



ttp consulting
transport planning specialists

Klara Ascot Limited

Ascot House, Wokingham

Transport Statement

April 2024

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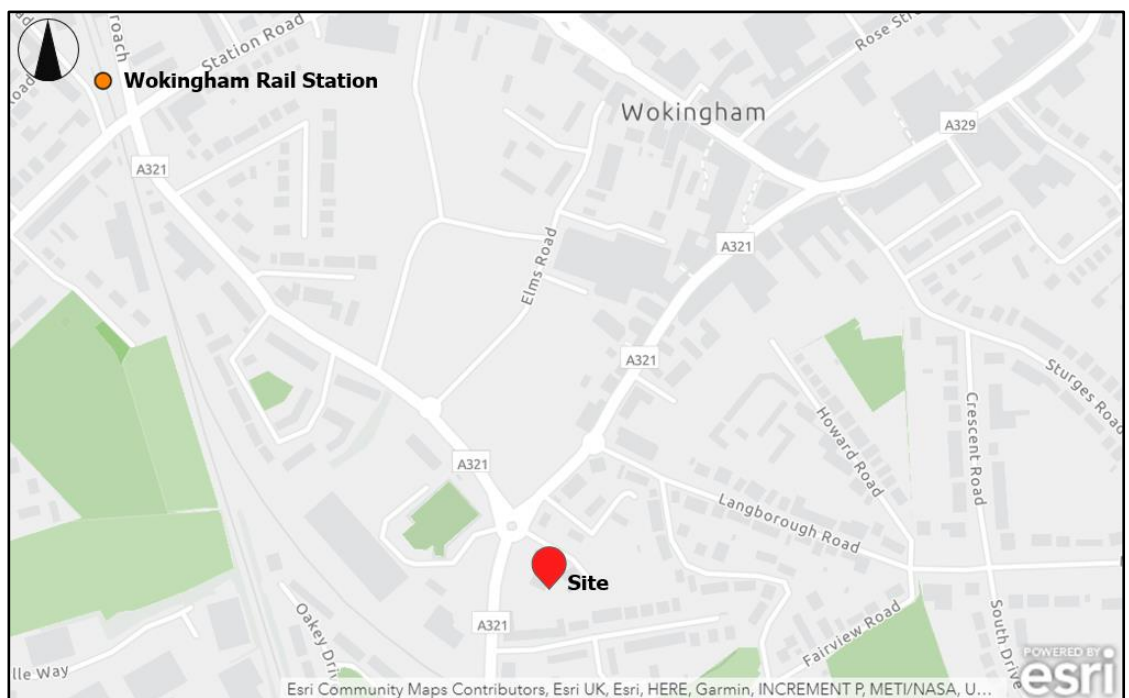
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1 INTRODUCTION

- 1.1 TTP Consulting has been retained to provide travel and transport advice in relation to the proposed development at Ascot House, Wokingham.
- 1.2 Ascot House is accessed from Kendrick Close with main road frontage to A321 Finchampstead Road in a location approximately 650m to the southeast of Wokingham rail station and is also sited within the Wokingham Town Centre boundary, as defined in the Wokingham Local Plan.
- 1.3 The site location is indicated at **Figure 1.1**.

Figure 1.1 – Site Location Plan (not to scale)



- 1.4 In March 2021, a prior approval submission for a change of use from office floorspace to create 21 residential units with car and cycle parking provision at a ratio of 1 space per unit was granted (LPA Ref: 211148).
- 1.5 In July 2021, a subsequent application (LPA Ref: 212322) was submitted for the change of use of the basement level of Ascot House from office use to create 3 additional residential dwellings, also with one car parking space and one cycle space per unit. The scheme was granted permission in August 2021.
- 1.6 Following implementation Ascot House offers 24 x 1-bed dwellings with 24 allocated car parking spaces and 24 cycle parking spaces. The existing layout of the Ascot House site is shown at **Figure 1.2**.

Figure 1.2 – Ascot House, Existing Layout (not to scale)



- 1.7 Pre-application discussions for a scheme to extend the building and the number of flats have taken place over an extended period between the applicant team and the planning authority, as set out in the Design and Access Statement. As a result, this application seeks an extension to Ascot House to create 10 additional flats, comprising 3 units on the 1st floor and 7 units on a new 2nd and 3rd floor. In the external areas, a new cycle store will be constructed to meet the demands of the additional flats and the car park layout will be modified with additional parking spaces to support the residential use.
- 1.8 The report considers the effect of development in transport terms including trip generation, car parking, cycle parking, deliveries and servicing. The remainder of the report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 reviews relevant transport policies;
 - Section 4 sets out the development proposals and considers the potential effects of the development; and
 - Section 5 provides a summary and conclusion.

2 THE EXISTING CONDITION

- 2.1 The application site is bound to the north and east by Kendrick Close, to the west by Finchampstead Road and by the south by residential properties, which front onto Carey Road.
- 2.2 Ascot House and its parking area is accessed via Kendrick Close which also serves as a shared access road for a block of residential dwellings on the east side of Ascot House. Vehicular parking is located on the south side of the building.

Surrounding Area

- 2.3 The immediate area is characterised by the recently opened Wokingham Leisure Centre & Library building (the Carnival Hub) and associated multi-storey car park located on the opposite side of Finchampstead Road as well as the Premier Inn building which fronts the roundabout junction between Wellington Road and Denmark Street and neighbouring Elms Walk development which includes a supermarket as well as new homes.
- 2.4 The site lies within the Elms Field Character Area which in turn is within the wider Wokingham Town Centre Boundary set out in the Wokingham Town Centre Masterplan. The adjacent Elms Field and Carnival Masterplans form part of the Wokingham Town Centre Masterplan, a Supplementary Planning Document (SPD) which sets out Wokingham Borough Council's vision for development in Wokingham moving towards 2026.

Highway Network

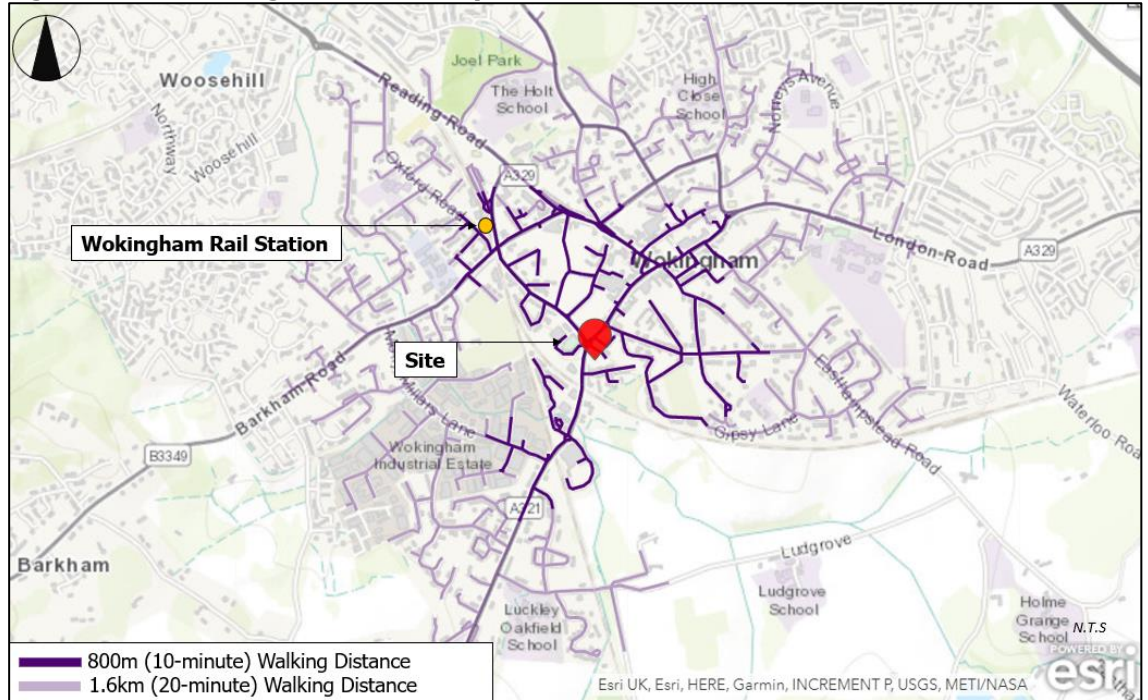
- 2.5 The site is located on the eastern side of Finchampstead Road and accessed from Kendrick Close, which forms part of the site boundary.
- 2.6 Kendrick Close offers access to the site and the adjacent residential properties. It meets Finchampstead Road at a 5-arm roundabout junction. There are dropped kerbs with tactile paving across all arms of the roundabout to assist step-free crossing. Double yellow line parking controls along Finchampstead Road extend into Kendrick Close as far as the limit of adoption.
- 2.7 Finchampstead Road forms part of the A321, it is a two-way single carriageway road which operates broadly north to south. The northern extent of the road begins at the Denmark Street, Wellington Road and Kendrick Close roundabout. South of the site, Finchampstead Road (the B3016) continues south to Barkham Ride, whilst the A321 continues eastbound.

Accessibility

Walking

- 2.8 There is a footway along the southern side of Kendrick Close, whilst there are footways located on both sides of Finchampstead Road in front of the site, which offer connections to the wider pedestrian environment. With the exception of Kendrick Close, which has a crossing width of circa 6.5m, all remaining arms of the roundabout benefit from splitter islands with refuge space to assist pedestrian crossing movements.
- 2.9 Denmark Street offers a connection into Wokingham Town Centre, where there are footways and dropped kerbs at junctions along the desire line, whilst Wellington Road offers a connection to Wokingham rail station.
- 2.10 Within a 10-minute walk of the site, facilities and amenities are available including:
- Wokingham Library
 - Elm's Field and Playground
 - Waitrose & Partners Wokingham, Aldi and Tesco Superstore
 - Lloyds Bank and HSBC Bank
 - Wokingham Station
 - Wokingham Hospital
 - Wokingham Medical Centre
 - Specsavers
 - Boots Pharmacy
 - Wokingham Post Office
- 2.11 Additionally, where applicable, there are nursery and infant schools within a 20-minute walk. As such future residents would benefit from a local shopping area, meeting their day-to-day needs as well as healthcare providers and schools. The proximity of these facilities and services will increase the attractiveness of walking and cycling as a mode of travel.
- 2.12 **Figure 2.1** sets out both a 10-minute (800m) and 20-minute (1.6km) walking catchment of the site. The map indicates that Wokingham rail station is within a 10-minute walk of the site, as well as Wokingham Town Centre.

Figure 2.1 – Walking Isochrone Map



Cycling

- 2.13 There are numerous opportunities for travel by active modes, with many facilities and amenities being within a short walk and cycle of the site. Cycle parking is available at Wokingham Station should residents choose to cycle.
- 2.14 The Wokingham Interactive Cycle Map identifies there being a number of 'quiet links' in the vicinity of the site, whilst there are on-carriageway and off-carriageway routes located along Reading Road, which offer a route across the borough, such as CR3 between Reading and Bracknell via Wokingham, and CR1 to Finchampstead. Further information can be found at: <https://www.myjourneywokingham.com/cycling/cycle-maps/cycle-network/>, whilst extracts of the map in relation to the site are included at **Figure 2.2** and **Figure 2.3**.

Figure 2.2 – Wokingham Borough Cycle Routes

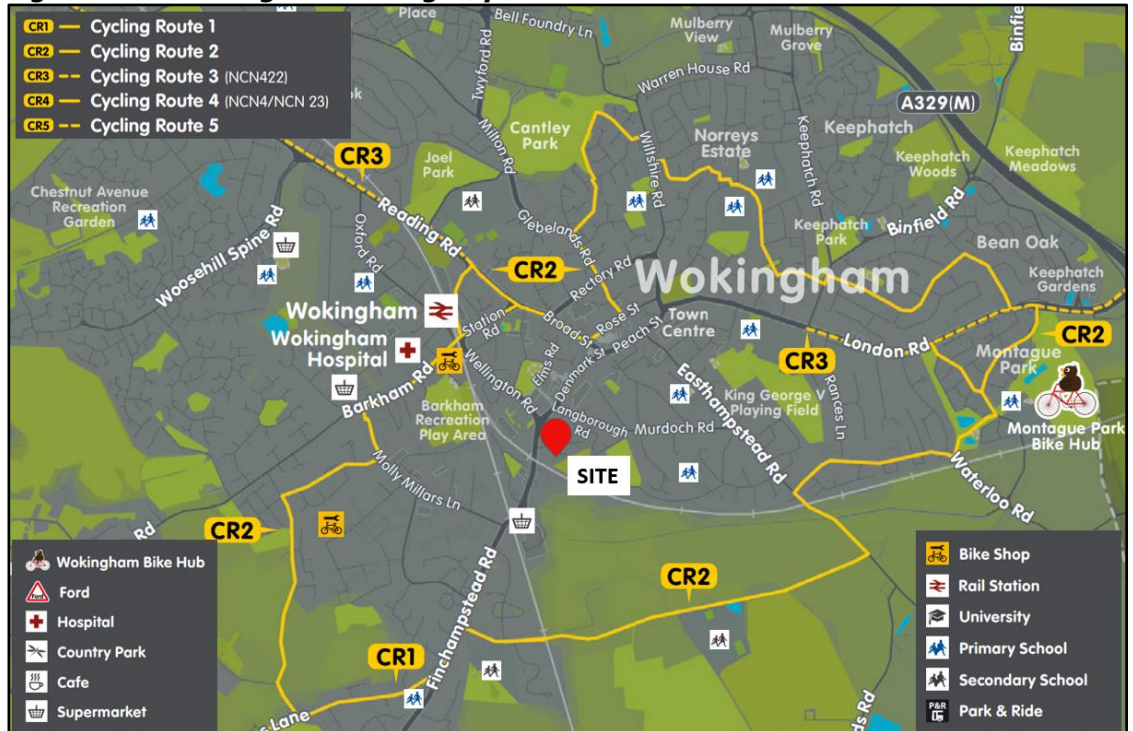
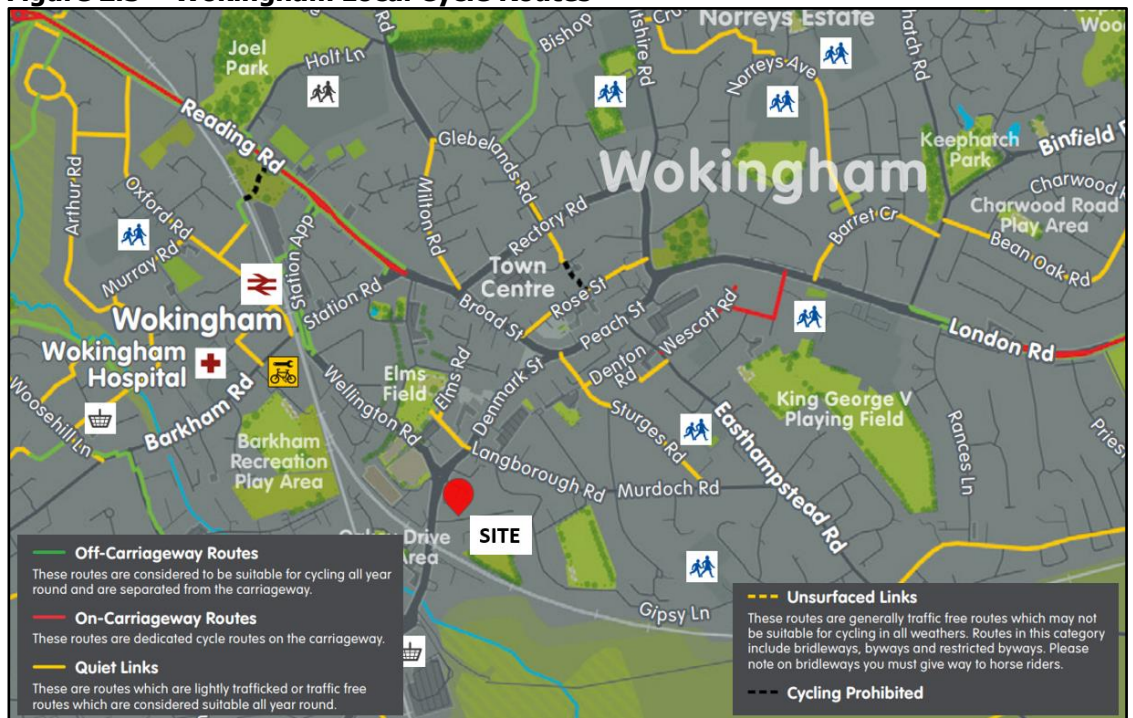


Figure 2.3 – Wokingham Local Cycle Routes



Public Transport

- 2.15 The closest bus stops to the site are located approximately 200m to the northwest of the site on Wellington Road and approximately 160m to the northeast on Denmark Street. The bus stops are served by routes 121, 125, 128 and 145, offering hourly connections to Reading and Crowthorne and a 30-minute frequency to/from the nearby Tesco. Additional services are available from Wokingham rail station and Broad Street offering more frequent access to Bracknell and Reading, including an express service during peak hours.
- 2.16 Ascot House is located within a 650m (9-minute) walk to Wokingham Station, the location of the site in relation to the station is shown on **Figure 1.1**. The station is operated by Great Western Railway and is served by 4 trains per hour to Reading, 2 trains per hour to London Waterloo, 1 train per hour to Redhill and 1 to Gatwick Airport. The station has step-free access to all platforms.

3 POLICY

National Policy

National Planning Policy Framework

- 3.1 The revised National Planning Policy Framework (NPPF) was most recently updated in December 2023 setting out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed", (Para 117).*
- 3.3 Paragraph 116 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 3.4 Paragraph 115 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

Local Policy

- 3.5 The Wokingham Borough Local Development Framework – Core Strategy Development Plan Document was formally adopted in January 2010. The Core strategy sets out the vision for how the borough will develop in the period to 2026 and how the council aims to protect and enhance the good quality of life enjoyed in the borough.
- 3.6 Policy CP6 'Managing Travel Demand' sets out that planning permission will be granted for schemes that:
- "A) Provide for sustainable forms of transport to allow choice;*
B) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
C) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;
D) Provide appropriate vehicular parking, having regard to car ownership;
E) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
F) Enhance road safety; and
G) Do not cause highway problems or lead to traffic related environmental problems."
- 3.7 The Wokingham Borough Local Development Framework – Managing Development Delivery Local Plan was formally adopted in February 2014. The document offers a guide for development within Wokingham.
- 3.8 Policy CC07 'Parking' from the February 2014 Wokingham Borough Development Plan states that:
- "The parking standards are set out in Appendix 2 of the MDD as well as in the Parking Standards Study Report (2011). Proposals shall be consistent with this study, which provides for flexibility in applying parking standards as it is designed to acknowledge differences between development proposals and the transport facilities and infrastructure serving different areas. It also supports the character-led approach taken by the Council and the role of smarter choices and demand management measures in promoting sustainable travel patterns. Proposals shall also be consistent with the guidance on parking provision in the Borough Design Guide SPD (2012)."*
- 3.9 Appendix 2 of the document further states that:
- "It will be the responsibility of the developer to prove that parking provision has been adequately catered for on a proposed site. The developer must prove that parking will not have a*

detrimental effect on traffic safety or on the character of an area due to an increase in parking on the public highway. This should be set out in the Transport Statement or Transport Assessment as part of the planning application.

The parking standards should be regarded only as a starting point in any discussions with the Borough Council as it should be recognised that each development site will need to be assessed on its own merits, within the wider context of the area in which the development sits. This is likely to be more important under the coalition Government's "Localism" agenda for planning."

Policy Summary

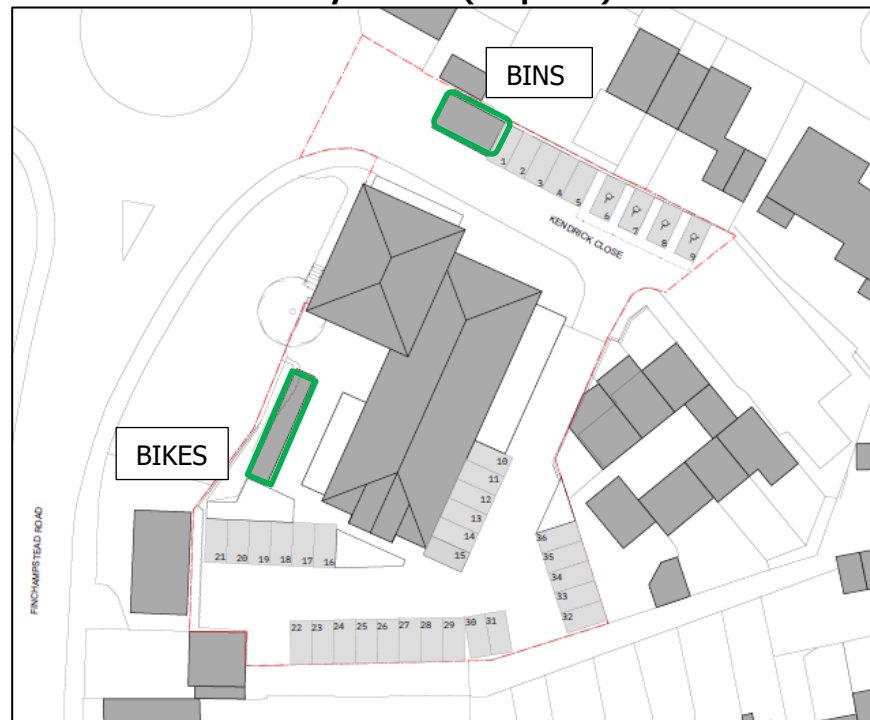
- 3.10 Transport policy advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be reduced. It is evident that the site is in a sustainable location, being accessible by a choice of travel modes and with day-to-day amenities located close by.

4 DEVELOPMENT PROPOSAL

Proposal Overview

- 4.1 The development proposal seeks to provide an additional 10 residential dwellings at Ascot House, comprising 2 x 1-beds and 8 x 2-beds. Consequently, there will be 34 flats in total at Ascot House. Access will be retained as per the existing situation for both pedestrian and vehicles. Car parking allocated for residential use will be increased for a total of 36 spaces, whilst cycle parking will be provided for 62 bicycles. The proposed layout plan is included at **Appendix A** and shown in extract at **Figure 4.1** below, with the bin and bike store locations highlighted.

Figure 4.1 – Extract from Site Layout Plan (Proposed)



Trip Generation

- 4.2 The trip generation by each mode of transport to and from the proposed development has been estimated for a typical weekday morning and evening peak period, as well as over a 12-hour daytime period.
- 4.3 To establish a multi-modal trip generation scenario for the 10 residential dwellings the TRICS database has been interrogated. The trip rates are based upon available data, based on TRICS surveys of private sale flats in locations in the Southeast region and subject to sites with a maximum of 100 flats. Three of the seven surveys provided by TRICS were undertaken in June 2021, when Covid-influenced working and travel patterns would have operated. This is

evidenced by the relatively high level of total daily person trips per flat attributable to the sites surveyed in June 2021. A comparison of total daily person trip rates and total daily vehicle trip rates, with and without the June 2021 surveys included in the dataset and tabulated in rank order is presented at **Appendix B**.

- 4.4 For the purpose of assessment, the Covid-adjusted dataset has been adopted, with the TRICS output reports for various modes included at **Appendix C**. A summary of the trip rates and resultant total person trips for the 10 dwellings is shown in **Table 4.1**.

Table 4.1 – Total Person Trip Rates and Trip Generation (10 dwellings)				
Time Period	Trip rates per flat		Total person trips*	
	In	Out	In	Out
7am – 8am	0.084	0.379	1	4
8am – 9am	0.092	0.586	1	6
9am – 10am	0.119	0.195	1	2
<i>Morning Period (7am – 10am)</i>			<i>3</i>	<i>12</i>
4pm – 5pm	0.295	0.172	3	2
5pm – 6pm	0.425	0.199	4	2
6pm – 7pm	0.464	0.253	5	3
<i>Evening Period (4pm – 7pm)</i>			<i>12</i>	<i>7</i>
Total (7am – 7pm)	2.628	2.720	26	27

- 4.5 To establish the mode of transport expected to be used by residents and visitors from the additional flats the journey to work data from the 2011 Census for those living in the local area has been applied to the total person trips. The Census mode relates to the longest part of the journey to work. **Table 4.2** shows the journey to work data for the Middle Super Output Area (Wokingham 013E) in which the site is located.

Table 4.2 – Local Method of Journey to Work Data (Longest Mode)	
Mode	2011 Census Data (Wokingham 013E)
Underground / Overground	0%
Rail	12%
Bus	2%
Taxi	0%
Motorcycle	1%
Car Driver	62%
Car Passenger	3%
Bicycle	2%
Walking	18%
Total	100%

- 4.6 On this basis, if 62% by car (as driver) is applied to the trip rates at Table 4.1 then the addition of 10 flats is expected to generate 2 vehicle arrivals and 7 vehicle departures over the 3-hour

AM period (7.00am-10.00am), and 7 vehicle arrivals and 4 vehicle departures during the 3-hour PM period (4.00pm-7.00pm). Some additional vehicle activity unrelated to a journey to or from work is also likely during these periods.

- 4.7 This level of vehicle activity is not expected to have a significant impact on the local highway network.

Access

Pedestrian and Cycle Access

- 4.8 Pedestrian and cyclist access will be retained as per the existing situation.

Vehicular Access

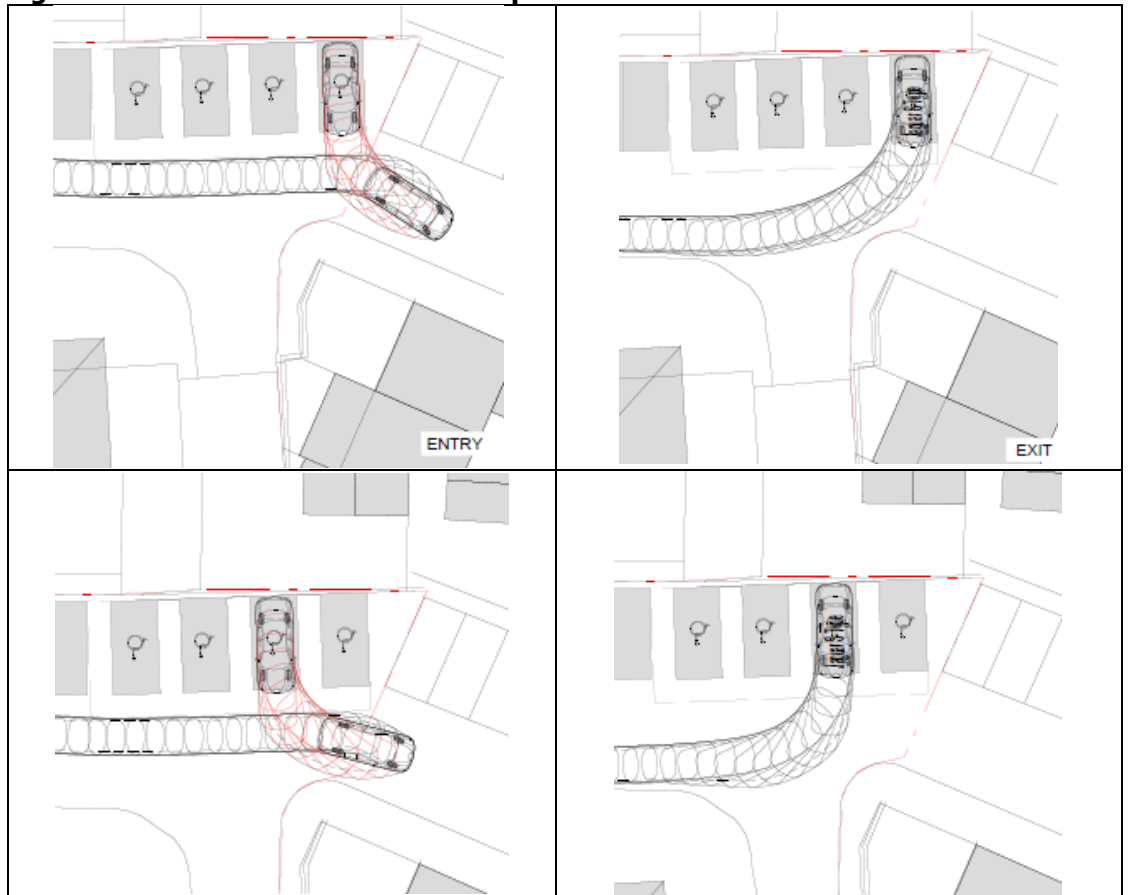
- 4.9 Vehicular access will be retained as per existing.

Parking

Car Parking

- 4.10 The addition of 10 flats in the form of 2 x 1-bed and 8 x 2-bed will increase the number of homes at Ascot House to a total of 34 flats. Residential car parking will be increased to allow for a total of 36 cars, with access taken from Kendrick Close as per the existing arrangement. All except two parking spaces are provided with an aisle width of 6m or more. Vehicle swept paths for the two parking spaces are shown at **Appendix D**, and in extract at **Figure 4.2** below, demonstrating that as a result of these spaces being wider than standard, the slight shortfall on a 6m aisle width is immaterial and convenient access to and from these bays is achievable.
- 4.11 Electric vehicle charging points associated with the new flats will be installed in accord with the relevant requirements of Building Regulations Part S, as approved June 2022. Where EV charging capability is being provided it will be in the form of a 7kW Type 2 charging unit. Passive provision is assumed to refer to the installation of the ducting runs that will allow additional EV charging units to be connected at a later date.
- 4.12 Consequently, parking at Ascot House will be provided at a ratio of 1.06 spaces per unit. With regards to assessing the appropriateness of the proposed level of car parking at the site, it is relevant to review both local car ownership as well as both local and regional policy guidance.

Figure 4.2 – Extract from Vehicle Swept Paths



- 4.13 Policy CC07 'Parking' from the February 2014 Wokingham Borough Development Plan states that:

"The parking standards are set out in Appendix 2 of the MDD as well as in the Parking Standards Study Report (2011). Proposals shall be consistent with this study, which provides for flexibility in applying parking standards as it is designed to acknowledge differences between development proposals and the transport facilities and infrastructure serving different areas. It also supports the character-led approach taken by the Council and the role of smarter choices and demand management measures in promoting sustainable travel patterns. Proposals shall also be consistent with the guidance on parking provision in the Borough Design Guide SPD (2012)."

- 4.14 Appendix 2 of the document further states that:

"It will be the responsibility of the developer to prove that parking provision has been adequately catered for on a proposed site. The developer must prove that parking will not have a detrimental effect on traffic safety or on the character of an area due to an increase in parking on the public highway. This should be set out in the Transport Statement or Transport Assessment as part of the planning application."

The parking standards should be regarded only as a starting point in any discussions with the Borough Council as it should be recognised that each development site will need to be assessed on its own merits, within the wider context of the area in which the development sits. This is likely to be more important under the coalition Government's "Localism" agenda for planning."

- 4.15 Based on the proposed residential mix, and the urban location of the site, the parking calculator published by the Council suggests that the Ascot House development should provide a minimum of 34 spaces, on the basis that none of the parking spaces are allocated/assigned to a specific dwelling.
- 4.16 It is also relevant to consider the expected level of car ownership for the development and car ownership data for flats in the local ward from the 2011 Census has been examined. This identifies an average car ownership of 0.71 cars for flats with 1-3 habitable rooms for the immediate area.
- 4.17 The 2021 Census data does not currently allow a comparable level of data interrogation, but the average car ownership per household for households of all types and sizes is reported to be 1.45 cars per household in both the 2011 and 2021 Census reports. It is reasonable to assume that there would be little or no change in the car ownership profile for flats over the same period.
- 4.18 With 36 on-site car parking spaces proposed there is not expected to be overspill residential parking associated with the development and the parking demands associated with Ascot House are expected to be accommodated within the site boundary. Hence, the parking provision for the development is in accordance with Policy CP6 'Managing Travel Demand' which sets out that *"planning permission will be granted for schemes that... Provide appropriate vehicular parking, having regard to car ownership"*.

Cycle Parking

- 4.19 Cycle parking at Ascot House will be provided for a minimum of 62 bicycles at the western extent of the building which will include 31 x two-tier Josta racks.

Delivery and Servicing Activity

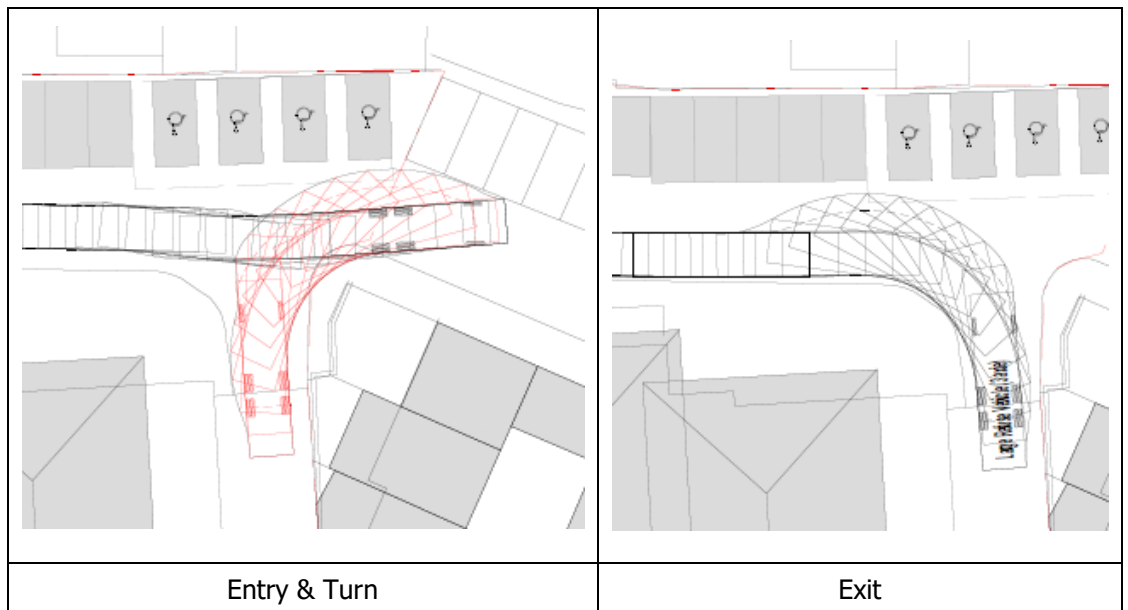
Deliveries

- 4.20 With reference to the TRICS database, the additional 10 dwellings are expected to result in a further 5-10 delivery vehicles attending the site per week. It is expected that 80% would be made by light goods vehicles (3.5t or less, eg Transit-type vehicles) and 20% by heavy goods

vehicles (e.g. 7.5t vans, eg Luton-type vehicles). Access and egress will remain as per the existing condition.

Waste Storage and Collections

- 4.21 The waste storage compound for the existing homes at Ascot House is located on the north side of Kendrick Close, upon first entry to the site from the roundabout.
- 4.22 Refuse is currently collected by the Council on a weekly basis with the vehicle able to turn within the 'T'- shaped aisle of the car park, as indicated below.



- 4.23 The collection arrangements will remain as existing, with the waste generation needs of the 10 additional homes being met by the introduction of one additional 1,100 litre bin for general waste and 7 additional 240 litre bins for food waste to the existing bin storage area.

5 SUMMARY AND CONCLUSION

Summary

5.1 TTP Consulting has been appointed by Klara Ascot Limited (the Applicant) to provide traffic and transport advice in relation to the proposed extensions at Ascot House (the site), located in Wokingham.

5.2 In summary:

- Ascot House was previously in use as office accommodation but has since been converted to 24 flats. This application seeks modifications and extensions to the building to create an additional 10 flats;
- The site lies within the Elms Field Character Area which in turn is within the wider Wokingham Town Centre Boundary set out in the Wokingham Town Centre Masterplan;
- Access will be retained as per the existing situation;
- Car parking will be provided to accommodate up to 36 vehicles, and all demand for parking is expected to be accommodated on-site, based on Census data for car ownership;
- Cycle parking will be provided on-site for 62 bicycles. The level of provision exceeds the relevant standards;
- The 10 additional residential units are expected to generate 5-10 deliveries per week;
- Waste will be stored at the front of the site with additional storage provided to accommodate the new flats. Waste will be collected as per the existing arrangements; and
- A trip generation assessment has been undertaken, which demonstrates that the proposed 10 dwellings could generate approximately 11 two-way vehicular movements in the busiest 3-hour PM peak period (4pm-7pm).

Conclusion

5.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 115, which states that:

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

Appendix A

(Proposed Layout Plans)



A Proposed Block Plan
S.03 1:250@A1, 1:500@A3

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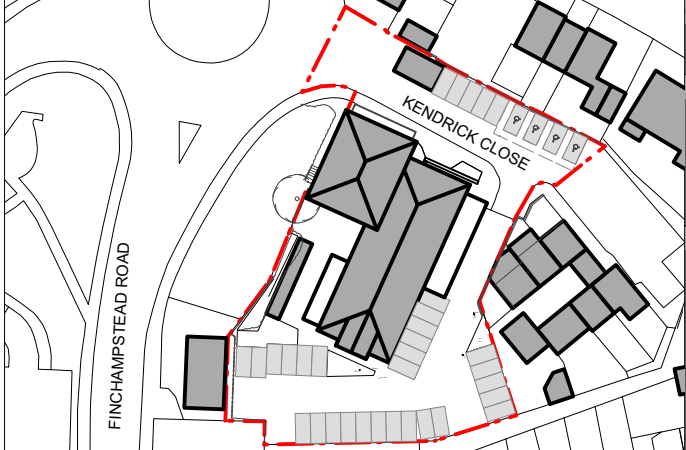
Notes

WARNING TO HOME BUYERS
Property Misdescriptions Act 1991
Buyers are warned that this is a working drawing and not intended to be treated as descriptive material describing in relation to any particular property or development, any of the specified matters prescribed by any order and under the above act. The contents of this drawing may be subject to change at any time and alterations and variations can occur, during the progress of the works without revision of the drawing. Consequently the layout, form, content and dimensions of the finished construction may differ materially from those shown. Nor do the contents of this drawing constitute a contract, part of any contract or warranty.

THIS IS A DESIGN INTENT DRAWING. SUB-CONTRACTOR / SUPPLIERS DETAILED DRAWINGS AND SPECIFICATIONS TO BE SUBMITTED FOR DESIGN TEAM INFORMATION AND/OR COMMENT

Revisions		
A	11.03.24	Submitted for Planning.
B	28.03.24	Submitted for Planning.
C	05.04.24	Submitted for Planning.

Notes:



Client Klara Ascot Limited		
Project Ascot House Finchampstead Road, Wokingham RG40 2NW		
Drawing Title Proposed Block Plan		

T2S ARCHITECTURE LTD A1: Westgate Chambers, 6a Elm Park Rd, Farnham, WMS 8LA M: +44 7455 295 247 E: t2sarch@t2sarchitecture.com W: www.t2sarchitecture.com		
Status Planning	Drawn KD	Checked TJS
Scale 1:250@A1, 1:500@A3	Date March 2023	
Drw# No. 105_PL2_S_03	Revision C	

Appendix B

(Comparison of total daily trip rates)

Total daily person trip rate per flat, in rank order, all data

Rank order for: **No of Dwellings**
 Calculated on: **TOTALS**
 Time range: **07:00-19:00**

Warning Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS, and may be misleading.

Total: **7**
 85th Percentile = no. 2
 15th Percentile = no. 6

HF-03-C-05 Tot: 10.115
 HF-03-C-04 Tot: 5.191

		Median Values		Search	
Arrivals	2.944				
Departures	2.889				
Totals	5.833*				
		Mean Values			
Arrivals	3.430				
Departures	3.600				
Totals	7.029*				

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals	Parking Spaces Per Dwelling	Covid
1	HF-03-C-01	BLOCKS OF FLATS	WATFORD	22	Wednesday	09/06/21	5.273	6.045	11.318	1.23	⚠️
2	HF-03-C-05	BLOCKS OF FLATS	WATFORD	26	Monday	07/06/21	5.000	5.115	10.115	1.38	⚠️
3	CT-03-C-02	BLOCKS OF FLATS	LEIGHTON BUZZARD	62	Tuesday	15/05/18	3.952	3.903	7.855	1.13	
4	WS-03-C-01	BLOCKS OF FLATS	WORTHING	18	Wednesday	11/05/22	2.944	2.889	5.833	2.39	
5	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH	90	Tuesday	05/06/18	2.467	2.800	5.267	0.86	
6	HF-03-C-04	BLOCKS OF FLATS	WATFORD	84	Thursday	10/06/21	2.548	2.643	5.191	1.38	⚠️
7	HF-03-C-03	BLOCK OF FLATS	BOREHAMWOOD	91	Thursday	14/11/19	1.824	1.802	3.626	0.66	

Total daily person trip rate per flat, in rank order, 2021 surveys removed

Rank order for: **No of Dwellings**
 Calculated on: **TOTALS**
 Time range: **07:00-19:00**

Warning Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS, and may be misleading.

Total: **4**
 15th and 85th percentile trip rates cannot be highlighted in selected data sets of under 6 survey days

Arrivals 2.705
 Departures 2.845
 Totals 5.550*

Mean Values
 Arrivals 2.797
 Departures 2.848
 Totals 5.645*

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals	Parking Spaces Per Dwelling	Covid
1	CT-03-C-02	BLOCKS OF FLATS	LEIGHTON BUZZARD	62	Tuesday	15/05/18	3.952	3.903	7.855	1.13	
2	WS-03-C-01	BLOCKS OF FLATS	WORTHING	18	Wednesday	11/05/22	2.944	2.889	5.833	2.39	
3	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH	90	Tuesday	05/06/18	2.467	2.800	5.267	0.86	
4	HF-03-C-03	BLOCK OF FLATS	BOREHAMWOOD	91	Thursday	14/11/19	1.824	1.802	3.626	0.66	

Total daily vehicle trip rate per flat, in rank order, all data

Rank order for: **No of Dwellings**
 Calculated on: **TOTALS**
 Time range: **07:00-19:00**

Warning Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS, and may be misleading.

Total: **7**
 85th Percentile = no. 2
 15th Percentile = no. 6

CT-03-C-02 Tot: 3.306
 PO-03-C-01 Tot: 1.966

		Median Values		Search	
Arrivals	1.269				
Departures	1.308				
Totals	2.577*				
		Mean Values			
Arrivals	1.294				
Departures	1.329				
Totals	2.623*				

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals	Parking Spaces Per Dwelling	Covid
1	HF-03-C-01	BLOCKS OF FLATS	WATFORD	22	Wednesday	09/06/21	2.091	2.136	4.227	1.23	⚠️
2	CT-03-C-02	BLOCKS OF FLATS	LEIGHTON BUZZARD	62	Tuesday	15/05/18	1.629	1.677	3.306	1.13	
3	WS-03-C-01	BLOCKS OF FLATS	WORTHING	18	Wednesday	11/05/22	1.333	1.278	2.611	2.39	
4	HF-03-C-05	BLOCKS OF FLATS	WATFORD	26	Monday	07/06/21	1.269	1.308	2.577	1.38	⚠️
5	HF-03-C-04	BLOCKS OF FLATS	WATFORD	84	Thursday	10/06/21	1.000	1.012	2.012	1.38	⚠️
6	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH	90	Tuesday	05/06/18	0.933	1.033	1.966	0.86	
7	HF-03-C-03	BLOCK OF FLATS	BOREHAMWOOD	91	Thursday	14/11/19	0.802	0.857	1.659	0.66	

Total daily vehicle trip rate per flat, in rank order, 2021 surveys removed

Rank order for: **No of Dwellings**
 Calculated on: **TOTALS**
 Time range: **07:00-19:00**

Warning Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS, and may be misleading.

Total: **4**
 15th and 85th percentile trip rates cannot be highlighted in selected data sets of under 6 survey days

Arrivals 1.133
 Departures 1.155
 Totals 2.288*

Mean Values
 Arrivals 1.174
 Departures 1.211
 Totals 2.385*

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals	Parking Spaces Per Dwelling	Covid
1	CT-03-C-02	BLOCKS OF FLATS	LEIGHTON BUZZARD	62	Tuesday	15/05/18	1.629	1.677	3.306	1.13	
2	WS-03-C-01	BLOCKS OF FLATS	WORTHING	18	Wednesday	11/05/22	1.333	1.278	2.611	2.39	
3	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH	90	Tuesday	05/06/18	0.933	1.033	1.966	0.86	
4	HF-03-C-03	BLOCK OF FLATS	BOREHAMWOOD	91	Thursday	14/11/19	0.802	0.857	1.659	0.66	

Appendix C

(TRICS Output Files)

Calculation Reference: AUDIT-752101-240104-0106

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	
CT	CENTRAL BEDFORDSHIRE	1 days
HF	HERTFORDSHIRE	1 days
PO	PORTSMOUTH	1 days
WS	WEST SUSSEX	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 18 to 91 (units:)
 Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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

Selected survey days:

Tuesday 2 days
 Wednesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 2
 Built-Up 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 7 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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	2 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|-----------------|----------------------|
| 1 | CT-03-C-02 | BLOCKS OF FLATS | CENTRAL BEDFORDSHIRE |
| | STANBRIDGE ROAD
LEIGHTON BUZZARD | | |
| | Edge of Town Centre
Residential Zone | | |
| | Total No of Dwellings: | 62 | |
| | Survey date: TUESDAY | 15/05/18 | Survey Type: MANUAL |
| 2 | HF-03-C-03 | BLOCK OF FLATS | HERTFORDSHIRE |
| | SHENLEY ROAD
BOREHAMWOOD | | |
| | Edge of Town Centre
Built-Up Zone | | |
| | Total No of Dwellings: | 91 | |
| | Survey date: THURSDAY | 14/11/19 | Survey Type: MANUAL |
| 3 | PO-03-C-01 | BLOCKS OF FLATS | PORTSMOUTH |
| | CROSS STREET
PORTSMOUTH | | |
| | Edge of Town Centre
Built-Up Zone | | |
| | Total No of Dwellings: | 90 | |
| | Survey date: TUESDAY | 05/06/18 | Survey Type: MANUAL |
| 4 | WS-03-C-01 | BLOCKS OF FLATS | WEST SUSSEX |
| | GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone | | |
| | Total No of Dwellings: | 18 | |
| | Survey date: WEDNESDAY | 11/05/22 | 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-01	COVID
HF-03-C-04	COVID
HF-03-C-05	COVID

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): 2.41

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	65	0.046	4	65	0.165	4	65	0.211
08:00 - 09:00	4	65	0.023	4	65	0.218	4	65	0.241
09:00 - 10:00	4	65	0.057	4	65	0.096	4	65	0.153
10:00 - 11:00	4	65	0.046	4	65	0.077	4	65	0.123
11:00 - 12:00	4	65	0.061	4	65	0.069	4	65	0.130
12:00 - 13:00	4	65	0.130	4	65	0.126	4	65	0.256
13:00 - 14:00	4	65	0.088	4	65	0.069	4	65	0.157
14:00 - 15:00	4	65	0.054	4	65	0.061	4	65	0.115
15:00 - 16:00	4	65	0.088	4	65	0.042	4	65	0.130
16:00 - 17:00	4	65	0.123	4	65	0.046	4	65	0.169
17:00 - 18:00	4	65	0.165	4	65	0.061	4	65	0.226
18:00 - 19:00	4	65	0.199	4	65	0.111	4	65	0.310
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.080			1.141			2.221

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just 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 - 91 (units:)
Survey date date range:	01/01/15 - 11/05/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	65	0.000	4	65	0.000	4	65	0.000
08:00 - 09:00	4	65	0.000	4	65	0.000	4	65	0.000
09:00 - 10:00	4	65	0.004	4	65	0.004	4	65	0.008
10:00 - 11:00	4	65	0.000	4	65	0.000	4	65	0.000
11:00 - 12:00	4	65	0.004	4	65	0.004	4	65	0.008
12:00 - 13:00	4	65	0.015	4	65	0.015	4	65	0.030
13:00 - 14:00	4	65	0.000	4	65	0.000	4	65	0.000
14:00 - 15:00	4	65	0.000	4	65	0.000	4	65	0.000
15:00 - 16:00	4	65	0.000	4	65	0.000	4	65	0.000
16:00 - 17:00	4	65	0.008	4	65	0.008	4	65	0.016
17:00 - 18:00	4	65	0.000	4	65	0.000	4	65	0.000
18:00 - 19:00	4	65	0.004	4	65	0.004	4	65	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	65	0.004	4	65	0.011	4	65	0.015
08:00 - 09:00	4	65	0.000	4	65	0.011	4	65	0.011
09:00 - 10:00	4	65	0.000	4	65	0.000	4	65	0.000
10:00 - 11:00	4	65	0.000	4	65	0.000	4	65	0.000
11:00 - 12:00	4	65	0.004	4	65	0.000	4	65	0.004
12:00 - 13:00	4	65	0.000	4	65	0.000	4	65	0.000
13:00 - 14:00	4	65	0.004	4	65	0.000	4	65	0.004
14:00 - 15:00	4	65	0.004	4	65	0.004	4	65	0.008
15:00 - 16:00	4	65	0.000	4	65	0.000	4	65	0.000
16:00 - 17:00	4	65	0.000	4	65	0.000	4	65	0.000
17:00 - 18:00	4	65	0.015	4	65	0.004	4	65	0.019
18:00 - 19:00	4	65	0.011	4	65	0.004	4	65	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.034			0.076

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	65	0.015	4	65	0.084	4	65	0.099
08:00 - 09:00	4	65	0.038	4	65	0.111	4	65	0.149
09:00 - 10:00	4	65	0.046	4	65	0.046	4	65	0.092
10:00 - 11:00	4	65	0.050	4	65	0.046	4	65	0.096
11:00 - 12:00	4	65	0.034	4	65	0.042	4	65	0.076
12:00 - 13:00	4	65	0.084	4	65	0.057	4	65	0.141
13:00 - 14:00	4	65	0.088	4	65	0.057	4	65	0.145
14:00 - 15:00	4	65	0.042	4	65	0.050	4	65	0.092
15:00 - 16:00	4	65	0.092	4	65	0.034	4	65	0.126
16:00 - 17:00	4	65	0.061	4	65	0.092	4	65	0.153
17:00 - 18:00	4	65	0.103	4	65	0.115	4	65	0.218
18:00 - 19:00	4	65	0.092	4	65	0.088	4	65	0.180
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.745			0.822			1.567

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.41

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	65	0.084	4	65	0.379	4	65	0.463
08:00 - 09:00	4	65	0.092	4	65	0.586	4	65	0.678
09:00 - 10:00	4	65	0.119	4	65	0.195	4	65	0.314
10:00 - 11:00	4	65	0.115	4	65	0.146	4	65	0.261
11:00 - 12:00	4	65	0.126	4	65	0.115	4	65	0.241
12:00 - 13:00	4	65	0.272	4	65	0.276	4	65	0.548
13:00 - 14:00	4	65	0.238	4	65	0.169	4	65	0.407
14:00 - 15:00	4	65	0.130	4	65	0.130	4	65	0.260
15:00 - 16:00	4	65	0.268	4	65	0.100	4	65	0.368
16:00 - 17:00	4	65	0.295	4	65	0.172	4	65	0.467
17:00 - 18:00	4	65	0.425	4	65	0.199	4	65	0.624
18:00 - 19:00	4	65	0.464	4	65	0.253	4	65	0.717
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.628			2.720			5.348

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	65	0.019	4	65	0.138	4	65	0.157
08:00 - 09:00	4	65	0.015	4	65	0.195	4	65	0.210
09:00 - 10:00	4	65	0.046	4	65	0.088	4	65	0.134
10:00 - 11:00	4	65	0.046	4	65	0.061	4	65	0.107
11:00 - 12:00	4	65	0.046	4	65	0.054	4	65	0.100
12:00 - 13:00	4	65	0.096	4	65	0.084	4	65	0.180
13:00 - 14:00	4	65	0.080	4	65	0.057	4	65	0.137
14:00 - 15:00	4	65	0.050	4	65	0.061	4	65	0.111
15:00 - 16:00	4	65	0.080	4	65	0.038	4	65	0.118
16:00 - 17:00	4	65	0.100	4	65	0.027	4	65	0.127
17:00 - 18:00	4	65	0.138	4	65	0.061	4	65	0.199
18:00 - 19:00	4	65	0.188	4	65	0.103	4	65	0.291
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.904			0.967			1.871

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	65	0.004	4	65	0.000	4	65	0.004
08:00 - 09:00	4	65	0.000	4	65	0.000	4	65	0.000
09:00 - 10:00	4	65	0.000	4	65	0.000	4	65	0.000
10:00 - 11:00	4	65	0.000	4	65	0.000	4	65	0.000
11:00 - 12:00	4	65	0.000	4	65	0.000	4	65	0.000
12:00 - 13:00	4	65	0.000	4	65	0.000	4	65	0.000
13:00 - 14:00	4	65	0.004	4	65	0.004	4	65	0.008
14:00 - 15:00	4	65	0.000	4	65	0.000	4	65	0.000
15:00 - 16:00	4	65	0.000	4	65	0.000	4	65	0.000
16:00 - 17:00	4	65	0.000	4	65	0.000	4	65	0.000
17:00 - 18:00	4	65	0.004	4	65	0.000	4	65	0.004
18:00 - 19:00	4	65	0.004	4	65	0.004	4	65	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.008			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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	65	0.019	4	65	0.015	4	65	0.034
08:00 - 09:00	4	65	0.008	4	65	0.008	4	65	0.016
09:00 - 10:00	4	65	0.011	4	65	0.008	4	65	0.019
10:00 - 11:00	4	65	0.000	4	65	0.008	4	65	0.008
11:00 - 12:00	4	65	0.011	4	65	0.011	4	65	0.022
12:00 - 13:00	4	65	0.015	4	65	0.019	4	65	0.034
13:00 - 14:00	4	65	0.008	4	65	0.008	4	65	0.016
14:00 - 15:00	4	65	0.004	4	65	0.004	4	65	0.008
15:00 - 16:00	4	65	0.008	4	65	0.004	4	65	0.012
16:00 - 17:00	4	65	0.008	4	65	0.011	4	65	0.019
17:00 - 18:00	4	65	0.000	4	65	0.000	4	65	0.000
18:00 - 19:00	4	65	0.004	4	65	0.004	4	65	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.100			0.196

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

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

Calculation Reference: AUDIT-752101-240104-0145

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	
CT	CENTRAL BEDFORDSHIRE	1 days
HF	HERTFORDSHIRE	4 days
PO	PORTSMOUTH	1 days
WS	WEST SUSSEX	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 18 to 91 (units:)
 Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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

Selected survey days:

Monday	1 days
Tuesday	2 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	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
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:

Residential Zone	5
Built-Up 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	7 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days
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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	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 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	5 days
No	2 days

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

PTAL Rating:

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

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

1	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	HF-03-C-01	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
3	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
4	HF-03-C-04	BLOCKS OF FLATS	HERTFORDSHIRE
	OXHEY DRIVE		
	WATFORD		
	SOUTH OXHEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	84	
	Survey date: THURSDAY	10/06/21	Survey Type: MANUAL
5	HF-03-C-05	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: MONDAY	07/06/21	Survey Type: MANUAL
6	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
7	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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): 2.58

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	56	0.041	7	56	0.170	7	56	0.211
08:00 - 09:00	7	56	0.048	7	56	0.226	7	56	0.274
09:00 - 10:00	7	56	0.092	7	56	0.120	7	56	0.212
10:00 - 11:00	7	56	0.071	7	56	0.099	7	56	0.170
11:00 - 12:00	7	56	0.064	7	56	0.064	7	56	0.128
12:00 - 13:00	7	56	0.132	7	56	0.130	7	56	0.262
13:00 - 14:00	7	56	0.087	7	56	0.079	7	56	0.166
14:00 - 15:00	7	56	0.066	7	56	0.074	7	56	0.140
15:00 - 16:00	7	56	0.097	7	56	0.048	7	56	0.145
16:00 - 17:00	7	56	0.135	7	56	0.048	7	56	0.183
17:00 - 18:00	7	56	0.155	7	56	0.043	7	56	0.198
18:00 - 19:00	7	56	0.145	7	56	0.079	7	56	0.224
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.133			1.180			2.313

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just 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 - 91 (units:)
 Survey date range: 01/01/15 - 11/05/22
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	56	0.003	7	56	0.028	7	56	0.031
08:00 - 09:00	7	56	0.000	7	56	0.038	7	56	0.038
09:00 - 10:00	7	56	0.008	7	56	0.010	7	56	0.018
10:00 - 11:00	7	56	0.008	7	56	0.000	7	56	0.008
11:00 - 12:00	7	56	0.013	7	56	0.000	7	56	0.013
12:00 - 13:00	7	56	0.005	7	56	0.000	7	56	0.005
13:00 - 14:00	7	56	0.013	7	56	0.003	7	56	0.016
14:00 - 15:00	7	56	0.015	7	56	0.005	7	56	0.020
15:00 - 16:00	7	56	0.005	7	56	0.000	7	56	0.005
16:00 - 17:00	7	56	0.003	7	56	0.000	7	56	0.003
17:00 - 18:00	7	56	0.015	7	56	0.003	7	56	0.018
18:00 - 19:00	7	56	0.008	7	56	0.003	7	56	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.090			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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	56	0.018	7	56	0.107	7	56	0.125
08:00 - 09:00	7	56	0.043	7	56	0.148	7	56	0.191
09:00 - 10:00	7	56	0.066	7	56	0.071	7	56	0.137
10:00 - 11:00	7	56	0.048	7	56	0.046	7	56	0.094
11:00 - 12:00	7	56	0.041	7	56	0.053	7	56	0.094
12:00 - 13:00	7	56	0.079	7	56	0.071	7	56	0.150
13:00 - 14:00	7	56	0.097	7	56	0.053	7	56	0.150
14:00 - 15:00	7	56	0.061	7	56	0.059	7	56	0.120
15:00 - 16:00	7	56	0.087	7	56	0.036	7	56	0.123
16:00 - 17:00	7	56	0.079	7	56	0.066	7	56	0.145
17:00 - 18:00	7	56	0.089	7	56	0.079	7	56	0.168
18:00 - 19:00	7	56	0.079	7	56	0.061	7	56	0.140
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.787			0.850			1.637

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.58

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	56	0.076	7	56	0.494	7	56	0.570
08:00 - 09:00	7	56	0.112	7	56	0.756	7	56	0.868
09:00 - 10:00	7	56	0.183	7	56	0.308	7	56	0.491
10:00 - 11:00	7	56	0.153	7	56	0.186	7	56	0.339
11:00 - 12:00	7	56	0.137	7	56	0.145	7	56	0.282
12:00 - 13:00	7	56	0.288	7	56	0.262	7	56	0.550
13:00 - 14:00	7	56	0.249	7	56	0.168	7	56	0.417
14:00 - 15:00	7	56	0.204	7	56	0.160	7	56	0.364
15:00 - 16:00	7	56	0.316	7	56	0.117	7	56	0.433
16:00 - 17:00	7	56	0.359	7	56	0.140	7	56	0.499
17:00 - 18:00	7	56	0.450	7	56	0.137	7	56	0.587
18:00 - 19:00	7	56	0.389	7	56	0.176	7	56	0.565
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.916			3.049			5.965

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	56	0.018	7	56	0.148	7	56	0.166
08:00 - 09:00	7	56	0.028	7	56	0.191	7	56	0.219
09:00 - 10:00	7	56	0.061	7	56	0.102	7	56	0.163
10:00 - 11:00	7	56	0.059	7	56	0.069	7	56	0.128
11:00 - 12:00	7	56	0.048	7	56	0.051	7	56	0.099
12:00 - 13:00	7	56	0.087	7	56	0.081	7	56	0.168
13:00 - 14:00	7	56	0.071	7	56	0.061	7	56	0.132
14:00 - 15:00	7	56	0.064	7	56	0.069	7	56	0.133
15:00 - 16:00	7	56	0.089	7	56	0.041	7	56	0.130
16:00 - 17:00	7	56	0.112	7	56	0.031	7	56	0.143
17:00 - 18:00	7	56	0.135	7	56	0.043	7	56	0.178
18:00 - 19:00	7	56	0.135	7	56	0.071	7	56	0.206
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.907			0.958			1.865

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

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

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

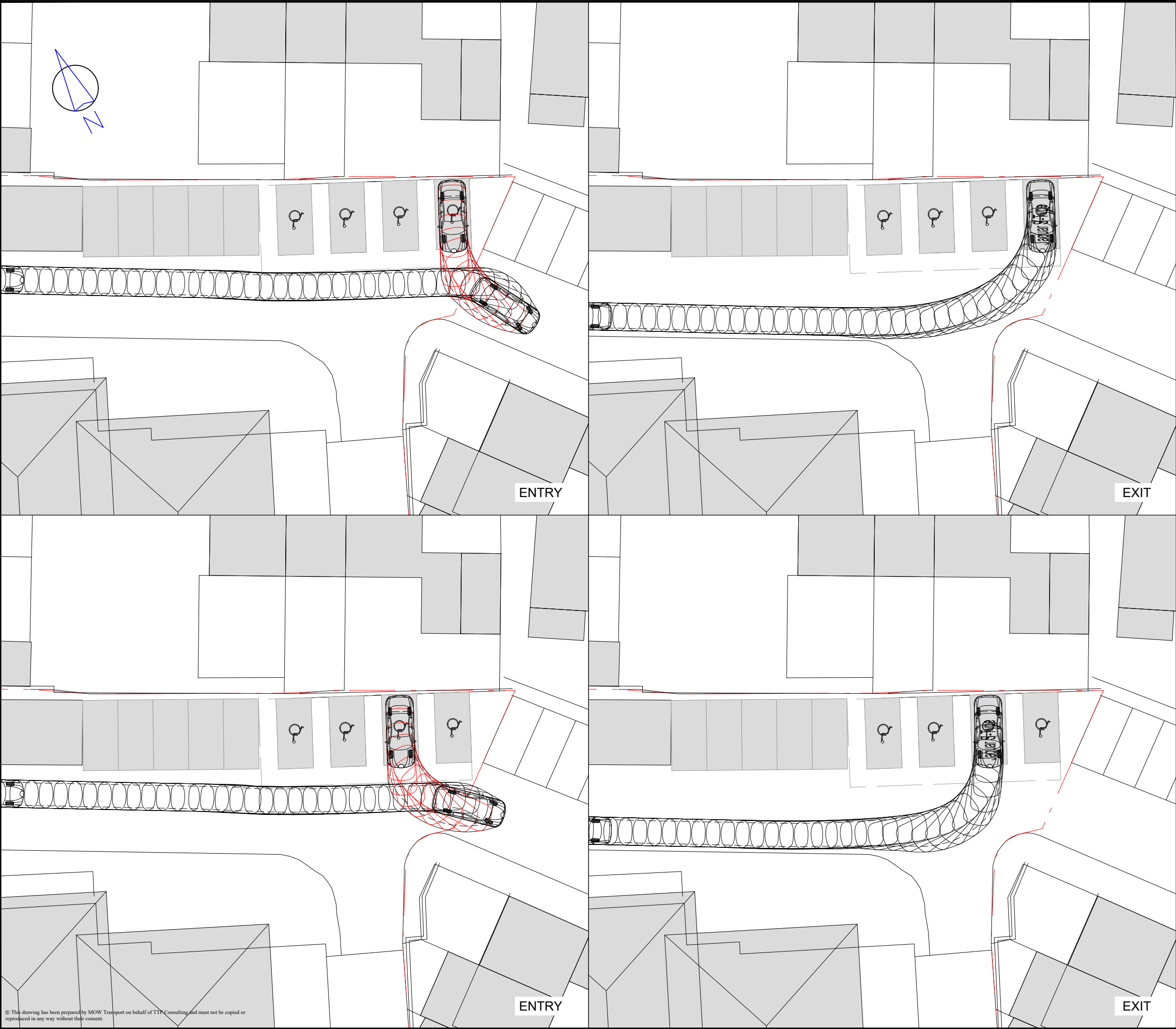
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	56	0.015	7	56	0.010	7	56	0.025
08:00 - 09:00	7	56	0.005	7	56	0.008	7	56	0.013
09:00 - 10:00	7	56	0.020	7	56	0.008	7	56	0.028
10:00 - 11:00	7	56	0.000	7	56	0.015	7	56	0.015
11:00 - 12:00	7	56	0.010	7	56	0.008	7	56	0.018
12:00 - 13:00	7	56	0.015	7	56	0.015	7	56	0.030
13:00 - 14:00	7	56	0.008	7	56	0.008	7	56	0.016
14:00 - 15:00	7	56	0.003	7	56	0.008	7	56	0.011
15:00 - 16:00	7	56	0.005	7	56	0.003	7	56	0.008
16:00 - 17:00	7	56	0.008	7	56	0.010	7	56	0.018
17:00 - 18:00	7	56	0.000	7	56	0.000	7	56	0.000
18:00 - 19:00	7	56	0.003	7	56	0.003	7	56	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.096			0.188

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just 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 D

(Swept Path Analysis)



Rev	Details	Drawn	Checked	Date
1				

4.939



0.937 2.909

Jaguar S-Type

Overall Length4.939m

Overall Width1.878m

Overall Body Height1.474m

Min Body Ground Clearance0.259m

Max Track Width1.544m

Lock to Lock Time4.00 sec

Kerb to Kerb Turning Radius6.000m

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

Client

-

Project

Ascot House

Drawing Title

Swept Path Analysis using a Large Car

Scale

1:250 at A3

Drawn	MW	20.12.23
Checked	SD	20.12.23



ttp consulting

transport planning specialists

111 - 113 Great Portland Street

London

W1W 6QQ

Tel. No. 0207 1000 753

Drawing Number	Rev
2020-3964-AT-108	1