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REPORT

South Downs Transport Study

Transport Assessment

Client: South Downs National Park Authority

Reference: TP1114-MI-RP-240801-1013
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Table of Tables

Table of Figures

Appendices

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1 Introduction

1.1 Background

Integrated Transport Planning Ltd. (ITP) has been commissioned by the South Downs National Park Authority (SDNPA) to undertake a Transport Assessment (TA) as part of the evidence base to support a review of its 2014 – 2033 Local Plan (adopted July 2019). The TA will consider the potential impacts of the preferred growth strategy and identify the package of measures required to increase sustainable transport use and reduce the impact of private cars.

1.2 Purpose of this Report

This Stage 2 TA Report follows the Stage 1 Scoping Report which set out a high-level assessment of existing travel and transport in the South Downs National Park (SDNP), informed by a review of relevant local and regional planning policy and a connectivity analysis. Based on this review, a transport vision and set of objectives to guide growth in the SDNP has been developed, in consultation with the SDNPA.

A suggested scope for the following TA methodology was set out within this report and agreed with key stakeholders. This report considers five locations within a cluster and settlements and identifies the potential impact on the highway network based on available information. In order to reduce the impact of those locations on the transport network a package of measures have been identified to make them more sustainable.

The report considers the effects of those measures, which could be considered at other locations. This report does not undertake any modelling at any location. Transport Assessments or Transport Statements will be required as appropriate for the allocation sites. The details contained within this report provide a framework for Transport Assessments that will be produced to support planning applications for the allocation sites.

1.3 Stage 1 summary

The following provides a summary of the key outputs from the Stage 1 Scoping Report, the full Stage 1 Scoping Report can be seen in Appendix A.

1.3.1 Vision and Objectives

Following the detailed evidence base review undertaken in Stage 1 the following Vision and Objectives were created.

Vision

By 2042 the transport network in the South Downs National Park will connect and protect the unique natural landscape while supporting thriving settlements for residents, visitors, businesses, and the wider rural community. High quality, sustainable transport networks will be complemented by placemaking that prioritises active and sustainable modes and contributes towards delivery of sustainable growth, achieving net zero carbon while mitigating against the impacts of climate change.

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Objectives

1 Reduce the need to travel and / or the distance travelled for new development through careful siting of development in relation to existing settlements and encouraging a mix of uses on-site where possible taking into account the scale of development.

2 Maximise the proportion of travel by sustainable modes for new development, including development for the visitor economy, by contributing to delivery of high-quality active travel and public transport infrastructure through the planning process, including Mobility As A Service and Demand Responsive Transport

3 Reduce the impact of private car use, through supporting electric vehicles charging provision and car clubs, and by addressing highway safety challenges as a result of development.

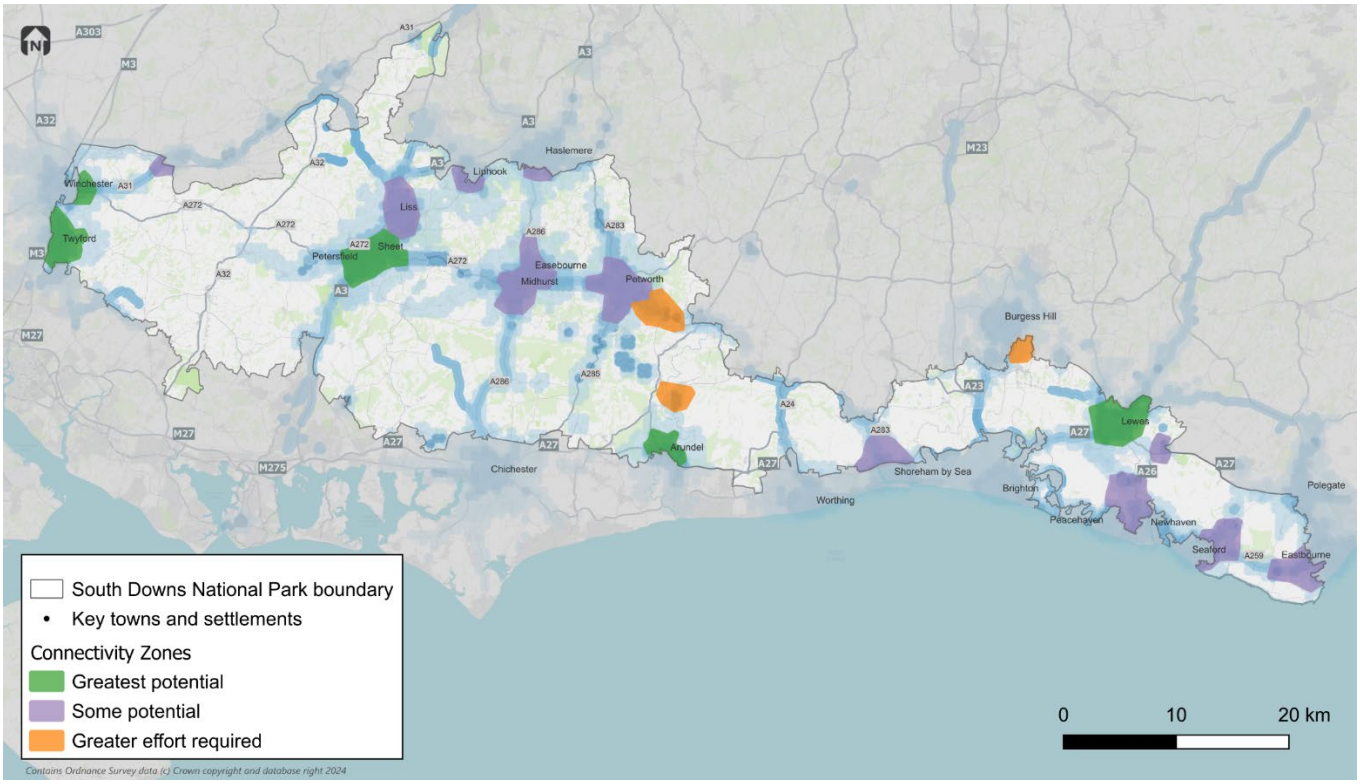
4 Support economic prosperity by contributing to enhanced public transport and active travel connectivity.

5 Integrate the transport improvements with the unique landscape of the South Downs, preserving its natural qualities, promoting biodiversity, and improving air quality.

1.3.2 Implications of Growth

Using all available evidence, Figure 1-1 highlights our recommendations related to the key locations within the SDNP that are more or less likely to achieve more sustainable mobility outcomes, and sets out the proposed connectivity zones.

Figure 1-1 Connectivity zones



Greatest potential

Those locations with the 'greatest potential' to deliver sustainable mobility outcomes include Petersfield, Lewes and the edge of Winchester and Arundel. These areas have been identified due to:

- Walking distance to train stations with higher rail frequencies.
- Along higher frequency bus corridors.
- Walking and cycling distance to larger settlements.

This potential to benefit from existing multi-modal transport services and existing settlement facilities, provides the best potential to achieve sustainable mobility outcomes.

Some potential

Locations with some potential to achieve sustainable mobility outcomes include Liss, Midhurst, Easebourne, Petworth and on the edge of Twyford, Liphook, Haselmere, Newhaven/Peacehaven, Sleaford and Eastbourne. These areas have been identified due to:

- Along higher frequency bus corridors, or proximity to rail station.
- Walking and cycling distance to larger settlements.

Whilst locations are typically sited near the strategic road network or major roads, this typically provides benefits for access to bus services, but can also encourage car use. Given this and the lack of access to rail services, these have been classified as more challenging sites for encouraging sustainable mobility. Liss has a rail station, but service frequency is low (2tph) and there are no higher frequency bus services.

Greater effort required

Locations that have some potential to achieve more sustainable outcomes include east of Petworth and south east of Burgess Hill. These areas have been identified due to:

- Proximity to larger settlements by bike
- Along lower frequency bus corridors

Other areas with similar proximity to settlements and bus services include west of Petersfield (A272 corridor) and north west of Liss (B3006 corridor). These locations were discounted due to the proximity of significant severance caused by the A3, which would make it difficult to deliver more sustainable mobility outcomes without significant investment for large scale growth.

Most challenging

All remaining locations identified within the SDNP Local Plan have been identified as most challenging in achieving sustainable mobility outcomes. These locations share similar characteristics including:

- Very limited to no connectivity with the main public transport network
- Physically remote and separated from existing urban areas

These locations would require substantial measures to improve their connectivity and sustainable transport access which are unlikely to be viable given the relative small scale of proposed growth. A number of locations with rail stations fall within this category, including Amberley, Glynde and Southease. These stations all have low service frequencies (2tph) when identifying connectivity and are physically remote from settlements, or within settlements that provide limited day to day facilities. Similarly, locations where cycling accessibility has been illustrated, this may not be as achievable given the rural nature of these locations and perceptions of safety.

We understand that no allocations are likely to be of a scale that could be considered ‘stand alone’ in terms of being able to produce sustainable transport outcomes through significant internalisation of trips (e.g. with a scale of at least 5,000 homes and a wide range of ancillary uses). Nonetheless, the scale of the allocation will be considered when determining final designations.

1.4 Approach

The vision-led Transport Assessment methodology undertaken and reported on here is designed to help deliver the vision and objectives above. It will seek to identify the potential impacts of growth, taking into account packages of sustainably-focused measures required to achieve the most sustainable outcomes for the preferred development option.

1.5 Report Structure

This remainer of this report has been structured as follows:

- Chapter 2 – provides details of the Local Plan allocations and the proves to identify the locations that have been assessed within the report.
- Chapter 3 – provides details of the trip rates used to calculate the traffic generation, traffic growth and traffic counts used to assess the impact of the allocation sites.
- Chapter 4 – contains details of the traffic generation, distribution and calculation of the impact of the local plan sites at the five locations.
- Chapter 5 provides details of the measures that have been used to make the sites more sustainable by providing opportunities for increased public transport use, walking and cycling.
- Chapter 6 provides a summary of the findings of the report and provides conclusions which includes next steps.

2 Local Plan Allocations & Assessment Site Identification

2.1 Local Plan Review and Potential Allocations

The South Downs National Park is in the process of updating its Local Plan covering the period 2014-2033 (adopted in 2019). The Local Plan review will cover the period 2022 up to 2042, focussing on dispersed growth, nature recovery, climate change and provision of affordable housing. Adoption of the reviewed and updated Local Plan is expected in 2027. The Local Plan Review is currently at the evidence gathering stage and working towards the first formal consultation stage.

The current Local Plan includes 37 site allocations which includes two strategic sites – Shoreham Cement Works (Shoreham) and North Street Quarter (Lewes). A number of the sites within the current Local Plan have been built, are under construction, or have planning permission. The Development Plan also includes 70 Neighbourhood Development Plan Allocations (NDP), which also have sites that have been built, are under construction or have planning consent. As part of the Local Plan review, these outstanding sites have been considered along with approximately 800 sites for potential for development and possible allocation by the SDNPA.

The potential new allocations identified at this stage as part of the Local Plan review process, alongside outstanding allocations from the previous Local Plan will form the Local Plan Review allocations. NDP allocations which have yet to be implemented remain allocations and sit alongside the Local Plan allocations as part of the wider Development Plan. Prior to sifting completed sites or those with planning permission, this totals 164 sites, the locations of these are shown in Figure 2-1 and is made up of:

- Adopted Local Plan allocations – 37
- Neighbourhood Development Plan allocations – 70
- Potential Local Plan review allocations – 57

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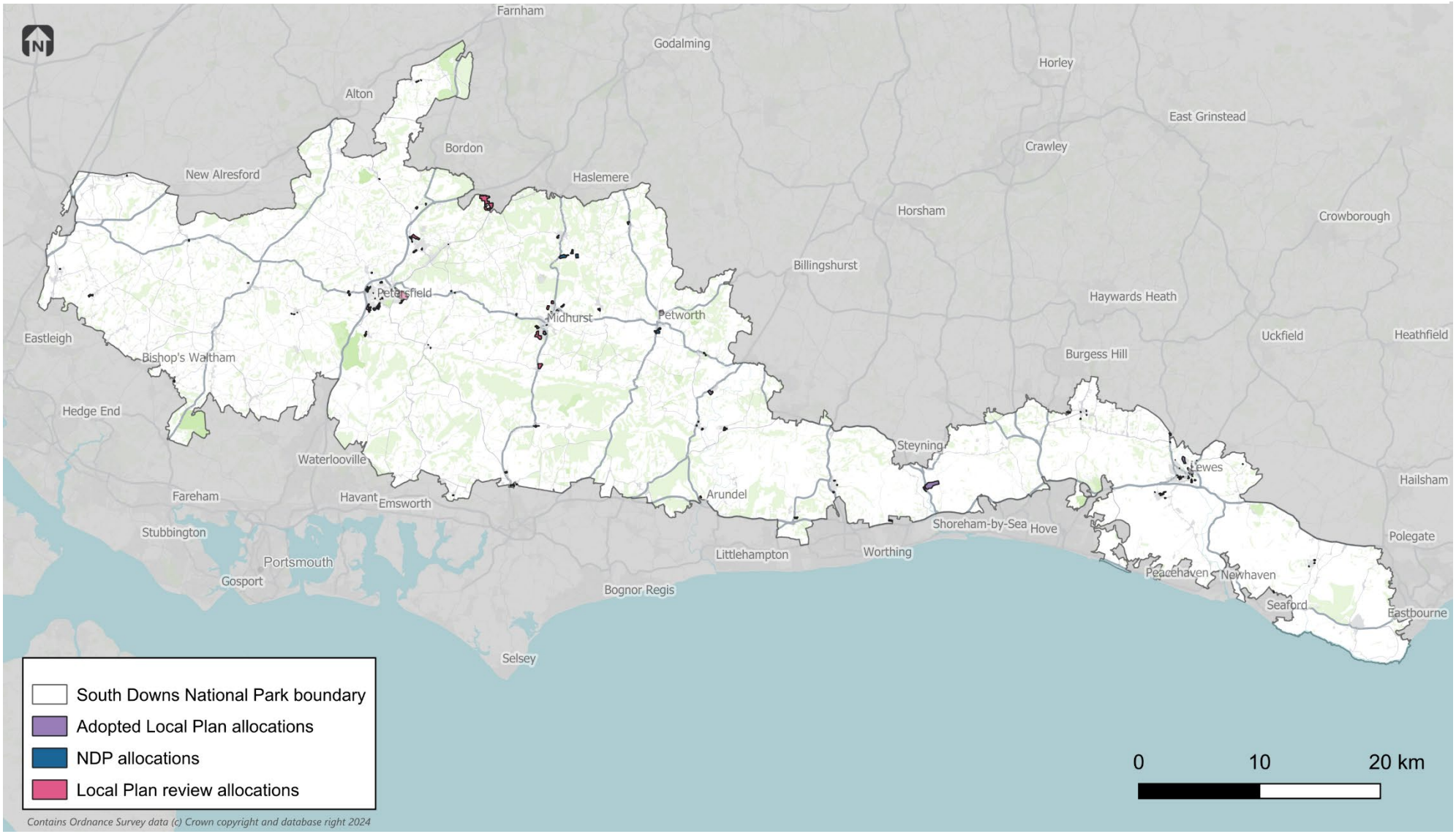
Figure 2-1: All current Local Plan allocations, NDP allocations, and potential new Local Plan review allocations (all statuses)



2.2 Identification of Assessment Sites

2.2.1 Assessment Sites Overview

Assessment of five sites will be undertaken to understand the impact of developments and propose sustainable transport measures to encourage mode shift. The process will identify the clusters that the five sites are within. As such, a sifting process has been undertaken to select these five sites for assessment using the Mode Shift Model. The following section details this sifting process to select the five sites with the key steps:

1. Collate all current Local Plan, NDP and potential new allocations
2. Remove completed, under construction or sites with planning permission
3. Remove specific sites based on transport impacts and wider reviews
4. Buffer and cluster sites based on proximity
5. Trip generation for all sites
6. Select sites with highest trip generations within the largest clusters

2.2.2 Assessment Site Sifting

All current Local Plan allocations, Neighbourhood Development Plan (NDP) allocations and potential allocations for the Local Plan review were collated, totalling 164 sites across the SDNP. These vary in size and use type, with a majority of the sites classified as residential. These sites have been sifted through several stages, focussing on their status, size and proximity to other sites.

Sites which have been completed, under construction or have planning permission were excluded. The transport impacts of these sites have either been already realised if completed or are currently being considered as part of a planning application. The traffic generated by these sites are either included within traffic counts on the highway network or traffic growth and are therefore included within the impact assessment. Similarly, sites which classified as ‘gypsy and traveller sites’ were removed given their limited transport impacts (2 sites).

All sites without a live planning application were taken forward to a process of site clustering, this included 104 sites. This process aimed to explore the cumulative impact of developments given the scale of a majority of the proposed developments. Most of the proposed allocations are for less than 50 dwellings, therefore, the isolated transport impacts of each of these sites is likely to be limited. A process of site clustering aimed to understand the cumulative impact of multiple smaller scale sites on a wider area. A 1km buffer (‘as the crow flies’ distance) was drawn around each of the remaining sites to represent a 10–12-minute walk distance.

Sites with overlapping buffers were then grouped into 10 main clusters (Table 2-1) with sites not in proximity to other sites removed. A further 7 clusters were identified with two sites and dwelling totals of less than 30. These clusters of sites are compared against the connectivity zone classifications identified in the Stage 1 Scoping Report as shown in Figure 2-3. These highlight areas which have the greatest potential to achieve sustainable outcomes. Comparing the top clusters of sites to this classification provides an indication of the ability for trips from allocations to be sustainable.

The ‘Petersfield and Sheet’ along with’ Midhurst and Easebourne’ clusters have been combined into one cluster given the interactions between these settlements for shops, schools and medical facilities. 69 sites remained from these main clusters for final selection.

Table 2-1: Summary of clusters with 2 or more sites and greater than 45 dwellings

Cluster name	No. of sites	Total dwellings	Total other use (sqm)	Connectivity zone classification
Lewes	23	1273	3,500	Greatest potential
Petersfield / Sheet	13	313 (inc. 150 bed care home)	10,425	Greatest potential
Liphook	2	308 (inc. 66 bed care home)		Some potential
Midhurst / Easebourne	10	245		Some potential
Petworth	7	172	3,600	Some potential
Liss	4	165 (inc. 60 bed care home)		Some potential
Amberley	4	71		Greater effort required
Ditchling	3	47		Greater effort required
Alfriston	3	46 (inc. 30 bed care home)		Greater effort required

Only five sites in the top five clusters will be assessed at this stage. The potential impact of sustainable transport measures on the trip generation at the sites within only the top five clusters will be indicated at this stage.

2.2.3 Sites Excluded from the Assessment Sites

Some sites have been excluded from the assessment process and site selection even though the scale of these developments is significant for transport impacts. Both Shoreham Cement Works and North Street Quarter have been excluded because they are being assessed as part of the planning process and the impact and mitigation is subject to extensive discussions. It was agreed with SDNPA to not include these sites within the assessment, but to consider other sites which have not been considered, to ascertain their impact and sustainable transport measures to reduce the impact. Table 2-2 provides details of the Shoreham Cement Works site and the North Street Quarter site.

Table 2-2 Summary of excluded sites

Site ref.	Site name	Size	Reason for exclusion
SD56	Shoreham Cement Works	200 dwellings, 46,000 sqm	Site impacts have been discussed in detail through the Shoreham Cement Works Area Action Plan
SD57	North Street Quarter, Lewes	685 dwellings, 3,500 sqm	Site impacts have been discussed in detail through the current planning application. This site also currently has resolution to grant planning consent.

2.2.4 Traffic generation

Traffic generation associated with the proposed allocations for the Local Plan Review have been derived from trip rates determined from the TRICS database. Sites with the largest traffic generation within the largest clusters were selected for assessment given their transport impacts. Full discussion of the traffic generation process is presented in the following chapters.

2.2.5 Site selection

From the clustering process, sites with the largest traffic generation in each of the largest clusters were selected for individual assessment. Site selection using traffic generation has been based on people trip rates rather than vehicle trip rates. Residential sites were selected over employment sites given the higher

potential to influence sustainable travel at these locations. This report contains the numbers of vehicles, active travel and public transport users for the clusters. The impact of the clusters will not be assessed within this report or considered necessary at this stage.

Clusters with a larger cumulative number of dwellings were prioritised first even where individual sites were of a smaller scale, as these would likely provide the best representation of the impact of proposed development. This was followed by highest estimated trip generation, with one site selected per cluster. The selected sites taken forward for further assessment are detailed in Table 2-3 and Figure 2-4.

Table 2-3 Summary of assessment sites

Site reference	Site name	Number of dwellings	Cluster name	Cluster size	Type of site
EA215	Land west of Liphook	234 (66 bed care home, doctors surgery, additional Bohunt school building, SANG, railway car park)	Liphook	2 sites 308 dwellings	Potential new allocation
LE141	East Sussex College	225	Lewes	23 sites 1,273 dwellings	Potential new allocation
H7	Petworth South	100	Petworth	7 sites 172 dwellings	NDP
CH165	Land east of Pitsham Lane	75	Eastbourne / Midhurst	10 sites 245 dwellings	Potential new allocation
HP1 (H9)	Hampshire CC Depot	42	Petersfield / Sheet	16 sites 313 dwellings 10,110 sqm	NDP

Figure 2-2 Sifted allocations and clusters of sites

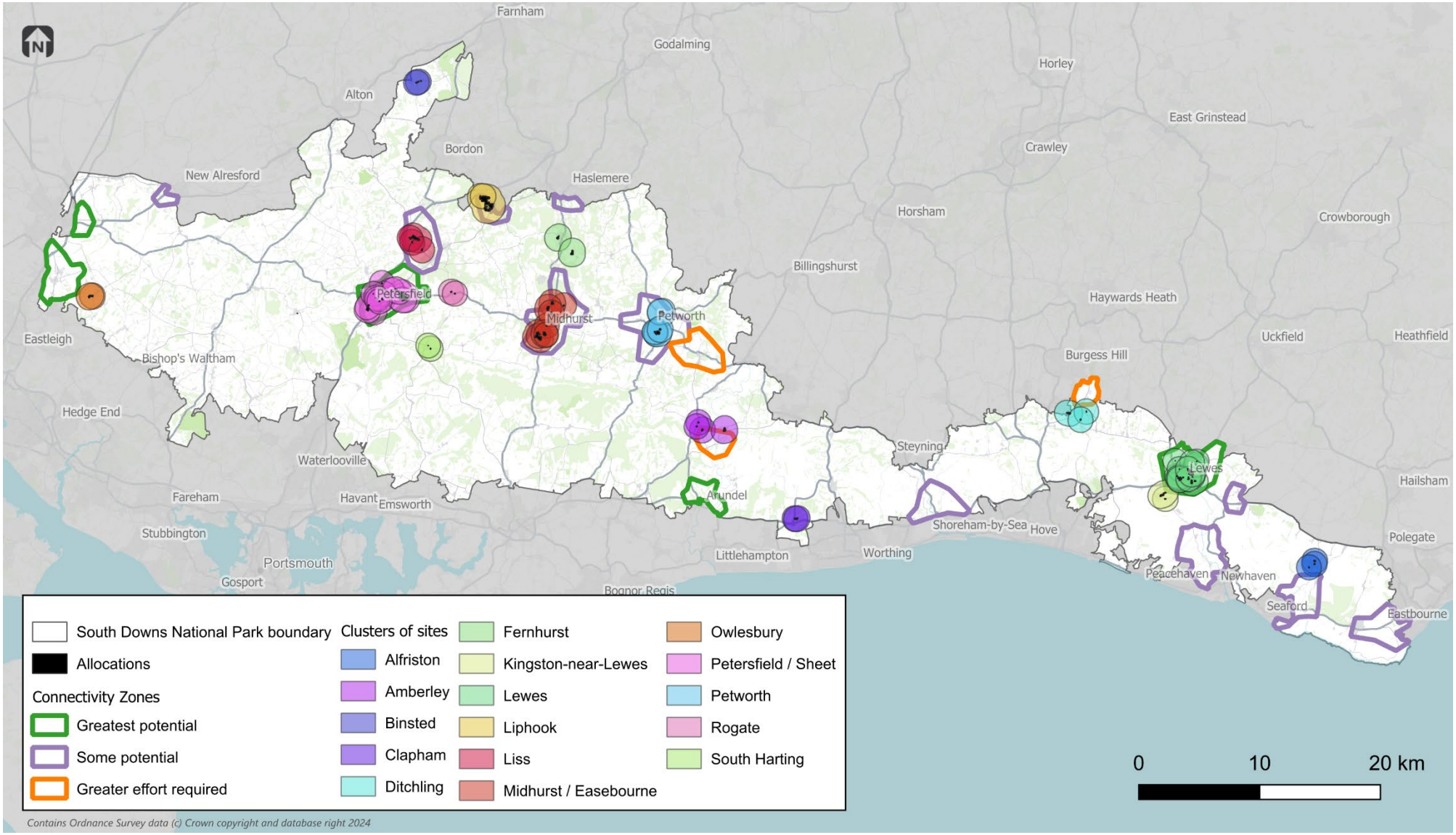
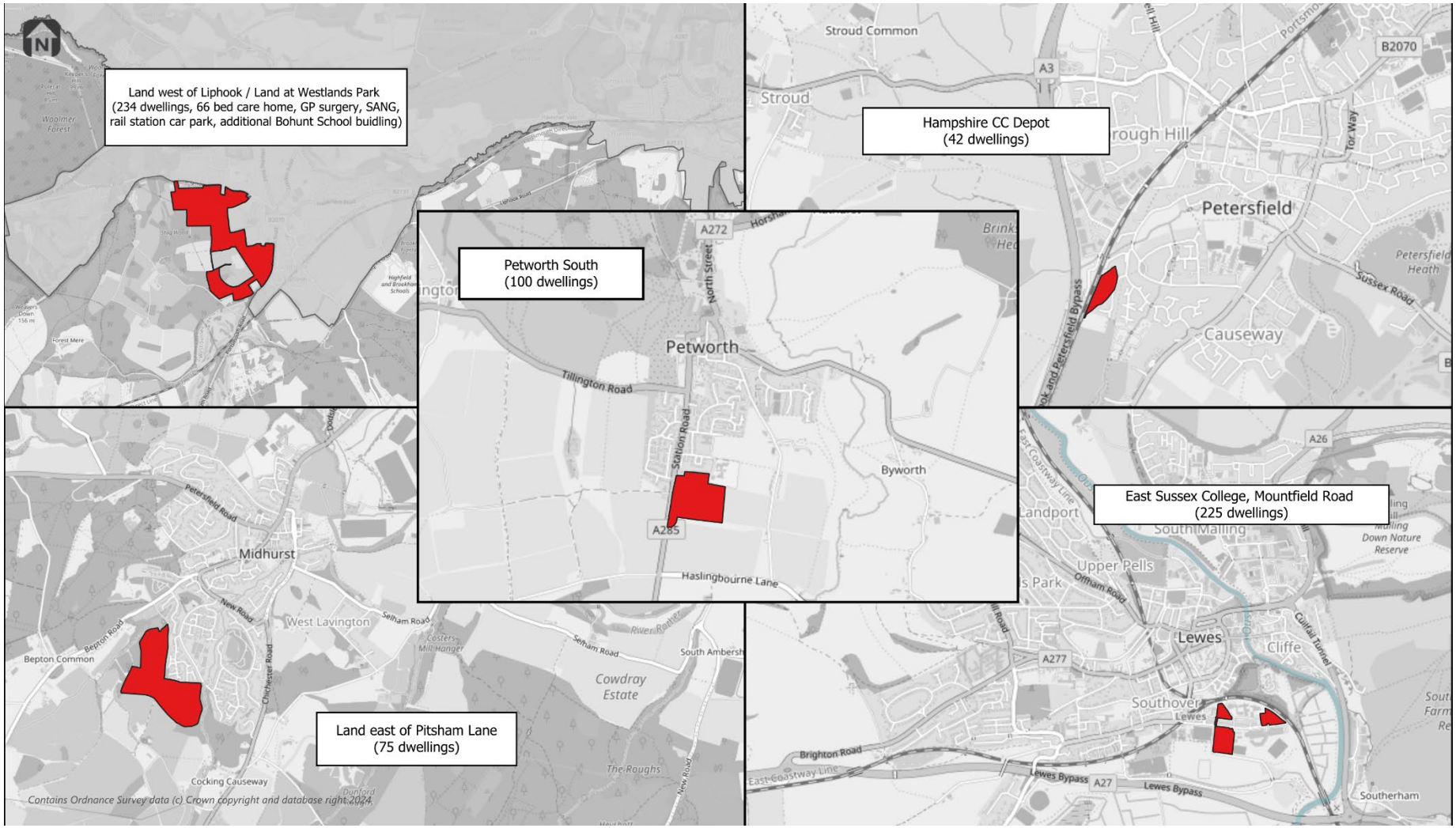


Figure 2-3 Selected assessment sites (not to scale)



3 Trip Rates and Distribution

This section details the methodology for calculating trip rates and distributing these trips on the road network. Trip rates have been derived from calculated TRICS trip rates for people and vehicle trips. Distribution of trips has been calculated using the 2011 Census origin-destination data to illustrate the impact of development on the surrounding road networks based on travel to work movement patterns. The use of census data is to provide a representative distribution and is explained further within section 3.2.

3.1 Trip rates

The calculation of the traffic generation associated with the proposed allocations for the Local Plan review have been derived from trip rates determined from the TRICS database. The TRICS 7.11.2 database has been used to determine both person and vehicle trip rates. Sites were selected to provide a representative trip rate for the rural nature of the SDNP and its associated proposed allocations. Vehicle trip rates have been derived for the situation when there are no multi modal sites or there are considered too few multi modal sites to produce a representative trip rate.

The TRICS data and selection criteria used to calculate multi modal trip rates is contained within Appendix D. Table 3-1 contains the person trip rates derived from the multi modal calculation using the TRICS database for the proposed allocation land uses.

Table 3-1 Person trip rates derived from TRICS multi-modal calculations

	Total People					
	Trip Rates					
	AM Peak		PM Peak		Daily	
	0800-0900		1700-1800			
	Arri	Dep	Arr	Dep	Arr	Dep
Residential (large average number of dwellings)	0.227 / dwelling	0.783 / dwelling	0.593 / dwelling	0.287 / dwelling	3.818/ dwelling	3.854 / dwelling
Retirement flats	0.122 / dwelling	0.165 / dwelling	0.180 / dwelling	0.129 / dwelling	2.416 / dwelling	2.330 / dwelling
Care Home	0.128 / resident	0.149 / resident	0.090 / resident	0.135 / resident	2.004 / resident	2.059 / resident
Light Industry	0.393 / 100m²	0.066 / 100m²	0.379 / 100m²	0.267 / 100m²	4.478 / 100m²	4.494 / 100m²
Storage and distribution*	-	-	-	-	-	-
Offices	3.533 / 100m²	0.303 / 100m²	0.238 / 100m²	2.796 / 100m²	11.683 / 100m²	12.031 / 100m²
Local Shops	12.870 / 100m²	12.722/ 100m²	8.698 / 100m²	9.941 / 100m²	139.777 / 100m²	139.874 / 100m²
Food and Drink	-	-	-	-	-	-
Leisure Centre	0.771 / 100m²	0.451 / 100m²	2.845 / 100m²	3.444. 100m²	23.233 / 100m²	23.313 / 100m²
Pitches (5-a-side)	-	-	-	-	-	-
GP surgery	7.125 / doctor	3.453 / doctor	3.188 / doctor	6.063 / doctor	72.564 / doctor	71.809 / doctor
SANG site	-	-	-	-	-	-

The vehicle trip rates derived from the TRICS multi modal calculations and vehicle only calculations are contained in Table 3-2. The vehicle trip rates are also contained within Appendix D.

Table 3-2 Vehicle trip rates derived from TRICS multi-modal calculations

	Total Vehicle					
	Trip Rates					
	AM Peak		PM Peak		Daily	
	0800-0900		1700-1800			
	Arri	Dep	Arr	Dep	Arr	Dep
Residential (large average number of dwellings)	0.150 / dwelling	0.368 / dwelling	0.349 / dwelling	0.165 / dwelling	2.208 / dwelling	2.202 / dwelling
Retirement flats	0.059 / dwelling	0.078 / dwelling	0.11 / dwelling	0.063 / dwelling	1.245 / dwelling	1.246 / dwelling
Care Home	0.083 / resident	0.083 / resident	0.055 / resident	0.069 / resident	1.108 / resident	1.153 / resident
Light Industry	0.267 / 100m²	0.066 / 100m²	0.444 / 100m²	0.066 / 100m²	1.749 / 100m²	1.673 / 100m²
Storage and distribution*	0.217 / 100m²	0.097 / 100m²	0.078/ 100m²	0.224/ 100m²	2.101/ 100m²	2.053/ 100m²
Offices	2.298 / 100m²	0.369 / 100m²	0.303 / 100m²	1.821 / 100m²	7.994 / 100m²	8.062 / 100m²
Local Shops	4.29 / 100m²	4.053 / 100m²	3.817 / 100m²	4.26 / 100m²	56.165 / 100m²	56.274 / 100m²
Food and Drink	3.333 / 100m²	3.333 / 100m²	6.845 / 100m²	6.548 / 100m²	158.585 / 100m²	154. 713 / 100m²
Leisure Centre	0.462 / 100m²	0.368 / 100m²	1.322 / 100m²	1.512 / 100m²	12.082 / 100m²	12.29 / 100m²
Pitches (5-a-side)	0.444 / pitch	0.074 / pitch	3.563 / pitch	1.563 / pitch	20.146 / pitch	20.621 / pitch
GP surgery	4.906 / No. doctors	2.375 / No. doctors	2.156 / No. doctors	3.859 / No. doctors	45.556 / No. doctors	44.841 / No. doctors
SANG site	0.05 / parking space	0 / parking space	0 / parking space	0.025 / parking space	0.825 / parking space	0.825 / parking space

3.2 Traffic Distribution Calculation

The distribution of residential trips utilises journey to work origin-destination data from the UK Census[1]. The most recent UK census was undertaken on 21 March 2021, however, this trip distribution analysis will utilise data from the UK census undertaken in 2011 due to the impact of the Covid-19 pandemic on the 2021 Census. During this period, the travel to work topic was impacted by national lockdown, stay-at-home guidance and furlough measures. As such, travel to work behaviour was disrupted as seen by the number of people working from home which rose to 31.2%, from 10.3% in 2011. Therefore, for the traffic distribution analysis, the origin-destination data has been taken from the 2011 Census.

The use of the 2011 census is intended to provide a potential distribution and is deemed suitable for the assessments required at this stage of consideration. No adjustments to this data has been made to allow for changes in movement patterns which may have occurred due to changes in land use since this time.

[1] *WF01BEW – Location of usual residence and place of work (OA level)*

Traffic distribution has been undertaken for each of the five assessment sites to understand where trips are likely to be distributed on the highway network. This process provides an indication of key routes and locations where an increase in trips may be realised from the proposed development.

Census data provides origin and destination data between place of usual residence and workspace for a variety of different scales. Census data is used only to distribute trips from the residential sites by private vehicles only. The output area where the site is situated was selected as the place of usual residence. The LSOAs within the same local authority as the site were all selected along with the MSOAs of all surrounding local authorities (within 40km) for the workplace location. This aimed to provide a sample of journeys likely to be taken from the site for work. The 2022 Transport Statistics Great Britian indicates that the average commuting time by car was 25 minutes. The areas selected to undertake the journey to work calculation went beyond the average commuting time of 25 minutes by car. For example, journeys from Midhurst include journeys which were predicted to take 41 minutes by car.

All journeys with more than 5 people traveling were taken forward for the trip distribution mapping. These routes were calculated using Google Maps journey planner. Where a route was provided with more than one option, the number of journeys and percentage of journeys was split, for example an origin-destination connection with two journey options with 4% of journeys, each route would represent 2% of trips. These routes aim to provide an estimated journey distance and percentage of trips that could be seen from the development. Routes have been assumed by vehicle only as origin-destination data by mode of transport is not available at the lower census areas. Therefore, the number of vehicles is likely to be lower, especially where routes have rail stations.

Table 3.3 summarises the main destinations for travel from the key sites, highlighting the local trips undertaken from each site and some key destinations of a further distance.

Table 3-3 Summary of key destinations of travel

Site name	Area / Cluster	Key destinations of travel
Land west of Liphook / Land at Westlands Park (EA215)	Liphook	Local (within Liphook) Haslemere Guildford Alton Farnham
East Sussex College, Mountfield Road (LE141)	Lewes	Local (within Lewes) Brighton Crawley Eastbourne
Petworth South (H7)	Petworth	Local (within Petworth) Horsham Midhurst / Easebourne Chichester
Land east of Pitsham Lane (CH165)	Midhurst / Easebourne	Local (within Midhurst / Easebourne) Petworth Chichester Guildford
Hampshire CC Depot (H9)	Petersfield / Sheet	Local (within Petersfield / Sheet) Havant Liphook Guildford

Trip distribution for each of the five assessed sites also provides an indicative distribution for the cluster of sites given their proximity. Therefore, it can be expected that similar numbers of trips and routes would be undertaken by other development sites within the same clusters.

The following set of figures illustrate the trip distribution percentages using the origin-destination census data for each of the five assessment sites for residential trips.

Figure 3-1 Land west of Liphook / Land at Westlands Park (EA215) site estimated trip distribution (dark colour = more trips)

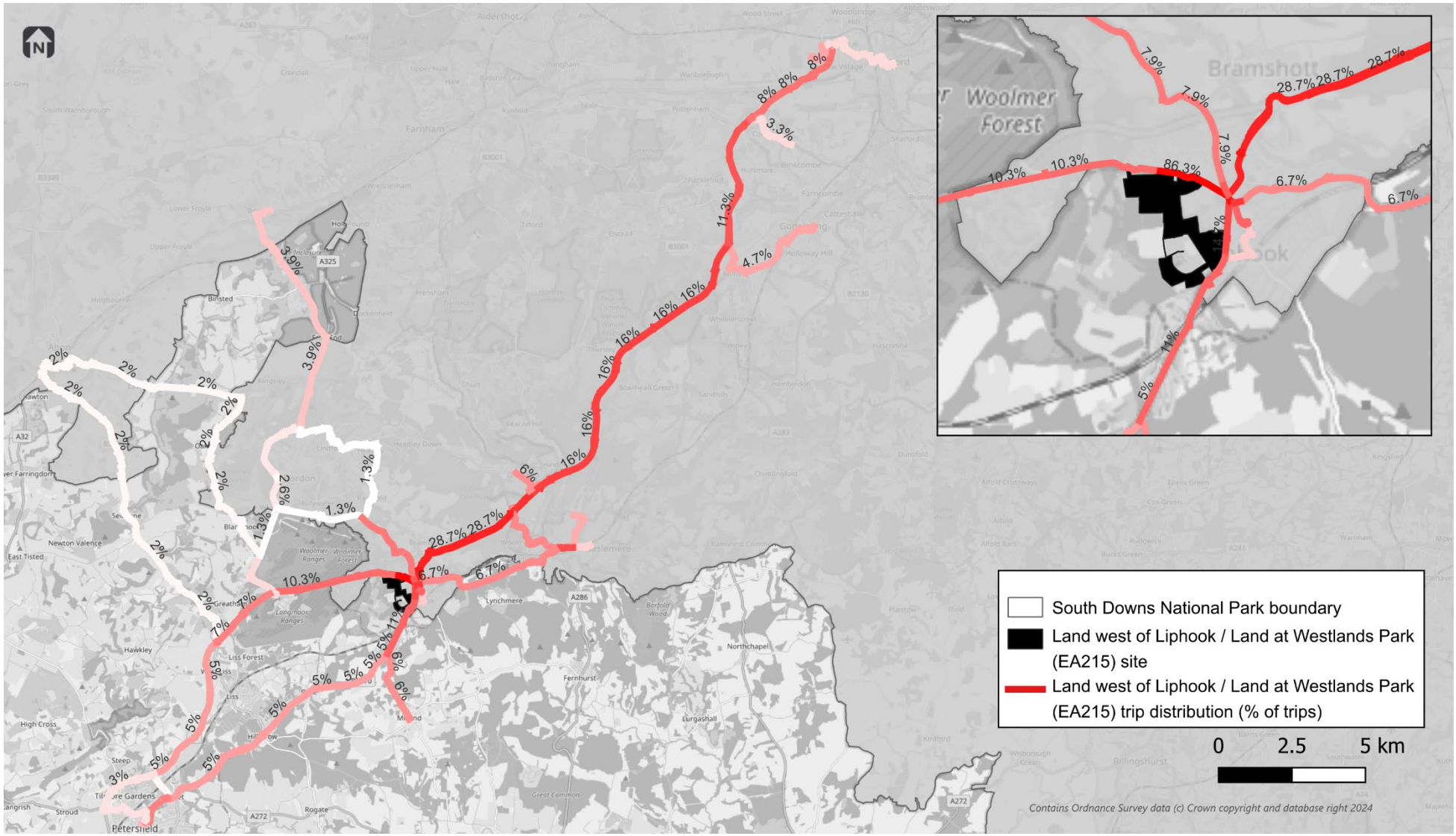


Figure 3-2 East Sussex College (LE141) site estimated trip distribution (dark colour = more trips)

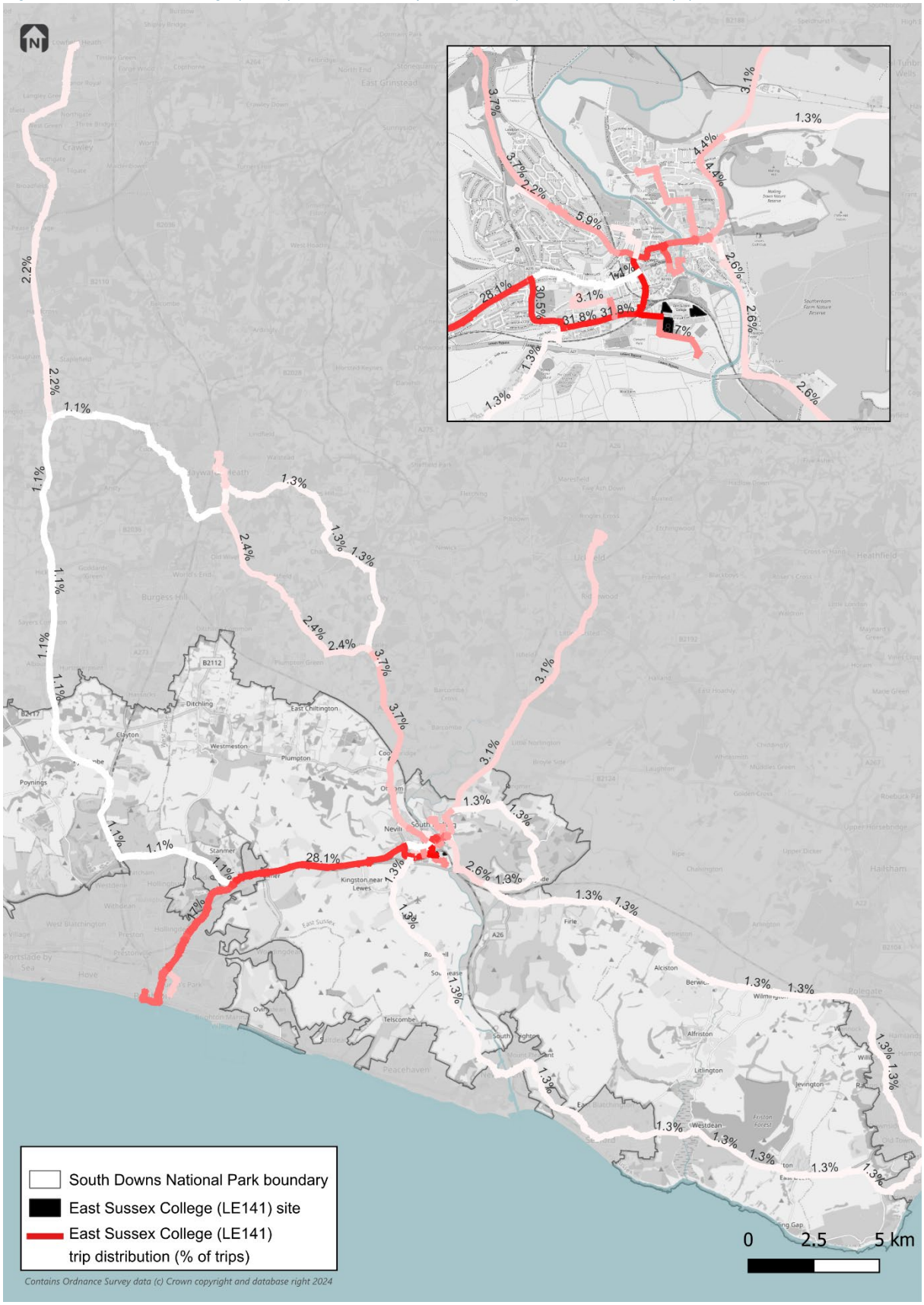


Figure 3-3 Petworth South (H7) site estimated trip distribution (dark colour = more trips)

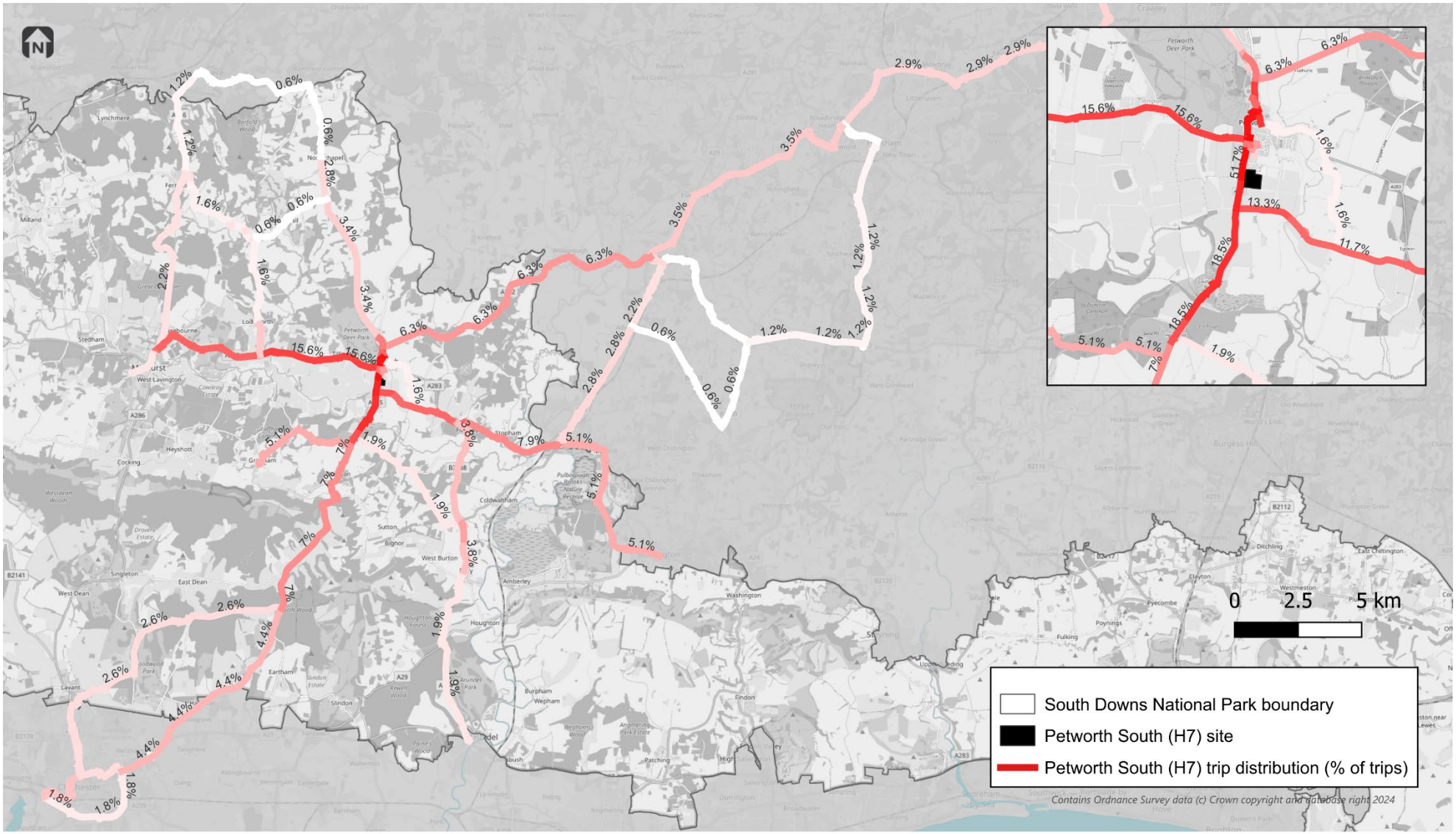


Figure 3-4 Land east of Pitsham Lane (CH165) site estimated trip distribution (dark colour = more trips)

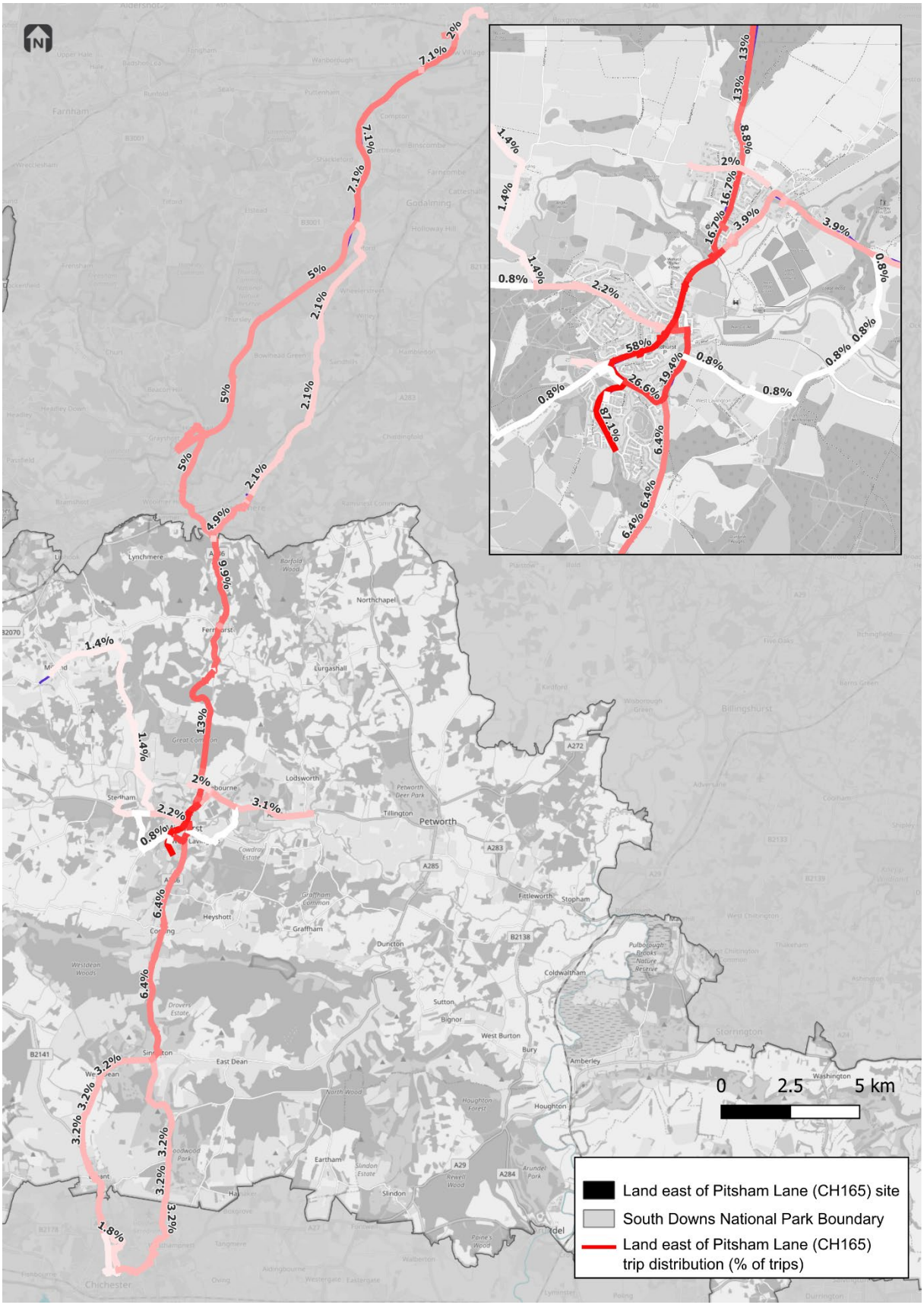
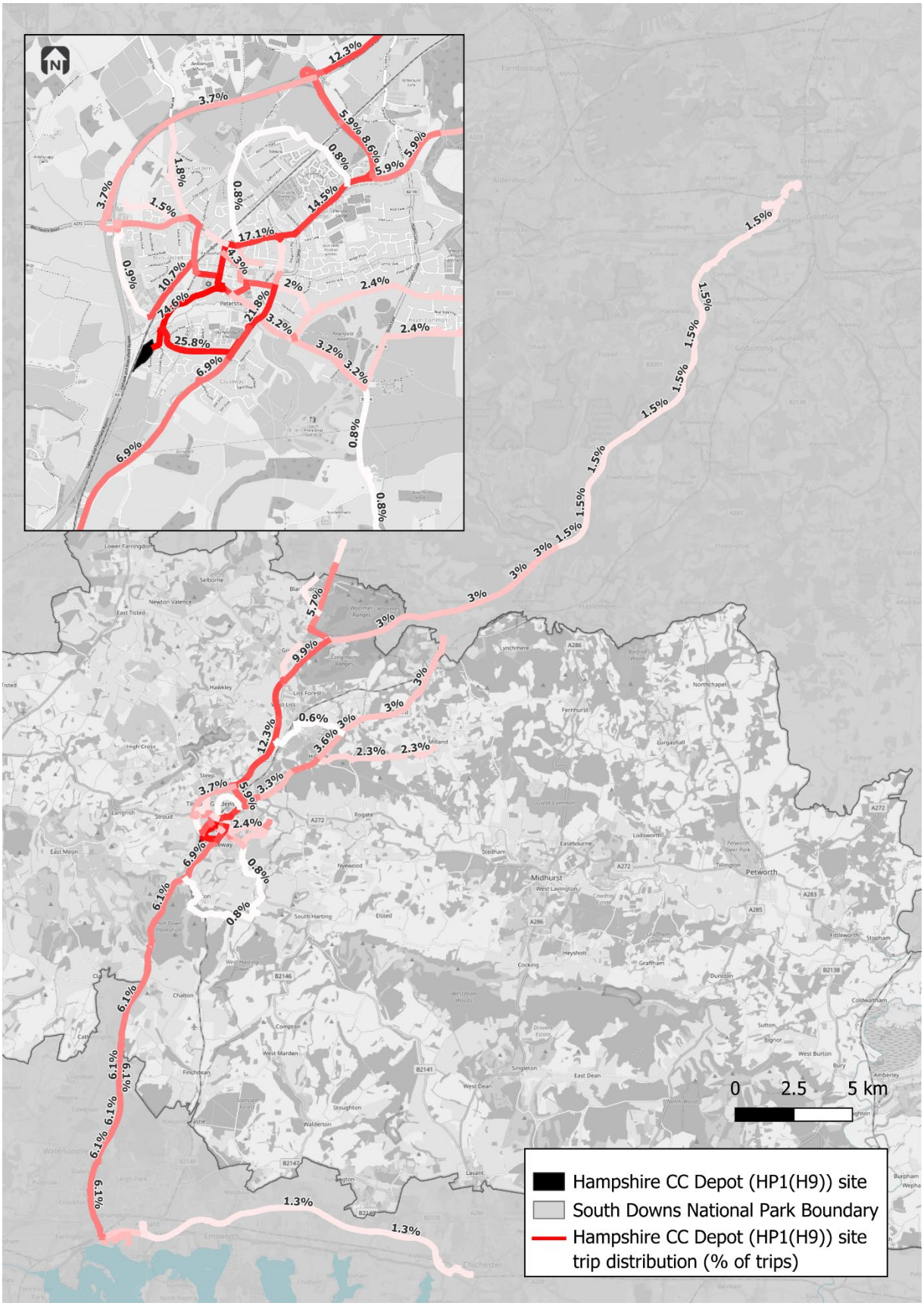
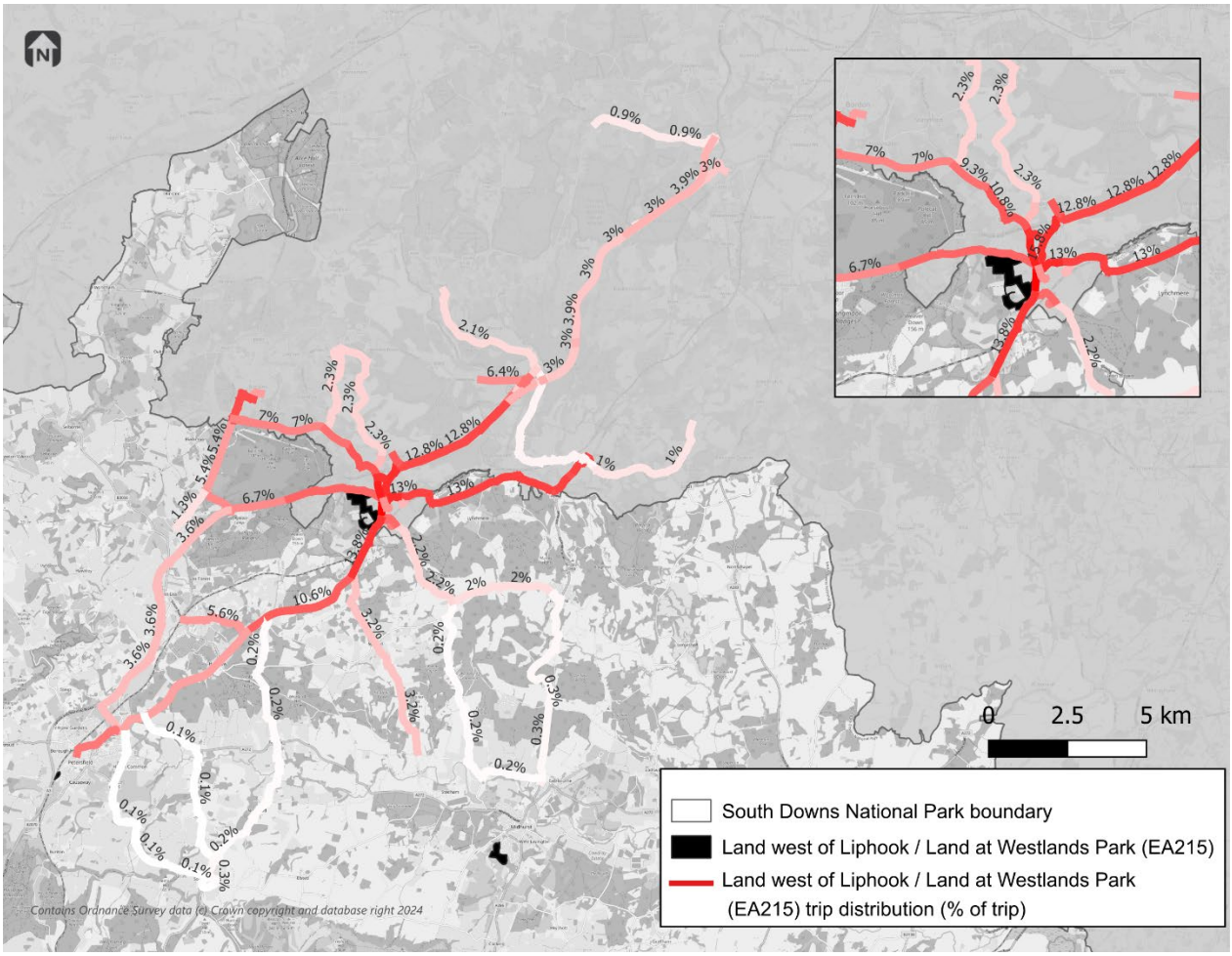


Figure 3-5 Hampshire CC Depot (HP1-H9) site estimated trip distribution (dark colour = more trips)



The distribution of the Doctors Surgery and Care Home at Liphook has been derived from a gravity model based on population and distance. The gravity model uses a drive time isochrone of 20 minutes. The population data is from the 2021 UK census. The gravity model formula used was population divided by distance and provides a proxy for the routes that may occur to access the Doctors Surgery and the Care Home. The distribution derived from the gravity model is indicated within Figure 3-6. The distribution derived from the gravity model was used to assign the traffic attracted by the Doctors Surgery and Care Home on to the highway network.

Figure 3-6: Doctors Surgery and Care Home trip distribution



3.3 Traffic Growth

The impact of the proposed allocation sites will be assessed at 2042, which is the end of the Local Plan review period, and all sites are assumed to be built. Some of the development sites may not be built, but considering all sites as built and operation presents a robust assessment scenario.

The DfT TEMPro software has been used to calculate traffic growth to factor the traffic counts on the highway network to the assessment year of 2042. The calculations use the current, version 8.0 data sets. TEMPro growth factors using the core scenario have been derived to factor traffic flows from 2018, 2019, 2022, 2023 and 2024 to 2042 for the local authority districts that traffic count data is available. Growth factors for the morning and evening peaks for all roads, trunk roads and motorways have been calculated where required for the traffic count. The growth factors calculated from TEMPro are contained within Table 3-4.

Table 3-4:TEMPro Growth Local Growth Factors

Date Period	Time Period	Area	Growth Factor by Road Type		
			All Roads	Trunk	Motorway
2019-2042	Weekday, AM, 0700-0959	Chichester	1.189	-	-
2019-2042	Weekday, PM, 1600-1859	Chichester	1.848	-	-
2018-2042	Weekday, AM, 0700-0959	East Hampshire	1.157	-	-
2018-2042	Weekday, PM, 1600-1859	East Hampshire	1.151	-	-
2019-2042	Weekday, AM, 0700-0959	East Hampshire	1.152	-	-
2019-2042	Weekday, PM, 1600-1859	East Hampshire	1.147	-	-
2022-2042	Weekday, AM, 0700-0959	East Hampshire	1.139	1.162	-
2022-2042	Weekday, PM, 1600-1859	East Hampshire	1.134	1.157	-
2023-2042	Weekday, AM, 0700-0959	East Hampshire	-	1.155	-
2023-2042	Weekday, PM, 1600-1859	East Hampshire	-	1.150	-
2024-2042	Weekday, AM, 0700-0959	East Sussex	1.175	-	-
2024-2042	Weekday, PM, 1600-1859	East Sussex	1.167	-	-
2018-2042	Weekday, AM, 0700-0959	Guildford	1.170	-	-
2018-2042	Weekday, PM, 1600-1859	Guildford	1.162	-	-
2019-2042	Weekday, AM, 0700-0959	Guildford	1.162	1.195	-
2019-2042	Weekday, PM, 1600-1859	Guildford	1.155	1.188	-
2022-2042	Weekday, AM, 0700-0959	Guildford	1.142	1.142	-
2022-2042	Weekday, PM, 1600-1859	Guildford	1.136	1.159	-
2023-2042	Weekday, AM, 0700-0959	Guildford	-	1.157	-
2023-2042	Weekday, PM, 1600-1859	Guildford	-	1.131	-
2019-2042	Weekday, AM, 0700-0959	Havant	-	1.207	-
2019-2042	Weekday, PM, 1600-1859	Havant	-	1.197	-
2022-2042	Weekday, AM, 0700-0959	Havant	-	1.208	1.251
2022-2042	Weekday, PM, 1600-1859	Havant	-	1.200	1.243
2023-2042	Weekday, AM, 0700-0959	Havant	-	1.197	1.241
2023-2042	Weekday, PM, 1600-1859	Havant	-	1.189	1.233
2018-2042	Weekday, AM, 0700-0959	Lewes	-	1.240	-
2018-2042	Weekday, PM, 1600-1859	Lewes	-	1.234	-
2019-2042	Weekday, AM, 0700-0959	Lewes	1.196	-	-
2019-2042	Weekday, PM, 1600-1859	Lewes	1.190	-	-
2022-2042	Weekday, AM, 0700-0959	Lewes	-	1.202	1.245
2022-2042	Weekday, PM, 1600-1859	Lewes	-	1.196	1.239
2023-2042	Weekday, AM, 0700-0959	Lewes	-	1.192	1.237
2023-2042	Weekday, PM, 1600-1859	Lewes	-	1.187	1.231
2018-2042	Weekday, AM, 0700-0959	Waverley	1.150	-	-
2018-2042	Weekday, PM, 1600-1859	Waverley	1.144	-	-
2019-2042	Weekday, AM, 0700-0959	Waverley	1.155	-	-
2019-2042	Weekday, PM, 1600-1859	Waverley	1.149	-	-
2018-2042	Weekday, AM, 0700-0959	West Sussex	1.211	-	-
2018-2042	Weekday, PM, 1600-1859	West Sussex	1.205	-	-
2019-2042	Weekday, AM, 0700-0959	West Sussex	1.206	-	-
2019-2042	Weekday, PM, 1600-1859	West Sussex	1.200	-	-
2022-2042	Weekday, AM, 0700-0959	West Sussex	1.188	-	-
2022-2042	Weekday, PM, 1600-1859	West Sussex	1.183	-	-
2023-2042	Weekday, AM, 0700-0959	West Sussex	1.182	-	-
2023-2042	Weekday, PM, 1600-1859	West Sussex	1.177	-	-

TEMPro growth is assumed to represent all traffic flows at the assessment locations with the exceptions of the proposed assessment allocations. Traffic flows from the sites that have been built are either covered within the traffic counts or traffic growth. The traffic growth factors are assumed to include all other sites across the transport network.

3.4 Network Traffic Flows

Traffic counts for the study area have been obtained from the DfT Road traffic statistics website. The website contains traffic counts on minor roads, 'A' roads and motorways within Great Britain. Manual traffic counts are periodically undertaken at locations on the highway network. Those counts are surveyed either annually or on a cycle. Data for the most recent surveys have been extracted to form the base traffic flow data.

Traffic count data for 2020 and 2021 has been excluded because they are likely to be affected by the COVID-19 pandemic. Traffic counts before 2018 are deemed to be too old. Data for 2018 and 2019 has been included because of the COVID-19 pandemic which is likely to affect 2020 and 2021 counts.

Traffic data from East Sussex County Council has also been obtained. The traffic count includes April 2024.The location of the DfT and East Sussex traffic counts used at this stage and included within the trip distribution analysis are indicated Figure 3-7. Other traffic counts along roads within the SDNP exist, however, only those covering areas within trip distributions are included. Table 3-5 presents the two-way traffic count trip data at 8:00 and 17:00 for 2024 and estimates for 2042 based on the growth factors presented in Table 3-4.

Research undertaken by East Sussex County Council indicates that post COVID-19 pandemic AM and PM peaks are lower than the pre-pandemic AM and PM peaks. The pre COVID-19 pandemic traffic flows may be higher and provide a more robust base traffic flow.

Figure 3-7 DfT and East Sussex County Council traffic count data locations

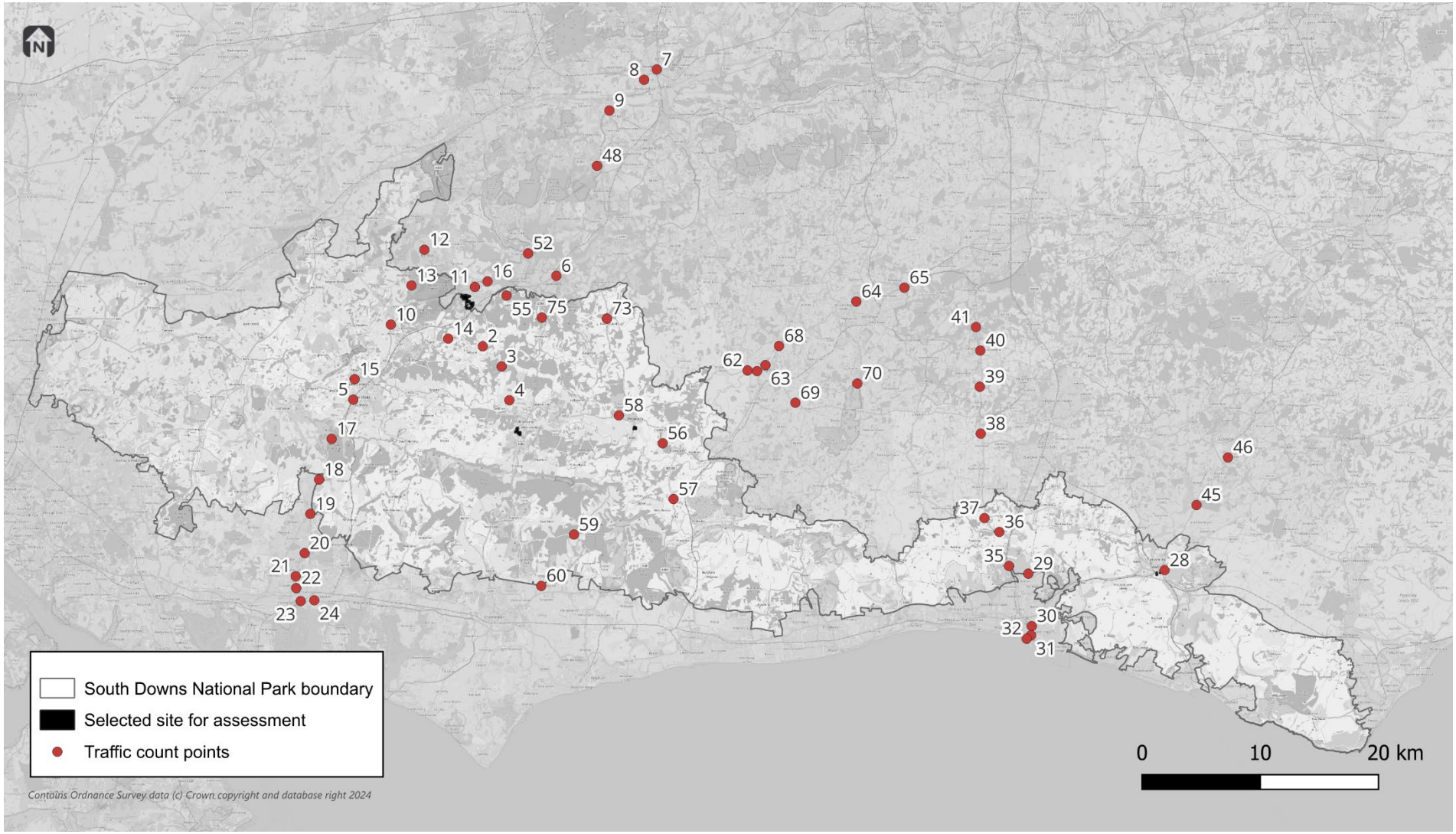


Table 3-5 Traffic count flows for 2024 and 2042

Ref.	Road name	Date of count	2024 flow (vehs)		2042 Base flow (vehs)	
			08:00	17:00	08:00	17:00
2	Unclassified roads	12/07/2019	169	117	201	139
3	Unclassified roads	19/07/2019	76	99	90	117
4	Unclassified roads	22/03/2019	79	57	94	68
5	'C' and Unclassified roads"	11/07/2019	147	137	175	162
6	A286 - Junction start Scotland Lane / end B2131	26/06/2019	702	738	807	844
7	A3 - Junction start A322 / end A320	13/10/2023	3550	4093	4109	4630
8	A3 - Junction start Road to Queen Eleanor's road / end A322	30/09/2022	5124	4813	5853	5577
9	A3 - Junction start B3000 / end B3000	10/09/2019	3526	4334	4215	5149
10	A3 - Junction start A272 / end A325	24/05/2019	2925	4408	3497	5237
11	A3 - Junction start A325 / end LA Boundary	26/04/2022	2172	2759	2481	3197
12	A325 - Junction start Firgrove Rd / end B3002 Lindford Rd	05/07/2018	1447	1703	1674	1961
13	A325 - Junction start A3 / end Figgrove Rd	05/07/2018	1368	1335	1582	1537
14	B' road	13/06/2019	671	625	773	717
15	A3 - Junction start A272 / end A272	29/03/2023	4321	4424	4990	5087
16	B' road	02/10/2019	818	689	942	790
17	A3 - Junction start C road Gravel Hill / end B2070	27/03/2023	4470	4390	5350	5219
18	A3 - Junction start Jnc with A3 (m) - end South of QE Country Park	07/07/2023	3856	3829	4615	4552
19	A3(M) - Junction start 2 / end 1 (A3T)	10/06/2022	3846	4583	4812	5695
20	A3(M) - Junction start 3 / end 2	12/06/2023	2172	4879	5729	6016
21	A3(M) - Junction start 4 / end 3	27/04/2023	2172	5587	7349	6889
22	A3(M) - Junction start 4 / end 5	11/07/2023	2172	7867	9147	9700
23	A27	15/07/2022	2595	3135	3135	3761
24	A27 - Junction start A27 spur to A2030 roundabout / end A3023	N/A	7027	7392	8488	8867
28	A27 - Junction start B2123 / end A277	12/06/2023	2096	1596	2499	1894
29	A27 - Junction start A23 / A270	10/05/2023	5762	5406	6870	6415
30	A23 - Junction start A23 St Peter's Place / end A270	25/04/2022	622	437	748	523
31	A23 - Junction start A23 Old Steine roundabout / end A23 Gloucester Place/Grand Parade	15/06/2018	1297	1557	1608	1922
32	A259 - Junction start A2010 - end A23	01/04/2022	1817	2021	2184	2417
35	A23 - Junction start / A27 Spur / LA Boundary	28/03/2023	6313	6342	7527	7525
36	A23 - Junction start A23 split / A281	22/06/2023	4831	5315	5760	6307

37	A23 - Junction start A281 / end B2117	26/04/2022	4711	5055	5662	6046
38	A23 -Junction start A2300 Southbound off sliproad / end A2300 Northbound	24/04/2023	4807	4704	5732	5582
39	A23 - Junction start A272 / end B2115	29/09/2022	5218	5521	6272	6603
40	A23 - Junction start B2115 / end B2110N	21/04/2023	4727	5308	5636	6298
41	A23 - Junction start B2110 / end B2114	11/05/2023	5527	5710	6590	6775
45	A26 - Junction start B2192 / end A22	30/09/2022	899	891	1081	1066
46	C' and Unclassified roads	01/10/2019	459	524	549	624
48	A3 - Junction start A283 / end B3001	10/07/2023	3384	3450	3916	3903
52	A333 - Junction start Crossways Road / end A287	03/04/2019	1200	1179	1382	1352
55	B2131	17/05/2019	738	504	850	578
56	A283 - Junction start B2138 / end C-road to A285	21/09/2018	653	734	791	885
57	A29 - Junction start A284 Roundabout / end B2138	18/05/2022	926	1094	1101	1294
58	C' and Unclassified roads	01/05/2019	41	48	49	58
59	C' and Unclassified roads	27/05/2022	66	95	78	112
60	A285 - Junction start A27 / end Rotherbridge Lane	26/09/2022	535	436	636	516
62	A272 - Junction start B2133 North / B2133 South	06/07/2022	1235	1228	1468	1453
63	A29 - Junction start A272 / end A29	02/10/2023	1194	1197	1412	1409
64	A24 - Junction start A281 / end A264	28/04/2023	3398	3915	4017	4608
65	A264 - Junction start A24 / end A2220	10/05/2023	3774	3878	4462	4564
68	A29 - Junction start A272 / end A264	07/09/2022	1693	1501	2012	1776
69	A272 - Junction start Roundabout where A29 and A272 meet / end Junction where A24 and A272 meet	12/09/2022	744	674	884	797
70	A24 - Junction start A272 / end B2237	22/06/2023	2397	2778	2834	3270
72	A272 - Junction start B2133 / end A29	23/04/2018	987	955	1195	1151
73	A283 - Junction start B2131 / end A272	18/05/2018	536	802	649	967
75	A272 - Junction start A272 / end LA Boundary	13/07/2018	1054	1029	1217	1182

4 Transport Impact

4.1 Transport Impact Overview

This section considers the impact of the five allocation sites on the transport network. The sites are reviewed to ascertain how they may become more sustainable to reduce the impact on the transport network. The impact of the traffic generated by the sites on the highway network is compared against available traffic flows to indicate the potential impact,

4.2 Trip generation

Using the derived TRICS trip rates, trip generation estimates have been calculated for each of the five assessment sites and for the other sites within the same clusters as these. Trip generation at the AM and PM peak using these trip rates for each assessment site is detailed in Table 4-1.

Table 4-1: Traffic generation of five assessment sites

Site ref	Site name	Land use	No. dwellings	AM peak trips (people)	PM peak trips (people)	Total AM and PM peak trips (people)
EA215	Land west of Liphook / Land at Westlands Park	Residential Care home GP surgery* SANG site* Station car park. Performance/theatre buildings and playing fields for Bohunt school	234 dwellings 66 bed care home	286	249	535
LE141	East Sussex College, Mountfield Road	Residential	225	227	198	425
H7	Petworth South	Residential	100	101	88	189
CH165	Land east of Pitsham Lane	Residential	75	76	66	142
H9	Hampshire CC Depot	Residential	42	42	37	79

*Assumed GP surgery has 3 doctors, SANG site has 25 parking space. Station car park trips and those to new school buildings are already on the network

Using the TRICS trip rates, the following total trip generations can be estimated for each of the top five cluster of sites, shown in Table 4-2 and Table 4-3. This covers 55 sites of varying usage, providing an estimated total peak people trips of 4,045 across the SDNP. From this the proposed developments in Lewes and the Petersfield / Sheet area will have the highest estimated trip generation. The traffic generation for all of the remaining sites outside of the largest clusters will be explored in greater detail as part of the wider planning process.

Table 4-2 Traffic generation of the five largest clusters of sites based on TRICS trip rates (residential only)

Site name	No. dwellings	AM peak trips (two-way) (people)	PM peak trips (two-way) (people)	Total AM and PM peak trips (people)
Lewes	1273 dwellings	594	517	1,111
Petersfield / Sheet	163 dwellings	165	143	308
Liphook	342 dwellings	294	256	550
Midhurst / Easebourne	245 dwellings	247	216	463
Petworth	172 dwellings	174	151	325

Table 4-3 Traffic generation of the five largest clusters based on TRICS trip rates (non-residential only)

Site name	Non residential uses	AM peak trips (two-way) (vehicles)	PM peak trips (two-way) (vehicles)	Total AM and PM peak trips (vehicles)
Lewes	n/a	-	-	-
Petersfield / Sheet	150 bed care home 10,110 sqm	308	404	712
Liphook	66 bed care home GP surgery SANG Site*	41	99	140
Midhurst / Easebourne	60 bed care home	10	7	17
Petworth	3,600 sqm	12	7	19

*Station car park trips and those to new school buildings are already on the network

4.3 Mode Shift Model

The 'Mode Shift Model' (MSM) is a spreadsheet-based tool that allows comparison between:

- Business-as-usual trip generation and mode share from development(s) at different scales, and;
- Potential mode shares realised through more vision-led movement and connectivity strategies.

The MSM only focuses on trip rates and mode share and is not a traffic 'model' that distributes or assigns trips to transport networks. It initially reflects a scenario where TRICS trip rates and travel mode shares are applied to a proposed development. This demonstrates the trip generation that would likely arise if the sites were developed in a more traditional, car-based, manner where a 'predict and provide' assessment of highway capacity relative to forecast future travel demand was undertaken.

The vision-led scenarios in the MSM draws upon evidence of mode shares achieved in places that have introduced high quality sustainable transport infrastructure and achieved high levels of active and sustainable mode share as a result ('more sustainable places'). The MSM applies mode share adjustments to the business-as-usual trip rates, depending on how well it is envisaged that each site could achieve similar sustainable mobility outcomes to the more sustainable places from which the tool's evidence has been drawn.

The resulting forecast is a set of alternative (more ambitious) trip rates, mode shares and trip generation forecasts that reflect a vision-led scenario where sustainable transport interventions are introduced and the development trips and mode share respond positively to it, as opposed to perpetuating high car dependency. Section 5 contains details of the measures to increase sustainable transport use and how they may be delivered to achieve the modes shares derived from the MSM.

4.4 Mode Shift Model Assessment

4.4.1 Business as Usual

The Mode Shift Model utilises a business-as-usual mode share, which is then applied to TRICS trip rates to provide an estimate for trip generations of the proposed development. A different mode share has been calculated for each site, representing the variety of mode shares across the SDNP. These individual mode shares have been calculated using a sample of LSOA Census areas around the site for the travel to work dataset. From this data, a mode share for public transport (train and bus), vehicles (cars, taxis, motorcycles), and active travel (walking and cycling) have been calculated. These mode shares for each site are shown in Table 4-4.

Table 4-4 Mode shares for each site / cluster (Census 2011)*[2]

Site name	Cluster	Vehicles	Public Transport	Active Travel
Land west of Liphook / Land at Westlands Park (EA215)	Liphook	80.4%	10.4%	9.2%
East Sussex College, Mountfield Road (LE141)	Lewes	44.4%	26.8%	28.8%
Petworth South (H7)	Petworth	76.4%	5.6%	18%
Land east of Pitsham Lane (CH165)	Midhurst / Easebourne	77.5%	6.9%	15.6%
Hampshire CC Depot (H9)	Petersfield / Sheet	68.2%	7.9%	23.9%

*Mode shares do not include working from home, travel by underground/light rail and travel as a car passenger

Table 4-5 Business as usual trip generations based on TRICS and mode share derived trip rates

Site name	Mode	AM Peak	PM Peak	Daily
Land west of Liphook / Land at Westlands Park (EA215)	Vehicles	190	166	1,443
	Public transport	25	21	187
	Active modes	22	19	165
East Sussex College, Mountfield Road (LE141)	Vehicles	101	88	766
	Public transport	61	53	463
	Active modes	65	57	497
Petworth South (H7)	Vehicles	77	67	586
	Public transport	6	5	43
	Active modes	18	16	138
	Vehicles	59	51	446

[2] *QS701EW – Method of travel to work*

Land east of Pitsham Lane (CH165)	Public transport	5	5	40
	Active modes	12	10	90
Hampshire CC Depot (H9)	Vehicles	29	25	220
	Public transport	3	3	25
	Active modes	10	9	77

4.4.2 Sustainable Transport Measures

Measures to improve sustainable transport and reduce car journeys have been identified for each of the five proposed allocation sites. Those measures will change the business-as-usual trip rates and provide new trip rates, which will result in increases in public transport and active travel use as well as decreases in vehicle numbers generated by the residential developments.

However, changes to the business-as-usual trip rates will only occur if the measures are deemed to provide a significant impact within the MSM. Those measures may provide an impact which is below MSM threshold for a change from 1 to 2.

Within the SDNP a single measure is unlikely to provide a sufficient impact on transport modes and trip rates. Packages of measures have been derived, which are linked to exemplar locations utilised by the MSM have been produced. Those packages of measures have been compiled into four categories, which are:

- Public Transport (bus and train).
- Active Trave (walking and cycling).
- Traffic and Parking management.
- Place making and land use planning

The following series of figures and tables, summarise the sustainable transport measures for each site alongside the estimated trip generations using the adjusted trip rates with the ambitious mode share. Further detail on the sustainable transport measures proposed is provided in the following chapter.

Land west of Liphook / Land at Westlands Park (EA215), Liphook

The Land West of Liphook / Land at Westlands Park site in the Liphook cluster has been assigned the following scores for public transport, active travel, traffic and parking management, and placemaking and planning. These are provided based on the proposed sustainable transport measures detailed below and reflect the current conditions and conditions likely to be achieved through implementation of measures. Details of the sustainable transport measures are contained within section 5.3.

Figure 4-1 Mode Shift Model assessment ratings for Land west of Liphook / Land at Westland Park (EA215)

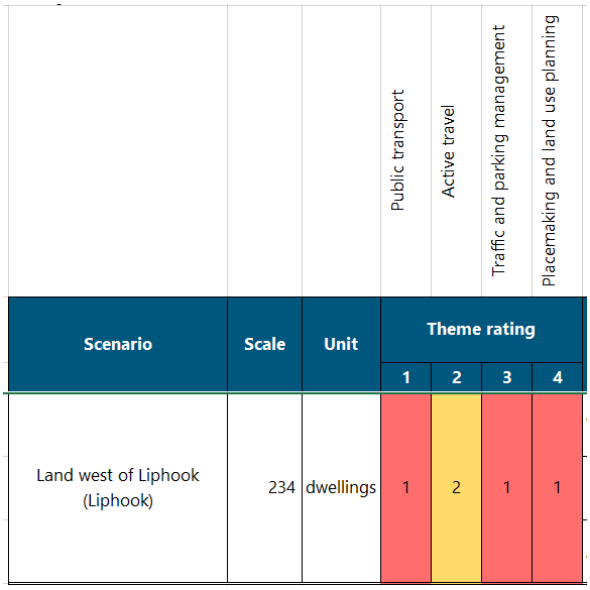


Table 4-6 Proposed sustainable transport measures in Liphook

Location	Public Transport	Active Travel	Traffic and Parking Management	Placemaking and Land use planning
Liphook	▪ Demand Responsive Transport ▪ Integrated ticketing ▪ Mobile phone app for all bus services ▪ Enhancement of railway station access	▪ Wayfinding ▪ Increase cycling network with more traffic free routes ▪ Footways on both sides of Portsmouth Road and Longmoor Road ▪ Improve pedestrian routes and facilities within Liphook ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns ▪ Public Rights of Way improvements	▪ Robust parking enforcement ▪ Parking review and management ▪ Seeking lower speed solutions ▪ EV charging points	▪ Wayfinding ▪ Public realm improvements ▪ Healthy Streets approach ▪ Walking, cycling and wheeling friendly streets ▪ Improve perceptions of safety ▪ Provide facilities within developments taking account the scale of the development

With the implementation of sustainable travel measures, the following trip generations are likely to be achieved. These highlight a reduction in vehicle travel and increase in active travel.

Table 4-7 Land west of Liphook / Land at Westlands Park, Liphook Mode Shift Model trip generations

Scenario	Mode	AM Peak	PM Peak	Daily
Ambitious Mode Share	Vehicles (75%)*	179 (-11)	156 (-10)	1360 (-83)
	Public Transport (10%)*	24 (0)	21 (0)	185 (-2)
	Active Travel (14%)*	33 (+11)	29 (+10)	251 (+85)

*New mode share

East Sussex College, Mountfield Road (LE141), Lewes

The East Sussex College site in the Lewes cluster has been assigned scores for public transport, active travel, traffic and parking management, and placemaking and planning. These are provided based on the proposed sustainable transport measures detailed below along with consideration of existing transport facilities and mode shares. Details of the sustainable transport measures are contained within section 5.2.

Figure 4-2: Mode Shift Model assessment ratings for East Sussex College (LE141)

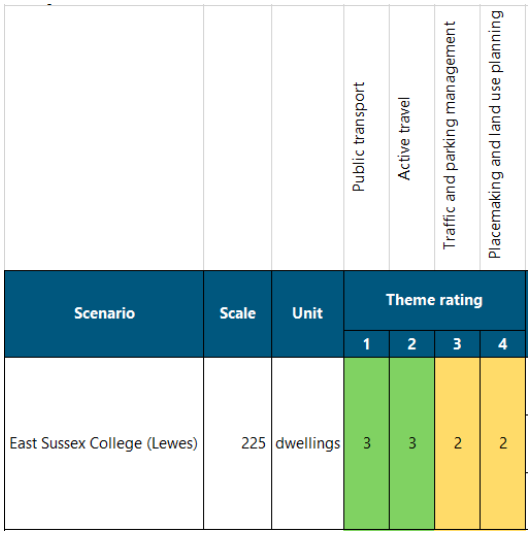


Table 4-8: Proposed sustainable transport measures in Lewes

Location	Public Transport	Active Travel	Traffic and Parking Management	Placemaking and Land use planning
Lewes	▪ Increase service frequency ▪ Enhancement / creation of railway station bus interchange ▪ Mobility hubs ▪ Integrated ticketing ▪ Mobile phone app for all bus services ▪ Further rollout of RTI in Lewes ▪ Shelters where possible at all bus stops ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services.	▪ Wayfinding within Lewes ▪ Increase cycling network with more traffic free routes ▪ Improve pedestrian facilities and footways, which includes ensuring that they are suitable for wheeling by mobility impaired persons. ▪ Mobility hubs ▪ Traffic calming and low volume and lower vehicle speed streets ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns. ▪ Public Rights of Way improvements ▪ Work and retail lockers	▪ Traffic calming and low volume and lower vehicle speed streets ▪ Robust parking enforcement ▪ EV charging points	▪ Wayfinding ▪ Healthy Streets approach ▪ Access only restrictions ▪ Walking, cycling and wheeling friendly streets ▪ Improve perceptions of safety ▪ Public realm improvements ▪ Provide facilities within developments taking account the scale of the development

With the introduction of the proposed sustainable transport measures in Lewes, the following mode shares for trip generation could be seen, highlighting a strong increase in active travel use.

, Lewes Mo(two-way)Scenario	Mode	AM Peak	PM Peak	Daily
Ambitious Mode Share	Vehicles (37%)*	83 (-18)	72 (-16)	631 (-136)
	Public transport (23%)*	53 (-8)	46 (-7)	402 (-60)
	Active travel (40%)*	91 (+26)	80 (+22)	693 (+196)

*New modal share

Petworth South (H7), Petworth

The Petworth South site in the Petworth cluster has been assigned the following scores for public transport, active travel, traffic and parking management, and placemaking and planning. These are provided based on the proposed sustainable transport measures detailed below and reflect the current conditions and conditions likely to be achieved through implementation of measures. Details of the sustainable transport measures are contained within section 5.6.

Figure 4-3: Mode Shift Model assessment ratings for Petworth South (H7))

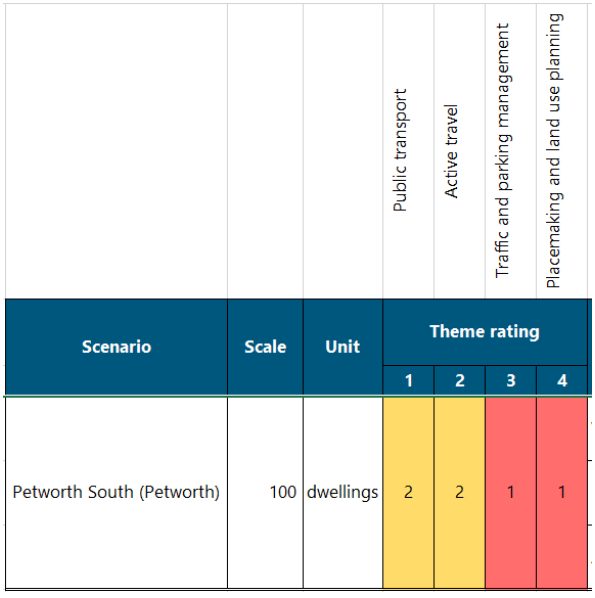


Table 4-10 Proposed sustainable transport measures in Petworth

Location	Public Transport	Active Travel	Traffic and Parking Management	Placemaking and Land use planning
Petworth	▪ Increase service frequencies to Midhurst ▪ Integrated ticketing ▪ Mobile phone app for all bus services ▪ Financial contributions towards the improvement of bus	▪ Wayfinding ▪ Increase cycling network with more traffic free routes ▪ Improve pedestrian facilities and footways, which includes ensuring that they are suitable for wheeling by mobility impaired	▪ Seeking lower speed solutions ▪ Robust Parking enforcement ▪ Parking review and management ▪ EV charging points	▪ Wayfinding ▪ Healthy Streets approach ▪ Public realm improvements ▪ Walking, cycling and wheeling friendly streets

	services, allowing for an increased frequency of services.	persons. Provide footways on both sides of the road. ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns ▪ Public Rights of Way Improvements		▪ Improve perceptions of safety ▪ Provide facilities within developments taking account the scale of development

If enacted the following mode shares for trip generations could be realised from implementing sustainable transport measures in Petworth. These highlight a shift from vehicles towards both public transport and active travel.

Table 4-11 Petworth South (Petworth) Mode Share Model scenarios (two-way trip generation)

Scenario	Mode	AM Peak	PM Peak	Daily
Ambitious Mode Share	Vehicles (69%)*	69 (-8)	61 (-7)	528 (-58)
	Public transport (8%)*	8 (+3)	7 (+2)	64 (+21)
	Active travel (23%)*	23 (+5)	20 (+4)	175 (+37)

*New modal share

Land east of Pitsham Lane (CH165), Midhurst

The Land east of Pitsham Lane site in the Midhurst / Easebourne cluster has been assigned the following scores for public transport, active travel, traffic and parking management, and placemaking and planning. These are provided based on the proposed sustainable transport measures detailed below and reflect the current conditions and conditions likely to be achieved through implementation of measures. Details of the sustainable transport measures are contained within section 5.4.

Figure 4-4:Mode Shift Model assessment ratings for Land at Pitsham Lane (CH165)

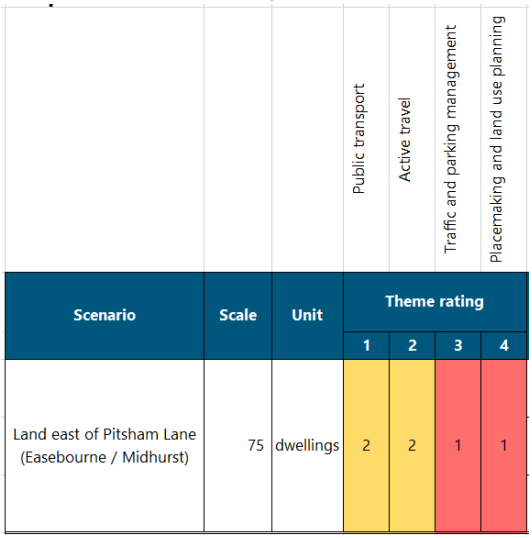


Table 4-12 Proposed sustainable transport measures in Midhurst / Easebourne

Location	Public Transport	Active Travel	Traffic and Parking Management	Placemaking and Land use planning
Midhurst	▪ Shelters where possible at all bus stops ▪ Increase service frequencies	▪ Wayfinding ▪ Increase cycling network with more traffic free routes	▪ Seeking lower speed solutions ▪ Robust Parking enforcement	▪ Wayfinding ▪ Healthy Streets approach ▪ Access only restrictions

	▪ Integrated ticketing ▪ Mobile phone app for all bus services ▪ Mobility hubs ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services.	▪ Mobility hubs ▪ Improve pedestrian facilities and footways, which includes ensuring that they are suitable for wheeling by mobility impaired persons. Provide footways on both sides of the road. ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns ▪ Public Rights of Way improvements	▪ Parking review and management ▪ EV charging points	▪ Walking, cycling and wheeling friendly streets ▪ Improve perceptions of safety ▪ Public realm improvements ▪ Provide facilities within developments taking account the scale of development

With the introduction of these sustainable transport measures, the following two-way trip generations can be seen in Midhurst / Easebourne. These highlight a shift to public transport and active travel away from vehicles with a mode share shift of 70% vehicles (-8%), 10% (+4%) and 20% active travel (+4%).

Table 4-13 Land east of Pitsham Lane (Midhurst / Easebourne) Mode Share Model scenarios (two-way trip generation)

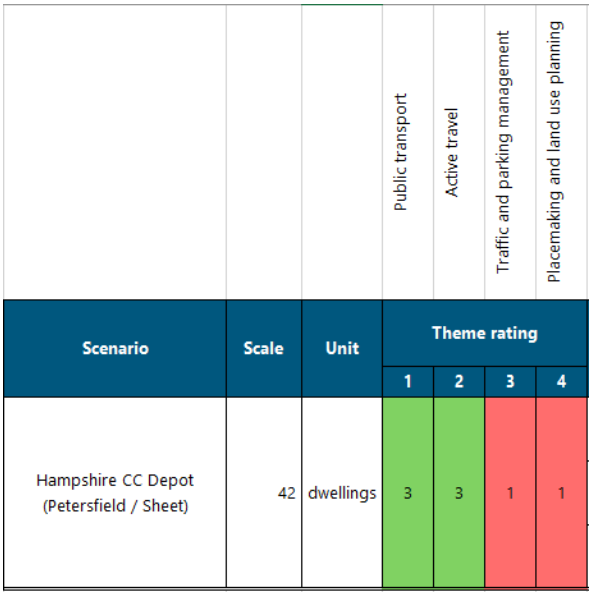
Scenario	Mode	AM Peak	PM Peak	Daily
Ambitious Mode Share	Vehicles (70%)*	53 (-6)	46 (-5)	402 (-44)
	Public transport (10%)*	7 (+2)	6 (+2)	55 (+15)
	Active travel (20%)*	16 (+4)	14 (+3)	118 (+28)

***New modal share**

Hampshire CC Depot (H9), Petersfield / Sheet

The Hampshire CC Depot site in the Petersfield / Sheet cluster has been assigned scores for public transport, active travel, traffic and parking management, and placemaking and planning. These are provided based on the proposed sustainable transport measures detailed below. Details of the sustainable transport measures are contained within section 5.5.

Figure 4-5:Mode Shift Model assessment ratings for Hampshire CC Depot (H9)



Scenario	Scale	Unit	Theme rating			
			1	2	3	4
			Public transport	Active travel	Traffic and parking management	Placemaking and land use planning
Hampshire CC Depot (Petersfield / Sheet)	42	dwellings	3	3	1	1

Table 4-14 Sustainable transport measures in Petersfield / Sheet

Location	Public Transport	Active Travel	Traffic and Parking Management	Placemaking and land use planning
Petersfield	▪ Increase service frequencies ▪ Mobility hubs ▪ Integrated ticketing ▪ Mobile phone app for all bus services ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services. ▪ Shelters where possible at all bus stops	▪ Wayfinding ▪ Increase cycling network with more traffic free routes ▪ Improve pedestrian facilities and footways, which includes ensuring that they are suitable for wheeling by mobility impaired persons. ▪ Mobility hubs ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns ▪ Public Rights of Way Improvements	▪ Seeking lower speed solutions ▪ Robust Parking enforcement ▪ Parking review and management ▪ EV charging points	▪ Wayfinding ▪ Healthy Streets approach ▪ Access only restrictions ▪ Public realm improvements ▪ Walking, cycling and wheeling friendly streets ▪ Improve perceptions of safety ▪ Public realm improvements ▪ Provide facilities within developments taking account the scale of development

If these sustainable transport measures are implemented, the following Mode Share for trip generations could be seen in Table 4-15.

Table 4-15 Hampshire CC Depot (Petersfield / Sheet) Mode Share Model scenarios (two-way trip generation)

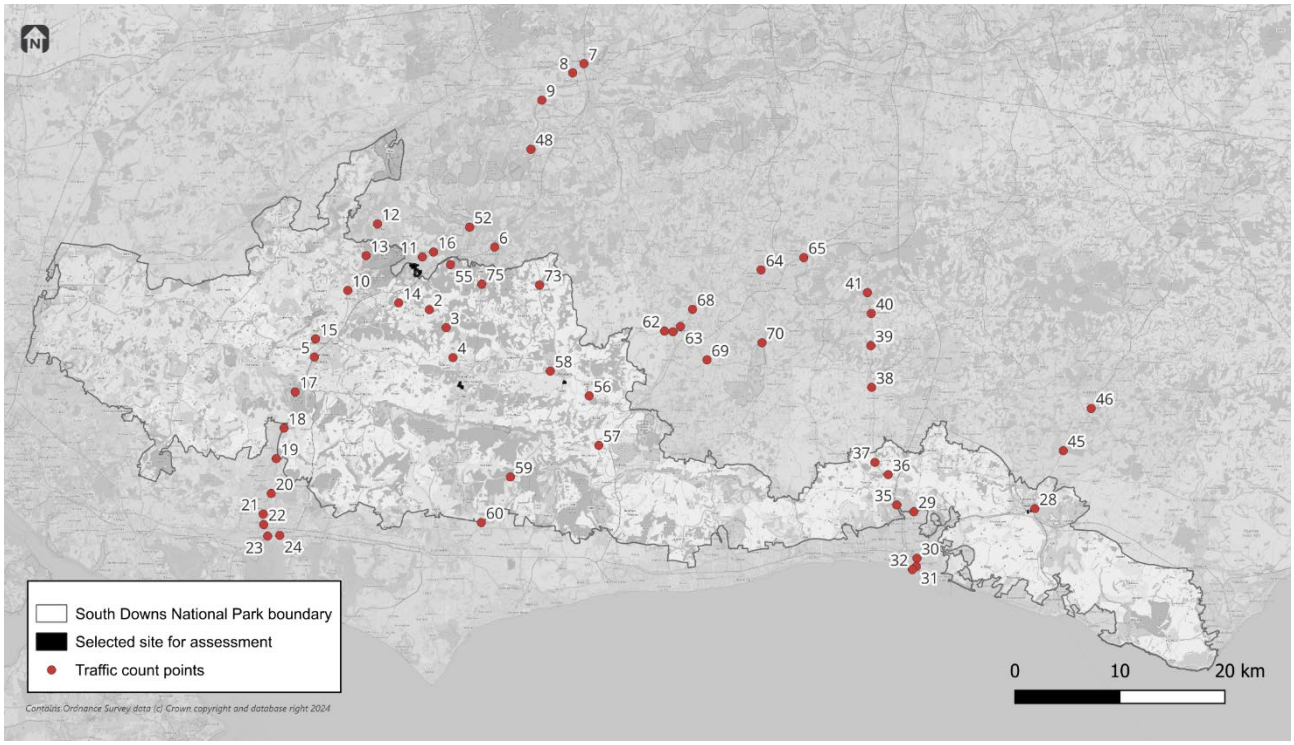
Scenario	Mode	AM Peak	PM Peak	Daily
Ambitious Mode Share	Vehicles (57%)*	24 (-5)	21 (-4)	184 (-36)
	Public transport (12%)*	5 (+2)	4 (+1)	38 (+13)
	Active travel (31%)*	13 (+3)	12 (+3)	100 (+23)

*New modal share

4.5 Transport and Traffic Impact

The transport impact of the five sites has been estimated using the traffic generation and the derived traffic distribution. The traffic flow count data taken from the DfT and provided by East Sussex County Council has been factored to predict traffic growth in 2042. The location of the traffic counts is shown on Figure 4-6.

Figure 4-6: DfT and East Sussex County Council traffic count data locations



The increase in traffic flow resulting from the five allocation sites in 2042, which is the end of the Local Plan period is indicated within Table 4-16. The development flows have been derived from those that have been adjusted due to the introduction of sustainable transport measures in the MSM.

The rows highlighted in green indicate the locations were the traffic from more than one of the five development sites is assigned to that traffic count location. Traffic count 16, which is on the B3004 Hill House Hill results in an increase of 52 vehicles in the morning hour peak and 46 vehicles in the evening peak hour, which equates to 5.5% and 5.7% respectively. The increase is less than one vehicle every minute and is not considered to be significant. The increases at the other locations with traffic from more than one site are smaller and the percentages are lower, and therefore, not considered to be significant.

There are two locations that have percentages above 10%. They are at:

- Location 5, 'C' and unclassified road, which is Borough Road at Petersfield which has an increase of 24 vehicles and 21 vehicles in the morning and evening peaks respectively. The resulting changes equate to a percentage increase of 13.7% and 12.9% in the morning and evening peak hours respectively. Those increases are less than an additional vehicle every two minutes in the morning peak and slightly over an additional vehicle every three minutes in the evening peak.

- Location 58, and unclassified road at Upperton Road which has an increase of 11 vehicles and 9 vehicles in the morning and evening peaks respectively. The resulting changes equate to a percentage increase of 21.8% and 16.5% in the morning and evening peak hours respectively. Those increases are slightly over an additional vehicle every six minutes in the morning peak and slightly under an additional vehicle every six minutes in the evening peak. The number of vehicle increase is low, however, due to the low flow the percentage increase is high.

Table 4-16: 2042 traffic flows with distributed developments flows

Ref.	Road name	2042 Base flow (vehs)		Increase (vehs)		2042 Base + Development flow (vehs)		AM Peak (%age increase)	PM Peak (%age increase)
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak		
2	Unclassified roads	201	139	1	1	202	139	0.4%	0.5%
3	Unclassified roads	90	117	1	1	91	118	0.8%	0.5%
4	Unclassified roads	94	68	1	0	95	68	0.8%	1.0%
5	'C' and Unclassified roads" (Borough Road)	175	162	24	21	199	183	13.7%	12.9%
6	A286 - Junction start Scotland Lane / end B2131	807	844	3	3	810	847	0.3%	0.3%
7	A3 - Junction start A322 / end A320	4109	4630	1	1	4110	4631	0.0%	0.0%
8	A3 - Junction start Road to Queen Eleanor's road / end A322	5853	5577	9	8	5862	5585	0.2%	0.1%
9	A3 - Junction start B3000 / end B3000	4215	5149	24	22	4239	5171	0.6%	0.4%
10	A3 - Junction start A272 / end A325	3497	5237	12	11	3509	5248	0.3%	0.2%
11	A3 - Junction start A325 / end LA Boundary	2481	3197	52	45	2533	3242	2.1%	1.4%
12	A325 - Junction start Firgrove Rd / end B3002 Lindford Rd	1674	1961	6	6	1680	1967	0.4%	0.3%
13	A325 - Junction start A3 / end Figgrove Rd	1582	1537	7	7	1589	1544	0.5%	0.4%
14	B2070	773	717	10	8	783	725	1.3%	1.2%
15	A3 - Junction start A272 / end A272	4990	5087	6	6	4996	5093	0.1%	0.1%
16	B3004 Hill House Hill	942	790	52	46	994	836	5.5%	5.7%
17	A3 - Junction start C road Gravel Hill / end B2070	5350	5219	1	1	5351	5220	0.0%	0.0%
18	A3 - Junction start Jnc with A3 (m) - end South of QE Country Park	4615	4552	1	1	4616	4553	0.0%.	0.0%.
19	A3(M) - Junction start 2 / end 1 (A3T)	4812	5695	2	1	4814	5696	0.0%	0.0%
20	A3(M) - Junction start 3 / end 2	5729	6016	2	1	5731	6017	0.0%	0.0%
21	A3(M) - Junction start 4 / end 3	7349	6889	1	1	7350	6890	0.0%	0.0%
22	A3(M) - Junction start 4 / end 5	9147	9700	2	1	9149	9701	0.0%	0.0%
23	A27	3135	3761	1	1	3136	3762	0.0%	0.0%
24	A27 - Junction start A27 spur to A2030 roundabout / end A3023	8488	8867	1	1	8489	8868	0.0%	0.0%
28	A27 - Junction start B2123 / end A277	2499	1894	2	2	2501	1896	0.1%	0.15
29	A27 - Junction start A23 / A270	6870	6415	1	0	6871	6415	0.0%	0.0%

30	A23 - Junction start A23 St Peter's Place / end A270	748	523	11	9	759	532	1.5%	1.9%
31	A23 - Junction start A23 Old Steine roundabout / end A23 Gloucester Place/Grand Parade	1608	1922	11	9	1619	1931	0.7%	0.5%
32	A259 - Junction start A2010 - end A23	2184	2417	11	10	2195	2427	0.5%	0.4%
35	A23 - Junction start / A27 Spur / LA Boundary	7527	7525	1	1	7528	7526	0.0%	0.0%
36	A23 - Junction start A23 split / A281	5760	6307	1	0	5761	6307	0.0%	0.0%
37	A23 - Junction start A281 / end B2117	5662	6046	1	1	5663	6047	0.0%	0.0%
38	A23 -Junction start A2300 Southbound off sliproad / end A2300 Northbound	5732	5582	1	0	5733	5582	0.0%	0.0%
39	A23 - Junction start A272 / end B2115	6272	6603	1	1	6273	6604	0.0%	0.0%
40	A23 - Junction start B2115 / end B2110N	5636	6298	2	2	5638	6300	0.0%	0.0%
41	A23 - Junction start B2110 / end B2114	6590	6775	2	2	6592	6777	0.0%	0.0%
45	A26 - Junction start B2192 / end A22	1081	1066	2	2	1083	1068	0.2%	0.2%
46	C' and Unclassified roads	549	624	2	2	551	626	0.4%	0.4%
48	A3 - Junction start A283 / end B3001	3916	3903	32	27	3948	3930	0.8%	0.7%
52	A333 - Junction start Crossways Road / end A287	1382	1352	3	2	1385	1354	0.2%	0.2%
55	B2131	850	578	12	10	862	588	1.4%	1.7%
56	A283 - Junction start B2138 / end C-road to A285	791	885	8	7	799	892	1.0%	0.8%
57	A29 - Junction start A284 Roundabout / end B2138	1101	1294	25	23	1126	1317	2.4%	1.7%
58	C' and Unclassified roads (Upperton Road)	49	58	11	9	60	67	21.8%	16.5%
59	C' and Unclassified roads	78	112	2	2	80	114	2.3%	1.4%
60	A285 - Junction start A27 / end Rotherbridge Lane	636	516	0	0	636	516	0.5%	0.5%
62	A272 - Junction start B2133 North / B2133 South	1468	1453	4	4	1472	1457	0.3%	0.3%
63	A29 - Junction start A272 / end A29	1412	1409	2	2	1414	1411	0.2%	0.2%
64	A24 - Junction start A281 / end A264	4017	4608	2	1	4019	4609	0.0%	0.0%
65	A264 - Junction start A24 / end A2220	4462	4564	2	2	4464	4566	0.0%	0.0%
68	A29 - Junction start A272 / end A264	2012	1776	2	2	2014	1778	0.1%	0.1%
69	A272 - Junction start Roundabout where A29 and A272 meet / end Junction where A24 and A272 meet	884	797	1	1	885	798	0.0%	0.0%
70	A24 - Junction start A272 / end B2237	2834	3270	1	0	12835	3270	0.0%	0.0%
72	A272 - Junction start B2133 / end A29	1195	1151	5	4	1200	1155	0.4%	0.3%
73	A283 - Junction start B2131 / end A272	649	967	1	0	650	967	0.1%	0.0%
75	A272 - Junction start A272 / end LA Boundary	1217	1182	6	5	1223	1187	0.4%	0.4%

The increases in traffic at the count sites due to the five development sites is not considered significant. No traffic or transport modelling is deemed necessary at this stage due to the scale of impacts. There may be greater increases at locations that traffic count data is not available. Those

locations are likely to be closer to the development sites. As part of scoping a Transport Assessment locations that require capacity assessments should be identified. This could include the operational capacity of the site access junction or other junctions on the network.

- Strategic models such as that held by National Highways, when deemed appropriate to be used to assess the impact.
- Area models, when deemed necessary to assess the impact,
- Individual models such a junction model.
- Merge/diverge calculations if the development site impacts on the operation of a grade separated junction.

4.5.1 Cluster site impact

Whilst the sustainable measures are proposed for each site, these cover the surrounding site area. For example, in Petersfield, given the proximity of the site to the wider town, the benefits of the sustainable transport measures are likely to cover other proposed development sites within Petersfield. By sifting sites using a method of site clustering, the benefits of proposed sustainable measures per site will also likely have benefits to all sites within a cluster given their proximity. Table 4-17 highlights the current mode shares per cluster and the ambitious mode split which could be achieved with the sustainable measures proposed for each site for residential uses. These are derived from the Mode Share Model calculations undertaken for each site. Those ambitious mode split targets could reduce the number vehicle trips at the cluster sites and increase sustainable travel by those percentages. For other non-residential uses within each cluster, it is assumed that the trip generation for these would remain the same (see Table 4-3). Table 4-18 summarises the potential traffic generation for each cluster split between non-residential trips using TRICS trip rates and residential trips with an ambitious mode share applied.

Table 4-17 Mode share comparison per cluster based on MSM and sustainable measures (residential only)

Cluster name	No. dwellings only	Mode	Current mode split (Census 2011)	Ambitious mode split (with sustainable measures)	
Lewes	23 (1,273 dwellings)	Vehicles	44%	37%	(-8%)
		Public transport	27%	23%	(-3%)
		Active travel	29%	40%	(+11%)
Petersfield / Sheet	13 (163 dwellings,)	Vehicles	68%	57%	(-11%)
		Public transport	8%	12%	(+4%)
		Active travel	24%	31%	(+7%)
Liphook	2 (308 dwellings*)	Vehicles	80%	75%	(-5%)
		Public transport	10%	10%	(0%)
		Active travel	9%	14%	(+5%)
Midhurst / Easebourne	10 (245 dwellings)	Vehicles	78%	70%	(-8%)
		Public transport	7%	10%	(+3%)
		Active travel	16%	20%	(+5%)
Petworth	7 (172 dwellings)	Vehicles	76%	69%	(-7%)
		Public transport	6%	8%	(+2%)
		Active travel	18%	23%	(+5%)

*Main site includes 66 Bed care home, doctors surgery, additional Bohunt school building, SANG, railway car park)

Table 4-18 Trip generation comparison for non-residential and residential sites using TRICS trip rates and MSM mode shares

Cluster Name	Non residential uses			Mode	Business-as-usual mode share			Ambitious mode share			Difference		
	AM	PM	Daily		AM	PM	Daily	AM	PM	Daily	AM	PM	Daily
Lewes	-	-	-	Vehicles	261	227	1985	220	191	1669	-42	-36	-316
	-	-	-	Public transport	160	140	1218	137	119	1038	-24	-21	-180
	-	-	-	Active travel	172	150	1308	238	207	1804	+65	+57	+496
Petersfield / Sheet	308	404	6399	Vehicles	112	97	851	94	82	713	-18	-16	-138
	-	-	-	Public transport	13	11	100	20	17	150	+7	+6	+50
	-	-	-	Active travel	40	34	300	51	44	388	+12	+10	+88
Liphook	41	99	1033	Vehicles	235	205	2046	221	192	1918	-15	-13	-128
	-	-	-	Public transport	29	26	256	29	26	256	0	0	0
	-	-	-	Active travel	26	23	230	41	36	358	+15	+13	+128
Midhurst / Easebourne	10	7	136	Vehicles	193	168	1466	173	151	1316	-20	-17	-150
	-	-	-	Public transport	17	15	132	25	22	188	+7	+6	+56
	-	-	-	Active travel	40	35	301	49	43	376	+10	+9	+75
Petworth	12	7	136	Vehicles	138	124	1003	126	112	911	-13	-11	-92
	-	-	-	Public transport	11	10	79	15	13	106	+4	+3	+26
	-	-	-	Active travel	33	29	238	42	37	304	+9	+8	+66

4.6 Windfall Sites

Within the SDNP there may be windfall sites that come forward between 2022 and 2042. Windfall sites are those that become available unexpectedly and therefore not included as specific allocated sites. The sites could spread across the SDNP and can vary in number, but are expected to be small numbers, if more than one together.

SDNPA have determined with windfall allowance for the national park between 2022 and 2042, which is presented within Table 4-19. The traffic generation associated with the sites is assumed to be included within the traffic growth because their location is not known.

Table 4-19 SDNP Housing Windfall Allowance

Windfall allowance per year = 74 (No discount)									
Discounted over plan period		Year 1 and 2 = 100%		Year 3 = 75%		Year 4 = 50%		Year 5 = 25%	Year 6 onwards 25%
Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Year 6**	**Year 7**	**Year 8**	**Year 9**	**Year 10**
2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
0	0	18.5	37	55.5	55.5	55.5	55.5	55.5	55.5
0	0	19	37	56	56	56	56	56	56
Year 11	**Year 12**	**Year 13**	**Year 14**	**Year 15**	**Year 16**	**Year 17**	**Year 18**	**Year 19**	**Year 20**
2032/33	2033/34	2043/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42
55.5	55.5	55.5	55.5	55.5	55.5	55.5	55.5	55.5	55.5
56	56	56	56	56	56	56	56	56	56
Total windfall during plan period (with discount applied) 2022 – 2042 = 952									

The windfall sites are small in number and will be spread across the SDNP and are not expected to result in a significant impact.

5 Sustainable Transport Measures Summary

5.1 Sustainable Transport Measures

The measures considered within section 5 may not just benefit the primary site within a cluster, but other sites in the cluster and the wider area. This section provides details of potential measures to facilitate a modal shift towards sustainable transport, whilst reducing private car trips.

Descriptions of measures which are applicable across all or most of the five areas are detailed in the following tables:

- Table 5-1
- Table 5-2
- Table 5-3
- Table 5-4

Following these tables details are provided for each location on how they could be implemented.

Table 5-1 Public Transport measures

Public Transport Measures	Description
Increase bus service frequency	Increase in bus service frequency will potentially make the use of bus services more attractive to current and potential users. A review of bus service routes and frequencies would be required, which would be a separate study. The study would aid the identification the overall costs and the cost per dwelling. An additional bus per year could cost approximately £220,000 to £250,000. Developer funding could be used to provide increased service frequency or new services. The services could become financially viable once the funding has ended if there is sufficient patronage. The availability of bus funding could change over the life of Local Plan to continue those services. The length of the route would determine the increase in service frequency. The provision of additional buses on existing services should be investigated as part of a bus study.
Mobility Hubs	A mobility hub is defined as a 'place where people can switch from one mode of transport to another with convenient facilities designed for a low-carbon society'. Key design principles: 1. Adaptability and function – create a comfortable, safe and inclusive space 2. Identity and integration – through common design, the mobility Hub brings together multiple modes and services 3. Sustainable growth – ensure a flexible and sustainable growth over time, starting with the core mobility services Facilities and services at mobility hubs should be tailored to each location and include enhancing existing infrastructure like bus stops and railway stations but also additions such as cycle storage, e-bikes, EV charging and improvements to public realm. E-scooters are a mode of transport that can be integrated into a mobility hub, however, the legal position needs to be resolved. It is anticipated that within the life of the LP the legal position will be resolved and whether e-scooters can be used at the five locations. The location and facilities at a mobility hub will require further investigation. The available land under the control of the local authority and partner organisations such as Network Rail is important consideration. Solent Transport has estimated the high level cost of a simple mobility hub which includes signage, cycle hoops, e-scooters, cycle repair equipment, bus shelter, seating, planter, waste bin and lighting to be approximately £260,000, excluding statutory undertakers costs including supply and land. The cost of a bus shelter is provided as £5,000 but could be approximately £25,000 depending upon the on design and level of works needed to install, including surfacing. Plus, electric connection for real time and/or internal lighting.
Integrated ticketing	This would maximise the passenger experience for the purchase of ticketing with saving of time, cost, safety, accessibility and convenience. It is possible, but difficult integrate bus and rail. The Lake District Virtual station is an example of bus and rail integration/through ticketing. This can be achieved through partnership agreement with all bus operators.
Mobile phone app for all bus services	The development of an app, which provides details of bus services in real time to enable potential passengers to plan journeys to bus stops to avoid excessive waiting and make use of buses more attractive. The app could cover the whole of the national park. The app would be part of integrated ticketing proposal. The app would be suited for those who are digitally literate. The app would include route details, real-time service information and ticketing. It is anticipated that a brand would also need to be developed for the app. The cost of the app would relate to the complexity. An estimated ballpark cost for a mobile app could be £100,000, but the cost could be greater. The app could be part funded by developer contributions.

Further rollout of RTI	Increasingly public transport information is provided and accessed through mobile phone apps, however, there are groups that either cannot or do not use mobile phone apps. Those groups include pensioners. In order to avoid digital exclusion and promote bus service use RTI displays could be provided at bus stops. There are locations within the National Park that have RTI. Additional RTI is dependent on what is already in place and then physical location (in terms of electric connection, although solar or battery alternatives – e-ink - are available). Typical average cost per site could be £7,000 - £10,000.
Shelters where possible at all bus stops	The provision of bus shelters will improve the waiting environment for bus users, especially when it is raining. Shelters can also provide seating which is important for the elderly and those with a mobility impairment. Depending upon the design and level of works needed to install, including surfacing. Additionally, electric connection for real time and/or internal lighting a bus shelter could cost approximately £25,000. The total number will be dependent upon a review of bus stop locations for current and new services.

Table 5-2 Walking & Cycling Measures

Walking & Cycling Measures	Description
Wayfinding	This will aid people to navigate the town more easily, providing information clearly and succinctly. Wayfinding can aid navigation of complex environments. It also aids people accessing services and facilities more easily. It can also aid people with sensory impairments navigate the town. Wayfinding is identified as a priority measures within the East Sussex LCWIP. The timeframe is up to 5 years.
Increase cycling network with more traffic free routes	The LCWIPs for East Sussex, West Sussex and East Hampshire should be referred to when considering routes and improvements, when they have schemes that relate to sites identified for assessment. . Development opportunities as well as traffic management and maintenance schemes may provide opportunities to enhance and extend the network. Developments in particular can be a catalyst for new infrastructure and new users. Developments may facilitate new routes, however, planning should avoid isolated sections. New routes should be developed that incorporate the principles of LTN1/20. Site masterplans should be developed which incorporate the site access strategies and should ensure that active travel access is not negatively affected by the vehicular access junctions.
Improve pedestrian facilities and footways	The ease of crossing a road which relates to facilities available can make walking more attractive, as well as facilitate wheeling. The pedestrian routes should be reviewed between facilities and attractions to ensure that dropped crossings are provide to aid walking and wheeling, controlled crossings are provided at appropriate locations and that street furniture is appropriately sited to avoid cluttered locations that provide barriers to movement. Site masterplans should be developed which incorporate the site access strategies and should ensure that active travel access is not negatively affected by the vehicular access junctions.
Mobility Hubs	A mobility hub is defined as a 'place where people can switch from one mode of transport to another with convenient facilities designed for a low-carbon society'. Key design principles: 1. Adaptability and function – create a comfortable, safe and inclusive space 2. Identity and integration – through common design, the mobility Hub brings together multiple modes and services 3. Sustainable growth – ensure a flexible and sustainable growth over time, starting with the core mobility services Facilities and services at mobility hubs should be tailored to each location and include enhancing existing infrastructure like bus stops and railway stations but also additions such as cycle storage, e-bikes, EV

Walking & Cycling Measures	Description
	charging and improvements to public realm. E-scooters are a mode of transport that can be integrated into a mobility hub, however, the legal position needs to be resolved. It is anticipated that within the life of the LP the legal position will be resolved and whether e-scooters can be used at the five locations considered. The location and facilities at a mobility hub will require further investigation at potential locations. The available land under the control of the local authority and partner organisations such as Network Rail is important consideration in relation to the facilities that could be provided. Solent Transport has estimated the high level cost of a simple mobility hub which includes signage, cycle hoops, e-scooters, cycle repair equipment, bus shelter, seating, planter, waste bin and lighting to be approximately £260,000 , excluding statutory undertakers costs including supply and land. The cost of a bus shelter is provided as £5,000 but could be approximately £25,000 depending upon the on design and level of works needed to install, including surfacing. Plus, electric connection for real time and/or internal lighting.
Healthy streets approach	This approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists. Healthy streets should: ▪ Make everyone feel welcome. ▪ Be easy to cross ▪ Provide shade and shelter ▪ Provide places for people to stop and rest ▪ Not be too noisy ▪ Make people choose to walk and cycle ▪ Make people feel safe. ▪ Provide things to see and do. ▪ Make people feel relaxed ▪ Provide cleaner air. Guidelines and tools should be adopted for new development and transport schemes.
Residential travel plans	Provide a document that encourages sustainable travel at residential sites. The travel plans provide measures, targets, monitoring and reporting to facilitate sustainable travel. To be effective a budget would be required, which would be managed from the developer end and monitored by the local authority. The travel plan would be a planning obligation.
Walking and cycling information and awareness campaigns	The promotion of the facilities available to walk and cycle can aid in the greater use of the network by users. The campaigns would also highlight the facilities and attractions that can be reached by modes, promoting the health and environmental benefits. The campaign could provide details of: ▪ Infrastructure and routes ▪ Facilities and attractions and the how they can be accessed by active travel ▪ Travel to school and college The scope of the campaign is dependent on coverage, how it is delivered (social media, events etc) and engagement. The costs could range from £35,000 to £75,000 dependent upon the scope. The scope of the campaign would enable it to be costed. The campaign may take 3 to 4 months to organise and 3 months to deliver. The campaign could last more than 3 months.

Walking & Cycling Measures	Description
Public Rights of Way	Developments can provide opportunities to expand the public rights of way network, which includes bridleways. Land can be dedicated for new routes and connections to existing routes provided to provide greater opportunities for walking and cycling. Those routes depending on surface etc could be used for a range of types of trips including leisure. Land to form new rights of way or connections may be required from developers or local authorities.

Table 5-3 Traffic and Parking Management Interventions

Traffic and Parking Management Measures	Description
Seeking lower speed solutions	Speed limits can be an important factor in encouraging people to walk and cycle. Reducing speed limits can aid in the reduction of private car use and air pollution. Lower speed limits can also increase the chances of collision survival. Someone struck by a vehicle at 20mph has a 93% greater chance of survival. A review of roads should be undertaken to identify potential lower speed solutions for consultation with residents and businesses
Traffic management/calming and low volume and lower vehicle speed streets -	The environment to facilitate more reliable and quicker journeys by public transport can be improved by introducing schemes. Traffic management schemes can, where necessary, introduce bus priority measures, which dependent upon the systems in place now and the future include selective bus priority at traffic signals. Those schemes should also improve both journey quality and priority for pedestrians and cyclists. Those schemes should also improve travel for people with mobility and sensory impairments. Traffic calming/management schemes can reduce the priority provided to private car users to reduce volumes and speeds, enhancing the overall environment. Such schemes can should also provide environmental benefits. Schemes will also require good stakeholder engagement for their development and acceptance.
Robust parking enforcement	Car parking can create barriers to journeys by bus, cycling and particularly on foot as well detrimentally affect the amenity of sustainable transport journeys. A wider review of both on and off-street parking requirements would be beneficial to determine locations and quantum. However, in the first instance a review of the impact of the changes introduced in July 2024 would be recommended as part as an overall review. Parking restrictions is only as effective as the enforcement. The number of civil parking enforcement officers should be reviewed to ensure that it is appropriate to ensure effective enforcement. A parking review should consider the needs of cycles and e-bikes.
EV charging points	An EV charging station can provide opportunities for electric vehicle users to conveniently charge their vehicle battery when

	travelling. EV charging stations are part of the infrastructure requirements for use of electric vehicles, which includes private cars and goods vehicles. New petrol car sales will be banned in the UK from 2035 and the charging infrastructure will need to be in place. The increase in EV charging points will aid the uptake of electric vehicles and reduce the environmental impact of petrol and diesel vehicles, as their numbers reduce. There will need to be an electric vehicle charging network, which covers car parks, on-street locations, businesses, and residential dwellings. All new residential dwellings should be provided with electric vehicle charging points. The requirements of ebikes and micromobility should also be considered.

Table 5-4 Place making and land use planning measures

Land Use and Place making and land use planning measures	Description
Wayfinding	This will aid people to navigate the town more easily, providing information clearly and succinctly. Wayfinding can aid navigation of complex environments. It also aids people accessing services and facilities more easily. It can also aid people sensory impairments navigate the town. Wayfinding has been identified as a measure in the East Sussex LCWIP and West Sussex Walking and cycling strategy. No specific wayfinding scheme is identified in the West Sussex walking and cycling strategy for the five cluster locations, At present the draft West Sussex LCWIP does not provide a wayfinding strategy.
Healthy streets approach	This approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists. Healthy streets should: ▪ Make everyone feel welcome. ▪ Be easy to cross ▪ Provide shade and shelter ▪ Provide places for people to stop and rest ▪ Not be too noisy ▪ Make people choose to walk and cycle ▪ Make people feel safe. ▪ Provide things to see and do. ▪ Make people feel relaxed ▪ Provide cleaner air. Guidelines and tools should be adopted for new development and transport schemes.
Access only restrictions	Reducing the routes that can be used by private cars, will reduce ‘rat running’ and aid the creation of an environment that facilitates walking and cycling and makes streets safe for the public, especially children and the elderly. As part of a traffic management review of Lewes the need for access and their location can be assessed.
Walking, cycling and wheeling friendly streets	As part of improvements to existing streets or the creation of new particularly within developments will contribute to improving to sustainable transport use.

Improve perceptions of safety	Safety can be used as a reason as to why people do not walk or cycle. Safety can often be in relation to road safety but can also relate to personal security. Safety may be an issue of perception rather reflect specific issues. Both road safety and personal security should be considered as part of the design of a development or transport scheme. Engagement with residents and businesses could result in safety and security issues being addressed.
Public realm improvements	Improvements to the public realm which includes the streetscape and provision of green areas can encourage greater walking, cycling and public transport use. The measures can include the materials used and planting including sympathetic street lighting and use of landscaping to separate active travel movement from vehicular movements.
Provide facilities within developments taking account the scale of development	Facilities within the developments such as convenience stores can reduce the need to travel by private car, however the developments will need to be of a scale to support other uses. There may facilities already located within walking and cycling distance and additional facilities may not be required. Providing facilities within a development is a proactive method of reducing private car use.

5.2 Lewes

5.2.1 Measures to promote Public Transport (bus and train)

The measures to promote a modal shift in public transport use considered within section 4 are covered in further detail below Table 5-5. The measures are at the early concept stage and will require further development, the table provides indicative timeframes and costs, funding considerations will also need further investigation.

Table 5-5: Proposed public transport measures for Lewes

Type of measure	Measure	Timeframe	Estimated Cost (£)
Bus	**Increase bus service frequency** – at present bus services operate between Lewes and Brighton, Eastbourne, Haywards Heath, and Tunbridge Wells. The highest frequency service operate between Lewes and Brighton. Increase in bus service frequency to other surrounding areas of Lewes will potentially make the use of bus services more attractive to current and potential users. A review of bus service routes and frequencies would be required, which would be a separate study. The services could become financially viable once the funding has ended if there is sufficient patronage.	Dependent on route identification, planning and procurement of service	Provisional sum £250,000 for a bus per year
Bus and Rail	**Enhancement / creation of railway station bus interchange** – the integration of rail with bus, pedestrians, cyclists and cars can improve rail use and that of sustainable modes. Lewes station has a drop off area, waiting spaces and nearby bus stops. Step free access. There is also a car park and cycle parking within the station car park. Connectivity between the bus stops and station could be reviewed, together with the number of stops. The layout and quantum of pick up and drop off facilities should be reviewed. The accessibility for people with mobility and sensory impairments should be reviewed. Footway widths and environment should also be reviewed. The review of the station facilities and interchange is part of a study to identify what facilities can be adjusted to improve integration.	Requires study	Study will identify scheme and costs
Bus	**Mobility Hubs** - A mobility hub is defined as a 'place where people can switch from one mode of transport to another with convenient facilities designed for a low-carbon society'. The location and facilities at a mobility hub will require further investigation.. A potential location for a mobility hub is Lewes Railway station and in the vicinity of Cliffe High Street.	Depending upon design, consultation, procurement, construction and funding could be 1 to 2 years	Provisional sum £600,000
Bus	**Mobile phone app for all bus services** – development of app which provides details of bus services in real time to enable potential passengers to plan journeys to bus stops to avoid excessive waiting and make use of buses more attractive. The app could cover the whole of the national park.	3 to 12 months	Provisional sum of £100,000 (estimate of cost for one app covering the whole of the national park)

Bus	**Further rollout of RTI in Lewes** – Increasingly public transport information is provided and accessed through mobile phone apps, however, there are groups that either cannot or do not use mobile phone apps. Those groups include pensioners. In order to avoid digital exclusion and promote bus service use additional RTI displays could be provided at bus stops. Additional RTI is dependent on what is already in place and then physical location (in terms of electric connection, although solar or battery alternatives – e-ink - are available0. Typical average cost per site could be £7,000 - £10,000. The number of additional RTI displays would be dependent on a review of bus stops and facilities. For example, the bus stops at the railway station do not have RTI and the bus stops on Priory Street. Development and facilities, as well as additional services may result in the need for more bus stops within Lewes.	Dependent upon review of bus stops, availability of display units and power supply	Provisional Sum £100,000
Bus	**Shelters where possible at all bus stops** – the provision of bus shelters will improve the waiting environment for bus users, especially when it is raining. Shelters can also provide seating which is important for the elderly and those with a mobility impairment.	Depending the type of bus shelter and the availability and delivery timescales from the manufacturer the timescales could be up to a year.	Provisional sum £250,000

The development and other sites within Lewes will provide an opportunity to obtain developer funding that could be used to aid the delivery of one or more measure presented within Table 5.5, and is therefore not presented as an individual measure, but is a contributory measure. The developer funding could be linked to s106 agreements of the Town and Country Planning Act or the Community infrastructure Levy. The development delivery timeframes for multiple sites may preclude early delivery of a measure.

Developer funding contributions would aid in any funding bids to regional authority and the Department for Transport (DfT).

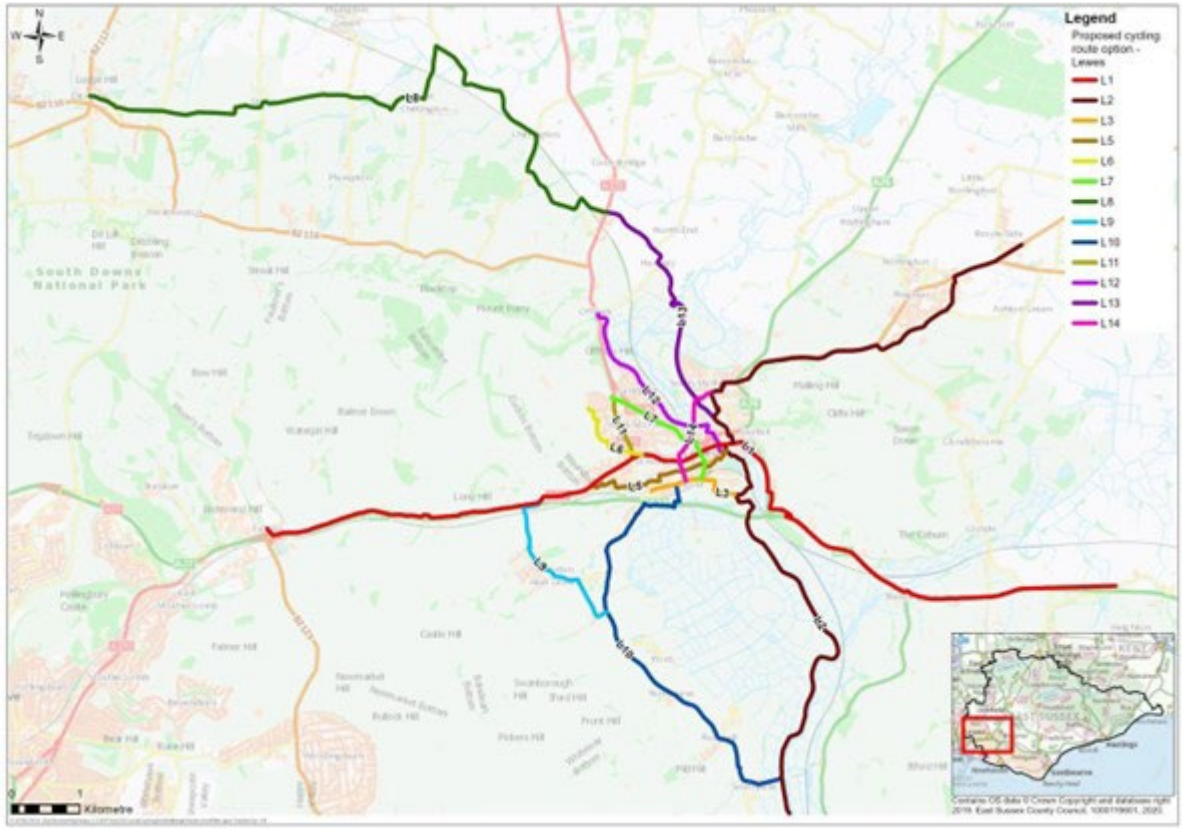
5.2.2 Measures to promote Active Trave (walking and cycling)

Measures to improve walking and cycling comprise those identified as part of this project and the draft East Sussex LCWIP. The range of routes contained within the LCWIP provide opportunities to improve the infrastructure and environment for walking and cycling, which could increase the mode share for walking and cycling for the primary site and those within the Lewes cluster. The cycle route options from the LCWIP are contained within Table 5-6 and indicated on Figure 5-1.

Table 5-6: List of LCWIP cycle route options[3]

Scheme Number	Scheme Names	Scheme Number	Scheme Names
L1	A27 and Lewes Town Centre	L8	A27 – Swanbourough
L2	Ringmer – Southease	L9	Lewes – Southease
L3	South Downs Way – Lewes	L10	Nevill - Southover Cooksbridge - Lewes Riverside
L4	Montacute Road - Town Centre	L11	Offham - Town Centre
L5	South Downs - Spital Road	L12	Cooksbridge - Lewes Riverside
L6	South Downs – Station	L13	Malling - Southover
L7	Ditchling – Cooksbridge		

Figure 5-1: East Sussex LCWIP Lewes proposed cycle route options[4]



The East Sussex LCWIP identifies six schemes to improve walking within Lewes. The proposed LCWIP walking schemes for Lewes are listed within Table 5-7 and indicated on Figure 5-2. The LCWIP identifies key issues related to walking within Lewes as narrow footway widths, the quality of footway surfacing or the need for increased footway provision. Improving walking would provide a better environment for pedestrians and may increase the modal share of walking within the town and assist in facilitating walking to and from new development sites.

[3] *Table 8, Draft East Sussex LCWIP, East Sussex County Council*
[4] *Figure 20, Draft East Sussex LCWIP, East Sussex County Council*

Table 5-7: List of proposed LCWIP walking schemes[5]

Scheme Number	Scheme Name	Scheme Number	Scheme Name
L1	Core Walking Zone	L4	Elm Grove to Brighton Rd
L2	Cockshut Road to The Drove	L5	Brighton Road to Southerham Lane
L3	Wellgreen Lane to Whitfield Lane	L6	Phoenix Causeway to Mill Road

Figure 5-2: East Sussex LCWIP Lewes proposed walking map

The East Sussex LCWIP contains the priority list for the cycling schemes. Those priority list schemes contained within the LCWIP have been appraised and the Benefit to Cost Ratio (BCR) calculated. The Lewes LCWIP priority schemes are indicated within Table 5-8.

[5] *Table 19, Draft East Sussex LCWIP, East Sussex County Council*

Table 5-8: List of Lewes LCWIP priority schemes and BCR[6]

Prioritised Schemes	Short term (<3 years)	Medium term (3 – 5 years)	Long term (>5 years)	Lower Cost Higher Demand Uplift BCR	Higher Cost Lower Demand Uplift BCR
Regional Route 90 – Lewes Town Centre				2.81	1.90
A27 – Falmer – Ashcombe Roundabout				2.74	1.65
Egrets Way Lewes – Newhaven - Phases 5 - Newhaven to Piddinghoe 6 - Lewes to Rodmell 7 - Piddinghoe to Deans Farm				1.57	1.27
Lewes Wayfinding				-	-

The proposed active travel measures for Lewes are indicated within Table 5-9. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs.

Table 5-9: Proposed active travel measures for Lewes

Type of measure	Measure	Timeframe	Estimated Cost (£)
Walking	**Wayfinding within Lewes** – will aid people to navigate the town more easily, providing information clearly and succinctly.	Up to 5 years (identified in LCWIP, see Table 5-7)	TBC
Cycling	**Increase cycling network with more traffic free routes** – The East Sussex LCWIP identifies 13 routes that will aid people to cycle around and through the town. Those routes have the potential to facilitate large numbers of cyclists.	Up to 5 years (identified in LCWIP, see Table 5-8) and dependent upon other opportunities	TBC
Walking	**Improve pedestrian facilities and footways** – the environment for pedestrians can affect the use of footways and footpaths. The ease of crossing a road which relates to facilities available can make walking more attractive, as well as facilitate wheeling. The pedestrian routes within Lewes should be reviewed between facilities and attractions to ensure that dropped crossings are provide to aid walking and wheeling, controlled crossings are provided at appropriate locations and that street furniture is appropriately sited to avoid cluttered locations that provide barriers to movement. Where possible developments should provide connects to other sites and direct routes to facilities, such as bus stops.	TBC	TBC
Walking and Cycling	**Mobility Hubs** - A mobility hub is defined as a 'place where people can switch from one mode of transport to another with convenient facilities designed for a low-carbon society'. The location and facilities at a mobility hub will require further investigation at potential locations. The available land under the control of the local authority and partner organisations such as Network Rail is important consideration in relation to the facilities that could be provided. A potential location for a mobility hub is Lewes Railway station and in the vicinity of Cliffe High Street.	Depending upon design, consultation, procurement, construction and funding could be 1 to 2 years	Provisional sum £600,000
Walking	**Traffic calming/management and low volume and lower vehicle speed streets** – the environment for walking and cycling can be improved by		

[6] *Table 24 and 25 East Sussex LCWP, East Sussex County Council*

	introducing schemes which change the environment to improve both journey quality and priority for pedestrians and cyclists. A scheme that provides improved linkage from the town centre core to the railway station should be investigated. The should facilitate improved pedestrian and cycle links, as well the environment.		
Walking and cycling	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Walking and cycling, sustainable transport	**Residential travel plans** – provide a document that encourages sustainable travel at residential sites.	-	-
Walking and cycling	**Walking and cycling information and awareness campaigns** – the promotion of the facilities available to walk and cycle can aid in the greater use of the network by users. The campaigns would also highlight the facilities and attractions that can be reached by modes, promoting the health and environmental benefits.	7 months	Provisional sum £35,000 to £75,000
Walking	**Public Rights of Way –** developments can provide opportunities to expand the public rights of way network, which includes bridleways. The LCWIP indicates (Figure 5-2) route L1 which traverses the site and L5 which is next to the river Ouse. Connecting route L5 to the proposed allocation should be investigated potentially using Egrets Way, which is not marked as a public footpath on East Sussex public rights of way map. The costs associated will require investigation into landownership and design.	Requires further investigation	Requires further investigation
Cycling	**Work and retail lockers –** lockers within employment premises which include retail premises can help facilitate staff to walk, run or cycle thereby increasing sustainable transport use and reducing private car use. This measure could be included as part of a planning condition. There would be no cost to the public.	-	-

Funding for measures to promote walking and cycling could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.2.3 Traffic and Parking management measures

The measures to promote a modal shift covered within section 4 are considered in further detail within Table 5-10. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs.

Table 5-10: Proposed Traffic and Parking Management measures for Lewes

Type of measure	Measure	Timeframe	Estimated Cost (£)
Traffic Management	**Traffic management/calming and low volume and lower vehicle speed streets** - the environment to facilitate more reliable and quicker journeys by public transport can be improved by introducing schemes. Traffic management schemes can, where necessary, introduce bus priority measures, which dependent upon the systems in place now and the future include selective bus priority at traffic signals. Those schemes should also improve both journey quality and priority for pedestrians and cyclists. Those schemes should also improve travel for people with mobility and sensory impairments. Traffic calming/management schemes can reduce the priority provided to private car users to reduce volumes and speeds, enhancing the overall environment. Such schemes can should also provide environmental benefits. Schemes will also require good stakeholder engagement for their development and acceptance. In 2011 a Lewes town transport study was undertaken. There are two declared Air Quality management Areas within Lewes. A transport study for the town of Lewes is outside the scope of this study, but would aid the development of measures to aid pedestrian, cyclists and public transport, whilst improving air quality. An updated study is recommended to identify individual measures.	Depending upon scope 8 to 18 months	
Parking Management	**Robust parking enforcement** – carking can create barriers to journeys by bus, cycling and particularly on foot as well detrimentally affect the amenity of sustainable transport journeys. Requests for changes to on street parking within Lewes were received. Those requests were considered and changes to on-street parking were introduced on 22 July 2024.		
EV	**EV charging points** – an EV charging station can provide opportunities for electric vehicle users to conveniently charge their vehicle battery when travelling. There will need to be an electric vehicle charging network within Lewes which covers car parks, on-street locations, businesses, and residential dwellings.		

Funding for measures to for traffic and parking management could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.2.4 Place making and land use planning measures

The measures to promote a modal shift covered within section 4 are considered in further detail within Table 5-11. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs.

Table 5-11: Proposed place making and land use planning measures for Lewes

Type of measure	Measure	Timeframe	Estimated Cost (£)
Place making	**Wayfinding**– will aid people to navigate the town more easily, providing information clearly and succinctly. Wayfinding can aid navigation of complex environments.	Up to 5 years (identified in LCWIP, see Table 5-8)	TBC
Place making	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Place making	**Access only restrictions** – reducing the routes that can be used by private cars, will reduce 'rat running' and aid the creation of an environment that facilitates walking and cycling and makes streets safe for the public, especially children and the elderly.	Part of traffic management review scope	
Place making	**Walking and cycling friendly streets** – as part of improvements to existing streets or the creation of new will contribute to improving to sustainable transport use.	-	-
Place making	**Improve perceptions of safety** – safety can be used as a reason as to why people do not walk or cycle.	-	-
Place making	**Public realm improvements –** improvements to the public realm which includes the streetscape and provision of green areas can encourage greater walking, cycling and public transport use.	-	-
Land use	**Provide facilities within developments taking account the scale of development** – facilities within the developments such as convenience stores can reduce the need to travel by private car, however the developments will need to be of a scale to support other uses.	-	-

Funding for measures to improve placemaking could be provided through developer contributions, either part of s106 agreements, the Community infrastructure Levy or part of s278 works. Depending upon the size and nature of the scheme there may be a need for public sector funding outside the development site.

5.3 Liphook

5.3.1 Measures to promote Public Transport (bus and train)

The measures to promote a modal shift in public transport use covered within section 4 are considered in further detail within Table 5-12. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

Table 5-12: Proposed public transport measures for Liphook

Type of measure	Measure	Timeframe	Estimated Cost (£)
Bus	**Demand Responsive Transport (DRT)** – due to the current service provision DRT to could be considered as an alternative to new or enhancement of existing services. Costs will depend on scale and scope of operation, area to be covered and extent of travel opportunities/destinations, level of responsiveness, type of vehicles/operator deployed, whether software back-office system already exists. Set-up costs could be £50,000, and operating costs £180,000 per vehicle p.a. (assuming a 6-day per week operation 07:00 – 19:00). A DRT service would require investigations to determine scope, scale and viability. An alternative to DRT could include additional buses to increase the service frequency, which is currently very low or a new bus service.	Dependent on route identification, planning and procurement of service	Provisional sums of £50,000 to setup and +£180,000 to operate.
Bus	**Integrated ticketing** – would maximise the passenger experience for the purchase of ticketing with saving of time, cost, safety, accessibility and convenience.	-	-
Bus	Mobile phone app for all bus services – development of app which provides details of bus services in real time to enable potential passengers to plan journeys to bus stops to avoid excessive waiting and make use of buses more attractive. The app could cover the whole of the national park. The app would be part of integrated ticketing proposal.	3 to 12 months	Provisional sum of £100,000 (estimate of cost for one app covering the whole of the national park)
Bus and Rail	**Enhancement / creation of railway station bus interchange** – the integration of rail with bus, pedestrians, cyclists and cars can improve rail use and that of sustainable modes. Liphook station has a drop off area, disabled car parking, private spaces and reserved parking. There is also a car park and cycle parking. The drop off area is also the location of the bus stop. Increased use of the bus stop by DRT services or additional bus services will result in potential greater conflict between drop off vehicles and buses. The routes to the railway station and public realm should also be reviewed. A study to review the bus stop, pedestrian connectivity and public realm should be linked to any additional bus use.	Requires study	Study will identify scheme and costs

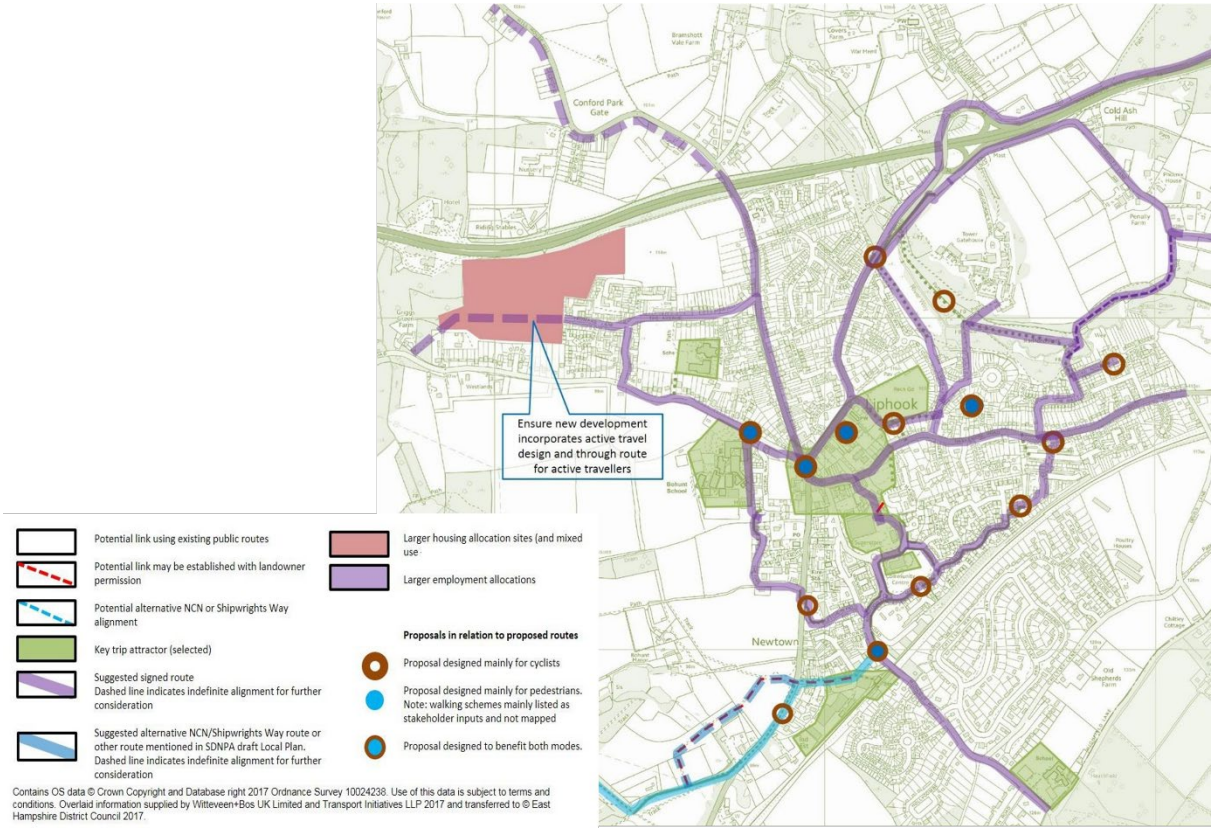
The development and other sites within Liphook will provide an opportunity to obtain developer funding that could be used to aid the delivery of one or more measure presented within , and is therefore not presented as an individual measure, but is a contributory measure. The developer funding could be linked to s106 agreements of the Town and Country Planning Act or the Community infrastructure Levy.

Developer funding contributions would aid in any funding bids to regional authority and the Department for Transport (DfT).

5.3.2 Measures to promote Active Trave (walking and cycling)

The proposed active travel measures for Liphook are indicated within Table 5-13. An LCWIP for East Hampshire was published in August 2020. LTN1/20 Cycle Infrastructure Design was published on the 27 July 2020, prior to the publication of East Hampshire LCWIP. The East Hampshire LCWIP states in the absence of national guidance for local authorities the London Cycle Design Guide has been referenced.

Figure 5-3:East Hampshire LCWIP Proposals



The proposals include shared use paths in built up areas, which is not recommended within LTN1/20. The LCWIP provides details of other measures for consideration.

The measures contained within Table 5-13 are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

Table 5-13: Proposed active travel measures for Liphook

Type of measure	Measure	Timeframe	Estimated Cost (£)
Walking	**Wayfinding within Liphook** – will aid people to navigate the village more easily, providing information clearly and succinctly.	1 to 3 years depending upon scheme and funding	TBC
Cycling	**Increase cycling network with more traffic free routes** - The LCWIP proposes a cycle route linking Longmoor Road with Portsmouth Road via Rudgard Way. The proposed development sites provide the opportunity to provide a high quality off-road active travel route linking Longmoor Road to Portsmouth Road with connections to adjacent existing residential area and Bohunt school. The LCWIP includes proposals for new signed routes and potential new routes.	TBC	TBC
Walking	**Footways on both sides of Portsmouth Road and Longmoor Road** - there are no footways on the site side of Portsmouth Road and Longmoor Road. Footways would improve linkage to the village centre, bus stops and facilities, whilst providing a more attractive environment for pedestrians by reducing the need to cross and re-cross the road depending upon the destination. In order to encourage walking from the development the introduction of those footways could be linked to first occupation of development. The implementation could be linked to a s278 agreement and the costs borne by the development.	TBC	TBC
Walking	**Improve pedestrian facilities and footways** – the environment for pedestrians can affect the use of footways and footpaths. The ease of crossing a road which relates to facilities available can make walking more attractive, as well as facilitate wheeling. The pedestrian routes within Liphook should be reviewed between facilities and attractions to ensure that dropped crossings are provide to aid walking and wheeling, controlled crossings are provided at appropriate locations and that street furniture is appropriately sited to avoid cluttered locations that provide barriers to movement. Where possible developments should provide connects to other sites and direct routes to facilities, such as bus stops.	TBC	TBC
Walking and cycling	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Walking and cycling, sustainable transport	**Residential travel plans** – provide a document that encourages sustainable travel at residential sites.	-	-
Walking and cycling	**Walking and cycling information and awareness campaigns** – the promotion of the facilities available to walk and cycle can aid in the greater use of the network by users.	7 months	Provisional sum £35,000 to £75,000
Walking	**Public Rights of Way –** the Local Plan can provide opportunities to expand the public rights of way network, which includes bridleways. Public footpath 032/2/1 disects the development site and the development provides the opportunity to connect to public footpath 032/5/1. There is also the opportunity to provide a cycle route from the proposed signed cycle route at Longmoor Road to connect to bridleway	Requires further investigation	Requires further investigation

	032/515/2. The footpath and cycle routes could be delivered as part of the site development. The costs associated will require investigation into landownership and design.		

Funding for measures to promote walking and cycling could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.3.3 Traffic and Parking management measures

The measures to promote a modal shift covered within section 4 are considered in further detail within Table 5-14. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

Table 5-14: Proposed Traffic and Parking Management measures for Liphook

Type of measure	Measure	Timeframe	Estimated Cost (£)
Parking Management	**Parking review and robust parking enforcement** – car parking can create barriers to journeys by bus, cycling and particularly on foot as well detrimentally affect the amenity of sustainable transport journeys.	TBC	TBC
Traffic Management	**Seeking lower speed solutions** – speed limits can be an important factor in encouraging people to walk and cycle. A review of roads should be undertaken to identify potential lower speed solutions for consultation with residents and businesses	TBC	TBC
EV	**EV charging points** – an EV charging station can provide opportunities for electric vehicle users to conveniently charge their vehicle battery when travelling.	TBC	TBC

Funding for measures to for traffic and parking management could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.3.4 Place making and land use planning measures

The measures to promote a modal shift covered within section 4 are considered in further detail within Table 5-15. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs.

Table 5-15: Proposed place making and land use planning measures for Liphook

Type of measure	Measure	Timeframe	Estimated Cost (£)
Place making	**Wayfinding**– will aid people to navigate the village more easily, providing information clearly and succinctly.	1 to 3 years depending upon scheme and funding	TBC
Place making	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Place making	**Walking, cycling and wheeling friendly streets** – as part of improvements to existing streets or the creation of new will contribute to improving to sustainable transport use.	-	-
Place making	**Improve perceptions of safety** – safety can be used as a reason as to why people do not walk or cycle.	-	-
Place making	**Public realm improvements –** improvements to the public realm which includes the streetscape and provision of green areas can encourage greater walking, cycling and public transport use.	-	-
Land use	**Provide facilities within developments taking account the scale of development** – facilities within the developments such as convenience stores can reduce the need to travel by private car, however the developments will need to be of a scale to support other uses.	-	-

Funding for measures could be provided through developer contributions, either part of s106 agreements, the Community infrastructure Levy or part of s278 works. Depending upon the size and nature of the scheme there may be a need for public sector funding outside the development site.

5.4 Midhurst

5.4.1 Measures to promote Public Transport

The measures to promote a modal shift in bus use covered within section 4 are considered in further detail within Table 5-16. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs.

Table 5-16: Proposed public transport measures for Midhurst

Type of measure	Measure	Timeframe	Estimated Cost (£)
Bus	**Increase bus service frequency** – at present bus services operate between Midhurst and Chichester, Petersfield and Worthing. Increase in bus service frequency, particularly to Petersfield and Worthing will potentially make the use of bus services more attractive to current and potential users. Buses also run hourly to Haslemere and on to Godalming and Guildford. This route and the Worthing route offer interchange with rail at Haslemere and Pulborough respectively. The Haslemere interchange is the most direct for journeys to central London and Heathrow, but the Pulborough interchange is valuable for Crawley/Gatwick and Croydon. Improving bus connectivity to the railway station at Pulborough and/or Haslemere. This may be achieved by increasing the frequency of an existing bus service, amending an existing services route or providing a new service. A study to investigate bus services should be undertaken to identify the preferred option or options. The required funding can be identified. The services could become financially viable once the funding has ended if there is sufficient patronage.	Dependent on route identification, planning and procurement of service	Provisional sum £250,000 for a bus per year
Bus	**Mobility Hubs -** A mobility hub is defined as a 'place where people can switch from one mode of transport to another with convenient facilities designed for a low-carbon society'. A potential location for a mobility hub is South Street. A second could be located in the vicinity of the Grange Community and Leisure Centre.	Depending upon design, consultation, procurement, construction and funding could be 1 to 2 years	Provisional sum £600,000
Bus	**Integrated ticketing** – would maximise the passenger experience for the purchase of ticketing with saving of time, cost, safety, accessibility and convenience.	-	-
Bus	**Mobile phone app for all bus services** – development of app which provides details of bus services in real time to enable potential passengers to plan journeys to bus stops to avoid excessive waiting and make use of buses more attractive. The app could cover the whole of the national park. The app would be part of integrated ticketing proposal.	3 to 12 months	Provisional sum of £100,000 (estimate of cost for one app covering the whole of the national park)

	Also raise awareness of existing journey planner apps.		
Bus	**Shelters where possible at all bus stops** – the provision of bus shelters will improve the waiting environment for bus users, especially when it is raining. The provision of new bus shelters should be targeted where this would make most difference to ridership, especially related to allocation sites and establish if there are any site constraints which make it harder to install the shelters. A review should be undertaken of bus stops to identify the provision of shelters.	Depending the type of bus shelter and the availability and delivery timescales from the manufacturer the timescales could be up to a year.	Provisional sum £250,000 (the cost of providing bus shelters will be dependent on the review of bus stops)

The development and other sites within Midhurst will provide an opportunity to obtain developer funding that could be used to aid the delivery of one or more measure presented within Table 5-16, and is therefore not presented as an individual measure, but is a contributory measure. The developer funding could be linked to s106 agreements of the Town and Country Planning Act or the Community infrastructure Levy. The development delivery timeframes for multiple sites may preclude early delivery of a measure.

Developer funding contributions would aid in any funding bids to regional authority and the Department for Transport (DfT).

5.4.2 Measures to promote Active Trave (walking and cycling)

The proposed active travel measures for Midhurst are indicated within Table 5-17. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

West Sussex County Council identified in the Cycling Strategy 2016-2026 a shared off-road path in Midhurst. The Midhurst Greenway is a shared off-road path for wheelchair and mobility scooter users, walkers and cyclists. The route has two phases. The first phase is from Mead Way to the Wharf near the town centre. The second stage is from the Wharf to the A272 near Cowdray Farm with connections to North Street and Easebourne Lane. Schemes designs for the first phase have been subject to consultation.

The 2016 – 2026 West Sussex LCWIP identified a number of other schemes within Midhurst:

- Jubilee Path (north), Midhurst - Footpath upgrade to a cycle and walking shared path, plus shared path around South Pond.
- Jubilee Path (south), Midhurst - Footpath upgrade to a cycle shared path
- Cowdray Park Cycle shared path, Midhurst - Upgrade of footpaths and permissive routes to a cycle shared path for utility, commuter and leisure journeys in Midhurst linking with Easebourne.
- Midhurst to Petersfield 'Rother Valley Greenway' route - Strategic cycle shared long distance path, predominantly following the Midhurst to Petersfield former railway line and PRoW. Linking into Stedham to Midhurst cycle path (opened 2015).
- Midhurst to Pulborough Strategic Cycle route - Long distance cycle and walking shared path, following the former Midhurst to Pulborough railway line.
- Centurion Way extension Midhurst to Cocking - Extension of Strategic shared path on former railway line (primarily) and quiet lanes between Midhurst and Cocking to connect with the South Downs Way National Trail and Centurion Way to Chichester.

- Centurion Way extension to Singleton, South Downs Way and Cocking - Extension to CW strategic shared path route (Chichester to Midhurst) from West Dean to South Downs Way, including connections to West Dean, Singleton and Cocking villages, and PRoW network. Sections: 1- West Dean 2- Singleton 3- SDW & Cocking

The schemes listed above were identified prior to LTN1/20 and may include elements that do not comply with current guidance. The Greenway scheme is being developed subsequent to the publication of LTN1/20.

The draft West Sussex LCWIP only includes the Centurion Way extension scheme and is rated medium value for money. The other schemes from the 2016-2026 are not included.

Table 5-17: Proposed active travel measures for Midhurst

Type of measure	Measure	Timeframe	Estimated Cost (£)
Walking	**Wayfinding within Midhurst** – will aid people to navigate the town more easily, providing information clearly and succinctly.	1 to 3 years depending upon scheme and funding	TBC
Cycling	**Increase cycling network with more traffic free routes** – Expanded the cycling and walking network will provide greater opportunities for trips by residents by both modes. The Midhurst Greenway would aid active travel connectivity of development sites. The development sites could potentially contribute to the delivery of the scheme. The development may be able to assist in the funding of the schemes contained within the 2016 – 2026 LCWIP. A review of cycling within Midhurst in accordance with LTN1/20 is recommended. The review could identify schemes for which developer funding contributions could be sought.	TBC	TBC
Walking and Cycling	**Mobility Hubs** - A mobility hub is defined as a 'place where people can switch from one mode of transport to another with convenient facilities designed for a low-carbon society. The location and facilities at a mobility hub will require further investigation at potential locations. The available land under the control of the local authority is important consideration in relation to the facilities that could be provided. A potential location for a mobility hub is South Street. A second could be located in the vicinity of the Grange Community and Leisure Centre.	Depending upon design, consultation, procurement, construction and funding could be 1 to 2 years	Provisional sum £600,000
Walking and cycling	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Walking and cycling	**Improve pedestrian facilities and footways. The pedestrian routes within Midhurst should be reviewed between facilities and attractions to aid walking and wheeling by mobility impaired people and to ensure that dropped crossings are provide controlled crossings are provided at appropriate locations and that street furniture is appropriately sited to avoid cluttered locations that provide barriers to movement.** Provide footways on both sides of the road – Holmbush Way in the vicinity of the industrial estate is an unadopted road and does not have footways on either side of the road from the site frontage up to Forest Road, and only on one side for a section to the north. Pitsham Lane is a bridleway and has been identified as an active travel route.	TBC	TBC

	Holmbush Way south of the Forest Road mini-roundabout and including the industrial estate is unadopted. Bus services use this section of road, however there are no bus stops. Holmbush Way south of the industrial estate is an adopted road with a footway on the east side of the road in the vicinity of the allocation site. A footway would need to be provided on the site side to aid connectivity to Downsview Drive and the wider network. Depending upon landownership a pedestrian connection could be provided to Hornbeam Way, which links to Holmbush Way via Forest Road. The potential to provide footways will require further investigation. The surface on Pitsham Lane could be improved and lighting provided for personal security. A section of footway could be provided on Bepton Road to connect to Pitsham Lane. Pitsham Lane connects to the A286 to the south, but is not a bridleway at that point and is signed as a cul-de-sac. Review of footways and controlled and uncontrolled crossings within Midhurst.		
Walking and cycling, sustainable transport	**Residential travel plans** – provide a document that encourages sustainable travel at residential sites.	-	-
Walking and cycling	**Walking and cycling information and awareness campaigns** – the promotion of the facilities available to walk and cycle can aid in the greater use of the network by users.	7 months	Provisional sum £35,000 to £75,000
Walking	**Public Rights of Way –** the Local Plan can provide opportunities to expand the public rights of way network, which includes bridleways. Pitsham Lane in the vicinity of the proposed allocation site is Bridleway 920 and provides an opportunity to connect into the site providing an active travel route. Bridleway 920 provides connections to public footpath 918 and 918_1. The costs associated will require investigation as part of the design. Other developments may provide the opportunity to extend the public rights of way network in Midhurst and provide new links.	Requires further investigation	Requires further investigation

Funding for measures to promote walking and cycling could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.4.3 Traffic and Parking management measures

The measures to promote a modal shift covered within section 4 are considered in further detail within Table 5-18. The details provided within the table provides an indication of timeframes and costs.

Table 5-18: Proposed Traffic and Parking Management measures for Midhurst

Type of measure	Measure	Timeframe	Estimated Cost (£)
Parking Management	**Parking Review and Robust parking enforcement** – carking can create barriers to journeys by bus, cycling and particularly on foot as well detrimentally affect the amenity of sustainable transport journeys. Parking enforcement should self-funding.	TBC	TBC
Traffic Management	**Seeking lower speed solutions** – speed limits can be an important factor in encouraging people to walk and cycle. Whether or not low speed zones have a lower posted limit, they should be self-enforcing through design. A review of roads should be undertaken to identify potential lower speed solutions for consultation with residents and businesses	TBC	TBC
EV	**EV charging points** – an EV charging station can provide opportunities for electric vehicle users to conveniently charge their vehicle battery when travelling. EV charge points should be provided with each dwelling. EV charging points elsewhere within Petworth would be funded by charging.	TBC	TBC

Funding for measures to for traffic and parking management could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.4.4 Place making and land use planning measures

The measures to promote a modal shift considered within section 4 are considered in further detail within Table 5-19. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

Table 5-19: Proposed place making and land use planning measures for Midhurst

Type of measure	Measure	Timeframe	Estimated Cost (£)
Place making	**Wayfinding**– will aid people to navigate the town more easily, providing information clearly and succinctly.	1 to 3 years depending upon scheme and funding	TBC
Place making	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Place making	**Access only restrictions** – reducing the routes that can be used by private cars, will reduce 'rat running' and aid the creation of an environment that facilitates walking and cycling and makes streets safe for the public, especially children and the elderly.	Part of traffic management review scope	
Place making	**Walking, cycling and walking friendly streets** – as part of improvements to existing streets or the creation of new ones will contribute to improving to sustainable transport use.	-	-
Place making	**Improve perceptions of safety** – safety can be used as a reason as to why people do not walk or cycle. Both road safety and personal security should be considered as part of the design of a development or transport scheme.	-	-

Place making	**Public realm improvements –** improvements to the public realm which includes the streetscape and provision of green areas can encourage greater walking, cycling and public transport use.	-	-
Land use	**Provide facilities within developments taking account the scale of development** – facilities within the developments such as convenience stores can reduce the need to travel by private car, however the developments will need to be of a scale to support other uses.	-	-

Funding for measures could be provided through developer contributions, either part of s106 agreements, the Community infrastructure Levy or part of s278 works. Depending upon the size and nature of the scheme there may be a need for public sector funding outside the development site.

5.5 Petersfield

5.5.1 Measures to promote Public Transport (bus and train)

The measures to promote a modal shift in public transport use covered within section 4 considered in further detail within Table 5-20. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs.

Table 5-20: Proposed public transport measures for Petersfield

Type of measure	Measure	Timeframe	Estimated Cost (£)
Bus	**Increase bus service frequency** – at present bus services operate between Petersfield and Havant, Chichester, Winchester and Midhurst. These vary in frequency with highest frequency services operating between Petersfield and Havant. Increase in bus service frequency will potentially make the use of bus services more attractive to current and potential users. The services could become financially viable once the funding has ended if there is sufficient patronage.	Dependent on route identification, planning and procurement of service	Provisional sum £250,000 for a bus per year
Bus	**Mobility Hubs** - A mobility hub is defined as a 'place where people can switch from one mode of transport to another with convenient facilities designed for a low-carbon society'. The location and facilities at a mobility hub will require further investigation at potential locations. The available land under the control of the local authority and partner organisations such as Network Rail is important consideration in relation to the facilities that could be provided. A potential location for a mobility hub is Petersfield Railway station and in the vicinity of The Square Street. Additional hubs could be considered at the High Street and at Petersfield Community Hospital.	Depending upon design, consultation, procurement, construction and funding could be 1 to 2 years	Provisional sum £1,200,000
Bus	**Integrated ticketing** – would maximise the passenger experience for the purchase of ticketing with saving of time, cost, safety, accessibility and convenience.	-	-
Bus	Mobile phone app for all bus services – development of app which provides details of bus services in real time to enable potential passengers to plan journeys to bus stops to avoid excessive waiting and make use of buses more attractive. The app could cover the whole of the national park. The app would be part of integrated ticketing proposal.	3 to 12 months	Provisional sum of £100,000 (estimate of cost for one app covering the whole of the national park)
Bus	**Shelters where possible at all bus stops** – the provision of bus shelters will improve the waiting environment for bus users, especially when it is raining.	Depending the type of bus shelter and the availability and delivery timescales from the manufacturer the timescales could be up to a year.	Provisional sum £250,000

The development and other sites within Lewes will provide an opportunity to obtain developer funding that could be used to aid the delivery of one or more measure presented within Table 5-20, and is therefore not presented as an individual measure, but is a contributory measure. The developer funding could be

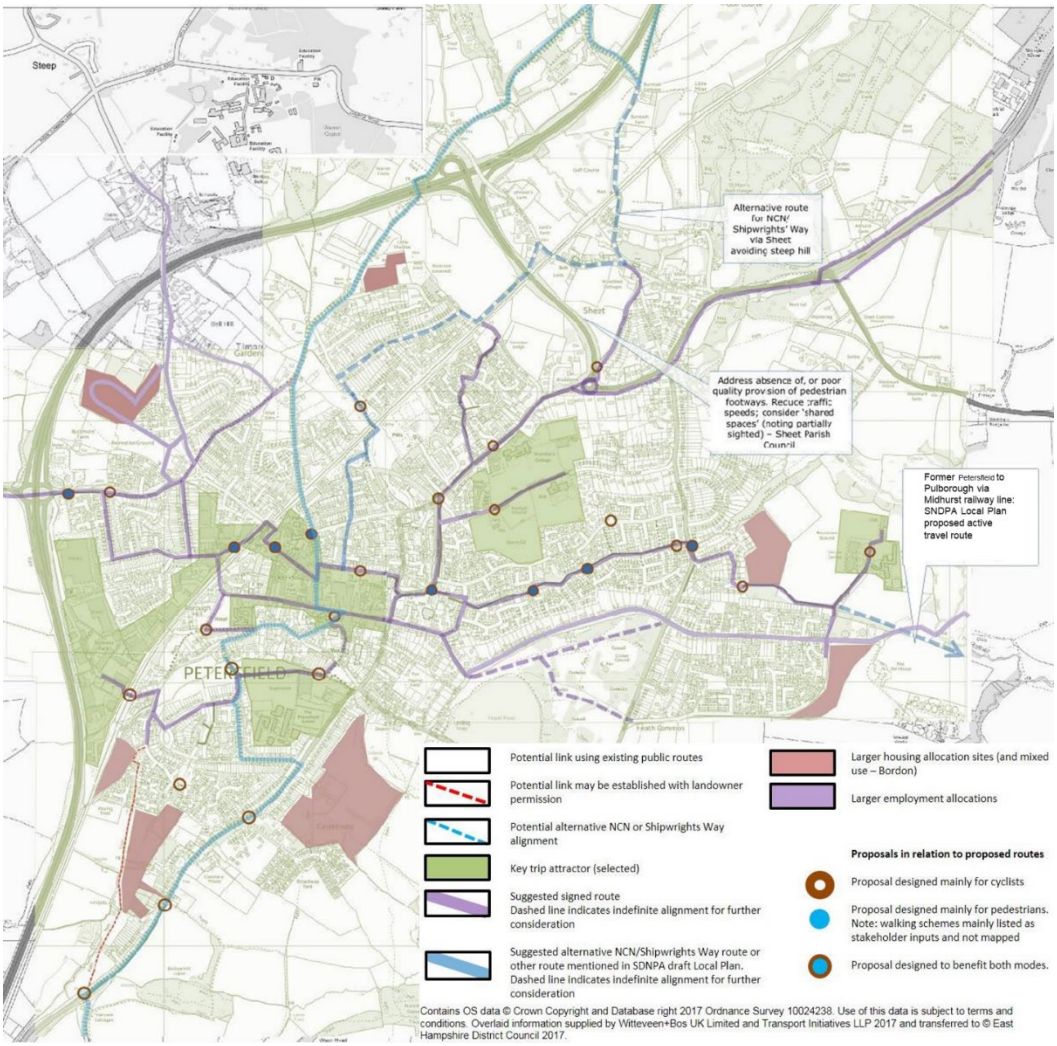
linked to s106 agreements of the Town and Country Planning Act or the Community infrastructure Levy. The development delivery timeframes for multiple sites may preclude early delivery of a measure.

Developer funding contributions would aid in any funding bids to regional authority and the Department for Transport (DfT).

5.5.2 Measures to promote Active Trave (walking and cycling)

The proposed active travel measures for Petersfield are indicated within Table 5-21. The measures are at the early stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provide an indication of timeframes and costs. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. An LCWIP for East Hampshire was published in August 2020. LTN1/20 Cycle Infrastructure Design was published on the 27 July 2020, prior to the publication of East Hampshire LCWIP. The East Hampshire LCWIP states in the absence of national guidance for local authorities the London Cycle Design Guide has been referenced. An extract from the LCWIP of the proposals for Petersfield are indicated within Figure 5-4.

Figure 5-4: East Hampshire LCWIP proposal for Petersfield7



[7] *LCWIP Technical Report v1.2, East Hampshire District Council, August 2020*

The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the Table 5-21 provides an indication of timeframes and costs.

Table 5-21: Proposed active travel measures for Petersfield

Type of measure	Measure	Timeframe	Estimated Cost (£)
Walking	**Wayfinding within Petersfield** – will aid people to navigate the town more easily, providing information clearly and succinctly.	1 to 3 years depending upon scheme and funding	TBC
Cycling	**Increase cycling network with more traffic free routes** - The LCWIP suggests a signed route which would utilise Borough Road and links to Paddock Way which would use the underpass off The Mead to connect to the Petersfield Industrial Estate to the west of the railway. The proposals also include a suggested link subject to landowner permission using Paddock Way, which is marked as Public Footpath 189/42/1. The LCWIP includes proposals for new signed routes and potential new routes, which would benefit cycling and walking within Petersfield and other development sites.	TBC	TBC
Walking	**Improve pedestrian facilities and footways** – the environment for pedestrians can affect the use of footways and footpaths. The ease of crossing a road which relates to facilities available can make walking more attractive, as well as facilitate wheeling. The pedestrian routes within Petersfield should be reviewed between facilities and attractions to ensure that dropped crossings are provide to aid walking and wheeling, controlled crossings are provided at appropriate locations and that street furniture is appropriately sited to avoid cluttered locations that provide barriers to movement. Where possible developments should provide connects to other sites and direct routes to facilities, such as bus stops.	TBC	TBC
Walking and Cycling	**Mobility Hubs** - A mobility hub is defined as a 'place where people can switch from one mode of transport to another with convenient facilities designed for a low-carbon society'. The location and facilities at a mobility hub will require further investigation at potential locations. A potential location for a mobility hub is Petersfield Railway station and in the vicinity of The Square Street. Additional hubs could be considered at the High Street and at Petersfield Community Hospital.	Depending upon design, consultation, procurement, construction and funding could be 1 to 2 years	Provisional sum £1,200,000
Walking and cycling	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Walking and cycling, sustainable transport	**Residential travel plans** – provide a document that encourages sustainable travel at residential sites.	-	-
Walking and cycling	**Walking and cycling information and awareness campaigns** – the promotion of the facilities available to walk and cycle can aid in the greater use of the network by users.	7 months	Provisional sum £35,000 to £75,000
Cycling	**Work and retail lockers –** lockers within employment premises which include retail premises can help facilitate staff to walk, run	-	-

	or cycle thereby increasing sustainable transport use and reducing private car use. This measure could be included as part of a planning condition. There would be no cost to the public.		
Walking	**Public Rights of Way –** the Local Plan can provide opportunities to expand the public rights of way network, which includes bridleways. The development site should connect into Public footpath 189/44a/1. The potential to provide a footpath connection to the east of the railway linking public footpath 189/44a/1 with The Mead could be explored. The route would depend upon landownership. The costs associated will require investigation into landownership and design.	Requires further investigation	Requires further investigation

Funding for measures to promote walking and cycling could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.5.3 Traffic and Parking management measures

The measures to promote a modal shift covered within section 4 are considered in further detail within Table 5-22. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

Table 5-22: Proposed Traffic and Parking Management measures for Petersfield

Type of measure	Measure	Timeframe	Estimated Cost (£)
Parking Management	**Parking Review and Robust parking enforcement** – car parking can create barriers to journeys by bus, cycling and particularly on foot as well detrimentally affect the amenity of sustainable transport journeys.	TBC	TBC
Traffic Management	**Seeking lower speed solutions** – speed limits can be an important factor in encouraging people to walk and cycle. A review of roads should be undertaken to identify potential lower speed solutions for consultation with residents and businesses	TBC	TBC
EV	**EV charging points** – an EV charging station can provide opportunities for electric vehicle users to conveniently charge their vehicle battery when travelling. There will need to be an electric vehicle charging network within Petersfield which covers car parks, on-street locations, businesses, and residential dwellings.	TBC	TBC

Funding for measures to for traffic and parking management could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.5.4 Place making and land use planning measures

The measures to promote a modal shift considered within section 4 are considered in further detail within Table 5-23. The measures are at the early concept stage and will require further development, which will

include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

Table 5-23:Proposed place making and land use planning measures for Petersfield

Type of measure	Measure	Timeframe	Estimated Cost (£)
Place making	**Wayfinding**– will aid people to navigate the town more easily, providing information clearly and succinctly.	1 to 3 years depending upon scheme and funding	TBC
Place making	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Place making	**Access only restrictions** – As part of a traffic management review of Petersfield the need for access and their location can be assessed.	Part of traffic management review scope	
Place making	**Walking, cycling and wheeling friendly streets** – as part of improvements to existing streets or the creation of new will contribute to improving to sustainable transport use.	-	-
Place making	**Improve perceptions of safety** – safety can be used as a reason as to why people do not walk or cycle. Both road safety and personal security should be considered as part of the design of a development or transport scheme.	-	-
Place making	**Public realm improvements –** improvements to the public realm which includes the streetscape and provision of green areas can encourage greater walking, cycling and public transport use.	-	-
Land use	**Provide facilities within developments taking account the scale of development** – facilities within the developments such as convenience stores can reduce the need to travel by private car. Providing facilities within a development is a proactive method of reducing private car use.	-	-

Funding for measures could be provided through developer contributions, either part of s106 agreements, the Community infrastructure Levy or part of s278 works. Depending upon the size and nature of the scheme there may be a need for public sector funding outside the development site.

5.6 Petworth

5.6.1 Measures to promote Public Transport

The measures to promote a modal shift in bus use covered within section 4 are considered in further detail within Table 5-24. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

Table 5-24:Proposed public transport measures for Petworth

Type of measure	Measure	Timeframe	Estimated Cost (£)
Bus	**Increase bus service frequency** – at present bus services operate between Petworth and Midhurst and Worthing. Increase in bus service frequency and coverage will potentially make the use of bus services more attractive to current and potential users. This could include increasing the frequency and routing the 1 bus serve to southern end with the ability to loop back. The 1 bus service provides access to Pulborough railway station. Pulborough railway station provides rail access to Horsham, Crawley, Gatwick, Croydon and London. A study to investigate bus services should be undertaken to identify the preferred option or options. The required funding can be identified. The services could become financially viable once the funding has ended if there is sufficient patronage.	Dependent on route identification, planning and procurement of service	Provisional sum £250,000 for a bus per year
Bus	**Integrated ticketing** – would maximise the passenger experience for the purchase of ticketing with saving of time, cost, safety, accessibility and convenience. Can be achieved through partnership agreement with all bus. East Sussex already has a multi-operator day ticket available, which is valid on B&H, Stagecoach and Compass South Downs Discovery Ticket is a day ticket which is issued and accepted by most operators within the national park. Cross boundary multi day tickets would encourage people to travel to work by bus within the national park.	-	-
Bus	**Mobile phone app for all bus services** – development of app which provides details of bus services in real time to enable potential passengers to plan journeys to bus stops to avoid excessive waiting and make use of buses more attractive. The app could cover the whole of the national park. The app would be part of integrated ticketing proposal.	3 to 12 months	Provisional sum of £100,000 (estimate of cost for one app covering the whole of the national park)

The development and other sites within Petworth will provide an opportunity to obtain developer funding that could be used to aid the delivery of one or more measure presented within Table 5-24, and is therefore not presented as an individual measure, but is a contributory measure. The developer funding could be linked to s106 agreements of the Town and Country Planning Act or the Community infrastructure Levy. The development delivery timeframes for multiple sites may preclude early delivery of a measure.

Developer funding contributions would aid in any funding bids to regional authority and the Department for Transport (DfT).

5.6.2 Measures to promote Active Trave (walking and cycling)

The proposed active travel measures for Petworth are indicated within Table 5-25. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

The West Sussex 2016 – 2024 LCWIP and the draft West Sussex LCWIP do not include any schemes for Petworth.

Table 5-25:Proposed active travel measures for Petworth

Type of measure	Measure	Timeframe	Estimated Cost (£)
Walking	**Wayfinding within Petworth** – will aid people to navigate the town more easily, providing information clearly and succinctly.	1 to 3 years depending upon scheme and funding	TBC
Cycling	**Increase cycling network with more traffic free routes** – Development opportunities as well as traffic management and maintenance schemes may provide opportunities to enhance and extend the network.	TBC	TBC
Walking	**Improve pedestrian facilities and footways** – the environment for pedestrians can affect the use of footways and footpaths. The ease of crossing a road which relates to facilities available can make walking more attractive, as well as facilitate wheeling. The pedestrian routes within Petworth should be reviewed between facilities and attractions to aid walking and wheeling by mobility impaired people. Ensure that dropped crossings are provided and prioritisation of controlled crossings should be undertaken and they are provided at appropriate locations and that street furniture is appropriately sited to avoid cluttered locations that provide barriers to movement. Provide footways on both sides of the road where possible. The potential to provide footways will require further investigation. Where possible developments should provide connects to other sites and direct routes to facilities, such as bus stops. The site is intended to integrate a drop off facility for Petworth C of E Primary school, which is likely to include bus and coaches. The design of the facility should provide clear defined and direct pedestrian routes to aid integration and safety.	TBC	TBC
Walking and cycling	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Walking and cycling, sustainable transport	**Residential travel plans** – provide a document that encourages sustainable travel at residential sites.	-	-
Walking and cycling	**Walking and cycling information and awareness campaigns** – the promotion of the facilities available to walk and cycle can aid in the greater use of the network by users.	7 months	Provisional sum £35,000 to £75,000
Walking	**Public Rights of Way –** the Local Plan can provide opportunities to expand the public rights of way network, which includes bridleways.	Requires further investigation	Requires further investigation

	There are potential opportunities to connect development sites into the public rights of way network in Petworth. The development site to the west of the A285 could connect to public footpath 673 if agreement can be reached with the landowner. Part of Rotherbridge Lane is a part of public footpath 673 to the west of the allocation site. If the remaining section of Rotherbridge Lane to the east could become a public footpath, there would be a route linking the A285 with A272. The costs associated will require investigation into landownership and design.		

Funding for measures could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.6.3 Traffic and Parking management measures

The measures to promote a modal shift considered within section 4 are considered in further detail within Table 5-26. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs. The details provided within the table provides an indication of timeframes and costs.

Table 5-26: Proposed Traffic and Parking Management measures for Petworth

Type of measure	Measure	Timeframe	Estimated Cost (£)
Parking Management	**Parking Review and Robust parking enforcement –** car parking can create barriers to journeys by bus, cycling and particularly on foot as well detrimentally affect the amenity of sustainable transport journeys. Parking enforcement should self funding.	TBC	TBC
Traffic Management	**Seeking lower speed solutions –** speed limits can be an important factor in encouraging people to walk and cycle. Whether or not low speed zones have a lower posted limit, they should be self-enforcing through design. A review of roads should be undertaken to identify potential lower speed solutions for consultation with residents and businesses	TBC	TBC
EV	**EV charging points** – an EV charging station can provide opportunities for electric vehicle users to conveniently charge their vehicle battery when travelling. EV charge points should be provided with each dwelling. EV charging points elsewhere within Petworth would be funded by charging.	TBC	TBC

Funding for measures to for traffic and parking management could be provided through developer contributions, either part of s106 agreements or the Community infrastructure Levy. Depending upon the size and nature of the scheme there may be a need for public sector funding.

5.6.4 Place making and land use planning measures

The measures to promote a modal shift covered within section 4 are considered in further detail within Table 5-27. The measures are at the early concept stage and will require further development, which will include timeframes, funding and costs.

Table 5-27:Proposed place making and land use planning measures for Petworth

Type of measure	Measure	Timeframe	Estimated Cost (£)
Walking	**Wayfinding within Petworth** – will aid people to navigate the town more easily, providing information clearly and succinctly. Wayfinding can aid navigation of complex environments.	1 to 3 years depending upon scheme and funding	TBC
Place making	**Healthy streets approach** – this approach to the design of new streets and the improvement of existing can benefit both pedestrians and cyclists.	-	-
Place making	**Walking, cycling and wheeling friendly streets** – as part of improvements to existing streets or the creation of new will contribute to improving to sustainable transport use.	-	-
Place making	**Improve perceptions of safety** – safety can be used as a reason as to why people do not walk or cycle. Both road safety and personal security should be considered as part of the design of a development or transport scheme.	-	-
Place making	**Public realm improvements –** improvements to the public realm which includes the streetscape and provision of green areas can encourage greater walking, cycling and public transport use.	-	-
Land use	**Provide facilities within developments taking account the scale of development** – facilities within the developments such as convenience stores can reduce the need to travel by private car, however the developments will need to be of a scale to support other uses. Providing facilities within a development is a proactive method of reducing private car use.	-	-

Funding for measures could be provided through developer contributions, either part of s106 agreements, the Community infrastructure Levy or part of s278 works. Depending upon the size and nature of the scheme there may be a need for public sector funding outside the development site.

5.7 Summary

This section provides a range of measures that should increase the use of sustainable transport and reduce the impact of motor vehicles/private car. The measures should also benefit other sites within the top five clusters. Those measures will improve access to site allocations, employment, commercial, schools and community facilities.

The types of measures may also benefit other locations within the national park. The size of those sites and number as a cluster may affect the measures that could be delivered. The measures that have been identified could be prioritised to provide the greatest benefits, fill gaps in sustainable accessibility or required to improve sustainability for multiple developments. The prioritisation of measures is not considered possible at this stage, further studies are required to develop the measures.

The measures contained within this section could be funded by s106 agreements and the Community Infrastructure Levy. Some measures could be funded as part of s278 agreements. However, depending upon the size and nature of the scheme there may be a need for public sector funding outside the development site. Public sector funding bids may need to be led by SDNPA in partnership with the relevant Local Highway Authorities.

6 Summary and Conclusions

6.1 Summary

The TA considers the potential impacts of the preferred growth strategy that is being developed and potential allocations identified at this stage in the review of the South Downs Local Plan 2014 – 2033. The review will result in the creation of an updated Local Plan which will last to 2042. The review undertaken so far by SDNPA has resulted in 57 sites identified as potential development allocations sites. There are also the allocations and Neighbourhood Development Plan allocations from the current adopted Local Plan, many of which have been built, in the process of being built or have planning consent.

Details for 164 sites have been provided by SDNPA. Those site where grouped together in clusters and sifted to identify five sites to consider in greater detail. Those sites are indicated with Table 6-1.

Table 6-1: Summary of assessment sites

Site reference	Site name	Number of dwellings / employment size	Cluster name	Connectivity Zone Classification
EA215	Land west of Liphook	300 (inc. 66 bed care home)	Liphook	Some Potential
LE141	East Sussex College	225	Lewes	Greatest Potential
H7	Petworth South	100	Petworth	Some Potential
CH165	Land east of Pitsham Lane	75	Eastbourne / Midhurst	Some Potential
HP1 (H9)	Hampshire CC Depot	42	Petersfield / Sheet	Greatest Potential

Stage 1 of this study identified the locations that are more or less likely to achieve more sustainable mobility outcomes within the SDNP, those locations are defined as connectivity zones. The connectivity zones were divided into four categories. The zones with the ‘greatest potential’ are ranked highest, followed by those with ‘some potential’. Two of the five locations are within zones of the ‘greatest potential’ and three are within zones of ‘some potential’. The five sites with their corresponding connectivity classification and size confirm that these sites are the most appropriate to identify how they could be more sustainable and the impact on the highway network reduced.

A vision led approach has been adopted to undertake this study and assessment the impact of the growth strategy and identify how locations could be more sustainable. This approach identifies what measures need to be in place to achieve a desired outcome. A vision for the SDNP was developed as part of the Stage 1 study.

Trip rates have been derived from TRICS for the proposed allocation land uses within the review of the Local Plan. The trip rates for the residential land use have been used as the ‘business-as-usual’ trip rates. A Mode Shift Modal (MSM) has been developed to assess how sustainable transport measures may result in more walking, cycling and public transport use. The sustainable transport measures could result in fewer private car trips and more trips by foot, cycle and public transport. The other land uses by their nature and location are not deemed to significantly become more sustainable and those trip rates, do not change, however, the sustainable transport measures could result in some car users travelling more sustainably.

The MSM considers measures in four categories to reduce private car trips, those categories are:

- Public Transport (bus and train).
- Active Trave (walking and cycling).
- Traffic and Parking management.
- Place making and land use planning.

The proposed sustainable transport measures to reduce private car use for the five locations utilising the four categories are listed within Table 6-2.

Table 6-2: Proposed Sustainable Transport Measures

Location	Public Transport	Active Travel	Traffic and Parking Management	Placemaking and Land use planning
Lewes	▪ Increase service frequency ▪ Enhancement / creation of railway station bus interchange ▪ Mobility hubs ▪ Integrated ticketing ▪ Mobile phone app for all bus services ▪ Further rollout of RTI in Lewes ▪ Shelters where possible at all bus stops ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services.	▪ Wayfinding within Lewes ▪ Increase cycling network with more traffic free routes ▪ Improved pedestrian facilities and footways ▪ Mobility hubs ▪ Traffic calming and low volume and lower vehicle speed streets ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns. ▪ Work and retail lockers ▪ Public Rights of Way improvements	▪ Traffic calming and low volume and lower vehicle speed streets ▪ Robust parking enforcement ▪ EV charging points	▪ Wayfinding ▪ Healthy Streets approach ▪ Access only restrictions ▪ Walking, cycling and wheeling friendly streets ▪ Improve perceptions of safety ▪ Public realm improvements ▪ Provide facilities within developments taking account the scale development
Liphook	▪ Demand Responsive Transport ▪ Integrated ticketing ▪ Mobile phone app for all bus services ▪ Enhancement/creation of railway station bus interchange	▪ Wayfinding ▪ Increase cycling network with more traffic free routes ▪ Footways on both sides of Portsmouth Road and Longmoor Road ▪ Improve pedestrian routes and facilities within Liphook ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns ▪ Public Rights of Way improvements	▪ Robust parking enforcement ▪ Parking review ▪ Seeking lower speed solutions ▪ EV charging points	▪ Wayfinding ▪ Healthy Streets approach ▪ Improve public realm ▪ Walking, cycling and wheeling friendly streets ▪ Improve perceptions of safety ▪ Provide facilities within developments taking account the scale of development

Location	Public Transport	Active Travel	Traffic and Parking Management	Placemaking and Land use planning
Midhurst	▪ Increase bus service frequencies ▪ Mobility hubs ▪ Integrated ticketing ▪ Mobil phone App for all bus services ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services. ▪ Shelters where possible at all bus stops	▪ Wayfinding ▪ Increase cycling network with more traffic free routes ▪ Mobility hubs ▪ Improve pedestrian facilities and footways. Provide footways on both sides of the road. ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns ▪ Public Rights of Way improvements	▪ Seeking lower speed solutions ▪ Robust Parking enforcement ▪ Parking review ▪ EV charging points	▪ Wayfinding ▪ Healthy Streets approach ▪ Access only restrictions ▪ Walking, cycling and wheeling friendly streets ▪ Improve perceptions of safety ▪ Public realm improvements ▪ Provide facilities with developments taking account the scale of development
Petersfield	▪ Increase bus service frequencies ▪ Mobility hubs ▪ Integrated ticketing ▪ Mobile phone app for all bus services ▪ Shelters where possible at all bus stops ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services.	▪ Wayfinding ▪ Increase cycling network with more traffic free routes ▪ Improve pedestrian facilities and footways.. ▪ Mobility hubs ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns ▪ Work and retail lockers ▪ Public Rights of Way improvements	▪ Seeking lower speed solutions ▪ Robust Parking enforcement ▪ Parking review ▪ EV charging points	▪ Wayfinding ▪ Healthy Streets approach ▪ Access only restrictions ▪ Public realm improvements ▪ Walking, cycling and wheeling friendly streets ▪ Improve perceptions of safety ▪ Provide facilities within developments taking account the scale of development
Petworth	▪ Increase bus service frequencies ▪ Integrated ticketing ▪ Mobile phone app for all bus services ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services.	▪ Wayfinding ▪ Increase cycling network with more traffic free routes ▪ Improve pedestrian facilities and footways. Provide footways on both sides of the road. ▪ Healthy streets approach ▪ Residential travel plans ▪ Walking and cycling information and awareness campaigns ▪ Public Rights of Way improvements	▪ Seeking lower speed solutions ▪ Robust Parking enforcement ▪ Parking review ▪ EV charging points	▪ Wayfinding ▪ Healthy Streets approach ▪ Public realm improvements ▪ Walking, cycling and wheeling friendly streets ▪ Improve perceptions of safety ▪ Provide facilities within developments taking account the scale of development

The funding of the sustainable transport measures, depending upon the measure and its cost, could be from one or more developer. There may be a need for some measures that have a wider public benefit to also be funded from local, regional or national government. Where possible funding should be obtained from the developer. However, there may be funding available via central government for public transport and active travel initiatives, or measures to reduce the impact on the environment.

The developer funding could be linked to s106 agreements of the Town and Country Planning Act or the Community infrastructure Levy. It is understood that there are limitations on the number of developments that can be linked to s106 agreements and the development delivery timeframes for multiple sites may preclude early delivery of a measure.

Developer funding contributions would aid in any funding bids to regional authority and the Department for Transport (DfT).

The introduction of the sustainable transport measures could significantly reduce car trips and increase sustainable transport trips. The increase in sustainable transport trips for each of the five sites is presented within Table 6-3.

Table 6-3: Change trips for five impact sites resulting from sustainable transport measures

Site	Mode	AM Peak	PM Peak	Daily
Land west of Liphook / Land at Westlands Park (EA215)	Vehicles	179 (-11)	156 (-10)	1,360 (-83)
	Public transport	24 (0)	21 (0)	185 (-2)
	Active modes	33 (+11)	29 (+10)	251 (+85)
East Sussex College, Mountfield Road (LE141)	Vehicles	83 (-18)	72 (-16)	631 (-136)
	Public transport	53 (-8)	46 (-7)	402 (-60)
	Active modes	91 (+26)	80 (+22)	693 (+196)
Petworth South (H7)	Vehicles	69 (-8)	61 (-7)	528 (-58)
	Public transport	8 (+3)	7 (+2)	64 (+21)
	Active modes	23 (+5)	20 (+4)	175 (+37)
Land east of Pitsham Lane (CH165)	Vehicles	53 (-6)	46 (-5)	402 (-44)
	Public transport	7 (+2)	6 (+2)	55 (+15)
	Active modes	16 (+4)	14 (+3)	118 (+28)
Hampshire CC Depot (H9)	Vehicles	24 (-5)	21 (-4)	184 (-36)
	Public transport	5 (+2)	4 (+1)	38 (+13)
	Active modes	13 (+3)	12 (+3)	100 (+23)

The transport impact of the five sites has been estimated using the traffic generation and the traffic distribution data derived from the development distribution. The traffic flow count data taken from the DfT and provided by East Sussex County Council has been factored to predict traffic growth in 2042.

There are two locations were the traffic from more than one of the five development sites is assigned to a traffic count location. Traffic count 16, which is on the B3004 Hill House Hill results in an increase of 52 vehicles in the morning hour peak and 46 vehicles in the evening peak hour, which equates to 5.5% and 5.7% respectively. The increase is less than one vehicle every minute and is not considered to be significant. The increases at the other locations with traffic from more than one site are smaller and the percentages are lower, and therefore, not considered to be significant.

There are two locations that have percentages above 10%. They are at:

- Location 5, ‘C’ and unclassified road (Borough Road) at Petersfield which has an increase of 24 vehicles and 21 vehicles in the morning and evening peaks respectively. The resulting changes equate to a percentage increase of 13.7% and 12.9% in the morning and evening peak hours respectively. Those increases are less than an additional vehicle every two minutes in the morning peak and slightly over an additional vehicle every three minutes in the evening peak.

- Location 58, and unclassified road at Upperton Road which has an increase of 11 vehicles and 9 vehicles in the morning and evening peaks respectively. The resulting changes equate to a

percentage increase of 21.8% and 16.5% in the morning and evening peak hours respectively. Those increases are slightly over an additional vehicle every six minutes in the morning peak and slightly under an additional vehicle every six minutes in the evening peak. The number of vehicle increase is low, however, due to the low flow the percentage increase is high.

The increases in traffic at the count sites due to the five development sites is not considered significant. There may be greater increases at locations that traffic count data is not available. Those locations are likely to be closer to the development sites. The impact of the potential allocations will be considered further as part of Transport Assessments and Transport Statements, as appropriate. Those assessments will include network peak hour development traffic and include as appropriate new counts at locations adjacent to clusters where these trips are greatest in number, especially if there is known existing congestion. As part of scoping a Transport Assessment location that require capacity assessments should be identified

6.2 Conclusions

6.2.1 Improving development allocation sustainability and reducing impact

The vision led approach indicates how potential Local Plan allocation sites can be made more sustainable. A range of measures have been identified. A package of measures has been developed for each of the assessment allocation sites. The measures could reduce the number of people travelling by private car, whilst increasing the numbers travelling by public transport, walking and cycling. Those measures would also benefit other sites that are within the location cluster as well as other development sites and the existing communities.

The measures may be delivered by Local Plan allocation sites or the by the local authority, depending upon delivery and funding mechanism. Measures can be split into those that are part of the on-site development infrastructure and those that are off-site. On-site measures should be built into the scheme design. Off-site measures will require agreement from both the local planning and local highway authority to deliver.

There are measures such as LCWIP schemes that will be developed and delivered by the local highway authority. The developer could contribute to LCWIP schemes. Depending upon the location of an LCWIP scheme, the developer could provide a walking and cycling link, thereby obtaining benefits more directly, than without a link.

6.2.2 Local Plan Allocations

Development of the Local Plan Allocation sites as part of the planning process, is expected to be supported by an appropriate Transport Assessment or Transport Statement, a Travel Plan and drawings. The determination as to which type of study is required (Transport Assessment or Transport Statement) and its contents, is expected to be decided by the SDNPA and Local Highway Authorities as and when an allocation comes forward for development.

A Transport Assessment or Transport Statement developing a vision led approach, should clearly indicate the package of measures to reduce private car trips whilst increasing trips by public transport, walking and cycling. The site layout that planning permission will be sought for and supporting reports, which include a Transport Assessment or Transport Statement should:

- On-site
  - Adopt the healthy streets approach.

  - New roads/streets to be designed for lower speeds.
  - Provide direct walking and cycling routes which aid connectivity to bus stop, facilities and services.
  - Provide segregated cycle routes.
  - Provide direct connections to other development site and other existing locations to improve connectivity.
  - Improve and connect to Public Rights of Way.
  - Site masterplans should be developed which incorporate the site access strategies and should ensure that active travel access is not negatively affected by the vehicular access junctions.
  - Provide facilities within developments taking account the scale of development.
  - Provide secure cycle parking within the development.
  - Provide EV charging infrastructure within the development.
  - Produce a travel plan.

- Off-site, these activities would be undertaken by the developer or in conjunction with the SDNPA or by the SDNPA and Local Highway Authority.
  - Consider the additional bus services to increase frequencies, new bus services and routes and introducing DRT.
  - Provide mobility hubs.
  - Provide bus stop shelters, agreeing with the local highway authority they may be required and the number.
  - Provide wayfinding.
  - Adopt the health streets approach to off-site infrastructure.
  - Improve pedestrian facilities and footways.
  - Improve Public Rights of Way.
  - Undertake a parking review.
  - Identify lower speed solutions.
  - Provide EV charging infrastructure.
  - Improve perceptions of safety.
  - Review of road safety.
  - Public realm improvements

The impact of the development allocations on the highway network may need to be considered. This could include the operational capacity of the site access junction or other junctions on the network.

- Strategic models such as that held by National Highways, when deemed appropriate to be used to assess the impact.
- Area models, when deemed necessary to assess the impact,
- Individual models such a junction model.
- Merge/diverge calculations if the development site impacts on the operation of a grade separated junction.

6.2.3 Next Steps

There are a number of sustainable transport measures that require further investigation to determine their details and costs. Those measures are:

- Increase bus service frequency, which will require discussions with the local highway authority and bus operators. The number of buses depending upon the service frequency will need to be discussed. New services may be an outcome of those discussions. The discussions would need to agree the costs of additional bus and routes.

- DRT will need to be discussed, the scale and scope of operation, area to be covered and extent of travel opportunities/destinations, level of responsiveness, type of vehicles/operator deployed, whether software back-office system already exists. The discussions will also enable the costs and programme for DRT to be determined.
- Mobile phone app will require discussions with the operators and Local Highway Authorities to agree the content and coverage of an app. The app would provide details of bus services in real time to enable potential passengers to plan journeys to bus stops to avoid excessive waiting and make use of buses more attractive. The app would include route details, real-time service information and ticketing. It is anticipated that a brand would also need to be developed for the app. Whether the app covers some or all of the districts within the national park would need to be agreed. The cost of the app would relate to the complexity. The development and delivery timeframe would also need to be determined. The development of an app is a separate project.
- The development and implementation of mobility hubs is a separate project. The features that would need to be included within a mobility hub would need to determined, as well as the location of the hubs. The project would determine costs and timeframes and would involve engagement with stakeholders and the public. The geographical coverage would also need to be agreed.
- Walking and cycling reviews would be linked with LCWIPs. If there is no LCWIP the review could trigger the development of an LCWIP for the town or village. The process may also trigger the development of an updated LCWIP for a location such as East Hampshire. The review would be a project or series depending geographical areas that would identify potential schemes for design development. The project would consider costs, timescales and funding.
- Walking and cycling awareness campaigns is a distinct project that would set out how walking and cycling could be promoted to aid greater use. The geographical limits of the campaign would need to be determined. A campaign would determine target audiences and highlight the facilities and attractions that can be reached by both modes, promoting the health and environmental benefits. The campaign could provide details of:
    - Infrastructure and routes.
    - Facilities and attractions and the how they can be accessed by active travel.
    - Travel to school and college.

  The scope of the campaign is dependent on coverage, how it is delivered (social media, events etc) and engagement the would be undertaken.
- Where Traffic management is recommended a scheme will need to be developed. This will require a study brief to be developed. The study would identify the measures that should be introduced as well as costs. There would also need to be stakeholder and public engagement of any proposals. The outcome of the study would lead to scheme design, subject to funding.
- A parking review is a separate study requiring the development of a brief, geographical location with surveys. The study would require stakeholder and public engagement.

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Appendices

Appendix A – Stage 1 Scoping Report
Appendix B – All Local Plan allocations
Appendix C – Maps of clustered sites
Appendix D – TRICS trip rates

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Appendix A – Stage 1 Scoping Report

REPORT

South Downs Transport Study

Stage 1 Scoping Report

Client: South Downs National Park Authority

Reference: TP1141-ITP-RP-0001
Status: Draft/P3
Date: 29 August 2024

a company of Royal HaskoningDHV

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Table of Contents

Table of Tables

Table of Figures

Appendices

No table of contents entries found.

1 Introduction

1.1 Purpose

1.1.1 Integrated Transport Planning Ltd. (ITP) has been commissioned by the South Downs National Park Authority (SDNPA) to undertake a Transport Assessment (TA) as part of the evidence base to support a review of its 2014 – 2033 Local Plan (July 2019). The TA will consider the potential impacts of the preferred growth strategy and identify the package of measures required alongside them to achieve the most sustainable outcomes.

1.1.2 This Stage 1 Scoping Report sets out a high-level assessment of existing travel and transport in the South Downs National Park (SDNP), informed by a review of relevant local and regional planning policy and a connectivity analysis. Based on this review, a transport vision and set of objectives to guide growth in the SDNP has been developed, in consultation with the SDNPA.

1.1.3 These inform the approach to the TA, which will be undertaken in Stage 2 of the commission. A suggested scope for the TA methodology is set out at the end of this report.

1.2 Context

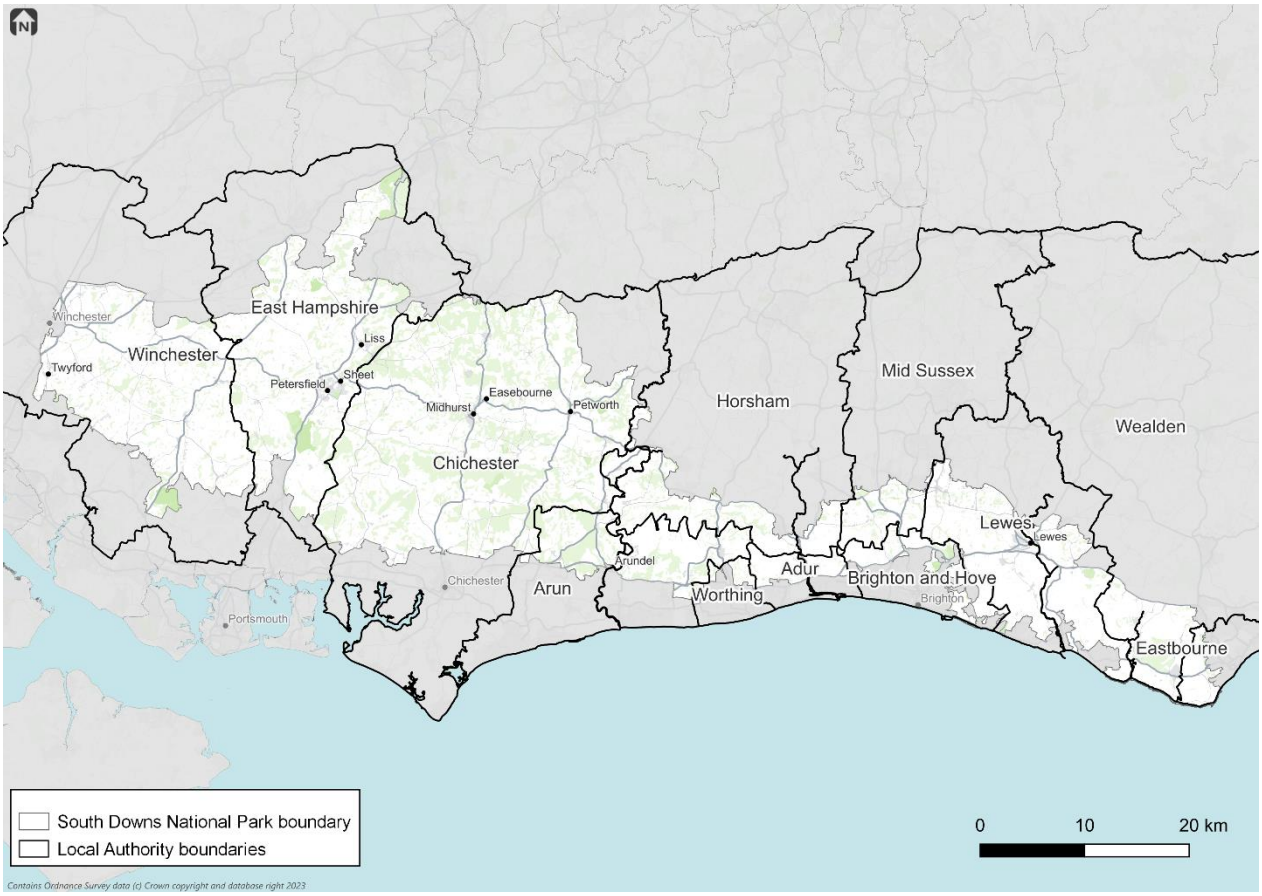
1.2.1 The SDNP was established as a National Park in 2010, and as a local planning authority in 2011. It covers a large geographical area, spanning multiple counties and districts within the Southeast of England. The five counties / unitary authorities the SDNPA falls into are:

- Hampshire County Council
- West Sussex County Council
- East Sussex County Council
- Brighton and Hove City Council

1.2.2 As shown in Figure 1-1, the SDNPA also spans across the administrative areas of ten district / borough councils:

- Winchester City Council
- East Hampshire District Council
- Chichester District Council
- Arun District Council
- Adur District Council
- Worthing Borough Council
- Horsham District Council
- Mid Sussex District Council
- Lewes District Council
- Wealden District Council
- Eastbourne Borough Council

Figure 1-1: Local authorities in SDNPA



1.2.3 The county councils and unitary authorities act as the Local Highway Authority in the areas they cover. The SDNPA acts as the local planning authority for the areas of district / borough councils which fall within the SDNP. This means that sites which fall within another planning authority's administrative boundary can be allocated in the SDNPA Local Plan, and that the SDNPA deals with planning applications in these areas.

1.2.4 National Highways has jurisdiction over the motorway and strategic road network in the SDNPA, including the M27, A27, A3 and A3(M), A23, and parts of the M3. Transport for the South East (TfSE) is the sub-regional transport body covering the south east of England, including the SDNP.

1.2.5 Given the large number of authorities within and neighbouring the SDNP, it is important that the approach taken in this report and in the TA in Stage 2 is agreed amongst stakeholders. A draft version of the scoping report was issued to the stakeholders for comment. The local authorities, DfT/Active Travel England, National Highways and Regional Transport Authority were invited to one of two meetings to discuss the scoping report. This report has been updated based on comments received from those stakeholders. The scoping report was also shared with Network Rail, but they have not provided any comments. The scoping report has been updated following the stakeholder engagement.

2 Baseline transport network review and analysis

2.1.1 The SDNPA covers an area of 1,600km^2 containing a variety of landscapes. It is the most populous of the UK's national parks, 117,000 people live and work within the Park's boundaries. The South Downs National Park is surrounded by a number of large cities and urban conurbations including Southampton, Portsmouth, Winchester, Chichester, Alton, Brighton and Hove, Eastbourne, and Worthing. As such an additional 2.2 million people live within 10km of the park's boundaries. This poses unique transport challenges for the SDNP, in terms of movement through, within and into the park as a number of key strategic routes traverse the park boundaries.

2.1.2 Given the size and location of the SDNP, there are a number of key gateways – Winchester, New Alresford, Farnham, Liphook, Haslemere, Pulborough, Storrington, Steyning, Hassocks, Polegate, Eastbourne, Newhaven, Brighton, Worthing, Chichester and Rowlands Castle.

2.2 Existing transport characteristics

Road

2.2.1 The highway network in the SDNP is dominated by north-south routes, with few east-west routes. These include the M3, A3 (M), A3, and A27 as part of the Strategic Road Network and A23, A259, A26, A29, A31, A34, A270, A283 on the Major Road Network.

2.2.2 The A272 is one of the few east-west routes within the park, running across the western section. The A27 also runs east-west connecting Havant, Brighton, Lewes and Polegate, this weaves in and out of along the southern edge of the park. Between Lewes and Polegate, the A27 forms a highway boundary for the park. This network of strategic routes is supported by a series of primary and secondary distributors for more localised connectivity, including smaller rural roads.

Rail

2.2.3 There are multiple railway stations situated in the South Downs which provide access to and from London and other South Coast cities such as Brighton and Portsmouth. Services are operated across several railway lines by two different operators – Southern and South Western Railway.

2.2.4 Southern operate the Brighton Mainline, East Coastway line and the Arun Valley line which are located within the SDNP. The Brighton Mainline runs between Brighton and London Victoria or London Bridge via Gatwick but has no stations within SDNP. The Arun Valley line services Arundel and Amberley stations within the SDNP and Pulborough station on the edge of the park, towards London Victoria and Bognor Regis. The East Coastway Line services Lewes, Southease, Glynde stations with connections to Brighton, Eastbourne, Seaford, Ore and London Victoria.

2.2.5 The Portsmouth Direct Line runs between London Waterloo and Portsmouth and is operated by South Western Railway. This services 2 stations within the SDNP area – Petersfield and Liss. Along this line, both Rowlands Castle and Liphook stations closely neighbour the SDNP.

2.2.6 The Portsmouth Direct, Brighton Mainline, Arun Valley and East Coastway lines link up with the West Coastway line. This runs parallel with the South Downs National Park between Southampton and Brighton, calling at Portsmouth, Chichester and Littlehampton.

Table 2-1: Rail stations in the SDNP and service frequency (Source: National Rail, accessed 12/08/24)

Station	Operator	Route	Frequency
Petersfield	South Western Railway	Portsmouth Direct	5 tph (3 to London Waterloo, 2 to Portsmouth Harbour)
Liss	South Western Railway	Portsmouth Direct	2 tph (1 to London Waterloo, 1 to Portsmouth Harbour)
Amberley	Southern	Arun Valley	4 tph (2 to Bognor Regis, 2 to London Victoria
Arundel	Southern	Arun Valley	4 tph (2 to Bognor Regis, 2 to London Victoria)
Lewes	Southern	East Coastway	12 tph (4 to Brighton, 2 to Eastbourne, 2 to Ore, 2 to London Victoria, 2 to Seaford)
Glynde	Southern	East Coastway	2 tph (1 to Brighton, 1 to Eastbourne)
Southease	Southern	East Coastway	2 tph (1 to Brighton, 1 to Seaford)

2.2.7 Adjacent stations at Alton, Bentley, Shawford , Liphook, Pulborough, Falmer, Hassocks, Shoreham-by Seaand Winchester all provide gateways to the Park.

Bus

2.2.8 The South Downs National Park is served by a network of bus routes, provided by operators including Compass Travel, Stagecoach, Brighton and Hove Bus Company, Metrobus. The top operators by mileage in each of the main LTAs are as follows:

- Hampshire – Stagecoach, First Solent, Bluestar
- West Sussex – Stagecoach, Metrobus, Compass
- East Sussex – Stagecoach, Brighton and Hove Bus and Coach Company, Compass

2.2.9 Figure 2-3 indicates the frequency of bus services within the SDNP for a typical weekday morning (7-9 am) as an indicator of peak time weekday service levels.

2.2.10 Service frequency across the South Downs, as is typical of rural areas, is generally limited. Many routes have a service frequency greater than every 60 minutes at the AM weekday peak. Higher service frequency is concentrated round key villages and towns including Petersfield, Midhurst, Petworth and Lewes. However, this is typically still limited to every 30–60-minute frequency at the AM peak.

2.2.11 Key corridors connect towns and villages within the South Downs with adjacent settlements including Winchester, Havant, Chichester, Worthing, and Brighton. Notably the corridors between Lewes and Brighton and Brighton and Eastbourne have a service frequency of every 5-15 minutes providing a strong link between the Brighton and settlements on the border or within the SDNP in the eastern part of the park..

2.2.12 'Flexibus' is a rural DRT service which operates in East Sussex across nine zones, covering areas not served by a regular transport service. Zone 1 covers areas within the SDNP including Hailsham, Lewes, Newhaven, Polegate and Seaford. This allows journeys to be made to and from within a zone and to and from key destinations outside a zone such as hospitals and other transport links.

Active travel network

2.2.13 There are over 3,300km of Public Rights of Way (PRoWs) in the SDNP, consisting of footpaths, bridleways and restricted byways including 1,200km of car-free bridleways. These consist of a wide range of long and short distance routes for multiple modes.

2.2.14 The SDNP is also home of the South Downs Way, which is one of 16 National Trails in England and Wales. Covering 160km, the trail spans the full length of the SDNP, providing both walking and cycling opportunities.

2.2.15 National Cycle Network (NCN) routes 20, 22,, 90, and 223 run within the SDNP:

- Route 20 connects the River Thames with Crawley and Pyecombe with Brighton
- Route 22, currently part complete, covers the western section of the park and will connect Banstead near Epsom with the Isle of Wight (via Guildford, Petersfield, Havant and Portsmouth).
- Route 90 runs from Brighton to Polegate via Lewes., The route has a shared use footway/cycleway alongside the A27.

  Route 223 spans the central section of the SDNP from Chertsey, Surrey to Shoreham-by-Sea (via Guildford, Horsham and Steyning).

2.2.16 Figure 2-1 illustrates the locations of the South Downs Way and National Cycle Network within the SDNP area.

2.2.17 Key trails include the South Downs Way, Downs Link, Meon Valley Trail, Centurion Way, Serpent Trail and Hangers Way. These key routes sit alongside a range of other trails promoted by the SNDP, as shown in Figure 2-2

Figure 2-1: Baseline transport network

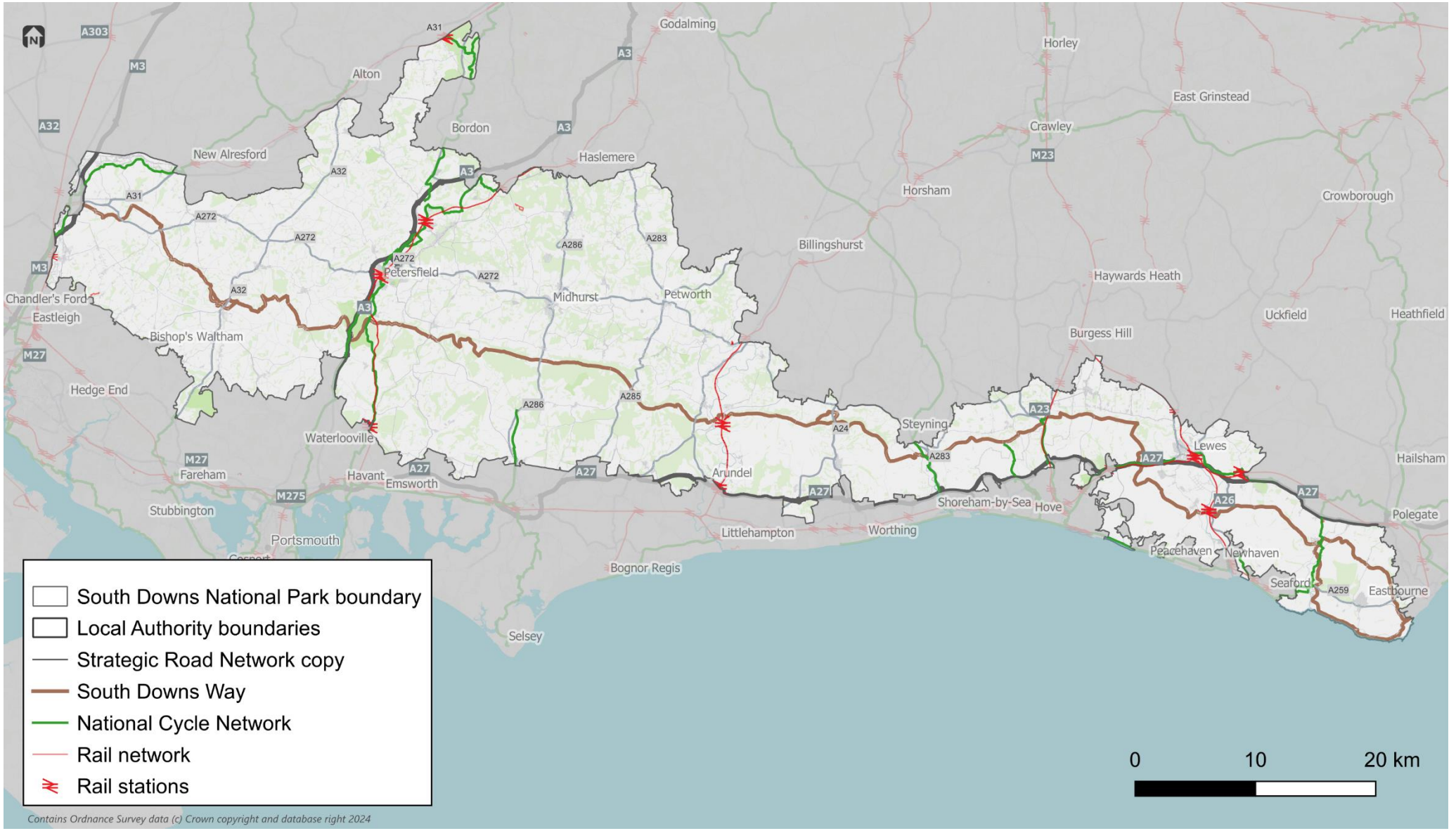


Figure 2-2: Active travel network

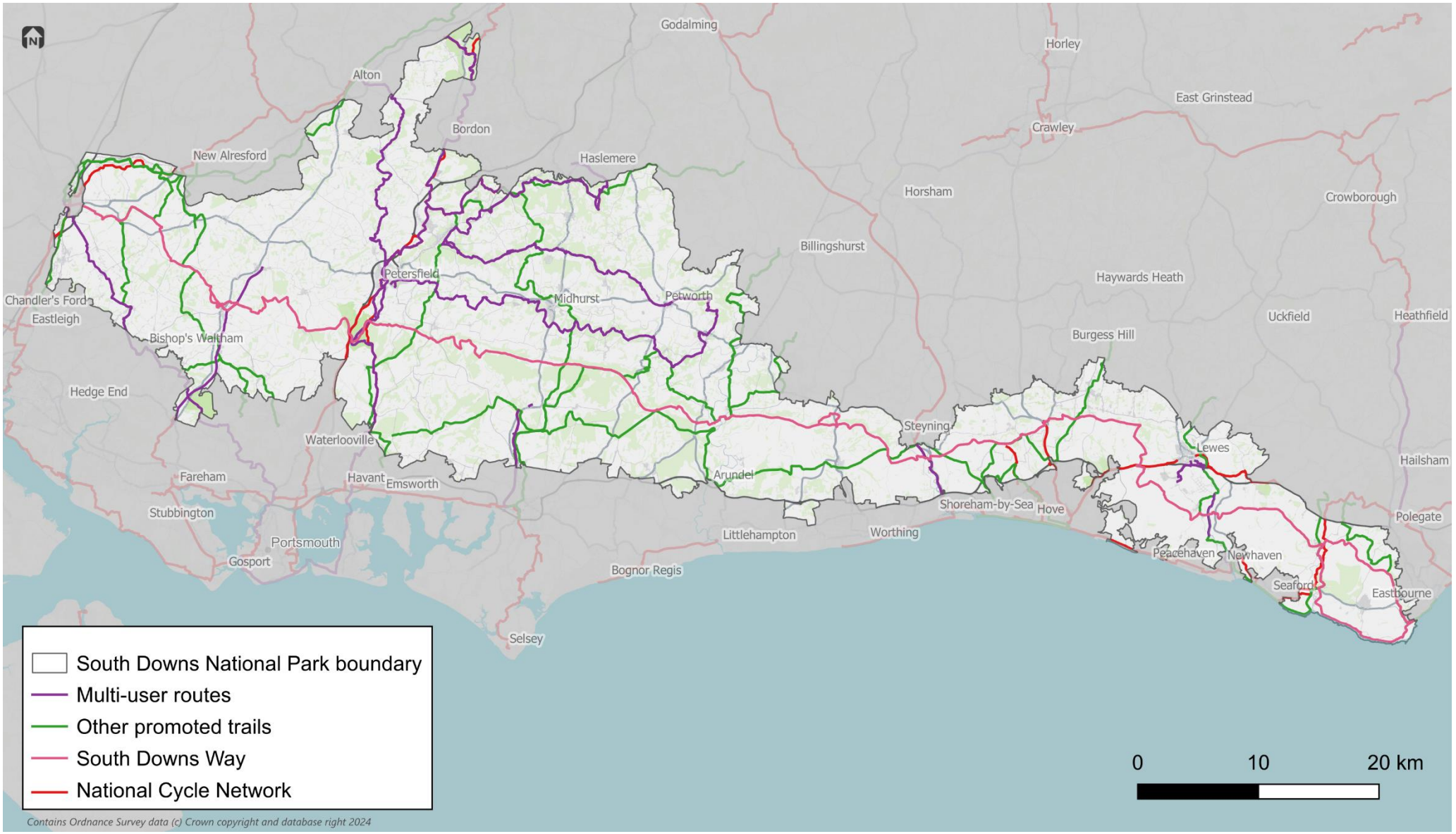
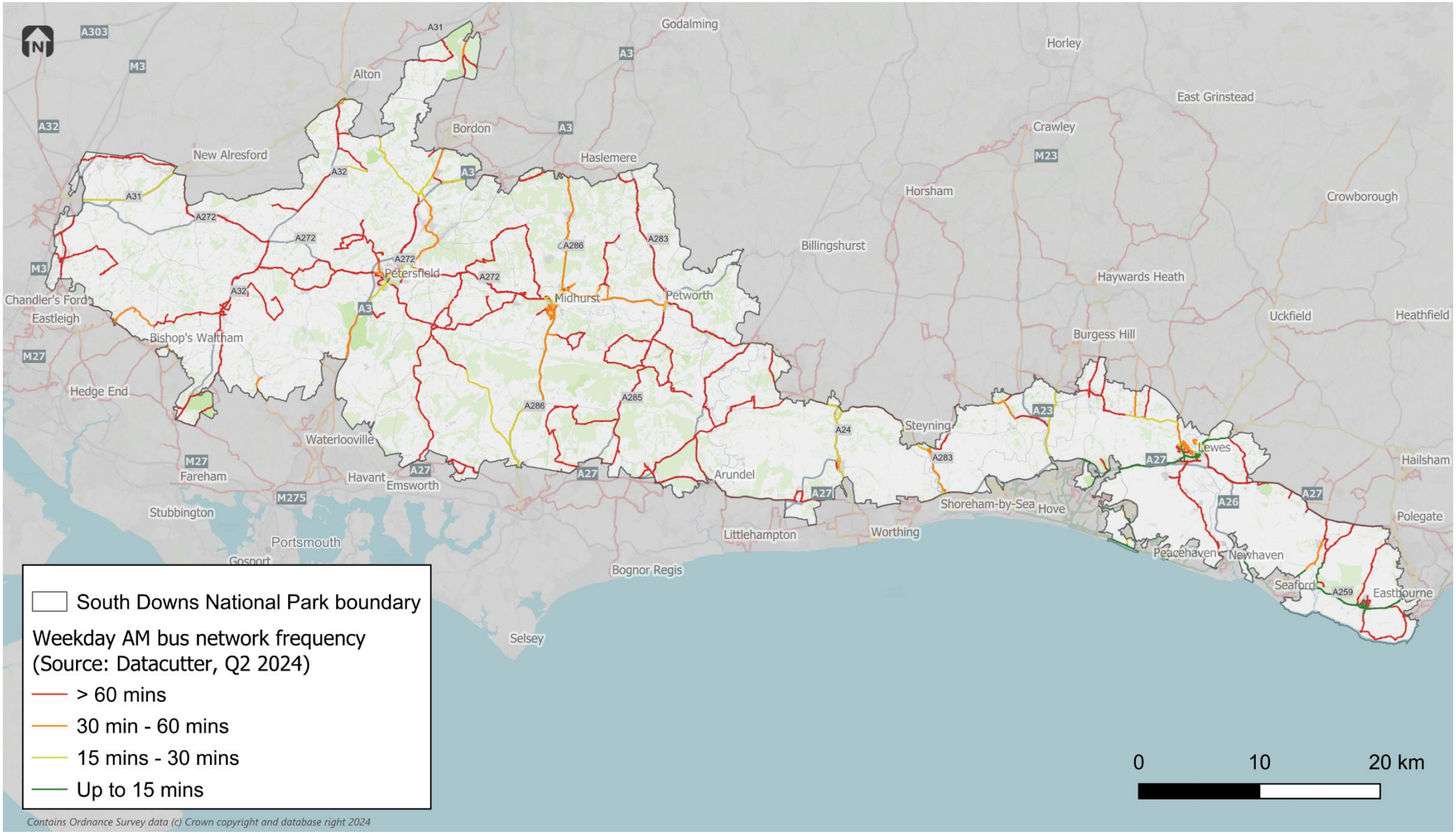


Figure 2-3: Bus service frequency (Weekday morning 07:00-09:00)



2.3 Transport opportunities and constraints

Highway

2.3.1 The strategic road network provides clear points of severance within the SDNP. The A3 runs through the middle of the western section of the SDNP creating a severance between the east and west of this section. Many roads run north-south, with few major roads running east-west, limiting connectivity between locations. This impacts both highway access and active travel access.

2.3.2 Visitor and commuting journeys make up a majority of movements within the SDNP, with these largely by car. The South Downs Visitor Survey (2021) provides an indication of mode travelled across a selection of key visitor attractions finding77% of people used a petrol/diesel private car to access the park, and a further 4% by electric private car. Private car use by visitors varies across visitor destinations, with visitors to Lewes the only location where travel by other modes was higher than the private car. There is the clear opportunity to build on existing public transport provision to encourage visitors to use more sustainable means of travel to the park. This will assist inboth relieving congestion on the highway but also for the climate benefits given that transport accounts for a third of carbon emissions nationally.

2.3.3 Congestion of both the Strategic Road Network (SRN) and local 'A' roads across the SDNP is evident in Table 2-2. Each road is compared with the Transport for the South East average for speed and delay, with several roads exceeding the average delay (green – lower than average, red – above average). Notably, the A27 on the SRN and A23 and A259 on the local network are key locations of congestion, with the A23 in the Brighton and Hove area exceeding 100 seconds (per vehicle mile) of delay.

Table 2-2 Average vehicle speeds for the strategic road network and local 'A' roads (DfT, 2022[1])

Road link	Local Authority	Average speed (mph)	Average delay (spvm)
Strategic road network			
M3	n/a	63.4	5.5
A3 (M)	n/a	66	3.4
A3	n/a	61.1	6.0
A27	n/a	49.4	18.5
Transport for the South East average		**58.3**	**9.4**
Local 'A' roads			
A23	West Sussex	23.8	50.8
	Brighton and Hove	13.7	105
A24	West Sussex	20.8	39.7
A259	West Sussex	23.9	45.2
	East Sussex	19.6	54.9

[1] *Tables CGN0404, CGN0405, CGN0503, CGN0504*

	Brighton and Hove	16.1	72.4
A26	East Sussex	33.1	23
A29	West Sussex	33.7	20.5
A31	Hampshire	47.7	13.1
A272	West Sussex	35.6	16.4
	East Sussex	33.5	16.3
	Hampshire	37.8	14.4
A280	West Sussex	37.0	18.6
A283	West Sussex	33.8	19.3
Transport for the South East average		**25.6**	**40.2**

2.3.4 As would be expected in rural areas, 88.2% of households in the park had access to 1 or more vehicles compared to the national average of 76.7%(2021 Census),. Travel to work patterns are complex with large commuting movements within and outside of the National Park area, 43% of residents commute outside of the park to work (South Downs Economic Profile, 2018). There are eight Major Travel to Work areas in England that relate to the SDNP – Guidlford and Aldershot, Southampton, Portsmouth, Brighton, Chichester and Bognor Regis, Crawley, Eastbourne and Worthing. Of these, each intersect the SDNP, with none entirely within the Park. Further growth pressures are expected in these locations, exacerbating existing congestion problems on key roads surrounding and within the park as shown in Table 2-2.

Overall, collectively high-levels of car-born tourism, commuting trips, through traffic on the strategic road network and high car ownership all contribute to congestion and impacts on journey reliability along many of the central routes into and surrounding the park including the A3, A27 and A29. These challenges can threaten the environmental qualities of the park and create local congestion at popular sites.

Rail

2.3.5 The SDNP has a number of rail stations, providing access to various London terminals and destinations along the south coast. Train travel can therefore be one of the easiest and quickest ways to get to the SDNP and travel within the Park. Two different operators provide services across the SDNP on several north-south lines which can hinder connectivity across the region. There is also limited east-west connectivity without travelling down to the West Coastway line and changing services

2.3.6 Alongside geographical connectivity constraints, slow line speeds and capacity issues on the Portsmouth Direct Line, Brighton Mainline, Arun Valley Line, West Coastway and East Coastway Line increases journey times. Although Brighton mainline is the fastest of those routes. Many of the tracks along these lines are double tracks only, limiting the ability to schedule fast and semi-fast services as overtaking spaces are limited. Collectively these issues limit rail travel as an alternative to car usage across much of the SDNP.

2.3.7 Whilst a network of bus routes links stations, villages and visitor attractions, these services can be limited at weekends, Bank Holidays and evenings with limited-service frequencies. Expansion of this leisure travel and tourism offering is a key opportunity.

Bus

2.3.8 High frequency bus services (defined as four or more services an hour) only operate on the corridors to Brighton from Lewes and Eastbourne, with limited-service frequency elsewhere across the SDNP. Several corridors have a peak weekday service frequency of half hourly or better, however these are restricted to north-south routes and generally follow the major road network. Outside of peak operating hours, service frequencies are sparse, with many areas facing 2 hour or more periods between services.

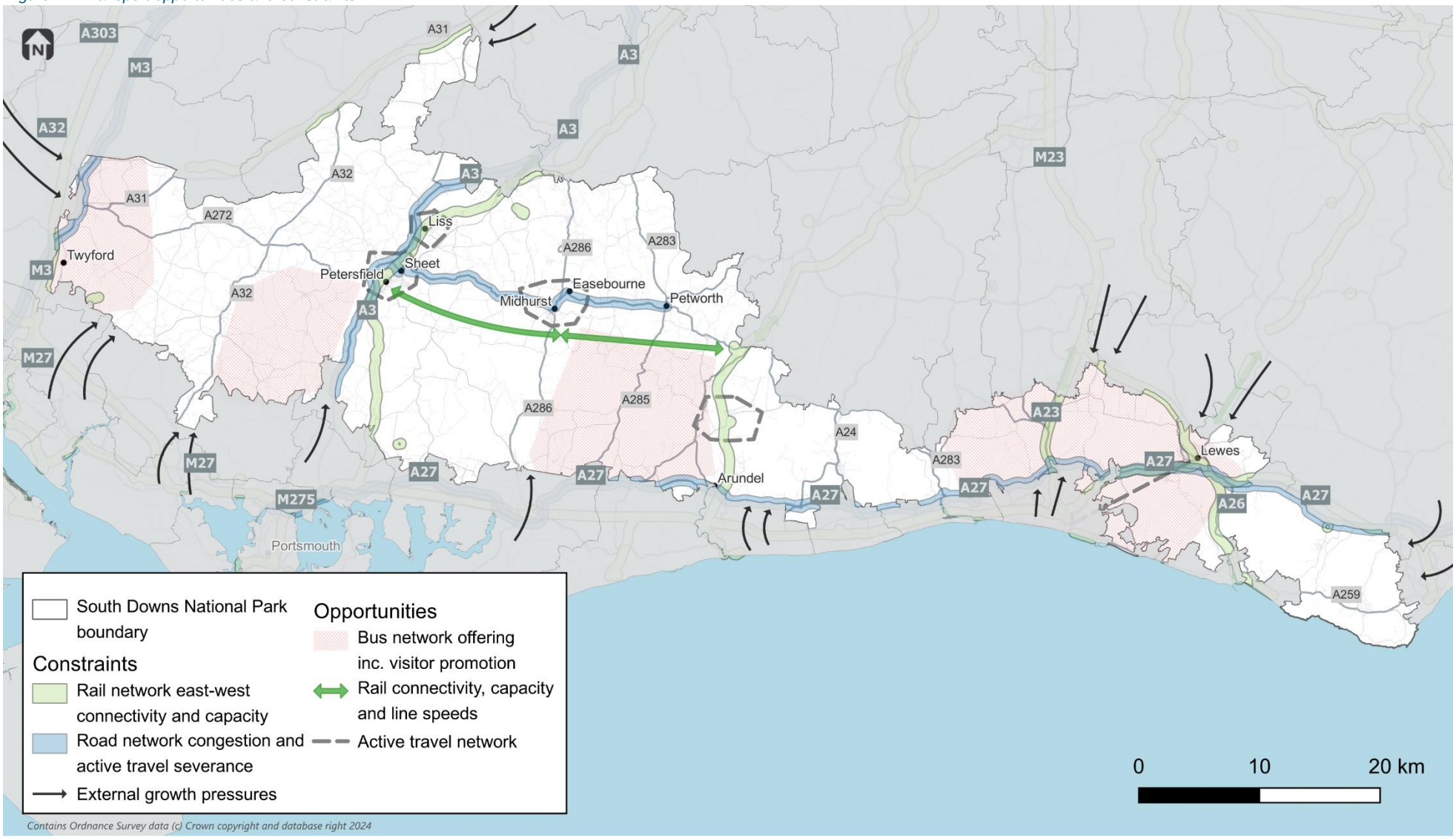
2.3.9 Given the rural nature of the SDNP, service coverage by the traditional bus network is limited, leaving many villages without any bus service. Services within the SDNP tend to be infrequent and provided on a contracted basis supported by local authorities. This generally limited-service frequency reinforces high car ownership and use for journeys as sustainable alternatives are limited. Poor rural accessibility limits opportunities to promote sustainable tourism, however, opportunities exist in the Brighton area given the higher service frequencies here. There further are opportunities to expand the current demand responsive transport (DRT) offering where bus services are limited. This could build on the existing East Sussex 'Flexibus' DRT scheme to neighbouring authorities, alongside the provision of rural mobility hubs. This opportunity is recognised in the East Sussex CC, West Sussex CC and Hampshire CC's BSIPs to improve rural connectivity. There are also opportunities via these BSIPs to improve frequency of bus services currently running inside the park too alongside DRT services, collectively improving connectivity. Active travel

2.3.10 A range of dedicated walking and cycle routes exist across the SDNP, however, these are typically only utilised for leisure journeys only. Active modes are not generally considered viable due to distance between destinations and due to limited dedicated infrastructure.

2.3.11 Major roads across the SDNP pose significant barriers to accessing the park and to rights of way, creating a clear severance between areas of the park and those externally. The A3 severs the western-section of the park, with this key road running the length of the park. The A27 runs close to the border of the National Park, severing part of the park from the Sussex coast. These major roads create access issues for surrounding communities, disrupting Rights of Way and posing safety concerns with traffic volumes and speeds. Safety issues are also often cited along the A272 and A259, limited provision of crossings across these major roads further limits use to active travel.

2.3.12 Given the high visitor numbers of the SDNP and commuting flows, opportunities exist in provision of more high-quality infrastructure for walking and cycling. For tourism especially, the there is potential to expand the offering for the visitor economy by introducing more facilities such as cycle parking, refreshments, and cycle hire.

Figure 2-4 Transport opportunities and constraints



2.4 Accessibility mapping

2.4.1 Key locations within the SDNP were identified using a sifting process. The 52 towns and villages identified in the South Downs Local Plan were collated into a long-list. From this a short-listing process was undertaken based on the availability of key services. Each of the settlements in the long-list were scored against availability of a GP, pharmacy, school, retail facilities, train station, and within 400m of either a half hourly or hourly bus service. Locations which scored the highest where a range of facilities were within close proximity. These top scoring settlements formed the short-list for accessibility mapping. All locations sifted using this method are identified by the SDNP Local Plan as situated within the Park.

2.4.2 Eight towns were short-listed based on their mixture of available services. These were:

- Easebourne
- Lewes
- Liss
- Midhurst
- Petersfield
- Petworth
- Sheet
- Twyford

2.4.3 Further to the short-listing process of settlements within the National Park, and given the number of large settlements surrounding the borders of the Park, a further group of nine locations have been included in connectivity mapping. Locations which are directly bordering the Park (within 2 km) and have a population of 10,000 or more have been selected:

- Arundel
- Brighton
- Burgess Hill
- Chichester
- Eastbourne
- Haslemere
- Liphook
- Newhaven
- Peacehaven
- Polegate/Willingdon
- Seaford
- Shoreham-by-Sea
- Winchester
- Worthing

2.4.4 This sifting process was undertaken using a different sifting process then that used as part of the wider Local Plan work. The Local Plan ranking of locations in the National Park and of neighbouring / gateway settlements explored a similar range of services, however, this included additional non-transport related characteristics such as presence of a playground and community hall. Alongside the differences in services scored, this ranking included settlements outside of the SDNP authority boundaries and scored based on the number of an available service rather than its presence (i.e. scoring three if there are three supermarkets). Given these differences in methodology when sifting and scoring settlements, the siting process undertaken as part of this analysis cannot be directly compared with the process as part of the wider Local Plan.

2.4.5 From this sifting process, connectivity mapping was undertaken using TRACC mapping software. This creates multi-modal journey time calculations for walking, cycling and public transport. For this analysis, access to the shortlisted locations for walking and cycling was explored. Isochrones indicate 0-10 minute accessibility and 10-20 minute accessibility by walking, cycling and bus from the centre of the selected locations. Figure 2-5 and Figure 2-6 illustrates waking and cycling accessibility.

2.4.6 Walking accessibility to rail stations is illustrated in Figure 2-8, highlighting walking distance across the SDNP.

2.4.7 Figure 2-9 combines walking, cycling, rail and bus accessibility from all locations, overlaying these to provide an indication of combined connectivity level from each of the key settlements. Stronger connectivity is indicated by a darker isochrone and weaker connectivity by a lighter colour isochrone.

2.4.8 This highlights the concentration of connectivity in large towns and villages such as Petersfield, Midhurst, Lewes, and Arundel. Key access corridors are highlighted, with these centring around the major road network due to bus network accessibility along these routes. It Is noted however, these connectivity assessments do not account for actual or perceived walking and cycling safety conditions and attitudes.

Figure 2-5: Walking accessibility for key settlements across the SDNP

Figure 2-6: Cycling accessibility for key settlements across the SDNP

Figure 2-7: Bus service frequency corridors

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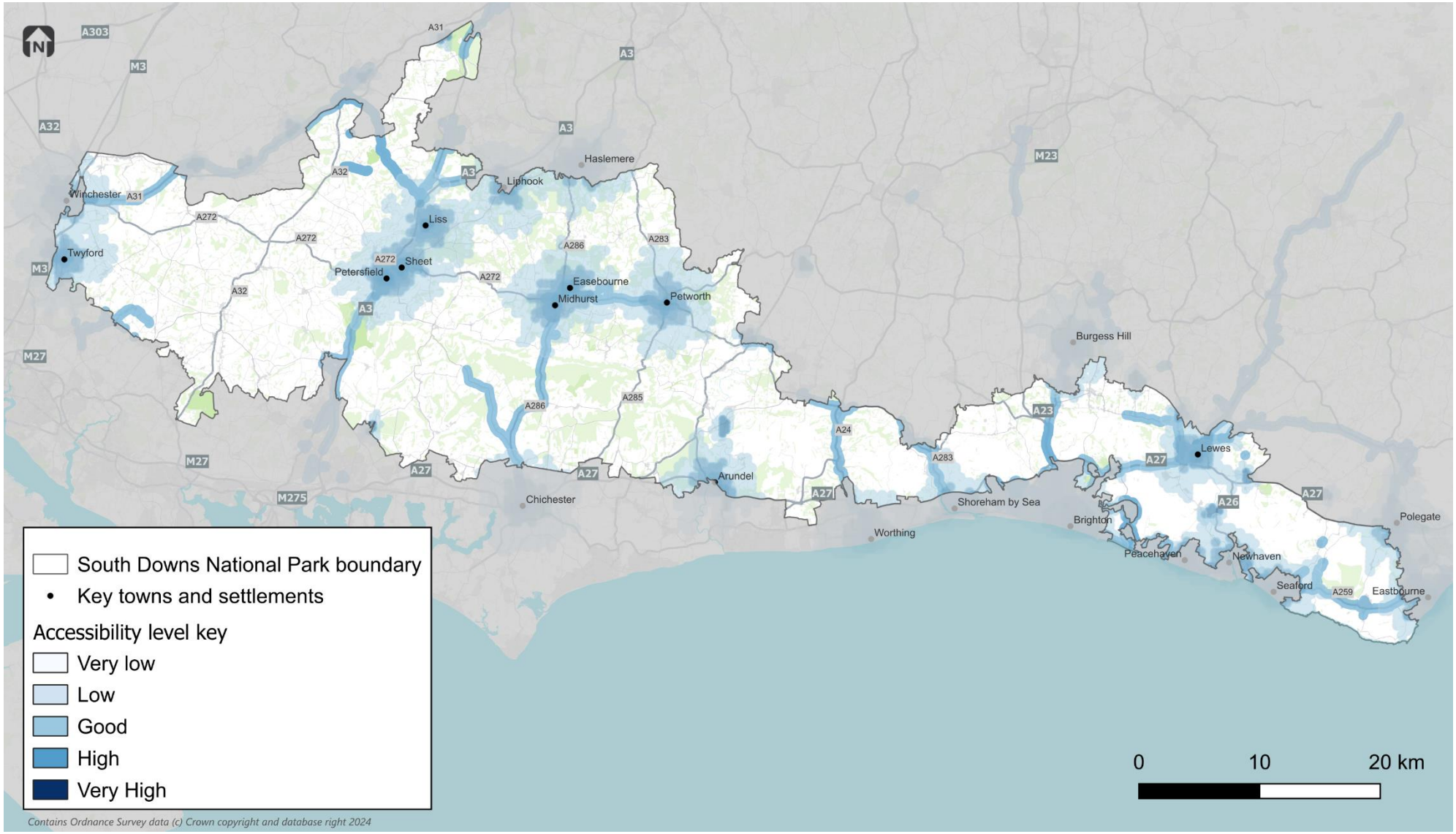
Figure 2-8: Rail accessibility for key settlements across the SDNP

Figure 2-9: Combined accessibility levels across the SDNP



3 Review of existing policy

3.1.1 A review of the evidence base relating to transport in and around the SDNP has been undertaken, to understand the context of planned growth and identify key policy drivers. This provides a backdrop to establish common themes and develop a transport vision for growth in the Park.

3.1.2 The following pages summarise the key objectives and themes arising from Local Transport Plans (LTPs), Local Cycling and Walking Infrastructure Plans (LCWIPs) and Bus Service Improvement Plans (BSIPs) prepared by the local highway authorities covering the SDNP, as well as key documents produced by the SDNPA, TfSE and National Highways.

3.1.3 The Local Plans prepared by the other local planning authorities within and adjacent to the SDNP have been reviewed at a high level to understand aligning priorities but are not discussed in further detail in this report.

3.1.4 Since adoption of many of the forthcoming documents, legislation under The Levelling Up and Regeneration Act (2023) has strengthened the role of National Parks. This legislation states that bodies must ‘seek to further’, rather than simply ‘have regard to’, the purposes and duty of the National Park. Any relevant body must take all reasonable steps to explore how the purposes of the National Park can be furthered. With this, the importance to avoid harm in the National Park is emphasised. Guidance from Natural England highlights that this will mean a relevant authority must be able to demonstrate with reasoned evidence what measures can be taken to further the statutory purpose of the National Park.

South Downs Local Plan

Overview:

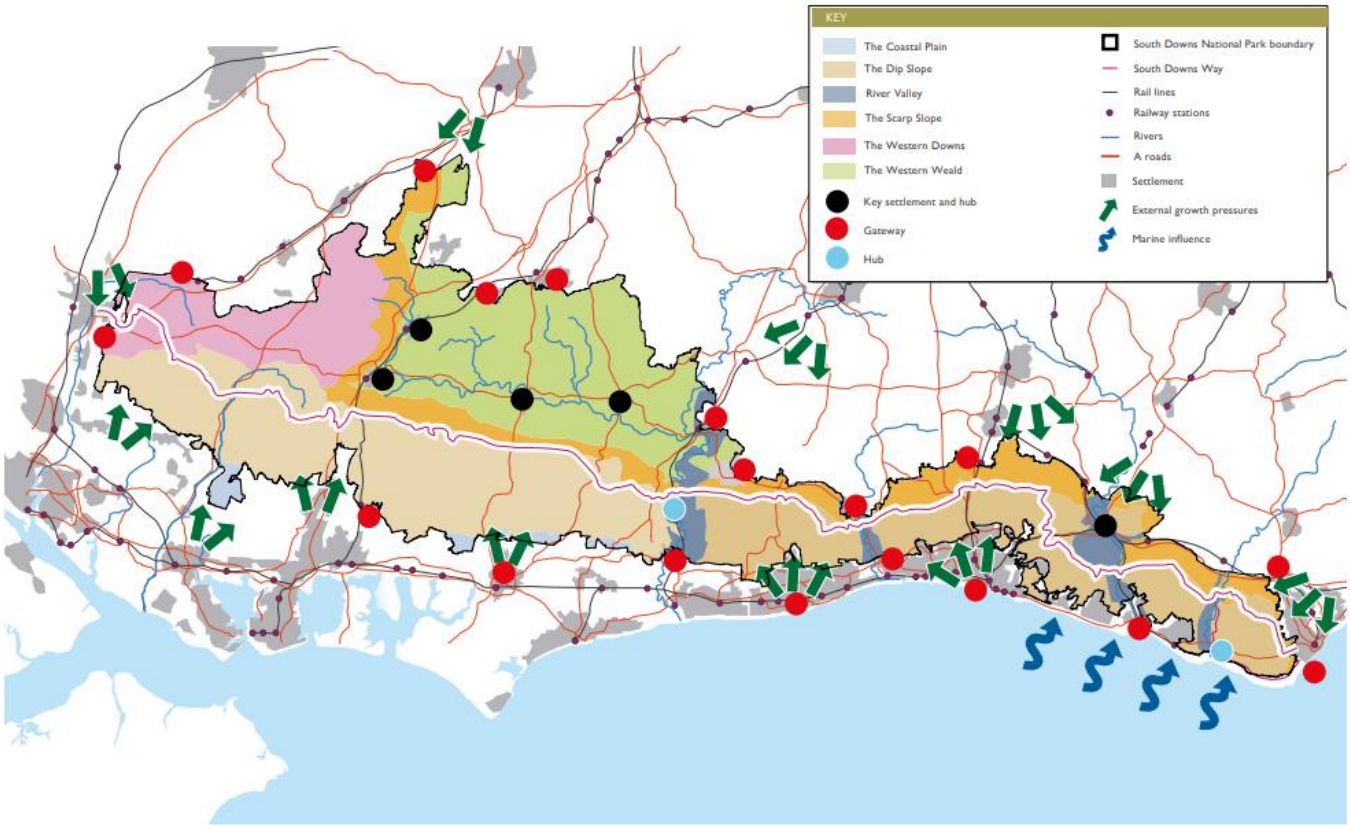
The South Downs Local Plan sets out how the SDNPA will manage development over the next 15 years. The Plan was adopted in 2019 and covers the period 2014-2033. It sets out a vision, objectives and policies to provide a policy framework for planning applications in the SDNP.

Vision (abridged):

"By 2050, in the South Downs National Park the natural landscape and heritage will have been conserved and enhanced, people will value and understand the vital natural services it provides.

It will have distinctive, thriving centres for residents, visitors and businesses where people live, work, farm and relax, whilst adapting well to the impacts of climate change. Opportunities will exist for all, actively contribute to and providing social wellbeing and economic benefits."

The overarching 'spatial portrait' for the SDNP is for "a medium level of growth dispersed across the towns and villages of the National Park". This is set out conceptually in the Spatial Diagram, which also shows pressures from external growth which could impact the SDNP.



Key Principles:

Key transport policies are intended to limit traffic growth arising from new development, encourage travel by sustainable modes, and protect and enhance the public realm:

- **SD19: Transport and Accessibility** – developments will be permitted where they minimise their impacts and facilitate improvements to sustainable modes of transport and minimising the need to travel.
- **SD20: Walking, Cycling and Equestrian Routes** – developments will be permitted where they contribute to and enhance a network of attractive, accessible and functional routes and crossings throughout the SDNP.
- **SD21: Public Realm, Highway Design and Public Art** – developments will be permitted where they protect and enhance highway safety for all road users, and respond to the context, character, heritage, built form and amenity landscape of existing areas.
- **SD22: Parking Provision** – development will be permitted where they provide an appropriate level of parking for all modes, incorporating electric vehicle charging, sustainable drainage systems and where relevant horse box parking.

South Downs Cycling and Walking Strategy Review

Overview:

The South Downs Cycling and Walking Strategy sets out the aim and direction for future cycling and walking activities within the National Park, covering 2017-2024. It gives an overview of the cycling and walking landscape within the park including the South Downs National Park Authority's roles and responsibilities within this.

Vision:

Ambition for Cycling and Walking in the SDNP:
'The National Park is home to a network of largely traffic free routes providing opportunities for a range of users of differing abilities and ages, who are using the network for recreation and daily utility journeys.

The network is easily reached from all communities within and near to the National Park and is well connected to public transport.

Visitors and residents enjoy excellent cycling and walking recreational facilities and information throughout the National Park on trails, at visitor attractions, amenities and accommodation providers.'

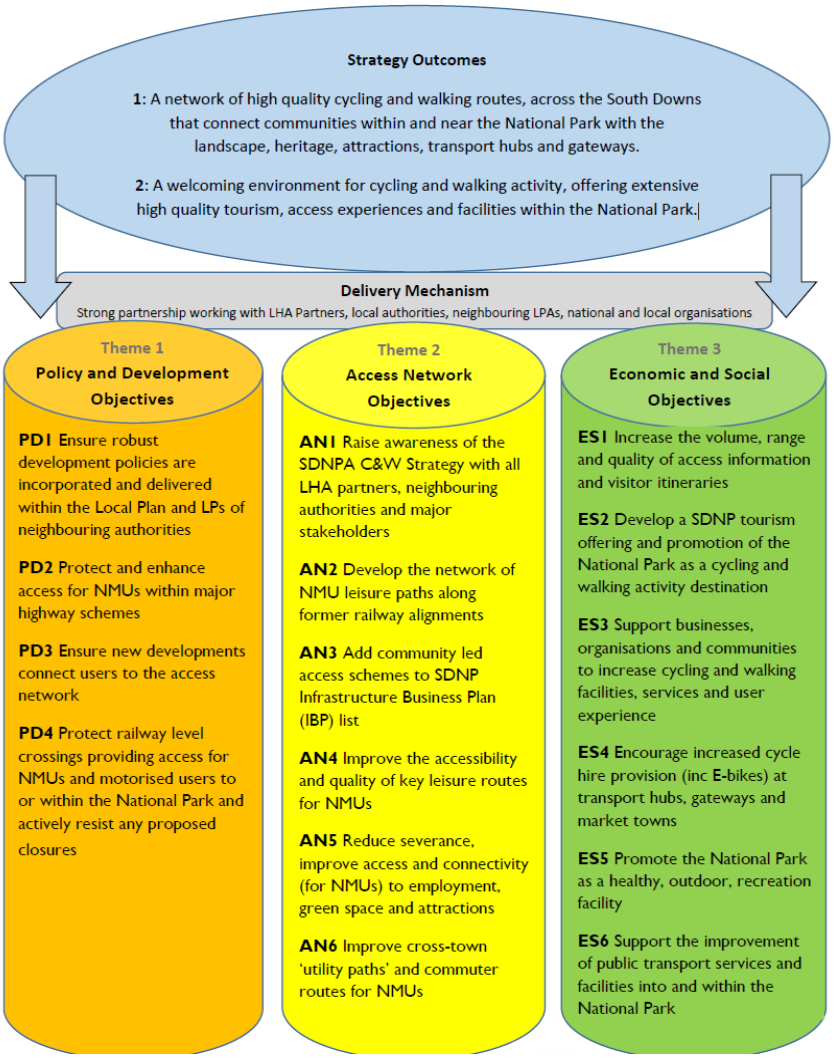
Key Principles:

Strategic Outcomes:

1. A network of high-quality cycling and walking routes, connecting communities within and near the National Park with the landscape, heritage, attractions, transport hubs and gateways.
2. A welcoming environment for cycling and walking activity, offering extensive high-quality tourism, access experiences and facilities within the National Park

Key issues for cycling and walking in the National Park:

- Shortage of accessible 'family friendly paths for inexperienced or vulnerable users
- Major roads (A27, M27, M3) create significant **barriers to access**
- **Safety concerns** with highway crossings and railway crossings
- **Connectivity of the access network** from market towns, bus stops, transport bus within/close by to the National Park are sometimes limited
- **Information access** opportunities such as route leaflets and signage can be disjointed
- **Poor public transport access** in some areas due to service level cuts
- **Under-developed tourism** – opportunity for development of tourism offering for cycling and walkers through provision of information and facilities



Summary of the South Downs Walking and Cycling Strategy

East Sussex County Council Local Transport Plan Review

Overview:

The East Sussex Local Transport Plan (LTP3) sets out East Sussex County Council's direction for planning and provision of transport infrastructure and services for 2011-2026. The Local Transport Plan is supported by a series of Implementation Plans. Development of LTP4 is underway, which will cover the period of 2023-2050.

Vision:

'To make East Sussex a prosperous county where an effective, well managed transport infrastructure and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities and a high-quality environment'

This vision is supported by 5 high level objectives:

1. *To improve economic competitiveness and growth*
2. *To improve safety, health and security*
3. *To tackle climate change*
4. *To improve accessibility and enhance social inclusion*
5. *To improve quality of life*

Key Principles:

Planning and providing transport infrastructure to **deliver sustainable economic growth** across East Sussex through 10 key transport objectives:

1. Improve strategic and local connectivity of communities to facilitate economic and physical growth,
2. Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes,
3. Improve maintenance and efficient management of the transport network,
4. Improve road safety for vulnerable road users,
5. Reduce the number of people killed and seriously injured in road crashes,
6. Reduce greenhouse gas emissions, local air pollution and noise from transport,
7. Increase the resilience of transport infrastructure and services to the effects of climate change,
8. Contribute to the protection and enhancement of the local natural and built environment,
9. Improve access to jobs, services, and leisure,
10. Improve personal health and wellbeing by encouraging and enabling increase physical activity through active travel.

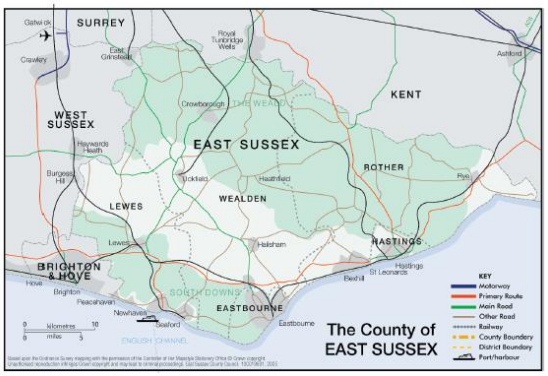
Infrastructure proposals include localised road improvements, targeted strategic transport improvements. Road safety, promotion and infrastructure for public transport, implementation of infrastructure to support sustainable travel, parking control and enforcement.

Key challenges include – quality of road infrastructure, constraints to economic growth and connectivity, restricted rail network, road conditions, traffic level growth, and support of bus services.

80% of East Sussex is covered by environmental designations which aim to reduce air and noise pollution, particularly along the A259, A21, A22, A26, A267)

The South Downs, alongside several other rural locations, are identified as having **specific transport challenges**. Key policies include:

- Enhancing the status of **Lewes as a gateway town** for sustainable access,
- Maintaining accessibility for rural communities in SDNP
- Focus on improvements for **safe, coherent walking and cycling routes on key corridors**
- Improving public transport on key routes, corridors from Brighton and Hove to Lewes and other South coast towns
- Focus on transport measures to **tackle congestion and address air quality issues** in Lewes town centre.



East Sussex County Council Local Transport Plan Review

Overview:

East Sussex Local Transport Plan 4 (LTP4) sets out how East Sussex County Council will plan and provide transport for residents, business and visitors in East Sussex from 2024-2050. This is currently in draft form, due to be adopted later in 2024 alongside an Implementation Plan.

Vision:

'An inclusive transport system that connects people and places, is decarbonised, safer, resilient, and supports our natural environment, communities, and businesses to be healthy, thrive and prosper.'

This vision is supported by 6 objectives:

1. *Deliver safer and accessible journeys*
2. *Support healthier lifestyles and communities*
3. *Decarbonise transport and travel*
4. *Conserve and enhance our local environment*
5. *Support sustainable economic growth*
6. *Strengthen the resilience of our transport networks*

Key Principles:

The East Sussex LTP4 is centred around four key themes, these are supported by key policies to achieve the overarching strategy objectives:

- Theme A: Tackling climate change and enhancing our local environment
- Theme B: Safer, healthier, and more active travel
- Theme C: Make public transport accessible for all
- Theme D: Keeping East Sussex Connected

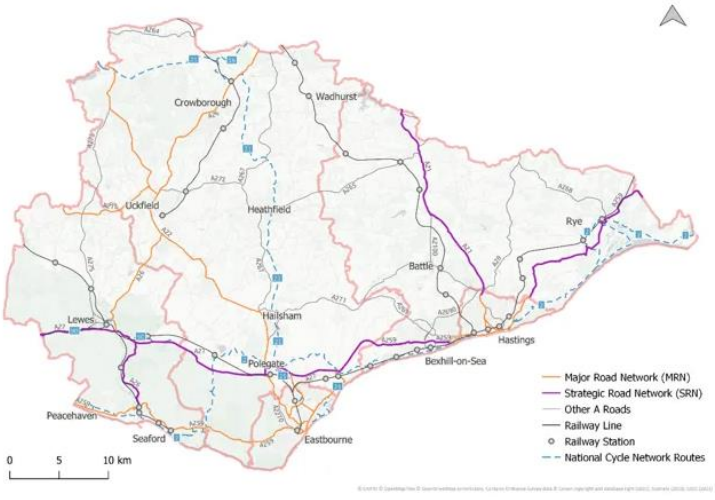
The key policies of LTP4 are – opportunities for sustainable economic growth, inclusive engagement and decision making, balancing the needs of rural and urban residents, net zero carbon, health and wellbeing and safety.

LTP4 Identifies four geographies in East Sussex – regional long distance, urban coastal areas, moving east-west along the coast and rural and urban towns (inc. areas in the South Downs). Each has a plan, for rural and urban towns, this includes:

- Delivery of intra-urban and rural bus service enhancements such as the improvements between Hailsham and Tunbridge Wells, and Lewes, Hailsham and Eastbourne
- Extension of the existing Digital Demand Responsive Transit provision
- Development of interchange opportunities in village and town centres.
- Measures to improve and enable safer active travel for short local journeys (for example, connections to Public Rights of Way and quiet routes in rural parts of the county)

Private car is currently the most popular transport mode for journeys in and around East Sussex. The LTP aims to reduce car dependency and provide genuine and reliable choices as alternatives through rail, bus, walking, wheeling and cycle provision. This is supported by investment into these alternative modes.

The County faces several transport-based challenges around car ownership, dependency, congestion on key corridors, single carriageway highway network in some place (e.g. A27 and A259) which increases journey times, constraints on development locations and supporting infrastructure in environmentally protected areas such as the South Downs.



Hampshire County Council Local Transport Plan Review

Overview:

The Hampshire County Council Local Transport Plan (LTP4) provides a framework to guide all future transport planning and investment in Hampshire over the next 30 years. It provides a vision for what transport will look like in 2050, proposing transformational changes to shift planning away from vehicles towards more for people and places, and to reduce reliance on private car travel. The Local Transport Plan is currently in draft form, at the consultation phase, when adopted this will replace the existing LTP3.

Vision:

The aim is by 2050 to create 'a carbon neutral, resilient and inclusive transport system designed around people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique environment.'

Key Principles:

Significantly **reduce dependency on the private car** – making public transport, walking and cycling the preferred option of travel

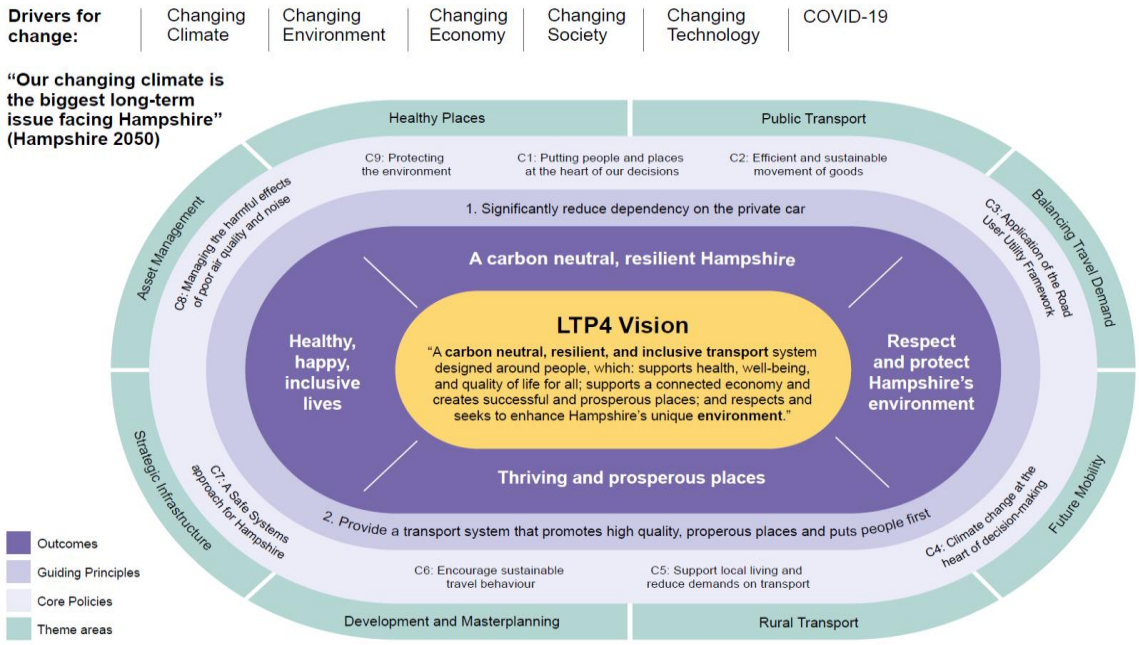
Provide a transport system that **promotes high quality, prosperous places and puts people first**.

A shift away from planning for vehicles, towards **planning for people and places**. Providing successful, high-quality town and village centres with economic growth and attractive walking, cycling and public transport access creating better places to live, work and visit.

Maintain accessibility, whilst promoting sustainable access, to rural areas and provide realistic alternatives to **reduce car dependency**.

Proposed core policies:

1. Putting people and places at the heart of our decisions
2. Efficient and sustainable movement of goods
3. Transport strategies and schemes to be developed in accordance with consideration of all users
4. Place climate change at the heart of decision making
5. Support local living and reduce demands on transport
6. Encourage sustainable travel behaviour
7. A Safe Systems approach for Hampshire
8. Managing the harmful health effects of poor air quality and noise disturbance due to transport
9. Protecting the environment



A summary of the Draft Hampshire Local Transport Plan

West Sussex County Council Local Transport Plan Review

Overview:

The West Sussex Local Transport Plan sets out how West Sussex County Council intends to address key challenges by improving, maintaining and managing the transport network in the period 2022 to 2036. This builds on local plans prepared by Local Planning Authorities (LPAs) and is supported by a series of thematic strategies including a Walking and Cycling Strategy and a Bus Service Improvement Plan.

Vision:

"A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide.

The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

Key Principles:

Focus on key transport strategy areas – Adur, Arun, Chichester, Crawley, Horsham, Mid Sussex, South Downs National Park, Worthing.

Transport challenges include climate change, local environmental issues (air/noise pollution, variable economic performance, development and regeneration pressures, growing and aging population, public health and wellbeing, and access to employment and services.

Focus on **reducing the need to travel by car** and prioritising active travel and shared transport interventions in areas of short distance trips. Currently, shared transport and active modes are **not currently considered viable** for many journeys due to travel distances.

Reduce the need to travel **by enabling local living** whilst improving the **efficiency** of the SRN (particularly east-west routes including the A27) and the bus network.

A specific strategy for the South Downs National Park has been designed to fit with the character of the National Park and improve transport links within and to larger settlements such as Midhurst, Petersfield, Chichester and Worthing. Policies include:

- Deliver improvements largely within existing highway land.
- Facilitate the provision of on-street electric vehicle charging infrastructure once high priority areas are complete.
- Deliver small scale 'tactical' highway improvements (e.g., signal upgrades that could include bus vehicle detection).
- Consult on removing a section of the A272 from the PRN.
- Increase space for active travel through infrastructure improvements on priority routes.
- Deliver Air Quality Action Plans in Midhurst.
- Pilot new delivery models for shared transport services.
- Use behavioural initiatives to tackle air quality issues in Midhurst, speeding and use of inappropriate routes.
- Improve public transport services by giving them greater priority on A24 in the medium term; and
- Explore the potential for new active travel crossing facilities of the A24.
- Centurion Way extension north cycle route

Brighton and Hove City Council Local Transport Plan Review

Overview:

The Brighton and Hove Local Transport Plan (LTP4) sets out priorities, projects and programmes to improve the current transport offering up to 2030, published in 2015. LTP5 is currently under development, this will provide a plan on delivery of transport improvements for 2030.

Vision:

LTP4 Vision – We want to continue to develop an integrated and accessible transport system that is well maintained and enables people to travel around and access services as safely and freely as possible, while minimising damage to the environment and contributing to making our city a safer, cleaner, quieter, healthier and more attractive place.'

LTP5 Vision – 'Better connected residents, businesses and visitors, for an improved quality of life in a healthy, inclusive and carbon neutral city'

Key Principles (LTP4):

Key challenges – tackling congestion, managing pollution, improving road safety, increasing transport choices, renewing and maintaining infrastructure, changing behaviours.

Strategic Goals:

- **Economy** – ensure transport and travel contribute to the delivery of sustainable economic growth
- **Carbon Reduction** – reduce transport emissions that affect climate change and our local environment
- **Safety and Security** – create streets and neighbourhoods that are safe and welcoming for people to move around and use socially
- **Equality, Mobility, and Accessibility** – create an accessible and inclusive transport system for everyone
- **Health and Wellbeing** – encourage and enable healthy and active travel choices
- **Public Realm** – design and create places that are inviting and attractive and enhance people's quality of life and regenerate the city
- **Respect and Responsibility** – increase people's awareness of others and changes attitudes and behaviour when using the transport system

Three Goals:

1. **Maintaining and renewing the transport network** and its infrastructure to increase resilience,
    - Key methods include better road surfaces, better street lighting, and development of a Highway Asset Management Plan (HAMP)

2. Managing movement on the transport network, **changing travel behaviour** and **informing people's travel choice**s in dynamic ways to increase efficiency and sustainability.
    - Key methods include coordination of road works, management of public car parks, use of technology to improve performance on the network, awareness campaigns, provision of travel and passenger information, and promotion of travel choices

3. Improving **sustainable and accessible transport** infrastructure, connections, information and options to link people with places and communities and provide a safer and more attractive environment.
    - Key methods include improved walking and cycling facilities, routes and networks, improved Rights of Way, better public transport services, improved access to open spaces, road safety campaigns, and improved user-friendly street layouts.

South Downs National Park specific policies:

- Ensure safe and sustainable access to and from the Park
- Connect people with open spaces and the National Park through integrated transport
- Seek to reduce car travel across the National Park to minimise the impacts of its protected environment
- Improve and maintain rights of way and land access to provide a better connected and accessible network for users.
- 'Access for all' opportunities for groups currently underrepresented
- Improve links to the South Downs National Park for cycling and walking

Transport for the South East Transport Strategy Review

Overview:

The Transport for the South East Strategy sets a vision for transport across the South East region until 2050, published in 2020, covering 16 local transport authorities. Highlighting key challenges, objectives, and mitigation plans. A majority of this document is not directly applicable to the South Downs but highlights key wider issues throughout the South East region.

Vision:

'By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life'

Key Principles:

Key challenges – M25 congestion, challenges on M27, A27, A259 roads, slow rail/road journey times, overcrowding on rail lines, air quality, lack of integration between modes.

Strategic Objectives:

1. **Economic** – improve productivity and attract investment to grow our economy and better compete in the global marketplace
2. **Social** – Improve health, safety, wellbeing, quality, and access to opportunities for everyone
3. **Environmental** – protect and enhance the South East's unique natural and historic environment

Moving away from 'predict and provide approach' to avoid promoting urban sprawl, significant natural environment degradation and high dependency on car use.

'Planning for people and places' rather than the current approach across most of the South East of 'planning for vehicles' to encourage modal shift and manage future demand.

Key principles for achieving the vision:

1. **Supporting economic growth but not at any cost** – sustainable economic growth balancing with social and environmental outcomes
2. **Achieving economic sustainability** – providing attractive and sustainable alternatives to the car, integration between land use planning and transport planning
3. **Planning for successful places** – develop a transport network considering 'place' and 'link' functions rather than focusing on the most efficient means of moving along a corridor
4. Putting the **user at the heart of the transport system** – understanding of user journey experience
5. **Planning regionally for the short, medium and long term**

The strategy focuses on 6 journey types – radial, orbital and coastal, inter-urban, local, international gateways and freight, future.

Plans include:

- Implement active travel enhancements (inc. LCWIPs)
- Delivery of the West Coast Strategic Study
- Improvements to M27-A27-A259 corridor
- Build capacity on key rail corridors and improve long-distance services
- Improve air quality on urban corridors
- Develop high-quality public transport services

National Highways Road Investment Strategy and Initial Report Review

Overview:

The Road Investment Strategy published in 2020 sets out an investment strategy for the strategic road network managed by National Highways, using £27.4 billion from the UK Government for the period 2020-2025. The Initial Report sets out the proposed road improvements from 2025-2030, advising on the needs of the SRN which will form the next Road Investment Strategy.

Vision:

By 2050 have a SRN that is 'part of a seamlessly integrated transport system that meets our customers' needs by connecting the country safely and reliably, delivering economic prosperity, social value and a thriving environment" It will be:

- *A network that supports the economy*
- *A greener network*
- *A safer and more reliable network*
- *A more integrated network*
- *A smarter network*

Key Principles:

The Strategic Road Network (SRN) forms a critical part of England's national infrastructure. Investment for this supports economic growth and prosperity across the UK, enabling access to jobs, education, and for businesses.

Population is a key driver of demand for car travel. With this set to increase in wider urban conurbations with higher car reliance, this will exacerbate existing congestion challenges on the SRN.

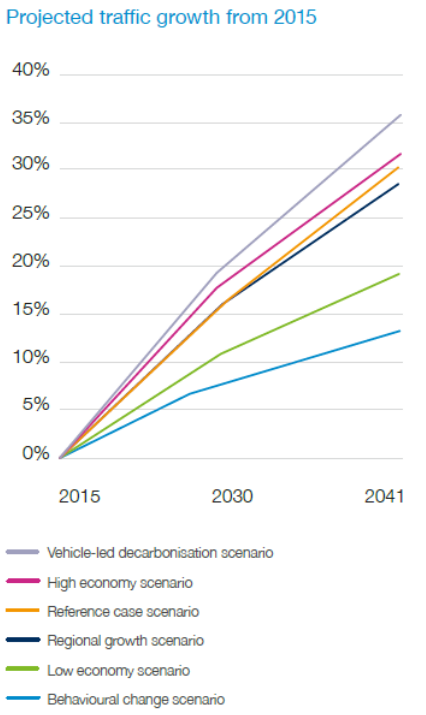
A number of challenges within the SRN include an **aging network** (impact on road safety and maintenance), **historic underinvestment**, **climate change**, **improving safety, reducing journey time**, **improving road safety.**

Road Investment Strategy 2020-2025:

Key outcomes:

1. Improving safety for all – prevent injuries or minimise their severity
2. Fast and reliable journeys – tackle congestion and minimise disruption of roadworks
3. A well maintained and resilient network – maintaining the aging road network
4. Being environmentally responsible – consider environmental impacts and mitigate where possible
5. Meeting the needs of all users – improving road user satisfaction
6. Achieving real efficiency – target total efficiency

Schemes included improvements to A27 (Lewes-Eastbourne), A27 (Arundel Bypass), A27 (Worthing and Lancing)



Road Investment Strategy 2025-2030 (proposals)

Key outcomes:

1. Improving safety for all
2. Making the most out of our network
3. Evolve our customer and community service
4. Taking a targeted approach to enhancing our network
5. Drive decarbonisation and environmental sustainability

Proposed schemes targeting A27 (Chichester) improvements, congestion issues on A27, issues with SRN interaction with urban centres (A27 in Chichester and Worthing), reduction in carbon emissions using a multimodal approach.

East Sussex County Council Local Cycling and Walking Infrastructure Plan (LCWIP) and Infrastructure Plan Review

Overview:

The East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP) outlines a proposed network of cycling and walking routes alongside measures in specific areas of the county, sitting alongside wider plans to improve the transport offering, covering 2020-2030. This supplemented with The East Sussex Local Walking and Cycling Plan Infrastructure Plan which sets out delivery of measures proposed in the LCWIP and further changes due to the Covid-19 pandemic. A review and update are due to commence later in 2024 when there will be further opportunity to better integrate emerging Local Plans with an enhanced and / or extended cycling and walking network

Vision:

'People will be able to choose to walk or cycle for all or part of their everyday journeys, enabling them to get to the places they need or want to go to. It will be an easy, enjoyable, inclusive and a safe option, centred on supporting healthy and sustainable communities.'

Key Principles:

Three key elements within the DfT's Cycling and Walking Investment Plan ambition to ensure 'walking and cycling to be the natural choice for short journeys or as part of longer journeys':

1. The need for **better safety**, which is about providing cycle training and better-connected communities.
2. the need for **better mobility**, which means better quality cycling and walking facilities, integration between public transport and
3. **better streets**, which is about better planning for cycling and walking and places designed for people of all ages and abilities.

Issues include limited cycling/walking network on key movement corridors and connecting residential areas, inconsistent provision, lack of segregated road, safety, dominance of traffic, limited cycle parking.

Focus on areas where there are the **greatest opportunities to increase levels of cycling and walking**, with an emphasis on delivering infrastructure improvements which will support those people who currently do not cycle or walk.

Most local journeys to work in East Sussex are at or below 5km, enabling cycling and walking for journeys up to 2km to be a viable option.

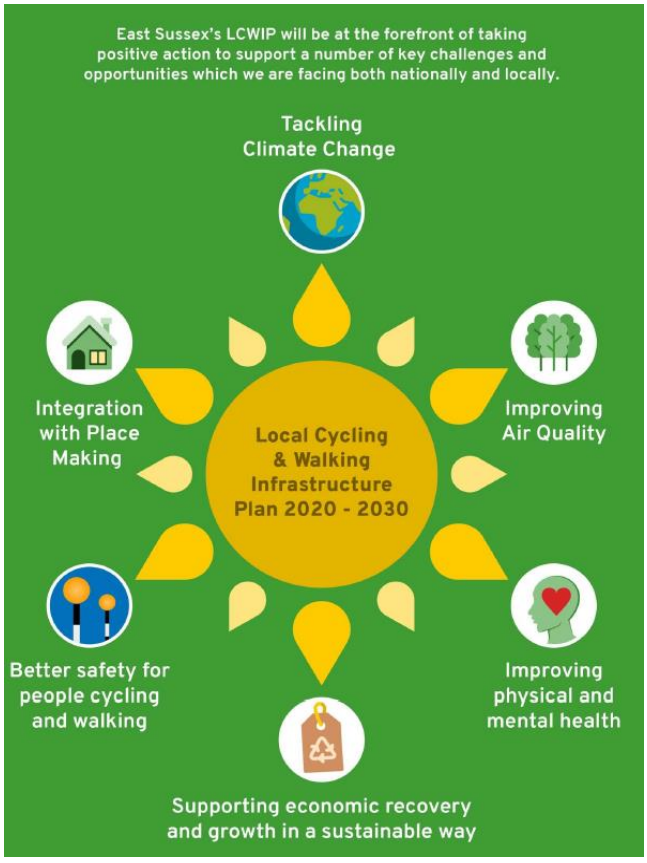
'Break' current travel habits by giving people the **confidence to choose cycling or walking** and making it achievable for all. This includes provision of travel information, training and behaviour change programmes.

Focus on areas located on the coastal strip and in larger market towns of East Sussex due to the importance of key trip attractors such as employment and housing.

Key schemes in Lewes and SDNPA:

- Regional Route 90 (Lewes Town Centre)
- A27-Falmer-Ashcombe Roundabout
- Egrets Way Lewes-Newhaven-Phases
- Lewes Wayfinding
- Promote active travel as part of SDNPA tourist offer

Lewes has unique historical and geographical heritage with **higher than average levels of active travel use** providing a key opportunity.



East Sussex County Council Bus Service Improvement Plan (BSIP) Review

Overview:

The East Sussex Bus Service Improvement Plan (BSIP) sets a how East Sussex County Council and bus operators within the county can achieve the National Bus Strategy aim to grow bus patronage. Published in October 2021, East Sussex County Council received £41.4 million to deliver it's BSIP.

Vision:

To ensure that East Sussex residents and visitors enjoy the highest possible quality bus services that provide:

1. *A frequent and comprehensive choice*
2. *Reduce congestion*
3. *Make a positive contribution to better air quality and decarbonisation*

Key Principles:

High level aims of the BSIP include improving journey times, reliability, punctuality, passenger satisfaction, patronage, and access to a regular bus service. These will be provided through:

1. Significant quality improvements in bus provision across the area of the County.
2. More bus priority schemes designed to enhance reliability and reduce journey times.
3. A bus network that relates to the needs of all potential users.
4. Simplified fares and ticketing and reduced fares for young passengers under the age of 30.
5. A step change in terms of improved services for the rural areas.
6. Technical and operational innovation in bus service provision.
7. Bus patronage in the County not only to recover their pre-pandemic levels, but to significantly grow in future years.

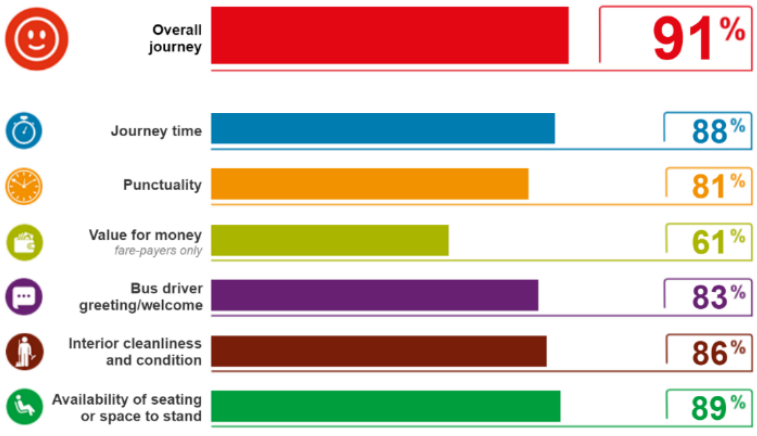
Recovery of bus usage from the COVID-19 pandemic and improve bus mode share by **improving the current public transport offering**.

Issues of **rural accessibility** (education, medical facilities) and **lack of direct bus services** (especially within areas such as North Wealden and Lewes), **infrequent services** (especially in evening and Sundays**), low value for money fares**, **uncertainty of accessing**/understanding information on services and fares, **poor waiting conditions.**

Minimum hourly frequency as the new standard, for routes where this is not possible, communities will have access to DDRT schemes which will run 7 days a week.

The BSIP aims to work with the SDNPA to promote sustainable tourism opportunities by bus and encourage greater use of existing bus routes for leisure travel through:

- Venue discounts – negotiating discounts at key attractions
- A 'discovery' ticket
- Distribution of promotional materials for destinations, sightseeing and walking opportunities



Transport Focus Bus Passenger Survey Results for East Sussex (2018)

West Sussex County Council Walking and Cycling Strategy Review

Overview:

The West Sussex Walking and Cycling Strategy sets out West Sussex County Council's aims and objectives for cycling and walking alongside determining funding priorities and providing guidance for new infrastructure developments between 2016-2026. This document will be superseded by the West Sussex Active Travel Strategy and West Sussex Local Cycling and Walking infrastructure Plan (LCWIP) once adopted.

Vision:

By promoting walking and cycling, the strategy will support the County Council's wider objectives and core priorities;

1. *– giving children the best start in life*
2. *championing the West Sussex economy,*
3. *promoting independence in later life.*

The strategy supports 4 key strategies within the West Sussex local transport plan – promoting economic growth, tackling climate change, providing access to services, employment and housing, and improving safety, security and health.

Key Principles:

Key objectives of the walking and cycling strategy:

1. To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix
2. To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey
3. To reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads
4. To support economic development by facilitating travel to work and services without a car
5. To reduce congestion and pollution by encouraging and enabling people to travel without a car
6. To increase levels of physical activity to help to improve physical health
7. To help to maintain good mental health and staying independent later in life
8. To increase the vitality of communities by improving access by bicycle and on foot

To help people to access rural areas and enjoy walking and cycling

Significant growth in major towns is predicted, providing a clear opportunity to ensure appropriate infrastructure is implemented, and a significant Public Rights of Way (ProW) network available (4,000km).

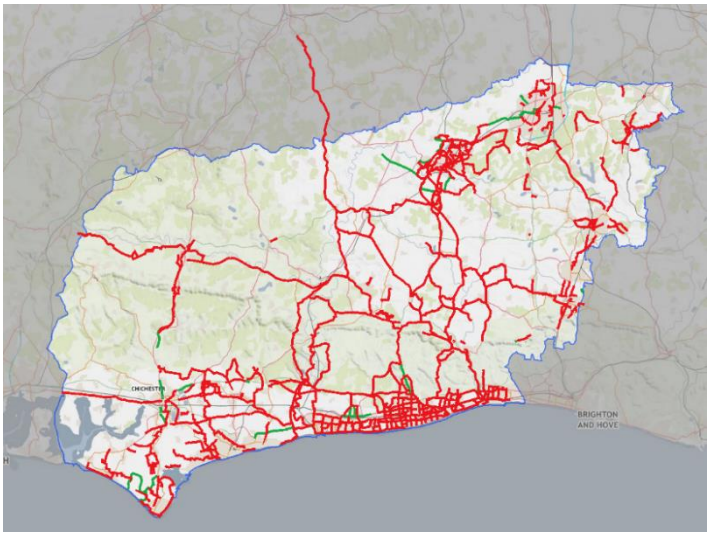
Facilities for cycling are either not in sufficient quantity or of sufficient quality to meet demand or to bring about significant modal change.

Key challenges – improving safety, minimising conflicts between users, increasing physical activity and reducing reliance on the car for short distance trips.

Key policies include – feasibility studies for high priority schemes, review of walking and cycling casualties, provision of information and promotions, support for behavioural change programmes, review the Rights of Way Improvement Plan

Need to adopt a longer-term approach which delivers segregated paths and where appropriate reallocate road space.

Create a network of routes which **link urban areas and transport hubs** to key leisure attractors.



Suggested Cycle Routes (red – suggested, green – completed)

Draft West Sussex Active Travel Strategy Review

Overview:

The West Sussex Active Travel Strategy sets out West Sussex County Council's vision and goals for active travel in West Sussex from 2023-2026. This document is currently in draft form, due to be adopted in 2024. The West Sussex LCWIP will support this strategy.

Vision:

"Our transport network will be characterised by high-quality active travel infrastructure, focused on connecting people with places and activities via safe, direct, attractive, and coherent routes. People across the county will be informed and aware of their options for walking and cycling locally. Active travel will be increasingly commonplace for everyday journeys, delivering greater economic prosperity, improved quality of life for all those who live and work within the county, and supporting our pathway to net zero carbon."

Key Principles:

To achieve the overarching vision, the following supporting objectives will guide work:

- Support the decarbonisation of our transport network
- Reduce the need to travel by motorised vehicle
- Boost physical and mental health and wellbeing through access to active travel routes across the county
- Support future economic prosperity and vibrant local communities

There is a significant potential to grow active travel use in East Sussex, especially for commuting trips. To achieve this, several challenges need to be overcome.

- Limited existing active travel network
- Major roads and railways creating severance issues
- Lack of sufficient footways and dedicate cycle routes
- Investment in encouraging people to walk and cycle
- Road safety concerns (both actual and perceived)

The rural nature of much of East Sussex including the South Downs National Park provide a clear opportunity for active travel for leisure purposes. This includes over 4,000km of Public Rights of Way, multi-user trails such as the South Downs Way and Downs Link and several National Cycle Network (NCN) routes.

Safety and behaviour change are emphasised as crucial factors to promoting active travel

- By creating safe and well-maintained pavements, cycle routes, and pedestrian crossings, individuals feel more secure and confident in walking, wheeling or cycling more often.
- Behaviour change also plays a crucial role in shifting attitudes and habits towards active modes of transport.
- By enhancing public awareness and leading education campaigns, we aim to highlight the benefits of walking, wheeling, and cycling, both for personal wellbeing and the environment.

(LCWIPs) will form the primary means to identify strategy active travel infrastructure priorities within the county. These have been developed both at county and district/borough level.

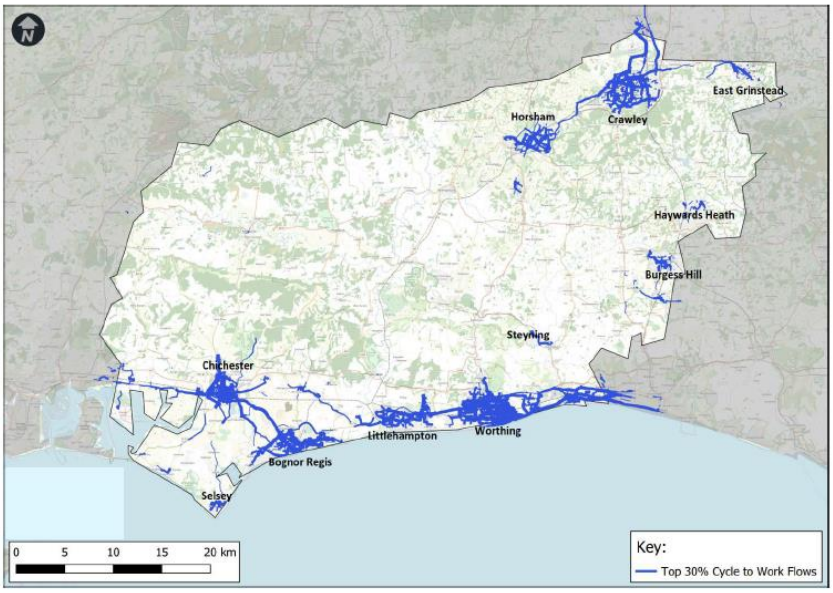


Image (right) 2011 Commuter cycle flows (Source: Propensity to Cycle Tool)

Draft West Sussex County Council Local Cycling and Walking Infrastructure Plan (LCWIP) Review

Overview:

The West Sussex Local Walking and Cycling Infrastructure Plan supports the West Sussex Active Travel Strategy identifying key long-distance corridors where West Sussex CC wants to invest in active travel. This LCWIP is currently in draft form, due to be adopted in 2024.

Vision:

The people of West Sussex consider cycling and walking as the natural choice for shorter distance journeys, or as part of a longer distance journey, facilitating access to key destinations. Active travel networks are inclusive, well-designed and integrated. Routes to key destinations including employment centres and transport hubs are direct, safe, and attractive.'

Key Principles:

Key objectives of the strategy:

- To contribute to achieving the West Sussex Active Travel Strategy
- To determine the council's priorities for investment in inter-community active travel routes that connect people with places and activities
- To deliver active travel infrastructure that support the effective integration of transport and land use policy and plans
- To provide a mechanism for the on-going development and prioritisation of active travel infrastructure in partnership with District and Borough authorities.

The Draft West Sussex LCWIP looks in detail at six new longer-distance active travel corridors that would connect West Sussex communities together.

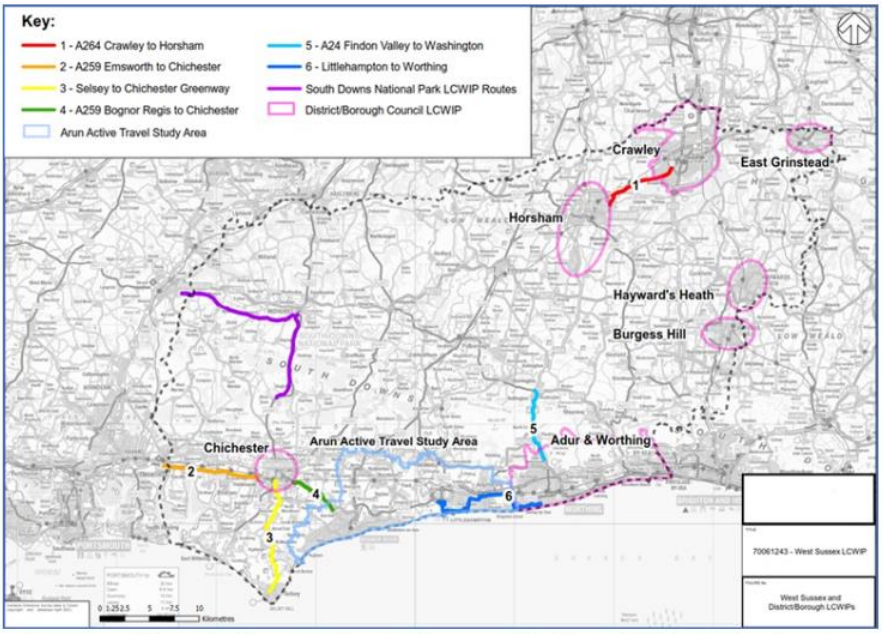
The six routes that we have identified as being high priority for development and funding are:

- A264 Crawley to Horsham
- A259 Emsworth to Chichester - part of existing National Cycle Network (NCN) Route 2
- Selsey to Chichester Greenway
- A259 Bognor Regis to Chichester
- A24 Findon Valley to Washington
- Littlehampton to Worthing

Details on each of these routes is provided including selection process, context of corridor, existing active travel infrastructure and proposed improvements.

The West Sussex LCWIP complements the LCWIP priorities of West Sussex districts and boroughs along with the South Downs National Park Authority. These typically focused on radial routes and key corridors serving town centres, employment and transport hubs, and planned development locations.

Routes in this county-wide West Sussex LCWIP are largely focused on the coastal areas of West Sussex, south of the SDNP, improving connectivity in areas close to the border such as Arundel.



The proposed LCWIP routes. The coloured lines show the proposed West Sussex LCWIP routes. The pink bubbles show the proposed local LCWIP areas. Together, the maps indicates the proposed walking and cycling network in the county.

West Sussex County Council Bus Service Improvement Plan (BSIP) Review

Overview:

The West Sussex Bus Service Improvement Plan sets out West Sussex County Council's plan to improve bus services and reflect the aims of the National Bus Strategy. This received £17.4 million in funding from the DfT, detailing improvement plans for 2022 onwards.

Vision:

The BSIP seeks to stimulate and drive significant improvements to local bus services. These improvements are intended to:

1. *Recover, rebalance, and increase bus service usage post the Covid pandemic, taking into full account the need for changes to accommodate altered movement patterns*
2. *See a step change in local transport provision delivered to current and new bus users with a resultant annual increase in the number of passengers using buses*
3. *Seek to readdress the balance in modal share between private and public transport resulting in a continuous increase in mode share for buses; and,*
4. *Ensure a future ready buses approach is taken at every delivery step*

Key Principles:

Key aims of the West Sussex BSIP:

- To recover bus patronage to pre-pandemic levels and to engender significant growth and quality improvements in bus provision across the county in future
- More bus priority schemes designed to **enhance reliability and reduce journey times**
- A bus network that delivers the needs of all potential users at most hours of the day
- **Simplified fares and ticketing**, and reduced fares for passengers under the age of 30 (depending on funding)
- A step change in terms of improved services for our rural areas
- Technical and operational innovation in bus service provision, including accelerating the introduction of **zero-emission buses** and promoting a bus decarbonisation programme

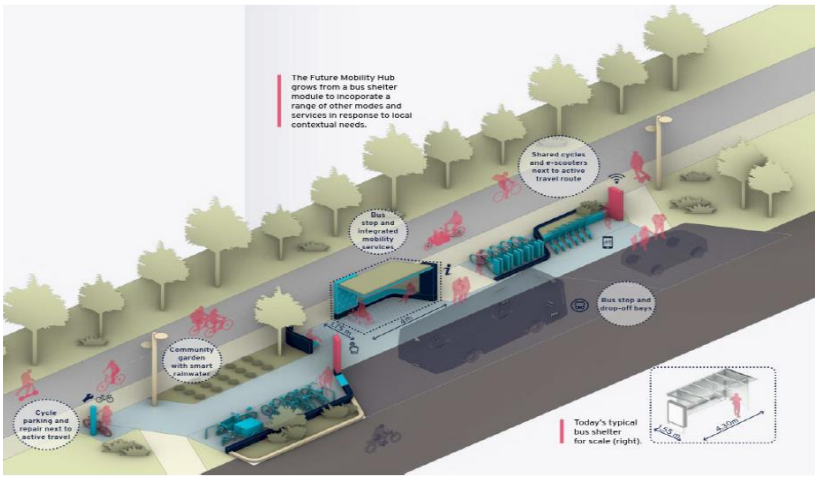
Buses not currently seen as a viable alternative mode of travel to the car, most services are operated separately from each other, there is a **lack of evening and Sunday services**, fare are not considered to represent **value for money**, and **waiting conditions are poor**.

Longer term improvements proposed include the development of South Coast public transport routes, develop a second route along the coastal towns (east-west), and expand the Fastway BRT scheme.

The issue of rural mobility and provision of socially necessary transport across West Sussex is a key issue:

- Much of rural West Sussex sits within the South Downs National Park and has many smaller towns and settlements, with **bus services largely infrequent and financially supported**
- Proposed introduction of South Downs Digital Demand Responsive Transport (DDRT) – pilot of a shared taxi service (one of 3 proposed schemes)
- Introduction of **mobility hubs** in key locations – Midhurst and Petworth proposed

Other scheme proposals include – new services, increase bus service provision on key corridors, support operators to increase the number of Zero Emission Buses.



An example of a rural mobility hub

Hampshire County Council Bus Service Improvement Plan (BSIP) Review

Overview:

The Hampshire County Council Bus Service Improvement Plan (BSIP) set a high-level vision for Hampshire's bus network, including journey time and reliability targets, and plans to deliver them. It was published in March 2022, covering the period up to March 2030, annually reviewed. Initially, the BSIP did not receive funding.

Vision:

'Within Hampshire, the County Council and bus operators recognise that the bus has huge untapped potential to cater for a larger share of everyday journeys. Through a programme of co-ordinated and sustained investment, over the next decade we will deliver a renaissance in bus passenger travel, which will see the number of journeys made by bus increase year-on-year.

This EP Plan will be a catalyst for bus passenger growth across the whole of Hampshire by creating the conditions to achieve a virtuous circle of investment and passenger growth. This will be a process of positive, sustained change. Growing bus use will contribute to a wide range of other policy objectives, such as de-carbonising travel, reducing inequalities and using road-space much more efficiently.'

Key Principles:

Key aims of the Hampshire CC BSIP:

- Reduce average bus journey times
- Improve bus journey time reliability
- Recover bus passenger numbers
- Increase bus passengers
- Increase bus satisfaction

Identifies key market areas – Southampton travel to work area Portsmouth and South East Hampshire travel to work area, Blackwater Valley and Fleet area, Basingstoke area, Winchester, Andover area, and Rural Hampshire.

10 key commitments of the BSIP and EP to improve the quality and attractiveness of local bus services. This will include:

1. **Investment in flagship bus corridors** – focus of investment in key bus corridors that serve the county
2. **Increase the bus priority offering** – reducing journey times which will drive demand through improved attractiveness of services
3. **Simpler ticket options and improved affordability** – easier to understand ticket options, simply tickets and fares, including developing tap-on tap-off
4. **Improve the range of Solent Go multi-operator bus/ferry products**
5. **Better links with rail, ferry and mobility hubs** – encourage and enable easy onward travel
6. **Bus network presented as a single system** – a system which works together with clear passenger information
7. **Improved bus fleet and on-bus environment** – high quality buses which work towards decarbonisation
8. **Listening to bus passengers** – working to meet and exceed the needs of bus passengers
9. **Meeting the public transport needs of rural areas** – including trials of innovative and value for money approaches
10. **Longer term transformation** – commit to preparing plans and funding bids to secure longer-term investment

Congestion at peak times on key corridors to and from centres of major towns, leads to **reduced punctuality and journey time reliability**. This makes journey times longer, reducing the attractiveness of travelling by bus.

Both National Park authorities in Hampshire **aim to promote and encourage access via sustainable travel** modes. Car borne visitors threaten the special qualities of both the South Downs and New Forest National Parks.

Inaccessibility in rural areas of Hampshire due to lack of commercial viability. With many services in rural areas supported by Hampshire County Council

Proposals for the Hampshire DRT Challenge Fund. – private operators will be able to compete for a 2-year contract to provide services, reviewed annually.

Brighton and Hove City Council Local Cycling and Walking Infrastructure Plan (LCWIP) Review

Overview:

Brighton and Hove City Council's Local Walking and Infrastructure Plan (LWCIP) Sets out strategic ambitions for improvements to the active travel network in the city covering the next 10 years. It supports wider Local Transport Plans and the National Cycling and Walking Investment Strategy. This provides where proposed improvement will be located but does not include any further detail until further consultation.

Vision:

'A better-connected city where active travel (walking wheeling, cycling) is the first choice for getting from A to B, supported by high quality infrastructure which makes active travel accessible easy, welcoming, enjoyable and safe. '

Key Principles:

Brighton and Hove is a compact city which offers both **opportunities for active travel** but also provides challenges such as limited space and challenging geography.

Car ownership in Brighton and Hove is low compared to national figures – **over a third of households do not own a car or have access to one**.

Continue to invest in and plan for a **comprehensive network to make active travel safe, accessible and the first choice**, especially for short journeys in the city in order to free up road space and ease congestion.

Creating a network of safe and convenient routes and quality infrastructure is vital to ensure that we enable people to use active travel more in the future.

Active travel journeys should be **easy**, **safe and accessible to all,** need to encourage active travel journeys, reduce road collisions and casualties and road danger or perceptions of danger.

Improvements include:

- **Pavements** – widened, better quality and new pavements
- **Pedestrianisation** – restrict motor vehicle access
- **Wayfinding** – maps and information, signposts to destinations
- **Pedestrian crossings** – longer crossing periods, changes to design of crossings, more signalised and zebra crossing
- **Lighting** – improve and upgraded lighting
- **Decluttering and improvements to public realm** – improved street environments
- **Low traffic measures** – modal filters and Low-Traffic neighbourhoods
- **Behaviour change measures** – campaigns for sustainable transport
- Speed reduction – speed limit reductions and traffic calming measures
- **Cycle lanes** – fully and lightly separated lanes, contraflow lanes, bus and cycle lanes

Residents expressed levels dissatisfaction with both walking and cycling:

- 55% dissatisfaction with the walking environment – condition of pavements, obstructions on pavements and pavement parking
- 54% dissatisfaction with the cycling environment – lack of safe cycle routes, cycle lanes end abruptly, and gaps within the current cycle network

Network design developed both strategically (origin-destination approach, strategic destinations) and locally (local destinations and barriers, area-based approach).

17 key priority routes with differing delivery timescales

Brighton and Hove City Council Bus Service Improvement Plan (BSIP) Review

Overview:

The Brighton and Hove Bus Service Improvement Plan sets out how bus services in the city can be improved, responding to the aspirations of the National Bus Strategy. This received an initial allocation of £27.9 million from the DfT to deliver schemes.

Vision (abridged):

Brighton & Hove's bus network forms a key role within the city. Although services are recognised nationally, there remains much more to do. Encouraging people back on to buses as we recover from the Covid-19 pandemic, and then growing passenger numbers, will be critical to helping the council meet its objective for a carbon neutral city by 2030.

Key aims – reduce average bus journey times, improve reliability, increase bus patronage and passenger satisfaction.

Key Principles:

Brighton has a high level of bus use, with the city **well served by the commercial bus network** with services along all main corridors.

Key Targets:

1. Clearer and simpler tickets
2. Faster, more reliable journeys
3. Lower fares
4. More regular services to underserved parts of the city and the South Downs

91% of households are within 400m of a bus stop with a weekday daytime frequency of 15 minutes or more. Those not within this are generally not on the commercial bus network.

Prioritised measures:

1. Package of measures to simplify and reduce fares (including subsidising fares, cross boundary offers)
2. Package of measures to provide more bus priority and speed up buses (key routes of the A259 and A23)
3. Providing fully zero emissions bus fleets by 2030
4. Enhancing socially and economically necessary bus services

Brighton and Hove City Council will work to enhance services to the least well served parts of the city and the South and other key stakeholders to attract people who would not usually use the bus and improve the offering for existing customers.

Actions and priorities include more bus priority, zero emission buses by 2030, improved rail, bus and bike integration, more express services, improving quality of bus shelters, and a Park & Ride trial.

In conjunction with the South Downs National Park and other operations, Brighton and Hove City Council will expand the existing '**Breeze up to the Downs' initiative campaign.** This includes:

- Build on the existing 'Breeze up to the Downs and Beyond'
- Support the restoration of an improved 11X service – a seasonal route between Brighton and Eastbourne
- Reinstate the 'Take the Bus for a Walk' leaflets
- Improve service frequency on Breeze services

Other schemes in the South Downs National Park aim to:

- Improve access to nearby towns, to and from the National Park along with leisure destinations
- Increase the ability to travel with bikes in rural areas – especially, on routes serving the South Downs

4 Vision and Objectives

4.1 Key Themes

4.1.1 This section outlines the key themes that emerged the evidence review. These key themes will help to inform the vision and objectives of the South Downs Transport Study. These include congestion on the strategic road network; climate change; impacts on nature and biodiversity; limited active travel infrastructure; rural connectivity; bus and rail limitations; external growth pressures.

4.1.2 One key issue prevalent across the evidence review was the issue posed by the strategic road network (SRN). The A3, A23, and A27 are important links through and surrounding the SDNP. Congestion and traffic flow concerns along these central routes, especially the A27, are a recurring issue leading to slow car and bus journey times. Alongside issues on the SRN, safety issues are often highlighted on other roads on the primary route network (PRN) including the A272 and A259. The SRN and major road network are important components of the transport network and provide opportunities for travel by sustainable modes.

4.1.3 Another common theme across background strategies and plans in the SDNP is the need to reduce the carbon emissions related to transport. Local Plans and Local Transport Plans within the SDNPA and surrounding areas emphasises the need to improve the use of and provision of sustainable transport options.

4.1.4 Transport has been identified as a key factor impacting nature, biodiversity, air quality and noise pollution across the SDNP. The highway network provides a physical obstacle to walking and cycling provision whilst disturbing the natural landscape. Transport should effectively integrate with the landscape where possible, reducing adverse impacts on the natural environment.

4.1.5 The lack of provision of high-quality walking and cycling infrastructure is highlighted across all areas as a barrier to increasing walking and cycling. It is identified that for some within the South Downs, active travel is not considered due to travel distances, however, opportunities exist for growth of infrastructure especially within the tourist offering.

4.1.6 In a rural area such as the South Downs, rural connectivity and isolation is a key theme. The South Downs is surrounded by many larger hubs and cities including Winchester to the west, Eastbourne to the east and Portsmouth, Brighton and Chichester to the south alongside a range of smaller urban areas. However, a majority of the SDNP is rural, as such public transport and connectivity can be limited. A lack of direct bus services or infrequent services has led to the isolation of some area, leading to inequalities in access to employment and vital services.

4.1.7 Another issue posed across the public transport network is in relation to rail provision due to limits with connectivity and some slow line speeds. A number of rail operators provide services across the South Downs, which can hinder connectivity across the region. Further, slow line speeds and capacity issues on the Portsmouth Direct Line, Brighton Mainline, West Coastway and East Coastway Line increases journey times and can suffer from overcrowding at peak times. Collectively, this limits the attractiveness of rail as an alternative to car usage.

4.1.8 The SDNPA Local Plan identified 12 locations which pose external growth pressures. Locations surround the SDNP, with a focus on the south of the park towards more urban coastal towns and cities. This includes Fareham, Waterlooville, Chichester, Worthing, Brighton, and Eastbourne, where growth in housing in the north towards the SDNP border has been increasing, with demand growing with population growth. As such, this poses potential capacity issues across all modes of the transport network.

4.2 Vision

4.2.1 Summarising the significant, wide range evidence base, and the themes above, this suggests a succinct transport vision for the South Downs National Park Transport Study:

By 2042 the transport network in the South Downs National Park will connect and protect the unique natural landscape while supporting thriving settlements for residents, visitors, businesses, and the wider rural community. High quality, sustainable transport networks will be complemented by placemaking that prioritises active and sustainable modes and contributes towards delivery of sustainable growth, achieving net zero carbon while mitigating against the impacts of climate change.

4.3 Objectives

4.3.1 Table 4-1 below shows the objectives of the South Downs Transport Study supporting the main strategic vision.

Table 4-1: South Downs Transport Study objectives

	Objective
1	Reduce the need to travel and / or the distance travelled for new development through careful siting of development in relation to existing settlements and encouraging a mix of uses on-site where possible taking into account the scale of development.
2	Maximise the proportion of travel by sustainable modes for new development, including development for the visitor economy, by contributing to delivery of high-quality active travel and public transport infrastructure through the planning process, including Mobility As A Service and Demand Responsive Transport
3	Reduce the impact of private car use, through supporting electric vehicles charging provision and car clubs, and by addressing highway safety challenges as a result of development.
4	Support economic prosperity by contributing to enhanced public transport and active travel connectivity.
5	Integrate the transport improvements with the unique landscape of the South Downs, preserving its natural qualities, promoting biodiversity, and improving air quality.

4.4 Implications for growth

4.4.1 Using all available evidence, Figure 4-1 below highlights our recommendations related to the key locations within the SDNP that are more or less likely to achieve more sustainable mobility outcomes, and sets out the proposed connectivity zones.

Greatest potential

4.4.2 Those locations with the 'greatest potential' to deliver sustainable mobility outcomes include Petersfield, Lewes and the edge of Winchester and Arundel. These areas have been identified due to:

- Walking distance to train stations with higher rail frequencies
- Along higher frequency bus corridors
- Walking and cycling distance to larger settlements

4.4.3 This potential to benefit from existing multi-modal transport services and existing settlement facilities, provides the best potential to achieve sustainable mobility outcomes.

Some potential

4.4.4 Locations with some potential to achieve sustainable mobility outcomes include Liss, Midhurst, Easebourne, Petworth and on the edge of Twyford, Liphook, Haselmere, Newhaven, Seaford and Eastbourne. These areas have been identified due to:

- Along higher frequency bus corridors, or proximity to rail station
- Walking and cycling distance to larger settlements

4.4.5 Whilst locations are typically sited near the strategic road network or major roads, this typically provides benefits for access to bus services, but can also encourage car use. Given this and the lack of access to rail services, these have been classified as more challenging sites for encouraging sustainable mobility. Liss has a rail station, but service frequency is low (2tph) and there are no higher frequency bus services.

Greater effort required

4.4.6 Locations that have some potential to achieve more sustainable outcomes include east of Petworth and south east of Burgess Hill. These areas have been identified due to:

- Proximity to larger settlements by bike
- Along lower frequency bus corridors

4.4.7 Other areas with similar proximity to settlements and bus services include west of Petersfield (A272 corridor) and north west of Liss (B3006 corridor). These locations were discounted due to the proximity of significant severance caused by the A3, which would make it difficult to deliver more sustainable mobility outcomes without significant investment for large scale growth. Consideration will be given to proposed transport schemes with known scheme details and how they may affect sustainability.

Most challenging

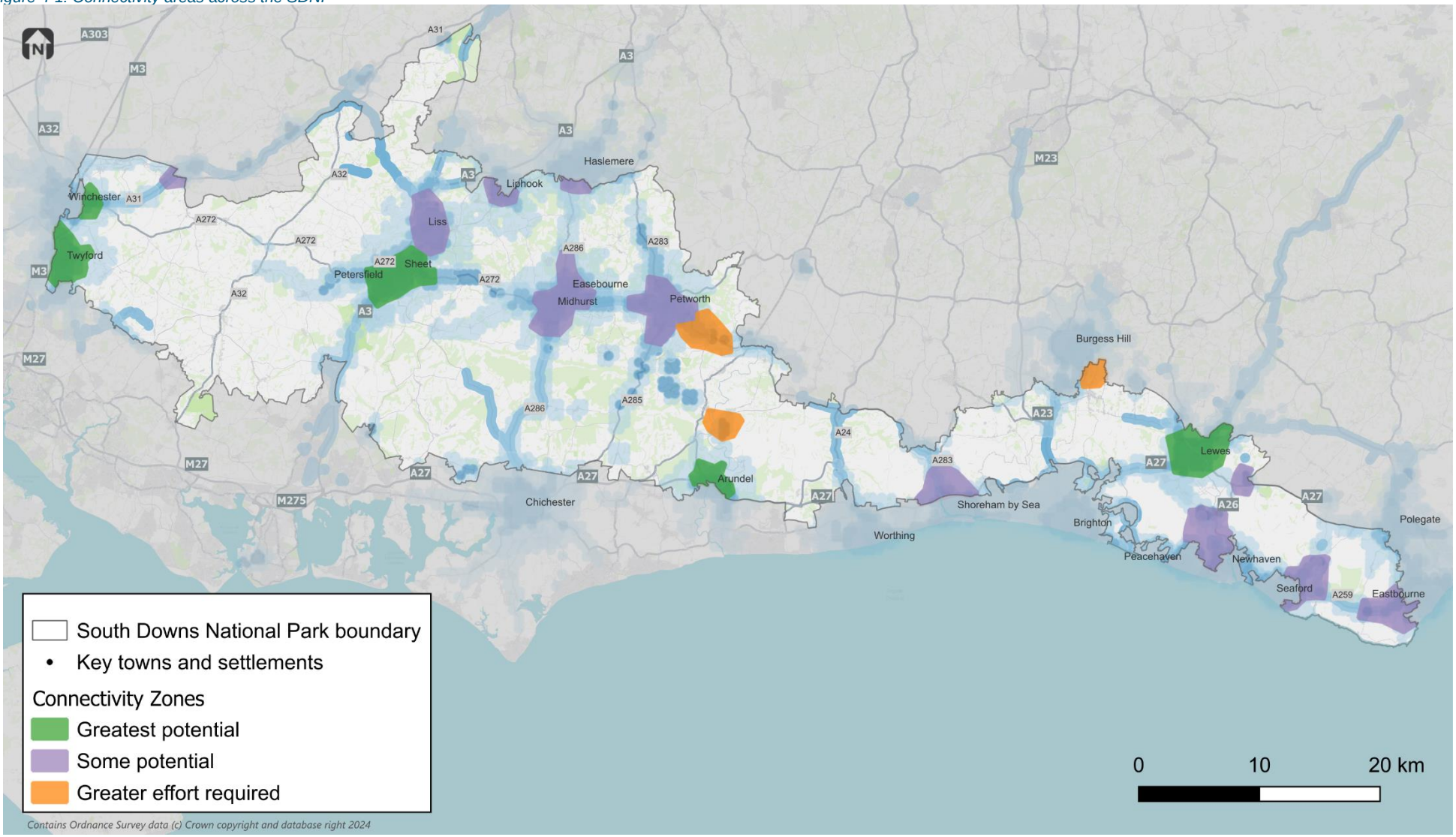
4.4.8 All remaining locations identified within the SDNP Local Plan have been identified as most challenging in achieving sustainable mobility outcomes. These locations share similar characteristics including:

- Very limited to no connectivity with the main public transport network
- Physically remote and separated from existing urban areas

4.4.9 These locations would require substantial measures to improve their connectivity and sustainable transport access which are unlikely to be viable given the relative small scale of proposed growth. A number of locations with rail stations fall within this category, including Amberley, Glynde and Southease. These stations all have low service frequencies (2tph) and are physically remote from settlements, or within settlements that provide limited day to day facilities. Similarly, locations where cycling accessibility has been illustrated, this may not be as achievable given the rural nature of these locations and perceptions of safety.

4.4.10 We understand that no allocations are likely to be of a scale that could be considered ‘stand alone’ in terms of being able to produce sustainable transport outcomes through significant internalisation of trips (eg with a scale of at least 5,000 homes and a wide range of ancillary uses). Nonetheless, the scale of the allocation will be considered when determining final designations.

Figure 4-1: Connectivity areas across the SDNP



5 Proposed Transport Assessment Methodology

5.1.1 The transport baseline work and evidence base review above has informed the development of a vision and objectives. From this we have developed a vision-led Transport Assessment methodology that will help deliver the vision. It will seek to identify the potential impacts of growth, taking into account packages of sustainably-focused measures required to achieve the most sustainable outcomes for the preferred development option.

5.1.2 The approach builds on the methodology we have developed for embedding vision-led transport planning into Local Plan growth studies of all scales across the UK. The broad process is set out below and will be subject to discussion and agreement with key stakeholders.

Step 1: Identify best connected areas

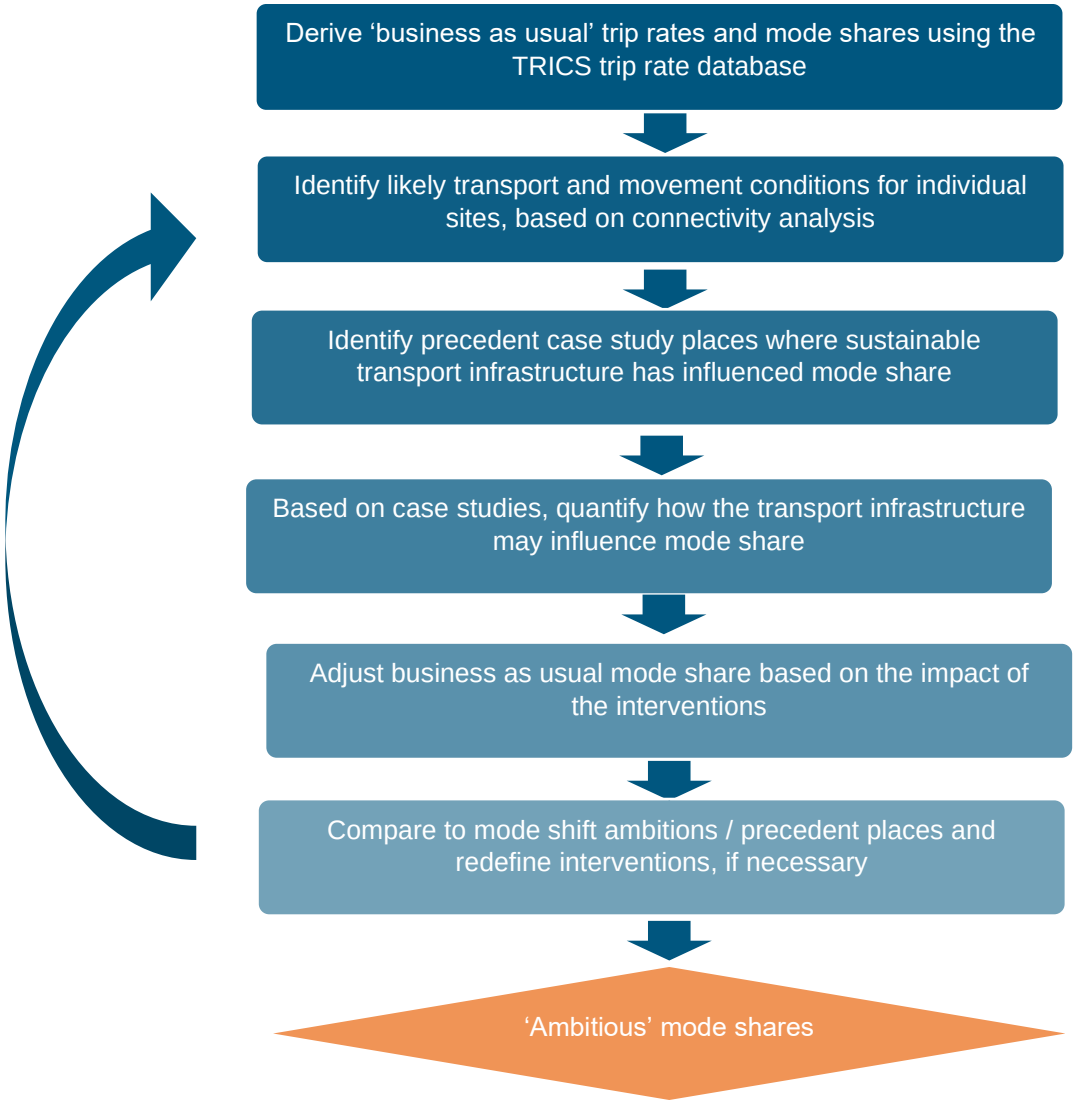
5.1.3 This stage of work is complete, subject to comments from stakeholders. The analysis above has identified those areas within the SDNP that have the greatest potential and some potential to achieve the most sustainable outcomes, as well as locations where greater effort would be required. Those areas not highlighted have limited potential to encourage sustainable travel outcomes.

Step 2: Apply Mode Shift Model to determine trip rates

5.1.4 We will use our bespoke Mode Shift Model (MSM) to determine vision-led trip rates, that reflect the connectivity characteristics of each site, based on the connectivity zones highlighted. TRICS trip rates will be carefully consider location type to determine the most appropriate. Developed by ITP over several projects, the MSM is a spreadsheet tool that allows the impact of different transport and planning characteristics on mode share to be identified. The model is built on a wide-ranging evidence base and extensive research on the impacts of transport interventions on travel outcomes. The overall MSM approach is illustrated in Figure 5-1 overleaf. Trip distribution will take place in Step 3.

5.1.5 The scale of individual growth allocations will be taken into account, noting that larger allocations (or clusters of smaller allocations) may provide day-to-day facilities on-site, helping to increase trip internalisation and the potential for trips to be undertaken on foot or by bicycle. However, we do not anticipate at this stage there being proposed allocations with sufficient scale to achieve significant internalisation of trips.

Figure 5-1:Mode Shift Model approach



5.1.6 The specific initial level of mode shift away from the car will be determined in Stage 2 of the project and will vary according to the connectivity zone the sites are within. Based on previous experience, the broad range of mode shift is expected to fall within 5%-15% and will be tested in Stage 2 once the proposed allocations are known.

Step 3: Identify high impact locations

5.1.7 The outputs of the MSM will be used to produce a set of trip rates that can be applied to the proposed allocations, based on the connectivity category defined in Step 1. This will provide an indication of the number of multi-modal trips on the network.

5.1.8 We will then identify up to five high impact locations, where there are either individual sites with high traffic generation, or multiple sites that cumulatively produce high traffic generation on a focused part of the highway network.

5.1.9 To identity these locations we will make use of 2011 Census Journey To Work data (sense checked against 2021 data) to determine trip distribution on the network. This will be fed into a spreadsheet-based distribution tool to identify where trips are likely to route to, and therefore where the greatest impacts will be. We will consider other data on network performance, for example outputs from Google Maps or TomTom regarding journey time variability, in order to better understand where pinch points exist on the network.

5.1.10 The identification will be based on relative increases on links (where data is available for the latter – such information will be requested from the relevant authorities through the initial stakeholder engagement). Traffic Growth and Committed development will be considered as part of the base traffic flows and assessment of the increase in traffic from the proposals. The impact of development allocations will be assessed at 2042, which is the end of the proposed plan. Thresholds will be agreed with stakeholders, but suggested initial thresholds are increases in overall traffic volumes of at least 10% in locations with significant existing journey time variability or 30% where journey time variability is not known to be significant.

5.1.11 Our recommendations regarding the five high impact locations for further investigation will be tested and agreed with the client and key stakeholders before moving on to Step 4.

Step 4: Development of sustainable travel measures and highway mitigations

5.1.12 Once the high impact locations have been agreed we will develop a package of sustainable travel measures, focused on improving walking, cycling, wheeling and public transport conditions. These will be at a pre-concept level of detail, setting out 'points and lines' on maps, to demonstrate broad feasibility, alongside precedents where relevant. The impacts of these measures will then be calculated on mode share for the affected allocation sites making use of the MSM. As noted above, it is not appropriate to set mode share targets at this stage, until there is more clarity on the proposed site allocations and the sets of measures developed in Step 4. We will provide an explanation of the mode share assumed through the MSM, and seek to agree these with stakeholders.

5.1.13 The MSM will provide revised trip rates, identifying the residual vehicle trips that will be made on the network, once the proposed measures are in place. On the basis of the residual vehicle trips the likely highway mitigation measures will be identified.

Step 5: Data sharing and gap identification

5.1.14 The outputs from Step 4 will be input to the Habitats Regulation Assessment (HRA), the exact scope of which would be agreed with the client and HRA consultants.

5.1.15 At this stage any gaps in data, such as surveys on impacted parts of the network, will be identified. It is not anticipated due to the scale of development that modelling will be required or proportionate. We will provide appropriate justification to support not modelling the impact of the proposed development allocations, although this will be tested through Stage 2 and evidence provided for the approach adoped. We will also identify the need for additional assessments of network modelling, for example where there are significantly affected junctions that have known capacity constraints.

5.1.16 Where the potential need for additional work is identified, this will be discussed with the client and key stakeholders before moving onto the next stages of work. Any additional work would sit outside the scope of this commission.

Step 6: Costing of sustainable travel measures and highway mitigations

5.1.17 The order of magnitude of cost for the sustainable travel and highway mitigation measures identified in Step 4 will be provided making use of existing case studies and available out turn costs, as well as Spons guidance as required. We will identify the high-level delivery route for each measure, key development or delivery partners and any funding gaps. This is likely to involve some engagement with planning and / or viability officers.

Step 7: Draft Transport Assessment

5.1.18 Drawing together the work in the preceding steps, we will prepare a draft TA for review by the client team. Once agreed, the document will be circulated to key stakeholders for review, with one review round provided.

Step 8: Engagement with key stakeholders

5.1.19 We anticipate a more streamlined engagement process at this stage, having engaged with key stakeholders during Step 4. The key stakeholders will include East Sussex County Council, Brighton & Hove City Council, West Sussex County Council, Hampshire County Council, Surrey County Council, National Highways, and Active Travel England.

Step 9: Second draft Transport Assessment

5.1.20 Following the stakeholder engagement, we will prepare a second draft TA for review by the client team.

Step 10: Final Transport Assessment

5.1.21 Following review by the client team we will respond to the comments received and prepare a final TA to support the Local Plan review.

6 Next Steps

6.1.1 This report has set out the evidence base work completed to date, prepared a vision and objectives for the project, presented the outcomes of the connectivity mapping exercise and has used this to create a series of connectivity zones. These zones help identify the locations where the most sustainable mobility outcomes are likely to be achieved. The report has concluded with a proposed methodology for Stage 2.

6.1.2 A draft of this report has been shared with key stakeholders. Comments have been received and the report updated. This Stage 1 report will be issued and Stage 2 will commence.

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Appendix B – Local Plan allocations

Summary of Local Plan Review allocations including current Local Plan allocations, Neighbourhood Development Plan (NDP) sites and new Local Plan review allocations

Local Plan Review allocations

The following set of tables details all current Local Plan allocations, Neighbourhood Development Plan (NDP) and proposed allocations for the Local Plan Review which have not been completed. These include allocations with planning permission, a live application or no planning application.

Current Local Plan allocations

Table B-1 Current Local Plan allocations without planning consent or with an active application

Policy Ref	Site Name	Settlement	Type of Development	Number of Houses	Employment Floorspace (m^2)	Status
SD56	Shoreham Cement Works	Upper Bedding	Multiple	200	46,0000	
SD57	North Street Quarter	Lewes	Multiple	685	3500	Resolution to grant
SD58	Former Allotments, Alfriston	Alfriston	Housing	8	0	No permission, no live application
SD59	Kings Ride, Alfriston	Alfriston	Housing	8	0	Resolution to grant
SD60	Land at Clements Close, Binsted	Binsted	Housing	10	0	No permission, no live application
SD61	New Barn Stables, Binsted	Binsted	Gypsy & Traveller	0	0	No permission, no live application
SD63	Land South of the A272 at Hinton Marsh, Cheriton	Cheriton	Housing	14	0	No permission, no live application
SD64	Land South of London Road, Coldwaltham	Coldwaltham	Housing	28	0	No permission, no live application
SD65	Land at Park Lane, Droxford	Droxford	Housing	26	0	No permission, no live application
SD69	Land to the east of Elm Rise, Findon	Findon	Housing	14	0	Live application
SD73	Land at Itchen Abbas House, Itchen Abbas	Itchen Abbas	Housing	9	0	No permission, no live application

SD79	Holmbush Caravan Park, Midhurst	Midhurst	Housing	60	0	No permission, no live application
SD80	Land at the Fairway, Midhurst	Midhurst	Housing	9	0	No permission, no live application
SD83	Offham Barns, Offham (G&T)	Offham	Gypsy & Traveller	0	0	No permission, no live application
SD84	Land to the rear of Ketchers Field, Selborne	Selborne	Housing	6	0	No permission, no live application
SD85	Land at Pulens Lane, Sheet	Sheet	Housing	7	0	No permission, no live application
SD86	Land at Loppers Ash, South Harting	South Harting	Housing	7	0	No permission, no live application
SD87	Land North of the Forge, South Harting	South Harting	Housing	5	0	Resolution to grant
SD88	Stedham Sawmill, Stedham	Stedham	Housing	16	0	No permission, no live application
SD89	Land South of Church Road, Steep	Steep	Housing	9	0	Resolution to grant
				Total	921	

Table B-2 Current Local Plan allocations with planning permission either in construction or not yet built

Policy Ref	Site Name	Settlement	Type of Development	Number of Houses	Employment Floorspace (m²)	Status (Aug 2024)
SD62	Land at Greenway Lane, Buriton	Buriton	Housing	10	0	Part Complete, Part Under Construction
SD66	Cowdray Estate Works Yard, Easebourne	Easebourne	Housing	20	0	Permission, but yet to start
SD67	Land at Egmont Road	Easebourne	Housing	18	0	Under construction
SD68	Former Easebourne School	Easebourne	Housing	20	0	Under construction
SD70	Soldiers Field House Findon	Findon	Housing	12	0	Permission, but yet to start
SD71	Land at Petersfield Road, Greatham (Liss Forest Nursery)	Greatham	Housing	37	0	Permission, but yet to start
SD72	Land at Fern Farm, Greatham	Greatham	Gypsy & Traveller	0	0	Permission, but yet to start

SD74	Castelmer Fruit Farm, Kingston near Lewes	Kingston	Housing	10	0	Permission, but yet to start
SD76	Land at Old Malling Farm Lewes	Lewes	Housing	226	0	Permission, but yet to start
SD77	Malling Brooks, Lewes	Lewes	B1/B2/B8	0	7,040	Part Complete, Part Live
SD78	West Sussex County Council Depot and Former Brickworks Site, Midhurst	Midhurst	Housing	69	0	Under construction
SD91	Land South of Heather Close West Ashling	West Ashling	Housing	17	0	Under construction
				Total	439	7,040 sqm

Neighbourhood Development Plan Allocations

Table B-3 NDP allocations without planning permission

NDP ref.	Site name	NDP area	Type of development	Total no. dwellings	Total employment space (sqm)
Policy 4	Former Castle Stables, Arundel Castle	Arundel	Housing	12	0
BNDP Policy 3	Jolyons and Robin Hill	Bury (Chichester)	Housing	6	0
BT3	Policy BT3 WSCC depot	Clapham	Employment	0	6,840
HD3	Travis Perkins builders yard/ Former Landfill site policy HD3	Clapham	Housing	30	0
HSG 6A	Park Barn Farm/Long Park Corner	Ditchling, Streat & Westmeston	Housing	12	0
EM14	Garages site off Hill View	East Meon	Housing	2	0
SA3	Bridgelands Site, Verdley Place	Fernhurst	Housing	10	0
CH032	Fleet Cottage (CH032)	Fittleworth	Housing	6	0
LNDP21	Church Farm Barns (LNDP21)	Lavant**	Housing	5	0
Site 53	Former St Anne's School Site (Site 53)	Lewes	Housing	35	0
Site 2	Land at Astley House and Police Garage (Site 2)	Lewes	Housing	25	0
Site 8	Land at Buckwell Court Garage site (Site 8)	Lewes	Housing	6	0
Site 21	Land at Kingsley Road Garage Site (Site 21)	Lewes	Housing	6	0
Site 34	Land at Little East Street Car Park (Site 34)	Lewes	Housing	11	0
Site 44	Land at Prince Charles Road Garage Site (Site 44)	Lewes	Housing	6	0

Site 46	Land at Queens Road Garage Site (Site 46)	Lewes	Housing	6	0
Site 52	Land at St Annes Crescent (Site 52)	Lewes	Housing	12	0
Site 3	Land at the Auction Rooms (Site 3)	Lewes	Housing	11	0
Site 35	Land at The Lynchetts Garage site (Site 35)	Lewes	Housing	6	0
Site 57	Lewes Railway Station Car Park (Site 57)	Lewes	Housing	20	0
Policy 8 site 2	Land at Inwood Road	Liss	Housing	25	0
Policy 8 site 5	Land next to Brows Farm	Liss	Housing	15	0
Policy 8 site 4	Upper Green	Liss	Housing	35	0
B2	Site B2 Land at the Domes	Petersfield	Employment	0	6,280
B6	Site B6 Car park off Frenchman's Road	Petersfield	Employment	0	245
H10	Existing Community Centre Site (H10)	Petersfield	Housing	10	0
H9	Hampshire County Council Depot off Paddock Way (H9)	Petersfield	Housing	42	0
H6-1	Site H6-1 Infant School south site	Petersfield	Housing	20	0
MU1	Site MU1 Royal Mail Sorting Office	Petersfield	Mixed Use	5	0
MU2	Site MU2 BT Exchange	Petersfield	Mixed Use	11	0
WS4	Policy WS4 Land east of Hampers Common	Petworth	Employment	0	3,600
H8	Land South of Rothermead (H8)	Petworth	Housing	10	0
H7	Petworth South (H7)	Petworth	Housing	100	0
RES20	Barn complex, Old House Farm	Ringmer	Housing	5	0
H6A	Renault Garage & Bungalow South of A272, Rogate [H6(A)]	Rogate	Housing	11	0

New Local Plan Allocations

Table B-4 Summary of New Local Plan Allocations by District

District	Number of sites	Type of development	Total number of dwellings	Total employment floor space (sqm)
Adur	1	1 housing	40	n/a
Arun	1	1 housing	20	n/a
Chichester	19	1 housing / care home 18 housing	313 (inc.120 care home/flats)	n/a

East Hampshire	13	8 housing 4 mixed use 1 care home/flats	688 (inc. 150 care home/flats, 66 bed care home, 60 bed care home	1,750 sqm
Horsham	1	1 housing	45	n/a
Lewes and East Sussex	16	16 housing	498	n/a
Mid Sussex	1	1 housing	30	n/a
Wealden	1	1 care home	30	n/a
Winchester	4	3 housing 1 mixed use	45	1,500 sqm

Table B-5 Potential new Local Plan allocations with open planning applications

Policy Ref	Site Name	Settlement	District	Type of Development	Number of Houses	Planning app. ref.
EA182	Land at Drum Court, The Spain	Petersfield	East Hampshire	Housing	21	SDNP/23/00302/FUL
EA195	The Courtyard, Heath Road	Petersfield	East Hampshire	Mixed Use	8	SDNP/23/04239/FUL.
				Total	29	

Table B-6 Potential new Local Plan allocations without an open planning application

Policy Ref	Site Name	Settlement	District	Type of Development	Number of Houses	Employment Floorspace (sqm)
WI102	Land north of Dodds Lane	Swanmore	Winchester	Housing	15	
WI100	Land at Old Green Farm	Owslebury	Winchester	Housing	10	
WI101	Land at Whites Hill Farm	Owslebury	Winchester	Mixed Use	5	1,500 sqm
WI056	Land north of Hewlett Close	Twyford	Winchester	Housing	15	
EA200	Land of Merryfield Road	Sheet	East Hampshire	Housing	8	
EA071	Land south of Paddock Way	Petersfield	East Hampshire	C2/C3 care home/flats	150	
EA225	Land at Festival Hall	Petersfield	East Hampshire	Mixed Use	20	1,750 sqm
EA187	Windward Reservoir Lane	Petersfield	East Hampshire	Housing	5	
EA067	Land at Penns Place	Petersfield	East Hampshire	Mixed Use	35	2 pitches
EA043	Land at Farnham and Stations Roads	West Liss	East Hampshire	Housing	30 homes and/or 60 bed care home	
EA212	Land north of Winchester Road	Stroud	East Hampshire	Housing	20	
EA216	Land at Westlands	Liphook	East Hampshire	Housing	8	

EA215	Land west of Liphook/ Land at Westlands Park	Liphook	East Hampshire	Mixed Use	300	
EA161	Land south of Lovell Gardens	Binsted	East Hampshire	Housing	12	
EA005	Land at Greenways Lane and Kiln Lane	Buriton	East Hampshire	Housing	11	
CH215	Land West of The Street	Lodsworth	Chichester	Housing	10	
CH115	Manor Farm	Singleton	Chichester	Housing	8	
CH026	Land at Hawksfold	Fernhurst	Chichester	Housing	8	
CH092	Land to the rear of Rothermead	Petworth	Chichester	Housing	6	
CH096	Land north of Northend Close	Petworth	Chichester	Housing	18	
CH093	Land west of Station Road	Petworth	Chichester	Housing	8	
CH074	Land west of Valentines Lea	Northchapel	Chichester	Housing	25	
CH236	Land west of Village Hall	Rogate	Chichester	Housing	9	
CH203	Land at former Easebourne school	Easebourne	Chichester	Housing	10	
CH206	Land west of Budgenor Lodge	Easebourne	Chichester	Housing	20	
CH163	South of Hollist Lane	Easebourne	Chichester	Housing	15	
CH147	Midhurst Community Hospital and 1-2 Rotherfield Mews	Easebourne	Chichester	Housing and C2/C3 care home/flats	60 C2 and 60 C3 carehome/flats and 35 C3 dwellings	
CH165	Land east of Pitsham Lane	Midhurst	Chichester	Housing	75	
CH222	Land adj The Grange car park	Midhurst	Chichester	Housing	10	
CH218	Former Bus Depot, Pitsham Lane	Midhurst	Chichester	Housing	6	
CH217	Land at Forest Close	Midhurst	Chichester	Housing	5	
CH199	Land east of A286 and north of Mill Lane	Cocking	Chichester	Housing	25	
CH190	Land Adjacent (north of) Hollow Croft and Quince Cottage (east)	Bury	Chichester	Housing	5	
CH003	Land East of Coombe Crescent	Bury	Chichester	Housing	15	
AR009	Former Allotments	Findon	Arun	Housing	20	
AD001	Land off Steepdown Road,	Sompting	Adur	Housing C2/C3	40	
LE109	Land at Seaford Golf Club	Seaford	Lewes & Eastbourne	Housing	12	

LE124	Audiburn Farm, Aschombe Lane	Kingston	Lewes & Eastbourne	Housing	5	
LE118	Land at Beaumont, Wellgreen Lane	Kingston	Lewes & Eastbourne	Housing	6	
LE090	Land at Beechwood Lane,	Cooksbridge	Lewes & Eastbourne	Housing	26	
LE148	Land rear 71 East End Lane	Ditchling	Lewes & Eastbourne	Housing	5	
LE141	East Sussex College, Mountfield Road	Lewes	Lewes & Eastbourne	Housing	225	
LE103	Land behind the White Hart, 55 High Street	Lewes	Lewes & Eastbourne	Housing	5	
LE133	Springman House, 8 North Street	Lewes	Lewes & Eastbourne	Housing	16	
LE139	Eastgate car park	Lewes	Lewes & Eastbourne	Housing	10	
LE145	3 Eastgate Centre	Lewes	Lewes & Eastbourne	Housing	5	
LE149	Former Bus Station	Lewes	Lewes & Eastbourne	Housing	35	
LE111	Lewes, Wenban Smith	Lewes	Lewes & Eastbourne	Housing	23	
LE056	Magistrates Court Car Park, Court Road	Lewes	Lewes & Eastbourne	Housing	9	
LE039	County Hall, St Anne's Crescent	Lewes	Lewes & Eastbourne	Housing	100	
LE114	Land at the rear of 49-53 St Anne's Crescent	Lewes	Lewes & Eastbourne	Housing	8	
LE134	Shelleys Hotel, 136 high Street	Lewes	Lewes & Eastbourne	Housing	8	
WE014	Alfriston Court	Alfriston	Wealden	C2 care home	30	
HO037_038_039	East Street Farm	Amberley	Horsham	Housing	45	
MI014	Land east of Lodge Lane	Hassocks	Mid Sussex	Housing	30	

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Appendix C – Maps of clustered sites

This appendix presents maps for the sites within the five clusters – Lewes, Petersfield / Sheet, Liphook, Petworth, and Midhurst / Eastbourne

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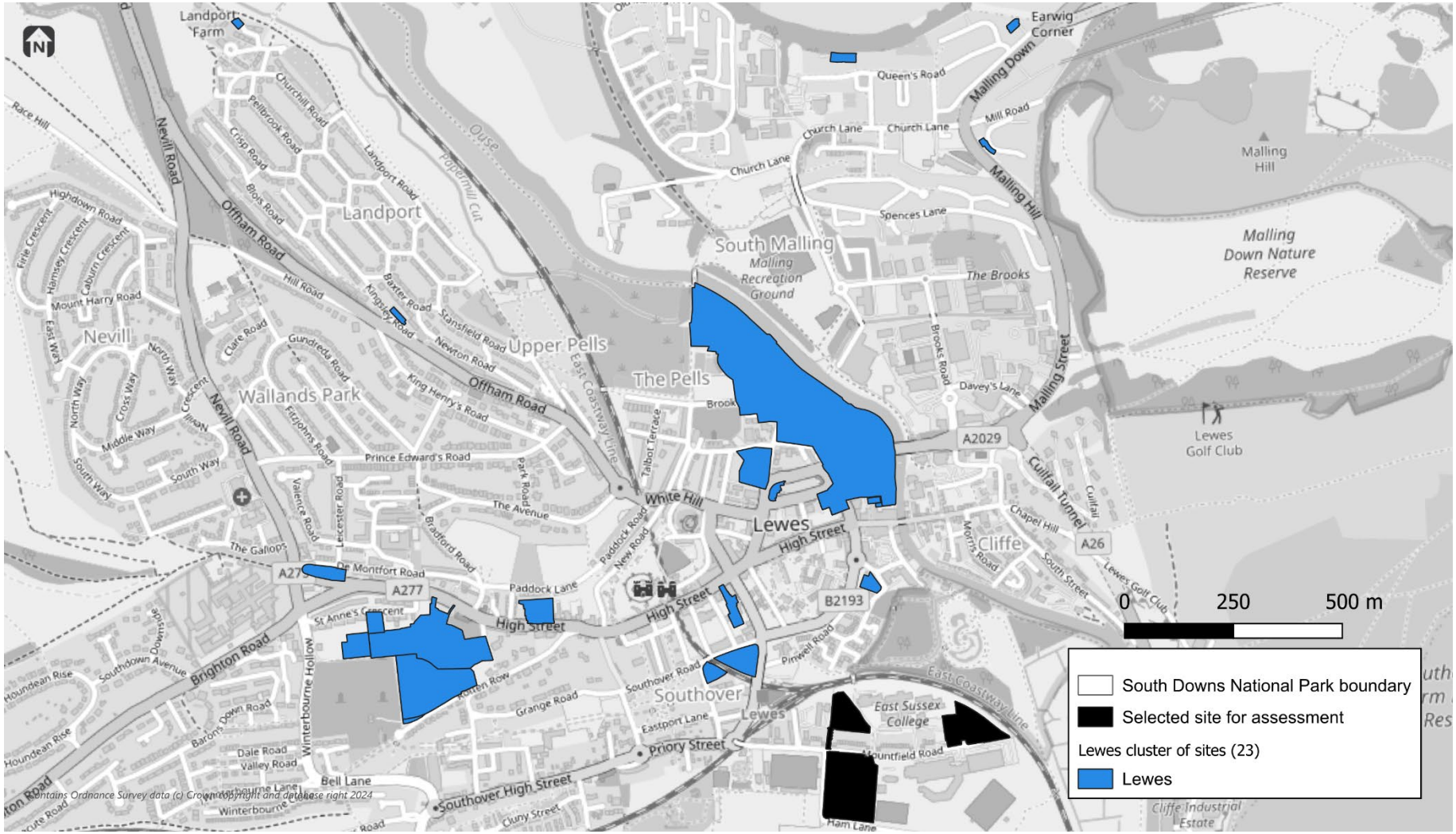
Appendix C-1 Lewes cluster sites



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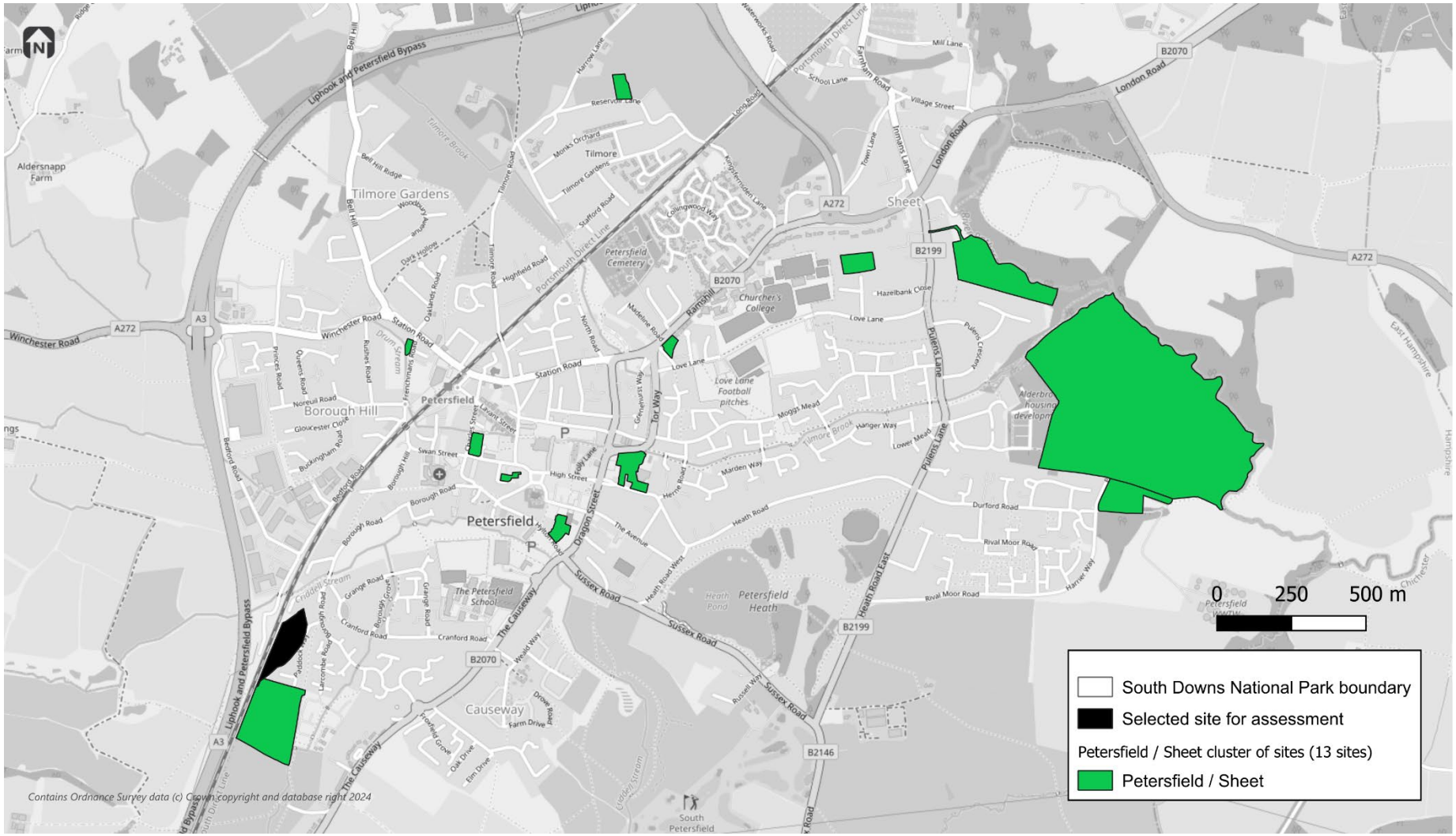
Appendix C-2 Petersfield / Sheet cluster sites



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Appendix C-3 Liphook cluster sites

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Figure C-4 Petworth cluster sites

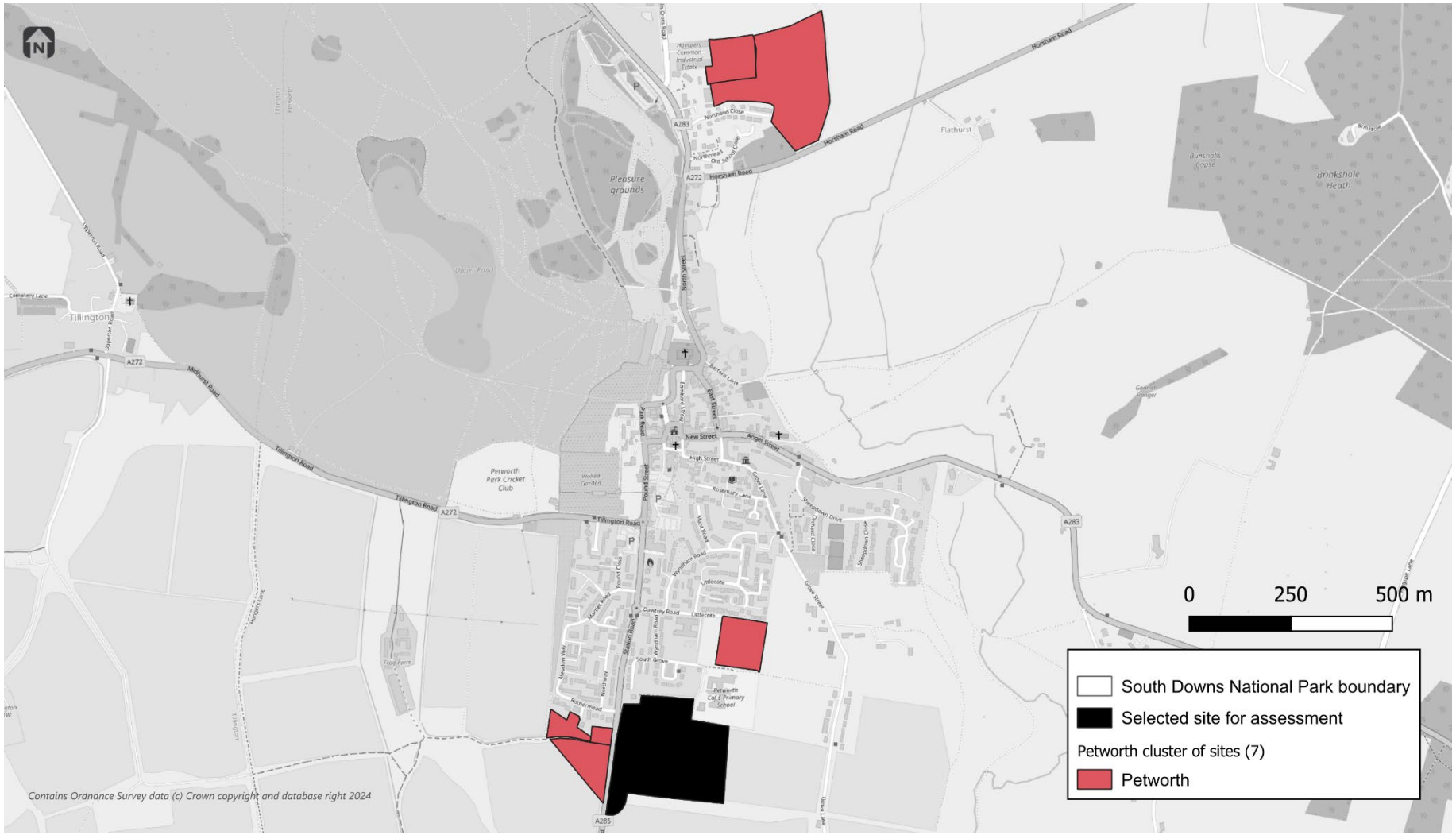

Figure C-5 Midhurst / Easebourne cluster sites

Appendix D – TRICS Trip Rates

Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	690-10000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	690-9216 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 29/06/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Wednesday	2
	Thursday	3
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	4 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	5,001 to 10,000	2
	15,001 to 20,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	75,001 to 100,000	2
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	3
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	5
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-703101-240910-0901

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	690 to 9216 (units: sqm)
Range Selected by User:	690 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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

Selected survey days:

Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	4
Village	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known	5 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
15,001 to 20,000	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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

Site(1):	DV-02-C-02	Site area:	0.95 hect
Development Name:	ENERGY RECOVERY FACILITY	Gross floor area:	3513 sqm
Location:	EXETER	Parking spaces:	42
Postcode:	EX2 8QE	No of Employees:	17
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/07/17
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

Site(2):	HC-02-C-02	Site area:	2.10 hect
Development Name:	GIN DISTILLERY	Gross floor area:	8000 sqm
Location:	LAVERSTOKE	Parking spaces:	126
Postcode:	RG28 7NR	No of Employees:	75
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/05/18
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a		

Site(3):	NF-02-C-04	Site area:	0.09 hect
Development Name:	EXHIBITION DESIGN & MANUF.	Gross floor area:	690 sqm
Location:	NORWICH	Parking spaces:	7
Postcode:	NR3 3ST	No of Employees:	9
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/11/19
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

Site(4):	NY-02-C-03	Site area:	0.35 hect
Development Name:	WORKWEAR MANUFACTURER	Gross floor area:	1500 sqm
Location:	KNARESBOROUGH	Parking spaces:	27
Postcode:	HG5 8LJ	No of Employees:	27
Main Location Type:	Edge of Town	Survey Date:	29/06/23
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

Site(5):	WK-02-C-01	Site area:	2.03 hect
Development Name:	MACHINE ENGINEERING	Gross floor area:	9216 sqm
Location:	RUGBY	Parking spaces:	102
Postcode:	CV23 0WB	No of Employees:	133
Main Location Type:	Edge of Town	Survey Date:	10/11/21
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.61

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 07:30	5	4584	0.227	5	4584	0.017	5	4584	0.244
07:30 - 08:00	5	4584	0.083	5	4584	0.013	5	4584	0.096
08:00 - 08:30	5	4584	0.175	5	4584	0.022	5	4584	0.197
08:30 - 09:00	5	4584	0.092	5	4584	0.044	5	4584	0.136
09:00 - 09:30	5	4584	0.074	5	4584	0.035	5	4584	0.109
09:30 - 10:00	5	4584	0.127	5	4584	0.070	5	4584	0.197
10:00 - 10:30	5	4584	0.079	5	4584	0.035	5	4584	0.114
10:30 - 11:00	5	4584	0.087	5	4584	0.035	5	4584	0.122
11:00 - 11:30	5	4584	0.044	5	4584	0.057	5	4584	0.101
11:30 - 12:00	5	4584	0.048	5	4584	0.039	5	4584	0.087
12:00 - 12:30	5	4584	0.083	5	4584	0.105	5	4584	0.188
12:30 - 13:00	5	4584	0.092	5	4584	0.140	5	4584	0.232
13:00 - 13:30	5	4584	0.065	5	4584	0.175	5	4584	0.240
13:30 - 14:00	5	4584	0.061	5	4584	0.100	5	4584	0.161
14:00 - 14:30	5	4584	0.048	5	4584	0.048	5	4584	0.096
14:30 - 15:00	5	4584	0.061	5	4584	0.044	5	4584	0.105
15:00 - 15:30	5	4584	0.048	5	4584	0.100	5	4584	0.148
15:30 - 16:00	5	4584	0.009	5	4584	0.061	5	4584	0.070
16:00 - 16:30	5	4584	0.031	5	4584	0.209	5	4584	0.240
16:30 - 17:00	5	4584	0.009	5	4584	0.144	5	4584	0.153
17:00 - 17:30	5	4584	0.009	5	4584	0.044	5	4584	0.053
17:30 - 18:00	5	4584	0.035	5	4584	0.022	5	4584	0.057
18:00 - 18:30	5	4584	0.022	5	4584	0.013	5	4584	0.035
18:30 - 19:00	5	4584	0.013	5	4584	0.013	5	4584	0.026
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.012	2	8608	0.006	2	8608	0.018
20:00 - 20:30	2	8608	0.006	2	8608	0.070	2	8608	0.076
20:30 - 21:00	2	8608	0.000	2	8608	0.012	2	8608	0.012
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.749			1.673			3.422

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

Parameter summary

Trip rate parameter range selected:	690 - 9216 (units: sqm)
Survey date date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 07:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
07:30 - 08:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
08:00 - 08:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
08:30 - 09:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
09:00 - 09:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
09:30 - 10:00	5	4584	0.004	5	4584	0.004	5	4584	0.008
10:00 - 10:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
10:30 - 11:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
11:00 - 11:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
11:30 - 12:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
12:00 - 12:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
12:30 - 13:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
13:00 - 13:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
13:30 - 14:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
14:00 - 14:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
14:30 - 15:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
15:00 - 15:30	5	4584	0.017	5	4584	0.017	5	4584	0.034
15:30 - 16:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
16:00 - 16:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
16:30 - 17:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
17:00 - 17:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
17:30 - 18:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:00 - 18:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:30 - 19:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:00 - 20:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:30 - 21:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 07:30	5	4584	0.017	5	4584	0.009	5	4584	0.026
07:30 - 08:00	5	4584	0.022	5	4584	0.013	5	4584	0.035
08:00 - 08:30	5	4584	0.017	5	4584	0.017	5	4584	0.034
08:30 - 09:00	5	4584	0.022	5	4584	0.017	5	4584	0.039
09:00 - 09:30	5	4584	0.013	5	4584	0.017	5	4584	0.030
09:30 - 10:00	5	4584	0.026	5	4584	0.026	5	4584	0.052
10:00 - 10:30	5	4584	0.004	5	4584	0.004	5	4584	0.008
10:30 - 11:00	5	4584	0.004	5	4584	0.004	5	4584	0.008
11:00 - 11:30	5	4584	0.009	5	4584	0.009	5	4584	0.018
11:30 - 12:00	5	4584	0.026	5	4584	0.022	5	4584	0.048
12:00 - 12:30	5	4584	0.052	5	4584	0.052	5	4584	0.104
12:30 - 13:00	5	4584	0.026	5	4584	0.035	5	4584	0.061
13:00 - 13:30	5	4584	0.022	5	4584	0.017	5	4584	0.039
13:30 - 14:00	5	4584	0.026	5	4584	0.022	5	4584	0.048
14:00 - 14:30	5	4584	0.009	5	4584	0.009	5	4584	0.018
14:30 - 15:00	5	4584	0.004	5	4584	0.004	5	4584	0.008
15:00 - 15:30	5	4584	0.013	5	4584	0.017	5	4584	0.030
15:30 - 16:00	5	4584	0.004	5	4584	0.009	5	4584	0.013
16:00 - 16:30	5	4584	0.009	5	4584	0.013	5	4584	0.022
16:30 - 17:00	5	4584	0.000	5	4584	0.004	5	4584	0.004
17:00 - 17:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
17:30 - 18:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:00 - 18:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:30 - 19:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.006	2	8608	0.000	2	8608	0.006
20:00 - 20:30	2	8608	0.000	2	8608	0.006	2	8608	0.006
20:30 - 21:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.331			0.326			0.657

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 06:30	1	9216	0.011	1	9216	0.000	1	9216	0.011
06:30 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 07:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
07:30 - 08:00	5	4584	0.004	5	4584	0.000	5	4584	0.004
08:00 - 08:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
08:30 - 09:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
09:00 - 09:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
09:30 - 10:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
10:00 - 10:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
10:30 - 11:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
11:00 - 11:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
11:30 - 12:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
12:00 - 12:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
12:30 - 13:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
13:00 - 13:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
13:30 - 14:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
14:00 - 14:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
14:30 - 15:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
15:00 - 15:30	5	4584	0.000	5	4584	0.004	5	4584	0.004
15:30 - 16:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
16:00 - 16:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
16:30 - 17:00	5	4584	0.000	5	4584	0.004	5	4584	0.004
17:00 - 17:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
17:30 - 18:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:00 - 18:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:30 - 19:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:00 - 20:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:30 - 21:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.015			0.008			0.023

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.076	1	9216	0.000	1	9216	0.076
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 07:30	5	4584	0.231	5	4584	0.013	5	4584	0.244
07:30 - 08:00	5	4584	0.087	5	4584	0.013	5	4584	0.100
08:00 - 08:30	5	4584	0.205	5	4584	0.022	5	4584	0.227
08:30 - 09:00	5	4584	0.118	5	4584	0.044	5	4584	0.162
09:00 - 09:30	5	4584	0.083	5	4584	0.035	5	4584	0.118
09:30 - 10:00	5	4584	0.223	5	4584	0.100	5	4584	0.323
10:00 - 10:30	5	4584	0.161	5	4584	0.039	5	4584	0.200
10:30 - 11:00	5	4584	0.148	5	4584	0.035	5	4584	0.183
11:00 - 11:30	5	4584	0.074	5	4584	0.065	5	4584	0.139
11:30 - 12:00	5	4584	0.083	5	4584	0.061	5	4584	0.144
12:00 - 12:30	5	4584	0.153	5	4584	0.166	5	4584	0.319
12:30 - 13:00	5	4584	0.144	5	4584	0.223	5	4584	0.367
13:00 - 13:30	5	4584	0.079	5	4584	0.284	5	4584	0.363
13:30 - 14:00	5	4584	0.122	5	4584	0.175	5	4584	0.297
14:00 - 14:30	5	4584	0.070	5	4584	0.070	5	4584	0.140
14:30 - 15:00	5	4584	0.118	5	4584	0.074	5	4584	0.192
15:00 - 15:30	5	4584	0.074	5	4584	0.161	5	4584	0.235
15:30 - 16:00	5	4584	0.017	5	4584	0.096	5	4584	0.113
16:00 - 16:30	5	4584	0.044	5	4584	0.266	5	4584	0.310
16:30 - 17:00	5	4584	0.013	5	4584	0.196	5	4584	0.209
17:00 - 17:30	5	4584	0.009	5	4584	0.061	5	4584	0.070
17:30 - 18:00	5	4584	0.079	5	4584	0.022	5	4584	0.101
18:00 - 18:30	5	4584	0.035	5	4584	0.022	5	4584	0.057
18:30 - 19:00	5	4584	0.022	5	4584	0.017	5	4584	0.039
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.017	2	8608	0.023	2	8608	0.040
20:00 - 20:30	2	8608	0.006	2	8608	0.134	2	8608	0.140
20:30 - 21:00	2	8608	0.000	2	8608	0.017	2	8608	0.017
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.513			2.434			4.947

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 07:30	5	4584	0.026	5	4584	0.000	5	4584	0.026
07:30 - 08:00	5	4584	0.004	5	4584	0.000	5	4584	0.004
08:00 - 08:30	5	4584	0.004	5	4584	0.000	5	4584	0.004
08:30 - 09:00	5	4584	0.004	5	4584	0.000	5	4584	0.004
09:00 - 09:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
09:30 - 10:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
10:00 - 10:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
10:30 - 11:00	5	4584	0.004	5	4584	0.004	5	4584	0.008
11:00 - 11:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
11:30 - 12:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
12:00 - 12:30	5	4584	0.000	5	4584	0.013	5	4584	0.013
12:30 - 13:00	5	4584	0.009	5	4584	0.000	5	4584	0.009
13:00 - 13:30	5	4584	0.000	5	4584	0.004	5	4584	0.004
13:30 - 14:00	5	4584	0.009	5	4584	0.009	5	4584	0.018
14:00 - 14:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
14:30 - 15:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
15:00 - 15:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
15:30 - 16:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
16:00 - 16:30	5	4584	0.000	5	4584	0.013	5	4584	0.013
16:30 - 17:00	5	4584	0.000	5	4584	0.009	5	4584	0.009
17:00 - 17:30	5	4584	0.000	5	4584	0.009	5	4584	0.009
17:30 - 18:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:00 - 18:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:30 - 19:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:00 - 20:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:30 - 21:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.060			0.061			0.121

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 07:30	5	4584	0.004	5	4584	0.000	5	4584	0.004
07:30 - 08:00	5	4584	0.022	5	4584	0.009	5	4584	0.031
08:00 - 08:30	5	4584	0.009	5	4584	0.000	5	4584	0.009
08:30 - 09:00	5	4584	0.052	5	4584	0.000	5	4584	0.052
09:00 - 09:30	5	4584	0.017	5	4584	0.004	5	4584	0.021
09:30 - 10:00	5	4584	0.004	5	4584	0.000	5	4584	0.004
10:00 - 10:30	5	4584	0.022	5	4584	0.017	5	4584	0.039
10:30 - 11:00	5	4584	0.031	5	4584	0.017	5	4584	0.048
11:00 - 11:30	5	4584	0.009	5	4584	0.004	5	4584	0.013
11:30 - 12:00	5	4584	0.017	5	4584	0.017	5	4584	0.034
12:00 - 12:30	5	4584	0.017	5	4584	0.022	5	4584	0.039
12:30 - 13:00	5	4584	0.035	5	4584	0.035	5	4584	0.070
13:00 - 13:30	5	4584	0.004	5	4584	0.004	5	4584	0.008
13:30 - 14:00	5	4584	0.026	5	4584	0.022	5	4584	0.048
14:00 - 14:30	5	4584	0.009	5	4584	0.022	5	4584	0.031
14:30 - 15:00	5	4584	0.013	5	4584	0.004	5	4584	0.017
15:00 - 15:30	5	4584	0.009	5	4584	0.009	5	4584	0.018
15:30 - 16:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
16:00 - 16:30	5	4584	0.009	5	4584	0.000	5	4584	0.009
16:30 - 17:00	5	4584	0.022	5	4584	0.048	5	4584	0.070
17:00 - 17:30	5	4584	0.004	5	4584	0.017	5	4584	0.021
17:30 - 18:00	5	4584	0.044	5	4584	0.009	5	4584	0.053
18:00 - 18:30	5	4584	0.004	5	4584	0.017	5	4584	0.021
18:30 - 19:00	5	4584	0.017	5	4584	0.017	5	4584	0.034
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.000	2	8608	0.006	2	8608	0.006
20:00 - 20:30	2	8608	0.006	2	8608	0.128	2	8608	0.134
20:30 - 21:00	2	8608	0.006	2	8608	0.017	2	8608	0.023
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.425			0.445			0.870

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 07:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
07:30 - 08:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
08:00 - 08:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
08:30 - 09:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
09:00 - 09:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
09:30 - 10:00	5	4584	0.113	5	4584	0.000	5	4584	0.113
10:00 - 10:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
10:30 - 11:00	5	4584	0.122	5	4584	0.113	5	4584	0.235
11:00 - 11:30	5	4584	0.096	5	4584	0.004	5	4584	0.100
11:30 - 12:00	5	4584	0.122	5	4584	0.000	5	4584	0.122
12:00 - 12:30	5	4584	0.000	5	4584	0.122	5	4584	0.122
12:30 - 13:00	5	4584	0.144	5	4584	0.000	5	4584	0.144
13:00 - 13:30	5	4584	0.000	5	4584	0.096	5	4584	0.096
13:30 - 14:00	5	4584	0.100	5	4584	0.000	5	4584	0.100
14:00 - 14:30	5	4584	0.000	5	4584	0.262	5	4584	0.262
14:30 - 15:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
15:00 - 15:30	5	4584	0.140	5	4584	0.100	5	4584	0.240
15:30 - 16:00	5	4584	0.148	5	4584	0.000	5	4584	0.148
16:00 - 16:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
16:30 - 17:00	5	4584	0.000	5	4584	0.140	5	4584	0.140
17:00 - 17:30	5	4584	0.244	5	4584	0.148	5	4584	0.392
17:30 - 18:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:00 - 18:30	5	4584	0.000	5	4584	0.113	5	4584	0.113
18:30 - 19:00	5	4584	0.105	5	4584	0.000	5	4584	0.105
19:00 - 19:30	2	8608	0.122	2	8608	0.174	2	8608	0.296
19:30 - 20:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:00 - 20:30	2	8608	0.000	2	8608	0.145	2	8608	0.145
20:30 - 21:00	2	8608	0.006	2	8608	0.122	2	8608	0.128
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.462			1.539			3.001

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 07:30	5	4584	0.004	5	4584	0.000	5	4584	0.004
07:30 - 08:00	5	4584	0.022	5	4584	0.009	5	4584	0.031
08:00 - 08:30	5	4584	0.009	5	4584	0.000	5	4584	0.009
08:30 - 09:00	5	4584	0.052	5	4584	0.000	5	4584	0.052
09:00 - 09:30	5	4584	0.017	5	4584	0.004	5	4584	0.021
09:30 - 10:00	5	4584	0.118	5	4584	0.000	5	4584	0.118
10:00 - 10:30	5	4584	0.022	5	4584	0.017	5	4584	0.039
10:30 - 11:00	5	4584	0.153	5	4584	0.131	5	4584	0.284
11:00 - 11:30	5	4584	0.105	5	4584	0.009	5	4584	0.114
11:30 - 12:00	5	4584	0.140	5	4584	0.017	5	4584	0.157
12:00 - 12:30	5	4584	0.017	5	4584	0.144	5	4584	0.161
12:30 - 13:00	5	4584	0.179	5	4584	0.035	5	4584	0.214
13:00 - 13:30	5	4584	0.004	5	4584	0.100	5	4584	0.104
13:30 - 14:00	5	4584	0.127	5	4584	0.022	5	4584	0.149
14:00 - 14:30	5	4584	0.009	5	4584	0.284	5	4584	0.293
14:30 - 15:00	5	4584	0.013	5	4584	0.004	5	4584	0.017
15:00 - 15:30	5	4584	0.148	5	4584	0.109	5	4584	0.257
15:30 - 16:00	5	4584	0.148	5	4584	0.000	5	4584	0.148
16:00 - 16:30	5	4584	0.009	5	4584	0.000	5	4584	0.009
16:30 - 17:00	5	4584	0.022	5	4584	0.188	5	4584	0.210
17:00 - 17:30	5	4584	0.249	5	4584	0.166	5	4584	0.415
17:30 - 18:00	5	4584	0.044	5	4584	0.009	5	4584	0.053
18:00 - 18:30	5	4584	0.004	5	4584	0.131	5	4584	0.135
18:30 - 19:00	5	4584	0.122	5	4584	0.017	5	4584	0.139
19:00 - 19:30	2	8608	0.122	2	8608	0.174	2	8608	0.296
19:30 - 20:00	2	8608	0.000	2	8608	0.006	2	8608	0.006
20:00 - 20:30	2	8608	0.006	2	8608	0.273	2	8608	0.279
20:30 - 21:00	2	8608	0.012	2	8608	0.139	2	8608	0.151
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.890			1.988			3.878

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.61

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.076	1	9216	0.000	1	9216	0.076
06:00 - 06:30	1	9216	0.011	1	9216	0.000	1	9216	0.011
06:30 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 07:30	5	4584	0.262	5	4584	0.013	5	4584	0.275
07:30 - 08:00	5	4584	0.118	5	4584	0.022	5	4584	0.140
08:00 - 08:30	5	4584	0.218	5	4584	0.022	5	4584	0.240
08:30 - 09:00	5	4584	0.175	5	4584	0.044	5	4584	0.219
09:00 - 09:30	5	4584	0.100	5	4584	0.039	5	4584	0.139
09:30 - 10:00	5	4584	0.340	5	4584	0.100	5	4584	0.440
10:00 - 10:30	5	4584	0.183	5	4584	0.057	5	4584	0.240
10:30 - 11:00	5	4584	0.305	5	4584	0.170	5	4584	0.475
11:00 - 11:30	5	4584	0.179	5	4584	0.074	5	4584	0.253
11:30 - 12:00	5	4584	0.223	5	4584	0.079	5	4584	0.302
12:00 - 12:30	5	4584	0.170	5	4584	0.323	5	4584	0.493
12:30 - 13:00	5	4584	0.332	5	4584	0.257	5	4584	0.589
13:00 - 13:30	5	4584	0.083	5	4584	0.388	5	4584	0.471
13:30 - 14:00	5	4584	0.257	5	4584	0.205	5	4584	0.462
14:00 - 14:30	5	4584	0.079	5	4584	0.353	5	4584	0.432
14:30 - 15:00	5	4584	0.131	5	4584	0.079	5	4584	0.210
15:00 - 15:30	5	4584	0.223	5	4584	0.275	5	4584	0.498
15:30 - 16:00	5	4584	0.166	5	4584	0.096	5	4584	0.262
16:00 - 16:30	5	4584	0.052	5	4584	0.279	5	4584	0.331
16:30 - 17:00	5	4584	0.035	5	4584	0.397	5	4584	0.432
17:00 - 17:30	5	4584	0.257	5	4584	0.236	5	4584	0.493
17:30 - 18:00	5	4584	0.122	5	4584	0.031	5	4584	0.153
18:00 - 18:30	5	4584	0.039	5	4584	0.153	5	4584	0.192
18:30 - 19:00	5	4584	0.144	5	4584	0.035	5	4584	0.179
19:00 - 19:30	2	8608	0.122	2	8608	0.174	2	8608	0.296
19:30 - 20:00	2	8608	0.017	2	8608	0.029	2	8608	0.046
20:00 - 20:30	2	8608	0.012	2	8608	0.407	2	8608	0.419
20:30 - 21:00	2	8608	0.012	2	8608	0.157	2	8608	0.169
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.478			4.494			8.972

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.076	1	9216	0.000	1	9216	0.076
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 07:30	5	4584	0.201	5	4584	0.004	5	4584	0.205
07:30 - 08:00	5	4584	0.052	5	4584	0.000	5	4584	0.052
08:00 - 08:30	5	4584	0.135	5	4584	0.004	5	4584	0.139
08:30 - 09:00	5	4584	0.039	5	4584	0.004	5	4584	0.043
09:00 - 09:30	5	4584	0.044	5	4584	0.009	5	4584	0.053
09:30 - 10:00	5	4584	0.074	5	4584	0.022	5	4584	0.096
10:00 - 10:30	5	4584	0.061	5	4584	0.013	5	4584	0.074
10:30 - 11:00	5	4584	0.057	5	4584	0.017	5	4584	0.074
11:00 - 11:30	5	4584	0.031	5	4584	0.035	5	4584	0.066
11:30 - 12:00	5	4584	0.013	5	4584	0.013	5	4584	0.026
12:00 - 12:30	5	4584	0.022	5	4584	0.044	5	4584	0.066
12:30 - 13:00	5	4584	0.044	5	4584	0.087	5	4584	0.131
13:00 - 13:30	5	4584	0.039	5	4584	0.140	5	4584	0.179
13:30 - 14:00	5	4584	0.026	5	4584	0.065	5	4584	0.091
14:00 - 14:30	5	4584	0.022	5	4584	0.022	5	4584	0.044
14:30 - 15:00	5	4584	0.044	5	4584	0.022	5	4584	0.066
15:00 - 15:30	5	4584	0.013	5	4584	0.061	5	4584	0.074
15:30 - 16:00	5	4584	0.000	5	4584	0.044	5	4584	0.044
16:00 - 16:30	5	4584	0.013	5	4584	0.166	5	4584	0.179
16:30 - 17:00	5	4584	0.009	5	4584	0.131	5	4584	0.140
17:00 - 17:30	5	4584	0.009	5	4584	0.044	5	4584	0.053
17:30 - 18:00	5	4584	0.035	5	4584	0.022	5	4584	0.057
18:00 - 18:30	5	4584	0.022	5	4584	0.013	5	4584	0.035
18:30 - 19:00	5	4584	0.009	5	4584	0.009	5	4584	0.018
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.006	2	8608	0.006	2	8608	0.012
20:00 - 20:30	2	8608	0.000	2	8608	0.058	2	8608	0.058
20:30 - 21:00	2	8608	0.000	2	8608	0.012	2	8608	0.012
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.118			1.067			2.185

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 07:30	5	4584	0.009	5	4584	0.004	5	4584	0.013
07:30 - 08:00	5	4584	0.009	5	4584	0.000	5	4584	0.009
08:00 - 08:30	5	4584	0.022	5	4584	0.000	5	4584	0.022
08:30 - 09:00	5	4584	0.031	5	4584	0.022	5	4584	0.053
09:00 - 09:30	5	4584	0.017	5	4584	0.009	5	4584	0.026
09:30 - 10:00	5	4584	0.022	5	4584	0.017	5	4584	0.039
10:00 - 10:30	5	4584	0.013	5	4584	0.017	5	4584	0.030
10:30 - 11:00	5	4584	0.026	5	4584	0.013	5	4584	0.039
11:00 - 11:30	5	4584	0.004	5	4584	0.013	5	4584	0.017
11:30 - 12:00	5	4584	0.009	5	4584	0.004	5	4584	0.013
12:00 - 12:30	5	4584	0.009	5	4584	0.009	5	4584	0.018
12:30 - 13:00	5	4584	0.022	5	4584	0.017	5	4584	0.039
13:00 - 13:30	5	4584	0.004	5	4584	0.017	5	4584	0.021
13:30 - 14:00	5	4584	0.009	5	4584	0.013	5	4584	0.022
14:00 - 14:30	5	4584	0.017	5	4584	0.017	5	4584	0.034
14:30 - 15:00	5	4584	0.013	5	4584	0.017	5	4584	0.030
15:00 - 15:30	5	4584	0.004	5	4584	0.000	5	4584	0.004
15:30 - 16:00	5	4584	0.004	5	4584	0.009	5	4584	0.013
16:00 - 16:30	5	4584	0.009	5	4584	0.031	5	4584	0.040
16:30 - 17:00	5	4584	0.000	5	4584	0.009	5	4584	0.009
17:00 - 17:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
17:30 - 18:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:00 - 18:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:30 - 19:00	5	4584	0.004	5	4584	0.004	5	4584	0.008
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:00 - 20:30	2	8608	0.006	2	8608	0.006	2	8608	0.012
20:30 - 21:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.263			0.248			0.511

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 07:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
07:30 - 08:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
08:00 - 08:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
08:30 - 09:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
09:00 - 09:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
09:30 - 10:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
10:00 - 10:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
10:30 - 11:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
11:00 - 11:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
11:30 - 12:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
12:00 - 12:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
12:30 - 13:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
13:00 - 13:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
13:30 - 14:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
14:00 - 14:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
14:30 - 15:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
15:00 - 15:30	5	4584	0.000	5	4584	0.004	5	4584	0.004
15:30 - 16:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
16:00 - 16:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
16:30 - 17:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
17:00 - 17:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
17:30 - 18:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:00 - 18:30	5	4584	0.000	5	4584	0.000	5	4584	0.000
18:30 - 19:00	5	4584	0.000	5	4584	0.000	5	4584	0.000
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:00 - 20:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
20:30 - 21:00	2	8608	0.000	2	8608	0.000	2	8608	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.011			0.004			0.015

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

HaskoningDHV UK Ltd Wick Road Surrey Licence No: 703101

Filtering Summary

Land Use	07/M	LEISURE/COUNTRY PARKS
Selected Trip Rate Calculation Parameter Range	25-540 PARKING	
Actual Trip Rate Calculation Parameter Range	40-40 PARKING	
Date Range	Minimum: 01/01/16	Maximum: 16/10/21
Days of the week selected	Tuesday	1
Main Location Types selected	Free Standing (PPS6 Out of Town)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	X - Selected 1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
Population <5 Mile ranges selected	5,000 or Less	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
PTAL Rating	No PTAL Present	1

Calculation Reference: AUDIT-703101-240924-0903

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : M - COUNTRY PARKS
TOTAL VEHICLES

Selected regions and areas:

13	MUNSTER		
	TI	TIPPERARY	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:	Parking spaces
Actual Range:	40 to 40 (units:)
Range Selected by User:	25 to 540 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 16/10/21

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

Selected survey days:

Tuesday	1 days

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

Selected survey types:

Manual count	1 days
Directional ATC Count	0 days

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

Selected Locations:

Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

F2(c)	1 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
5,000 or Less 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	TI-07-M-01	Site area:	3.20 hect
Development Name:	COUNTRY PARK		
Location:	NEAR DUNDRUM	Parking spaces:	40
Postcode:		No of Employees:	16
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	21/11/17
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a		

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS
TOTAL VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.050	1	40	0.000	1	40	0.050
09:00 - 10:00	1	40	0.150	1	40	0.000	1	40	0.150
10:00 - 11:00	1	40	0.175	1	40	0.100	1	40	0.275
11:00 - 12:00	1	40	0.175	1	40	0.200	1	40	0.375
12:00 - 13:00	1	40	0.075	1	40	0.200	1	40	0.275
13:00 - 14:00	1	40	0.075	1	40	0.100	1	40	0.175
14:00 - 15:00	1	40	0.100	1	40	0.125	1	40	0.225
15:00 - 16:00	1	40	0.025	1	40	0.075	1	40	0.100
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.000	1	40	0.025	1	40	0.025
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.825			0.825			1.650

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

Parameter summary

Trip rate parameter range selected:	40 - 40 (units:)
Survey date date range:	01/01/16 - 16/10/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS
CARS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.050	1	40	0.000	1	40	0.050
09:00 - 10:00	1	40	0.125	1	40	0.000	1	40	0.125
10:00 - 11:00	1	40	0.150	1	40	0.075	1	40	0.225
11:00 - 12:00	1	40	0.175	1	40	0.175	1	40	0.350
12:00 - 13:00	1	40	0.075	1	40	0.200	1	40	0.275
13:00 - 14:00	1	40	0.050	1	40	0.100	1	40	0.150
14:00 - 15:00	1	40	0.100	1	40	0.100	1	40	0.200
15:00 - 16:00	1	40	0.025	1	40	0.075	1	40	0.100
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.000	1	40	0.025	1	40	0.025
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.750			0.750			1.500

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

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

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS
LGVS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.000	1	40	0.000	1	40	0.000
09:00 - 10:00	1	40	0.025	1	40	0.000	1	40	0.025
10:00 - 11:00	1	40	0.025	1	40	0.025	1	40	0.050
11:00 - 12:00	1	40	0.000	1	40	0.025	1	40	0.025
12:00 - 13:00	1	40	0.000	1	40	0.000	1	40	0.000
13:00 - 14:00	1	40	0.025	1	40	0.000	1	40	0.025
14:00 - 15:00	1	40	0.000	1	40	0.025	1	40	0.025
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.000	1	40	0.000	1	40	0.000
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.075			0.150

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

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

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	178-70291 sqm GFA	
Actual Trip Rate Calculation Parameter Range	178-1590 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 23/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	2
	Wednesday	1
	Thursday	1
	Friday	2
Main Location Types selected	Edge of Town Centre	5
	Edge of Town	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	17 - Selected
	Servicing vehicles Excluded	9 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
	15,001 to 20,000	1
	20,001 to 25,000	2
	25,001 to 50,000	1
Population <5 Mile ranges selected	25,001 to 50,000	2
	75,001 to 100,000	1
	100,001 to 125,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	5
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	6
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-703101-240911-0905

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	178 to 1590 (units: sqm)
Range Selected by User:	178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	17 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	6 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	1 days

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

Travel Plan:

No	6 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	6 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CU-02-A-02	Gross floor area:	925 sqm
Development Name:	OFFICE		
Location:	CARLISLE		
Postcode:	CA2 7AF	No of Employees:	53
Main Location Type:	Edge of Town Centre	Survey Date:	24/06/16
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	44
Site(2):	NF-02-A-02	Gross floor area:	894 sqm
Development Name:	FINANCIAL PLANNERS		
Location:	GREAT YARMOUTH		
Postcode:	NR30 1HE	No of Employees:	50
Main Location Type:	Edge of Town Centre	Survey Date:	11/09/17
Sub-Location Type:	Commercial Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	46
Site(3):	NY-02-A-01	Gross floor area:	178 sqm
Development Name:	SOLICITORS		
Location:	HARROGATE		
Postcode:	HG1 5PA	No of Employees:	53
Main Location Type:	Edge of Town Centre	Survey Date:	04/10/18
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	15
Site(4):	NY-02-A-03	Gross floor area:	1590 sqm
Development Name:	DISTRICT COUNCIL OFFICES		
Location:	RICHMOND		
Postcode:	DL10 4JX	No of Employees:	155
Main Location Type:	Edge of Town Centre	Survey Date:	06/05/22
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	83
Site(5):	WK-02-A-02	Gross floor area:	540 sqm
Development Name:	OFFICES		
Location:	RUGBY		
Postcode:	CV21 3AE	No of Employees:	17
Main Location Type:	Edge of Town Centre	Survey Date:	14/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	19
Site(6):	WK-02-A-03	Gross floor area:	796 sqm
Development Name:	ENGINEERING CONSULTANTS		
Location:	WARWICK		
Postcode:	CV34 5XH	No of Employees:	63
Main Location Type:	Edge of Town	Survey Date:	23/11/22
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	36

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CO-02-A-01	GFA size
NF-02-A-03	GFA size

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.48

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.947	5	887	0.090	5	887	1.037
08:00 - 09:00	6	769	2.298	6	769	0.369	6	769	2.667
09:00 - 10:00	6	769	1.192	6	769	0.715	6	769	1.907
10:00 - 11:00	6	769	0.585	6	769	0.542	6	769	1.127
11:00 - 12:00	6	769	0.282	6	769	0.347	6	769	0.629
12:00 - 13:00	6	769	0.434	6	769	1.084	6	769	1.518
13:00 - 14:00	6	769	0.954	6	769	0.650	6	769	1.604
14:00 - 15:00	6	769	0.390	6	769	0.564	6	769	0.954
15:00 - 16:00	6	769	0.282	6	769	0.542	6	769	0.824
16:00 - 17:00	6	769	0.282	6	769	0.910	6	769	1.192
17:00 - 18:00	6	769	0.303	6	769	1.821	6	769	2.124
18:00 - 19:00	5	887	0.045	5	887	0.428	5	887	0.473
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.994			8.062			16.056

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

Parameter summary

Trip rate parameter range selected:	178 - 1590 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.023	5	887	0.023	5	887	0.046
08:00 - 09:00	6	769	0.130	6	769	0.108	6	769	0.238
09:00 - 10:00	6	769	0.065	6	769	0.087	6	769	0.152
10:00 - 11:00	6	769	0.000	6	769	0.000	6	769	0.000
11:00 - 12:00	6	769	0.000	6	769	0.000	6	769	0.000
12:00 - 13:00	6	769	0.000	6	769	0.000	6	769	0.000
13:00 - 14:00	6	769	0.022	6	769	0.022	6	769	0.044
14:00 - 15:00	6	769	0.000	6	769	0.000	6	769	0.000
15:00 - 16:00	6	769	0.000	6	769	0.000	6	769	0.000
16:00 - 17:00	6	769	0.000	6	769	0.000	6	769	0.000
17:00 - 18:00	6	769	0.130	6	769	0.130	6	769	0.260
18:00 - 19:00	5	887	0.000	5	887	0.000	5	887	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.370			0.370			0.740

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.000	5	887	0.000	5	887	0.000
08:00 - 09:00	6	769	0.195	6	769	0.000	6	769	0.195
09:00 - 10:00	6	769	0.000	6	769	0.000	6	769	0.000
10:00 - 11:00	6	769	0.000	6	769	0.000	6	769	0.000
11:00 - 12:00	6	769	0.000	6	769	0.000	6	769	0.000
12:00 - 13:00	6	769	0.000	6	769	0.000	6	769	0.000
13:00 - 14:00	6	769	0.000	6	769	0.000	6	769	0.000
14:00 - 15:00	6	769	0.000	6	769	0.000	6	769	0.000
15:00 - 16:00	6	769	0.000	6	769	0.000	6	769	0.000
16:00 - 17:00	6	769	0.000	6	769	0.000	6	769	0.000
17:00 - 18:00	6	769	0.000	6	769	0.173	6	769	0.173
18:00 - 19:00	5	887	0.000	5	887	0.000	5	887	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.195			0.173			0.368

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	1.015	5	887	0.113	5	887	1.128
08:00 - 09:00	6	769	2.580	6	769	0.282	6	769	2.862
09:00 - 10:00	6	769	1.257	6	769	0.802	6	769	2.059
10:00 - 11:00	6	769	0.650	6	769	0.585	6	769	1.235
11:00 - 12:00	6	769	0.347	6	769	0.434	6	769	0.781
12:00 - 13:00	6	769	0.520	6	769	1.279	6	769	1.799
13:00 - 14:00	6	769	1.127	6	769	0.737	6	769	1.864
14:00 - 15:00	6	769	0.412	6	769	0.607	6	769	1.019
15:00 - 16:00	6	769	0.303	6	769	0.607	6	769	0.910
16:00 - 17:00	6	769	0.282	6	769	0.954	6	769	1.236
17:00 - 18:00	6	769	0.217	6	769	2.038	6	769	2.255
18:00 - 19:00	5	887	0.045	5	887	0.496	5	887	0.541
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.755			8.934			17.689

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.045	5	887	0.000	5	887	0.045
08:00 - 09:00	6	769	0.564	6	769	0.022	6	769	0.586
09:00 - 10:00	6	769	0.130	6	769	0.173	6	769	0.303
10:00 - 11:00	6	769	0.238	6	769	0.217	6	769	0.455
11:00 - 12:00	6	769	0.130	6	769	0.217	6	769	0.347
12:00 - 13:00	6	769	0.347	6	769	0.672	6	769	1.019
13:00 - 14:00	6	769	0.564	6	769	0.455	6	769	1.019
14:00 - 15:00	6	769	0.108	6	769	0.108	6	769	0.216
15:00 - 16:00	6	769	0.108	6	769	0.130	6	769	0.238
16:00 - 17:00	6	769	0.065	6	769	0.282	6	769	0.347
17:00 - 18:00	6	769	0.022	6	769	0.282	6	769	0.304
18:00 - 19:00	5	887	0.000	5	887	0.000	5	887	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.321			2.558			4.879

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.023	5	887	0.000	5	887	0.023
08:00 - 09:00	6	769	0.173	6	769	0.000	6	769	0.173
09:00 - 10:00	6	769	0.065	6	769	0.000	6	769	0.065
10:00 - 11:00	6	769	0.000	6	769	0.000	6	769	0.000
11:00 - 12:00	6	769	0.000	6	769	0.000	6	769	0.000
12:00 - 13:00	6	769	0.000	6	769	0.000	6	769	0.000
13:00 - 14:00	6	769	0.000	6	769	0.000	6	769	0.000
14:00 - 15:00	6	769	0.000	6	769	0.000	6	769	0.000
15:00 - 16:00	6	769	0.000	6	769	0.000	6	769	0.000
16:00 - 17:00	6	769	0.000	6	769	0.022	6	769	0.022
17:00 - 18:00	6	769	0.000	6	769	0.238	6	769	0.238
18:00 - 19:00	5	887	0.000	5	887	0.000	5	887	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.261			0.260			0.521

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.000	5	887	0.000	5	887	0.000
08:00 - 09:00	6	769	0.022	6	769	0.000	6	769	0.022
09:00 - 10:00	6	769	0.108	6	769	0.000	6	769	0.108
10:00 - 11:00	6	769	0.022	6	769	0.000	6	769	0.022
11:00 - 12:00	6	769	0.000	6	769	0.000	6	769	0.000
12:00 - 13:00	6	769	0.000	6	769	0.000	6	769	0.000
13:00 - 14:00	6	769	0.000	6	769	0.000	6	769	0.000
14:00 - 15:00	6	769	0.000	6	769	0.000	6	769	0.000
15:00 - 16:00	6	769	0.000	6	769	0.043	6	769	0.043
16:00 - 17:00	6	769	0.000	6	769	0.000	6	769	0.000
17:00 - 18:00	6	769	0.000	6	769	0.065	6	769	0.065
18:00 - 19:00	5	887	0.000	5	887	0.000	5	887	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.152			0.108			0.260

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.023	5	887	0.000	5	887	0.023
08:00 - 09:00	6	769	0.195	6	769	0.000	6	769	0.195
09:00 - 10:00	6	769	0.173	6	769	0.000	6	769	0.173
10:00 - 11:00	6	769	0.022	6	769	0.000	6	769	0.022
11:00 - 12:00	6	769	0.000	6	769	0.000	6	769	0.000
12:00 - 13:00	6	769	0.000	6	769	0.000	6	769	0.000
13:00 - 14:00	6	769	0.000	6	769	0.000	6	769	0.000
14:00 - 15:00	6	769	0.000	6	769	0.000	6	769	0.000
15:00 - 16:00	6	769	0.000	6	769	0.043	6	769	0.043
16:00 - 17:00	6	769	0.000	6	769	0.022	6	769	0.022
17:00 - 18:00	6	769	0.000	6	769	0.303	6	769	0.303
18:00 - 19:00	5	887	0.000	5	887	0.000	5	887	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.413			0.368			0.781

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.48

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	1.082	5	887	0.113	5	887	1.195
08:00 - 09:00	6	769	3.533	6	769	0.303	6	769	3.836
09:00 - 10:00	6	769	1.561	6	769	0.976	6	769	2.537
10:00 - 11:00	6	769	0.910	6	769	0.802	6	769	1.712
11:00 - 12:00	6	769	0.477	6	769	0.650	6	769	1.127
12:00 - 13:00	6	769	0.867	6	769	1.951	6	769	2.818
13:00 - 14:00	6	769	1.691	6	769	1.192	6	769	2.883
14:00 - 15:00	6	769	0.520	6	769	0.715	6	769	1.235
15:00 - 16:00	6	769	0.412	6	769	0.780	6	769	1.192
16:00 - 17:00	6	769	0.347	6	769	1.257	6	769	1.604
17:00 - 18:00	6	769	0.238	6	769	2.796	6	769	3.034
18:00 - 19:00	5	887	0.045	5	887	0.496	5	887	0.541
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.683			12.031			23.714

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.857	5	887	0.023	5	887	0.880
08:00 - 09:00	6	769	2.124	6	769	0.217	6	769	2.341
09:00 - 10:00	6	769	1.062	6	769	0.564	6	769	1.626
10:00 - 11:00	6	769	0.520	6	769	0.434	6	769	0.954
11:00 - 12:00	6	769	0.217	6	769	0.325	6	769	0.542
12:00 - 13:00	6	769	0.390	6	769	0.997	6	769	1.387
13:00 - 14:00	6	769	0.889	6	769	0.585	6	769	1.474
14:00 - 15:00	6	769	0.325	6	769	0.520	6	769	0.845
15:00 - 16:00	6	769	0.238	6	769	0.477	6	769	0.715
16:00 - 17:00	6	769	0.217	6	769	0.845	6	769	1.062
17:00 - 18:00	6	769	0.173	6	769	1.691	6	769	1.864
18:00 - 19:00	5	887	0.023	5	887	0.406	5	887	0.429
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.035			7.084			14.119

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.068	5	887	0.045	5	887	0.113
08:00 - 09:00	6	769	0.043	6	769	0.043	6	769	0.086
09:00 - 10:00	6	769	0.065	6	769	0.065	6	769	0.130
10:00 - 11:00	6	769	0.065	6	769	0.108	6	769	0.173
11:00 - 12:00	6	769	0.065	6	769	0.022	6	769	0.087
12:00 - 13:00	6	769	0.043	6	769	0.087	6	769	0.130
13:00 - 14:00	6	769	0.043	6	769	0.043	6	769	0.086
14:00 - 15:00	6	769	0.065	6	769	0.043	6	769	0.108
15:00 - 16:00	6	769	0.043	6	769	0.065	6	769	0.108
16:00 - 17:00	6	769	0.065	6	769	0.065	6	769	0.130
17:00 - 18:00	6	769	0.000	6	769	0.000	6	769	0.000
18:00 - 19:00	5	887	0.023	5	887	0.023	5	887	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.588			0.609			1.197

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

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

Filtering Summary

Land Use	07/C	LEISURE/LEISURE CENTRE
Selected Trip Rate Calculation Parameter Range	360-17000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	360-5250 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 20/09/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	2
	Wednesday	2
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	3
	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	11 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	3
	10,001 to 15,000	1
	15,001 to 20,000	1
	20,001 to 25,000	1
Population <5 Mile ranges selected	25,001 to 50,000	2
	125,001 to 250,000	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	6

Calculation Reference: AUDIT-703101-240911-0912

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : C - LEISURE CENTRE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	MK	MILTON KEYNES	1 days
	OX	OXFORDSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	AG	ANGUS	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	360 to 5250 (units: sqm)
Range Selected by User:	360 to 17000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 20/09/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

n/a	4 days
E(d)	1 days
F2(d)	1 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 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	6 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AG-07-C-01	Site area:	0.92 hect
Development Name:	LEISURE CENTRE	Gross floor area:	4738 sqm
Location:	ARBROATH		
Postcode:	DD11 5JN	No of Employees:	59
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	76
Site(2):	CA-07-C-02	Site area:	1.49 hect
Development Name:	LEISURE CENTRE	Gross floor area:	1502 sqm
Location:	CAMBOURNE		
Postcode:	CB23 6FY	No of Employees:	43
Main Location Type:	Edge of Town	Survey Date:	07/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	111
Site(3):	HC-07-C-09	Site area:	1.75 hect
Development Name:	SWIMMING POOL	Gross floor area:	5250 sqm
Location:	BASINGSTOKE		
Postcode:	RG22 6PG	No of Employees:	50
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/10/10
Sub-Location Type:	Development Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	316
Site(4):	MK-07-C-01	Site area:	0.32 hect
Development Name:	SWIM. POOL	Gross floor area:	1020 sqm
Location:	NEWPORT PAGNELL		
Postcode:	MK16 9BG	No of Employees:	23
Main Location Type:	Edge of Town	Survey Date:	19/10/10
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	102
Site(5):	OX-07-C-01	Site area:	0.09 hect
Development Name:	SWIMMING POOL	Gross floor area:	360 sqm
Location:	OXFORD		
Postcode:	OX4 6HW	No of Employees:	19
Main Location Type:	Edge of Town	Survey Date:	20/10/10
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	25
Site(6):	TW-07-C-02	Site area:	1.03 hect
Development Name:	SWIM. POOL	Gross floor area:	4000 sqm
Location:	NORTH SHIELDS		
Postcode:	NE29 9PX	No of Employees:	27
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/11/10
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	109

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-07-C-06	COVID-19 restrictions

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.92

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.151	4	2658	0.038	4	2658	0.189
07:00 - 08:00	6	2812	0.486	6	2812	0.279	6	2812	0.765
08:00 - 09:00	6	2812	0.462	6	2812	0.368	6	2812	0.830
09:00 - 10:00	6	2812	0.883	6	2812	0.433	6	2812	1.316
10:00 - 11:00	6	2812	0.717	6	2812	0.498	6	2812	1.215
11:00 - 12:00	6	2812	0.682	6	2812	0.895	6	2812	1.577
12:00 - 13:00	6	2812	0.605	6	2812	0.646	6	2812	1.251
13:00 - 14:00	6	2812	0.563	6	2812	0.646	6	2812	1.209
14:00 - 15:00	6	2812	0.539	6	2812	0.634	6	2812	1.173
15:00 - 16:00	6	2812	1.079	6	2812	0.658	6	2812	1.737
16:00 - 17:00	6	2812	1.464	6	2812	0.966	6	2812	2.430
17:00 - 18:00	6	2812	1.322	6	2812	1.512	6	2812	2.834
18:00 - 19:00	6	2812	1.381	6	2812	1.446	6	2812	2.827
19:00 - 20:00	6	2812	1.002	6	2812	1.150	6	2812	2.152
20:00 - 21:00	6	2812	0.593	6	2812	1.031	6	2812	1.624
21:00 - 22:00	4	3752	0.153	4	3752	0.773	4	3752	0.926
22:00 - 23:00	1	4738	0.000	1	4738	0.317	1	4738	0.317
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			12.082			12.290			24.372

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

Parameter summary

Trip rate parameter range selected:	360 - 5250 (units: sqm)
Survey date date range:	01/01/10 - 20/09/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.000	4	2658	0.000	4	2658	0.000
07:00 - 08:00	6	2812	0.018	6	2812	0.000	6	2812	0.018
08:00 - 09:00	6	2812	0.006	6	2812	0.024	6	2812	0.030
09:00 - 10:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
10:00 - 11:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
11:00 - 12:00	6	2812	0.012	6	2812	0.012	6	2812	0.024
12:00 - 13:00	6	2812	0.006	6	2812	0.006	6	2812	0.012
13:00 - 14:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
14:00 - 15:00	6	2812	0.006	6	2812	0.006	6	2812	0.012
15:00 - 16:00	6	2812	0.006	6	2812	0.006	6	2812	0.012
16:00 - 17:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
17:00 - 18:00	6	2812	0.012	6	2812	0.012	6	2812	0.024
18:00 - 19:00	6	2812	0.006	6	2812	0.006	6	2812	0.012
19:00 - 20:00	6	2812	0.006	6	2812	0.006	6	2812	0.012
20:00 - 21:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
21:00 - 22:00	4	3752	0.000	4	3752	0.000	4	3752	0.000
22:00 - 23:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.078			0.078			0.156

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.000	4	2658	0.000	4	2658	0.000
07:00 - 08:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
08:00 - 09:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
09:00 - 10:00	6	2812	0.030	6	2812	0.000	6	2812	0.030
10:00 - 11:00	6	2812	0.012	6	2812	0.030	6	2812	0.042
11:00 - 12:00	6	2812	0.000	6	2812	0.012	6	2812	0.012
12:00 - 13:00	6	2812	0.006	6	2812	0.000	6	2812	0.006
13:00 - 14:00	6	2812	0.006	6	2812	0.006	6	2812	0.012
14:00 - 15:00	6	2812	0.006	6	2812	0.006	6	2812	0.012
15:00 - 16:00	6	2812	0.000	6	2812	0.006	6	2812	0.006
16:00 - 17:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
17:00 - 18:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
18:00 - 19:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
19:00 - 20:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
20:00 - 21:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
21:00 - 22:00	4	3752	0.000	4	3752	0.000	4	3752	0.000
22:00 - 23:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.060			0.060			0.120

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

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.000	4	2658	0.000	4	2658	0.000
07:00 - 08:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
08:00 - 09:00	6	2812	0.024	6	2812	0.000	6	2812	0.024
09:00 - 10:00	6	2812	0.024	6	2812	0.012	6	2812	0.036
10:00 - 11:00	6	2812	0.018	6	2812	0.012	6	2812	0.030
11:00 - 12:00	6	2812	0.012	6	2812	0.012	6	2812	0.024
12:00 - 13:00	6	2812	0.024	6	2812	0.018	6	2812	0.042
13:00 - 14:00	6	2812	0.006	6	2812	0.018	6	2812	0.024
14:00 - 15:00	6	2812	0.030	6	2812	0.012	6	2812	0.042
15:00 - 16:00	6	2812	0.024	6	2812	0.041	6	2812	0.065
16:00 - 17:00	6	2812	0.036	6	2812	0.018	6	2812	0.054
17:00 - 18:00	6	2812	0.053	6	2812	0.059	6	2812	0.112
18:00 - 19:00	6	2812	0.024	6	2812	0.053	6	2812	0.077
19:00 - 20:00	6	2812	0.000	6	2812	0.006	6	2812	0.006
20:00 - 21:00	6	2812	0.000	6	2812	0.006	6	2812	0.006
21:00 - 22:00	4	3752	0.000	4	3752	0.007	4	3752	0.007
22:00 - 23:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.275			0.274			0.549

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.151	4	2658	0.038	4	2658	0.189
07:00 - 08:00	6	2812	0.539	6	2812	0.302	6	2812	0.841
08:00 - 09:00	6	2812	0.480	6	2812	0.397	6	2812	0.877
09:00 - 10:00	6	2812	1.286	6	2812	0.480	6	2812	1.766
10:00 - 11:00	6	2812	0.889	6	2812	0.611	6	2812	1.500
11:00 - 12:00	6	2812	0.788	6	2812	1.203	6	2812	1.991
12:00 - 13:00	6	2812	0.871	6	2812	0.830	6	2812	1.701
13:00 - 14:00	6	2812	0.800	6	2812	0.806	6	2812	1.606
14:00 - 15:00	6	2812	0.759	6	2812	0.860	6	2812	1.619
15:00 - 16:00	6	2812	2.122	6	2812	1.002	6	2812	3.124
16:00 - 17:00	6	2812	2.839	6	2812	1.749	6	2812	4.588
17:00 - 18:00	6	2812	2.170	6	2812	2.905	6	2812	5.075
18:00 - 19:00	6	2812	1.885	6	2812	2.247	6	2812	4.132
19:00 - 20:00	6	2812	1.233	6	2812	1.772	6	2812	3.005
20:00 - 21:00	6	2812	0.735	6	2812	1.405	6	2812	2.140
21:00 - 22:00	4	3752	0.213	4	3752	1.059	4	3752	1.272
22:00 - 23:00	1	4738	0.000	1	4738	0.317	1	4738	0.317
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			17.760			17.983			35.743

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.000	4	2658	0.000	4	2658	0.000
07:00 - 08:00	6	2812	0.142	6	2812	0.089	6	2812	0.231
08:00 - 09:00	6	2812	0.255	6	2812	0.036	6	2812	0.291
09:00 - 10:00	6	2812	0.362	6	2812	0.113	6	2812	0.475
10:00 - 11:00	6	2812	0.089	6	2812	0.338	6	2812	0.427
11:00 - 12:00	6	2812	0.142	6	2812	0.178	6	2812	0.320
12:00 - 13:00	6	2812	0.249	6	2812	0.041	6	2812	0.290
13:00 - 14:00	6	2812	0.231	6	2812	0.036	6	2812	0.267
14:00 - 15:00	6	2812	0.059	6	2812	0.338	6	2812	0.397
15:00 - 16:00	6	2812	0.190	6	2812	0.071	6	2812	0.261
16:00 - 17:00	6	2812	0.385	6	2812	0.190	6	2812	0.575
17:00 - 18:00	6	2812	0.557	6	2812	0.474	6	2812	1.031
18:00 - 19:00	6	2812	0.142	6	2812	0.261	6	2812	0.403
19:00 - 20:00	6	2812	0.101	6	2812	0.338	6	2812	0.439
20:00 - 21:00	6	2812	0.065	6	2812	0.261	6	2812	0.326
21:00 - 22:00	4	3752	0.000	4	3752	0.073	4	3752	0.073
22:00 - 23:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			2.969			2.837			5.806

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.000	4	2658	0.000	4	2658	0.000
07:00 - 08:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
08:00 - 09:00	6	2812	0.012	6	2812	0.018	6	2812	0.030
09:00 - 10:00	6	2812	0.089	6	2812	0.012	6	2812	0.101
10:00 - 11:00	6	2812	0.095	6	2812	0.083	6	2812	0.178
11:00 - 12:00	6	2812	0.006	6	2812	0.077	6	2812	0.083
12:00 - 13:00	6	2812	0.000	6	2812	0.012	6	2812	0.012
13:00 - 14:00	6	2812	0.196	6	2812	0.000	6	2812	0.196
14:00 - 15:00	6	2812	0.000	6	2812	0.184	6	2812	0.184
15:00 - 16:00	6	2812	0.006	6	2812	0.000	6	2812	0.006
16:00 - 17:00	6	2812	0.030	6	2812	0.012	6	2812	0.042
17:00 - 18:00	6	2812	0.065	6	2812	0.006	6	2812	0.071
18:00 - 19:00	6	2812	0.012	6	2812	0.065	6	2812	0.077
19:00 - 20:00	6	2812	0.012	6	2812	0.000	6	2812	0.012
20:00 - 21:00	6	2812	0.000	6	2812	0.047	6	2812	0.047
21:00 - 22:00	4	3752	0.000	4	3752	0.000	4	3752	0.000
22:00 - 23:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.523			0.516			1.039

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

*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 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.000	4	2658	0.000	4	2658	0.000
07:00 - 08:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
08:00 - 09:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
09:00 - 10:00	6	2812	0.842	6	2812	0.000	6	2812	0.842
10:00 - 11:00	6	2812	0.551	6	2812	0.842	6	2812	1.393
11:00 - 12:00	6	2812	0.000	6	2812	0.551	6	2812	0.551
12:00 - 13:00	6	2812	0.148	6	2812	0.000	6	2812	0.148
13:00 - 14:00	6	2812	0.089	6	2812	0.148	6	2812	0.237
14:00 - 15:00	6	2812	0.077	6	2812	0.089	6	2812	0.166
15:00 - 16:00	6	2812	0.000	6	2812	0.077	6	2812	0.077
16:00 - 17:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
17:00 - 18:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
18:00 - 19:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
19:00 - 20:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
20:00 - 21:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
21:00 - 22:00	4	3752	0.000	4	3752	0.000	4	3752	0.000
22:00 - 23:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			1.707			1.707			3.414

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.000	4	2658	0.000	4	2658	0.000
07:00 - 08:00	6	2812	0.000	6	2812	0.000	6	2812	0.000
08:00 - 09:00	6	2812	0.012	6	2812	0.018	6	2812	0.030
09:00 - 10:00	6	2812	0.931	6	2812	0.012	6	2812	0.943
10:00 - 11:00	6	2812	0.646	6	2812	0.925	6	2812	1.571
11:00 - 12:00	6	2812	0.006	6	2812	0.628	6	2812	0.634
12:00 - 13:00	6	2812	0.148	6	2812	0.012	6	2812	0.160
13:00 - 14:00	6	2812	0.285	6	2812	0.148	6	2812	0.433
14:00 - 15:00	6	2812	0.077	6	2812	0.273	6	2812	0.350
15:00 - 16:00	6	2812	0.006	6	2812	0.077	6	2812	0.083
16:00 - 17:00	6	2812	0.030	6	2812	0.012	6	2812	0.042
17:00 - 18:00	6	2812	0.065	6	2812	0.006	6	2812	0.071
18:00 - 19:00	6	2812	0.012	6	2812	0.065	6	2812	0.077
19:00 - 20:00	6	2812	0.012	6	2812	0.000	6	2812	0.012
20:00 - 21:00	6	2812	0.000	6	2812	0.047	6	2812	0.047
21:00 - 22:00	4	3752	0.000	4	3752	0.000	4	3752	0.000
22:00 - 23:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			2.230			2.223			4.453

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.92

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2658	0.151	4	2658	0.038	4	2658	0.189
07:00 - 08:00	6	2812	0.682	6	2812	0.391	6	2812	1.073
08:00 - 09:00	6	2812	0.771	6	2812	0.451	6	2812	1.222
09:00 - 10:00	6	2812	2.602	6	2812	0.616	6	2812	3.218
10:00 - 11:00	6	2812	1.642	6	2812	1.885	6	2812	3.527
11:00 - 12:00	6	2812	0.948	6	2812	2.021	6	2812	2.969
12:00 - 13:00	6	2812	1.292	6	2812	0.901	6	2812	2.193
13:00 - 14:00	6	2812	1.322	6	2812	1.008	6	2812	2.330
14:00 - 15:00	6	2812	0.925	6	2812	1.482	6	2812	2.407
15:00 - 16:00	6	2812	2.341	6	2812	1.191	6	2812	3.532
16:00 - 17:00	6	2812	3.290	6	2812	1.968	6	2812	5.258
17:00 - 18:00	6	2812	2.845	6	2812	3.444	6	2812	6.289
18:00 - 19:00	6	2812	2.063	6	2812	2.626	6	2812	4.689
19:00 - 20:00	6	2812	1.346	6	2812	2.116	6	2812	3.462
20:00 - 21:00	6	2812	0.800	6	2812	1.719	6	2812	2.519
21:00 - 22:00	4	3752	0.213	4	3752	1.139	4	3752	1.352
22:00 - 23:00	1	4738	0.000	1	4738	0.317	1	4738	0.317
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			23.233			23.313			46.546

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

Filtering Summary

Land Use	05/G	HEALTH/GP SURGERIES
Selected Trip Rate Calculation Parameter Range	2-19 DOCTOR	
Actual Trip Rate Calculation Parameter Range	3-15 DOCTOR	
Date Range	Minimum: 01/01/16	Maximum: 11/10/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Wednesday	1
	Thursday	3
	Friday	4
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	3
	Free Standing (PPS6 Out of Town)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	13 - Selected
	Servicing vehicles Excluded	X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	10,001 to 15,000	1
	15,001 to 20,000	3
	20,001 to 25,000	2
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	50,001 to 75,000	3
	125,001 to 250,000	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	6
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	8

Calculation Reference: AUDIT-703101-240924-0920

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	IW	ISLE OF WIGHT	1 days
03	SOUTH WEST		
	SD	SWINDON	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
10	WALES		
	CP	CAERPHILLY	1 days

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

Primary Filtering selection:

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

Parameter:	Number of doctors
Actual Range:	3 to 15 (units:)
Range Selected by User:	2 to 19 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 11/10/23

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

Selected survey days:

Wednesday	1 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	7
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(e)	8 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AC-05-G-04	Gross floor area:	650 sqm
Development Name:	GP SURGERY	Number of doctors:	3
Location:	NORTHWICH		
Postcode:	CW9 8UW	No of Employees:	8
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	07/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	4
Site(2):	CA-05-G-01	Gross floor area:	1046 sqm
Development Name:	MEDICAL CENTRE	Number of doctors:	12
Location:	CAMBRIDGE		
Postcode:	CB4 1GL	No of Employees:	45
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	45
Site(3):	CP-05-G-01	Gross floor area:	1500 sqm
Development Name:	GP SURGERY	Number of doctors:	5
Location:	CAERPHILLY		
Postcode:	CF83 3GH	No of Employees:	28
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	13/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	55
Site(4):	DR-05-G-01	Gross floor area:	1050 sqm
Development Name:	GP SURGERY	Number of doctors:	14
Location:	DONCASTER		
Postcode:	DN4 6NJ	No of Employees:	26
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	23/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	39
Site(5):	IW-05-G-01	Gross floor area:	1400 sqm
Development Name:	GP SURGERY	Number of doctors:	5
Location:	COWES		
Postcode:	PO31 7ER	No of Employees:	52
Main Location Type:	Edge of Town	Survey Date:	26/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	69
Site(6):	SD-05-G-01	Gross floor area:	300 sqm
Development Name:	GP SURGERY	Number of doctors:	4
Location:	SWINDON		
Postcode:	SN2 7BG	No of Employees:	27
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	23/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	11
Site(7):	WK-05-G-02	Gross floor area:	1315 sqm
Development Name:	GP SURGERY	Number of doctors:	6
Location:	NEAR BIDFORD-ON-AVON		
Postcode:	B50 4LX	No of Employees:	38
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	29/06/18
Sub-Location Type:	Out of Town	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	68
Site(8):	WL-05-G-01	Gross floor area:	2150 sqm
Development Name:	MEDICAL CENTRE	Number of doctors:	15
Location:	CHIPPENHAM		
Postcode:	SN14 6GT	No of Employees:	118
Main Location Type:	Edge of Town	Survey Date:	11/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	92

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HI-05-G-02	COVID restrictions

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.60

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	1.769	7	7	0.250	7	7	2.019
08:00 - 09:00	8	8	4.906	8	8	2.375	8	8	7.281
09:00 - 10:00	8	8	5.000	8	8	4.047	8	8	9.047
10:00 - 11:00	8	8	4.563	8	8	4.359	8	8	8.921
11:00 - 12:00	8	8	4.844	8	8	5.063	8	8	9.906
12:00 - 13:00	8	8	3.906	8	8	5.453	8	8	9.359
13:00 - 14:00	8	8	3.797	8	8	3.438	8	8	7.235
14:00 - 15:00	8	8	5.328	8	8	4.906	8	8	10.234
15:00 - 16:00	8	8	4.641	8	8	5.109	8	8	9.750
16:00 - 17:00	8	8	3.750	8	8	4.531	8	8	8.281
17:00 - 18:00	8	8	2.156	8	8	3.859	8	8	6.015
18:00 - 19:00	7	9	0.787	7	9	1.525	7	9	2.312
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			45.446			44.914			90.360

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

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

Parameter summary

Trip rate parameter range selected:	3 - 15 (units:)
Survey date date range:	01/01/16 - 11/10/23
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TAXIS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.000	7	7	0.000	7	7	0.000
08:00 - 09:00	8	8	0.031	8	8	0.031	8	8	0.062
09:00 - 10:00	8	8	0.078	8	8	0.078	8	8	0.156
10:00 - 11:00	8	8	0.063	8	8	0.063	8	8	0.124
11:00 - 12:00	8	8	0.125	8	8	0.125	8	8	0.250
12:00 - 13:00	8	8	0.047	8	8	0.047	8	8	0.094
13:00 - 14:00	8	8	0.078	8	8	0.078	8	8	0.156
14:00 - 15:00	8	8	0.063	8	8	0.063	8	8	0.124
15:00 - 16:00	8	8	0.047	8	8	0.047	8	8	0.094
16:00 - 17:00	8	8	0.031	8	8	0.031	8	8	0.062
17:00 - 18:00	8	8	0.000	8	8	0.000	8	8	0.000
18:00 - 19:00	7	9	0.000	7	9	0.000	7	9	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.561			0.561			1.122

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

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL OGVS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.019	7	7	0.019	7	7	0.038
08:00 - 09:00	8	8	0.031	8	8	0.031	8	8	0.062
09:00 - 10:00	8	8	0.000	8	8	0.000	8	8	0.000
10:00 - 11:00	8	8	0.000	8	8	0.000	8	8	0.000
11:00 - 12:00	8	8	0.000	8	8	0.000	8	8	0.000
12:00 - 13:00	8	8	0.000	8	8	0.000	8	8	0.000
13:00 - 14:00	8	8	0.000	8	8	0.000	8	8	0.000
14:00 - 15:00	8	8	0.000	8	8	0.000	8	8	0.000
15:00 - 16:00	8	8	0.000	8	8	0.000	8	8	0.000
16:00 - 17:00	8	8	0.000	8	8	0.000	8	8	0.000
17:00 - 18:00	8	8	0.000	8	8	0.000	8	8	0.000
18:00 - 19:00	7	9	0.000	7	9	0.000	7	9	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PSVS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.000	7	7	0.000	7	7	0.000
08:00 - 09:00	8	8	0.000	8	8	0.000	8	8	0.000
09:00 - 10:00	8	8	0.000	8	8	0.000	8	8	0.000
10:00 - 11:00	8	8	0.016	8	8	0.000	8	8	0.016
11:00 - 12:00	8	8	0.000	8	8	0.016	8	8	0.016
12:00 - 13:00	8	8	0.000	8	8	0.000	8	8	0.000
13:00 - 14:00	8	8	0.016	8	8	0.000	8	8	0.016
14:00 - 15:00	8	8	0.016	8	8	0.016	8	8	0.032
15:00 - 16:00	8	8	0.000	8	8	0.016	8	8	0.016
16:00 - 17:00	8	8	0.000	8	8	0.000	8	8	0.000
17:00 - 18:00	8	8	0.000	8	8	0.000	8	8	0.000
18:00 - 19:00	7	9	0.000	7	9	0.000	7	9	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL CYCLISTS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.000	7	7	0.000	7	7	0.000
08:00 - 09:00	8	8	0.063	8	8	0.000	8	8	0.062
09:00 - 10:00	8	8	0.016	8	8	0.031	8	8	0.047
10:00 - 11:00	8	8	0.016	8	8	0.031	8	8	0.047
11:00 - 12:00	8	8	0.078	8	8	0.047	8	8	0.125
12:00 - 13:00	8	8	0.031	8	8	0.063	8	8	0.093
13:00 - 14:00	8	8	0.031	8	8	0.047	8	8	0.078
14:00 - 15:00	8	8	0.031	8	8	0.031	8	8	0.062
15:00 - 16:00	8	8	0.016	8	8	0.016	8	8	0.032
16:00 - 17:00	8	8	0.047	8	8	0.016	8	8	0.063
17:00 - 18:00	8	8	0.000	8	8	0.031	8	8	0.031
18:00 - 19:00	7	9	0.049	7	9	0.033	7	9	0.082
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.377			0.345			0.722

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	2.077	7	7	0.250	7	7	2.327
08:00 - 09:00	8	8	6.125	8	8	2.703	8	8	8.828
09:00 - 10:00	8	8	6.766	8	8	5.141	8	8	11.907
10:00 - 11:00	8	8	6.031	8	8	5.953	8	8	11.984
11:00 - 12:00	8	8	6.344	8	8	6.375	8	8	12.719
12:00 - 13:00	8	8	5.125	8	8	7.078	8	8	12.203
13:00 - 14:00	8	8	5.141	8	8	4.469	8	8	9.610
14:00 - 15:00	8	8	7.250	8	8	6.594	8	8	13.844
15:00 - 16:00	8	8	6.375	8	8	7.250	8	8	13.625
16:00 - 17:00	8	8	5.031	8	8	6.281	8	8	11.312
17:00 - 18:00	8	8	2.578	8	8	5.031	8	8	7.609
18:00 - 19:00	7	9	1.049	7	9	2.082	7	9	3.131
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			59.892			59.207			119.099

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.577	7	7	0.038	7	7	0.615
08:00 - 09:00	8	8	0.797	8	8	0.672	8	8	1.469
09:00 - 10:00	8	8	1.172	8	8	1.078	8	8	2.250
10:00 - 11:00	8	8	1.281	8	8	1.281	8	8	2.562
11:00 - 12:00	8	8	0.984	8	8	0.953	8	8	1.937
12:00 - 13:00	8	8	0.828	8	8	0.984	8	8	1.812
13:00 - 14:00	8	8	0.938	8	8	0.828	8	8	1.766
14:00 - 15:00	8	8	1.109	8	8	1.375	8	8	2.484
15:00 - 16:00	8	8	1.219	8	8	0.969	8	8	2.188
16:00 - 17:00	8	8	0.734	8	8	0.984	8	8	1.718
17:00 - 18:00	8	8	0.500	8	8	0.828	8	8	1.328
18:00 - 19:00	7	9	0.148	7	9	0.197	7	9	0.345
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.287			10.187			20.474

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.038	7	7	0.000	7	7	0.038
08:00 - 09:00	8	8	0.125	8	8	0.078	8	8	0.203
09:00 - 10:00	8	8	0.125	8	8	0.125	8	8	0.250
10:00 - 11:00	8	8	0.328	8	8	0.188	8	8	0.516
11:00 - 12:00	8	8	0.281	8	8	0.375	8	8	0.656
12:00 - 13:00	8	8	0.094	8	8	0.188	8	8	0.282
13:00 - 14:00	8	8	0.156	8	8	0.156	8	8	0.312
14:00 - 15:00	8	8	0.172	8	8	0.172	8	8	0.344
15:00 - 16:00	8	8	0.156	8	8	0.234	8	8	0.390
16:00 - 17:00	8	8	0.234	8	8	0.125	8	8	0.359
17:00 - 18:00	8	8	0.109	8	8	0.125	8	8	0.234
18:00 - 19:00	7	9	0.016	7	9	0.131	7	9	0.147
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.834			1.897			3.731

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.000	7	7	0.000	7	7	0.000
08:00 - 09:00	8	8	0.016	8	8	0.000	8	8	0.016
09:00 - 10:00	8	8	0.000	8	8	0.000	8	8	0.000
10:00 - 11:00	8	8	0.000	8	8	0.000	8	8	0.000
11:00 - 12:00	8	8	0.047	8	8	0.000	8	8	0.047
12:00 - 13:00	8	8	0.016	8	8	0.000	8	8	0.016
13:00 - 14:00	8	8	0.031	8	8	0.016	8	8	0.047
14:00 - 15:00	8	8	0.016	8	8	0.000	8	8	0.016
15:00 - 16:00	8	8	0.000	8	8	0.016	8	8	0.016
16:00 - 17:00	8	8	0.000	8	8	0.031	8	8	0.031
17:00 - 18:00	8	8	0.000	8	8	0.047	8	8	0.047
18:00 - 19:00	7	9	0.000	7	9	0.016	7	9	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.126			0.252

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.000	7	7	0.000	7	7	0.000
08:00 - 09:00	8	8	0.000	8	8	0.000	8	8	0.000
09:00 - 10:00	8	8	0.000	8	8	0.000	8	8	0.000
10:00 - 11:00	8	8	0.047	8	8	0.000	8	8	0.047
11:00 - 12:00	8	8	0.000	8	8	0.047	8	8	0.047
12:00 - 13:00	8	8	0.000	8	8	0.000	8	8	0.000
13:00 - 14:00	8	8	0.000	8	8	0.000	8	8	0.000
14:00 - 15:00	8	8	0.000	8	8	0.000	8	8	0.000
15:00 - 16:00	8	8	0.000	8	8	0.000	8	8	0.000
16:00 - 17:00	8	8	0.000	8	8	0.000	8	8	0.000
17:00 - 18:00	8	8	0.000	8	8	0.000	8	8	0.000
18:00 - 19:00	7	9	0.000	7	9	0.000	7	9	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.047			0.094

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

*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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.038	7	7	0.000	7	7	0.038
08:00 - 09:00	8	8	0.141	8	8	0.078	8	8	0.219
09:00 - 10:00	8	8	0.125	8	8	0.125	8	8	0.250
10:00 - 11:00	8	8	0.375	8	8	0.188	8	8	0.563
11:00 - 12:00	8	8	0.328	8	8	0.422	8	8	0.750
12:00 - 13:00	8	8	0.109	8	8	0.188	8	8	0.297
13:00 - 14:00	8	8	0.188	8	8	0.172	8	8	0.360
14:00 - 15:00	8	8	0.188	8	8	0.172	8	8	0.360
15:00 - 16:00	8	8	0.156	8	8	0.250	8	8	0.406
16:00 - 17:00	8	8	0.234	8	8	0.156	8	8	0.390
17:00 - 18:00	8	8	0.109	8	8	0.172	8	8	0.281
18:00 - 19:00	7	9	0.016	7	9	0.148	7	9	0.164
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.007			2.071			4.078

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.60

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	2.692	7	7	0.288	7	7	2.980
08:00 - 09:00	8	8	7.125	8	8	3.453	8	8	10.578
09:00 - 10:00	8	8	8.078	8	8	6.375	8	8	14.453
10:00 - 11:00	8	8	7.703	8	8	7.453	8	8	15.156
11:00 - 12:00	8	8	7.734	8	8	7.797	8	8	15.531
12:00 - 13:00	8	8	6.094	8	8	8.313	8	8	14.406
13:00 - 14:00	8	8	6.297	8	8	5.516	8	8	11.813
14:00 - 15:00	8	8	8.578	8	8	8.172	8	8	16.750
15:00 - 16:00	8	8	7.766	8	8	8.484	8	8	16.250
16:00 - 17:00	8	8	6.047	8	8	7.438	8	8	13.485
17:00 - 18:00	8	8	3.188	8	8	6.063	8	8	9.250
18:00 - 19:00	7	9	1.262	7	9	2.459	7	9	3.721
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			72.564			71.809			144.373

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL CARS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	1.577	7	7	0.192	7	7	1.769
08:00 - 09:00	8	8	4.594	8	8	2.156	8	8	6.750
09:00 - 10:00	8	8	4.641	8	8	3.641	8	8	8.282
10:00 - 11:00	8	8	4.203	8	8	4.078	8	8	8.281
11:00 - 12:00	8	8	4.469	8	8	4.547	8	8	9.016
12:00 - 13:00	8	8	3.656	8	8	5.172	8	8	8.828
13:00 - 14:00	8	8	3.563	8	8	3.266	8	8	6.828
14:00 - 15:00	8	8	4.953	8	8	4.609	8	8	9.562
15:00 - 16:00	8	8	4.453	8	8	4.844	8	8	9.297
16:00 - 17:00	8	8	3.484	8	8	4.172	8	8	7.656
17:00 - 18:00	8	8	2.031	8	8	3.750	8	8	5.781
18:00 - 19:00	7	9	0.770	7	9	1.475	7	9	2.245
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			42.393			41.902			84.295

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL LGVS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.115	7	7	0.038	7	7	0.153
08:00 - 09:00	8	8	0.219	8	8	0.141	8	8	0.360
09:00 - 10:00	8	8	0.188	8	8	0.281	8	8	0.469
10:00 - 11:00	8	8	0.234	8	8	0.172	8	8	0.406
11:00 - 12:00	8	8	0.266	8	8	0.328	8	8	0.594
12:00 - 13:00	8	8	0.203	8	8	0.219	8	8	0.422
13:00 - 14:00	8	8	0.078	8	8	0.063	8	8	0.140
14:00 - 15:00	8	8	0.172	8	8	0.156	8	8	0.328
15:00 - 16:00	8	8	0.219	8	8	0.203	8	8	0.422
16:00 - 17:00	8	8	0.188	8	8	0.297	8	8	0.485
17:00 - 18:00	8	8	0.094	8	8	0.063	8	8	0.156
18:00 - 19:00	7	9	0.016	7	9	0.016	7	9	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.992			1.975			3.967

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.000	7	7	0.000	7	7	0.000
08:00 - 09:00	8	8	0.016	8	8	0.016	8	8	0.032
09:00 - 10:00	8	8	0.031	8	8	0.016	8	8	0.047
10:00 - 11:00	8	8	0.000	8	8	0.016	8	8	0.016
11:00 - 12:00	8	8	0.031	8	8	0.031	8	8	0.062
12:00 - 13:00	8	8	0.031	8	8	0.000	8	8	0.031
13:00 - 14:00	8	8	0.000	8	8	0.031	8	8	0.031
14:00 - 15:00	8	8	0.016	8	8	0.000	8	8	0.016
15:00 - 16:00	8	8	0.000	8	8	0.000	8	8	0.000
16:00 - 17:00	8	8	0.000	8	8	0.016	8	8	0.016
17:00 - 18:00	8	8	0.031	8	8	0.016	8	8	0.047
18:00 - 19:00	7	9	0.000	7	9	0.000	7	9	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.142			0.298

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	7	0.058	7	7	0.038	7	7	0.096
08:00 - 09:00	8	8	0.125	8	8	0.078	8	8	0.203
09:00 - 10:00	8	8	0.125	8	8	0.188	8	8	0.313
10:00 - 11:00	8	8	0.188	8	8	0.172	8	8	0.360
11:00 - 12:00	8	8	0.125	8	8	0.125	8	8	0.250
12:00 - 13:00	8	8	0.078	8	8	0.094	8	8	0.172
13:00 - 14:00	8	8	0.016	8	8	0.016	8	8	0.032
14:00 - 15:00	8	8	0.141	8	8	0.109	8	8	0.250
15:00 - 16:00	8	8	0.125	8	8	0.125	8	8	0.250
16:00 - 17:00	8	8	0.047	8	8	0.063	8	8	0.109
17:00 - 18:00	8	8	0.063	8	8	0.063	8	8	0.124
18:00 - 19:00	7	9	0.033	7	9	0.033	7	9	0.066
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.123			1.102			2.225

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

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

HaskoningDHV UK Ltd Wick Road Surrey Licence No: 703101

Filtering Summary

Land Use	07/L	LEISURE/FOOTBALL (5-a-side)
Selected Trip Rate Calculation Parameter Range	2-18 PITCH	
Actual Trip Rate Calculation Parameter Range	5-11 PITCH	
Date Range	Minimum: 01/01/16	Maximum: 24/09/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	2
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
	20,001 to 25,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	125,001 to 250,000	1
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	1.1 to 1.5	3
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-703101-240919-0926

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	YO	YORK	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	EA	EAST AYRSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Number of pitches
Actual Range:	5 to 11 (units:)
Range Selected by User:	2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/09/22

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
Retail Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

F2(c)	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
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:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CF-07-L-01	Site area:	1.54 hect
Development Name:	GÔL CENTRES	Number of pitches:	11
Location:	CARDIFF	Parking spaces:	110
Postcode:	CF11 8BR	No of Employees:	16
Main Location Type:	Edge of Town	Survey Date:	27/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		

Site(2):	EA-07-L-01	Site area:	1.62 hect
Development Name:	SOCCERWORLD	Number of pitches:	9
Location:	KILMARNOCK	Parking spaces:	32
Postcode:	KA1 3XF	No of Employees:	10
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	20/04/22
Sub-Location Type:	Retail Zone	Survey Day:	Wednesday
PTAL:	n/a		

Site(3):	WM-07-L-01	Site area:	1.97 hect
Development Name:	POWERLEAGUE	Number of pitches:	7
Location:	HALESOWEN	Parking spaces:	62
Postcode:	B63 2RG	No of Employees:	6
Main Location Type:	Edge of Town	Survey Date:	29/11/17
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		

Site(4):	YO-07-L-01	Site area:	0.60 hect
Development Name:	PLAY FOOTBALL	Number of pitches:	5
Location:	YORK	Parking spaces:	144
Postcode:	YO30 4TU	No of Employees:	3
Main Location Type:	Edge of Town	Survey Date:	10/05/22
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a		

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	9	0.444	3	9	0.074	3	9	0.518
09:00 - 10:00	3	9	2.333	3	9	0.370	3	9	2.703
10:00 - 11:00	3	9	0.222	3	9	0.148	3	9	0.370
11:00 - 12:00	3	9	0.148	3	9	0.185	3	9	0.333
12:00 - 13:00	3	9	0.148	3	9	0.222	3	9	0.370
13:00 - 14:00	3	9	0.333	3	9	0.333	3	9	0.666
14:00 - 15:00	3	9	0.519	3	9	1.852	3	9	2.371
15:00 - 16:00	4	8	1.406	4	8	1.313	4	8	2.718
16:00 - 17:00	4	8	2.281	4	8	0.688	4	8	2.969
17:00 - 18:00	4	8	3.563	4	8	1.563	4	8	5.124
18:00 - 19:00	4	8	3.906	4	8	2.875	4	8	6.781
19:00 - 20:00	4	8	2.719	4	8	2.844	4	8	5.563
20:00 - 21:00	4	8	1.938	4	8	4.719	4	8	6.657
21:00 - 22:00	4	8	0.156	4	8	3.125	4	8	3.281
22:00 - 23:00	4	8	0.031	4	8	0.313	4	8	0.343
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			20.146			20.621			40.767

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

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Parameter summary

Trip rate parameter range selected:	5 - 11 (units:)
Survey date date range:	01/01/16 - 24/09/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TAXIS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.000	3	9	0.000	3	9	0.000
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.037	3	9	0.037	3	9	0.074
14:00 - 15:00	3	9	0.000	3	9	0.000	3	9	0.000
15:00 - 16:00	4	8	0.031	4	8	0.031	4	8	0.062
16:00 - 17:00	4	8	0.000	4	8	0.000	4	8	0.000
17:00 - 18:00	4	8	0.063	4	8	0.063	4	8	0.124
18:00 - 19:00	4	8	0.031	4	8	0.031	4	8	0.062
19:00 - 20:00	4	8	0.000	4	8	0.000	4	8	0.000
20:00 - 21:00	4	8	0.000	4	8	0.000	4	8	0.000
21:00 - 22:00	4	8	0.000	4	8	0.000	4	8	0.000
22:00 - 23:00	4	8	0.000	4	8	0.000	4	8	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.161			0.161			0.322

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/L - FOOTBALL (5-a-side)
OGVS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	9	0.037	3	9	0.037	3	9	0.074
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.037	3	9	0.037	3	9	0.074
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.037	3	9	0.037
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.000	3	9	0.000	3	9	0.000
15:00 - 16:00	4	8	0.031	4	8	0.000	4	8	0.031
16:00 - 17:00	4	8	0.031	4	8	0.063	4	8	0.093
17:00 - 18:00	4	8	0.000	4	8	0.000	4	8	0.000
18:00 - 19:00	4	8	0.000	4	8	0.000	4	8	0.000
19:00 - 20:00	4	8	0.000	4	8	0.000	4	8	0.000
20:00 - 21:00	4	8	0.000	4	8	0.000	4	8	0.000
21:00 - 22:00	4	8	0.000	4	8	0.000	4	8	0.000
22:00 - 23:00	4	8	0.000	4	8	0.000	4	8	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.136			0.173			0.309

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/L - FOOTBALL (5-a-side)
CYCLISTS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	9	0.037	3	9	0.000	3	9	0.037
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.000	3	9	0.000	3	9	0.000
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.037	3	9	0.000	3	9	0.037
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.000	3	9	0.074	3	9	0.074
15:00 - 16:00	4	8	0.031	4	8	0.000	4	8	0.031
16:00 - 17:00	4	8	0.063	4	8	0.063	4	8	0.124
17:00 - 18:00	4	8	0.031	4	8	0.000	4	8	0.031
18:00 - 19:00	4	8	0.313	4	8	0.156	4	8	0.468
19:00 - 20:00	4	8	0.063	4	8	0.219	4	8	0.281
20:00 - 21:00	4	8	0.000	4	8	0.063	4	8	0.062
21:00 - 22:00	4	8	0.000	4	8	0.000	4	8	0.000
22:00 - 23:00	4	8	0.000	4	8	0.000	4	8	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.572			0.573			1.145

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/L - FOOTBALL (5-a-side)
CARS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	9	0.333	3	9	0.000	3	9	0.333
09:00 - 10:00	3	9	2.296	3	9	0.333	3	9	2.629
10:00 - 11:00	3	9	0.185	3	9	0.111	3	9	0.296
11:00 - 12:00	3	9	0.111	3	9	0.111	3	9	0.222
12:00 - 13:00	3	9	0.074	3	9	0.148	3	9	0.222
13:00 - 14:00	3	9	0.296	3	9	0.296	3	9	0.592
14:00 - 15:00	3	9	0.481	3	9	1.815	3	9	2.296
15:00 - 16:00	4	8	1.219	4	8	1.250	4	8	2.469
16:00 - 17:00	4	8	2.031	4	8	0.531	4	8	2.562
17:00 - 18:00	4	8	3.219	4	8	1.406	4	8	4.625
18:00 - 19:00	4	8	3.594	4	8	2.563	4	8	6.156
19:00 - 20:00	4	8	2.469	4	8	2.531	4	8	5.000
20:00 - 21:00	4	8	1.813	4	8	4.375	4	8	6.187
21:00 - 22:00	4	8	0.156	4	8	2.938	4	8	3.094
22:00 - 23:00	4	8	0.031	4	8	0.313	4	8	0.343
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			18.307			18.719			37.026

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

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

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
LGVS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	9	0.037	3	9	0.037	3	9	0.074
09:00 - 10:00	3	9	0.037	3	9	0.037	3	9	0.074
10:00 - 11:00	3	9	0.000	3	9	0.000	3	9	0.000
11:00 - 12:00	3	9	0.037	3	9	0.074	3	9	0.111
12:00 - 13:00	3	9	0.074	3	9	0.037	3	9	0.111
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.037	3	9	0.037	3	9	0.074
15:00 - 16:00	4	8	0.125	4	8	0.031	4	8	0.156
16:00 - 17:00	4	8	0.219	4	8	0.094	4	8	0.313
17:00 - 18:00	4	8	0.250	4	8	0.063	4	8	0.312
18:00 - 19:00	4	8	0.250	4	8	0.219	4	8	0.469
19:00 - 20:00	4	8	0.250	4	8	0.313	4	8	0.562
20:00 - 21:00	4	8	0.125	4	8	0.344	4	8	0.469
21:00 - 22:00	4	8	0.000	4	8	0.188	4	8	0.188
22:00 - 23:00	4	8	0.000	4	8	0.000	4	8	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			1.441			1.472			2.913

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 07 - LEISURE/L - FOOTBALL (5-a-side)
MOTOR CYCLES
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	9	0.037	3	9	0.000	3	9	0.037
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.000	3	9	0.000	3	9	0.000
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.000	3	9	0.000	3	9	0.000
15:00 - 16:00	4	8	0.000	4	8	0.000	4	8	0.000
16:00 - 17:00	4	8	0.000	4	8	0.000	4	8	0.000
17:00 - 18:00	4	8	0.031	4	8	0.031	4	8	0.062
18:00 - 19:00	4	8	0.031	4	8	0.063	4	8	0.093
19:00 - 20:00	4	8	0.000	4	8	0.000	4	8	0.000
20:00 - 21:00	4	8	0.000	4	8	0.000	4	8	0.000
21:00 - 22:00	4	8	0.000	4	8	0.000	4	8	0.000
22:00 - 23:00	4	8	0.000	4	8	0.000	4	8	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.099			0.093			0.192

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

Filtering Summary

Land Use	03/N	RESIDENTIAL/RETIREMENT FLATS
Selected Trip Rate Calculation Parameter Range	17-76 DWELLS	
Actual Trip Rate Calculation Parameter Range	27-76 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 26/06/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	3
	Wednesday	1
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	1
	Neighbourhood Centre (PPS6 Local Centre)	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	7 - Selected
	Servicing vehicles Excluded	X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	10,001 to 15,000	1
	20,001 to 25,000	1
	25,001 to 50,000	3
Population <5 Mile ranges selected	25,001 to 50,000	1
	75,001 to 100,000	1
	100,001 to 125,000	1
	125,001 to 250,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	2
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	6

Calculation Reference: AUDIT-703101-240910-0928

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	IW	ISLE OF WIGHT	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 27 to 76 (units:)
Range Selected by User: 17 to 76 (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 26/06/23

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	5
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

No	6 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	6 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AL-03-N-01	Site area:	1.14 hect
Development Name:	RETIREMENT BUNGALOWS	No of Dwellings:	34
Location:	HALIFAX	Housing density:	34
Postcode:	HX3 5RB	Total Bedrooms:	40
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	42
Site(2):	CA-03-N-01	Site area:	0.31 hect
Development Name:	RETIREMENT FLATS	No of Dwellings:	30
Location:	CAMBRIDGE	Housing density:	97
Postcode:	CB4 1TT	Total Bedrooms:	40
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	26/06/23
Sub-Location Type:	High Street	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	23
Site(3):	IW-03-N-01	Site area:	0.61 hect
Development Name:	RETIREMENT FLATS	No of Dwellings:	40
Location:	BEMBRIDGE	Housing density:	222
Postcode:	PO35 5AA	Total Bedrooms:	61
Main Location Type:	Edge of Town	Survey Date:	27/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	40
Site(4):	NF-03-N-02	Site area:	0.60 hect
Development Name:	RETIREMENT FLATS	No of Dwellings:	48
Location:	NORWICH	Housing density:	119
Postcode:	NR7 0SA	Total Bedrooms:	63
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	20/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	21
Site(5):	SH-03-N-02	Site area:	0.62 hect
Development Name:	RETIREMENT FLATS	No of Dwellings:	76
Location:	SHREWSBURY	Housing density:	123
Postcode:	SY2 6BY	Total Bedrooms:	114
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	20/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	36
Site(6):	TW-03-N-03	Site area:	0.40 hect
Development Name:	RETIREMENT FLATS	No of Dwellings:	27
Location:	WHITLEY BAY	Housing density:	68
Postcode:	NE25 8AB	Total Bedrooms:	37
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	12/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	18

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
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): 1.91

	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	6	43	0.020	6	43	0.043	6	43	0.063
08:00 - 09:00	6	43	0.059	6	43	0.078	6	43	0.137
09:00 - 10:00	6	43	0.141	6	43	0.145	6	43	0.286
10:00 - 11:00	6	43	0.165	6	43	0.184	6	43	0.349
11:00 - 12:00	6	43	0.114	6	43	0.102	6	43	0.216
12:00 - 13:00	6	43	0.118	6	43	0.094	6	43	0.212
13:00 - 14:00	6	43	0.106	6	43	0.129	6	43	0.235
14:00 - 15:00	6	43	0.153	6	43	0.176	6	43	0.329
15:00 - 16:00	6	43	0.114	6	43	0.094	6	43	0.208
16:00 - 17:00	6	43	0.114	6	43	0.067	6	43	0.181
17:00 - 18:00	6	43	0.110	6	43	0.063	6	43	0.173
18:00 - 19:00	6	43	0.031	6	43	0.071	6	43	0.102
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.245			1.246			2.491

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

Parameter summary

Trip rate parameter range selected:	27 - 76 (units:)
Survey date date range:	01/01/16 - 26/06/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
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	6	43	0.000	6	43	0.000	6	43	0.000
08:00 - 09:00	6	43	0.000	6	43	0.000	6	43	0.000
09:00 - 10:00	6	43	0.008	6	43	0.008	6	43	0.016
10:00 - 11:00	6	43	0.008	6	43	0.008	6	43	0.016
11:00 - 12:00	6	43	0.012	6	43	0.012	6	43	0.024
12:00 - 13:00	6	43	0.000	6	43	0.000	6	43	0.000
13:00 - 14:00	6	43	0.000	6	43	0.000	6	43	0.000
14:00 - 15:00	6	43	0.008	6	43	0.008	6	43	0.016
15:00 - 16:00	6	43	0.008	6	43	0.008	6	43	0.016
16:00 - 17:00	6	43	0.004	6	43	0.004	6	43	0.008
17:00 - 18:00	6	43	0.008	6	43	0.008	6	43	0.016
18:00 - 19:00	6	43	0.000	6	43	0.000	6	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
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	6	43	0.000	6	43	0.000	6	43	0.000
08:00 - 09:00	6	43	0.000	6	43	0.000	6	43	0.000
09:00 - 10:00	6	43	0.000	6	43	0.000	6	43	0.000
10:00 - 11:00	6	43	0.004	6	43	0.004	6	43	0.008
11:00 - 12:00	6	43	0.000	6	43	0.000	6	43	0.000
12:00 - 13:00	6	43	0.004	6	43	0.004	6	43	0.008
13:00 - 14:00	6	43	0.000	6	43	0.000	6	43	0.000
14:00 - 15:00	6	43	0.000	6	43	0.000	6	43	0.000
15:00 - 16:00	6	43	0.000	6	43	0.000	6	43	0.000
16:00 - 17:00	6	43	0.000	6	43	0.000	6	43	0.000
17:00 - 18:00	6	43	0.000	6	43	0.000	6	43	0.000
18:00 - 19:00	6	43	0.000	6	43	0.000	6	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
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	6	43	0.000	6	43	0.000	6	43	0.000
08:00 - 09:00	6	43	0.000	6	43	0.000	6	43	0.000
09:00 - 10:00	6	43	0.004	6	43	0.004	6	43	0.008
10:00 - 11:00	6	43	0.000	6	43	0.000	6	43	0.000
11:00 - 12:00	6	43	0.000	6	43	0.000	6	43	0.000
12:00 - 13:00	6	43	0.000	6	43	0.000	6	43	0.000
13:00 - 14:00	6	43	0.000	6	43	0.000	6	43	0.000
14:00 - 15:00	6	43	0.004	6	43	0.004	6	43	0.008
15:00 - 16:00	6	43	0.000	6	43	0.000	6	43	0.000
16:00 - 17:00	6	43	0.000	6	43	0.000	6	43	0.000
17:00 - 18:00	6	43	0.000	6	43	0.000	6	43	0.000
18:00 - 19:00	6	43	0.000	6	43	0.000	6	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
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	6	43	0.012	6	43	0.012	6	43	0.024
08:00 - 09:00	6	43	0.000	6	43	0.000	6	43	0.000
09:00 - 10:00	6	43	0.000	6	43	0.004	6	43	0.004
10:00 - 11:00	6	43	0.004	6	43	0.000	6	43	0.004
11:00 - 12:00	6	43	0.000	6	43	0.004	6	43	0.004
12:00 - 13:00	6	43	0.004	6	43	0.004	6	43	0.008
13:00 - 14:00	6	43	0.000	6	43	0.004	6	43	0.004
14:00 - 15:00	6	43	0.004	6	43	0.000	6	43	0.004
15:00 - 16:00	6	43	0.000	6	43	0.000	6	43	0.000
16:00 - 17:00	6	43	0.000	6	43	0.000	6	43	0.000
17:00 - 18:00	6	43	0.004	6	43	0.000	6	43	0.004
18:00 - 19:00	6	43	0.000	6	43	0.000	6	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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/N - RETIREMENT FLATS
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	6	43	0.035	6	43	0.063	6	43	0.098
08:00 - 09:00	6	43	0.075	6	43	0.098	6	43	0.173
09:00 - 10:00	6	43	0.176	6	43	0.184	6	43	0.360
10:00 - 11:00	6	43	0.212	6	43	0.224	6	43	0.436
11:00 - 12:00	6	43	0.137	6	43	0.106	6	43	0.243
12:00 - 13:00	6	43	0.153	6	43	0.102	6	43	0.255
13:00 - 14:00	6	43	0.129	6	43	0.184	6	43	0.313
14:00 - 15:00	6	43	0.204	6	43	0.227	6	43	0.431
15:00 - 16:00	6	43	0.153	6	43	0.114	6	43	0.267
16:00 - 17:00	6	43	0.153	6	43	0.090	6	43	0.243
17:00 - 18:00	6	43	0.125	6	43	0.067	6	43	0.192
18:00 - 19:00	6	43	0.043	6	43	0.098	6	43	0.141
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.595			1.557			3.152

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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/N - RETIREMENT FLATS
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	6	43	0.016	6	43	0.020	6	43	0.036
08:00 - 09:00	6	43	0.039	6	43	0.035	6	43	0.074
09:00 - 10:00	6	43	0.035	6	43	0.027	6	43	0.062
10:00 - 11:00	6	43	0.071	6	43	0.067	6	43	0.138
11:00 - 12:00	6	43	0.094	6	43	0.090	6	43	0.184
12:00 - 13:00	6	43	0.071	6	43	0.047	6	43	0.118
13:00 - 14:00	6	43	0.051	6	43	0.035	6	43	0.086
14:00 - 15:00	6	43	0.047	6	43	0.031	6	43	0.078
15:00 - 16:00	6	43	0.024	6	43	0.020	6	43	0.044
16:00 - 17:00	6	43	0.047	6	43	0.047	6	43	0.094
17:00 - 18:00	6	43	0.035	6	43	0.059	6	43	0.094
18:00 - 19:00	6	43	0.024	6	43	0.035	6	43	0.059
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.554			0.513			1.067

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
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	6	43	0.000	6	43	0.004	6	43	0.004
08:00 - 09:00	6	43	0.008	6	43	0.027	6	43	0.035
09:00 - 10:00	6	43	0.004	6	43	0.027	6	43	0.031
10:00 - 11:00	6	43	0.016	6	43	0.047	6	43	0.063
11:00 - 12:00	6	43	0.020	6	43	0.016	6	43	0.036
12:00 - 13:00	6	43	0.039	6	43	0.012	6	43	0.051
13:00 - 14:00	6	43	0.031	6	43	0.035	6	43	0.066
14:00 - 15:00	6	43	0.031	6	43	0.016	6	43	0.047
15:00 - 16:00	6	43	0.027	6	43	0.004	6	43	0.031
16:00 - 17:00	6	43	0.027	6	43	0.027	6	43	0.054
17:00 - 18:00	6	43	0.016	6	43	0.004	6	43	0.020
18:00 - 19:00	6	43	0.012	6	43	0.000	6	43	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.231			0.219			0.450

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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/N - RETIREMENT FLATS
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	6	43	0.000	6	43	0.000	6	43	0.000
08:00 - 09:00	6	43	0.000	6	43	0.004	6	43	0.004
09:00 - 10:00	6	43	0.000	6	43	0.004	6	43	0.004
10:00 - 11:00	6	43	0.000	6	43	0.000	6	43	0.000
11:00 - 12:00	6	43	0.000	6	43	0.000	6	43	0.000
12:00 - 13:00	6	43	0.004	6	43	0.000	6	43	0.004
13:00 - 14:00	6	43	0.000	6	43	0.000	6	43	0.000
14:00 - 15:00	6	43	0.000	6	43	0.000	6	43	0.000
15:00 - 16:00	6	43	0.000	6	43	0.000	6	43	0.000
16:00 - 17:00	6	43	0.000	6	43	0.000	6	43	0.000
17:00 - 18:00	6	43	0.000	6	43	0.000	6	43	0.000
18:00 - 19:00	6	43	0.000	6	43	0.000	6	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.008			0.012

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

*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/N - RETIREMENT FLATS
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	6	43	0.000	6	43	0.000	6	43	0.000
08:00 - 09:00	6	43	0.000	6	43	0.000	6	43	0.000
09:00 - 10:00	6	43	0.000	6	43	0.004	6	43	0.004
10:00 - 11:00	6	43	0.000	6	43	0.000	6	43	0.000
11:00 - 12:00	6	43	0.000	6	43	0.000	6	43	0.000
12:00 - 13:00	6	43	0.000	6	43	0.000	6	43	0.000
13:00 - 14:00	6	43	0.000	6	43	0.000	6	43	0.000
14:00 - 15:00	6	43	0.004	6	43	0.000	6	43	0.004
15:00 - 16:00	6	43	0.000	6	43	0.000	6	43	0.000
16:00 - 17:00	6	43	0.000	6	43	0.000	6	43	0.000
17:00 - 18:00	6	43	0.000	6	43	0.000	6	43	0.000
18:00 - 19:00	6	43	0.000	6	43	0.000	6	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
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	6	43	0.000	6	43	0.004	6	43	0.004
08:00 - 09:00	6	43	0.008	6	43	0.031	6	43	0.039
09:00 - 10:00	6	43	0.004	6	43	0.035	6	43	0.039
10:00 - 11:00	6	43	0.016	6	43	0.047	6	43	0.063
11:00 - 12:00	6	43	0.020	6	43	0.016	6	43	0.036
12:00 - 13:00	6	43	0.043	6	43	0.012	6	43	0.055
13:00 - 14:00	6	43	0.031	6	43	0.035	6	43	0.066
14:00 - 15:00	6	43	0.035	6	43	0.016	6	43	0.051
15:00 - 16:00	6	43	0.027	6	43	0.004	6	43	0.031
16:00 - 17:00	6	43	0.027	6	43	0.027	6	43	0.054
17:00 - 18:00	6	43	0.016	6	43	0.004	6	43	0.020
18:00 - 19:00	6	43	0.012	6	43	0.000	6	43	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.239			0.231			0.470

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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/N - RETIREMENT FLATS
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): 1.91

	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	6	43	0.063	6	43	0.098	6	43	0.161
08:00 - 09:00	6	43	0.122	6	43	0.165	6	43	0.287
09:00 - 10:00	6	43	0.216	6	43	0.251	6	43	0.467
10:00 - 11:00	6	43	0.302	6	43	0.337	6	43	0.639
11:00 - 12:00	6	43	0.251	6	43	0.216	6	43	0.467
12:00 - 13:00	6	43	0.271	6	43	0.165	6	43	0.436
13:00 - 14:00	6	43	0.212	6	43	0.259	6	43	0.471
14:00 - 15:00	6	43	0.290	6	43	0.275	6	43	0.565
15:00 - 16:00	6	43	0.204	6	43	0.137	6	43	0.341
16:00 - 17:00	6	43	0.227	6	43	0.165	6	43	0.392
17:00 - 18:00	6	43	0.180	6	43	0.129	6	43	0.309
18:00 - 19:00	6	43	0.078	6	43	0.133	6	43	0.211
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.416			2.330			4.746

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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/N - RETIREMENT FLATS
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	6	43	0.016	6	43	0.039	6	43	0.055
08:00 - 09:00	6	43	0.043	6	43	0.067	6	43	0.110
09:00 - 10:00	6	43	0.110	6	43	0.118	6	43	0.228
10:00 - 11:00	6	43	0.133	6	43	0.153	6	43	0.286
11:00 - 12:00	6	43	0.086	6	43	0.078	6	43	0.164
12:00 - 13:00	6	43	0.098	6	43	0.075	6	43	0.173
13:00 - 14:00	6	43	0.098	6	43	0.122	6	43	0.220
14:00 - 15:00	6	43	0.125	6	43	0.153	6	43	0.278
15:00 - 16:00	6	43	0.098	6	43	0.075	6	43	0.173
16:00 - 17:00	6	43	0.110	6	43	0.063	6	43	0.173
17:00 - 18:00	6	43	0.098	6	43	0.051	6	43	0.149
18:00 - 19:00	6	43	0.027	6	43	0.071	6	43	0.098
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.042			1.065			2.107

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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/N - RETIREMENT FLATS
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	6	43	0.004	6	43	0.004	6	43	0.008
08:00 - 09:00	6	43	0.016	6	43	0.012	6	43	0.028
09:00 - 10:00	6	43	0.020	6	43	0.016	6	43	0.036
10:00 - 11:00	6	43	0.020	6	43	0.020	6	43	0.040
11:00 - 12:00	6	43	0.012	6	43	0.016	6	43	0.028
12:00 - 13:00	6	43	0.016	6	43	0.016	6	43	0.032
13:00 - 14:00	6	43	0.008	6	43	0.012	6	43	0.020
14:00 - 15:00	6	43	0.016	6	43	0.012	6	43	0.028
15:00 - 16:00	6	43	0.008	6	43	0.012	6	43	0.020
16:00 - 17:00	6	43	0.000	6	43	0.000	6	43	0.000
17:00 - 18:00	6	43	0.004	6	43	0.004	6	43	0.008
18:00 - 19:00	6	43	0.000	6	43	0.000	6	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.124			0.248

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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/N - RETIREMENT FLATS
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	6	43	0.000	6	43	0.000	6	43	0.000
08:00 - 09:00	6	43	0.000	6	43	0.000	6	43	0.000
09:00 - 10:00	6	43	0.000	6	43	0.000	6	43	0.000
10:00 - 11:00	6	43	0.000	6	43	0.000	6	43	0.000
11:00 - 12:00	6	43	0.004	6	43	0.000	6	43	0.004
12:00 - 13:00	6	43	0.000	6	43	0.000	6	43	0.000
13:00 - 14:00	6	43	0.000	6	43	0.000	6	43	0.000
14:00 - 15:00	6	43	0.000	6	43	0.000	6	43	0.000
15:00 - 16:00	6	43	0.000	6	43	0.000	6	43	0.000
16:00 - 17:00	6	43	0.000	6	43	0.000	6	43	0.000
17:00 - 18:00	6	43	0.000	6	43	0.000	6	43	0.000
18:00 - 19:00	6	43	0.004	6	43	0.000	6	43	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.000			0.008

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	43	0.000	6	43	0.000	6	43	0.000
08:00 - 09:00	6	43	0.008	6	43	0.008	6	43	0.016
09:00 - 10:00	6	43	0.020	6	43	0.016	6	43	0.036
10:00 - 11:00	6	43	0.024	6	43	0.020	6	43	0.044
11:00 - 12:00	6	43	0.012	6	43	0.016	6	43	0.028
12:00 - 13:00	6	43	0.016	6	43	0.016	6	43	0.032
13:00 - 14:00	6	43	0.012	6	43	0.016	6	43	0.028
14:00 - 15:00	6	43	0.012	6	43	0.012	6	43	0.024
15:00 - 16:00	6	43	0.000	6	43	0.000	6	43	0.000
16:00 - 17:00	6	43	0.000	6	43	0.000	6	43	0.000
17:00 - 18:00	6	43	0.000	6	43	0.000	6	43	0.000
18:00 - 19:00	6	43	0.000	6	43	0.000	6	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.104			0.208

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

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

Filtering Summary

Land Use	05/F	HEALTH/CARE HOME (ELDERLY RESIDENTIAL)
Selected Trip Rate Calculation Parameter Range	17-180 RESIDE	
Actual Trip Rate Calculation Parameter Range	31-75 RESIDE	
Date Range	Minimum: 01/01/10	Maximum: 19/06/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	2
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	5 - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	2
	10,001 to 15,000	1
	15,001 to 20,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	25,001 to 50,000	1
	75,001 to 100,000	2
	100,001 to 125,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	6

Calculation Reference: AUDIT-703101-240910-0930

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days

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

Primary Filtering selection:

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

Parameter:	Number of residents
Actual Range:	31 to 75 (units:)
Range Selected by User:	17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 19/06/23

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C2	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 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	6 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BP-05-F-01	Number of residents:	31
Development Name:	NURSING HOME		
Location:	BLACKPOOL	Parking spaces:	10
Postcode:	FY4 1RG		
Main Location Type:	Edge of Town	Survey Date:	27/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(2):	NN-05-F-01	Number of residents:	60
Development Name:	NURSING HOME		
Location:	KETTERING	Parking spaces:	26
Postcode:	NN16 9FW		
Main Location Type:	Edge of Town	Survey Date:	13/06/22
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a		
Site(3):	NY-05-F-05	Number of residents:	37
Development Name:	NURSING HOME		
Location:	RICHMOND	Parking spaces:	15
Postcode:	DL10 4UB		
Main Location Type:	Edge of Town	Survey Date:	04/03/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site(4):	NY-05-F-06	Number of residents:	75
Development Name:	CARE HOME		
Location:	KNARESBOROUGH	Parking spaces:	18
Postcode:	HG5 0DB		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site(5):	WK-05-F-01	Number of residents:	32
Development Name:	NURSING HOME		
Location:	LEAMINGTON SPA	Parking spaces:	7
Postcode:	CV32 5QT		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site(6):	WS-05-F-02	Number of residents:	54
Development Name:	NURSING HOME		
Location:	WORTHING	Parking spaces:	13
Postcode:	BN11 4JD		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.80

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.107	6	48	0.090	6	48	0.197
08:00 - 09:00	6	48	0.083	6	48	0.083	6	48	0.166
09:00 - 10:00	6	48	0.093	6	48	0.062	6	48	0.155
10:00 - 11:00	6	48	0.076	6	48	0.087	6	48	0.163
11:00 - 12:00	6	48	0.080	6	48	0.087	6	48	0.167
12:00 - 13:00	6	48	0.066	6	48	0.093	6	48	0.159
13:00 - 14:00	6	48	0.128	6	48	0.048	6	48	0.176
14:00 - 15:00	6	48	0.087	6	48	0.114	6	48	0.201
15:00 - 16:00	6	48	0.097	6	48	0.163	6	48	0.260
16:00 - 17:00	6	48	0.059	6	48	0.080	6	48	0.139
17:00 - 18:00	6	48	0.055	6	48	0.069	6	48	0.124
18:00 - 19:00	6	48	0.052	6	48	0.073	6	48	0.125
19:00 - 20:00	6	48	0.080	6	48	0.066	6	48	0.146
20:00 - 21:00	6	48	0.045	6	48	0.038	6	48	0.083
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.108			1.153			2.261

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

Parameter summary

Trip rate parameter range selected:	31 - 75 (units:)
Survey date date range:	01/01/10 - 19/06/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.000	6	48	0.000	6	48	0.000
08:00 - 09:00	6	48	0.000	6	48	0.000	6	48	0.000
09:00 - 10:00	6	48	0.000	6	48	0.000	6	48	0.000
10:00 - 11:00	6	48	0.003	6	48	0.003	6	48	0.006
11:00 - 12:00	6	48	0.003	6	48	0.003	6	48	0.006
12:00 - 13:00	6	48	0.003	6	48	0.003	6	48	0.006
13:00 - 14:00	6	48	0.010	6	48	0.010	6	48	0.020
14:00 - 15:00	6	48	0.000	6	48	0.000	6	48	0.000
15:00 - 16:00	6	48	0.000	6	48	0.000	6	48	0.000
16:00 - 17:00	6	48	0.007	6	48	0.007	6	48	0.014
17:00 - 18:00	6	48	0.000	6	48	0.000	6	48	0.000
18:00 - 19:00	6	48	0.003	6	48	0.003	6	48	0.006
19:00 - 20:00	6	48	0.003	6	48	0.003	6	48	0.006
20:00 - 21:00	6	48	0.000	6	48	0.000	6	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.003	6	48	0.003	6	48	0.006
08:00 - 09:00	6	48	0.000	6	48	0.000	6	48	0.000
09:00 - 10:00	6	48	0.007	6	48	0.007	6	48	0.014
10:00 - 11:00	6	48	0.000	6	48	0.000	6	48	0.000
11:00 - 12:00	6	48	0.003	6	48	0.003	6	48	0.006
12:00 - 13:00	6	48	0.000	6	48	0.000	6	48	0.000
13:00 - 14:00	6	48	0.000	6	48	0.000	6	48	0.000
14:00 - 15:00	6	48	0.000	6	48	0.000	6	48	0.000
15:00 - 16:00	6	48	0.003	6	48	0.003	6	48	0.006
16:00 - 17:00	6	48	0.000	6	48	0.000	6	48	0.000
17:00 - 18:00	6	48	0.000	6	48	0.000	6	48	0.000
18:00 - 19:00	6	48	0.000	6	48	0.000	6	48	0.000
19:00 - 20:00	6	48	0.000	6	48	0.000	6	48	0.000
20:00 - 21:00	6	48	0.000	6	48	0.000	6	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PSVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.000	6	48	0.000	6	48	0.000
08:00 - 09:00	6	48	0.000	6	48	0.003	6	48	0.003
09:00 - 10:00	6	48	0.003	6	48	0.003	6	48	0.006
10:00 - 11:00	6	48	0.000	6	48	0.000	6	48	0.000
11:00 - 12:00	6	48	0.000	6	48	0.000	6	48	0.000
12:00 - 13:00	6	48	0.000	6	48	0.000	6	48	0.000
13:00 - 14:00	6	48	0.000	6	48	0.000	6	48	0.000
14:00 - 15:00	6	48	0.007	6	48	0.003	6	48	0.010
15:00 - 16:00	6	48	0.003	6	48	0.007	6	48	0.010
16:00 - 17:00	6	48	0.000	6	48	0.000	6	48	0.000
17:00 - 18:00	6	48	0.000	6	48	0.000	6	48	0.000
18:00 - 19:00	6	48	0.000	6	48	0.000	6	48	0.000
19:00 - 20:00	6	48	0.000	6	48	0.000	6	48	0.000
20:00 - 21:00	6	48	0.000	6	48	0.000	6	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.016			0.029

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.024	6	48	0.000	6	48	0.024
08:00 - 09:00	6	48	0.003	6	48	0.000	6	48	0.003
09:00 - 10:00	6	48	0.000	6	48	0.000	6	48	0.000
10:00 - 11:00	6	48	0.000	6	48	0.000	6	48	0.000
11:00 - 12:00	6	48	0.003	6	48	0.000	6	48	0.003
12:00 - 13:00	6	48	0.010	6	48	0.000	6	48	0.010
13:00 - 14:00	6	48	0.000	6	48	0.000	6	48	0.000
14:00 - 15:00	6	48	0.000	6	48	0.014	6	48	0.014
15:00 - 16:00	6	48	0.003	6	48	0.000	6	48	0.003
16:00 - 17:00	6	48	0.000	6	48	0.007	6	48	0.007
17:00 - 18:00	6	48	0.000	6	48	0.003	6	48	0.003
18:00 - 19:00	6	48	0.000	6	48	0.003	6	48	0.003
19:00 - 20:00	6	48	0.000	6	48	0.000	6	48	0.000
20:00 - 21:00	6	48	0.000	6	48	0.003	6	48	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.030			0.073

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.135	6	48	0.087	6	48	0.222
08:00 - 09:00	6	48	0.100	6	48	0.093	6	48	0.193
09:00 - 10:00	6	48	0.118	6	48	0.083	6	48	0.201
10:00 - 11:00	6	48	0.097	6	48	0.107	6	48	0.204
11:00 - 12:00	6	48	0.107	6	48	0.100	6	48	0.207
12:00 - 13:00	6	48	0.073	6	48	0.118	6	48	0.191
13:00 - 14:00	6	48	0.183	6	48	0.048	6	48	0.231
14:00 - 15:00	6	48	0.104	6	48	0.152	6	48	0.256
15:00 - 16:00	6	48	0.114	6	48	0.218	6	48	0.332
16:00 - 17:00	6	48	0.083	6	48	0.111	6	48	0.194
17:00 - 18:00	6	48	0.069	6	48	0.100	6	48	0.169
18:00 - 19:00	6	48	0.076	6	48	0.104	6	48	0.180
19:00 - 20:00	6	48	0.100	6	48	0.097	6	48	0.197
20:00 - 21:00	6	48	0.038	6	48	0.042	6	48	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.397			1.460			2.857

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.062	6	48	0.010	6	48	0.072
08:00 - 09:00	6	48	0.014	6	48	0.035	6	48	0.049
09:00 - 10:00	6	48	0.035	6	48	0.017	6	48	0.052
10:00 - 11:00	6	48	0.024	6	48	0.014	6	48	0.038
11:00 - 12:00	6	48	0.024	6	48	0.024	6	48	0.048
12:00 - 13:00	6	48	0.024	6	48	0.038	6	48	0.062
13:00 - 14:00	6	48	0.038	6	48	0.045	6	48	0.083
14:00 - 15:00	6	48	0.017	6	48	0.035	6	48	0.052
15:00 - 16:00	6	48	0.028	6	48	0.031	6	48	0.059
16:00 - 17:00	6	48	0.045	6	48	0.045	6	48	0.090
17:00 - 18:00	6	48	0.021	6	48	0.024	6	48	0.045
18:00 - 19:00	6	48	0.038	6	48	0.031	6	48	0.069
19:00 - 20:00	6	48	0.028	6	48	0.055	6	48	0.083
20:00 - 21:00	6	48	0.028	6	48	0.048	6	48	0.076
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.426			0.452			0.878

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.021	6	48	0.000	6	48	0.021
08:00 - 09:00	6	48	0.010	6	48	0.021	6	48	0.031
09:00 - 10:00	6	48	0.000	6	48	0.003	6	48	0.003
10:00 - 11:00	6	48	0.007	6	48	0.003	6	48	0.010
11:00 - 12:00	6	48	0.010	6	48	0.014	6	48	0.024
12:00 - 13:00	6	48	0.007	6	48	0.003	6	48	0.010
13:00 - 14:00	6	48	0.000	6	48	0.003	6	48	0.003
14:00 - 15:00	6	48	0.010	6	48	0.010	6	48	0.020
15:00 - 16:00	6	48	0.014	6	48	0.014	6	48	0.028
16:00 - 17:00	6	48	0.014	6	48	0.003	6	48	0.017
17:00 - 18:00	6	48	0.000	6	48	0.003	6	48	0.003
18:00 - 19:00	6	48	0.003	6	48	0.007	6	48	0.010
19:00 - 20:00	6	48	0.007	6	48	0.010	6	48	0.017
20:00 - 21:00	6	48	0.007	6	48	0.003	6	48	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.110			0.097			0.207

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.003	6	48	0.000	6	48	0.003
08:00 - 09:00	6	48	0.000	6	48	0.000	6	48	0.000
09:00 - 10:00	6	48	0.000	6	48	0.000	6	48	0.000
10:00 - 11:00	6	48	0.000	6	48	0.000	6	48	0.000
11:00 - 12:00	6	48	0.000	6	48	0.000	6	48	0.000
12:00 - 13:00	6	48	0.000	6	48	0.000	6	48	0.000
13:00 - 14:00	6	48	0.000	6	48	0.000	6	48	0.000
14:00 - 15:00	6	48	0.000	6	48	0.000	6	48	0.000
15:00 - 16:00	6	48	0.000	6	48	0.000	6	48	0.000
16:00 - 17:00	6	48	0.000	6	48	0.000	6	48	0.000
17:00 - 18:00	6	48	0.000	6	48	0.003	6	48	0.003
18:00 - 19:00	6	48	0.000	6	48	0.000	6	48	0.000
19:00 - 20:00	6	48	0.000	6	48	0.000	6	48	0.000
20:00 - 21:00	6	48	0.000	6	48	0.000	6	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.000	6	48	0.000	6	48	0.000
08:00 - 09:00	6	48	0.000	6	48	0.000	6	48	0.000
09:00 - 10:00	6	48	0.000	6	48	0.010	6	48	0.010
10:00 - 11:00	6	48	0.000	6	48	0.000	6	48	0.000
11:00 - 12:00	6	48	0.000	6	48	0.000	6	48	0.000
12:00 - 13:00	6	48	0.000	6	48	0.000	6	48	0.000
13:00 - 14:00	6	48	0.000	6	48	0.000	6	48	0.000
14:00 - 15:00	6	48	0.010	6	48	0.000	6	48	0.010
15:00 - 16:00	6	48	0.010	6	48	0.000	6	48	0.010
16:00 - 17:00	6	48	0.000	6	48	0.000	6	48	0.000
17:00 - 18:00	6	48	0.000	6	48	0.000	6	48	0.000
18:00 - 19:00	6	48	0.000	6	48	0.000	6	48	0.000
19:00 - 20:00	6	48	0.000	6	48	0.000	6	48	0.000
20:00 - 21:00	6	48	0.000	6	48	0.000	6	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.010			0.030

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.024	6	48	0.000	6	48	0.024
08:00 - 09:00	6	48	0.010	6	48	0.021	6	48	0.031
09:00 - 10:00	6	48	0.000	6	48	0.014	6	48	0.014
10:00 - 11:00	6	48	0.007	6	48	0.003	6	48	0.010
11:00 - 12:00	6	48	0.010	6	48	0.014	6	48	0.024
12:00 - 13:00	6	48	0.007	6	48	0.003	6	48	0.010
13:00 - 14:00	6	48	0.000	6	48	0.003	6	48	0.003
14:00 - 15:00	6	48	0.021	6	48	0.010	6	48	0.031
15:00 - 16:00	6	48	0.024	6	48	0.014	6	48	0.038
16:00 - 17:00	6	48	0.014	6	48	0.003	6	48	0.017
17:00 - 18:00	6	48	0.000	6	48	0.007	6	48	0.007
18:00 - 19:00	6	48	0.003	6	48	0.007	6	48	0.010
19:00 - 20:00	6	48	0.007	6	48	0.010	6	48	0.017
20:00 - 21:00	6	48	0.007	6	48	0.003	6	48	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.112			0.246

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.80

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
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	6	48	0.246	6	48	0.097	6	48	0.343
08:00 - 09:00	6	48	0.128	6	48	0.149	6	48	0.277
09:00 - 10:00	6	48	0.152	6	48	0.114	6	48	0.266
10:00 - 11:00	6	48	0.128	6	48	0.125	6	48	0.253
11:00 - 12:00	6	48	0.145	6	48	0.138	6	48	0.283
12:00 - 13:00	6	48	0.114	6	48	0.159	6	48	0.273
13:00 - 14:00	6	48	0.221	6	48	0.097	6	48	0.318
14:00 - 15:00	6	48	0.142	6	48	0.211	6	48	0.353
15:00 - 16:00	6	48	0.170	6	48	0.263	6	48	0.433
16:00 - 17:00	6	48	0.142	6	48	0.166	6	48	0.308
17:00 - 18:00	6	48	0.090	6	48	0.135	6	48	0.225
18:00 - 19:00	6	48	0.118	6	48	0.145	6	48	0.263
19:00 - 20:00	6	48	0.135	6	48	0.163	6	48	0.298
20:00 - 21:00	6	48	0.073	6	48	0.097	6	48	0.170
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.004			2.059			4.063

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

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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	10-918 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 27/03/24
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	4
	Tuesday	15
	Wednesday	13
	Thursday	10
	Friday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	5
	Edge of Town	24
	Neighbourhood Centre (PPS6 Local Centre)	14
	Free Standing (PPS6 Out of Town)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	36 - Selected
	Servicing vehicles Excluded	83 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	14
	5,001 to 10,000	14
	10,001 to 15,000	8
	15,001 to 20,000	6
	20,001 to 25,000	1
Population <5 Mile ranges selected	5,001 to 25,000	10
	25,001 to 50,000	12
	50,001 to 75,000	9
	75,001 to 100,000	10
	100,001 to 125,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	7
	1.1 to 1.5	33
	1.6 to 2.0	4
PTAL Rating	No PTAL Present	44

Calculation Reference: AUDIT-703101-240910-0938

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	IW	ISLE OF WIGHT	1 days
	KC	KENT	3 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	2 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	14 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
09	NORTH		
	DH	DURHAM	2 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 days
	HI	HIGHLAND	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: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Monday	4 days
Tuesday	15 days
Wednesday	13 days
Thursday	10 days
Friday	2 days

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

Selected survey types:

Manual count	44 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	24
Neighbourhood Centre (PPS6 Local Centre)	14
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	26
Village	13
Out of Town	3
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	36 days - Selected
Servicing vehicles Excluded	83 days - Selected

Secondary Filtering selection:

Use Class:

C3	44 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	14 days
5,001 to 10,000	14 days
10,001 to 15,000	8 days
15,001 to 20,000	6 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	10 days
25,001 to 50,000	12 days
50,001 to 75,000	9 days
75,001 to 100,000	10 days
100,001 to 125,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	33 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	28 days
No	16 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	44 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AC-03-A-04	Site area:	0.50 hect
Development Name:	TOWN HOUSES	No of Dwellings:	24
Location:	NORTHWICH	Housing density:	55
Postcode:	CW9 8RZ	Total Bedrooms:	92
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	47
Site(2):	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(3):	AS-03-A-02	Site area:	5.30 hect
Development Name:	MIXED HOUSES	No of Dwellings:	131
Location:	STONEHAVEN	Housing density:	28
Postcode:	AB39 2XZ	Total Bedrooms:	363
Main Location Type:	Edge of Town	Survey Date:	20/04/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	232
Site(4):	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(5):	CT-03-A-01	Site area:	1.78 hect
Development Name:	MIXED HOUSES	No of Dwellings:	46
Location:	STOTFOLD	Housing density:	30
Postcode:	SG5 4TB	Total Bedrooms:	153
Main Location Type:	Edge of Town	Survey Date:	22/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	151
Site(6):	DC-03-A-10	Site area:	1.40 hect
Development Name:	MIXED HOUSES	No of Dwellings:	26
Location:	GILLINGHAM	Housing density:	21
Postcode:	SP8 4JS	Total Bedrooms:	77
Main Location Type:	Edge of Town	Survey Date:	09/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	55
Site(7):	DC-03-A-11	Site area:	6.63 hect
Development Name:	MIXED HOUSES	No of Dwellings:	141
Location:	SHAFTESBURY	Housing density:	26
Postcode:	SP7 8TU	Total Bedrooms:	445
Main Location Type:	Edge of Town	Survey Date:	31/10/23
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	396
Site(8):	DH-03-A-01	Site area:	0.90 hect
Development Name:	SEMI DETACHED	No of Dwellings:	50
Location:	BISHOP AUCKLAND	Housing density:	94
Postcode:	DL14 6RH	Total Bedrooms:	150
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	87
Site(9):	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

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	ES-03-A-09	Site area:	1.50 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	47
Location:	NEWHAVEN	Housing density:	36
Postcode:	BN9 9FF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	13/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	197
Site(11):	ES-03-A-11	Site area:	4.34 hect
Development Name:	MIXED HOUSES	No of Dwellings:	105
Location:	RINGMER	Housing density:	32
Postcode:	BN8 5LQ	Total Bedrooms:	292
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/09/23
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	275
Site(12):	HC-03-A-27	Site area:	2.50 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	ANDOVER	Housing density:	30
Postcode:	SP11 6ZQ	Total Bedrooms:	205
Main Location Type:	Edge of Town	Survey Date:	16/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	170
Site(13):	HF-03-A-03	Site area:	5.67 hect
Development Name:	MIXED HOUSES	No of Dwellings:	160
Location:	BUNTINGFORD	Housing density:	32
Postcode:	SG9 9FX	Total Bedrooms:	510
Main Location Type:	Edge of Town	Survey Date:	08/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	632
Site(14):	HI-03-A-14	Site area:	1.48 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	40
Location:	INVERNESS	Housing density:	36
Postcode:	IV3 8LX	Total Bedrooms:	121
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/03/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	89
Site(15):	IW-03-A-01	Site area:	7.19 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	72
Location:	NEAR COWES	Housing density:	12
Postcode:	PO31 8QG	Total Bedrooms:	284
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	25/06/19
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	275
Site(16):	KC-03-A-07	Site area:	9.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	288
Location:	HERNE BAY	Housing density:	40
Postcode:	CT6 6HZ	Total Bedrooms:	934
Main Location Type:	Edge of Town	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	891
Site(17):	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(18):	KC-03-A-10	Site area:	3.91 hect
Development Name:	MIXED HOUSES	No of Dwellings:	106
Location:	STAPLEHURST	Housing density:	33
Postcode:	TN12 0GT	Total Bedrooms:	311
Main Location Type:	Edge of Town	Survey Date:	09/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	258

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	NF-03-A-05	Site area:	1.57 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	HOLT	Housing density:	26
Postcode:	NR25 6GA	Total Bedrooms:	116
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	100
Site(20):	NF-03-A-06	Site area:	9.27 hect
Development Name:	MIXED HOUSES	No of Dwellings:	275
Location:	GREAT YARMOUTH	Housing density:	32
Postcode:	NR31 9FT	Total Bedrooms:	767
Main Location Type:	Edge of Town	Survey Date:	23/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	586
Site(21):	NF-03-A-23	Site area:	26.43 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	514
Location:	WYMONDHAM	Housing density:	27
Postcode:	NR18 9FP	Total Bedrooms:	1606
Main Location Type:	Edge of Town	Survey Date:	22/09/21
Sub-Location Type:	Out of Town	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	1274
Site(22):	NF-03-A-25	Site area:	3.10 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	55
Location:	GORLESTON-ON-SEA	Housing density:	27
Postcode:	NR31 9BG	Total Bedrooms:	171
Main Location Type:	Edge of Town	Survey Date:	21/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	127
Site(23):	NF-03-A-27	Site area:	3.69 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	93
Location:	NEAR NORWICH	Housing density:	29
Postcode:	NR13 4TN	Total Bedrooms:	282
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	16/09/21
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	248
Site(24):	NF-03-A-30	Site area:	11.77 hect
Development Name:	MIXED HOUSES	No of Dwellings:	266
Location:	SWAFFHAM	Housing density:	27
Postcode:	PE37 8JE	Total Bedrooms:	743
Main Location Type:	Edge of Town	Survey Date:	23/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	756
Site(25):	NF-03-A-33	Site area:	4.78 hect
Development Name:	MIXED HOUSES	No of Dwellings:	143
Location:	ATTLEBOROUGH	Housing density:	39
Postcode:	NR17 1FF	Total Bedrooms:	358
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	326
Site(26):	NF-03-A-34	Site area:	3.15 hect
Development Name:	MIXED HOUSES	No of Dwellings:	80
Location:	SWAFFHAM	Housing density:	31
Postcode:	PE37 8GY	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	212
Site(27):	NF-03-A-36	Site area:	3.20 hect
Development Name:	MIXED HOUSES	No of Dwellings:	75
Location:	WYMONDHAM	Housing density:	23
Postcode:	NR18 9GH	Total Bedrooms:	216
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	213

LIST OF SITES relevant to selection parameters (Cont.)

Site(28):	NF-03-A-37	Site area:	1.64 hect
Development Name:	MIXED HOUSES	No of Dwellings:	44
Location:	DEREHAM	Housing density:	32
Postcode:	NR20 3TY	Total Bedrooms:	141
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	132
Site(29):	NF-03-A-38	Site area:	18.06 hect
Development Name:	MIXED HOUSES	No of Dwellings:	537
Location:	GREAT YARMOUTH	Housing density:	36
Postcode:	NR31 9FT	Total Bedrooms:	1466
Main Location Type:	Edge of Town	Survey Date:	20/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1373
Site(30):	NF-03-A-39	Site area:	7.84 hect
Development Name:	MIXED HOUSES	No of Dwellings:	212
Location:	HOLT	Housing density:	32
Postcode:	NR25 6GA	Total Bedrooms:	570
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	490
Site(31):	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(32):	NF-03-A-52	Site area:	5.31 hect
Development Name:	MIXED HOUSES	No of Dwellings:	130
Location:	KING'S LYNN	Housing density:	29
Postcode:	PE30 3FD	Total Bedrooms:	366
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	07/11/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	324
Site(33):	NY-03-A-13	Site area:	0.30 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	10
Location:	CATTERICK GARRISON	Housing density:	33
Postcode:	DL9 4SB	Total Bedrooms:	32
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/05/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	19
Site(34):	NY-03-A-14	Site area:	2.90 hect
Development Name:	DETACHED & BUNGALOWS	No of Dwellings:	45
Location:	RIPON	Housing density:	19
Postcode:	HG4 1EJ	Total Bedrooms:	153
Main Location Type:	Edge of Town	Survey Date:	18/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	166
Site(35):	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(36):	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

LIST OF SITES relevant to selection parameters (Cont.)

Site(37):	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(38):	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(39):	ST-03-A-07	Site area:	9.00 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	248
Location:	STAFFORD	Housing density:	173
Postcode:	ST16 1GZ	Total Bedrooms:	821
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	881
Site(40):	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(41):	WS-03-A-11	Site area:	50.00 hect
Development Name:	MIXED HOUSES	No of Dwellings:	918
Location:	WEST HORSHAM	Housing density:	50
Postcode:	RH12 3LN	Total Bedrooms:	2865
Main Location Type:	Edge of Town	Survey Date:	02/04/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1894
Site(42):	WS-03-A-14	Site area:	2.83 hect
Development Name:	MIXED HOUSES	No of Dwellings:	117
Location:	LITTLEHAMPTON	Housing density:	43
Postcode:	BN17 7PL	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	20/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	284
Site(43):	WS-03-A-16	Site area:	1.90 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	58
Location:	BRACKLESHAM BAY	Housing density:	
Postcode:	PO20 8JE	Total Bedrooms:	158
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/11/22
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	132
Site(44):	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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	COVID-19 restrictions
CA-03-A-07	27/05/21	COVID-19 restrictions
ES-03-A-07	07/11/19	Flats included

MANUALLY DESELECTED SURVEYS (Cont.)

Site Ref	Survey Date	Reason for Deselection
ES-03-A-10	28/09/23	Flats included
ES-03-A-12	03/10/23	Flats included
HC-03-A-23	19/11/19	Flats included
HC-03-A-31	07/10/22	Flats included
HC-03-A-33	04/07/23	Flats included
KC-03-A-03	14/07/16	Flats included
KC-03-A-06	27/09/17	Flats included
KC-03-A-12	19/09/23	Flats included
LE-03-A-02	28/06/18	Flats included
NF-03-A-46	14/09/21	Flats included
SC-03-A-09	24/05/22	Flats included
WS-03-A-12	16/06/21	COVID-19 restrictions
WS-03-A-17	01/03/23	Flats included
WS-03-A-18	15/05/23	Flats included
WS-03-A-19	15/05/23	Flats included

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): 1.74

	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	44	147	0.078	44	147	0.285	44	147	0.363
08:00 - 09:00	44	147	0.150	44	147	0.368	44	147	0.518
09:00 - 10:00	44	147	0.142	44	147	0.167	44	147	0.309
10:00 - 11:00	44	147	0.121	44	147	0.139	44	147	0.260
11:00 - 12:00	44	147	0.123	44	147	0.141	44	147	0.264
12:00 - 13:00	44	147	0.151	44	147	0.135	44	147	0.286
13:00 - 14:00	44	147	0.144	44	147	0.142	44	147	0.286
14:00 - 15:00	44	147	0.154	44	147	0.175	44	147	0.329
15:00 - 16:00	44	147	0.257	44	147	0.164	44	147	0.421
16:00 - 17:00	44	147	0.268	44	147	0.165	44	147	0.433
17:00 - 18:00	44	147	0.349	44	147	0.165	44	147	0.514
18:00 - 19:00	44	147	0.271	44	147	0.156	44	147	0.427
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.208			2.202			4.410

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

Parameter summary

Trip rate parameter range selected:	10 - 918 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	62
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	30
Surveys manually removed from selection:	0

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

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	44	147	0.002	44	147	0.003	44	147	0.005
08:00 - 09:00	44	147	0.004	44	147	0.004	44	147	0.008
09:00 - 10:00	44	147	0.002	44	147	0.002	44	147	0.004
10:00 - 11:00	44	147	0.001	44	147	0.001	44	147	0.002
11:00 - 12:00	44	147	0.001	44	147	0.001	44	147	0.002
12:00 - 13:00	44	147	0.001	44	147	0.001	44	147	0.002
13:00 - 14:00	44	147	0.001	44	147	0.001	44	147	0.002
14:00 - 15:00	44	147	0.001	44	147	0.002	44	147	0.003
15:00 - 16:00	44	147	0.003	44	147	0.003	44	147	0.006
16:00 - 17:00	44	147	0.002	44	147	0.002	44	147	0.004
17:00 - 18:00	44	147	0.002	44	147	0.002	44	147	0.004
18:00 - 19:00	44	147	0.001	44	147	0.001	44	147	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.023			0.044

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

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

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

	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	44	147	0.002	44	147	0.001	44	147	0.003
08:00 - 09:00	44	147	0.002	44	147	0.001	44	147	0.003
09:00 - 10:00	44	147	0.003	44	147	0.002	44	147	0.005
10:00 - 11:00	44	147	0.002	44	147	0.002	44	147	0.004
11:00 - 12:00	44	147	0.002	44	147	0.002	44	147	0.004
12:00 - 13:00	44	147	0.002	44	147	0.002	44	147	0.004
13:00 - 14:00	44	147	0.002	44	147	0.002	44	147	0.004
14:00 - 15:00	44	147	0.001	44	147	0.001	44	147	0.002
15:00 - 16:00	44	147	0.002	44	147	0.002	44	147	0.004
16:00 - 17:00	44	147	0.001	44	147	0.001	44	147	0.002
17:00 - 18:00	44	147	0.001	44	147	0.000	44	147	0.001
18:00 - 19:00	44	147	0.001	44	147	0.001	44	147	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.017			0.038

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	44	147	0.000	44	147	0.000	44	147	0.000
08:00 - 09:00	44	147	0.001	44	147	0.001	44	147	0.002
09:00 - 10:00	44	147	0.000	44	147	0.000	44	147	0.000
10:00 - 11:00	44	147	0.000	44	147	0.000	44	147	0.000
11:00 - 12:00	44	147	0.000	44	147	0.000	44	147	0.000
12:00 - 13:00	44	147	0.000	44	147	0.000	44	147	0.000
13:00 - 14:00	44	147	0.000	44	147	0.000	44	147	0.000
14:00 - 15:00	44	147	0.001	44	147	0.001	44	147	0.002
15:00 - 16:00	44	147	0.000	44	147	0.000	44	147	0.000
16:00 - 17:00	44	147	0.000	44	147	0.000	44	147	0.000
17:00 - 18:00	44	147	0.000	44	147	0.000	44	147	0.000
18:00 - 19:00	44	147	0.000	44	147	0.000	44	147	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 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	44	147	0.004	44	147	0.009	44	147	0.013
08:00 - 09:00	44	147	0.004	44	147	0.016	44	147	0.020
09:00 - 10:00	44	147	0.003	44	147	0.004	44	147	0.007
10:00 - 11:00	44	147	0.003	44	147	0.002	44	147	0.005
11:00 - 12:00	44	147	0.001	44	147	0.003	44	147	0.004
12:00 - 13:00	44	147	0.003	44	147	0.002	44	147	0.005
13:00 - 14:00	44	147	0.003	44	147	0.002	44	147	0.005
14:00 - 15:00	44	147	0.005	44	147	0.003	44	147	0.008
15:00 - 16:00	44	147	0.013	44	147	0.006	44	147	0.019
16:00 - 17:00	44	147	0.013	44	147	0.007	44	147	0.020
17:00 - 18:00	44	147	0.011	44	147	0.009	44	147	0.020
18:00 - 19:00	44	147	0.008	44	147	0.005	44	147	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.068			0.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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	44	147	0.093	44	147	0.406	44	147	0.499
08:00 - 09:00	44	147	0.179	44	147	0.625	44	147	0.804
09:00 - 10:00	44	147	0.173	44	147	0.227	44	147	0.400
10:00 - 11:00	44	147	0.154	44	147	0.189	44	147	0.343
11:00 - 12:00	44	147	0.156	44	147	0.191	44	147	0.347
12:00 - 13:00	44	147	0.199	44	147	0.181	44	147	0.380
13:00 - 14:00	44	147	0.196	44	147	0.186	44	147	0.382
14:00 - 15:00	44	147	0.209	44	147	0.235	44	147	0.444
15:00 - 16:00	44	147	0.448	44	147	0.225	44	147	0.673
16:00 - 17:00	44	147	0.422	44	147	0.238	44	147	0.660
17:00 - 18:00	44	147	0.523	44	147	0.232	44	147	0.755
18:00 - 19:00	44	147	0.402	44	147	0.232	44	147	0.634
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.154			3.167			6.321

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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	44	147	0.020	44	147	0.045	44	147	0.065
08:00 - 09:00	44	147	0.043	44	147	0.123	44	147	0.166
09:00 - 10:00	44	147	0.035	44	147	0.029	44	147	0.064
10:00 - 11:00	44	147	0.023	44	147	0.029	44	147	0.052
11:00 - 12:00	44	147	0.032	44	147	0.030	44	147	0.062
12:00 - 13:00	44	147	0.035	44	147	0.028	44	147	0.063
13:00 - 14:00	44	147	0.027	44	147	0.030	44	147	0.057
14:00 - 15:00	44	147	0.043	44	147	0.040	44	147	0.083
15:00 - 16:00	44	147	0.116	44	147	0.056	44	147	0.172
16:00 - 17:00	44	147	0.045	44	147	0.033	44	147	0.078
17:00 - 18:00	44	147	0.046	44	147	0.044	44	147	0.090
18:00 - 19:00	44	147	0.049	44	147	0.044	44	147	0.093
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.531			1.045

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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	44	147	0.001	44	147	0.017	44	147	0.018
08:00 - 09:00	44	147	0.000	44	147	0.013	44	147	0.013
09:00 - 10:00	44	147	0.001	44	147	0.006	44	147	0.007
10:00 - 11:00	44	147	0.002	44	147	0.004	44	147	0.006
11:00 - 12:00	44	147	0.003	44	147	0.004	44	147	0.007
12:00 - 13:00	44	147	0.004	44	147	0.003	44	147	0.007
13:00 - 14:00	44	147	0.003	44	147	0.002	44	147	0.005
14:00 - 15:00	44	147	0.004	44	147	0.004	44	147	0.008
15:00 - 16:00	44	147	0.016	44	147	0.004	44	147	0.020
16:00 - 17:00	44	147	0.009	44	147	0.002	44	147	0.011
17:00 - 18:00	44	147	0.008	44	147	0.002	44	147	0.010
18:00 - 19:00	44	147	0.009	44	147	0.003	44	147	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.064			0.124

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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	44	147	0.000	44	147	0.007	44	147	0.007
08:00 - 09:00	44	147	0.000	44	147	0.005	44	147	0.005
09:00 - 10:00	44	147	0.000	44	147	0.003	44	147	0.003
10:00 - 11:00	44	147	0.000	44	147	0.001	44	147	0.001
11:00 - 12:00	44	147	0.000	44	147	0.001	44	147	0.001
12:00 - 13:00	44	147	0.000	44	147	0.000	44	147	0.000
13:00 - 14:00	44	147	0.000	44	147	0.000	44	147	0.000
14:00 - 15:00	44	147	0.000	44	147	0.000	44	147	0.000
15:00 - 16:00	44	147	0.002	44	147	0.000	44	147	0.002
16:00 - 17:00	44	147	0.004	44	147	0.000	44	147	0.004
17:00 - 18:00	44	147	0.005	44	147	0.000	44	147	0.005
18:00 - 19:00	44	147	0.005	44	147	0.000	44	147	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			0.033

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

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

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	44	147	0.000	44	147	0.000	44	147	0.000
08:00 - 09:00	44	147	0.000	44	147	0.001	44	147	0.001
09:00 - 10:00	44	147	0.000	44	147	0.000	44	147	0.000
10:00 - 11:00	44	147	0.000	44	147	0.000	44	147	0.000
11:00 - 12:00	44	147	0.000	44	147	0.000	44	147	0.000
12:00 - 13:00	44	147	0.000	44	147	0.000	44	147	0.000
13:00 - 14:00	44	147	0.000	44	147	0.000	44	147	0.000
14:00 - 15:00	44	147	0.000	44	147	0.000	44	147	0.000
15:00 - 16:00	44	147	0.001	44	147	0.001	44	147	0.002
16:00 - 17:00	44	147	0.000	44	147	0.000	44	147	0.000
17:00 - 18:00	44	147	0.001	44	147	0.001	44	147	0.002
18:00 - 19:00	44	147	0.000	44	147	0.000	44	147	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

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

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

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	44	147	0.001	44	147	0.025	44	147	0.026
08:00 - 09:00	44	147	0.001	44	147	0.019	44	147	0.020
09:00 - 10:00	44	147	0.001	44	147	0.009	44	147	0.010
10:00 - 11:00	44	147	0.003	44	147	0.005	44	147	0.008
11:00 - 12:00	44	147	0.003	44	147	0.005	44	147	0.008
12:00 - 13:00	44	147	0.004	44	147	0.004	44	147	0.008
13:00 - 14:00	44	147	0.004	44	147	0.002	44	147	0.006
14:00 - 15:00	44	147	0.005	44	147	0.004	44	147	0.009
15:00 - 16:00	44	147	0.019	44	147	0.005	44	147	0.024
16:00 - 17:00	44	147	0.013	44	147	0.002	44	147	0.015
17:00 - 18:00	44	147	0.013	44	147	0.002	44	147	0.015
18:00 - 19:00	44	147	0.014	44	147	0.003	44	147	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.085			0.166

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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): 1.74

	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	44	147	0.118	44	147	0.486	44	147	0.604
08:00 - 09:00	44	147	0.227	44	147	0.783	44	147	1.010
09:00 - 10:00	44	147	0.212	44	147	0.269	44	147	0.481
10:00 - 11:00	44	147	0.182	44	147	0.226	44	147	0.408
11:00 - 12:00	44	147	0.193	44	147	0.229	44	147	0.422
12:00 - 13:00	44	147	0.241	44	147	0.215	44	147	0.456
13:00 - 14:00	44	147	0.229	44	147	0.220	44	147	0.449
14:00 - 15:00	44	147	0.262	44	147	0.282	44	147	0.544
15:00 - 16:00	44	147	0.596	44	147	0.292	44	147	0.888
16:00 - 17:00	44	147	0.492	44	147	0.281	44	147	0.773
17:00 - 18:00	44	147	0.593	44	147	0.287	44	147	0.880
18:00 - 19:00	44	147	0.473	44	147	0.284	44	147	0.757
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.818			3.854			7.672

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

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

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	44	147	0.063	44	147	0.249	44	147	0.312
08:00 - 09:00	44	147	0.127	44	147	0.336	44	147	0.463
09:00 - 10:00	44	147	0.116	44	147	0.140	44	147	0.256
10:00 - 11:00	44	147	0.096	44	147	0.112	44	147	0.208
11:00 - 12:00	44	147	0.096	44	147	0.113	44	147	0.209
12:00 - 13:00	44	147	0.128	44	147	0.111	44	147	0.239
13:00 - 14:00	44	147	0.120	44	147	0.117	44	147	0.237
14:00 - 15:00	44	147	0.130	44	147	0.152	44	147	0.282
15:00 - 16:00	44	147	0.230	44	147	0.139	44	147	0.369
16:00 - 17:00	44	147	0.236	44	147	0.142	44	147	0.378
17:00 - 18:00	44	147	0.312	44	147	0.148	44	147	0.460
18:00 - 19:00	44	147	0.249	44	147	0.142	44	147	0.391
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.903			1.901			3.804

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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	44	147	0.011	44	147	0.030	44	147	0.041
08:00 - 09:00	44	147	0.016	44	147	0.025	44	147	0.041
09:00 - 10:00	44	147	0.020	44	147	0.022	44	147	0.042
10:00 - 11:00	44	147	0.021	44	147	0.023	44	147	0.044
11:00 - 12:00	44	147	0.023	44	147	0.023	44	147	0.046
12:00 - 13:00	44	147	0.020	44	147	0.019	44	147	0.039
13:00 - 14:00	44	147	0.021	44	147	0.021	44	147	0.042
14:00 - 15:00	44	147	0.020	44	147	0.020	44	147	0.040
15:00 - 16:00	44	147	0.021	44	147	0.020	44	147	0.041
16:00 - 17:00	44	147	0.027	44	147	0.018	44	147	0.045
17:00 - 18:00	44	147	0.031	44	147	0.014	44	147	0.045
18:00 - 19:00	44	147	0.018	44	147	0.010	44	147	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.249			0.245			0.494

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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	44	147	0.000	44	147	0.002	44	147	0.002
08:00 - 09:00	44	147	0.000	44	147	0.002	44	147	0.002
09:00 - 10:00	44	147	0.000	44	147	0.001	44	147	0.001
10:00 - 11:00	44	147	0.001	44	147	0.001	44	147	0.002
11:00 - 12:00	44	147	0.001	44	147	0.001	44	147	0.002
12:00 - 13:00	44	147	0.001	44	147	0.001	44	147	0.002
13:00 - 14:00	44	147	0.000	44	147	0.001	44	147	0.001
14:00 - 15:00	44	147	0.001	44	147	0.000	44	147	0.001
15:00 - 16:00	44	147	0.001	44	147	0.001	44	147	0.002
16:00 - 17:00	44	147	0.002	44	147	0.001	44	147	0.003
17:00 - 18:00	44	147	0.001	44	147	0.000	44	147	0.001
18:00 - 19:00	44	147	0.002	44	147	0.001	44	147	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.012			0.022

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

Filtering Summary

Land Use	06/G	HOTEL, FOOD & DRINK/TAKE-AWAY SHOPS (eg. fish b
Selected Trip Rate Calculation Parameter Range	30-500 sqm GFA	
Actual Trip Rate Calculation Parameter Range	53-223 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 25/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Wednesday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	2
	25,001 to 50,000	1
Population <5 Mile ranges selected	75,001 to 100,000	1
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-703101-240911-0943

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	53 to 223 (units: sqm)
Range Selected by User:	30 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 25/11/22

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

Selected survey days:

Monday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Sui Generis	3 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	ST-06-G-01	Gross floor area:	53 sqm
Development Name:	CHINESE		
Location:	STAFFORD		
Postcode:	ST16 1TQ	No of Employees:	5
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(2):	TW-06-G-01	Gross floor area:	223 sqm
Development Name:	INDIAN		
Location:	SUNDERLAND		
Postcode:	SR5 3BE	No of Employees:	6
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	29/03/17
Sub-Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	3
Site(3):	TW-06-G-02	Gross floor area:	60 sqm
Development Name:	FISH BAR		
Location:	NEWCASTLE UPON TYNE		
Postcode:	NE5 3JQ	No of Employees:	12
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	13/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	16

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	3.333	1	60	3.333	1	60	6.666
10:00 - 11:00	1	60	8.333	1	60	1.667	1	60	10.000
11:00 - 12:00	1	60	13.333	1	60	13.333	1	60	26.666
12:00 - 13:00	1	60	25.000	1	60	23.333	1	60	48.333
13:00 - 14:00	1	60	18.333	1	60	20.000	1	60	38.333
14:00 - 15:00	1	60	20.000	1	60	25.000	1	60	45.000
15:00 - 16:00	1	60	23.333	1	60	20.000	1	60	43.333
16:00 - 17:00	3	112	3.571	3	112	2.679	3	112	6.250
17:00 - 18:00	3	112	6.845	3	112	6.548	3	112	13.393
18:00 - 19:00	3	112	11.012	3	112	10.119	3	112	21.131
19:00 - 20:00	3	112	12.798	3	112	13.393	3	112	26.191
20:00 - 21:00	3	112	9.821	3	112	11.607	3	112	21.428
21:00 - 22:00	3	112	1.786	3	112	2.976	3	112	4.762
22:00 - 23:00	2	138	0.725	2	138	0.725	2	138	1.450
23:00 - 24:00	2	138	0.362	2	138	0.000	2	138	0.362
Total Rates:			158.585			154.713			313.298

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

Parameter summary

Trip rate parameter range selected:	53 - 223 (units: sqm)
Survey date date range:	01/01/10 - 25/11/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	0.000	1	60	0.000	1	60	0.000
10:00 - 11:00	1	60	0.000	1	60	0.000	1	60	0.000
11:00 - 12:00	1	60	0.000	1	60	0.000	1	60	0.000
12:00 - 13:00	1	60	0.000	1	60	0.000	1	60	0.000
13:00 - 14:00	1	60	0.000	1	60	0.000	1	60	0.000
14:00 - 15:00	1	60	0.000	1	60	0.000	1	60	0.000
15:00 - 16:00	1	60	0.000	1	60	0.000	1	60	0.000
16:00 - 17:00	3	112	0.000	3	112	0.000	3	112	0.000
17:00 - 18:00	3	112	0.298	3	112	0.000	3	112	0.298
18:00 - 19:00	3	112	0.298	3	112	0.595	3	112	0.893
19:00 - 20:00	3	112	0.000	3	112	0.000	3	112	0.000
20:00 - 21:00	3	112	0.298	3	112	0.298	3	112	0.596
21:00 - 22:00	3	112	0.000	3	112	0.000	3	112	0.000
22:00 - 23:00	2	138	0.000	2	138	0.000	2	138	0.000
23:00 - 24:00	2	138	0.000	2	138	0.000	2	138	0.000
Total Rates:			0.894			0.893			1.787

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	3.333	1	60	3.333	1	60	6.666
10:00 - 11:00	1	60	0.000	1	60	0.000	1	60	0.000
11:00 - 12:00	1	60	0.000	1	60	0.000	1	60	0.000
12:00 - 13:00	1	60	0.000	1	60	0.000	1	60	0.000
13:00 - 14:00	1	60	0.000	1	60	0.000	1	60	0.000
14:00 - 15:00	1	60	0.000	1	60	0.000	1	60	0.000
15:00 - 16:00	1	60	0.000	1	60	0.000	1	60	0.000
16:00 - 17:00	3	112	0.000	3	112	0.000	3	112	0.000
17:00 - 18:00	3	112	0.000	3	112	0.000	3	112	0.000
18:00 - 19:00	3	112	0.000	3	112	0.000	3	112	0.000
19:00 - 20:00	3	112	0.000	3	112	0.000	3	112	0.000
20:00 - 21:00	3	112	0.000	3	112	0.000	3	112	0.000
21:00 - 22:00	3	112	0.000	3	112	0.000	3	112	0.000
22:00 - 23:00	2	138	0.000	2	138	0.000	2	138	0.000
23:00 - 24:00	2	138	0.000	2	138	0.000	2	138	0.000
Total Rates:			3.333			3.333			6.666

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	0.000	1	60	0.000	1	60	0.000
10:00 - 11:00	1	60	0.000	1	60	0.000	1	60	0.000
11:00 - 12:00	1	60	0.000	1	60	0.000	1	60	0.000
12:00 - 13:00	1	60	0.000	1	60	0.000	1	60	0.000
13:00 - 14:00	1	60	0.000	1	60	0.000	1	60	0.000
14:00 - 15:00	1	60	0.000	1	60	0.000	1	60	0.000
15:00 - 16:00	1	60	0.000	1	60	0.000	1	60	0.000
16:00 - 17:00	3	112	0.000	3	112	0.000	3	112	0.000
17:00 - 18:00	3	112	0.298	3	112	0.298	3	112	0.596
18:00 - 19:00	3	112	0.000	3	112	0.000	3	112	0.000
19:00 - 20:00	3	112	0.000	3	112	0.000	3	112	0.000
20:00 - 21:00	3	112	0.000	3	112	0.000	3	112	0.000
21:00 - 22:00	3	112	0.000	3	112	0.000	3	112	0.000
22:00 - 23:00	2	138	0.000	2	138	0.000	2	138	0.000
23:00 - 24:00	2	138	0.000	2	138	0.000	2	138	0.000
Total Rates:			0.298			0.298			0.596

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	0.000	1	60	0.000	1	60	0.000
10:00 - 11:00	1	60	6.667	1	60	0.000	1	60	6.667
11:00 - 12:00	1	60	11.667	1	60	13.333	1	60	25.000
12:00 - 13:00	1	60	20.000	1	60	18.333	1	60	38.333
13:00 - 14:00	1	60	11.667	1	60	13.333	1	60	25.000
14:00 - 15:00	1	60	16.667	1	60	21.667	1	60	38.334
15:00 - 16:00	1	60	20.000	1	60	16.667	1	60	36.667
16:00 - 17:00	3	112	3.571	3	112	2.381	3	112	5.952
17:00 - 18:00	3	112	6.548	3	112	6.250	3	112	12.798
18:00 - 19:00	3	112	9.524	3	112	8.333	3	112	17.857
19:00 - 20:00	3	112	11.905	3	112	12.500	3	112	24.405
20:00 - 21:00	3	112	8.631	3	112	10.417	3	112	19.048
21:00 - 22:00	3	112	1.786	3	112	2.976	3	112	4.762
22:00 - 23:00	2	138	0.725	2	138	0.725	2	138	1.450
23:00 - 24:00	2	138	0.362	2	138	0.000	2	138	0.362
Total Rates:			129.720			126.915			256.635

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	0.000	1	60	0.000	1	60	0.000
10:00 - 11:00	1	60	1.667	1	60	1.667	1	60	3.334
11:00 - 12:00	1	60	1.667	1	60	0.000	1	60	1.667
12:00 - 13:00	1	60	5.000	1	60	5.000	1	60	10.000
13:00 - 14:00	1	60	6.667	1	60	6.667	1	60	13.334
14:00 - 15:00	1	60	3.333	1	60	3.333	1	60	6.666
15:00 - 16:00	1	60	3.333	1	60	3.333	1	60	6.666
16:00 - 17:00	3	112	0.000	3	112	0.298	3	112	0.298
17:00 - 18:00	3	112	0.000	3	112	0.298	3	112	0.298
18:00 - 19:00	3	112	1.190	3	112	1.190	3	112	2.380
19:00 - 20:00	3	112	0.893	3	112	0.893	3	112	1.786
20:00 - 21:00	3	112	0.595	3	112	0.595	3	112	1.190
21:00 - 22:00	3	112	0.000	3	112	0.000	3	112	0.000
22:00 - 23:00	2	138	0.000	2	138	0.000	2	138	0.000
23:00 - 24:00	2	138	0.000	2	138	0.000	2	138	0.000
Total Rates:			24.345			23.274			47.619

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	0.000	1	60	0.000	1	60	0.000
10:00 - 11:00	1	60	0.000	1	60	0.000	1	60	0.000
11:00 - 12:00	1	60	0.000	1	60	0.000	1	60	0.000
12:00 - 13:00	1	60	0.000	1	60	0.000	1	60	0.000
13:00 - 14:00	1	60	0.000	1	60	0.000	1	60	0.000
14:00 - 15:00	1	60	0.000	1	60	0.000	1	60	0.000
15:00 - 16:00	1	60	0.000	1	60	0.000	1	60	0.000
16:00 - 17:00	3	112	0.000	3	112	0.000	3	112	0.000
17:00 - 18:00	3	112	0.000	3	112	0.000	3	112	0.000
18:00 - 19:00	3	112	0.000	3	112	0.000	3	112	0.000
19:00 - 20:00	3	112	0.000	3	112	0.000	3	112	0.000
20:00 - 21:00	3	112	0.298	3	112	0.298	3	112	0.596
21:00 - 22:00	3	112	0.000	3	112	0.000	3	112	0.000
22:00 - 23:00	2	138	0.000	2	138	0.000	2	138	0.000
23:00 - 24:00	2	138	0.000	2	138	0.000	2	138	0.000
Total Rates:			0.298			0.298			0.596

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

Filtering Summary

Land Use	01/I	RETAIL/SHOPPING CENTRE - LOCAL SHOPS
Selected Trip Rate Calculation Parameter Range	200-2500 sqm GFA	
Actual Trip Rate Calculation Parameter Range	260-1645 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 22/06/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	1
	Thursday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Neighbourhood Centre (PPS6 Local Centre)	4
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	8 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	1
	20,001 to 25,000	2
	25,001 to 50,000	1
Population <5 Mile ranges selected	100,001 to 125,000	2
	125,001 to 250,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	5

Calculation Reference: AUDIT-703101-240910-0950

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
09	NORTH		
	TV	TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	260 to 1645 (units: sqm)
Range Selected by User:	200 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 22/06/23

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

n/a	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AC-01-I-02	Gross floor area:	260 sqm
Development Name:	LOCAL SHOPS	Retail floor area:	180 sqm
Location:	CHESTER		
Postcode:	CH3 5UQ	No of Employees:	28
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	15/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	10
Site(2):	AC-01-I-03	Gross floor area:	365 sqm
Development Name:	LOCAL SHOPS	Retail floor area:	210 sqm
Location:	CHESTER		
Postcode:	CH2 1BS	No of Employees:	27
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	17/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	5
Site(3):	DR-01-I-01	Gross floor area:	1645 sqm
Development Name:	LOCAL SHOPS	Retail floor area:	1300 sqm
Location:	DONCASTER		
Postcode:	DN4 6JG	No of Employees:	40
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	17/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	40
Site(4):	GS-01-I-01	Gross floor area:	525 sqm
Development Name:	LOCAL SHOPS	Retail floor area:	335 sqm
Location:	CHELTENHAM		
Postcode:	GL51 3GA	No of Employees:	26
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/04/10
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(5):	TV-01-I-04	Gross floor area:	585 sqm
Development Name:	LOCAL SHOPS	Retail floor area:	354 sqm
Location:	MIDDLESBROUGH		
Postcode:	TS3 0PL	No of Employees:	21
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	07/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	13

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.50

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	1.277	1	1645	0.912	1	1645	2.189
07:00 - 08:00	5	676	3.077	5	676	2.840	5	676	5.917
08:00 - 09:00	5	676	4.290	5	676	4.053	5	676	8.343
09:00 - 10:00	5	676	4.349	5	676	3.964	5	676	8.313
10:00 - 11:00	5	676	3.846	5	676	3.521	5	676	7.367
11:00 - 12:00	5	676	4.142	5	676	4.112	5	676	8.254
12:00 - 13:00	5	676	4.586	5	676	4.615	5	676	9.201
13:00 - 14:00	5	676	5.533	5	676	5.325	5	676	10.858
14:00 - 15:00	5	676	3.432	5	676	4.024	5	676	7.456
15:00 - 16:00	5	676	4.231	5	676	4.645	5	676	8.876
16:00 - 17:00	5	676	4.497	5	676	3.905	5	676	8.402
17:00 - 18:00	5	676	3.817	5	676	4.260	5	676	8.077
18:00 - 19:00	5	676	3.462	5	676	3.964	5	676	7.426
19:00 - 20:00	3	918	2.214	3	918	2.577	3	918	4.791
20:00 - 21:00	3	918	1.343	3	918	1.488	3	918	2.831
21:00 - 22:00	3	918	2.069	3	918	2.069	3	918	4.138
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			56.165			56.274			112.439

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

Parameter summary

Trip rate parameter range selected:	260 - 1645 (units: sqm)
Survey date date range:	01/01/10 - 22/06/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	5	676	0.000	5	676	0.000	5	676	0.000
08:00 - 09:00	5	676	0.148	5	676	0.148	5	676	0.296
09:00 - 10:00	5	676	0.148	5	676	0.118	5	676	0.266
10:00 - 11:00	5	676	0.089	5	676	0.118	5	676	0.207
11:00 - 12:00	5	676	0.118	5	676	0.118	5	676	0.236
12:00 - 13:00	5	676	0.148	5	676	0.118	5	676	0.266
13:00 - 14:00	5	676	0.089	5	676	0.118	5	676	0.207
14:00 - 15:00	5	676	0.089	5	676	0.059	5	676	0.148
15:00 - 16:00	5	676	0.059	5	676	0.089	5	676	0.148
16:00 - 17:00	5	676	0.118	5	676	0.089	5	676	0.207
17:00 - 18:00	5	676	0.089	5	676	0.089	5	676	0.178
18:00 - 19:00	5	676	0.059	5	676	0.089	5	676	0.148
19:00 - 20:00	3	918	0.000	3	918	0.000	3	918	0.000
20:00 - 21:00	3	918	0.000	3	918	0.000	3	918	0.000
21:00 - 22:00	3	918	0.000	3	918	0.000	3	918	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.154			1.153			2.307

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

*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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	5	676	0.000	5	676	0.030	5	676	0.030
08:00 - 09:00	5	676	0.030	5	676	0.000	5	676	0.030
09:00 - 10:00	5	676	0.118	5	676	0.118	5	676	0.236
10:00 - 11:00	5	676	0.000	5	676	0.000	5	676	0.000
11:00 - 12:00	5	676	0.000	5	676	0.030	5	676	0.030
12:00 - 13:00	5	676	0.059	5	676	0.059	5	676	0.118
13:00 - 14:00	5	676	0.030	5	676	0.030	5	676	0.060
14:00 - 15:00	5	676	0.000	5	676	0.000	5	676	0.000
15:00 - 16:00	5	676	0.000	5	676	0.000	5	676	0.000
16:00 - 17:00	5	676	0.059	5	676	0.030	5	676	0.089
17:00 - 18:00	5	676	0.000	5	676	0.030	5	676	0.030
18:00 - 19:00	5	676	0.000	5	676	0.000	5	676	0.000
19:00 - 20:00	3	918	0.000	3	918	0.000	3	918	0.000
20:00 - 21:00	3	918	0.000	3	918	0.000	3	918	0.000
21:00 - 22:00	3	918	0.000	3	918	0.000	3	918	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.296			0.327			0.623

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	5	676	0.030	5	676	0.030	5	676	0.060
08:00 - 09:00	5	676	0.000	5	676	0.000	5	676	0.000
09:00 - 10:00	5	676	0.000	5	676	0.000	5	676	0.000
10:00 - 11:00	5	676	0.000	5	676	0.000	5	676	0.000
11:00 - 12:00	5	676	0.030	5	676	0.030	5	676	0.060
12:00 - 13:00	5	676	0.000	5	676	0.000	5	676	0.000
13:00 - 14:00	5	676	0.030	5	676	0.030	5	676	0.060
14:00 - 15:00	5	676	0.000	5	676	0.000	5	676	0.000
15:00 - 16:00	5	676	0.000	5	676	0.000	5	676	0.000
16:00 - 17:00	5	676	0.030	5	676	0.030	5	676	0.060
17:00 - 18:00	5	676	0.000	5	676	0.000	5	676	0.000
18:00 - 19:00	5	676	0.000	5	676	0.000	5	676	0.000
19:00 - 20:00	3	918	0.000	3	918	0.000	3	918	0.000
20:00 - 21:00	3	918	0.000	3	918	0.000	3	918	0.000
21:00 - 22:00	3	918	0.000	3	918	0.000	3	918	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.120			0.240

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	5	676	0.237	5	676	0.118	5	676	0.355
08:00 - 09:00	5	676	0.237	5	676	0.237	5	676	0.474
09:00 - 10:00	5	676	0.089	5	676	0.118	5	676	0.207
10:00 - 11:00	5	676	0.325	5	676	0.207	5	676	0.532
11:00 - 12:00	5	676	0.178	5	676	0.266	5	676	0.444
12:00 - 13:00	5	676	0.089	5	676	0.148	5	676	0.237
13:00 - 14:00	5	676	0.207	5	676	0.178	5	676	0.385
14:00 - 15:00	5	676	0.207	5	676	0.296	5	676	0.503
15:00 - 16:00	5	676	0.562	5	676	0.473	5	676	1.035
16:00 - 17:00	5	676	0.562	5	676	0.533	5	676	1.095
17:00 - 18:00	5	676	0.178	5	676	0.296	5	676	0.474
18:00 - 19:00	5	676	0.473	5	676	0.414	5	676	0.887
19:00 - 20:00	3	918	0.290	3	918	0.290	3	918	0.580
20:00 - 21:00	3	918	0.036	3	918	0.145	3	918	0.181
21:00 - 22:00	3	918	0.145	3	918	0.109	3	918	0.254
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.815			3.828			7.643

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	1.459	1	1645	0.973	1	1645	2.432
07:00 - 08:00	5	676	3.521	5	676	3.284	5	676	6.805
08:00 - 09:00	5	676	5.976	5	676	5.237	5	676	11.213
09:00 - 10:00	5	676	5.296	5	676	4.763	5	676	10.059
10:00 - 11:00	5	676	4.645	5	676	4.142	5	676	8.787
11:00 - 12:00	5	676	4.645	5	676	4.704	5	676	9.349
12:00 - 13:00	5	676	5.237	5	676	5.385	5	676	10.622
13:00 - 14:00	5	676	6.095	5	676	5.976	5	676	12.071
14:00 - 15:00	5	676	4.024	5	676	4.941	5	676	8.965
15:00 - 16:00	5	676	5.148	5	676	5.769	5	676	10.917
16:00 - 17:00	5	676	5.148	5	676	4.675	5	676	9.823
17:00 - 18:00	5	676	4.586	5	676	5.178	5	676	9.764
18:00 - 19:00	5	676	4.172	5	676	4.734	5	676	8.906
19:00 - 20:00	3	918	3.013	3	918	3.339	3	918	6.352
20:00 - 21:00	3	918	1.670	3	918	1.706	3	918	3.376
21:00 - 22:00	3	918	2.505	3	918	2.541	3	918	5.046
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			67.140			67.347			134.487

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
07:00 - 08:00	5	676	3.077	5	676	2.456	5	676	5.533
08:00 - 09:00	5	676	6.538	5	676	6.864	5	676	13.402
09:00 - 10:00	5	676	5.858	5	676	4.970	5	676	10.828
10:00 - 11:00	5	676	5.237	5	676	4.763	5	676	10.000
11:00 - 12:00	5	676	5.030	5	676	5.237	5	676	10.267
12:00 - 13:00	5	676	6.775	5	676	6.302	5	676	13.077
13:00 - 14:00	5	676	4.231	5	676	4.645	5	676	8.876
14:00 - 15:00	5	676	4.467	5	676	4.408	5	676	8.875
15:00 - 16:00	5	676	7.278	5	676	7.663	5	676	14.941
16:00 - 17:00	5	676	5.473	5	676	5.414	5	676	10.887
17:00 - 18:00	5	676	3.817	5	676	4.260	5	676	8.077
18:00 - 19:00	5	676	3.107	5	676	3.314	5	676	6.421
19:00 - 20:00	3	918	1.706	3	918	1.815	3	918	3.521
20:00 - 21:00	3	918	2.287	3	918	2.541	3	918	4.828
21:00 - 22:00	3	918	1.525	3	918	1.416	3	918	2.941
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			66.467			66.129			132.596

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	5	676	0.118	5	676	0.178	5	676	0.296
08:00 - 09:00	5	676	0.089	5	676	0.355	5	676	0.444
09:00 - 10:00	5	676	0.118	5	676	0.089	5	676	0.207
10:00 - 11:00	5	676	0.089	5	676	0.089	5	676	0.178
11:00 - 12:00	5	676	0.148	5	676	0.148	5	676	0.296
12:00 - 13:00	5	676	0.118	5	676	0.148	5	676	0.266
13:00 - 14:00	5	676	0.237	5	676	0.118	5	676	0.355
14:00 - 15:00	5	676	0.178	5	676	0.118	5	676	0.296
15:00 - 16:00	5	676	0.503	5	676	0.296	5	676	0.799
16:00 - 17:00	5	676	0.118	5	676	0.266	5	676	0.384
17:00 - 18:00	5	676	0.118	5	676	0.207	5	676	0.325
18:00 - 19:00	5	676	0.000	5	676	0.000	5	676	0.000
19:00 - 20:00	3	918	0.073	3	918	0.109	3	918	0.182
20:00 - 21:00	3	918	0.036	3	918	0.036	3	918	0.072
21:00 - 22:00	3	918	0.000	3	918	0.000	3	918	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.943			2.157			4.100

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	5	676	0.059	5	676	0.030	5	676	0.089
08:00 - 09:00	5	676	0.030	5	676	0.030	5	676	0.060
09:00 - 10:00	5	676	0.030	5	676	0.030	5	676	0.060
10:00 - 11:00	5	676	0.000	5	676	0.000	5	676	0.000
11:00 - 12:00	5	676	0.000	5	676	0.000	5	676	0.000
12:00 - 13:00	5	676	0.030	5	676	0.030	5	676	0.060
13:00 - 14:00	5	676	0.118	5	676	0.089	5	676	0.207
14:00 - 15:00	5	676	0.000	5	676	0.000	5	676	0.000
15:00 - 16:00	5	676	0.000	5	676	0.059	5	676	0.059
16:00 - 17:00	5	676	0.000	5	676	0.000	5	676	0.000
17:00 - 18:00	5	676	0.000	5	676	0.000	5	676	0.000
18:00 - 19:00	5	676	0.059	5	676	0.059	5	676	0.118
19:00 - 20:00	3	918	0.000	3	918	0.000	3	918	0.000
20:00 - 21:00	3	918	0.000	3	918	0.000	3	918	0.000
21:00 - 22:00	3	918	0.000	3	918	0.000	3	918	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.326			0.327			0.653

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	5	676	0.030	5	676	0.030	5	676	0.060
08:00 - 09:00	5	676	0.000	5	676	0.000	5	676	0.000
09:00 - 10:00	5	676	0.000	5	676	0.000	5	676	0.000
10:00 - 11:00	5	676	0.000	5	676	0.000	5	676	0.000
11:00 - 12:00	5	676	0.030	5	676	0.030	5	676	0.060
12:00 - 13:00	5	676	0.000	5	676	0.000	5	676	0.000
13:00 - 14:00	5	676	0.030	5	676	0.030	5	676	0.060
14:00 - 15:00	5	676	0.000	5	676	0.000	5	676	0.000
15:00 - 16:00	5	676	0.000	5	676	0.000	5	676	0.000
16:00 - 17:00	5	676	0.000	5	676	0.000	5	676	0.000
17:00 - 18:00	5	676	0.000	5	676	0.000	5	676	0.000
18:00 - 19:00	5	676	0.000	5	676	0.000	5	676	0.000
19:00 - 20:00	3	918	0.000	3	918	0.000	3	918	0.000
20:00 - 21:00	3	918	0.000	3	918	0.000	3	918	0.000
21:00 - 22:00	3	918	0.000	3	918	0.000	3	918	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.090			0.180

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	5	676	0.207	5	676	0.237	5	676	0.444
08:00 - 09:00	5	676	0.118	5	676	0.385	5	676	0.503
09:00 - 10:00	5	676	0.148	5	676	0.118	5	676	0.266
10:00 - 11:00	5	676	0.089	5	676	0.089	5	676	0.178
11:00 - 12:00	5	676	0.178	5	676	0.178	5	676	0.356
12:00 - 13:00	5	676	0.148	5	676	0.178	5	676	0.326
13:00 - 14:00	5	676	0.385	5	676	0.237	5	676	0.622
14:00 - 15:00	5	676	0.178	5	676	0.118	5	676	0.296
15:00 - 16:00	5	676	0.503	5	676	0.355	5	676	0.858
16:00 - 17:00	5	676	0.118	5	676	0.266	5	676	0.384
17:00 - 18:00	5	676	0.118	5	676	0.207	5	676	0.325
18:00 - 19:00	5	676	0.059	5	676	0.059	5	676	0.118
19:00 - 20:00	3	918	0.073	3	918	0.109	3	918	0.182
20:00 - 21:00	3	918	0.036	3	918	0.036	3	918	0.072
21:00 - 22:00	3	918	0.000	3	918	0.000	3	918	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.358			2.572			4.930

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and 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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.50

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	1.520	1	1645	1.033	1	1645	2.553
07:00 - 08:00	5	676	7.041	5	676	6.095	5	676	13.136
08:00 - 09:00	5	676	12.870	5	676	12.722	5	676	25.592
09:00 - 10:00	5	676	11.391	5	676	9.970	5	676	21.361
10:00 - 11:00	5	676	10.296	5	676	9.201	5	676	19.497
11:00 - 12:00	5	676	10.030	5	676	10.385	5	676	20.415
12:00 - 13:00	5	676	12.249	5	676	12.012	5	676	24.261
13:00 - 14:00	5	676	10.917	5	676	11.036	5	676	21.953
14:00 - 15:00	5	676	8.876	5	676	9.763	5	676	18.639
15:00 - 16:00	5	676	13.491	5	676	14.260	5	676	27.751
16:00 - 17:00	5	676	11.302	5	676	10.888	5	676	22.190
17:00 - 18:00	5	676	8.698	5	676	9.941	5	676	18.639
18:00 - 19:00	5	676	7.811	5	676	8.521	5	676	16.332
19:00 - 20:00	3	918	5.082	3	918	5.554	3	918	10.636
20:00 - 21:00	3	918	4.029	3	918	4.428	3	918	8.457
21:00 - 22:00	3	918	4.174	3	918	4.065	3	918	8.239
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			139.777			139.874			279.651

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

Royal HaskoningDHV is an independent consultancy which integrates 140 years of engineering expertise with digital technologies and software solutions. As consulting engineers, we care deeply about our people, our clients and society at large. Through our mission Enhancing Society Together, we take responsibility for having a positive impact on the world. We constantly challenge ourselves and others to develop sustainable solutions to local and global issues related to the built environment and the industry.

Change is happening. And it's happening fast – from climate and digital transformation to customer demands and hybrid working. The speed and extent of these changes create complex challenges which cannot be addressed in isolation. New perspectives are needed to accommodate the broader societal and technological picture and meet the needs of our ever-changing world.

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We act with integrity and transparency, holding ourselves to the highest standards of environmental and social governance. We are diverse and inclusive. We will not compromise the safety or well-being of our team or communities – no matter the circumstances.

We actively collaborate with clients from public and private sectors, partners and stakeholders in projects and initiatives. Our actions, big and small, are driving the positive change the world needs, and are enhancing society now and for the future.

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