croudacehomes

Transport Planning Associates

A Planning Application by

CROUDACE HOMES, VORTAL HOMES LIMITED AND FALCON DEVELOPMENTS (SE) LIMITED

In respect of

Land North of School Road, Arborfield Cross, WOKINGHAM

Transport Assessment

September 2024

Document Management

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1 Introduction

1.1 Transport Planning Associates (**TPA**) has been commissioned by Croudace Homes, Vortal Homes Limited and Falcon Developments (SE) Limited to provide transport planning consultancy services in relation to the proposed development of the land north of School Road, Arborfield Cross, RG2 9NX.

The Site

1.2 The location of the site is shown below in **Figure 1.1**, along with its context to the wider area.

Figure 1.1 Site Location Plan – Regional Context

Source: © OpenStreetMap contributors

The Proposed Development

1.3 The proposed development comprises an outline application for up to 95 dwellings with access taken from School Road. The description of the proposed development is as follows:

"Outline planning application for a proposed residential development of up to 95 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)."

1.4 The illustrative Masterplan is shown in **Figure 1.2** with a full version provided in **Appendix A**.

Figure 1.2 Illustrative Masterplan

*Source: Illustrative Masterplan provide in **Figure 1.2***

1.5 A pedestrian and cycle access will be provided onto Cole Lane on the northwestern boundary of the site to increase the permeability of the site by active modes of travel. This access will be a minimum of 3.7m wide to allow for emergency vehicle and cycle movements, and will reduce the walking distance of the services and amenities in Arborfield Cross for residents.

1.6 Additionally, an access for pedestrians, cycles and vehicles will be provided onto School Road. To achieve this, and in the context of the lack of through traffic due to a restriction on motor vehicle traffic further east, School Road will be realigned to prioritise movements into the site.

Report Scope and Structure

1.7 This Transport Assessment has been prepared to consider the highway and transport aspects of the proposed change of use as part of a suite of documents supporting the planning application. It will

set out the baseline position, describe the proposed scheme and consider its impact on the existing and surrounding transport network.

1.8 The rest of this report is set out as follows:

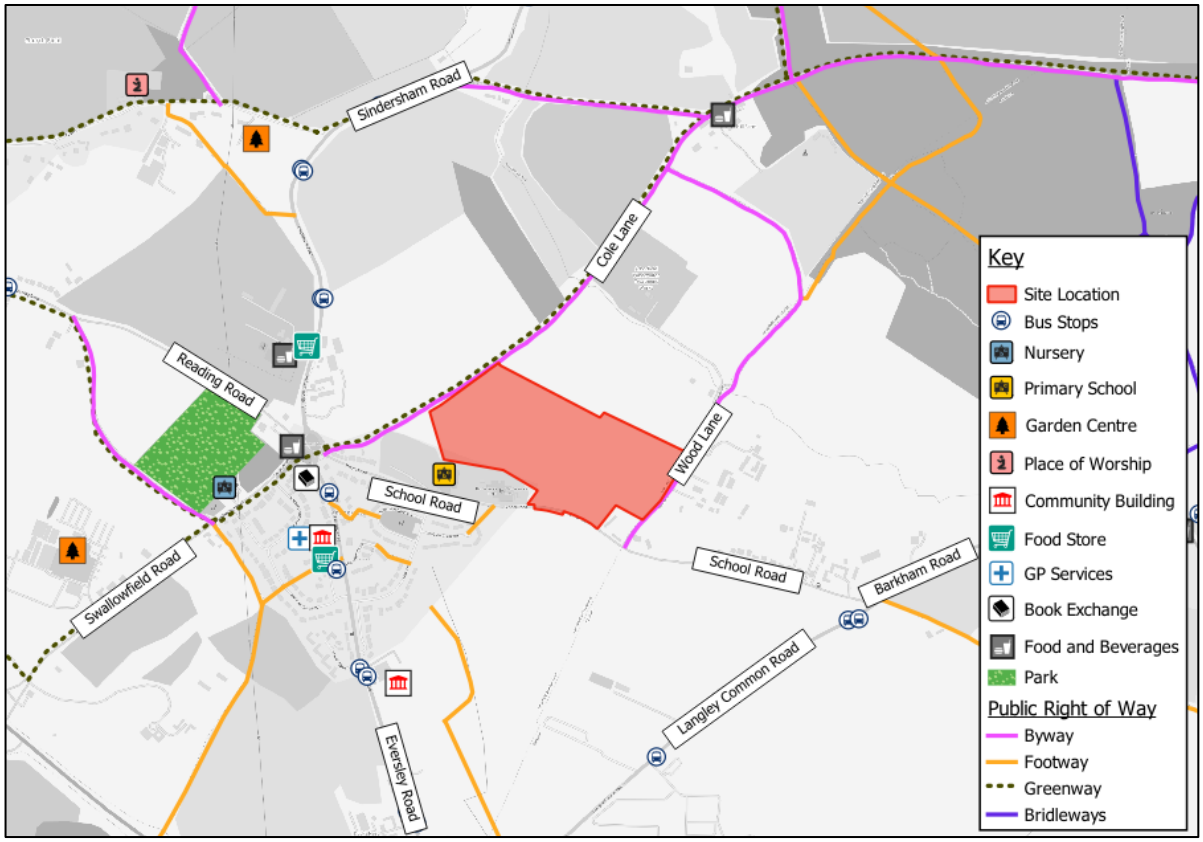
- **Chapter 2** – Baseline Transport Conditions;
- **Chapter 3** – National and Local Planning Policy
- **Chapter 4** – The Proposed Development;
- **Chapter 5** – Trip Generation and Impact Assessment; and
- **Chapter 6** – Summary and Conclusion.

2 Baseline Transport Conditions

The Existing Site

2.1 The site is located in Arborfield Cross which, as shown in **Figure 1.1**, is a village situated between Arborfield Green and Reading. Focussing on the local area, **Figure 2.1** below provides context within the village of Arborfield Cross.

Figure 2.1 Site Location – Local Context



Source: © OpenStreetMap Contributors

2.2 As shown, the site is bounded by agricultural land to the north, Wood Lane to the east, School Road and the Coombes Church of England Primary School to the south and Cole Lane to the west.

2.3 Cole Lane and Wood Lane are existing Public Rights of Way (**PROW**) as set out later within this Transport Assessment.

2.4 The existing site is currently in use as arable farmland with access taken from Wood Lane via the neighbouring field to the north.

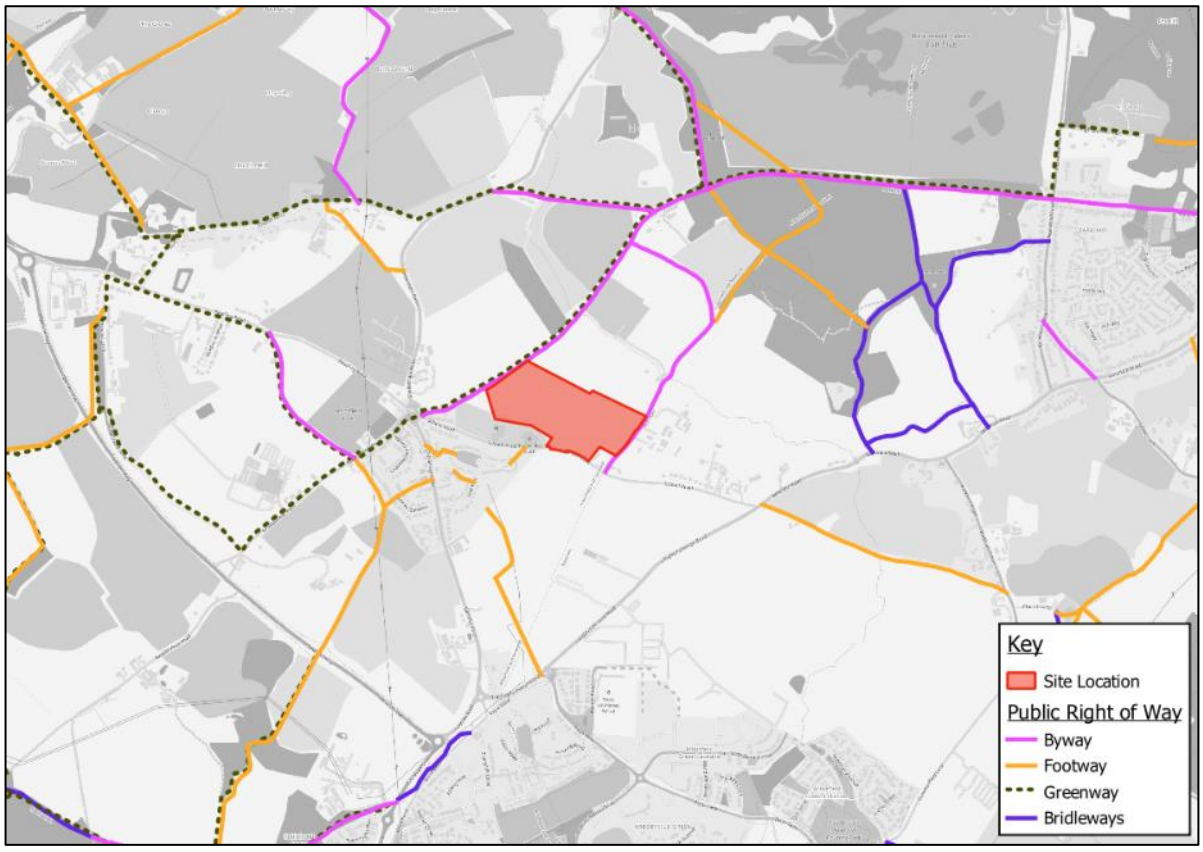
Existing Pedestrian Infrastructure

2.5 Pedestrian footways are provided along the southern side of School Road, which have had recent improvement works carried out following the installation of bollards along School Road. The footways measure approximately 1.4 m in width.

2.6 Dropped kerbs are frequently provided at crossing points along School Road. Street lighting is also provided intermittently (to the west) along School Road.

2.7 The site benefits from access to an extensive network of PROWs as shown in **Figure 2.2**. As shown, Cole Lane and Wood Lane, which bound the site to the east and west, are Byways open to all traffic.

Figure 2.2 Public Rights of Way



Source: © OpenStreetMap Contributors and Wokingham Borough Council's Public Rights of Way map[1]

2.8 In addition to the PROWs, Wokingham Borough Council has identified Greenway Routes, including Greenway Route B which follows Cole Lane in the vicinity of the site. Wokingham Borough Council's Public Right of Way Improvement Plan states that:

[1] https://experience.arcgis.com/experience/693aa0ab35dd45e7ae8e256533d7dd2b/

> *"Wokingham Borough Council's aspiration is to have Greenways (which are continuous generally traffic-free multi user routes) linking the major Strategic Development Locations (SDL's) in the borough (Arborfield Garrison, Shinfield, North Wokingham and South Wokingham) to each other and also to the existing communities and places of interest/employment."* [2]

2.9 Photographs of the pedestrian network within the vicinity of the site, during our site visit are shown in **Figure 2.3**.

Figure 2.3 Existing Pedestrian Network

School Road – West Facing	School Road – West Facing
School Road Signalised Crossing Point	**Link Way Crossing Point**

Source: TPA Site Visit (May 2024)

Local Services and Amenities

2.10 The (then) Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot' (2000) identifies the desirable, acceptable and preferred maximum walking distances to various

[2] Page 9 of Wokingham Borough Council's PROW Improvement Plan

amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT Suggested Walking Distance Thresholds

	Town Centres (m)	**Commuting / School / Sight-seeing (m)**	**Elsewhere (m)**
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

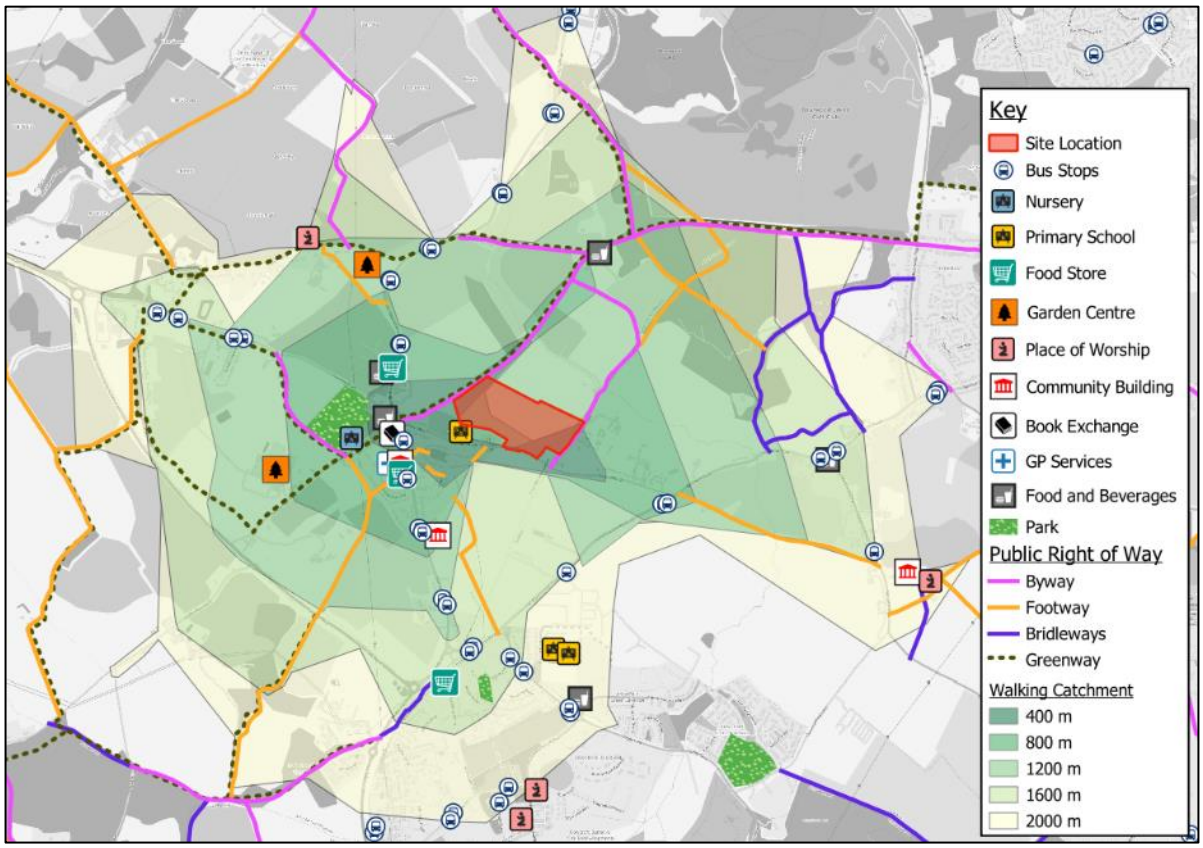
Source: Table 3.2 of Providing for Journeys on Foot (IHT)

2.11 In addition, and more recently, 'Building Sustainable Transport into New Developments' (DfT, 2008) gives the following advice on pedestrian catchment areas: "Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)"[3]. That concept is developed further in CIHT's guidance 'Planning for Walking' (2015) and in the 'Manual for Streets' (2007)[4].

2.12 **Figure 2.4** illustrates the nearby services and amenities to the site with context of 400m, 800m,1,200m, 1,600m and 2,000m walking catchments.

[3] Page 8 of Building Sustainable Transport into New Developments' (DfT, 2008)
[4] *Paragraph 4.4 of Manual for Streets (2008)*

Figure 2.4 Local Services and Amenities



Source: © OpenStreetMap contributors
Notes: Walking isochrones calculated from site accesses

2.13 As shown, the site benefits from access to a variety of services and amenities within walking distance of the site. These include a convenience store, the village hall and the Arborfield Consulting Room for the Swallowfield Medical Practice[5], The Coombes Church of England Primary School adjacent, and the Bull Inn. The provision of additional dwellings within the village would serve to provide additional custom and viability to the existing services and amenities within the area.

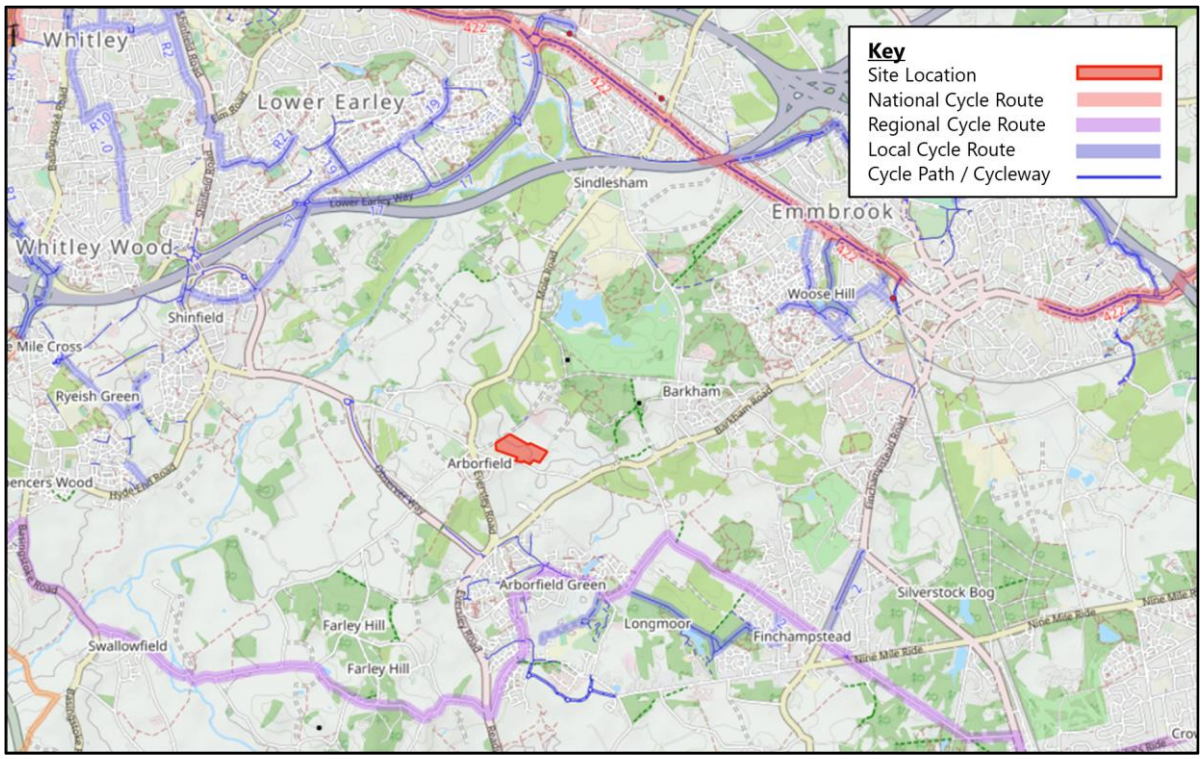
2.14 Further afield, services and facilities are provided in Arborfield Green to the southeast which is accessible via walking, cycling or a regular bus service.

Existing Cycle Infrastructure

2.15 The existing designated cycle routes in the vicinity of the site are shown in **Figure 2.5**. In the context of the rural location of the site, the majority of local cycling will occur on-street with cyclists in the carriageway.

[5] https://www.swallowfieldmedicalpractice.co.uk/

Figure 2.5 Existing Cycle Routes



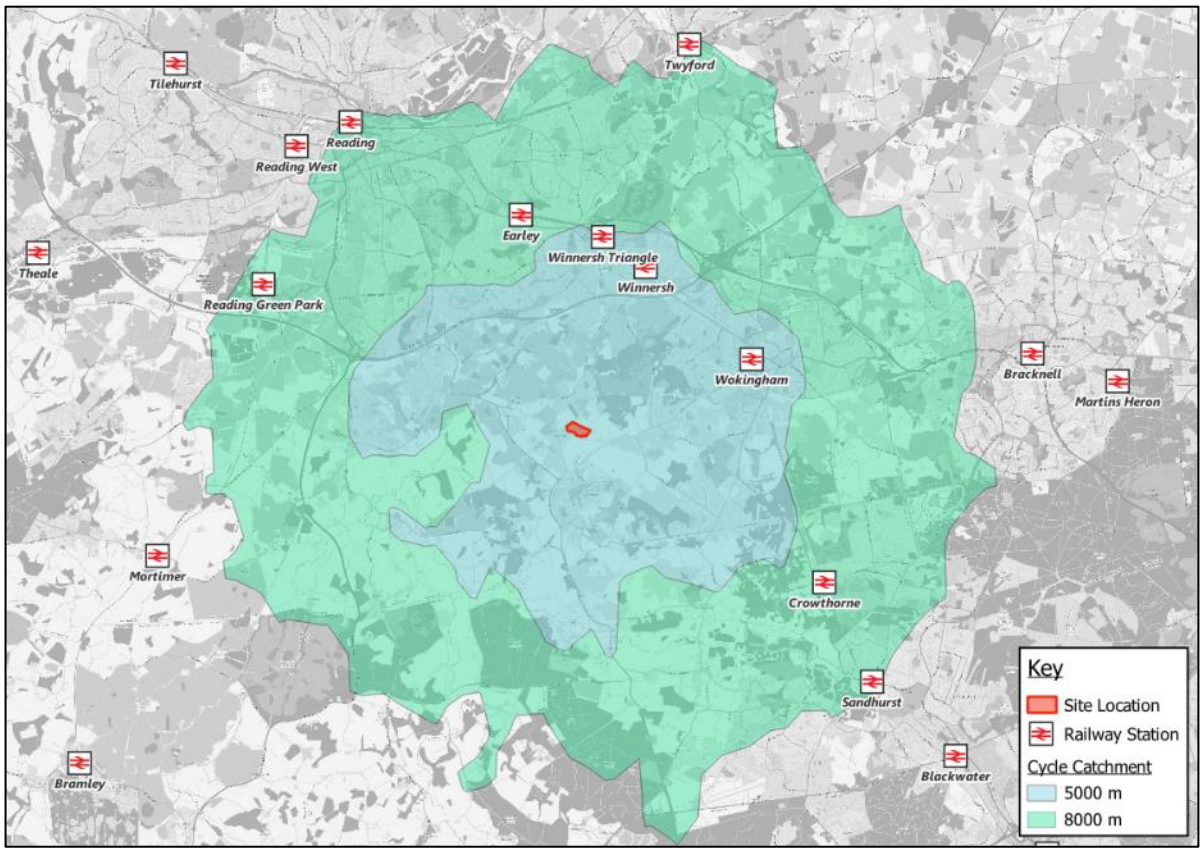
Source: © OpenStreetMap Contributors

2.16 To the south of the site the Round Berkshire Cycle Route[6] passes through Arborfield Green which links Crowthorne, Swallowfield and Greenham. The Round Berkshire Cycle Route is a Regional Cycle Route which intersects with National Cycle Route 23 at Beech Hill to the west of the site.

2.17 With regard to catchment, the bicycle is an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)[7]. **Figure 2.6** illustrates the five to eight kilometre catchment of the site by cycle.

[6] https://www.strava.com/routes/8768441?hl=en-GB
[7] *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*

Figure 2.6 Cycle Catchment



Source: © OpenStreetMap Contributors
Note: measurements taken from proposed site access.

2.18 As shown, the site is within cycle distance of Arborfield Green, Wokingham, Winnersh, Barkham, and Reading providing access to services and amenities beyond those identified previously. Some services which are accessible by cycle include (but are not limited to):

- Wokingham Station;
- the new schools (primary and secondary) within Arborfield Green; and
- The local facilities (retail etc.) within Arborfield Green, Wokingham town centre, and Reading town centre.

Public Transport

Bus Services

2.19 The Swan bus stops are the closest to the site, located circa 250m-500m from the proposed Cole Lane access. The southbound stop has a flag, timetable and routing information and a bin, whilst the northbound stop also provides a shelter.

2.20 These stops provide access to the 3 Leopard bus service, which is summarised in Table 2.2.

Table 2.2 Summary of Local Bus Services

Bus No.	Route	Peak Hour Frequency		
		Mon-Fri	Sat	Sun
3 Leopard	**The Swan** – Arborfield Garison – Arborfield Green – California Crossroads – Barkham – Wokingham Hospital – Wokingham Station – Wokingham	3	3	2
	The Swan – Shinfield – UoR (Chancellor's Way) – Royal Berkshire Hospital – Central Reading	3	3	2

Source: http:///www.reading-buses.co.uk/
Service frequency based on timetables at The Swan bus stops on 22 May 2024

Rail Services

2.21 Wokingham railway station is located circa 5km (northeast) from the site and is accessible via a circa 20-minute cycle or via a circa 30-minute bus ride utilising the '3 Leopard'. The station is managed by South Western Railway and located at the junction of the Waterloo-Reading Line and North Downs Line. It benefits from 118 cycle parking spaces, 531 car parking spaces[8].

2.22 Table 2.3 below illustrates the services available from Wokingham railway station.

Table 2.3 Summary of Train Services

Destination	Via	Frequency		
		Mon-Fri	Sat	Sun
Reading	Wokingham – Winnersh – Winnersh Triangle – Earley	5	4	4
London Waterloo	Bracknell – Egham – Twickenham – Vauxhall	2	2	2
Gatwick Airport	Blackwater – Guildford – Reigate	2	2	1

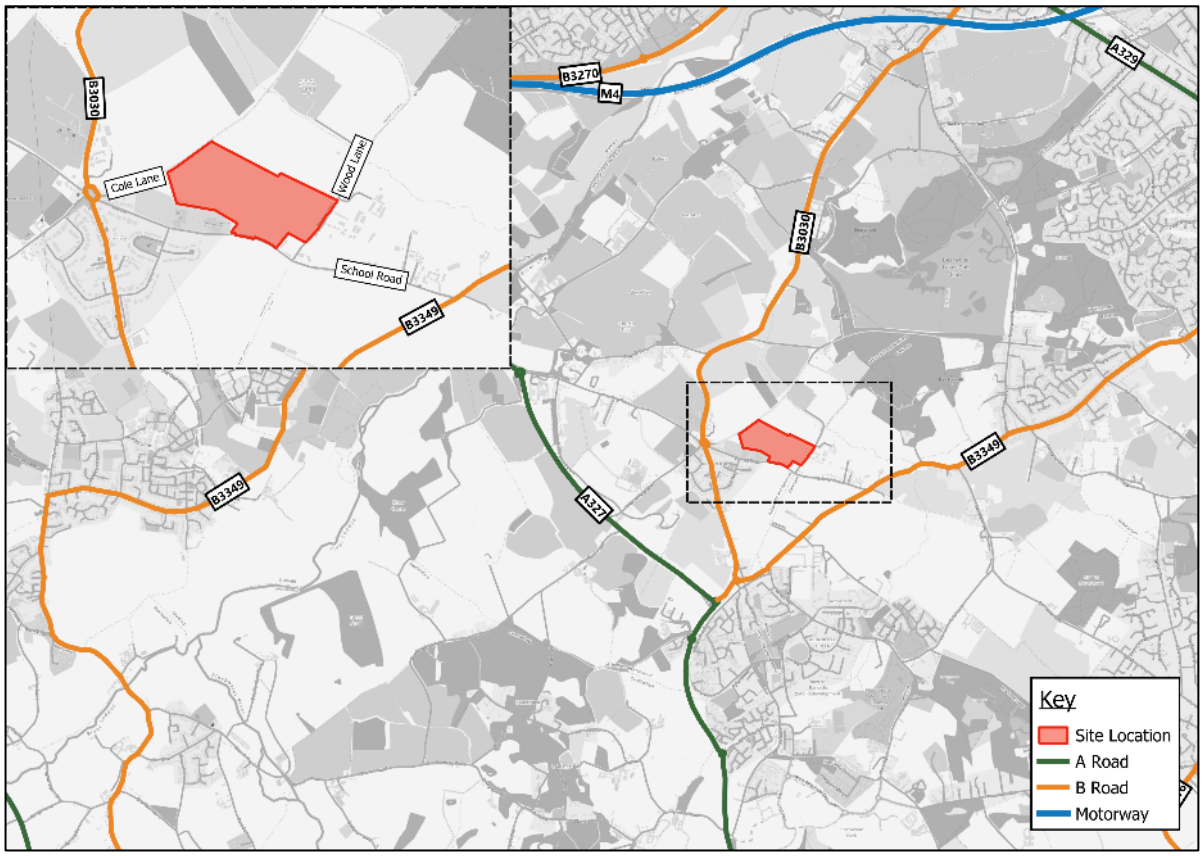
Source: www.southernrailway.com & www.gwr.com/

[8] https://www.nationalrail.co.uk/stations/wokingham/

Local Highway Network

2.23 Vehicular access to the site is currently taken from Wood Lane as set out previously, however it also benefits from a frontage onto School Road. The local highway network is illustrated in **Figure 2.7**.

Figure 2.7 Local Highway Network



Source: © OpenStreetMap Contributors

2.24 **Figure 2.8** contains a selection of photographs from a recent site visit illustrating the existing local highway network in the vicinity of the site.

Figure 2.8 Existing Local Highway Network

Existing School Lane parking	School Lane adjacent to the site
Pedestrian Crossing adjacent to The Coombes Primary School	**Existing School Road arm of the Arborfield Cross Roundabout**
Existing Eversley Road arm of the Arborfield Cross Roundabout	**Existing traffic calming on Eversley Road**

Source: TPA Site Visit (22 May 2024)

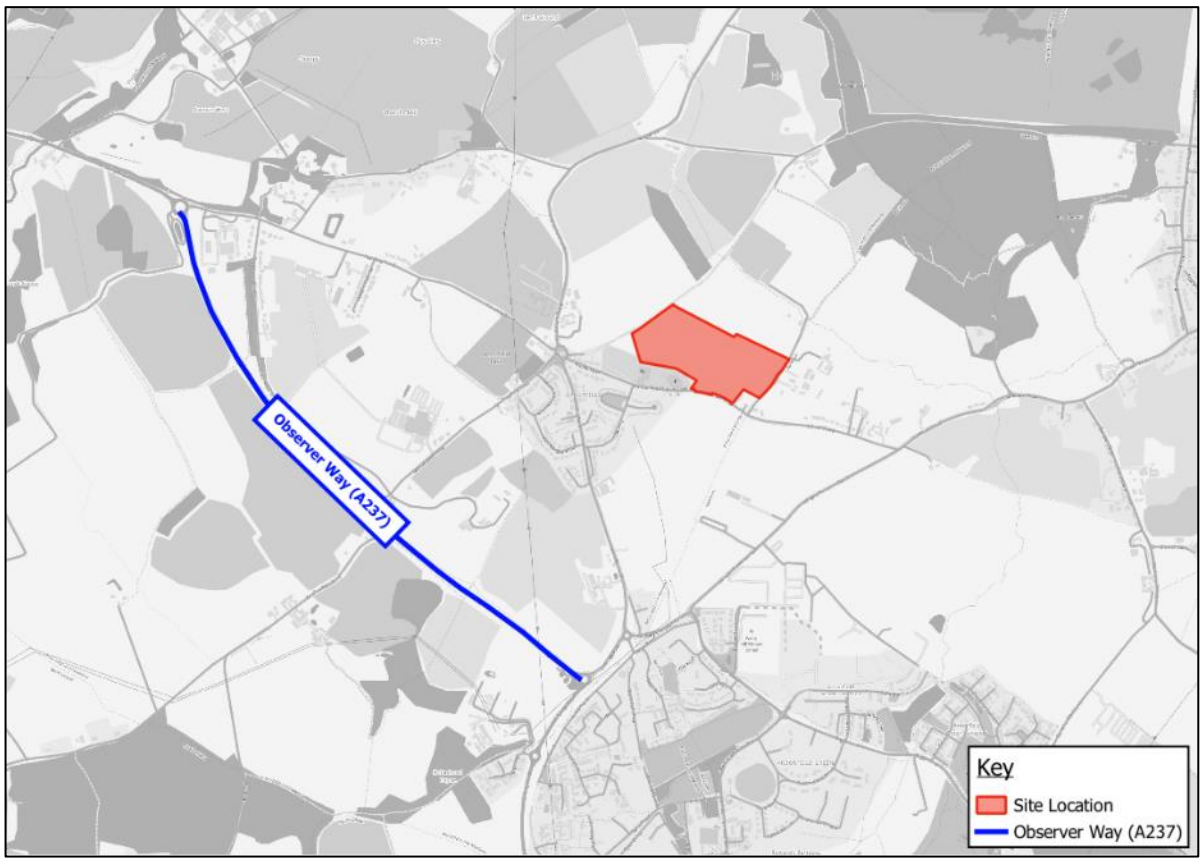
Arborfield Cross Relief Road

2.25 In 2017 a planning application was submitted for:

> *"[…] the construction of a 2.3 KM Arborfield Cross Relief Road (including shared use pathway) linking A327 Reading Road in the north and A327 Eversley Road in the south east. The proposal includes two new roundabout junctions link to the existing road network along the A327, a new staggered priority junction at Swallowfield Road and a new shared-use (non-motorised user) bridge where Arborfield Footpath 17 intersects the proposed relief road."*[9]

2.26 The application was subsequently granted permission and the relief road (now known as Observer Way) has since been constructed. The route of the relief road is illustrated in the figure below.

Figure 2.9 Arborfield Cross Relief Road (Observer Way)



Source: © OpenStreetMap contributors

[9] Planning application reference 172209

2.27 Focusing on the predicted impact of the relief road the Addendum Transport Assessment[10] identifies the AM and PM peak flows for five scenarios, namely:

- 2015 Base Year;
- 2019 Do Minimum;
- 2019 Do Something;
- 2026 Do Minimum; and
- 2026 Do Something.

2.28 Focusing on Reading Road and Eversley Road the impact identified in the supporting Transport Assessment is summarised in Table 2.4.

Table 2.4 Arborfield Cross Relief Road (Observer Way) – Impact

Scenario	Reading Road		Eversley Road	
	Westbound	Eastbound	Northbound	Southbound
AM Peak				
2015 Baseline	701	694	773	728
2019 Do Minimum	907	831	572	679
2019 Do Something	416	362	261	238
2026 Do Minimum	1,435	1,106	737	955
2026 Do Something	401	370	314	336
PM Peak				
2015 Baseline	821	721	724	699
2019 Do Minimum	871	787	570	611
2019 Do Something	412	388	209	295
2026 Do Minimum	1,259	1,091	742	974
2026 Do Something	350	421	317	453

Source: Based on Figures 7 and 8 of the Addendum Transport Assessment[11]

2.29 As shown, the predicted 2026 do something scenario results in flows through Arborfield Cross which are lower than those in the 2015 Baseline.

[10] WSP Addendum 1 to Transport Assessment for planning application reference 172209
[11] WSP Addendum 1 to Transport Assessment for planning application reference 172209

School Road Motorised Vehicle Prohibition

2.30 The level of flows through Arborfield Cross will likely have fallen further than predicted due to the implementation of a motor vehicle prohibition on School Road at its junction with Wood Lane which was introduced in 2020. **Figure 2.10** illustrates the location of the motor vehicle prohibition with photos of the existing arrangement provided in **Figure 2.11**.

Figure 2.10 School Road Motor Vehicle Prohibition Location

Source: © OpenStreetMap Contributors

Figure 2.11 School Road Motor Vehicle Prohibition Photos

Westbound View	Eastbound View

Source: Croudace Site Visit (30 November 2023)

2.31 As set out above, the construction of Observer Way together with the motor vehicle prohibition located on School Lane has significantly reduced the background traffic movements through Arborfield Cross.

Road Safety

2.32 Personal Injury Collision (**PIC**) data has been obtained from CrashMap for the most recent available five-year period (2018-2022 inclusive) for the area surrounding the site. For the purpose of this Transport Assessment we have identified the area of interest on School Road. Notwithstanding we have also made reference to the four PICs which occurred within Arborfield Cross outside of this area.

Figure 2.12 Personal Injury Collision Data

Source: CrashMap

2.33 As shown, no PICs were recorded on School Road within the most recent five-year period and therefore we do not anticipate that the proposals will exacerbate any pre-existing highway safety issues on School Road.

2.34 Further afield, three slight PICs have been recorded at the Arborfield Cross roundabout, with two shown in the vicinity of the Reading Road arm, and one in the vicinity of the School Road arm. We do not consider these constitute a cluster of collisions that suggests a highway safety issue related to the highway infrastructure.

2.35 Finally, a single PIC resulting in a serious injury occurred in the vicinity of the Londis on Eversley Road. As this collision occurred in isolation, we do not consider that this suggests a highway safety issue that could be exacerbated by the proposals.

Arborfield Green Site

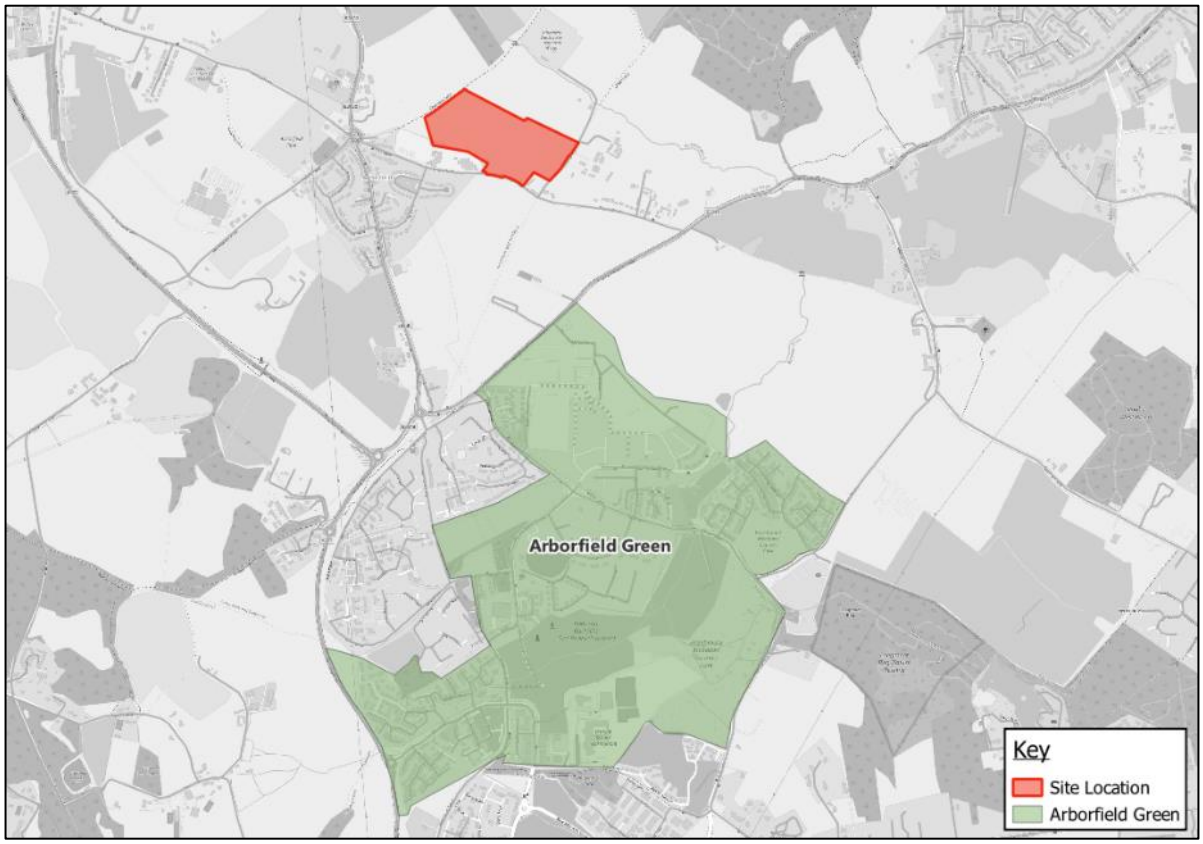
2.36 The former Arborfield Garrison (**Arborfield Green**) site to the south of Arborfield Cross was subject to a planning application in 2014 for:

> *"Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a food store up to 4,000 sq m gross with up to a further 3,500 sq m (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a*

further 1,500 sq m (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sq m (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works."[12]

2.37 The location of the Arborfield Green development is shown in **Figure 2.13**.

Figure 2.13 Arborfield Green Site



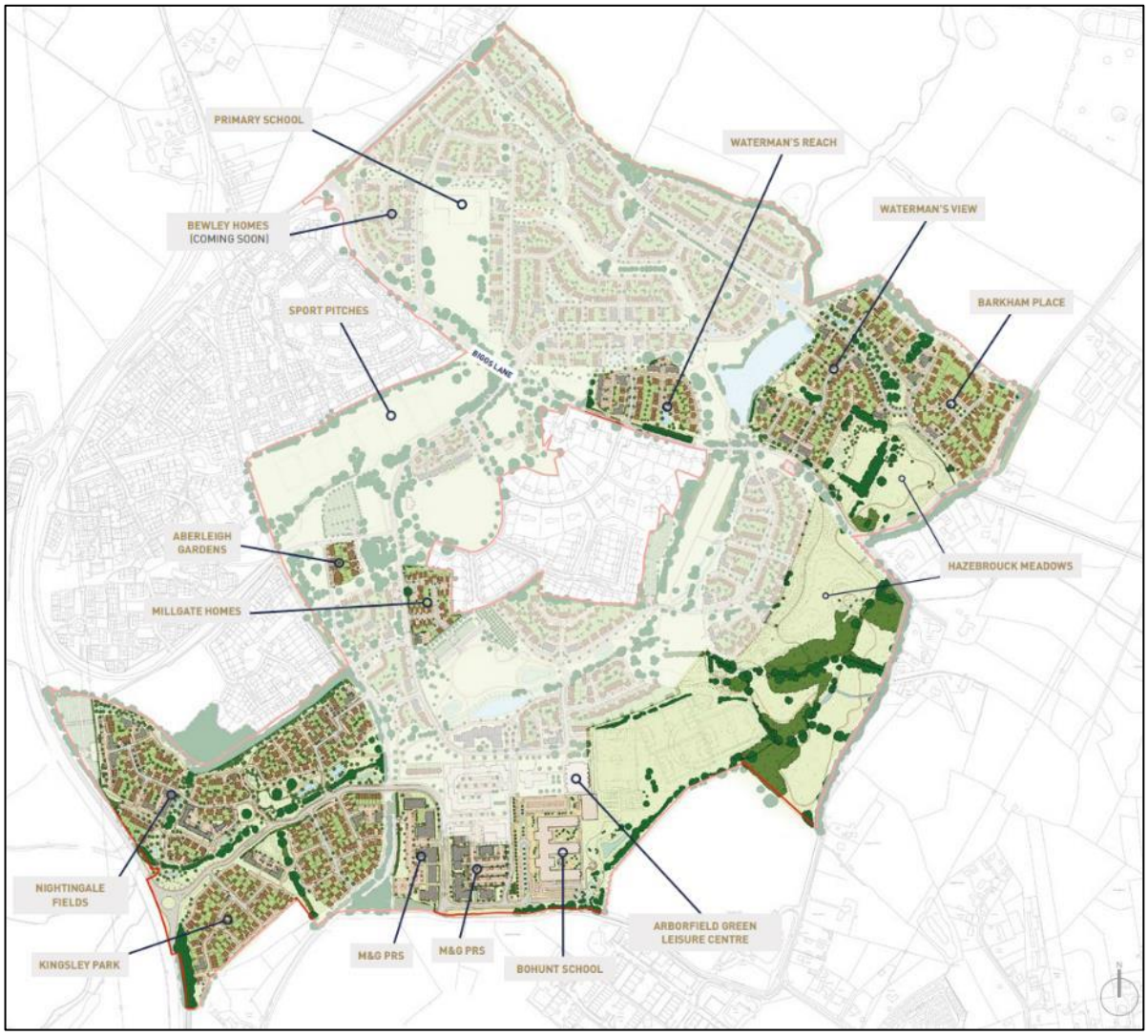
Source: © OpenStreetMap Contributors

2.38 This application was subsequently granted permission in 2015 and is being built out providing access to a variety of services and amenities. The resultant planning strategy map for Arborfield Green is

[12] Planning Application reference 140977

replicated in **Figure 2.14** with a copy of the full resolution plan available on the Arborfield Green website[13].

Figure 2.14 Arborfield Green Planning Strategy Map



Source: www.arborfieldgreen.co.uk/assets/map/Arborfield_Green_Map.pdf

2.39 The Arborfield Garrison development can be accessed from the site via a circa ten-minute cycle ride, or alternatively via a 15-minute bus ride, or a 20-minute walk. As such, it will provide access to a variety of local services and amenities for the site including:

- New secondary and primary Schools;
- A District centre with shops, a supermarket, a community centre, a nursery, a pre-school, and the village green;
- A Suitable Alternative Natural Greenspace(SANG);
- Sports facilities; and

[13] https://www.arborfieldgreen.co.uk/planning-strategy

- A Linear park.

3 National and Local Planning Policy

3.1 This chapter of the Transport Assessment provides a policy context to the Development, focusing on both national and local planning transport policy and guidance. The documents that we have reviewed in relation to this planning application include:

- National Planning Policy Framework (2023);
- Draft National Planning Policy Framework (2024);
- National Planning Practice Guidance (2014);
- Wokingham Borough Council's Adopted Core Strategy (2010);
- Wokingham Borough Council's Managing Development Delivery Plan (2014); and
- The Emerging Wokingham Local Plan.

National Planning Policy Framework (2023)

3.2 The National Planning Policy Framework (**NPPF)**, last updated in December 2023, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development and determine planning applications.

3.3 The NPPF defines a sustainable transport mode as follows:

> *"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."*[14]

3.4 Regarding transport assessments/statements and travel plans, it 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.*[15]*"*

3.5 Considering planning applications:

[14] NPPF, annex 2, p. 76
[15] NPPF, para 117

> *"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."*[16]

3.6 The review set out in **Chapter 2** has demonstrated that the Site is in a sustainable location and benefits from good accessibility by active and sustainable modes of travel. The scheme has been designed to provide parking in line with local policy standards, and we have prepared this report to assess the potential impacts. As will be demonstrated throughout this Transport Assessment and will be reiterated in the conclusions, our assessment shows that the impacts would not be severe. Therefore, we consider that the Development is in line with the guidelines, recommendations, and prescriptions included in the NPPF.

Draft National Planning Policy Framework (2024)

3.7 More recently, the government are currently undertaking a consultation in relation to their "*Proposed reforms to the National Planning Policy Framework and other changes to the planning system*"[17]. Focusing on the proposed amendments to the in relation to assessing potential transport impacts, the consultation document sets out a "*vision led approach to promoting sustainable transport modes [...]*"[18]. It continues to state 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, in all tested scenarios."*[19]

National Planning Practice Guidance (2014)

3.8 The latest update to the national Government's National Planning Practice Guidance (**NPPG**) for Travel Plans, Transport Assessments and Statements in decision-taking was released on 6 March 2014.

3.9 The NPPG defines a Transport Assessment as an:

> *"assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential*

[16] NPPF, para 115
[17] https://www.gov.uk/government/consultations/proposed-reforms-to-the-national-planning-policy-framework-and-other-changes-to-the-planning-system
[18] Policy 112a of the July 2024 draft consultation version of the NPPF
[19] Paragraph 113 of the draft NPPF dated July 2024

impact of the development (ie in the case of developments with anticipated limited transport impacts)."[20]

3.10 Additionally, the guidance outlines the following as possible positive contributions as a result of producing a Transport Assessment and Travel Plan:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*[21]

Wokingham Borough Council's Adopted Core Strategy

3.11 Wokingham Borough Council' (**WBC**) adopted its core strategy in 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.'

3.12 The Core Strategy outlines several 'Core Strategy Policies' (**CP**) addressing a range of topics. CP1 within the document addresses Sustainable Development. The core strategy 'includes a number of high level policies in order to achieve the objectives and vision set out in the earlier sections.' The policy reads:

"Planning permission will be granted for development proposals that:

1. *Maintain or enhance the high quality of the environment;*
2. *Minimise the emission of pollutants into the wider environment;*
3. *Limit any adverse effects on water quality (including ground water);*
4. *Ensure the provision of adequate drainage;*
5. *Minimise the consumption and use of resources and provide for recycling;*
6. *Incorporate facilities for recycling of water and waste to help reduce per capita water consumption;*
7. *Avoid areas of best and most versatile agricultural land;*
8. *Avoid areas where pollution (including noise) may impact upon the amenity of future occupiers;*
9. *Avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater);*

[20] https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements
[21] https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

10. *Provide attractive, functional, accessible, safe, secure and adaptable schemes;*
11. *Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and*
12. *Contribute towards the goal of reaching zero-carbon developments41 as soon as possible by:*
    a. *Including appropriate on-site renewable energy features; and*
    b. *Minimising energy and water consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account of microclimate so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form."*[22]

3.13 Further, CP6 addresses 'Managing Travel Demand'. It reads:

"Planning permission will be granted for schemes that:

1. *Provide for sustainable forms of transport to allow choice;*
2. *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;*
3. *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;*
4. *Provide appropriate vehicular parking, having regard to car ownership;*
5. *Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;*
6. *Enhance road safety; and*
7. *Do not cause highway problems or lead to traffic related environmental problems."*[23]

3.14 WBC's Core Strategy does not reference parking standards, for vehicles nor cycles. As such, reference has been made to *Wokingham Borough Council's Managing Development Delivery Plans*

Wokingham Borough Council's Managing Development Delivery Plan

3.15 Parking standards for WBC are determined through the use of a parking demand calculation spreadsheet[24] in the context of standards set out in Table C3-3 of the Managing Development Delivery Plan (**MDD**) which is replicated below for village locations.

[22] Page 34 - Policy CP1 – Wokingham Borough Council Adopted Core Strategy
[23] Page 43 - Policy CP6 – Wokingham Borough Council Adopted Core Strategy
[24] https://www.wokingham.gov.uk/sites/wokingham/files/2023-06/Parking%20Calculation%20Spreadsheet.xls

Table 3.1 Parking Standards

Number of habitable Rooms	Number of bedrooms	Unallocated Demand		
		0	1	2
		Village		
3 of less	**1-2**	1.2	0.4	-
4	**2**	1.3	0.4	0.1
5	**2-3**	1.5	0.6	0.1
6	**3**	1.7	0.8	0.2
7	**3-4**	2.0	1.0	0.2
8 or more	**4**	2.2	1.3	0.4

Source: Table C3-3 of the MDD

3.16 In addition to the above the MDD also states that "Developers should also include for visitor parking, which is calculated for all dwellings that have 1 or more allocated space on the basis of 0.2 per dwelling"[25].

3.17 The MDD also sets out the following requirements for cycle and powered two-wheeler parking.

Table 3.2 Cycle and Powered Two-Wheeler Parking Standards

Use	Number of Habitable Rooms	Cycle Parking Allocation (per dwelling)	Powered Two Wheeler Parking
C3 Houses	1-2	1	1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter.
	3	1	
	4-5	2	
	6	3	

Source: page 133 of the MDD

Emerging Wokingham Local Plan and Evidence Base

3.18 WBC is in the process of updating its Local Plan and were anticipating the next round of engagement to take place in Summer 2024 following the publishing of the revised NPPF in December 2023[26].

[25] Paragraph 1.13.7 of the MDD
[26] https://www.wokingham.gov.uk/planning-policy/emerging-local-plan-update

3.19 The anticipated change in volume set out within the strategic modelling results is set out within the Wokingham Modelling Transport Assessment Report dated February 2020[27] provided as part of evidence base of the emerging Local Plan. It is understood that the volume of movements through Arborfield Cross is not predicted to significantly increase by 2036 in the do something scenarios[28].

3.20 Additionally, it is noted that the strategic modelling did not allow for the motor vehicle prohibition identified previously which is expected to have further reduced the quantum of movements through Arborfield Cross.

[27] https://www.wokingham.gov.uk/sites/wokingham/files/2023-07/Wokingham%20Modelling%20Local%20Plan%20Update%20Transport%20Assessment%20Report_Final.pdf
[28] Details provided in Appendix H of the Wokingham Modelling Transport Assessment available at https://www.wokingham.gov.uk/planning-policy/evidence-studies

4 The Proposed Development

Proposed Development

4.1 The proposed development comprises an outline application for up to 95 dwellings with access taken from School Road as shown in the illustrative masterplan in **Appendix A**. The description of development is as follows:

> *"Outline planning application for a proposed residential development of up to 95 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)."*

Access

4.2 A pedestrian and cycle access will be provided onto Cole Lane on the northwestern boundary of the site to increase the permeability of the site by active modes of travel. This access will be a minimum of 3.7m wide to allow for emergency vehicle and cycle movements, and will reduce the walking distance of the services and amenities in Arborfield Cross for residents.

4.3 Additionally, an access for pedestrians, cycles and vehicles will be provided onto School Road. To achieve this, School Road will be realigned to prioritise movements into the site as shown in **Appendix B** and the existing footway will be widened to a minimum of 2m up to the existing pedestrian crossing. This arrangement has been prepared due to the anticipated prevailing vehicular flows on School Road in the context of the existing prohibition of motor vehicles east of the site.

4.4 The proposals have been developed in accordance with a Tertiary Street in Wokingham Borough Council's "highway design guide for developers"[29] and in the context of Manual for Streets (2007). As such, visibility splays of 2.4m X 25m have been provided from the proposed priority junction, and 25m of forward visibility has been provided to the proposed pedestrian crossing.

4.5 The proposals will result in the removal of part of the existing traffic calming scheme (the one-way working element) on School Road, however this will be replaced with a new raised junction to broadly maintain the existing spacing.

[29] https://www.wokingham.gov.uk/planning-policy/advice-developers/highways-development-advice

4.6 To determine the width of the carriageway a swept path analysis has been undertaken to demonstrate that a refuse vehicle to pass a large car, which is considered suitable given the scale of the proposals. This swept path analysis is provided in **Appendix C**.

Emergency, Servicing, and Refuse Vehicle Access

4.7 Access for emergency, servicing, and refuse collection vehicles will be taken from School Road. Vehicles will access and egress the site in forward gear, with turning facilities provided on-site. Swept path analysis of a typical delivery vehicle, refuse collection vehicle, and fire tender accessing the site via School Road will be provided as part of the planning submission.

Parking

4.8 As previously set out, the planning application is seeking an outline permission only and therefore details of the specific parking provision will be provided as part of future Reserved Matters applications. Notwithstanding this, we anticipate a condition requiring the site to provide car and cycle parking in accordance with the prevailing parking standards at the time of the future Reserved Matters applications.

4.9 Similarly, we anticipate the condition will require the proposals to include electric vehicle charging parking in accordance with the prevailing standard at the time of the future Reserved Matters application.

Bus Stop Improvements

4.10 To enhance the accessibility of the site by bus, and to improve access to public transport for the existing residents living in the north of the village and land uses in the north of Arborfield Cross, a new northbound bus stop and improvements to the southbound stop are proposed.

4.11 Focusing on the access to northbound bus services, it is proposed that an additional bus stop is provided circa 40m south of the Arborfield Cross Roundabout. A preliminary design of a potential bus stop arrangement utilising the exiting footway is shown in **Appendix D**. This bus stop could be provided with sheltered seating and real time bus information.

4.12 A stop in this location would increase the attractiveness of bus services for existing residents and land uses in the north of the village, and would have the added benefit of reducing the distance from our site to bus services.

4.13 Turning to southbound bus stop improvements, a contribution will be made towards the provision of a cantilevered bus shelter at, or in the vicinity of, the southbound stop (The Swan).

4.14 Access to these stops from the site will be taken from School Road or the new Cole Lane active modes access dependent on the location of the dwelling.

5 Trip Generation and Impact Assessment

5.1 This section of the Transport Assessment sets out the trip generation and distribution methodology that will be used to assess the possible impact of the development proposals on the local highway network.

Existing Use

5.2 As the site is currently utilised as arable farmland, and to assess a worst-case, no allowance will be made for the existing vehicular movements to the site.

Proposed Use

5.3 The trip generation of the proposed use has been calculated utilising trip rates obtained from the Trip Rate Information Computer System (**TRICS**) database version 7.11.1. The following parameters were used to select suitable proxy site from the TRICS database for the proposed houses within the site:

- **TRICS Land Use:** 03/A – Houses Privately Owned;
- **Regions:** Located within England, excluding Greater London;
- **TRICS Location Type:** Neighbourhood Centre; and
- **Survey Type:** Multi-modal surveys only.

5.4 The trip rates and the resulting trip generation for the residential units of the development are outlined in the table below, while the full report is included in **Appendix E**.

Table 5.1 Proposed Trip Rates - Houses

Direction	Total People	Pedestrian	Cycle	Public Transport Users	Total Vehicles
08:00 – 09:00					
Arrivals	0.169	0.022	0.003	0.002	0.109
Departures	0.648	0.063	0.01	0.026	0.308
Total	0.817	0.085	0.013	0.028	0.417
17:00 – 18:00					
Arrivals	0.548	0.022	0.005	0.025	0.294
Departures	0.22	0.019	0.006	0.005	0.124
Total	0.768	0.041	0.011	0.03	0.418
07:00 – 19:00					
Arrivals	3.353	0.297	0.041	0.135	1.85
Departures	3.395	0.308	0.043	0.123	1.887
Total	6.748	0.605	0.084	0.258	3.737

Source: TRICS (7.11.1)

5.5 Utilising the trip rates as set out above, the trip generation of the site, on the basis of 95 dwellings, has been calculated and is presented below in Table 5.2.

Table 5.2 Proposed Trip Generation - Houses

Direction	Total People	Pedestrian	Cycle	Public Transport Users	Total Vehicles
08:00 – 09:00					
Arrivals	16	2	0	0	10
Departures	62	6	1	2	29
Total	78	8	1	3	40
17:00 – 18:00					
Arrivals	52	2	0	2	28
Departures	21	2	1	0	12
Total	73	4	1	3	40
07:00 – 19:00					
Arrivals	319	28	4	13	176
Departures	323	29	4	12	179
Total	641	57	8	25	355

Source: TRICS (7.11.1)

Note: Based on 95 dwellings

Any arithmetic errors based on rounding

5.6 As set out above, the proposed development could generate a total of 81 trips by all modes of transport during the traditional AM peak hour and 76 trips by all moves of transport during the traditional PM peak hour. Focusing on vehicle movements, the proposals are predicted to generate circa 41 vehicular movements during either of the traditional network peak hours.

Distribution

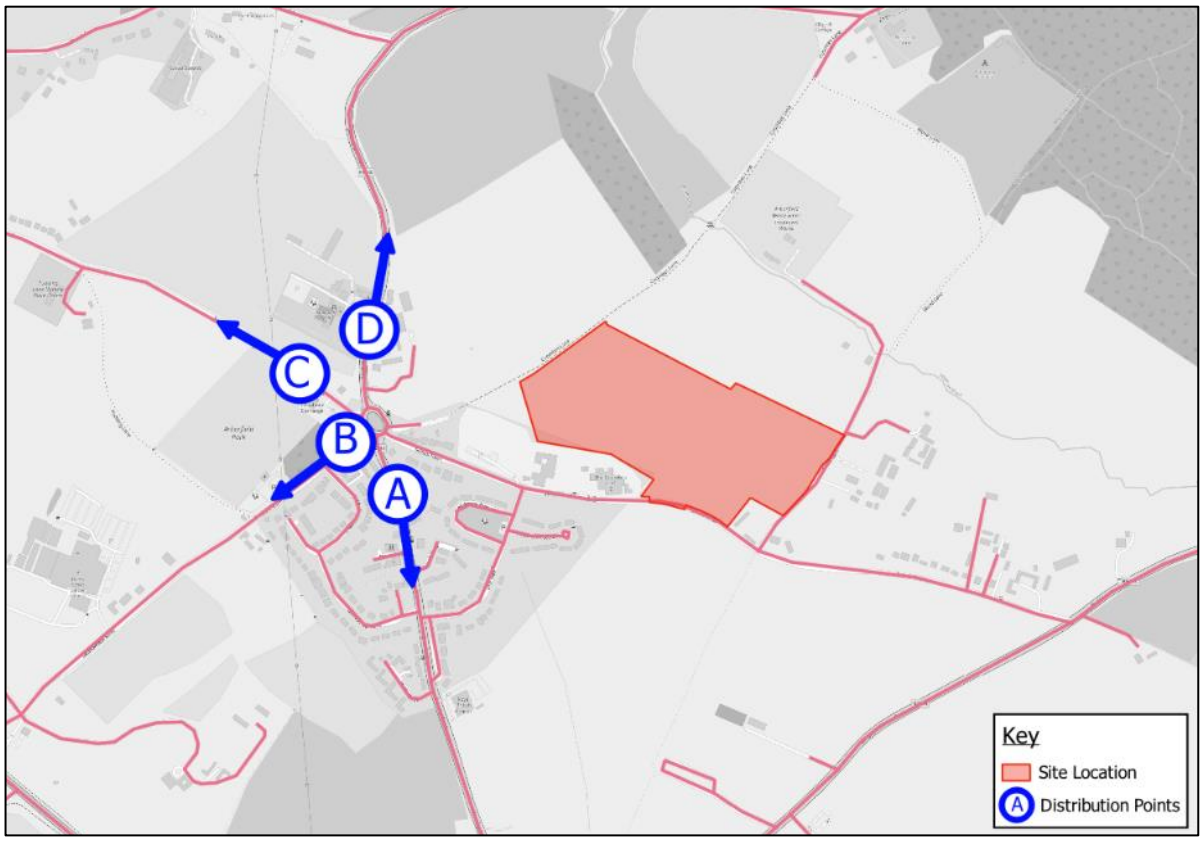
5.7 To predict the distribution of trips associated with the proposed development, reference has been made to the journey to work Census data from 2011 available from NOMIS[30]. Dataset WU03EW[31] was obtained from NOMIS assuming a usual place of residency within E02003456 : Wokingham 018 (2011 super output area - middle layer).

5.8 Separate distributions were determined as set out in **Figure 5.1**.

[30] www.nomisweb.co.uk

[31] Location of usual residence and place of work by method of travel to work (MSOA level)

Figure 5.1 Development Distribution



Source: © OpenStreetMap Contributors

5.9 The resultant wider distribution has been calculated and is summarised in Table 5.3, with a copy of the Census data calculation provided in **Appendix F**

Table 5.3 Wider Distribution – Proportions

Zone	Road Name	Commuting via Driving a car or van	Distribution
A	Eversley Road	508	22.8%
B	Swallowfield Road	69	3.1%
C	Reading Road	522	23.4%
D	Sindlesham Road	1131	50.7%
Total	-	*2230*	*100%*

Source: based on Journey to Work 2011 Census data from Nomis WU03EW

5.10 Utilising the data from both Table 5.2 and Table 5.3, we expect the proposed development will result in the following peak hour distribution at the Arborfield Cross Roundabout.

Table 5.4 Proposed Development – Distribution

From \ To	Sindlesham Road	School Road	Eversley Road	Swallowfield Road	Reading Road
AM Peak Hour (08:00-09:00)					
Sindlesham Road	-	5	-	-	-
School Road	15	0	7	1	7
Eversley Road	-	2	-	-	-
Swallowfield Road	-	0	-	-	-
Reading Road	-	2	-	-	-
PM Peak Hour (17:00-18:00)					
Sindlesham Road	-	14	-	-	-
School Road	6	0	3	0	3
Eversley Road	-	6	-	-	-
Swallowfield Road	-	1	-	-	-
Reading Road	-	7	-	-	-

5.11 In the context of the anticipated trip generation and distribution of the proposals set out above, the Arborfield Cross Roundabout could be expected to cater for an additional circa 40 total movements during the traditional network peak hours.

5.12 Focusing on the Reading Road and Eversley Road links, the future with development flows in the context of the predicted background traffic movements resulting from the construction of Observer Way are presented in Table 5.5.

Table 5.5 Arborfield Cross Relief Road (Observer Way) – Impact

Scenario	Reading Road		Eversley Road	
	Westbound	**Eastbound**	**Northbound**	**Southbound**
AM Peak				
2015 Baseline	701	694	773	728
2026 with Observer	401	370	314	336
2026 with Development	408	372	316	343
Comparison to 2015	*-293*	*-322*	*-457*	*-385*
Comparison to 2026	*+7*	*+2*	*+2*	*+7*
PM Peak				
2015 Baseline	821	721	724	699
2026 with Observer	350	421	317	453
2026 with Development	353	428	323	456
Comparison to 2015	*-468*	*-293*	*-401*	*-243*
Comparison to 2026	*+3*	*+7*	*+6*	*+3*

Source: Based on Table 2.4.

*Notes: * = 2026 Do Something scenario from Table 2.4.*

5.13 As shown, the proposals will not result in the quantum of movements on Eversley Road or Reading Road returning to the levels that it formerly operated at.

5.14 The motor vehicle prohibition provided on School Road is expected to have reduced flows along School Road resulting in a further reduction in movements within Arborfield Cross. In the context of the above we do not consider the proposals would result in a severe impact on the operation of the junctions which have previously accommodated significantly greater levels of vehicular movement. On this basis no further analysis has been undertaken.

6 Summary and Conclusion

6.1 Transport Planning Associates has been commissioned by Croudace Homes, Vortal Homes Limited and Falcon Developments (SE) Limited to provide transport planning consultancy services in relation to the proposed development of the land north of School Road, Arborfield Cross, RG2 9NX.

6.2 The proposed development comprises a full application for up to 95 dwellings with access taken from School Road. The description of the proposed development is as follows:

> *"Outline planning application for a proposed residential development of up to 95 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)."*

6.3 A pedestrian and cycle access will be provided onto Cole Lane on the northwestern boundary of the site to increase the permeability of the site by active modes of travel. This access will be a minimum of 3.7m wide to enable emergency vehicle access if required.

6.4 Additionally, an access for pedestrians, cycles and vehicles will be provided onto School Road. To achieve this, School Road will be realigned to prioritise movements into the site.

6.5 Pedestrian footways are provided along the southern side of School Road, which have had recent improvement works carried out following the installation of bollards along School Road. The footways measure approximately 1.4 m in width.

6.6 The site benefits from access to a variety of services and amenities within walking distance of the site. These include a convenience store, the village hall and the Arborfield Consulting Room for the Swallowfield Medical Practice, The Coombes Church of England Primary School adjacent, and the Bull Inn. The provision of additional dwellings within the village would serve to provide additional custom and viability to the existing services and amenities within the area.

6.7 the site is within cycle distance of Arborfield Green, Wokingham, Winnersh, Barkham, and Reading providing access to services and amenities beyond those identified previously. Some services which are accessible by cycle include (but are not limited to):

- Wokingham Station;
- the new schools (primary and secondary) within Arborfield Green; and
- The local facilities (retail etc.) within Arborfield Green, Wokingham town centre, and Reading town centre.

6.8 The Swan bus stops are the closest to the site, located circa 250m-500m from the proposed Cole Lane access. The southbound stop has a flag, timetable and routing information and a bin, whilst the northbound stop also provides a shelter. These stops provide access to the 3 Leopard bus routes.

6.9 The proposals seek to provide a new bus stop on Eversley Road in the vicinity of the Arborfield Cross Roundabout with sheltered seating and real time bus information. They also include a contribution towards a cantilevered bus shelter in the vicinity of the southbound bus stop (The Swan).

6.10 The proposed development could generate a total of 78 trips by all modes of transport during the traditional AM peak hour and 73 trips by all moves of transport during the traditional PM peak hour. Focusing on vehicle movements, the proposals are predicted to generate circa 40 vehicular movements during either of the traditional network peak hours.

Conclusion

6.11 In conclusion, the development proposals comply with national, regional, and local policies and good practice. It will not result in a severe impact. Hence, there are no transport or highway reasons for which the development proposals should not be granted planning consent.

APPENDIX A

Status **FINAL**

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Client:	Croudace Homes
Project title:	Land North of School Road, Arborfield Cross
Drawing title:	Ilustrative Masterplan

Scale:	1:1500@A2
Date:	09.08.2024
Drawn by:	DR
Checked by:	MV
Drawing no.:	2522477.4
Revision:	C

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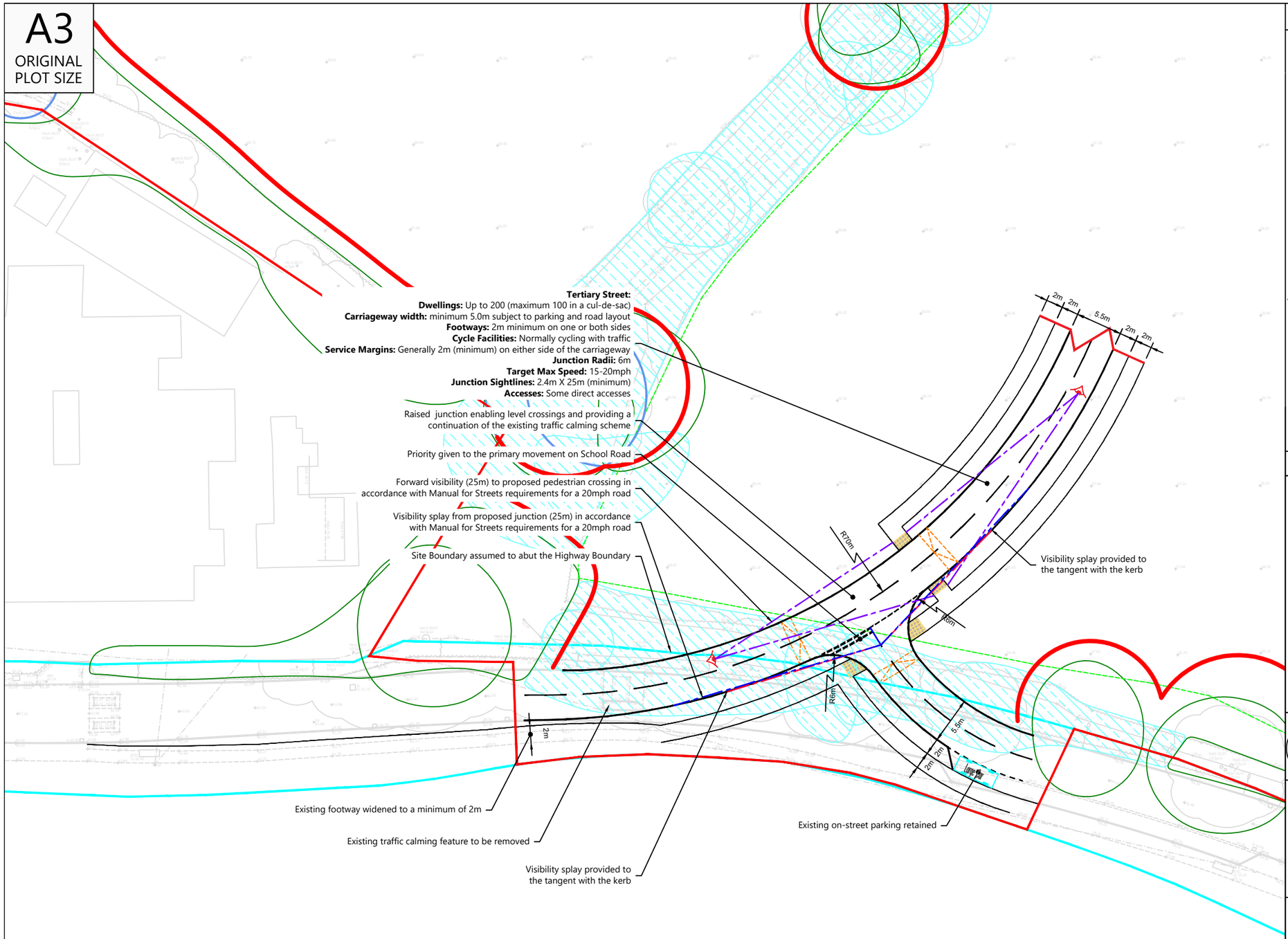
APPENDIX B

A3
ORIGINAL
PLOT SIZE



W E S

INDICATIVE

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NOTES:

Site Boundary	=	
Highway Boundary (Interpreted)	=	
Proposed Kerb	=	
Proposed footway edging	=	
Proposed ramps	=	
Proposed uncontrolled tactile paving	=	
Visibility splay (20mph = 2.4m X 25m)	=	
Visibility splay (Tangent)	=	
Forward visibility splay (20mph = 25m)	=	
Drivers Viewpoint	=	

- Arrangement based on a Tertiary Street in accordance with Wokingham Borough Council's Living Streets: A Highways Guide for Developers in Wokingham;
- Subject to levels and required embankments determined by detailed design.

References:

- Based on Encompass Surveys Topographical Survey '*ENC/020524/3336-S1*';
- Highway Boundary interpreted from Wokingham Borough Council plan dated 29/03/2023;
- Arboricultural data based on SJA Tress drawing number '*SJA TCP 24183-011*';
- Site Boundary based on Marrons drawing number '*2522477.4*'.

Rev	Date	Details	Drawn by	Checked by	Approved by
B	16/09/24	Changes to client name	MOK	SMK	SMK
A	12/09/24	Amendments following Stage 1 RSA	CYK	SMK	SMK

Bristol
Cambridge
London
Welwyn Garden City

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www.tpa.uk.com

CLIENT:
CROUDACE HOMES, VORTAL HOMES LTD AND FALCON DEVELOPMENTS (SE) LTD

PROJECT:
LAND NORTH OF SCHOOL ROAD, ARBORFIELD CROSS, WOKINGHAM

TITLE:
PROPOSED SITE ACCESS ARRANGEMENT

STATUS:
FOR INFORMATION

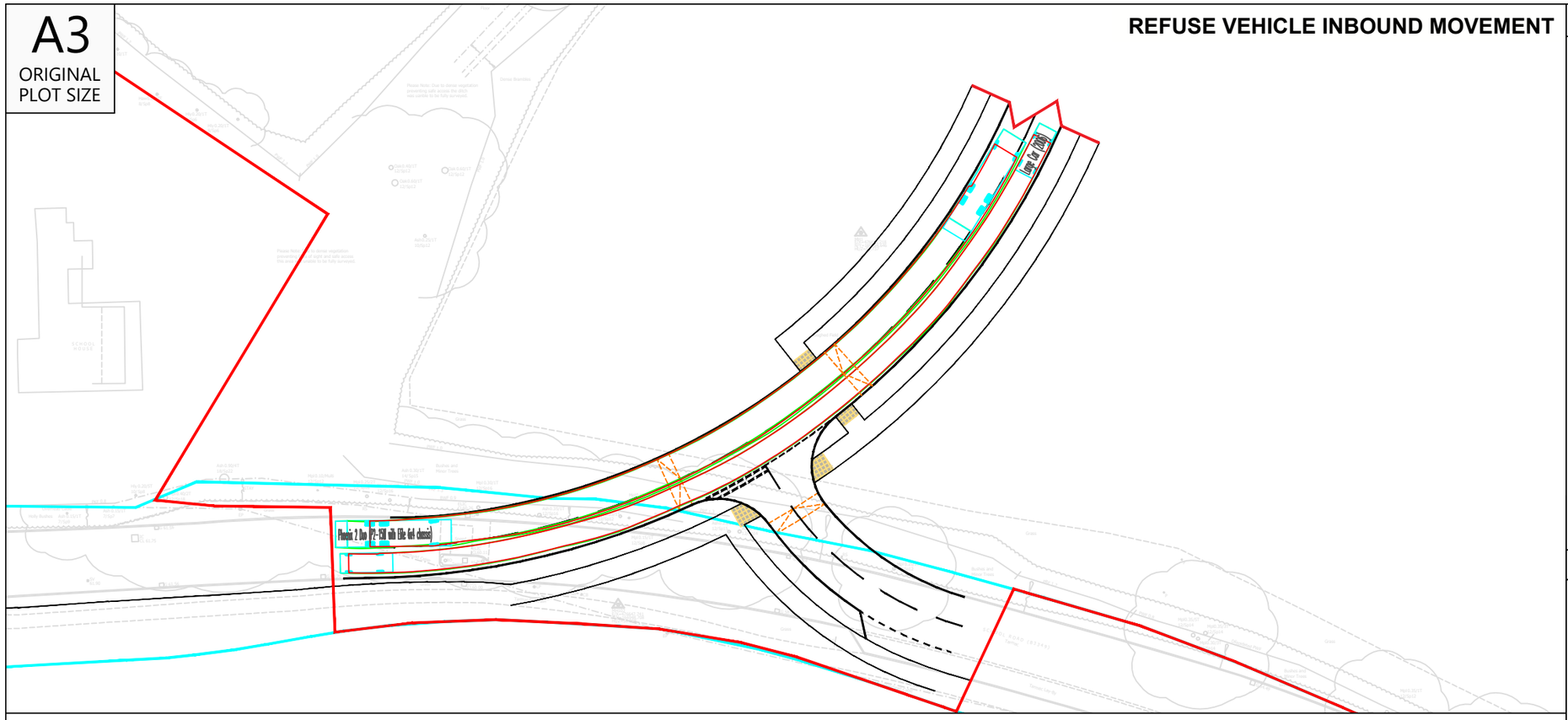
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	14/08/24	TS	SMK	DE

JOB NO:	DRAWING NO:	REVISION:
2305-083	PL01	B

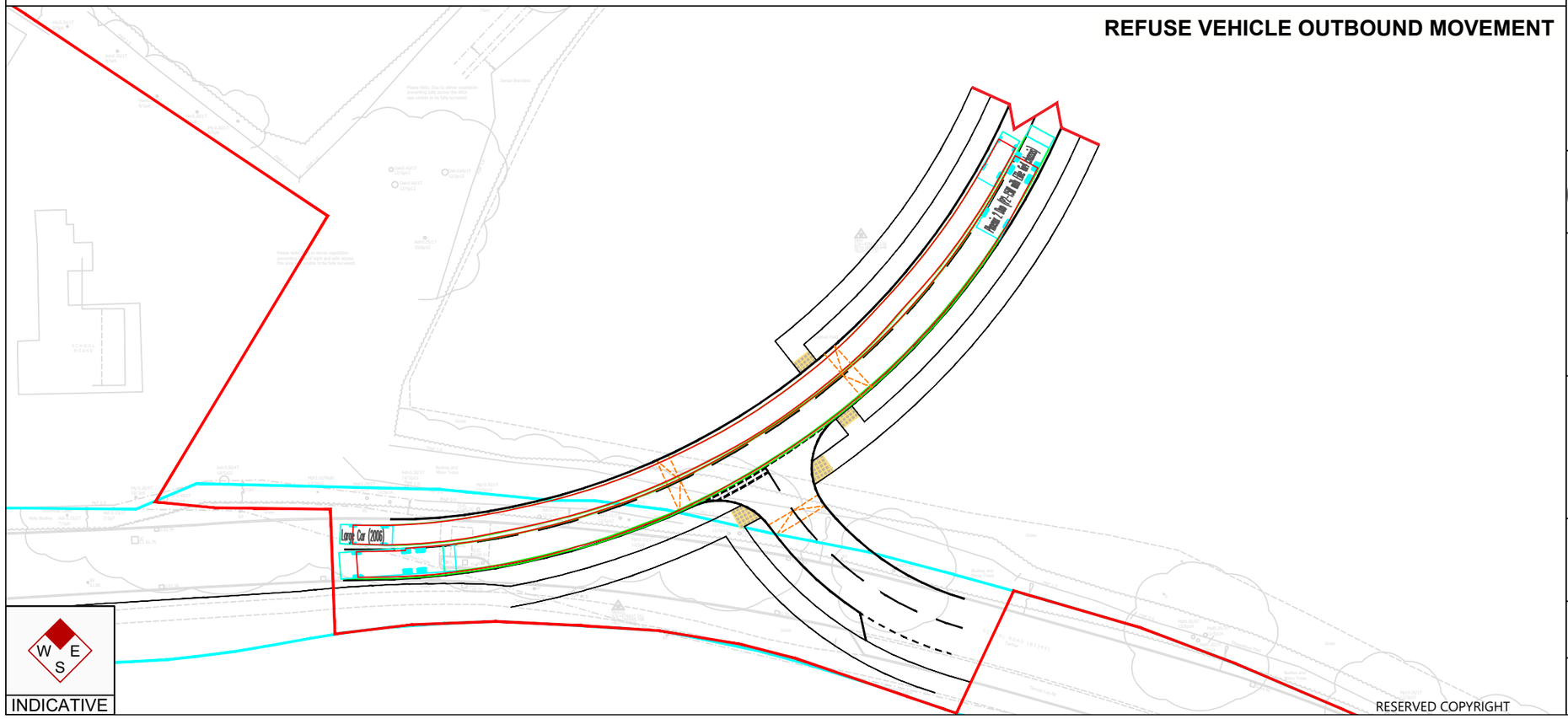
APPENDIX C

A3
ORIGINAL
PLOT SIZE

REFUSE VEHICLE INBOUND MOVEMENT



REFUSE VEHICLE OUTBOUND MOVEMENT



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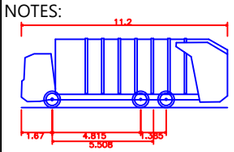
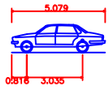
NOTES:



Phoenix 2 Duo (P2–15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Large Car (2006)

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

Rev	Date	Details	Drawn by	Checked by	Approved by
D	16/09/24	Changes to client name	MOK	SMK	SMK
C	11/09/24	Amendments following Stage 1 RSA	CYK	SMK	SMK
B	14/08/24	Updated to reflect new logo and updated red line	TS	SMK	DE
A	18/06/24	Revised client logo	MOK	SMK	SMK

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CLIENT:
CROUDACE HOMES, VORTAL HOMES LTD AND FALCON DEVELOPMENTS (SE) LTD

PROJECT:
LAND NORTH OF SCHOOL ROAD, ARBORFIELD CROSS, WOKINGHAM

TITLE:
SWEPT PATH ANALYSIS OF A REFUSE VEHICLE PASSING A LARGE CAR

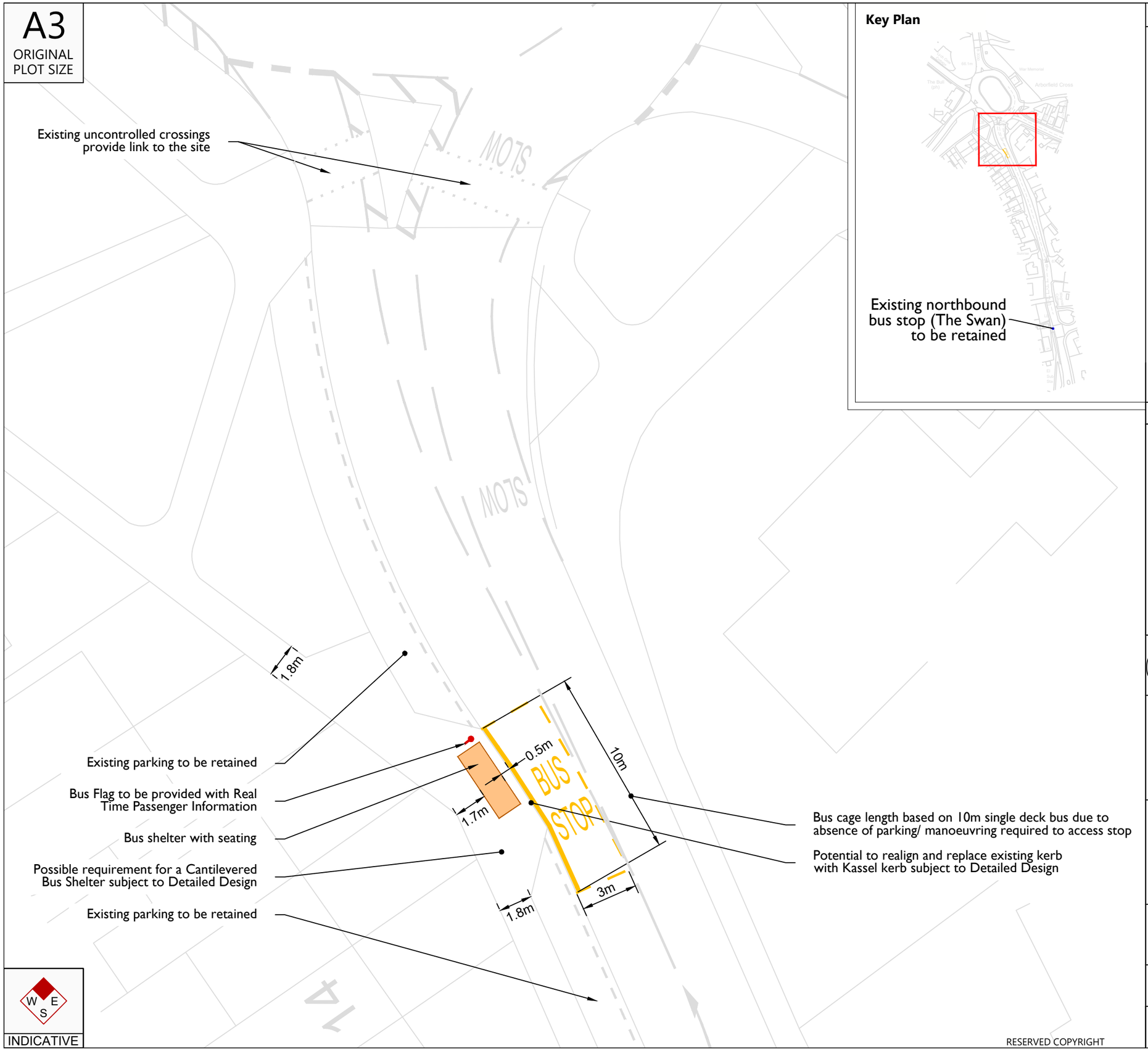
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	04/06/24	MOK	SMK	SMK

JOB NO:	DRAWING NO:	REVISION:
2305-083	SP01	D

APPENDIX D

A3
ORIGINAL
PLOT SIZE



INDICATIVE

Key Plan

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NOTES:

In accordance with Wokingham Borough Council Bus Stop Policy (July 2013) for Silver+ Bus Stop

- Bus Shelter Dimension: 1.38m X 3.93m
- Bus Shelter Distance from Kerbline: 0.5m
- Bus Stop Length: 13m
- Bus Stop Width: 3m
- Bus Flag Distance from Kerbline: 0.6m

Existing White Lining -
Proposed White Lining -
Proposed Bus Stop Lining -
Proposed Bus Flag -
Proposed Cantilever Bus Shelter -

Subject to Road Safety Audit, Detailed Design and Highway Authority approval process.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	16/09/24	Changes to client name	MOK	SMK	SMK

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CLIENT:
CROUDACE HOMES, VORTAL HOMES LTD AND FALCON DEVELOPMENTS (SE) LTD

PROJECT:
SCHOOL ROAD, ARBORFIELD CROSS, WOKINGHAM

TITLE:
POSSIBLE NORTHBOUND BUS STOP ARRANGEMENT

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	14/08/24	TS	SMK	DE

JOB NO:	DRAWING NO:	REVISION:
2305-083	PL02	A

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APPENDIX E

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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: 14/11/23
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	3
	Tuesday	4
	Wednesday	3
	Thursday	7
	Friday	3
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	20
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	8 - Selected
	Servicing vehicles Excluded	18 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	10
	5,001 to 10,000	6
	10,001 to 15,000	1
	20,001 to 25,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	6
	50,001 to 75,000	2
	75,001 to 100,000	4
	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	3
	1.1 to 1.5	13
	1.6 to 2.0	4
PTAL Rating	No PTAL Present	20

Calculation Reference: AUDIT-219602-240605-0644

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
	MW	MEDWAY	1 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days

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

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 14/11/23

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	3 days
Tuesday	4 days
Wednesday	3 days
Thursday	7 days
Friday	3 days

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

Selected survey types:

Manual count	20 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)	20

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	17

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	18 days - Selected

Secondary Filtering selection:

Use Class:

C3	20 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	10 days
5,001 to 10,000	6 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	6 days
50,001 to 75,000	2 days
75,001 to 100,000	4 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	3 days
1.1 to 1.5	13 days
1.6 to 2.0	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:

Yes	10 days
No	10 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	20 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):	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(4):	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(5):	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(6):	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(7):	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(8):	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(9):	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

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	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(11):	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(12):	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
Site(13):	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(14):	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(15):	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(16):	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(17):	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
Site(18):	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

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	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(20):	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
AC-03-A-05	COVID-19
CA-03-A-07	COVID-19
ES-03-A-06	COVID-19

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): 1.81

	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	20	189	0.060	20	189	0.287	20	189	0.347
08:00 - 09:00	20	189	0.109	20	189	0.308	20	189	0.417
09:00 - 10:00	20	189	0.120	20	189	0.153	20	189	0.273
10:00 - 11:00	20	189	0.110	20	189	0.124	20	189	0.234
11:00 - 12:00	20	189	0.104	20	189	0.111	20	189	0.215
12:00 - 13:00	20	189	0.124	20	189	0.121	20	189	0.245
13:00 - 14:00	20	189	0.128	20	189	0.118	20	189	0.246
14:00 - 15:00	20	189	0.134	20	189	0.133	20	189	0.267
15:00 - 16:00	20	189	0.187	20	189	0.138	20	189	0.325
16:00 - 17:00	20	189	0.218	20	189	0.136	20	189	0.354
17:00 - 18:00	20	189	0.294	20	189	0.124	20	189	0.418
18:00 - 19:00	20	189	0.262	20	189	0.134	20	189	0.396
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.850			1.887			3.737

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 - 14/11/23
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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/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	20	189	0.003	20	189	0.003	20	189	0.006
08:00 - 09:00	20	189	0.003	20	189	0.004	20	189	0.007
09:00 - 10:00	20	189	0.001	20	189	0.001	20	189	0.002
10:00 - 11:00	20	189	0.001	20	189	0.001	20	189	0.002
11:00 - 12:00	20	189	0.001	20	189	0.002	20	189	0.003
12:00 - 13:00	20	189	0.001	20	189	0.001	20	189	0.002
13:00 - 14:00	20	189	0.001	20	189	0.001	20	189	0.002
14:00 - 15:00	20	189	0.001	20	189	0.001	20	189	0.002
15:00 - 16:00	20	189	0.002	20	189	0.002	20	189	0.004
16:00 - 17:00	20	189	0.002	20	189	0.002	20	189	0.004
17:00 - 18:00	20	189	0.003	20	189	0.002	20	189	0.005
18:00 - 19:00	20	189	0.002	20	189	0.001	20	189	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			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.*

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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	20	189	0.002	20	189	0.002	20	189	0.004
08:00 - 09:00	20	189	0.003	20	189	0.001	20	189	0.004
09:00 - 10:00	20	189	0.003	20	189	0.004	20	189	0.007
10:00 - 11:00	20	189	0.003	20	189	0.003	20	189	0.006
11:00 - 12:00	20	189	0.002	20	189	0.002	20	189	0.004
12:00 - 13:00	20	189	0.003	20	189	0.003	20	189	0.006
13:00 - 14:00	20	189	0.001	20	189	0.004	20	189	0.005
14:00 - 15:00	20	189	0.002	20	189	0.002	20	189	0.004
15:00 - 16:00	20	189	0.001	20	189	0.002	20	189	0.003
16:00 - 17:00	20	189	0.001	20	189	0.001	20	189	0.002
17:00 - 18:00	20	189	0.002	20	189	0.001	20	189	0.003
18:00 - 19:00	20	189	0.001	20	189	0.001	20	189	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.026			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.

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

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

	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	20	189	0.001	20	189	0.001	20	189	0.002
08:00 - 09:00	20	189	0.001	20	189	0.001	20	189	0.002
09:00 - 10:00	20	189	0.001	20	189	0.001	20	189	0.002
10:00 - 11:00	20	189	0.001	20	189	0.001	20	189	0.002
11:00 - 12:00	20	189	0.002	20	189	0.002	20	189	0.004
12:00 - 13:00	20	189	0.001	20	189	0.001	20	189	0.002
13:00 - 14:00	20	189	0.001	20	189	0.001	20	189	0.002
14:00 - 15:00	20	189	0.001	20	189	0.001	20	189	0.002
15:00 - 16:00	20	189	0.002	20	189	0.002	20	189	0.004
16:00 - 17:00	20	189	0.001	20	189	0.001	20	189	0.002
17:00 - 18:00	20	189	0.001	20	189	0.001	20	189	0.002
18:00 - 19:00	20	189	0.001	20	189	0.001	20	189	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

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	20	189	0.001	20	189	0.004	20	189	0.005
08:00 - 09:00	20	189	0.003	20	189	0.010	20	189	0.013
09:00 - 10:00	20	189	0.001	20	189	0.003	20	189	0.004
10:00 - 11:00	20	189	0.003	20	189	0.002	20	189	0.005
11:00 - 12:00	20	189	0.002	20	189	0.003	20	189	0.005
12:00 - 13:00	20	189	0.003	20	189	0.002	20	189	0.005
13:00 - 14:00	20	189	0.003	20	189	0.003	20	189	0.006
14:00 - 15:00	20	189	0.003	20	189	0.002	20	189	0.005
15:00 - 16:00	20	189	0.006	20	189	0.003	20	189	0.009
16:00 - 17:00	20	189	0.007	20	189	0.004	20	189	0.011
17:00 - 18:00	20	189	0.005	20	189	0.006	20	189	0.011
18:00 - 19:00	20	189	0.004	20	189	0.001	20	189	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.043			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.*

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	20	189	0.072	20	189	0.477	20	189	0.549
08:00 - 09:00	20	189	0.142	20	189	0.549	20	189	0.691
09:00 - 10:00	20	189	0.160	20	189	0.240	20	189	0.400
10:00 - 11:00	20	189	0.155	20	189	0.186	20	189	0.341
11:00 - 12:00	20	189	0.150	20	189	0.156	20	189	0.306
12:00 - 13:00	20	189	0.177	20	189	0.168	20	189	0.345
13:00 - 14:00	20	189	0.190	20	189	0.167	20	189	0.357
14:00 - 15:00	20	189	0.225	20	189	0.178	20	189	0.403
15:00 - 16:00	20	189	0.331	20	189	0.198	20	189	0.529
16:00 - 17:00	20	189	0.379	20	189	0.201	20	189	0.580
17:00 - 18:00	20	189	0.497	20	189	0.190	20	189	0.687
18:00 - 19:00	20	189	0.402	20	189	0.210	20	189	0.612
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.880			2.920			5.800

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

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

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

	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	20	189	0.012	20	189	0.020	20	189	0.032
08:00 - 09:00	20	189	0.022	20	189	0.063	20	189	0.085
09:00 - 10:00	20	189	0.029	20	189	0.026	20	189	0.055
10:00 - 11:00	20	189	0.017	20	189	0.021	20	189	0.038
11:00 - 12:00	20	189	0.017	20	189	0.018	20	189	0.035
12:00 - 13:00	20	189	0.021	20	189	0.023	20	189	0.044
13:00 - 14:00	20	189	0.020	20	189	0.019	20	189	0.039
14:00 - 15:00	20	189	0.024	20	189	0.027	20	189	0.051
15:00 - 16:00	20	189	0.067	20	189	0.038	20	189	0.105
16:00 - 17:00	20	189	0.023	20	189	0.019	20	189	0.042
17:00 - 18:00	20	189	0.022	20	189	0.019	20	189	0.041
18:00 - 19:00	20	189	0.023	20	189	0.015	20	189	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.297			0.308			0.605

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

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

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

	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	20	189	0.000	20	189	0.022	20	189	0.022
08:00 - 09:00	20	189	0.001	20	189	0.018	20	189	0.019
09:00 - 10:00	20	189	0.003	20	189	0.010	20	189	0.013
10:00 - 11:00	20	189	0.005	20	189	0.008	20	189	0.013
11:00 - 12:00	20	189	0.004	20	189	0.007	20	189	0.011
12:00 - 13:00	20	189	0.007	20	189	0.006	20	189	0.013
13:00 - 14:00	20	189	0.007	20	189	0.004	20	189	0.011
14:00 - 15:00	20	189	0.007	20	189	0.003	20	189	0.010
15:00 - 16:00	20	189	0.019	20	189	0.005	20	189	0.024
16:00 - 17:00	20	189	0.014	20	189	0.003	20	189	0.017
17:00 - 18:00	20	189	0.014	20	189	0.004	20	189	0.018
18:00 - 19:00	20	189	0.010	20	189	0.002	20	189	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.092			0.183

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

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

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

	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	20	189	0.001	20	189	0.008	20	189	0.009
08:00 - 09:00	20	189	0.001	20	189	0.008	20	189	0.009
09:00 - 10:00	20	189	0.001	20	189	0.006	20	189	0.007
10:00 - 11:00	20	189	0.002	20	189	0.002	20	189	0.004
11:00 - 12:00	20	189	0.003	20	189	0.002	20	189	0.005
12:00 - 13:00	20	189	0.003	20	189	0.002	20	189	0.005
13:00 - 14:00	20	189	0.001	20	189	0.000	20	189	0.001
14:00 - 15:00	20	189	0.001	20	189	0.001	20	189	0.002
15:00 - 16:00	20	189	0.003	20	189	0.000	20	189	0.003
16:00 - 17:00	20	189	0.006	20	189	0.001	20	189	0.007
17:00 - 18:00	20	189	0.010	20	189	0.000	20	189	0.010
18:00 - 19:00	20	189	0.011	20	189	0.001	20	189	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.031			0.074

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.*

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	20	189	0.000	20	189	0.000	20	189	0.000
08:00 - 09:00	20	189	0.000	20	189	0.000	20	189	0.000
09:00 - 10:00	20	189	0.000	20	189	0.000	20	189	0.000
10:00 - 11:00	20	189	0.000	20	189	0.000	20	189	0.000
11:00 - 12:00	20	189	0.000	20	189	0.000	20	189	0.000
12:00 - 13:00	20	189	0.000	20	189	0.000	20	189	0.000
13:00 - 14:00	20	189	0.000	20	189	0.000	20	189	0.000
14:00 - 15:00	20	189	0.000	20	189	0.000	20	189	0.000
15:00 - 16:00	20	189	0.001	20	189	0.001	20	189	0.002
16:00 - 17:00	20	189	0.000	20	189	0.000	20	189	0.000
17:00 - 18:00	20	189	0.001	20	189	0.001	20	189	0.002
18:00 - 19:00	20	189	0.000	20	189	0.000	20	189	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.

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

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

	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	20	189	0.001	20	189	0.031	20	189	0.032
08:00 - 09:00	20	189	0.002	20	189	0.026	20	189	0.028
09:00 - 10:00	20	189	0.003	20	189	0.015	20	189	0.018
10:00 - 11:00	20	189	0.008	20	189	0.010	20	189	0.018
11:00 - 12:00	20	189	0.007	20	189	0.009	20	189	0.016
12:00 - 13:00	20	189	0.010	20	189	0.008	20	189	0.018
13:00 - 14:00	20	189	0.008	20	189	0.004	20	189	0.012
14:00 - 15:00	20	189	0.008	20	189	0.003	20	189	0.011
15:00 - 16:00	20	189	0.022	20	189	0.006	20	189	0.028
16:00 - 17:00	20	189	0.020	20	189	0.003	20	189	0.023
17:00 - 18:00	20	189	0.025	20	189	0.005	20	189	0.030
18:00 - 19:00	20	189	0.021	20	189	0.003	20	189	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.135			0.123			0.258

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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): 1.81

	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	20	189	0.086	20	189	0.532	20	189	0.618
08:00 - 09:00	20	189	0.169	20	189	0.648	20	189	0.817
09:00 - 10:00	20	189	0.193	20	189	0.284	20	189	0.477
10:00 - 11:00	20	189	0.183	20	189	0.219	20	189	0.402
11:00 - 12:00	20	189	0.177	20	189	0.186	20	189	0.363
12:00 - 13:00	20	189	0.211	20	189	0.201	20	189	0.412
13:00 - 14:00	20	189	0.221	20	189	0.193	20	189	0.414
14:00 - 15:00	20	189	0.261	20	189	0.210	20	189	0.471
15:00 - 16:00	20	189	0.426	20	189	0.245	20	189	0.671
16:00 - 17:00	20	189	0.428	20	189	0.228	20	189	0.656
17:00 - 18:00	20	189	0.548	20	189	0.220	20	189	0.768
18:00 - 19:00	20	189	0.450	20	189	0.229	20	189	0.679
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.353			3.395			6.748

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

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

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

	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	20	189	0.044	20	189	0.250	20	189	0.294
08:00 - 09:00	20	189	0.085	20	189	0.275	20	189	0.360
09:00 - 10:00	20	189	0.099	20	189	0.133	20	189	0.232
10:00 - 11:00	20	189	0.091	20	189	0.104	20	189	0.195
11:00 - 12:00	20	189	0.082	20	189	0.087	20	189	0.169
12:00 - 13:00	20	189	0.102	20	189	0.103	20	189	0.205
13:00 - 14:00	20	189	0.110	20	189	0.097	20	189	0.207
14:00 - 15:00	20	189	0.112	20	189	0.116	20	189	0.228
15:00 - 16:00	20	189	0.165	20	189	0.118	20	189	0.283
16:00 - 17:00	20	189	0.192	20	189	0.115	20	189	0.307
17:00 - 18:00	20	189	0.264	20	189	0.111	20	189	0.375
18:00 - 19:00	20	189	0.244	20	189	0.121	20	189	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.590			1.630			3.220

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

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

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

	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	20	189	0.010	20	189	0.027	20	189	0.037
08:00 - 09:00	20	189	0.016	20	189	0.024	20	189	0.040
09:00 - 10:00	20	189	0.015	20	189	0.013	20	189	0.028
10:00 - 11:00	20	189	0.014	20	189	0.016	20	189	0.030
11:00 - 12:00	20	189	0.016	20	189	0.017	20	189	0.033
12:00 - 13:00	20	189	0.015	20	189	0.013	20	189	0.028
13:00 - 14:00	20	189	0.014	20	189	0.015	20	189	0.029
14:00 - 15:00	20	189	0.015	20	189	0.012	20	189	0.027
15:00 - 16:00	20	189	0.016	20	189	0.014	20	189	0.030
16:00 - 17:00	20	189	0.020	20	189	0.016	20	189	0.036
17:00 - 18:00	20	189	0.023	20	189	0.008	20	189	0.031
18:00 - 19:00	20	189	0.015	20	189	0.010	20	189	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.189			0.185			0.374

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

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

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

	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	20	189	0.001	20	189	0.005	20	189	0.006
08:00 - 09:00	20	189	0.000	20	189	0.003	20	189	0.003
09:00 - 10:00	20	189	0.001	20	189	0.001	20	189	0.002
10:00 - 11:00	20	189	0.001	20	189	0.000	20	189	0.001
11:00 - 12:00	20	189	0.001	20	189	0.001	20	189	0.002
12:00 - 13:00	20	189	0.001	20	189	0.001	20	189	0.002
13:00 - 14:00	20	189	0.001	20	189	0.001	20	189	0.002
14:00 - 15:00	20	189	0.002	20	189	0.001	20	189	0.003
15:00 - 16:00	20	189	0.001	20	189	0.001	20	189	0.002
16:00 - 17:00	20	189	0.002	20	189	0.001	20	189	0.003
17:00 - 18:00	20	189	0.002	20	189	0.001	20	189	0.003
18:00 - 19:00	20	189	0.002	20	189	0.001	20	189	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.017			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.*

APPENDIX F

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02003456 : Wokingham 018 (2011 super output area - middle layer)

place of work	All categories: Method of travel to work (2001 specification)	Routing	A	B	C	D	E
E02003439 : Wokingham 001	16	a	16				
E02003440 : Wokingham 002	6	d				6	
E02003441 : Wokingham 003	11	d				11	
E02003442 : Wokingham 004	8	d				8	
E02003443 : Wokingham 005	17	d				17	
E02003444 : Wokingham 006	63	d				63	
E02003445 : Wokingham 007	5	d				5	
E02003446 : Wokingham 008	23	d				23	
E02003447 : Wokingham 009	64	d				64	
E02003448 : Wokingham 010	59	d				59	
E02003449 : Wokingham 011	12	d				12	
E02003450 : Wokingham 012	30	c			30		
E02003451 : Wokingham 013	129	d				129	
E02003452 : Wokingham 014	11	d				11	
E02003453 : Wokingham 015	17	a	17				
E02003454 : Wokingham 016	130	a	130				
E02003455 : Wokingham 017	38	c			38		
E02003457 : Wokingham 019	40	a	40				
E02003458 : Wokingham 020	29	a	29				
Aylesbury Vale	5	d				5	
Basingstoke and Deane	48	b		48			
Bracknell Forest	269	d				269	
Cherwell	2	d				2	
Chichester	1	a	1				
Chiltern	2	d				2	
Crawley	1	a	1				
East Hampshire	4	a	4				
Eastleigh	1	a	1				
Elmbridge	9	a	9				
Epsom and Ewell	1	a	1				
Fareham	2	a	2				
Guildford	22	a	22				
Hart	108	a	108				
Mid Sussex	1	a	1				
Milton Keynes	1	d				1	
Mole Valley	4	a	4				
Oxford	2	c			2		
Reading	321	c			321		
Reigate and Banstead	2	a	2				
Runnymede	23	d				23	
Rushmoor	46	a	46				
Sevenoaks	1	a	1				
Shepway	1	a	1				
Slough	61	d				61	
South Bucks	11	d				11	
South Oxfordshire	19	c			19		
Spelthorne	9	a	9				
Surrey Heath	43	a	43				
Test Valley	5	a	5				
Vale of White Horse	13	c			13		
Waverley	9	a	9				
Wealden	1	a	1				
West Berkshire	96	c			96		
West Oxfordshire	2	c			2		
Winchester	1	a	1				
Windsor and Maidenhead	100	d				100	
Woking	4	a	4				
Wycombe	35	d				35	
East	20	d				20	
East Midlands	3	d				3	
London	173	d				173	
North West	1	d				1	
Scotland	3	d				3	
South West	21	b		21			
Wales	1	c			1		
West Midlands	6	d				6	
Yorkshire and The Humber	8	d				8	
TOTAL	2230		A	B	C	D	E
			508	69	522	1131	0
			23%	3%	23%	51%	0%