054	0.011	3	1054	0.011	3	1054	0.022
11:00 - 12:00	3	1054	0.014	3	1054	0.013	3	1054	0.027
12:00 - 13:00	3	1054	0.010	3	1054	0.018	3	1054	0.028
13:00 - 14:00	3	1054	0.014	3	1054	0.012	3	1054	0.026
14:00 - 15:00	3	1054	0.047	3	1054	0.030	3	1054	0.077
15:00 - 16:00	3	1054	0.073	3	1054	0.130	3	1054	0.203
16:00 - 17:00	3	1054	0.016	3	1054	0.067	3	1054	0.083
17:00 - 18:00	3	1054	0.019	3	1054	0.022	3	1054	0.041
18:00 - 19:00	3	1054	0.021	3	1054	0.019	3	1054	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.531			0.524			1.055

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL LGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
08:00 - 09:00	3	1054	0.005	3	1054	0.003	3	1054	0.008
09:00 - 10:00	3	1054	0.002	3	1054	0.002	3	1054	0.004
10:00 - 11:00	3	1054	0.002	3	1054	0.002	3	1054	0.004
11:00 - 12:00	3	1054	0.002	3	1054	0.001	3	1054	0.003
12:00 - 13:00	3	1054	0.001	3	1054	0.002	3	1054	0.003
13:00 - 14:00	3	1054	0.002	3	1054	0.001	3	1054	0.003
14:00 - 15:00	3	1054	0.003	3	1054	0.002	3	1054	0.005
15:00 - 16:00	3	1054	0.001	3	1054	0.004	3	1054	0.005
16:00 - 17:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
08:00 - 09:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
09:00 - 10:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
10:00 - 11:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
11:00 - 12:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
12:00 - 13:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
13:00 - 14:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
14:00 - 15:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
15:00 - 16:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
16:00 - 17:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.000			0.002

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1054	0.001	3	1054	0.000	3	1054	0.001
08:00 - 09:00	3	1054	0.002	3	1054	0.002	3	1054	0.004
09:00 - 10:00	3	1054	0.002	3	1054	0.002	3	1054	0.004
10:00 - 11:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
11:00 - 12:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
12:00 - 13:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
13:00 - 14:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
14:00 - 15:00	3	1054	0.001	3	1054	0.001	3	1054	0.002
15:00 - 16:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
16:00 - 17:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
17:00 - 18:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
18:00 - 19:00	3	1054	0.000	3	1054	0.000	3	1054	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.009			0.019

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	07/Q	LEISURE/COMMUNITY CENTRE
Selected Trip Rate Calculation Parameter Range	0.10-2.50 hect AREA	
Actual Trip Rate Calculation Parameter Range	0.10-0.30 hect AREA	
Date Range	Minimum: 01/01/16	Maximum: 07/06/18
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday Wednesday	1 1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	1 - Selected 1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less 15,001 to 20,000	1 1
Population <5 Mile ranges selected	50,001 to 75,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	No PTAL Present	2

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Calculation Reference: AUDIT-219602-240726-0718

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	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:	Site area
Actual Range:	0.10 to 0.30 (units: hect)
Range Selected by User:	0.10 to 2.50 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 07/06/18

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
Wednesday	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 undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	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:

Village	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

F2(b)	2 days

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

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

1,000 or Less	1 days
15,001 to 20,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
50,001 to 75,000 2 days

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

Car ownership within 5 miles:
0.6 to 1.0 2 days

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

Travel Plan:
No 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.

LIST OF SITES relevant to selection parameters

Site(1):	EC-07-Q-01	Site area:	0.30 hect
Development Name:	COMMUNITY CENTRE	Gross floor area:	100 sqm
Location:	MERE		
Postcode:	WA16 0PU	No of Employees:	2
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	07/11/17
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	37

Site(2):	NY-07-Q-01	Site area:	0.10 hect
Development Name:	COMMUNITY CENTRE	Gross floor area:	316 sqm
Location:	CATTERRICK GARRISON		
Postcode:	DL9 4AF	No of Employees:	8
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	10/05/17
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	10

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.91

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.20	5.000	2	0.20	0.000	2	0.20	5.000
08:00 - 09:00	2	0.20	7.500	2	0.20	5.000	2	0.20	12.500
09:00 - 10:00	2	0.20	2.500	2	0.20	0.000	2	0.20	2.500
10:00 - 11:00	2	0.20	2.500	2	0.20	5.000	2	0.20	7.500
11:00 - 12:00	2	0.20	2.500	2	0.20	2.500	2	0.20	5.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	2.500	2	0.20	2.500	2	0.20	5.000
14:00 - 15:00	2	0.20	5.000	2	0.20	2.500	2	0.20	7.500
15:00 - 16:00	2	0.20	2.500	2	0.20	12.500	2	0.20	15.000
16:00 - 17:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
17:00 - 18:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
18:00 - 19:00	1	0.30	26.667	1	0.30	0.000	1	0.30	26.667
19:00 - 20:00	1	0.30	80.000	1	0.30	0.000	1	0.30	80.000
20:00 - 21:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
21:00 - 22:00	1	0.30	0.000	1	0.30	70.000	1	0.30	70.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			136.667			100.000			236.667

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:	0.10 to 0.30 (units: hect)
Survey date date range:	01/01/16 - 07/06/18
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.20	5.000	2	0.20	0.000	2	0.20	5.000
08:00 - 09:00	2	0.20	7.500	2	0.20	7.500	2	0.20	15.000
09:00 - 10:00	2	0.20	2.500	2	0.20	0.000	2	0.20	2.500
10:00 - 11:00	2	0.20	2.500	2	0.20	5.000	2	0.20	7.500
11:00 - 12:00	2	0.20	2.500	2	0.20	2.500	2	0.20	5.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	2.500	2	0.20	2.500	2	0.20	5.000
14:00 - 15:00	2	0.20	5.000	2	0.20	2.500	2	0.20	7.500
15:00 - 16:00	2	0.20	2.500	2	0.20	10.000	2	0.20	12.500
16:00 - 17:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
17:00 - 18:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
18:00 - 19:00	1	0.30	26.667	1	0.30	0.000	1	0.30	26.667
19:00 - 20:00	1	0.30	103.333	1	0.30	0.000	1	0.30	103.333
20:00 - 21:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
21:00 - 22:00	1	0.30	0.000	1	0.30	93.333	1	0.30	93.333
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			160.000			123.333			283.333

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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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.20	0.000	2	0.20	0.000	2	0.20	0.000
08:00 - 09:00	2	0.20	2.500	2	0.20	0.000	2	0.20	2.500
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	2.500	2	0.20	0.000	2	0.20	2.500
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	5.000	2	0.20	5.000
16:00 - 17:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
17:00 - 18:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
18:00 - 19:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
19:00 - 20:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
20:00 - 21:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
21:00 - 22:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.000			5.000			10.000

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

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.20	0.000	2	0.20	0.000	2	0.20	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	52.500	2	0.20	0.000	2	0.20	52.500
11:00 - 12:00	2	0.20	10.000	2	0.20	10.000	2	0.20	20.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	2.500	2	0.20	15.000	2	0.20	17.500
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	40.000	2	0.20	40.000
16:00 - 17:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
17:00 - 18:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
18:00 - 19:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
19:00 - 20:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
20:00 - 21:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
21:00 - 22:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			65.000			65.000			130.000

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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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.20	0.000	2	0.20	0.000	2	0.20	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	52.500	2	0.20	0.000	2	0.20	52.500
11:00 - 12:00	2	0.20	10.000	2	0.20	10.000	2	0.20	20.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	2.500	2	0.20	15.000	2	0.20	17.500
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	40.000	2	0.20	40.000
16:00 - 17:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
17:00 - 18:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
18:00 - 19:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
19:00 - 20:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
20:00 - 21:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
21:00 - 22:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			65.000			65.000			130.000

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.91

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.20	5.000	2	0.20	0.000	2	0.20	5.000
08:00 - 09:00	2	0.20	10.000	2	0.20	7.500	2	0.20	17.500
09:00 - 10:00	2	0.20	2.500	2	0.20	0.000	2	0.20	2.500
10:00 - 11:00	2	0.20	55.000	2	0.20	5.000	2	0.20	60.000
11:00 - 12:00	2	0.20	15.000	2	0.20	12.500	2	0.20	27.500
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	5.000	2	0.20	17.500	2	0.20	22.500
14:00 - 15:00	2	0.20	5.000	2	0.20	2.500	2	0.20	7.500
15:00 - 16:00	2	0.20	2.500	2	0.20	55.000	2	0.20	57.500
16:00 - 17:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
17:00 - 18:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
18:00 - 19:00	1	0.30	26.667	1	0.30	0.000	1	0.30	26.667
19:00 - 20:00	1	0.30	103.333	1	0.30	0.000	1	0.30	103.333
20:00 - 21:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
21:00 - 22:00	1	0.30	0.000	1	0.30	93.333	1	0.30	93.333
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			230.000			193.333			423.333

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CARS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.20	5.000	2	0.20	0.000	2	0.20	5.000
08:00 - 09:00	2	0.20	5.000	2	0.20	5.000	2	0.20	10.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	2.500	2	0.20	2.500	2	0.20	5.000
11:00 - 12:00	2	0.20	2.500	2	0.20	2.500	2	0.20	5.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	2.500	2	0.20	2.500	2	0.20	5.000
14:00 - 15:00	2	0.20	2.500	2	0.20	2.500	2	0.20	5.000
15:00 - 16:00	2	0.20	2.500	2	0.20	10.000	2	0.20	12.500
16:00 - 17:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
17:00 - 18:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
18:00 - 19:00	1	0.30	26.667	1	0.30	0.000	1	0.30	26.667
19:00 - 20:00	1	0.30	80.000	1	0.30	0.000	1	0.30	80.000
20:00 - 21:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
21:00 - 22:00	1	0.30	0.000	1	0.30	70.000	1	0.30	70.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			129.167			95.000			224.167

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL LGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.20	0.000	2	0.20	0.000	2	0.20	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	2.500	2	0.20	0.000	2	0.20	2.500
10:00 - 11:00	2	0.20	0.000	2	0.20	2.500	2	0.20	2.500
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	2.500	2	0.20	0.000	2	0.20	2.500
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
17:00 - 18:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
18:00 - 19:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
19:00 - 20:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
20:00 - 21:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
21:00 - 22:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.000			2.500			7.500

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.20	0.000	2	0.20	0.000	2	0.20	0.000
08:00 - 09:00	2	0.20	2.500	2	0.20	0.000	2	0.20	2.500
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	2.500	2	0.20	2.500
16:00 - 17:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
17:00 - 18:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
18:00 - 19:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
19:00 - 20:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
20:00 - 21:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
21:00 - 22:00	1	0.30	0.000	1	0.30	0.000	1	0.30	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.500			2.500			5.000

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	178-70291 sqm GFA	
Actual Trip Rate Calculation Parameter Range	500-5700 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 23/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	3
Main Location Types selected	Edge of Town	5
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	10,001 to 15,000	1
	15,001 to 20,000	2
	20,001 to 25,000	1
Population <5 Mile ranges selected	100,001 to 125,000	1
	125,001 to 250,000	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	5
Filter by Site Operations Breakdown	All Surveys Included	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	500 to 5700 (units: sqm)
Range Selected by User:	178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
No Sub Category	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 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:

100,001 to 125,000	1 days
125,001 to 250,000	4 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	4 days
1.1 to 1.5	1 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AK-02-A-01	Gross floor area:	1230 sqm
Development Name:	OFFICES		
Location:	CASTLEFORD		
Postcode:	WF10 5TG	No of Employees:	115
Main Location Type:	Edge of Town	Survey Date:	23/05/17
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	47
Site(2):	NF-02-A-04	Gross floor area:	500 sqm
Development Name:	BUILDING CONSULTANT		
Location:	NORWICH		
Postcode:	NR4 6DN	No of Employees:	33
Main Location Type:	Edge of Town	Survey Date:	13/11/19
Sub-Location Type:	Commercial Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	22
Site(3):	NF-02-A-05	Gross floor area:	3697 sqm
Development Name:	COUNCIL OFFICES		
Location:	NORWICH		
Postcode:	NR7 0DU	No of Employees:	98
Main Location Type:	Edge of Town	Survey Date:	12/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	188
Site(4):	WK-02-A-03	Gross floor area:	796 sqm
Development Name:	ENGINEERING CONSULTANTS		
Location:	WARWICK		
Postcode:	CV34 5XH	No of Employees:	63
Main Location Type:	Edge of Town	Survey Date:	23/11/22
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	36
Site(5):	WS-02-A-06	Gross floor area:	5700 sqm
Development Name:	SOUTHERN WATER OFFICES		
Location:	WORTHING		
Postcode:	BN13 3NX	No of Employees:	912
Main Location Type:	Edge of Town	Survey Date:	18/05/22
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	496

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.990	5	2385	0.050	5	2385	1.040
08:00 - 09:00	5	2385	1.803	5	2385	0.117	5	2385	1.920
09:00 - 10:00	5	2385	0.679	5	2385	0.151	5	2385	0.830
10:00 - 11:00	5	2385	0.168	5	2385	0.109	5	2385	0.277
11:00 - 12:00	5	2385	0.185	5	2385	0.201	5	2385	0.386
12:00 - 13:00	5	2385	0.327	5	2385	0.637	5	2385	0.964
13:00 - 14:00	5	2385	0.436	5	2385	0.294	5	2385	0.730
14:00 - 15:00	5	2385	0.151	5	2385	0.285	5	2385	0.436
15:00 - 16:00	5	2385	0.176	5	2385	0.512	5	2385	0.688
16:00 - 17:00	5	2385	0.143	5	2385	1.082	5	2385	1.225
17:00 - 18:00	5	2385	0.084	5	2385	1.392	5	2385	1.476
18:00 - 19:00	4	2673	0.084	4	2673	0.374	4	2673	0.458
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.226			5.204			10.430

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

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

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Parameter summary

Trip rate parameter range selected:	500 - 5700 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.000	5	2385	0.000	5	2385	0.000
08:00 - 09:00	5	2385	0.017	5	2385	0.017	5	2385	0.034
09:00 - 10:00	5	2385	0.008	5	2385	0.008	5	2385	0.016
10:00 - 11:00	5	2385	0.008	5	2385	0.008	5	2385	0.016
11:00 - 12:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
12:00 - 13:00	5	2385	0.008	5	2385	0.008	5	2385	0.016
13:00 - 14:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
14:00 - 15:00	5	2385	0.017	5	2385	0.017	5	2385	0.034
15:00 - 16:00	5	2385	0.008	5	2385	0.008	5	2385	0.016
16:00 - 17:00	5	2385	0.017	5	2385	0.008	5	2385	0.025
17:00 - 18:00	5	2385	0.000	5	2385	0.008	5	2385	0.008
18:00 - 19:00	4	2673	0.000	4	2673	0.000	4	2673	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.082			0.165

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.000	5	2385	0.000	5	2385	0.000
08:00 - 09:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
09:00 - 10:00	5	2385	0.008	5	2385	0.008	5	2385	0.016
10:00 - 11:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
11:00 - 12:00	5	2385	0.008	5	2385	0.008	5	2385	0.016
12:00 - 13:00	5	2385	0.008	5	2385	0.008	5	2385	0.016
13:00 - 14:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
14:00 - 15:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
15:00 - 16:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
16:00 - 17:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
17:00 - 18:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
18:00 - 19:00	4	2673	0.000	4	2673	0.000	4	2673	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.017	5	2385	0.000	5	2385	0.017
08:00 - 09:00	5	2385	0.050	5	2385	0.000	5	2385	0.050
09:00 - 10:00	5	2385	0.025	5	2385	0.000	5	2385	0.025
10:00 - 11:00	5	2385	0.008	5	2385	0.008	5	2385	0.016
11:00 - 12:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
12:00 - 13:00	5	2385	0.000	5	2385	0.008	5	2385	0.008
13:00 - 14:00	5	2385	0.050	5	2385	0.025	5	2385	0.075
14:00 - 15:00	5	2385	0.017	5	2385	0.025	5	2385	0.042
15:00 - 16:00	5	2385	0.000	5	2385	0.017	5	2385	0.017
16:00 - 17:00	5	2385	0.000	5	2385	0.017	5	2385	0.017
17:00 - 18:00	5	2385	0.008	5	2385	0.050	5	2385	0.058
18:00 - 19:00	4	2673	0.000	4	2673	0.009	4	2673	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.175			0.159			0.334

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	1.057	5	2385	0.067	5	2385	1.124
08:00 - 09:00	5	2385	1.929	5	2385	0.185	5	2385	2.114
09:00 - 10:00	5	2385	0.688	5	2385	0.143	5	2385	0.831
10:00 - 11:00	5	2385	0.176	5	2385	0.101	5	2385	0.277
11:00 - 12:00	5	2385	0.226	5	2385	0.235	5	2385	0.461
12:00 - 13:00	5	2385	0.352	5	2385	0.721	5	2385	1.073
13:00 - 14:00	5	2385	0.470	5	2385	0.327	5	2385	0.797
14:00 - 15:00	5	2385	0.168	5	2385	0.294	5	2385	0.462
15:00 - 16:00	5	2385	0.168	5	2385	0.545	5	2385	0.713
16:00 - 17:00	5	2385	0.143	5	2385	1.124	5	2385	1.267
17:00 - 18:00	5	2385	0.126	5	2385	1.552	5	2385	1.678
18:00 - 19:00	4	2673	0.140	4	2673	0.402	4	2673	0.542
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.643			5.696			11.339

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.092	5	2385	0.000	5	2385	0.092
08:00 - 09:00	5	2385	0.101	5	2385	0.000	5	2385	0.101
09:00 - 10:00	5	2385	0.067	5	2385	0.000	5	2385	0.067
10:00 - 11:00	5	2385	0.042	5	2385	0.008	5	2385	0.050
11:00 - 12:00	5	2385	0.050	5	2385	0.042	5	2385	0.092
12:00 - 13:00	5	2385	0.143	5	2385	0.185	5	2385	0.328
13:00 - 14:00	5	2385	0.243	5	2385	0.159	5	2385	0.402
14:00 - 15:00	5	2385	0.075	5	2385	0.067	5	2385	0.142
15:00 - 16:00	5	2385	0.008	5	2385	0.067	5	2385	0.075
16:00 - 17:00	5	2385	0.042	5	2385	0.159	5	2385	0.201
17:00 - 18:00	5	2385	0.008	5	2385	0.117	5	2385	0.125
18:00 - 19:00	4	2673	0.000	4	2673	0.009	4	2673	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.871			0.813			1.684

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.050	5	2385	0.000	5	2385	0.050
08:00 - 09:00	5	2385	0.109	5	2385	0.000	5	2385	0.109
09:00 - 10:00	5	2385	0.050	5	2385	0.025	5	2385	0.075
10:00 - 11:00	5	2385	0.008	5	2385	0.000	5	2385	0.008
11:00 - 12:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
12:00 - 13:00	5	2385	0.025	5	2385	0.025	5	2385	0.050
13:00 - 14:00	5	2385	0.050	5	2385	0.017	5	2385	0.067
14:00 - 15:00	5	2385	0.000	5	2385	0.025	5	2385	0.025
15:00 - 16:00	5	2385	0.000	5	2385	0.034	5	2385	0.034
16:00 - 17:00	5	2385	0.000	5	2385	0.067	5	2385	0.067
17:00 - 18:00	5	2385	0.008	5	2385	0.109	5	2385	0.117
18:00 - 19:00	4	2673	0.000	4	2673	0.000	4	2673	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.300			0.302			0.602

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.025	5	2385	0.000	5	2385	0.025
08:00 - 09:00	5	2385	0.008	5	2385	0.000	5	2385	0.008
09:00 - 10:00	5	2385	0.025	5	2385	0.000	5	2385	0.025
10:00 - 11:00	5	2385	0.008	5	2385	0.000	5	2385	0.008
11:00 - 12:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
12:00 - 13:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
13:00 - 14:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
14:00 - 15:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
15:00 - 16:00	5	2385	0.000	5	2385	0.008	5	2385	0.008
16:00 - 17:00	5	2385	0.000	5	2385	0.017	5	2385	0.017
17:00 - 18:00	5	2385	0.000	5	2385	0.008	5	2385	0.008
18:00 - 19:00	4	2673	0.000	4	2673	0.000	4	2673	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.033			0.099

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.075	5	2385	0.000	5	2385	0.075
08:00 - 09:00	5	2385	0.117	5	2385	0.000	5	2385	0.117
09:00 - 10:00	5	2385	0.075	5	2385	0.025	5	2385	0.100
10:00 - 11:00	5	2385	0.017	5	2385	0.000	5	2385	0.017
11:00 - 12:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
12:00 - 13:00	5	2385	0.025	5	2385	0.025	5	2385	0.050
13:00 - 14:00	5	2385	0.050	5	2385	0.017	5	2385	0.067
14:00 - 15:00	5	2385	0.000	5	2385	0.025	5	2385	0.025
15:00 - 16:00	5	2385	0.000	5	2385	0.042	5	2385	0.042
16:00 - 17:00	5	2385	0.000	5	2385	0.084	5	2385	0.084
17:00 - 18:00	5	2385	0.008	5	2385	0.117	5	2385	0.125
18:00 - 19:00	4	2673	0.000	4	2673	0.000	4	2673	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.367			0.335			0.702

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	1.241	5	2385	0.067	5	2385	1.308
08:00 - 09:00	5	2385	2.197	5	2385	0.185	5	2385	2.382
09:00 - 10:00	5	2385	0.855	5	2385	0.168	5	2385	1.023
10:00 - 11:00	5	2385	0.243	5	2385	0.117	5	2385	0.360
11:00 - 12:00	5	2385	0.277	5	2385	0.277	5	2385	0.554
12:00 - 13:00	5	2385	0.520	5	2385	0.939	5	2385	1.459
13:00 - 14:00	5	2385	0.814	5	2385	0.528	5	2385	1.342
14:00 - 15:00	5	2385	0.260	5	2385	0.411	5	2385	0.671
15:00 - 16:00	5	2385	0.176	5	2385	0.671	5	2385	0.847
16:00 - 17:00	5	2385	0.185	5	2385	1.384	5	2385	1.569
17:00 - 18:00	5	2385	0.151	5	2385	1.837	5	2385	1.988
18:00 - 19:00	4	2673	0.140	4	2673	0.421	4	2673	0.561
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.059			7.005			14.064

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.948	5	2385	0.042	5	2385	0.990
08:00 - 09:00	5	2385	1.719	5	2385	0.075	5	2385	1.794
09:00 - 10:00	5	2385	0.587	5	2385	0.092	5	2385	0.679
10:00 - 11:00	5	2385	0.117	5	2385	0.075	5	2385	0.192
11:00 - 12:00	5	2385	0.143	5	2385	0.168	5	2385	0.311
12:00 - 13:00	5	2385	0.252	5	2385	0.528	5	2385	0.780
13:00 - 14:00	5	2385	0.403	5	2385	0.260	5	2385	0.663
14:00 - 15:00	5	2385	0.101	5	2385	0.226	5	2385	0.327
15:00 - 16:00	5	2385	0.126	5	2385	0.386	5	2385	0.512
16:00 - 17:00	5	2385	0.101	5	2385	1.048	5	2385	1.149
17:00 - 18:00	5	2385	0.067	5	2385	1.342	5	2385	1.409
18:00 - 19:00	4	2673	0.065	4	2673	0.365	4	2673	0.430
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.629			4.607			9.236

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.042	5	2385	0.008	5	2385	0.050
08:00 - 09:00	5	2385	0.059	5	2385	0.025	5	2385	0.084
09:00 - 10:00	5	2385	0.075	5	2385	0.042	5	2385	0.117
10:00 - 11:00	5	2385	0.034	5	2385	0.017	5	2385	0.051
11:00 - 12:00	5	2385	0.034	5	2385	0.025	5	2385	0.059
12:00 - 13:00	5	2385	0.059	5	2385	0.092	5	2385	0.151
13:00 - 14:00	5	2385	0.025	5	2385	0.034	5	2385	0.059
14:00 - 15:00	5	2385	0.034	5	2385	0.034	5	2385	0.068
15:00 - 16:00	5	2385	0.042	5	2385	0.117	5	2385	0.159
16:00 - 17:00	5	2385	0.025	5	2385	0.025	5	2385	0.050
17:00 - 18:00	5	2385	0.017	5	2385	0.034	5	2385	0.051
18:00 - 19:00	4	2673	0.019	4	2673	0.009	4	2673	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.465			0.462			0.927

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	2385	0.000	5	2385	0.000	5	2385	0.000
08:00 - 09:00	5	2385	0.008	5	2385	0.000	5	2385	0.008
09:00 - 10:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
10:00 - 11:00	5	2385	0.008	5	2385	0.008	5	2385	0.016
11:00 - 12:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
12:00 - 13:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
13:00 - 14:00	5	2385	0.008	5	2385	0.000	5	2385	0.008
14:00 - 15:00	5	2385	0.000	5	2385	0.008	5	2385	0.008
15:00 - 16:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
16:00 - 17:00	5	2385	0.000	5	2385	0.000	5	2385	0.000
17:00 - 18:00	5	2385	0.000	5	2385	0.008	5	2385	0.008
18:00 - 19:00	4	2673	0.000	4	2673	0.000	4	2673	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	01/A	RETAIL/FOOD SUPERSTORE
Selected Trip Rate Calculation Parameter Range	800-12642 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1400-12550 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 17/05/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	1
	Friday	2
Main Location Types selected	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	5 - Selected
	Servicing vehicles Excluded	X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	20,001 to 25,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	100,001 to 125,000	1
	125,001 to 250,000	2
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	4

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240726-0743

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1400 to 12550 (units: sqm)
Range Selected by User:	800 to 12642 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 17/05/23

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	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:

Development Zone	1
Residential Zone	1
Retail Zone	1
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a)	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Petrol filling station:

PFS is present at the site and is included in the count	0 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

LIST OF SITES relevant to selection parameters

Site(1):	CA-01-A-04	Gross floor area:	3231 sqm
Development Name:	SAINSBURY'S	Retail floor area:	2000 sqm
Location:	CAMBRIDGE	Parking spaces:	141
Postcode:	CB3 1SE	No of Employees:	104
Main Location Type:	Edge of Town	Survey Date:	17/05/23
Sub-Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	n/a		

Site(2):	TW-01-A-03	Gross floor area:	1400 sqm
Development Name:	M&S FOOD HALL	Retail floor area:	1000 sqm
Location:	NEWCASTLE UPON TYNE	Parking spaces:	45
Postcode:	NE3 5JG	No of Employees:	60
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	19/10/21
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a		

Site(3):	WO-01-A-02	Gross floor area:	4780 sqm
Development Name:	WAITROSE	Retail floor area:	3530 sqm
Location:	WORCESTER	Parking spaces:	302
Postcode:	WR5 2JG	No of Employees:	140
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		

Site(4):	WS-01-A-13	Gross floor area:	12550 sqm
Development Name:	SAINSBURY'S	Retail floor area:	7074 sqm
Location:	LITTLEHAMPTON	Parking spaces:	517
Postcode:	BN16 3RT	No of Employees:	
Main Location Type:	Edge of Town	Survey Date:	24/09/21
Sub-Location Type:	Retail Zone	Survey Day:	Friday
PTAL:	n/a		

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.00

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.287	1	12550	0.024	1	12550	0.311
07:00 - 08:00	4	5469	0.800	4	5469	0.507	4	5469	1.307
08:00 - 09:00	4	5469	1.637	4	5469	1.390	4	5469	3.027
09:00 - 10:00	4	5469	2.437	4	5469	1.792	4	5469	4.229
10:00 - 11:00	4	5469	3.483	4	5469	2.720	4	5469	6.203
11:00 - 12:00	4	5469	3.264	4	5469	3.205	4	5469	6.469
12:00 - 13:00	4	5469	3.799	4	5469	3.749	4	5469	7.548
13:00 - 14:00	4	5469	3.104	4	5469	3.383	4	5469	6.487
14:00 - 15:00	4	5469	2.857	4	5469	3.109	4	5469	5.966
15:00 - 16:00	4	5469	3.054	4	5469	3.419	4	5469	6.473
16:00 - 17:00	4	5469	2.981	4	5469	3.045	4	5469	6.026
17:00 - 18:00	4	5469	2.990	4	5469	3.104	4	5469	6.094
18:00 - 19:00	4	5469	2.601	4	5469	2.981	4	5469	5.582
19:00 - 20:00	4	5469	1.755	4	5469	2.322	4	5469	4.077
20:00 - 21:00	4	5469	1.001	4	5469	1.216	4	5469	2.217
21:00 - 22:00	3	6825	0.449	3	6825	0.733	3	6825	1.182
22:00 - 23:00	2	7848	0.102	2	7848	0.229	2	7848	0.331
23:00 - 24:00									
Total Rates:			36.601			36.928			73.529

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

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Parameter summary

Trip rate parameter range selected:	1400 - 12550 (units: sqm)
Survey date date range:	01/01/16 - 17/05/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.000	1	12550	0.000	1	12550	0.000
07:00 - 08:00	4	5469	0.005	4	5469	0.005	4	5469	0.010
08:00 - 09:00	4	5469	0.014	4	5469	0.014	4	5469	0.028
09:00 - 10:00	4	5469	0.018	4	5469	0.018	4	5469	0.036
10:00 - 11:00	4	5469	0.018	4	5469	0.018	4	5469	0.036
11:00 - 12:00	4	5469	0.032	4	5469	0.032	4	5469	0.064
12:00 - 13:00	4	5469	0.027	4	5469	0.023	4	5469	0.050
13:00 - 14:00	4	5469	0.023	4	5469	0.027	4	5469	0.050
14:00 - 15:00	4	5469	0.023	4	5469	0.023	4	5469	0.046
15:00 - 16:00	4	5469	0.014	4	5469	0.014	4	5469	0.028
16:00 - 17:00	4	5469	0.023	4	5469	0.023	4	5469	0.046
17:00 - 18:00	4	5469	0.027	4	5469	0.027	4	5469	0.054
18:00 - 19:00	4	5469	0.023	4	5469	0.023	4	5469	0.046
19:00 - 20:00	4	5469	0.018	4	5469	0.018	4	5469	0.036
20:00 - 21:00	4	5469	0.005	4	5469	0.005	4	5469	0.010
21:00 - 22:00	3	6825	0.005	3	6825	0.005	3	6825	0.010
22:00 - 23:00	2	7848	0.000	2	7848	0.000	2	7848	0.000
23:00 - 24:00									
Total Rates:			0.275			0.275			0.550

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.008	1	12550	0.000	1	12550	0.008
07:00 - 08:00	4	5469	0.014	4	5469	0.018	4	5469	0.032
08:00 - 09:00	4	5469	0.009	4	5469	0.014	4	5469	0.023
09:00 - 10:00	4	5469	0.009	4	5469	0.014	4	5469	0.023
10:00 - 11:00	4	5469	0.018	4	5469	0.014	4	5469	0.032
11:00 - 12:00	4	5469	0.005	4	5469	0.014	4	5469	0.019
12:00 - 13:00	4	5469	0.009	4	5469	0.005	4	5469	0.014
13:00 - 14:00	4	5469	0.005	4	5469	0.000	4	5469	0.005
14:00 - 15:00	4	5469	0.005	4	5469	0.005	4	5469	0.010
15:00 - 16:00	4	5469	0.005	4	5469	0.000	4	5469	0.005
16:00 - 17:00	4	5469	0.005	4	5469	0.014	4	5469	0.019
17:00 - 18:00	4	5469	0.000	4	5469	0.000	4	5469	0.000
18:00 - 19:00	4	5469	0.000	4	5469	0.005	4	5469	0.005
19:00 - 20:00	4	5469	0.000	4	5469	0.000	4	5469	0.000
20:00 - 21:00	4	5469	0.014	4	5469	0.009	4	5469	0.023
21:00 - 22:00	3	6825	0.000	3	6825	0.005	3	6825	0.005
22:00 - 23:00	2	7848	0.000	2	7848	0.000	2	7848	0.000
23:00 - 24:00									
Total Rates:			0.106			0.117			0.223

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.032	1	12550	0.000	1	12550	0.032
07:00 - 08:00	4	5469	0.069	4	5469	0.050	4	5469	0.119
08:00 - 09:00	4	5469	0.123	4	5469	0.087	4	5469	0.210
09:00 - 10:00	4	5469	0.133	4	5469	0.119	4	5469	0.252
10:00 - 11:00	4	5469	0.101	4	5469	0.087	4	5469	0.188
11:00 - 12:00	4	5469	0.133	4	5469	0.101	4	5469	0.234
12:00 - 13:00	4	5469	0.133	4	5469	0.133	4	5469	0.266
13:00 - 14:00	4	5469	0.110	4	5469	0.123	4	5469	0.233
14:00 - 15:00	4	5469	0.078	4	5469	0.091	4	5469	0.169
15:00 - 16:00	4	5469	0.133	4	5469	0.142	4	5469	0.275
16:00 - 17:00	4	5469	0.073	4	5469	0.078	4	5469	0.151
17:00 - 18:00	4	5469	0.096	4	5469	0.114	4	5469	0.210
18:00 - 19:00	4	5469	0.096	4	5469	0.105	4	5469	0.201
19:00 - 20:00	4	5469	0.091	4	5469	0.105	4	5469	0.196
20:00 - 21:00	4	5469	0.059	4	5469	0.078	4	5469	0.137
21:00 - 22:00	3	6825	0.049	3	6825	0.088	3	6825	0.137
22:00 - 23:00	2	7848	0.000	2	7848	0.006	2	7848	0.006
23:00 - 24:00									
Total Rates:			1.509			1.507			3.016

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.430	1	12550	0.024	1	12550	0.454
07:00 - 08:00	4	5469	1.143	4	5469	0.709	4	5469	1.852
08:00 - 09:00	4	5469	2.743	4	5469	2.153	4	5469	4.896
09:00 - 10:00	4	5469	3.552	4	5469	2.638	4	5469	6.190
10:00 - 11:00	4	5469	5.458	4	5469	4.046	4	5469	9.504
11:00 - 12:00	4	5469	5.134	4	5469	4.859	4	5469	9.993
12:00 - 13:00	4	5469	5.669	4	5469	5.513	4	5469	11.182
13:00 - 14:00	4	5469	4.558	4	5469	4.905	4	5469	9.463
14:00 - 15:00	4	5469	4.480	4	5469	4.576	4	5469	9.056
15:00 - 16:00	4	5469	4.581	4	5469	5.385	4	5469	9.966
16:00 - 17:00	4	5469	4.407	4	5469	4.379	4	5469	8.786
17:00 - 18:00	4	5469	4.329	4	5469	4.530	4	5469	8.859
18:00 - 19:00	4	5469	3.767	4	5469	4.475	4	5469	8.242
19:00 - 20:00	4	5469	2.519	4	5469	3.438	4	5469	5.957
20:00 - 21:00	4	5469	1.403	4	5469	1.751	4	5469	3.154
21:00 - 22:00	3	6825	0.615	3	6825	1.006	3	6825	1.621
22:00 - 23:00	2	7848	0.134	2	7848	0.319	2	7848	0.453
23:00 - 24:00									
Total Rates:			54.922			54.706			109.628

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.024	1	12550	0.000	1	12550	0.024
07:00 - 08:00	4	5469	0.398	4	5469	0.201	4	5469	0.599
08:00 - 09:00	4	5469	1.093	4	5469	1.051	4	5469	2.144
09:00 - 10:00	4	5469	0.722	4	5469	0.686	4	5469	1.408
10:00 - 11:00	4	5469	0.841	4	5469	0.782	4	5469	1.623
11:00 - 12:00	4	5469	0.823	4	5469	0.937	4	5469	1.760
12:00 - 13:00	4	5469	1.614	4	5469	1.550	4	5469	3.164
13:00 - 14:00	4	5469	1.531	4	5469	1.600	4	5469	3.131
14:00 - 15:00	4	5469	0.846	4	5469	0.850	4	5469	1.696
15:00 - 16:00	4	5469	1.728	4	5469	1.536	4	5469	3.264
16:00 - 17:00	4	5469	1.193	4	5469	1.157	4	5469	2.350
17:00 - 18:00	4	5469	1.065	4	5469	1.138	4	5469	2.203
18:00 - 19:00	4	5469	0.887	4	5469	1.106	4	5469	1.993
19:00 - 20:00	4	5469	0.677	4	5469	0.859	4	5469	1.536
20:00 - 21:00	4	5469	0.489	4	5469	0.681	4	5469	1.170
21:00 - 22:00	3	6825	0.254	3	6825	0.396	3	6825	0.650
22:00 - 23:00	2	7848	0.000	2	7848	0.102	2	7848	0.102
23:00 - 24:00									
Total Rates:			14.185			14.632			28.817

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.000	1	12550	0.000	1	12550	0.000
07:00 - 08:00	4	5469	0.101	4	5469	0.032	4	5469	0.133
08:00 - 09:00	4	5469	0.288	4	5469	0.206	4	5469	0.494
09:00 - 10:00	4	5469	0.151	4	5469	0.142	4	5469	0.293
10:00 - 11:00	4	5469	0.174	4	5469	0.128	4	5469	0.302
11:00 - 12:00	4	5469	0.178	4	5469	0.183	4	5469	0.361
12:00 - 13:00	4	5469	0.247	4	5469	0.219	4	5469	0.466
13:00 - 14:00	4	5469	0.215	4	5469	0.192	4	5469	0.407
14:00 - 15:00	4	5469	0.151	4	5469	0.146	4	5469	0.297
15:00 - 16:00	4	5469	0.329	4	5469	0.306	4	5469	0.635
16:00 - 17:00	4	5469	0.174	4	5469	0.133	4	5469	0.307
17:00 - 18:00	4	5469	0.201	4	5469	0.192	4	5469	0.393
18:00 - 19:00	4	5469	0.155	4	5469	0.178	4	5469	0.333
19:00 - 20:00	4	5469	0.110	4	5469	0.155	4	5469	0.265
20:00 - 21:00	4	5469	0.110	4	5469	0.101	4	5469	0.211
21:00 - 22:00	3	6825	0.054	3	6825	0.059	3	6825	0.113
22:00 - 23:00	2	7848	0.000	2	7848	0.057	2	7848	0.057
23:00 - 24:00									
Total Rates:			2.638			2.429			5.067

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.024	1	12550	0.000	1	12550	0.024
07:00 - 08:00	4	5469	0.009	4	5469	0.005	4	5469	0.014
08:00 - 09:00	4	5469	0.046	4	5469	0.041	4	5469	0.087
09:00 - 10:00	4	5469	0.014	4	5469	0.018	4	5469	0.032
10:00 - 11:00	4	5469	0.032	4	5469	0.041	4	5469	0.073
11:00 - 12:00	4	5469	0.032	4	5469	0.037	4	5469	0.069
12:00 - 13:00	4	5469	0.041	4	5469	0.027	4	5469	0.068
13:00 - 14:00	4	5469	0.037	4	5469	0.027	4	5469	0.064
14:00 - 15:00	4	5469	0.014	4	5469	0.023	4	5469	0.037
15:00 - 16:00	4	5469	0.023	4	5469	0.037	4	5469	0.060
16:00 - 17:00	4	5469	0.037	4	5469	0.023	4	5469	0.060
17:00 - 18:00	4	5469	0.064	4	5469	0.046	4	5469	0.110
18:00 - 19:00	4	5469	0.032	4	5469	0.032	4	5469	0.064
19:00 - 20:00	4	5469	0.023	4	5469	0.009	4	5469	0.032
20:00 - 21:00	4	5469	0.023	4	5469	0.009	4	5469	0.032
21:00 - 22:00	3	6825	0.005	3	6825	0.005	3	6825	0.010
22:00 - 23:00	2	7848	0.000	2	7848	0.019	2	7848	0.019
23:00 - 24:00									
Total Rates:			0.456			0.399			0.855

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.024	1	12550	0.000	1	12550	0.024
07:00 - 08:00	4	5469	0.110	4	5469	0.037	4	5469	0.147
08:00 - 09:00	4	5469	0.334	4	5469	0.247	4	5469	0.581
09:00 - 10:00	4	5469	0.165	4	5469	0.160	4	5469	0.325
10:00 - 11:00	4	5469	0.206	4	5469	0.169	4	5469	0.375
11:00 - 12:00	4	5469	0.210	4	5469	0.219	4	5469	0.429
12:00 - 13:00	4	5469	0.288	4	5469	0.247	4	5469	0.535
13:00 - 14:00	4	5469	0.251	4	5469	0.219	4	5469	0.470
14:00 - 15:00	4	5469	0.165	4	5469	0.169	4	5469	0.334
15:00 - 16:00	4	5469	0.352	4	5469	0.343	4	5469	0.695
16:00 - 17:00	4	5469	0.210	4	5469	0.155	4	5469	0.365
17:00 - 18:00	4	5469	0.265	4	5469	0.238	4	5469	0.503
18:00 - 19:00	4	5469	0.187	4	5469	0.210	4	5469	0.397
19:00 - 20:00	4	5469	0.133	4	5469	0.165	4	5469	0.298
20:00 - 21:00	4	5469	0.133	4	5469	0.110	4	5469	0.243
21:00 - 22:00	3	6825	0.059	3	6825	0.063	3	6825	0.122
22:00 - 23:00	2	7848	0.000	2	7848	0.076	2	7848	0.076
23:00 - 24:00									
Total Rates:			3.092			2.827			5.919

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.00

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.510	1	12550	0.024	1	12550	0.534
07:00 - 08:00	4	5469	1.719	4	5469	0.997	4	5469	2.716
08:00 - 09:00	4	5469	4.293	4	5469	3.538	4	5469	7.831
09:00 - 10:00	4	5469	4.571	4	5469	3.602	4	5469	8.173
10:00 - 11:00	4	5469	6.606	4	5469	5.083	4	5469	11.689
11:00 - 12:00	4	5469	6.299	4	5469	6.117	4	5469	12.416
12:00 - 13:00	4	5469	7.703	4	5469	7.442	4	5469	15.145
13:00 - 14:00	4	5469	6.450	4	5469	6.848	4	5469	13.298
14:00 - 15:00	4	5469	5.568	4	5469	5.687	4	5469	11.255
15:00 - 16:00	4	5469	6.793	4	5469	7.406	4	5469	14.199
16:00 - 17:00	4	5469	5.883	4	5469	5.769	4	5469	11.652
17:00 - 18:00	4	5469	5.755	4	5469	6.021	4	5469	11.776
18:00 - 19:00	4	5469	4.937	4	5469	5.897	4	5469	10.834
19:00 - 20:00	4	5469	3.419	4	5469	4.567	4	5469	7.986
20:00 - 21:00	4	5469	2.085	4	5469	2.619	4	5469	4.704
21:00 - 22:00	3	6825	0.977	3	6825	1.553	3	6825	2.530
22:00 - 23:00	2	7848	0.134	2	7848	0.503	2	7848	0.637
23:00 - 24:00									
Total Rates:			73.702			73.673			147.375

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.231	1	12550	0.016	1	12550	0.247
07:00 - 08:00	4	5469	0.704	4	5469	0.453	4	5469	1.157
08:00 - 09:00	4	5469	1.527	4	5469	1.294	4	5469	2.821
09:00 - 10:00	4	5469	2.299	4	5469	1.673	4	5469	3.972
10:00 - 11:00	4	5469	3.342	4	5469	2.597	4	5469	5.939
11:00 - 12:00	4	5469	3.136	4	5469	3.077	4	5469	6.213
12:00 - 13:00	4	5469	3.639	4	5469	3.621	4	5469	7.260
13:00 - 14:00	4	5469	2.985	4	5469	3.259	4	5469	6.244
14:00 - 15:00	4	5469	2.738	4	5469	2.962	4	5469	5.700
15:00 - 16:00	4	5469	2.976	4	5469	3.346	4	5469	6.322
16:00 - 17:00	4	5469	2.834	4	5469	2.894	4	5469	5.728
17:00 - 18:00	4	5469	2.871	4	5469	2.967	4	5469	5.838
18:00 - 19:00	4	5469	2.514	4	5469	2.871	4	5469	5.385
19:00 - 20:00	4	5469	1.655	4	5469	2.185	4	5469	3.840
20:00 - 21:00	4	5469	0.951	4	5469	1.152	4	5469	2.103
21:00 - 22:00	3	6825	0.440	3	6825	0.703	3	6825	1.143
22:00 - 23:00	2	7848	0.102	2	7848	0.229	2	7848	0.331
23:00 - 24:00									
Total Rates:			34.944			35.299			70.243

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.048	1	12550	0.008	1	12550	0.056
07:00 - 08:00	4	5469	0.064	4	5469	0.032	4	5469	0.096
08:00 - 09:00	4	5469	0.082	4	5469	0.064	4	5469	0.146
09:00 - 10:00	4	5469	0.087	4	5469	0.069	4	5469	0.156
10:00 - 11:00	4	5469	0.096	4	5469	0.087	4	5469	0.183
11:00 - 12:00	4	5469	0.073	4	5469	0.073	4	5469	0.146
12:00 - 13:00	4	5469	0.101	4	5469	0.091	4	5469	0.192
13:00 - 14:00	4	5469	0.082	4	5469	0.087	4	5469	0.169
14:00 - 15:00	4	5469	0.087	4	5469	0.105	4	5469	0.192
15:00 - 16:00	4	5469	0.055	4	5469	0.050	4	5469	0.105
16:00 - 17:00	4	5469	0.101	4	5469	0.096	4	5469	0.197
17:00 - 18:00	4	5469	0.087	4	5469	0.101	4	5469	0.188
18:00 - 19:00	4	5469	0.059	4	5469	0.073	4	5469	0.132
19:00 - 20:00	4	5469	0.082	4	5469	0.101	4	5469	0.183
20:00 - 21:00	4	5469	0.032	4	5469	0.046	4	5469	0.078
21:00 - 22:00	3	6825	0.005	3	6825	0.020	3	6825	0.025
22:00 - 23:00	2	7848	0.000	2	7848	0.000	2	7848	0.000
23:00 - 24:00									
Total Rates:			1.141			1.103			2.244

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.000	1	12550	0.000	1	12550	0.000
07:00 - 08:00	4	5469	0.014	4	5469	0.000	4	5469	0.014
08:00 - 09:00	4	5469	0.005	4	5469	0.005	4	5469	0.010
09:00 - 10:00	4	5469	0.023	4	5469	0.018	4	5469	0.041
10:00 - 11:00	4	5469	0.009	4	5469	0.005	4	5469	0.014
11:00 - 12:00	4	5469	0.018	4	5469	0.009	4	5469	0.027
12:00 - 13:00	4	5469	0.023	4	5469	0.009	4	5469	0.032
13:00 - 14:00	4	5469	0.009	4	5469	0.009	4	5469	0.018
14:00 - 15:00	4	5469	0.005	4	5469	0.014	4	5469	0.019
15:00 - 16:00	4	5469	0.005	4	5469	0.009	4	5469	0.014
16:00 - 17:00	4	5469	0.018	4	5469	0.018	4	5469	0.036
17:00 - 18:00	4	5469	0.005	4	5469	0.009	4	5469	0.014
18:00 - 19:00	4	5469	0.005	4	5469	0.009	4	5469	0.014
19:00 - 20:00	4	5469	0.000	4	5469	0.018	4	5469	0.018
20:00 - 21:00	4	5469	0.000	4	5469	0.005	4	5469	0.005
21:00 - 22:00	3	6825	0.000	3	6825	0.000	3	6825	0.000
22:00 - 23:00	2	7848	0.000	2	7848	0.000	2	7848	0.000
23:00 - 24:00									
Total Rates:			0.139			0.137			0.276

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12550	0.016	1	12550	0.000	1	12550	0.016
07:00 - 08:00	4	5469	0.023	4	5469	0.018	4	5469	0.041
08:00 - 09:00	4	5469	0.023	4	5469	0.023	4	5469	0.046
09:00 - 10:00	4	5469	0.023	4	5469	0.018	4	5469	0.041
10:00 - 11:00	4	5469	0.027	4	5469	0.023	4	5469	0.050
11:00 - 12:00	4	5469	0.018	4	5469	0.032	4	5469	0.050
12:00 - 13:00	4	5469	0.023	4	5469	0.014	4	5469	0.037
13:00 - 14:00	4	5469	0.023	4	5469	0.018	4	5469	0.041
14:00 - 15:00	4	5469	0.023	4	5469	0.027	4	5469	0.050
15:00 - 16:00	4	5469	0.014	4	5469	0.018	4	5469	0.032
16:00 - 17:00	4	5469	0.014	4	5469	0.023	4	5469	0.037
17:00 - 18:00	4	5469	0.005	4	5469	0.014	4	5469	0.019
18:00 - 19:00	4	5469	0.005	4	5469	0.014	4	5469	0.019
19:00 - 20:00	4	5469	0.018	4	5469	0.009	4	5469	0.027
20:00 - 21:00	4	5469	0.014	4	5469	0.018	4	5469	0.032
21:00 - 22:00	3	6825	0.000	3	6825	0.005	3	6825	0.005
22:00 - 23:00	2	7848	0.000	2	7848	0.000	2	7848	0.000
23:00 - 24:00									
Total Rates:			0.269			0.274			0.543

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	01/O	RETAIL/CONVENIENCE STORE
Selected Trip Rate Calculation Parameter Range	70-1056 sqm GFA	
Actual Trip Rate Calculation Parameter Range	409-550 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 09/10/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Wednesday	1
	Thursday	2
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	4
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	2 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	25,001 to 50,000	1
	125,001 to 250,000	2
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	4

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240726-0709

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	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:	409 to 550 (units: sqm)
Range Selected by User:	70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 09/10/23

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	4

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	1
High Street	3

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a)	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 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
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BC-01-O-01	Gross floor area:	550 sqm
Development Name:	SAINSBURY'S LOCAL	Retail floor area:	450 sqm
Location:	BOURNEMOUTH		
Postcode:	BH9 2AW	No of Employees:	25
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/09/22
Sub-Location Type:	High Street	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	7
Site(2):	LS-01-O-01	Gross floor area:	539 sqm
Development Name:	CO-OPERATIVE	Retail floor area:	480 sqm
Location:	WETHERBY		
Postcode:	LS22 7QS	No of Employees:	14
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	26/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(3):	WS-01-O-01	Gross floor area:	500 sqm
Development Name:	CO-OP	Retail floor area:	325 sqm
Location:	WORTHING		
Postcode:	BN12 4AP	No of Employees:	19
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	12/05/22
Sub-Location Type:	High Street	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	2
Site(4):	WS-01-O-02	Gross floor area:	409 sqm
Development Name:	SAINSBURY'S LOCAL	Retail floor area:	260 sqm
Location:	WORTHING		
Postcode:	BN12 4NX	No of Employees:	19
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	11/05/22
Sub-Location Type:	High Street	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	8

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.41

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.200	1	500	0.800	1	500	2.000
06:00 - 07:00	4	500	1.802	4	500	1.652	4	500	3.454
07:00 - 08:00	4	500	4.054	4	500	3.854	4	500	7.908
08:00 - 09:00	4	500	6.406	4	500	6.156	4	500	12.562
09:00 - 10:00	4	500	5.155	4	500	4.354	4	500	9.509
10:00 - 11:00	4	500	5.455	4	500	5.005	4	500	10.460
11:00 - 12:00	4	500	5.405	4	500	5.455	4	500	10.860
12:00 - 13:00	4	500	6.857	4	500	6.907	4	500	13.764
13:00 - 14:00	4	500	5.756	4	500	5.105	4	500	10.861
14:00 - 15:00	4	500	5.205	4	500	5.506	4	500	10.711
15:00 - 16:00	4	500	6.056	4	500	5.756	4	500	11.812
16:00 - 17:00	4	500	6.557	4	500	5.355	4	500	11.912
17:00 - 18:00	4	500	8.108	4	500	8.709	4	500	16.817
18:00 - 19:00	4	500	7.307	4	500	7.457	4	500	14.764
19:00 - 20:00	4	500	5.806	4	500	5.706	4	500	11.512
20:00 - 21:00	4	500	3.754	4	500	5.005	4	500	8.759
21:00 - 22:00	4	500	2.352	4	500	2.753	4	500	5.105
22:00 - 23:00	3	486	0.617	3	486	0.480	3	486	1.097
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			87.852			86.345			174.197

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:	409 - 550 (units: sqm)
Survey date date range:	01/01/16 - 09/10/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.000	4	500	0.000	4	500	0.000
07:00 - 08:00	4	500	0.000	4	500	0.000	4	500	0.000
08:00 - 09:00	4	500	0.000	4	500	0.000	4	500	0.000
09:00 - 10:00	4	500	0.100	4	500	0.100	4	500	0.200
10:00 - 11:00	4	500	0.100	4	500	0.100	4	500	0.200
11:00 - 12:00	4	500	0.050	4	500	0.050	4	500	0.100
12:00 - 13:00	4	500	0.100	4	500	0.100	4	500	0.200
13:00 - 14:00	4	500	0.050	4	500	0.050	4	500	0.100
14:00 - 15:00	4	500	0.000	4	500	0.000	4	500	0.000
15:00 - 16:00	4	500	0.100	4	500	0.100	4	500	0.200
16:00 - 17:00	4	500	0.000	4	500	0.000	4	500	0.000
17:00 - 18:00	4	500	0.050	4	500	0.050	4	500	0.100
18:00 - 19:00	4	500	0.100	4	500	0.100	4	500	0.200
19:00 - 20:00	4	500	0.050	4	500	0.050	4	500	0.100
20:00 - 21:00	4	500	0.100	4	500	0.100	4	500	0.200
21:00 - 22:00	4	500	0.000	4	500	0.000	4	500	0.000
22:00 - 23:00	3	486	0.000	3	486	0.000	3	486	0.000
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			0.800			0.800			1.600

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.050	4	500	0.000	4	500	0.050
07:00 - 08:00	4	500	0.100	4	500	0.100	4	500	0.200
08:00 - 09:00	4	500	0.100	4	500	0.100	4	500	0.200
09:00 - 10:00	4	500	0.050	4	500	0.100	4	500	0.150
10:00 - 11:00	4	500	0.050	4	500	0.050	4	500	0.100
11:00 - 12:00	4	500	0.100	4	500	0.050	4	500	0.150
12:00 - 13:00	4	500	0.000	4	500	0.050	4	500	0.050
13:00 - 14:00	4	500	0.000	4	500	0.000	4	500	0.000
14:00 - 15:00	4	500	0.000	4	500	0.000	4	500	0.000
15:00 - 16:00	4	500	0.000	4	500	0.000	4	500	0.000
16:00 - 17:00	4	500	0.000	4	500	0.000	4	500	0.000
17:00 - 18:00	4	500	0.000	4	500	0.000	4	500	0.000
18:00 - 19:00	4	500	0.000	4	500	0.000	4	500	0.000
19:00 - 20:00	4	500	0.000	4	500	0.000	4	500	0.000
20:00 - 21:00	4	500	0.000	4	500	0.000	4	500	0.000
21:00 - 22:00	4	500	0.000	4	500	0.000	4	500	0.000
22:00 - 23:00	3	486	0.000	3	486	0.000	3	486	0.000
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			0.450			0.450			0.900

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.050	4	500	0.050	4	500	0.100
07:00 - 08:00	4	500	0.150	4	500	0.150	4	500	0.300
08:00 - 09:00	4	500	0.350	4	500	0.250	4	500	0.600
09:00 - 10:00	4	500	0.350	4	500	0.250	4	500	0.600
10:00 - 11:00	4	500	0.150	4	500	0.150	4	500	0.300
11:00 - 12:00	4	500	0.300	4	500	0.250	4	500	0.550
12:00 - 13:00	4	500	0.400	4	500	0.400	4	500	0.800
13:00 - 14:00	4	500	0.300	4	500	0.300	4	500	0.600
14:00 - 15:00	4	500	0.350	4	500	0.450	4	500	0.800
15:00 - 16:00	4	500	0.400	4	500	0.300	4	500	0.700
16:00 - 17:00	4	500	0.250	4	500	0.250	4	500	0.500
17:00 - 18:00	4	500	0.200	4	500	0.300	4	500	0.500
18:00 - 19:00	4	500	0.450	4	500	0.501	4	500	0.951
19:00 - 20:00	4	500	0.400	4	500	0.300	4	500	0.700
20:00 - 21:00	4	500	0.200	4	500	0.350	4	500	0.550
21:00 - 22:00	4	500	0.000	4	500	0.050	4	500	0.050
22:00 - 23:00	3	486	0.206	3	486	0.206	3	486	0.412
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			4.506			4.507			9.013

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.000	1	500	0.200	1	500	1.200
06:00 - 07:00	4	500	1.802	4	500	1.652	4	500	3.454
07:00 - 08:00	4	500	4.354	4	500	4.154	4	500	8.508
08:00 - 09:00	4	500	7.257	4	500	6.857	4	500	14.114
09:00 - 10:00	4	500	5.856	4	500	4.855	4	500	10.711
10:00 - 11:00	4	500	5.506	4	500	5.155	4	500	10.661
11:00 - 12:00	4	500	6.206	4	500	5.956	4	500	12.162
12:00 - 13:00	4	500	8.058	4	500	7.808	4	500	15.866
13:00 - 14:00	4	500	6.957	4	500	6.106	4	500	13.063
14:00 - 15:00	4	500	5.656	4	500	6.056	4	500	11.712
15:00 - 16:00	4	500	7.608	4	500	7.608	4	500	15.216
16:00 - 17:00	4	500	8.358	4	500	6.807	4	500	15.165
17:00 - 18:00	4	500	9.009	4	500	9.660	4	500	18.669
18:00 - 19:00	4	500	9.209	4	500	9.510	4	500	18.719
19:00 - 20:00	4	500	7.257	4	500	7.157	4	500	14.414
20:00 - 21:00	4	500	4.404	4	500	5.956	4	500	10.360
21:00 - 22:00	4	500	2.553	4	500	3.053	4	500	5.606
22:00 - 23:00	3	486	0.960	3	486	0.617	3	486	1.577
23:00 - 24:00	2	455	0.000	2	455	0.440	2	455	0.440
Total Rates:			102.010			99.607			201.617

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	1.151	4	500	1.051	4	500	2.202
07:00 - 08:00	4	500	3.504	4	500	3.153	4	500	6.657
08:00 - 09:00	4	500	7.107	4	500	6.907	4	500	14.014
09:00 - 10:00	4	500	6.156	4	500	6.507	4	500	12.663
10:00 - 11:00	4	500	6.156	4	500	6.507	4	500	12.663
11:00 - 12:00	4	500	6.507	4	500	7.107	4	500	13.614
12:00 - 13:00	4	500	7.157	4	500	7.207	4	500	14.364
13:00 - 14:00	4	500	7.708	4	500	7.608	4	500	15.316
14:00 - 15:00	4	500	6.957	4	500	7.508	4	500	14.465
15:00 - 16:00	4	500	7.157	4	500	7.758	4	500	14.915
16:00 - 17:00	4	500	5.405	4	500	6.006	4	500	11.411
17:00 - 18:00	4	500	5.305	4	500	4.805	4	500	10.110
18:00 - 19:00	4	500	6.557	4	500	6.356	4	500	12.913
19:00 - 20:00	4	500	6.957	4	500	6.456	4	500	13.413
20:00 - 21:00	4	500	5.906	4	500	6.657	4	500	12.563
21:00 - 22:00	4	500	3.654	4	500	3.704	4	500	7.358
22:00 - 23:00	3	486	0.822	3	486	1.714	3	486	2.536
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			94.166			97.341			191.507

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.000	4	500	0.000	4	500	0.000
07:00 - 08:00	4	500	0.200	4	500	0.100	4	500	0.300
08:00 - 09:00	4	500	0.450	4	500	0.400	4	500	0.850
09:00 - 10:00	4	500	0.651	4	500	0.851	4	500	1.502
10:00 - 11:00	4	500	0.501	4	500	0.300	4	500	0.801
11:00 - 12:00	4	500	0.601	4	500	0.601	4	500	1.202
12:00 - 13:00	4	500	0.801	4	500	0.801	4	500	1.602
13:00 - 14:00	4	500	1.051	4	500	0.651	4	500	1.702
14:00 - 15:00	4	500	0.901	4	500	0.601	4	500	1.502
15:00 - 16:00	4	500	0.551	4	500	0.551	4	500	1.102
16:00 - 17:00	4	500	0.400	4	500	0.350	4	500	0.750
17:00 - 18:00	4	500	0.400	4	500	0.300	4	500	0.700
18:00 - 19:00	4	500	0.651	4	500	0.801	4	500	1.452
19:00 - 20:00	4	500	0.300	4	500	0.300	4	500	0.600
20:00 - 21:00	4	500	0.350	4	500	0.400	4	500	0.750
21:00 - 22:00	4	500	0.000	4	500	0.000	4	500	0.000
22:00 - 23:00	3	486	0.000	3	486	0.000	3	486	0.000
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			7.808			7.007			14.815

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.000	4	500	0.000	4	500	0.000
07:00 - 08:00	4	500	0.000	4	500	0.000	4	500	0.000
08:00 - 09:00	4	500	0.000	4	500	0.000	4	500	0.000
09:00 - 10:00	4	500	0.000	4	500	0.000	4	500	0.000
10:00 - 11:00	4	500	0.050	4	500	0.100	4	500	0.150
11:00 - 12:00	4	500	0.000	4	500	0.000	4	500	0.000
12:00 - 13:00	4	500	0.000	4	500	0.000	4	500	0.000
13:00 - 14:00	4	500	0.000	4	500	0.000	4	500	0.000
14:00 - 15:00	4	500	0.000	4	500	0.000	4	500	0.000
15:00 - 16:00	4	500	0.000	4	500	0.000	4	500	0.000
16:00 - 17:00	4	500	0.000	4	500	0.000	4	500	0.000
17:00 - 18:00	4	500	0.000	4	500	0.000	4	500	0.000
18:00 - 19:00	4	500	0.000	4	500	0.000	4	500	0.000
19:00 - 20:00	4	500	0.000	4	500	0.000	4	500	0.000
20:00 - 21:00	4	500	0.000	4	500	0.000	4	500	0.000
21:00 - 22:00	4	500	0.000	4	500	0.000	4	500	0.000
22:00 - 23:00	3	486	0.000	3	486	0.000	3	486	0.000
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			0.050			0.100			0.150

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.000	4	500	0.000	4	500	0.000
07:00 - 08:00	4	500	0.200	4	500	0.100	4	500	0.300
08:00 - 09:00	4	500	0.450	4	500	0.400	4	500	0.850
09:00 - 10:00	4	500	0.651	4	500	0.851	4	500	1.502
10:00 - 11:00	4	500	0.551	4	500	0.400	4	500	0.951
11:00 - 12:00	4	500	0.601	4	500	0.601	4	500	1.202
12:00 - 13:00	4	500	0.801	4	500	0.801	4	500	1.602
13:00 - 14:00	4	500	1.051	4	500	0.651	4	500	1.702
14:00 - 15:00	4	500	0.901	4	500	0.601	4	500	1.502
15:00 - 16:00	4	500	0.551	4	500	0.551	4	500	1.102
16:00 - 17:00	4	500	0.400	4	500	0.350	4	500	0.750
17:00 - 18:00	4	500	0.400	4	500	0.300	4	500	0.700
18:00 - 19:00	4	500	0.651	4	500	0.801	4	500	1.452
19:00 - 20:00	4	500	0.300	4	500	0.300	4	500	0.600
20:00 - 21:00	4	500	0.350	4	500	0.400	4	500	0.750
21:00 - 22:00	4	500	0.000	4	500	0.000	4	500	0.000
22:00 - 23:00	3	486	0.000	3	486	0.000	3	486	0.000
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			7.858			7.107			14.965

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.41

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.000	1	500	0.200	1	500	1.200
06:00 - 07:00	4	500	3.003	4	500	2.753	4	500	5.756
07:00 - 08:00	4	500	8.208	4	500	7.558	4	500	15.766
08:00 - 09:00	4	500	15.165	4	500	14.414	4	500	29.579
09:00 - 10:00	4	500	13.013	4	500	12.462	4	500	25.475
10:00 - 11:00	4	500	12.362	4	500	12.212	4	500	24.574
11:00 - 12:00	4	500	13.614	4	500	13.914	4	500	27.528
12:00 - 13:00	4	500	16.416	4	500	16.216	4	500	32.632
13:00 - 14:00	4	500	16.016	4	500	14.665	4	500	30.681
14:00 - 15:00	4	500	13.864	4	500	14.615	4	500	28.479
15:00 - 16:00	4	500	15.716	4	500	16.216	4	500	31.932
16:00 - 17:00	4	500	14.414	4	500	13.413	4	500	27.827
17:00 - 18:00	4	500	14.915	4	500	15.065	4	500	29.980
18:00 - 19:00	4	500	16.867	4	500	17.167	4	500	34.034
19:00 - 20:00	4	500	14.915	4	500	14.214	4	500	29.129
20:00 - 21:00	4	500	10.861	4	500	13.363	4	500	24.224
21:00 - 22:00	4	500	6.206	4	500	6.807	4	500	13.013
22:00 - 23:00	3	486	1.988	3	486	2.536	3	486	4.524
23:00 - 24:00	2	455	0.000	2	455	0.770	2	455	0.770
Total Rates:			208.543			208.560			417.103

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.600	1	500	0.200	1	500	0.800
06:00 - 07:00	4	500	1.552	4	500	1.451	4	500	3.003
07:00 - 08:00	4	500	3.203	4	500	3.053	4	500	6.256
08:00 - 09:00	4	500	5.405	4	500	5.055	4	500	10.460
09:00 - 10:00	4	500	4.154	4	500	3.504	4	500	7.658
10:00 - 11:00	4	500	4.304	4	500	3.804	4	500	8.108
11:00 - 12:00	4	500	4.354	4	500	4.454	4	500	8.808
12:00 - 13:00	4	500	5.005	4	500	4.755	4	500	9.760
13:00 - 14:00	4	500	4.354	4	500	4.104	4	500	8.458
14:00 - 15:00	4	500	4.054	4	500	4.054	4	500	8.108
15:00 - 16:00	4	500	5.255	4	500	4.955	4	500	10.210
16:00 - 17:00	4	500	5.556	4	500	4.555	4	500	10.111
17:00 - 18:00	4	500	7.207	4	500	7.808	4	500	15.015
18:00 - 19:00	4	500	6.156	4	500	6.256	4	500	12.412
19:00 - 20:00	4	500	4.905	4	500	4.855	4	500	9.760
20:00 - 21:00	4	500	3.203	4	500	4.254	4	500	7.457
21:00 - 22:00	4	500	2.152	4	500	2.503	4	500	4.655
22:00 - 23:00	3	486	0.617	3	486	0.480	3	486	1.097
23:00 - 24:00	2	455	0.000	2	455	0.220	2	455	0.220
Total Rates:			72.036			70.320			142.356

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.600	1	500	0.600	1	500	1.200
06:00 - 07:00	4	500	0.200	4	500	0.200	4	500	0.400
07:00 - 08:00	4	500	0.751	4	500	0.701	4	500	1.452
08:00 - 09:00	4	500	0.801	4	500	0.901	4	500	1.702
09:00 - 10:00	4	500	0.400	4	500	0.300	4	500	0.700
10:00 - 11:00	4	500	0.450	4	500	0.501	4	500	0.951
11:00 - 12:00	4	500	0.250	4	500	0.250	4	500	0.500
12:00 - 13:00	4	500	1.001	4	500	1.151	4	500	2.152
13:00 - 14:00	4	500	0.551	4	500	0.450	4	500	1.001
14:00 - 15:00	4	500	0.801	4	500	0.851	4	500	1.652
15:00 - 16:00	4	500	0.350	4	500	0.450	4	500	0.800
16:00 - 17:00	4	500	0.501	4	500	0.350	4	500	0.851
17:00 - 18:00	4	500	0.350	4	500	0.400	4	500	0.750
18:00 - 19:00	4	500	0.501	4	500	0.551	4	500	1.052
19:00 - 20:00	4	500	0.400	4	500	0.400	4	500	0.800
20:00 - 21:00	4	500	0.200	4	500	0.200	4	500	0.400
21:00 - 22:00	4	500	0.050	4	500	0.100	4	500	0.150
22:00 - 23:00	3	486	0.000	3	486	0.000	3	486	0.000
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			8.157			8.356			16.513

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.000	4	500	0.000	4	500	0.000
07:00 - 08:00	4	500	0.000	4	500	0.000	4	500	0.000
08:00 - 09:00	4	500	0.100	4	500	0.100	4	500	0.200
09:00 - 10:00	4	500	0.450	4	500	0.350	4	500	0.800
10:00 - 11:00	4	500	0.551	4	500	0.551	4	500	1.102
11:00 - 12:00	4	500	0.651	4	500	0.651	4	500	1.302
12:00 - 13:00	4	500	0.751	4	500	0.851	4	500	1.602
13:00 - 14:00	4	500	0.801	4	500	0.501	4	500	1.302
14:00 - 15:00	4	500	0.350	4	500	0.601	4	500	0.951
15:00 - 16:00	4	500	0.350	4	500	0.250	4	500	0.600
16:00 - 17:00	4	500	0.501	4	500	0.450	4	500	0.951
17:00 - 18:00	4	500	0.501	4	500	0.450	4	500	0.951
18:00 - 19:00	4	500	0.551	4	500	0.551	4	500	1.102
19:00 - 20:00	4	500	0.450	4	500	0.450	4	500	0.900
20:00 - 21:00	4	500	0.250	4	500	0.450	4	500	0.700
21:00 - 22:00	4	500	0.150	4	500	0.150	4	500	0.300
22:00 - 23:00	3	486	0.000	3	486	0.000	3	486	0.000
23:00 - 24:00	2	455	0.000	2	455	0.110	2	455	0.110
Total Rates:			6.407			6.466			12.873

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	04/D	EDUCATION/NURSERY
Selected Trip Rate Calculation Parameter Range	185-1250 sqm GFA	
Actual Trip Rate Calculation Parameter Range	185-500 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 26/06/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Friday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	1
	50,001 to 100,000	1
Population <5 Mile ranges selected	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	2

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240726-0704

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	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: 185 to 500 (units: sqm)
Range Selected by User: 185 to 1250 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 26/06/23

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

Selected survey days:

Monday	1 days
Friday	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 undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	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:

Residential 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.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(f)	2 days

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

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

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

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.

LIST OF SITES relevant to selection parameters

Site(1):	BH-04-D-01	Gross floor area:	185 sqm
Development Name:	NURSERY	Number of pupils:	45
Location:	BRIGHTON		
Postcode:	BN3 3WB	No of Employees:	10
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	

Site(2):	CA-04-D-01	Gross floor area:	500 sqm
Development Name:	NURSERY	Number of pupils:	82
Location:	CAMBRIDGE		
Postcode:	CB4 1XA	No of Employees:	36
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	26/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	4

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.61

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	343	0.876	2	343	0.292	2	343	1.168
08:00 - 09:00	2	343	2.774	2	343	2.628	2	343	5.402
09:00 - 10:00	2	343	0.584	2	343	0.438	2	343	1.022
10:00 - 11:00	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	2	343	0.146	2	343	0.146	2	343	0.292
12:00 - 13:00	2	343	1.460	2	343	1.460	2	343	2.920
13:00 - 14:00	2	343	0.730	2	343	0.730	2	343	1.460
14:00 - 15:00	2	343	0.438	2	343	0.438	2	343	0.876
15:00 - 16:00	2	343	1.460	2	343	1.460	2	343	2.920
16:00 - 17:00	2	343	0.730	2	343	0.730	2	343	1.460
17:00 - 18:00	2	343	0.876	2	343	1.168	2	343	2.044
18:00 - 19:00	2	343	0.146	2	343	0.730	2	343	0.876
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.220			10.220			20.440

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:	185 - 500 (units: sqm)
Survey date date range:	01/01/16 - 26/06/23
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	343	0.000	2	343	0.000	2	343	0.000
08:00 - 09:00	2	343	0.146	2	343	0.146	2	343	0.292
09:00 - 10:00	2	343	0.000	2	343	0.000	2	343	0.000
10:00 - 11:00	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	2	343	0.000	2	343	0.000	2	343	0.000
12:00 - 13:00	2	343	0.000	2	343	0.000	2	343	0.000
13:00 - 14:00	2	343	0.000	2	343	0.000	2	343	0.000
14:00 - 15:00	2	343	0.000	2	343	0.000	2	343	0.000
15:00 - 16:00	2	343	0.000	2	343	0.000	2	343	0.000
16:00 - 17:00	2	343	0.000	2	343	0.000	2	343	0.000
17:00 - 18:00	2	343	0.000	2	343	0.000	2	343	0.000
18:00 - 19:00	2	343	0.000	2	343	0.000	2	343	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.146			0.146			0.292

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	343	0.876	2	343	0.438	2	343	1.314
08:00 - 09:00	2	343	0.730	2	343	0.292	2	343	1.022
09:00 - 10:00	2	343	0.146	2	343	0.000	2	343	0.146
10:00 - 11:00	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	2	343	0.000	2	343	0.000	2	343	0.000
12:00 - 13:00	2	343	0.146	2	343	0.292	2	343	0.438
13:00 - 14:00	2	343	0.000	2	343	0.000	2	343	0.000
14:00 - 15:00	2	343	0.146	2	343	0.292	2	343	0.438
15:00 - 16:00	2	343	0.292	2	343	1.022	2	343	1.314
16:00 - 17:00	2	343	0.000	2	343	0.000	2	343	0.000
17:00 - 18:00	2	343	0.000	2	343	0.000	2	343	0.000
18:00 - 19:00	2	343	0.000	2	343	0.000	2	343	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.336			2.336			4.672

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	343	1.314	2	343	0.292	2	343	1.606
08:00 - 09:00	2	343	5.401	2	343	2.628	2	343	8.029
09:00 - 10:00	2	343	1.314	2	343	0.438	2	343	1.752
10:00 - 11:00	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	2	343	0.146	2	343	0.292	2	343	0.438
12:00 - 13:00	2	343	2.190	2	343	2.190	2	343	4.380
13:00 - 14:00	2	343	1.022	2	343	1.022	2	343	2.044
14:00 - 15:00	2	343	0.438	2	343	0.876	2	343	1.314
15:00 - 16:00	2	343	1.460	2	343	3.358	2	343	4.818
16:00 - 17:00	2	343	0.730	2	343	1.606	2	343	2.336
17:00 - 18:00	2	343	0.876	2	343	2.336	2	343	3.212
18:00 - 19:00	2	343	0.146	2	343	1.022	2	343	1.168
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.037			16.060			31.097

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	343	2.774	2	343	1.460	2	343	4.234
08:00 - 09:00	2	343	3.358	2	343	1.606	2	343	4.964
09:00 - 10:00	2	343	0.876	2	343	0.584	2	343	1.460
10:00 - 11:00	2	343	0.146	2	343	0.146	2	343	0.292
11:00 - 12:00	2	343	0.730	2	343	0.876	2	343	1.606
12:00 - 13:00	2	343	2.482	2	343	2.044	2	343	4.526
13:00 - 14:00	2	343	0.876	2	343	0.438	2	343	1.314
14:00 - 15:00	2	343	0.584	2	343	1.168	2	343	1.752
15:00 - 16:00	2	343	2.044	2	343	3.796	2	343	5.840
16:00 - 17:00	2	343	0.584	2	343	1.168	2	343	1.752
17:00 - 18:00	2	343	0.876	2	343	1.168	2	343	2.044
18:00 - 19:00	2	343	0.146	2	343	0.438	2	343	0.584
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.476			14.892			30.368

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	343	1.752	2	343	0.584	2	343	2.336
08:00 - 09:00	2	343	0.876	2	343	0.730	2	343	1.606
09:00 - 10:00	2	343	0.292	2	343	0.146	2	343	0.438
10:00 - 11:00	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	2	343	0.000	2	343	0.000	2	343	0.000
12:00 - 13:00	2	343	0.438	2	343	0.584	2	343	1.022
13:00 - 14:00	2	343	0.292	2	343	0.146	2	343	0.438
14:00 - 15:00	2	343	0.000	2	343	0.000	2	343	0.000
15:00 - 16:00	2	343	0.438	2	343	0.876	2	343	1.314
16:00 - 17:00	2	343	0.000	2	343	0.438	2	343	0.438
17:00 - 18:00	2	343	0.000	2	343	0.146	2	343	0.146
18:00 - 19:00	2	343	0.000	2	343	0.000	2	343	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.088			3.650			7.738

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	343	1.752	2	343	0.584	2	343	2.336
08:00 - 09:00	2	343	0.876	2	343	0.730	2	343	1.606
09:00 - 10:00	2	343	0.292	2	343	0.146	2	343	0.438
10:00 - 11:00	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	2	343	0.000	2	343	0.000	2	343	0.000
12:00 - 13:00	2	343	0.438	2	343	0.584	2	343	1.022
13:00 - 14:00	2	343	0.292	2	343	0.146	2	343	0.438
14:00 - 15:00	2	343	0.000	2	343	0.000	2	343	0.000
15:00 - 16:00	2	343	0.438	2	343	0.876	2	343	1.314
16:00 - 17:00	2	343	0.000	2	343	0.438	2	343	0.438
17:00 - 18:00	2	343	0.000	2	343	0.146	2	343	0.146
18:00 - 19:00	2	343	0.000	2	343	0.000	2	343	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.088			3.650			7.738

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.61

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	343	6.715	2	343	2.774	2	343	9.489
08:00 - 09:00	2	343	10.365	2	343	5.255	2	343	15.620
09:00 - 10:00	2	343	2.628	2	343	1.168	2	343	3.796
10:00 - 11:00	2	343	0.146	2	343	0.146	2	343	0.292
11:00 - 12:00	2	343	0.876	2	343	1.168	2	343	2.044
12:00 - 13:00	2	343	5.255	2	343	5.109	2	343	10.364
13:00 - 14:00	2	343	2.190	2	343	1.606	2	343	3.796
14:00 - 15:00	2	343	1.168	2	343	2.336	2	343	3.504
15:00 - 16:00	2	343	4.234	2	343	9.051	2	343	13.285
16:00 - 17:00	2	343	1.314	2	343	3.212	2	343	4.526
17:00 - 18:00	2	343	1.752	2	343	3.650	2	343	5.402
18:00 - 19:00	2	343	0.292	2	343	1.460	2	343	1.752
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.935			36.935			73.870

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	343	0.876	2	343	0.292	2	343	1.168
08:00 - 09:00	2	343	2.628	2	343	2.482	2	343	5.110
09:00 - 10:00	2	343	0.584	2	343	0.438	2	343	1.022
10:00 - 11:00	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	2	343	0.146	2	343	0.146	2	343	0.292
12:00 - 13:00	2	343	1.460	2	343	1.460	2	343	2.920
13:00 - 14:00	2	343	0.730	2	343	0.730	2	343	1.460
14:00 - 15:00	2	343	0.438	2	343	0.438	2	343	0.876
15:00 - 16:00	2	343	1.460	2	343	1.460	2	343	2.920
16:00 - 17:00	2	343	0.730	2	343	0.730	2	343	1.460
17:00 - 18:00	2	343	0.876	2	343	1.168	2	343	2.044
18:00 - 19:00	2	343	0.146	2	343	0.730	2	343	0.876
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.074			10.074			20.148

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	06/B	HOTEL, FOOD & DRINK/RESTAURANTS
Selected Trip Rate Calculation Parameter Range	75-1136 sqm GFA	
Actual Trip Rate Calculation Parameter Range	175-370 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 23/06/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Thursday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	2
Population <5 Mile ranges selected	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	2

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240726-0705

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 175 to 370 (units: sqm)
Range Selected by User: 75 to 1136 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/06/23

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

Selected survey days:

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 undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	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:

High Street	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.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(b)	2 days

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

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

25,001 to 50,000	2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

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.

LIST OF SITES relevant to selection parameters

Site(1):	WM-06-B-06	Gross floor area:	175 sqm
Development Name:	ITALIAN RESTAURANT	Number of seats:	50
Location:	COVENTRY		
Postcode:	CV5 6EJ	No of Employees:	10
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	24/11/16
Sub-Location Type:	High Street	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	

Site(2):	WM-06-B-07	Gross floor area:	370 sqm
Development Name:	INDIAN RESTAURANT	Number of seats:	50
Location:	STOURBRIDGE		
Postcode:	DY8 4AJ	No of Employees:	10
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/11/17
Sub-Location Type:	High Street	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	23

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	1	175	0.571	1	175	0.000	1	175	0.571
11:00 - 12:00	1	175	0.571	1	175	1.143	1	175	1.714
12:00 - 13:00	1	175	4.000	1	175	1.714	1	175	5.714
13:00 - 14:00	1	175	1.714	1	175	2.286	1	175	4.000
14:00 - 15:00	1	175	1.143	1	175	1.143	1	175	2.286
15:00 - 16:00	2	273	0.000	2	273	0.367	2	273	0.367
16:00 - 17:00	2	273	0.550	2	273	0.183	2	273	0.733
17:00 - 18:00	2	273	0.734	2	273	0.000	2	273	0.734
18:00 - 19:00	2	273	1.101	2	273	0.734	2	273	1.835
19:00 - 20:00	2	273	0.917	2	273	0.734	2	273	1.651
20:00 - 21:00	2	273	1.101	2	273	0.734	2	273	1.835
21:00 - 22:00	2	273	0.917	2	273	1.835	2	273	2.752
22:00 - 23:00	2	273	0.183	2	273	0.183	2	273	0.366
23:00 - 24:00	2	273	0.000	2	273	1.284	2	273	1.284
Total Rates:			14.073			12.911			26.984

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

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

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Parameter summary

Trip rate parameter range selected:	175 - 370 (units: sqm)
Survey date date range:	01/01/16 - 23/06/23
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.000	1	175	0.000	1	175	0.000
14:00 - 15:00	1	175	0.000	1	175	0.000	1	175	0.000
15:00 - 16:00	2	273	0.000	2	273	0.000	2	273	0.000
16:00 - 17:00	2	273	0.000	2	273	0.000	2	273	0.000
17:00 - 18:00	2	273	0.000	2	273	0.000	2	273	0.000
18:00 - 19:00	2	273	0.000	2	273	0.000	2	273	0.000
19:00 - 20:00	2	273	0.183	2	273	0.183	2	273	0.366
20:00 - 21:00	2	273	0.183	2	273	0.183	2	273	0.366
21:00 - 22:00	2	273	0.000	2	273	0.000	2	273	0.000
22:00 - 23:00	2	273	0.183	2	273	0.183	2	273	0.366
23:00 - 24:00	2	273	0.000	2	273	0.000	2	273	0.000
Total Rates:			0.549			0.549			1.098

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.000	1	175	0.000	1	175	0.000
14:00 - 15:00	1	175	0.000	1	175	0.000	1	175	0.000
15:00 - 16:00	2	273	0.000	2	273	0.000	2	273	0.000
16:00 - 17:00	2	273	0.000	2	273	0.000	2	273	0.000
17:00 - 18:00	2	273	0.000	2	273	0.000	2	273	0.000
18:00 - 19:00	2	273	0.183	2	273	0.183	2	273	0.366
19:00 - 20:00	2	273	0.000	2	273	0.000	2	273	0.000
20:00 - 21:00	2	273	0.000	2	273	0.000	2	273	0.000
21:00 - 22:00	2	273	0.000	2	273	0.000	2	273	0.000
22:00 - 23:00	2	273	0.000	2	273	0.000	2	273	0.000
23:00 - 24:00	2	273	0.000	2	273	0.000	2	273	0.000
Total Rates:			0.183			0.183			0.366

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	1	175	0.571	1	175	0.000	1	175	0.571
11:00 - 12:00	1	175	0.571	1	175	1.143	1	175	1.714
12:00 - 13:00	1	175	6.286	1	175	1.714	1	175	8.000
13:00 - 14:00	1	175	5.143	1	175	5.714	1	175	10.857
14:00 - 15:00	1	175	3.429	1	175	3.429	1	175	6.858
15:00 - 16:00	2	273	0.000	2	273	0.550	2	273	0.550
16:00 - 17:00	2	273	0.917	2	273	0.734	2	273	1.651
17:00 - 18:00	2	273	1.284	2	273	0.000	2	273	1.284
18:00 - 19:00	2	273	1.835	2	273	1.101	2	273	2.936
19:00 - 20:00	2	273	1.651	2	273	1.468	2	273	3.119
20:00 - 21:00	2	273	2.385	2	273	1.651	2	273	4.036
21:00 - 22:00	2	273	2.569	2	273	3.853	2	273	6.422
22:00 - 23:00	2	273	0.183	2	273	0.183	2	273	0.366
23:00 - 24:00	2	273	0.000	2	273	2.569	2	273	2.569
Total Rates:			27.395			24.680			52.075

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.000	1	175	0.571
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	1	175	0.571	1	175	0.000	1	175	0.571
13:00 - 14:00	1	175	0.000	1	175	0.000	1	175	0.000
14:00 - 15:00	1	175	0.000	1	175	1.143	1	175	1.143
15:00 - 16:00	2	273	0.000	2	273	0.000	2	273	0.000
16:00 - 17:00	2	273	0.000	2	273	0.000	2	273	0.000
17:00 - 18:00	2	273	0.917	2	273	0.734	2	273	1.651
18:00 - 19:00	2	273	1.284	2	273	0.183	2	273	1.467
19:00 - 20:00	2	273	0.917	2	273	0.367	2	273	1.284
20:00 - 21:00	2	273	0.183	2	273	2.385	2	273	2.568
21:00 - 22:00	2	273	1.651	2	273	0.183	2	273	1.834
22:00 - 23:00	2	273	0.000	2	273	0.917	2	273	0.917
23:00 - 24:00	2	273	0.000	2	273	0.183	2	273	0.183
Total Rates:			6.094			6.095			12.189

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	1.143	1	175	0.000	1	175	1.143
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.000	1	175	0.000	1	175	0.000
14:00 - 15:00	1	175	0.000	1	175	1.143	1	175	1.143
15:00 - 16:00	2	273	0.000	2	273	0.000	2	273	0.000
16:00 - 17:00	2	273	0.000	2	273	0.000	2	273	0.000
17:00 - 18:00	2	273	0.367	2	273	0.000	2	273	0.367
18:00 - 19:00	2	273	0.367	2	273	0.000	2	273	0.367
19:00 - 20:00	2	273	0.000	2	273	0.367	2	273	0.367
20:00 - 21:00	2	273	0.000	2	273	0.000	2	273	0.000
21:00 - 22:00	2	273	0.000	2	273	0.000	2	273	0.000
22:00 - 23:00	2	273	0.000	2	273	0.000	2	273	0.000
23:00 - 24:00	2	273	0.000	2	273	0.367	2	273	0.367
Total Rates:			1.877			1.877			3.754

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	1.143	1	175	0.000	1	175	1.143
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.000	1	175	0.000	1	175	0.000
14:00 - 15:00	1	175	0.000	1	175	1.143	1	175	1.143
15:00 - 16:00	2	273	0.000	2	273	0.000	2	273	0.000
16:00 - 17:00	2	273	0.000	2	273	0.000	2	273	0.000
17:00 - 18:00	2	273	0.367	2	273	0.000	2	273	0.367
18:00 - 19:00	2	273	0.367	2	273	0.000	2	273	0.367
19:00 - 20:00	2	273	0.000	2	273	0.367	2	273	0.367
20:00 - 21:00	2	273	0.000	2	273	0.000	2	273	0.000
21:00 - 22:00	2	273	0.000	2	273	0.000	2	273	0.000
22:00 - 23:00	2	273	0.000	2	273	0.000	2	273	0.000
23:00 - 24:00	2	273	0.000	2	273	0.367	2	273	0.367
Total Rates:			1.877			1.877			3.754

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	2.286	1	175	0.571	1	175	2.857
10:00 - 11:00	1	175	0.571	1	175	0.000	1	175	0.571
11:00 - 12:00	1	175	0.571	1	175	1.143	1	175	1.714
12:00 - 13:00	1	175	6.857	1	175	1.714	1	175	8.571
13:00 - 14:00	1	175	5.143	1	175	5.714	1	175	10.857
14:00 - 15:00	1	175	3.429	1	175	5.714	1	175	9.143
15:00 - 16:00	2	273	0.000	2	273	0.550	2	273	0.550
16:00 - 17:00	2	273	0.917	2	273	0.734	2	273	1.651
17:00 - 18:00	2	273	2.569	2	273	0.734	2	273	3.303
18:00 - 19:00	2	273	3.486	2	273	1.284	2	273	4.770
19:00 - 20:00	2	273	2.569	2	273	2.202	2	273	4.771
20:00 - 21:00	2	273	2.569	2	273	4.037	2	273	6.606
21:00 - 22:00	2	273	4.220	2	273	4.037	2	273	8.257
22:00 - 23:00	2	273	0.183	2	273	1.101	2	273	1.284
23:00 - 24:00	2	273	0.000	2	273	3.119	2	273	3.119
Total Rates:			35.370			32.654			68.024

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.571	1	175	0.571	1	175	1.142
12:00 - 13:00	1	175	4.000	1	175	1.714	1	175	5.714
13:00 - 14:00	1	175	1.714	1	175	2.286	1	175	4.000
14:00 - 15:00	1	175	1.143	1	175	1.143	1	175	2.286
15:00 - 16:00	2	273	0.000	2	273	0.367	2	273	0.367
16:00 - 17:00	2	273	0.550	2	273	0.183	2	273	0.733
17:00 - 18:00	2	273	0.734	2	273	0.000	2	273	0.734
18:00 - 19:00	2	273	0.917	2	273	0.550	2	273	1.467
19:00 - 20:00	2	273	0.734	2	273	0.550	2	273	1.284
20:00 - 21:00	2	273	0.917	2	273	0.550	2	273	1.467
21:00 - 22:00	2	273	0.734	2	273	1.651	2	273	2.385
22:00 - 23:00	2	273	0.000	2	273	0.000	2	273	0.000
23:00 - 24:00	2	273	0.000	2	273	1.284	2	273	1.284
Total Rates:			12.585			11.420			24.005

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

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.571	1	175	0.000	1	175	0.571
11:00 - 12:00	1	175	0.000	1	175	0.571	1	175	0.571
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.000	1	175	0.000	1	175	0.000
14:00 - 15:00	1	175	0.000	1	175	0.000	1	175	0.000
15:00 - 16:00	2	273	0.000	2	273	0.000	2	273	0.000
16:00 - 17:00	2	273	0.000	2	273	0.000	2	273	0.000
17:00 - 18:00	2	273	0.000	2	273	0.000	2	273	0.000
18:00 - 19:00	2	273	0.000	2	273	0.000	2	273	0.000
19:00 - 20:00	2	273	0.000	2	273	0.000	2	273	0.000
20:00 - 21:00	2	273	0.000	2	273	0.000	2	273	0.000
21:00 - 22:00	2	273	0.183	2	273	0.183	2	273	0.366
22:00 - 23:00	2	273	0.000	2	273	0.000	2	273	0.000
23:00 - 24:00	2	273	0.000	2	273	0.000	2	273	0.000
Total Rates:			0.754			0.754			1.508

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	05/G	HEALTH/GP SURGERIES
Selected Trip Rate Calculation Parameter Range	200-2900 sqm GFA	
Actual Trip Rate Calculation Parameter Range	300-2150 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 11/10/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Wednesday	1
	Thursday	3
	Friday	2
Main Location Types selected	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	5
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	7 - Selected
	Servicing vehicles Excluded	X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	3
	20,001 to 25,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	50,001 to 75,000	3
	125,001 to 250,000	2
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	5
	2.1 to 2.5	1
PTAL Rating	No PTAL Present	7

Calculation Reference: AUDIT-219602-240726-0715

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	IW	ISLE OF WIGHT	1 days
03	SOUTH WEST		
	SD	SWINDON	1 days
	WL	WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	300 to 2150 (units: sqm)
Range Selected by User:	200 to 2900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 11/10/23

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	3 days
Friday	2 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 undertaking using machines.

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5

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

Selected Location Sub Categories:

Residential Zone	6
High Street	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(e)	7 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days
2.1 to 2.5	1 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AC-05-G-04	Gross floor area:	650 sqm
Development Name:	GP SURGERY	Number of doctors:	3
Location:	NORTHWICH		
Postcode:	CW9 8UW	No of Employees:	8
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	07/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	4
Site(2):	DR-05-G-01	Gross floor area:	1050 sqm
Development Name:	GP SURGERY	Number of doctors:	14
Location:	DONCASTER		
Postcode:	DN4 6NJ	No of Employees:	26
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	23/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	39
Site(3):	IW-05-G-01	Gross floor area:	1400 sqm
Development Name:	GP SURGERY	Number of doctors:	5
Location:	COWES		
Postcode:	PO31 7ER	No of Employees:	52
Main Location Type:	Edge of Town	Survey Date:	26/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	69
Site(4):	SD-05-G-01	Gross floor area:	300 sqm
Development Name:	GP SURGERY	Number of doctors:	4
Location:	SWINDON		
Postcode:	SN2 7BG	No of Employees:	27
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	23/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	11
Site(5):	TW-05-G-03	Gross floor area:	678 sqm
Development Name:	GP SURGERY	Number of doctors:	10
Location:	NEWCASTLE		
Postcode:	NE3 1TX	No of Employees:	33
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/04/19
Sub-Location Type:	High Street	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	25
Site(6):	TW-05-G-04	Gross floor area:	1400 sqm
Development Name:	GP SURGERY	Number of doctors:	7
Location:	NEWCASTLE UPON TYNE		
Postcode:	NE7 7XX	No of Employees:	25
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	18/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	15
Site(7):	WL-05-G-01	Gross floor area:	2150 sqm
Development Name:	MEDICAL CENTRE	Number of doctors:	15
Location:	CHIPPENHAM		
Postcode:	SN14 6GT	No of Employees:	118
Main Location Type:	Edge of Town	Survey Date:	11/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	92

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	1090	1.088	7	1090	0.210	7	1090	1.298
08:00 - 09:00	7	1090	3.002	7	1090	1.494	7	1090	4.496
09:00 - 10:00	7	1090	2.805	7	1090	2.517	7	1090	5.322
10:00 - 11:00	7	1090	2.425	7	1090	2.347	7	1090	4.772
11:00 - 12:00	7	1090	2.294	7	1090	2.504	7	1090	4.798
12:00 - 13:00	7	1090	2.360	7	1090	2.609	7	1090	4.969
13:00 - 14:00	7	1090	1.862	7	1090	1.927	7	1090	3.789
14:00 - 15:00	7	1090	2.832	7	1090	2.661	7	1090	5.493
15:00 - 16:00	7	1090	2.360	7	1090	2.556	7	1090	4.916
16:00 - 17:00	7	1090	2.216	7	1090	2.635	7	1090	4.851
17:00 - 18:00	7	1090	1.324	7	1090	2.360	7	1090	3.684
18:00 - 19:00	6	1163	0.645	6	1163	1.003	6	1163	1.648
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.380			25.160			50.540

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

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Parameter summary

Trip rate parameter range selected:	300 - 2150 (units: sqm)
Survey date date range:	01/01/16 - 11/10/23
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
08:00 - 09:00	7	1090	0.026	7	1090	0.013	7	1090	0.039
09:00 - 10:00	7	1090	0.105	7	1090	0.079	7	1090	0.184
10:00 - 11:00	7	1090	0.039	7	1090	0.052	7	1090	0.091
11:00 - 12:00	7	1090	0.092	7	1090	0.105	7	1090	0.197
12:00 - 13:00	7	1090	0.066	7	1090	0.052	7	1090	0.118
13:00 - 14:00	7	1090	0.052	7	1090	0.066	7	1090	0.118
14:00 - 15:00	7	1090	0.052	7	1090	0.066	7	1090	0.118
15:00 - 16:00	7	1090	0.039	7	1090	0.039	7	1090	0.078
16:00 - 17:00	7	1090	0.052	7	1090	0.026	7	1090	0.078
17:00 - 18:00	7	1090	0.013	7	1090	0.026	7	1090	0.039
18:00 - 19:00	6	1163	0.000	6	1163	0.014	6	1163	0.014
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.536			0.538			1.074

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.013	7	1090	0.013	7	1090	0.026
08:00 - 09:00	7	1090	0.026	7	1090	0.026	7	1090	0.052
09:00 - 10:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
10:00 - 11:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
11:00 - 12:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
12:00 - 13:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
13:00 - 14:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
14:00 - 15:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
15:00 - 16:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
16:00 - 17:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
17:00 - 18:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
18:00 - 19:00	6	1163	0.000	6	1163	0.000	6	1163	0.000
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.039			0.078

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
08:00 - 09:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
09:00 - 10:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
10:00 - 11:00	7	1090	0.013	7	1090	0.000	7	1090	0.013
11:00 - 12:00	7	1090	0.000	7	1090	0.013	7	1090	0.013
12:00 - 13:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
13:00 - 14:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
14:00 - 15:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
15:00 - 16:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
16:00 - 17:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
17:00 - 18:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
18:00 - 19:00	6	1163	0.000	6	1163	0.000	6	1163	0.000
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
08:00 - 09:00	7	1090	0.052	7	1090	0.000	7	1090	0.052
09:00 - 10:00	7	1090	0.000	7	1090	0.013	7	1090	0.013
10:00 - 11:00	7	1090	0.026	7	1090	0.013	7	1090	0.039
11:00 - 12:00	7	1090	0.052	7	1090	0.039	7	1090	0.091
12:00 - 13:00	7	1090	0.026	7	1090	0.052	7	1090	0.078
13:00 - 14:00	7	1090	0.026	7	1090	0.039	7	1090	0.065
14:00 - 15:00	7	1090	0.013	7	1090	0.026	7	1090	0.039
15:00 - 16:00	7	1090	0.026	7	1090	0.013	7	1090	0.039
16:00 - 17:00	7	1090	0.052	7	1090	0.039	7	1090	0.091
17:00 - 18:00	7	1090	0.013	7	1090	0.026	7	1090	0.039
18:00 - 19:00	6	1163	0.043	6	1163	0.043	6	1163	0.086
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.329			0.303			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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	1090	1.245	7	1090	0.210	7	1090	1.455
08:00 - 09:00	7	1090	3.566	7	1090	1.730	7	1090	5.296
09:00 - 10:00	7	1090	3.749	7	1090	3.225	7	1090	6.974
10:00 - 11:00	7	1090	3.107	7	1090	3.081	7	1090	6.188
11:00 - 12:00	7	1090	2.963	7	1090	3.094	7	1090	6.057
12:00 - 13:00	7	1090	2.976	7	1090	3.330	7	1090	6.306
13:00 - 14:00	7	1090	2.491	7	1090	2.438	7	1090	4.929
14:00 - 15:00	7	1090	3.776	7	1090	3.487	7	1090	7.263
15:00 - 16:00	7	1090	3.146	7	1090	3.474	7	1090	6.620
16:00 - 17:00	7	1090	2.989	7	1090	3.697	7	1090	6.686
17:00 - 18:00	7	1090	1.560	7	1090	2.845	7	1090	4.405
18:00 - 19:00	6	1163	0.874	6	1163	1.261	6	1163	2.135
19:00 - 20:00	2	1039	0.096	2	1039	0.385	2	1039	0.481
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.609			32.257			64.866

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.511	7	1090	0.052	7	1090	0.563
08:00 - 09:00	7	1090	0.760	7	1090	0.590	7	1090	1.350
09:00 - 10:00	7	1090	1.088	7	1090	0.931	7	1090	2.019
10:00 - 11:00	7	1090	1.075	7	1090	1.062	7	1090	2.137
11:00 - 12:00	7	1090	0.734	7	1090	0.826	7	1090	1.560
12:00 - 13:00	7	1090	0.655	7	1090	0.826	7	1090	1.481
13:00 - 14:00	7	1090	0.734	7	1090	0.642	7	1090	1.376
14:00 - 15:00	7	1090	0.918	7	1090	1.062	7	1090	1.980
15:00 - 16:00	7	1090	0.957	7	1090	0.826	7	1090	1.783
16:00 - 17:00	7	1090	0.642	7	1090	0.852	7	1090	1.494
17:00 - 18:00	7	1090	0.433	7	1090	0.721	7	1090	1.154
18:00 - 19:00	6	1163	0.129	6	1163	0.244	6	1163	0.373
19:00 - 20:00	2	1039	0.096	2	1039	0.289	2	1039	0.385
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.732			8.923			17.655

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.079	7	1090	0.000	7	1090	0.079
08:00 - 09:00	7	1090	0.210	7	1090	0.052	7	1090	0.262
09:00 - 10:00	7	1090	0.236	7	1090	0.197	7	1090	0.433
10:00 - 11:00	7	1090	0.275	7	1090	0.236	7	1090	0.511
11:00 - 12:00	7	1090	0.315	7	1090	0.328	7	1090	0.643
12:00 - 13:00	7	1090	0.236	7	1090	0.197	7	1090	0.433
13:00 - 14:00	7	1090	0.118	7	1090	0.144	7	1090	0.262
14:00 - 15:00	7	1090	0.144	7	1090	0.170	7	1090	0.314
15:00 - 16:00	7	1090	0.118	7	1090	0.157	7	1090	0.275
16:00 - 17:00	7	1090	0.131	7	1090	0.170	7	1090	0.301
17:00 - 18:00	7	1090	0.026	7	1090	0.079	7	1090	0.105
18:00 - 19:00	6	1163	0.000	6	1163	0.115	6	1163	0.115
19:00 - 20:00	2	1039	0.000	2	1039	0.241	2	1039	0.241
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.888			2.086			3.974

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.131	7	1090	0.000	7	1090	0.131
08:00 - 09:00	7	1090	0.197	7	1090	0.026	7	1090	0.223
09:00 - 10:00	7	1090	0.157	7	1090	0.184	7	1090	0.341
10:00 - 11:00	7	1090	0.105	7	1090	0.092	7	1090	0.197
11:00 - 12:00	7	1090	0.105	7	1090	0.118	7	1090	0.223
12:00 - 13:00	7	1090	0.092	7	1090	0.079	7	1090	0.171
13:00 - 14:00	7	1090	0.105	7	1090	0.092	7	1090	0.197
14:00 - 15:00	7	1090	0.105	7	1090	0.118	7	1090	0.223
15:00 - 16:00	7	1090	0.092	7	1090	0.105	7	1090	0.197
16:00 - 17:00	7	1090	0.105	7	1090	0.223	7	1090	0.328
17:00 - 18:00	7	1090	0.066	7	1090	0.144	7	1090	0.210
18:00 - 19:00	6	1163	0.000	6	1163	0.129	6	1163	0.129
19:00 - 20:00	2	1039	0.000	2	1039	0.144	2	1039	0.144
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.260			1.454			2.714

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
08:00 - 09:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
09:00 - 10:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
10:00 - 11:00	7	1090	0.039	7	1090	0.000	7	1090	0.039
11:00 - 12:00	7	1090	0.000	7	1090	0.039	7	1090	0.039
12:00 - 13:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
13:00 - 14:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
14:00 - 15:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
15:00 - 16:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
16:00 - 17:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
17:00 - 18:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
18:00 - 19:00	6	1163	0.000	6	1163	0.000	6	1163	0.000
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.039			0.078

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.210	7	1090	0.000	7	1090	0.210
08:00 - 09:00	7	1090	0.406	7	1090	0.079	7	1090	0.485
09:00 - 10:00	7	1090	0.393	7	1090	0.380	7	1090	0.773
10:00 - 11:00	7	1090	0.420	7	1090	0.328	7	1090	0.748
11:00 - 12:00	7	1090	0.420	7	1090	0.485	7	1090	0.905
12:00 - 13:00	7	1090	0.328	7	1090	0.275	7	1090	0.603
13:00 - 14:00	7	1090	0.223	7	1090	0.236	7	1090	0.459
14:00 - 15:00	7	1090	0.249	7	1090	0.288	7	1090	0.537
15:00 - 16:00	7	1090	0.210	7	1090	0.262	7	1090	0.472
16:00 - 17:00	7	1090	0.236	7	1090	0.393	7	1090	0.629
17:00 - 18:00	7	1090	0.092	7	1090	0.223	7	1090	0.315
18:00 - 19:00	6	1163	0.000	6	1163	0.244	6	1163	0.244
19:00 - 20:00	2	1039	0.000	2	1039	0.385	2	1039	0.385
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.187			3.578			6.765

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	1090	1.966	7	1090	0.262	7	1090	2.228
08:00 - 09:00	7	1090	4.785	7	1090	2.399	7	1090	7.184
09:00 - 10:00	7	1090	5.231	7	1090	4.549	7	1090	9.780
10:00 - 11:00	7	1090	4.628	7	1090	4.483	7	1090	9.111
11:00 - 12:00	7	1090	4.169	7	1090	4.444	7	1090	8.613
12:00 - 13:00	7	1090	3.985	7	1090	4.483	7	1090	8.468
13:00 - 14:00	7	1090	3.474	7	1090	3.356	7	1090	6.830
14:00 - 15:00	7	1090	4.955	7	1090	4.864	7	1090	9.819
15:00 - 16:00	7	1090	4.339	7	1090	4.575	7	1090	8.914
16:00 - 17:00	7	1090	3.920	7	1090	4.982	7	1090	8.902
17:00 - 18:00	7	1090	2.098	7	1090	3.815	7	1090	5.913
18:00 - 19:00	6	1163	1.046	6	1163	1.791	6	1163	2.837
19:00 - 20:00	2	1039	0.192	2	1039	1.059	2	1039	1.251
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			44.859			45.062			89.921

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	1090	0.970	7	1090	0.170	7	1090	1.140
08:00 - 09:00	7	1090	2.819	7	1090	1.390	7	1090	4.209
09:00 - 10:00	7	1090	2.504	7	1090	2.202	7	1090	4.706
10:00 - 11:00	7	1090	2.216	7	1090	2.163	7	1090	4.379
11:00 - 12:00	7	1090	2.124	7	1090	2.202	7	1090	4.326
12:00 - 13:00	7	1090	2.176	7	1090	2.465	7	1090	4.641
13:00 - 14:00	7	1090	1.744	7	1090	1.796	7	1090	3.540
14:00 - 15:00	7	1090	2.596	7	1090	2.504	7	1090	5.100
15:00 - 16:00	7	1090	2.268	7	1090	2.438	7	1090	4.706
16:00 - 17:00	7	1090	2.032	7	1090	2.412	7	1090	4.444
17:00 - 18:00	7	1090	1.219	7	1090	2.242	7	1090	3.461
18:00 - 19:00	6	1163	0.616	6	1163	0.931	6	1163	1.547
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.451			23.252			46.703

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.066	7	1090	0.026	7	1090	0.092
08:00 - 09:00	7	1090	0.105	7	1090	0.052	7	1090	0.157
09:00 - 10:00	7	1090	0.118	7	1090	0.197	7	1090	0.315
10:00 - 11:00	7	1090	0.118	7	1090	0.092	7	1090	0.210
11:00 - 12:00	7	1090	0.105	7	1090	0.157	7	1090	0.262
12:00 - 13:00	7	1090	0.105	7	1090	0.079	7	1090	0.184
13:00 - 14:00	7	1090	0.013	7	1090	0.026	7	1090	0.039
14:00 - 15:00	7	1090	0.079	7	1090	0.039	7	1090	0.118
15:00 - 16:00	7	1090	0.105	7	1090	0.079	7	1090	0.184
16:00 - 17:00	7	1090	0.092	7	1090	0.157	7	1090	0.249
17:00 - 18:00	7	1090	0.066	7	1090	0.052	7	1090	0.118
18:00 - 19:00	6	1163	0.014	6	1163	0.014	6	1163	0.028
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.986			0.970			1.956

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.000	7	1090	0.000	7	1090	0.000
08:00 - 09:00	7	1090	0.013	7	1090	0.013	7	1090	0.026
09:00 - 10:00	7	1090	0.026	7	1090	0.013	7	1090	0.039
10:00 - 11:00	7	1090	0.000	7	1090	0.013	7	1090	0.013
11:00 - 12:00	7	1090	0.013	7	1090	0.013	7	1090	0.026
12:00 - 13:00	7	1090	0.039	7	1090	0.000	7	1090	0.039
13:00 - 14:00	7	1090	0.000	7	1090	0.039	7	1090	0.039
14:00 - 15:00	7	1090	0.013	7	1090	0.000	7	1090	0.013
15:00 - 16:00	7	1090	0.013	7	1090	0.000	7	1090	0.013
16:00 - 17:00	7	1090	0.000	7	1090	0.026	7	1090	0.026
17:00 - 18:00	7	1090	0.026	7	1090	0.013	7	1090	0.039
18:00 - 19:00	6	1163	0.014	6	1163	0.014	6	1163	0.028
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.144			0.301

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1090	0.039	7	1090	0.026	7	1090	0.065
08:00 - 09:00	7	1090	0.079	7	1090	0.052	7	1090	0.131
09:00 - 10:00	7	1090	0.105	7	1090	0.144	7	1090	0.249
10:00 - 11:00	7	1090	0.170	7	1090	0.144	7	1090	0.314
11:00 - 12:00	7	1090	0.066	7	1090	0.092	7	1090	0.158
12:00 - 13:00	7	1090	0.066	7	1090	0.066	7	1090	0.132
13:00 - 14:00	7	1090	0.013	7	1090	0.013	7	1090	0.026
14:00 - 15:00	7	1090	0.105	7	1090	0.079	7	1090	0.184
15:00 - 16:00	7	1090	0.092	7	1090	0.092	7	1090	0.184
16:00 - 17:00	7	1090	0.026	7	1090	0.052	7	1090	0.078
17:00 - 18:00	7	1090	0.052	7	1090	0.039	7	1090	0.091
18:00 - 19:00	6	1163	0.029	6	1163	0.029	6	1163	0.058
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.842			0.828			1.670

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	05/J	HEALTH/DENTAL SURGERY
Selected Trip Rate Calculation Parameter Range	175-400 sqm GFA	
Actual Trip Rate Calculation Parameter Range	246-246 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 22/06/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Thursday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	1 - Selected X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	1
Population <5 Mile ranges selected	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
PTAL Rating	No PTAL Present	1

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-240726-0713

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : J - DENTAL SURGERY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	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: 246 to 246 (units: sqm)
Range Selected by User: 175 to 400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 22/06/23

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

Selected survey days:
Thursday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
E(e) 1 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
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:
0.6 to 1.0 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 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CA-05-J-01	Gross floor area:	246 sqm
Development Name:	DENTAL SURGERY	:	
Location:	CAMBRIDGE		
Postcode:	CB4 2AE	No of Employees:	26
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	6

TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.24

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	1.626	1	246	0.407	1	246	2.033
09:00 - 10:00	1	246	2.439	1	246	1.220	1	246	3.659
10:00 - 11:00	1	246	1.626	1	246	2.846	1	246	4.472
11:00 - 12:00	1	246	2.033	1	246	2.439	1	246	4.472
12:00 - 13:00	1	246	2.033	1	246	1.626	1	246	3.659
13:00 - 14:00	1	246	1.626	1	246	1.626	1	246	3.252
14:00 - 15:00	1	246	2.439	1	246	2.033	1	246	4.472
15:00 - 16:00	1	246	0.813	1	246	0.813	1	246	1.626
16:00 - 17:00	1	246	0.407	1	246	0.813	1	246	1.220
17:00 - 18:00	1	246	0.000	1	246	1.220	1	246	1.220
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.042			15.043			30.085

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:	246 - 246 (units: sqm)
Survey date date range:	01/01/16 - 22/06/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	0.000	1	246	0.000	1	246	0.000
09:00 - 10:00	1	246	0.000	1	246	0.000	1	246	0.000
10:00 - 11:00	1	246	0.407	1	246	0.407	1	246	0.814
11:00 - 12:00	1	246	0.000	1	246	0.000	1	246	0.000
12:00 - 13:00	1	246	0.407	1	246	0.407	1	246	0.814
13:00 - 14:00	1	246	0.407	1	246	0.407	1	246	0.814
14:00 - 15:00	1	246	1.220	1	246	1.220	1	246	2.440
15:00 - 16:00	1	246	0.000	1	246	0.000	1	246	0.000
16:00 - 17:00	1	246	0.000	1	246	0.000	1	246	0.000
17:00 - 18:00	1	246	0.000	1	246	0.000	1	246	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.441			2.441			4.882

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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TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	0.407	1	246	0.000	1	246	0.407
09:00 - 10:00	1	246	0.813	1	246	0.407	1	246	1.220
10:00 - 11:00	1	246	0.813	1	246	0.407	1	246	1.220
11:00 - 12:00	1	246	0.407	1	246	0.813	1	246	1.220
12:00 - 13:00	1	246	0.000	1	246	0.407	1	246	0.407
13:00 - 14:00	1	246	0.000	1	246	0.000	1	246	0.000
14:00 - 15:00	1	246	0.407	1	246	0.000	1	246	0.407
15:00 - 16:00	1	246	0.000	1	246	0.813	1	246	0.813
16:00 - 17:00	1	246	0.000	1	246	0.000	1	246	0.000
17:00 - 18:00	1	246	0.000	1	246	0.000	1	246	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.847			2.847			5.694

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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TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	2.033	1	246	0.407	1	246	2.440
09:00 - 10:00	1	246	2.439	1	246	1.626	1	246	4.065
10:00 - 11:00	1	246	2.033	1	246	2.846	1	246	4.879
11:00 - 12:00	1	246	2.439	1	246	2.846	1	246	5.285
12:00 - 13:00	1	246	1.626	1	246	1.626	1	246	3.252
13:00 - 14:00	1	246	2.846	1	246	1.220	1	246	4.066
14:00 - 15:00	1	246	1.626	1	246	3.252	1	246	4.878
15:00 - 16:00	1	246	1.220	1	246	1.220	1	246	2.440
16:00 - 17:00	1	246	0.407	1	246	0.813	1	246	1.220
17:00 - 18:00	1	246	0.000	1	246	1.220	1	246	1.220
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.669			17.076			33.745

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

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TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	0.407	1	246	0.407	1	246	0.814
09:00 - 10:00	1	246	2.033	1	246	1.626	1	246	3.659
10:00 - 11:00	1	246	2.033	1	246	1.626	1	246	3.659
11:00 - 12:00	1	246	2.033	1	246	2.439	1	246	4.472
12:00 - 13:00	1	246	2.033	1	246	1.220	1	246	3.253
13:00 - 14:00	1	246	2.033	1	246	2.033	1	246	4.066
14:00 - 15:00	1	246	2.033	1	246	2.846	1	246	4.879
15:00 - 16:00	1	246	2.033	1	246	1.220	1	246	3.253
16:00 - 17:00	1	246	0.407	1	246	1.220	1	246	1.627
17:00 - 18:00	1	246	0.000	1	246	0.000	1	246	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.045			14.637			29.682

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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TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	0.813	1	246	0.000	1	246	0.813
09:00 - 10:00	1	246	1.626	1	246	1.220	1	246	2.846
10:00 - 11:00	1	246	2.033	1	246	1.220	1	246	3.253
11:00 - 12:00	1	246	2.439	1	246	2.033	1	246	4.472
12:00 - 13:00	1	246	2.439	1	246	2.439	1	246	4.878
13:00 - 14:00	1	246	1.626	1	246	2.439	1	246	4.065
14:00 - 15:00	1	246	1.626	1	246	1.220	1	246	2.846
15:00 - 16:00	1	246	1.626	1	246	2.846	1	246	4.472
16:00 - 17:00	1	246	0.000	1	246	0.407	1	246	0.407
17:00 - 18:00	1	246	0.000	1	246	0.407	1	246	0.407
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.228			14.231			28.459

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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TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	0.813	1	246	0.000	1	246	0.813
09:00 - 10:00	1	246	1.626	1	246	1.220	1	246	2.846
10:00 - 11:00	1	246	2.033	1	246	1.220	1	246	3.253
11:00 - 12:00	1	246	2.439	1	246	2.033	1	246	4.472
12:00 - 13:00	1	246	2.439	1	246	2.439	1	246	4.878
13:00 - 14:00	1	246	1.626	1	246	2.439	1	246	4.065
14:00 - 15:00	1	246	1.626	1	246	1.220	1	246	2.846
15:00 - 16:00	1	246	1.626	1	246	2.846	1	246	4.472
16:00 - 17:00	1	246	0.000	1	246	0.407	1	246	0.407
17:00 - 18:00	1	246	0.000	1	246	0.407	1	246	0.407
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.228			14.231			28.459

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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TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.24

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	3.659	1	246	0.813	1	246	4.472
09:00 - 10:00	1	246	6.911	1	246	4.878	1	246	11.789
10:00 - 11:00	1	246	6.911	1	246	6.098	1	246	13.009
11:00 - 12:00	1	246	7.317	1	246	8.130	1	246	15.447
12:00 - 13:00	1	246	6.098	1	246	5.691	1	246	11.789
13:00 - 14:00	1	246	6.504	1	246	5.691	1	246	12.195
14:00 - 15:00	1	246	5.691	1	246	7.317	1	246	13.008
15:00 - 16:00	1	246	4.878	1	246	6.098	1	246	10.976
16:00 - 17:00	1	246	0.813	1	246	2.439	1	246	3.252
17:00 - 18:00	1	246	0.000	1	246	1.626	1	246	1.626
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			48.782			48.781			97.563

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	1.626	1	246	0.407	1	246	2.033
09:00 - 10:00	1	246	2.033	1	246	1.220	1	246	3.253
10:00 - 11:00	1	246	1.220	1	246	2.033	1	246	3.253
11:00 - 12:00	1	246	1.626	1	246	2.033	1	246	3.659
12:00 - 13:00	1	246	1.626	1	246	1.220	1	246	2.846
13:00 - 14:00	1	246	1.220	1	246	1.220	1	246	2.440
14:00 - 15:00	1	246	1.220	1	246	0.813	1	246	2.033
15:00 - 16:00	1	246	0.813	1	246	0.813	1	246	1.626
16:00 - 17:00	1	246	0.407	1	246	0.813	1	246	1.220
17:00 - 18:00	1	246	0.000	1	246	1.220	1	246	1.220
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.791			11.792			23.583

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	0.000	1	246	0.000	1	246	0.000
09:00 - 10:00	1	246	0.407	1	246	0.000	1	246	0.407
10:00 - 11:00	1	246	0.000	1	246	0.407	1	246	0.407
11:00 - 12:00	1	246	0.407	1	246	0.407	1	246	0.814
12:00 - 13:00	1	246	0.000	1	246	0.000	1	246	0.000
13:00 - 14:00	1	246	0.000	1	246	0.000	1	246	0.000
14:00 - 15:00	1	246	0.000	1	246	0.000	1	246	0.000
15:00 - 16:00	1	246	0.000	1	246	0.000	1	246	0.000
16:00 - 17:00	1	246	0.000	1	246	0.000	1	246	0.000
17:00 - 18:00	1	246	0.000	1	246	0.000	1	246	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.814			0.814			1.628

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	246	0.000	1	246	0.000	1	246	0.000
09:00 - 10:00	1	246	0.407	1	246	0.000	1	246	0.407
10:00 - 11:00	1	246	0.000	1	246	0.407	1	246	0.407
11:00 - 12:00	1	246	0.407	1	246	0.407	1	246	0.814
12:00 - 13:00	1	246	0.000	1	246	0.000	1	246	0.000
13:00 - 14:00	1	246	0.000	1	246	0.000	1	246	0.000
14:00 - 15:00	1	246	0.000	1	246	0.000	1	246	0.000
15:00 - 16:00	1	246	0.000	1	246	0.000	1	246	0.000
16:00 - 17:00	1	246	0.000	1	246	0.000	1	246	0.000
17:00 - 18:00	1	246	0.000	1	246	0.000	1	246	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.814			0.814			1.628

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 M

Scenario 1

Land Use		Scaling Factor (Area / units)	Residential Trips								
			AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
			Arr	Dept	2 Way	Arr	Dept	2 Way	Arr	Dept	2 Way
Private Houses	dwelling	1106	157	396	553	368	167	535	2,317	2325	4642
Private Flats	dwelling	294	26	57	83	59	24	83	420	422	843
Affordable Houses	dwelling	474	40	111	151	99	59	157	672	706	1377
Affordable Flats	dwelling	126	5	9	14	12	8	20	84	87	170
Residential - Houses	dwelling	**1580**	**197**	**507**	**704**	**467**	**226**	**693**	2,989	3,031	6,019
Residential - Flats	dwelling	**420**	**30**	**67**	**97**	**70**	**32**	**103**	504	509	1,013

Land Use		Scaling Factor (Area / units)	Non-residential Trip Generation (non-primary)								
			AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
			Arr	Dept	2 Way	Arr	Dept	2 Way	Arr	Dept	2 Way
Primary School	pupils	420	**79**	**70**	**149**	**4**	**7**	**11**	201	201	402
Secondary School	pupils	720	**46**	**36**	**82**	**4**	**4**	**8**	106	104	210
Retail - Food Store	100sqm GFA	30	**12**	**10**	**23**	**22**	**23**	**46**	248	243	491
Community Centre	per hectare	1	**1**	**1**	**1**	**0**	**0**	**0**	6	3	9
Office	100sqm GFA	15	**3**	**0**	**3**	**0**	**2**	**2**	8	8	16
Local Convenience Store	100sqm GFA	15	**77**	**74**	**151**	**97**	**105**	**202**	868	835	1,703
Nursery	100sqm GFA	20	**28**	**26**	**54**	**9**	**12**	**20**	102	102	204
Restaurant	100sqm GFA	30	**0**	**0**	**0**	**11**	**0**	**11**	164	122	286
GP	100sqm GFA	5	**2**	**1**	**2**	**1**	**1**	**2**	13	12	25
Dentist	100sqm GFA	5	**1**	**0**	**1**	**0**	**1**	**1**	8	8	15
Total			**248**	**218**	**466**	**148**	**155**	**303**	1,723	1,639	3,361

Land Use		Scaling Factor (Area / units)	Non-residential Trip Generation (primary)								
			AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
			Arr	Dept	2 Way	Arr	Dept	2 Way	Arr	Dept	2 Way
Primary School	pupils	420	**79**	**70**	**149**	**4**	**7**	**11**	201	201	402
Secondary School	pupils	720	**138**	**109**	**246**	**11**	**12**	**23**	318	312	629
Retail - Food Store	100sqm GFA	30	**37**	**31**	**68**	**67**	**70**	**137**	743	729	1,472
Community Centre	per hectare	1	**7**	**5**	**11**	**0**	**0**	**0**	51	27	78
Office	100sqm GFA	15	**24**	**2**	**26**	**1**	**19**	**20**	71	70	141
Local Convenience Store	100sqm GFA	15	**19**	**18**	**38**	**24**	**26**	**50**	217	209	426
Nursery	100sqm GFA	20	**28**	**26**	**54**	**9**	**12**	**20**	102	102	204
Restaurant	100sqm GFA	30	**0**	**0**	**0**	**11**	**0**	**11**	164	122	286
GP	100sqm GFA	5	**14**	**7**	**20**	**6**	**11**	**17**	113	112	225
Dentist	100sqm GFA	5	**7**	**2**	**9**	**0**	**5**	**5**	68	68	135
Total			**353**	**269**	**621**	**133**	**162**	**295**	2,048	1,952	3,999

Land Use		Scaling Factor (Area / units)	Non-residential Internal Trip Generation (Primary)								
			AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
			Arr	Dept	2 Way	Arr	Dept	2 Way	Arr	Dept	2 Way
Primary School	pupils	420	**71**	**63**	**134**	**4**	**7**	**10**	181	181	362
Secondary School	pupils	720	**103**	**81**	**185**	**8**	**9**	**17**	238	234	472
Retail - Food Store	100sqm GFA	30	**33**	**28**	**61**	**61**	**63**	**123**	668	656	1,325
Community Centre	per hectare	1	**6**	**4**	**10**	**0**	**0**	**0**	46	24	70
Office	100sqm GFA	15	**18**	**1**	**19**	**1**	**14**	**15**	53	53	106
Local Convenience Store	100sqm GFA	15	**18**	**18**	**36**	**23**	**25**	**48**	206	198	405
Nursery	100sqm GFA	20	**21**	**20**	**41**	**7**	**9**	**15**	77	77	153
Restaurant	100sqm GFA	30	**0**	**0**	**0**	**6**	**0**	**6**	82	61	143
GP	100sqm GFA	5	**12**	**6**	**18**	**5**	**10**	**15**	102	101	203
Dentist	100sqm GFA	5	**7**	**2**	**8**	**0**	**5**	**5**	61	61	122
Total			**290**	**222**	**512**	**114**	**141**	**254**	1,714	1,645	3,360

	External and Internal Trip Calcs								
	AM Peak 08:00-09:00			PM Peak 17:00-18:00			*Daily*		
	Arr	Dept	2 Way	Arr	Dept	2 Way	*Arr*	*Dept*	*2 Way*
Residential Total Trips	**227**	**574**	**801**	**537**	**258**	**795**	*3,493*	*3,539*	*7,032*
Non-resi Total Trips	**600**	**487**	**1,087**	**281**	**316**	**598**	*3,770*	*3,590*	*7,360*
Non-resi Primary Trips	**353**	**269**	**621**	**133**	**162**	**295**	*2,048*	*1,952*	*3,999*
Non-resi Linked Trips	**248**	**218**	**466**	**148**	**155**	**303**	*1,723*	*1,639*	*3,361*
Non-Resi Primary Trips (INTERNAL ONLY)	**290**	**222**	**512**	**114**	**141**	**254**	*1,714*	*1,645*	*3,360*
Internal Residential Trips	**222**	**290**	**512**	**141**	**114**	**254**	*1,645*	*1,714*	*3,360*
External Residential Trips	**5**	**284**	**289**	**397**	**144**	**541**	*1,847*	*1,825*	*3,672*
Non-Resi External Trips	**63**	**46**	**109**	**20**	**21**	**41**	*333*	*306*	*639*
Total External Trips	**68**	**330**	**398**	**416**	**166**	**582**	*2,180*	*2,131*	*4,312*
Total Internal Trips	**222**	**290**	**512**	**141**	**114**	**254**	*1,645*	*1,714*	*3,360*
Total Trip Generation	**290**	**620**	**910**	**557**	**279**	**836**	*3,826*	*3,846*	*7,672*

External Trips Proportion	**23%**	**53%**	**44%**	**75%**	**59%**	**70%**	*57%*	*55%*	*56%*
Internal Trips Proportion	**77%**	**47%**	**56%**	**25%**	**41%**	**30%**	*43%*	*45%*	*44%*

Scenario 1

Trip Type	AM Peak 08:00-09:00			PM Peak 17:00-18:00			*Daily*		
	Arr	Dept	2 Way	Arr	Dept	2 Way	*Arr*	*Dept*	*2 Way*
External	**0.03**	**0.17**	**0.20**	**0.21**	**0.08**	**0.29**	1.09	1.07	2.16
Internal	**0.11**	**0.14**	**0.26**	**0.07**	**0.06**	**0.13**	0.82	0.86	1.68
Total	**0.15**	**0.31**	**0.46**	**0.28**	**0.14**	**0.42**	1.91	1.92	3.84