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## Transport Statement



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**INSPIRE**  
TRANSPORT PLANNING

Hatches Estate  
West Chiltington  
West Sussex

## Transport Statement



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## 1.0 INTRODUCTION

- 1.1 Inspire Transport Planning was commissioned by West Sussex County Council to provide transport and highways advice on a proposed residential development at Hatches Estate, West Chiltington, West Sussex.
- 1.2 The development would consist of the erection of approximately 15 residential units on an existing agricultural site. The site is accessed from Broadford Bridge Road. This report is submitted alongside the planning application for the development.
- 1.3 This Transport Statement (TS) examines, and where appropriate provides further detail on, the following:
- the existing use of the site
  - opportunities to travel to and from the site by sustainable modes of transport
  - the proposed development
  - the access proposals
  - the transport modal share
  - the trip generation of the proposed development by all modes
  - the impact of the proposed development on the surrounding highway network.
- 1.4 This TS takes account of paragraph 32 of The National Planning Policy Framework (NPPF) by Dept. for Communities and Local Government (DfCLG) and has been produced according to 'Guidance on Transport Assessment' (GTA) published in March 2007 by DfCLG and the Department for Transport (DfT). This TS examines the transport implications of the proposed development based on the following objectives:
- to take opportunities for sustainable modes of travel and reduce the need for major transport infrastructure
  - to achieve safe and suitable site access for all
  - to provide improvements to the transport network, where necessary, to effectively limit any significant impacts of the development.

## **2.0 EXISTING CONDITIONS**

### **2.1 Site location**

2.1.1 The site is located to the east of Broadford Bridge Road, West Chiltington, West Sussex. The general site location is shown on **Figure 1**.

2.1.2 The development would consist of the erection of approximately 15 residential units. The site lies directly to the east Broadford Bridge Road, approximately 120 metres north of the centre of West Chiltington. It is bounded to the north and east by agricultural land, the south by residential property and agricultural land and west by Broadford Bridge Road. The detailed site location is shown in **Figure 2**.

### **2.2 Existing use**

2.2.1 The site is in use for agricultural purposes. There is minimal information on the TRICS (Trip Rate Information Computer System) relating to agricultural farms. However 3 individual barns exist on the site with floor areas between 126 and 213 square metres and these provide a total floor area of approximately 505 square metres.

2.2.2 Under The Town and Country Planning (General Permitted Development) (England) (2015) Order 2015 the use of agricultural buildings can be changed to a number of different types of development without requiring planning permission. This relates to individual buildings up to 500 square metres which can change to, for example, offices or farm shops without requiring planning permission. In order to establish the trip generation that the above identified site buildings could generate under permitted development as offices (use class B1), reference has been made to the TRICS database.

2.2.3 To determine the number of vehicular trips associated with the existing use under permitted development the TRICS Database version 7.4.1 was examined. Sites within the 'employment – offices' category of the database were examined. Sites within the England excluding greater London were selected. Sites with weekend surveys were de-selected.

2.2.4 Sites in edge of town (out of centre) locations were selected to reflect the village location. In order to ensure a robust trip rate selection and in accordance with the guidance, sites around the 85th percentile person trip rate ranking were considered. On this basis, TRICS site reference TW-02-A-04 was selected and is an office located in Gateshead, Tyne and Wear. This site was the most comparable of all sites near to the 85th percentile ranking within TRICS for both AM and PM peak periods. It was ranked as follows among the 9 sites:

person trip generation

- morning peak hour              third of 9 sites
- evening peak hour              second of 9 sites

2.2.5 The Gateshead site is therefore an appropriate selection, and has been used to calculate the vehicular trip generation for the existing development. Full details of the TRICS site selection and TRICS trip generation by mode are provided within **Appendix A**.

2.2.6 Based on the TRICS assessment, the existing barns of approximately size 505 square metres total area could lead to the following vehicular trip numbers if utilised as permitted B1 office development:

	<u>arrivals</u>	<u>departures</u>	<u>two-way</u>
• morning peak hour (0800-0900 hrs)	9	1	10
• evening peak hour (1700-1800 hrs)	1	12	13

## 2.3 Local highway network

2.3.1 The site is currently accessed via an access way linking directly to Broadford Bridge Road of width approximately 5 metres. The existing accessway joins Broadford Bridge Road approximately 20 metres to the south of the existing junction with Orchard Dell. At the site access point, Broadford Bridge Road is a single carriageway, is lit and subject to a 30 miles per hour speed limit. It is of variable width between approximately 4.8 and 5.1 metres wide. The available visibility at the junction of the site access with Broadford Bridge Road is below that recommended for 30 miles per hour roads within (The Manual for Streets – Dept for Transport/Dept. for Communities and Local Government 2007). However, the



junction was observed on site to be very lightly trafficked and speeds in this location on Broadford Bridge Road are low.

- 2.3.2 Broadford Bridge Road forms part of the key highway route linking between West Chiltington and the A272, the latter lying approximately 5.8 kilometres north of the site at Coneyhurst. Billingshurst is accessed via the A272 and lies approximately 8.6 kilometres northwest of the site.
- 2.3.3 The A283 and Storrington are accessible approximately 5 kilometres to the south of the site via Broadford Bridge Road/Mill Road/Common Hill/WChiltington Road/Freyne Road/Thakenham Rd.
- 2.3.4 A review of personal injury accident (PIA's) locations on the highway network surrounding the site on the Sussex Safer Roads Partnership website [www.sussexsaferroads.co.uk](http://www.sussexsaferroads.co.uk) was undertaken. Within the last five years of available data there were no PIA's on Broadford Bridge Road or East Street in the vicinity of the site.

## **2.4 Pedestrian travel**

- 2.4.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2 kilometres. The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot (2000)' describes acceptable walking distances for pedestrians without mobility impairment. IHT suggest that, for commuting, up to 500 metres is the desirable walking distance, up to 1000 metres is an acceptable walking distance and 2000 metres is the preferred maximum walking distance.
- 2.4.2 The site lies approximately 120 metres to the north of the centre of West Chiltington. No continuous pedestrian footways connect between the site and West Chiltington Village. However, traffic flows and speeds on Broadford Bridge Road and East Street in the site vicinity are low and these local roads are therefore also conducive to shared use by sustainable modes of travel. A public footpath exists, located directly to the east of the site connecting to East Street.
- 2.4.3 The available local facilities within West Chiltington Village are a post office/general store, public house/restaurant and a school.

2.4.4 **Figure 3** shows a two kilometres indicative pedestrian walking catchment area from the centre of the site. The plan demonstrates that all of West Chiltington as well as parts of Nutborne, Marehill and Thakenham are within walking distance of the site.

2.4.5 The above demonstrates that the site is accessible to pedestrians. There are opportunities for pedestrians to walk between the site and local facilities in the surrounding area.

## 2.5 Cycle based travel

2.5.1 Cycling has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. **Figure 4** shows a five kilometres cycling catchment, based on approximate straight line distance from the centre of the site. Based on this, West Chiltington, Pulborough, Thakenham, Sullington and Storrington are within easy cycling distance of the site.

2.5.2 **Figure 5** identifies the cycle routes available in the vicinity of the site. The key routes in the area are National Cycle Network (NCN) route 223 and Route 89. NCN223 links a number of settlements between Shoreham by Sea, Horsham and Guildford. Route 223, known as Downs Link is predominantly off road and provides for cyclists as well as pedestrians and equestrians. Route 89, known as South Downs Way is also a predominantly off road route along the South Downs between Eastbourne and Winchester, it links locally between Amberley, Washington and Bramber.

2.5.3 As a result of the above, it is concluded that cycle infrastructure is available to connect with the surrounding areas.

## 2.6 Bus based public transport

2.6.1 **Figure 6** shows the local bus routes connecting with West Chiltington and shows the services routing via East Street and The Hollow, to the south of the site.

2.6.2 The nearest bus stops are located on The Hollow at the Broadford Bridge Road/The Hollow junction, approximately 170 metres to the southwest of the site. These bus stops are served by the numbers 71, 72 and 74 bus services. The timetables of the above bus services are summarised on **Table 1** and can be obtained from the Traveline website at [www.travelinesoutheast.org.uk](http://www.travelinesoutheast.org.uk).



No.	Details	Service Type	Frequency
71	Storrington – Pulborough – Arundel – Chichester	Wednesdays only	1 service per day each direction
72	Ashington – West Chiltington – Pulborough	Mondays & Fridays only	1 service per day each direction
74	Amberley – Storrington – Horsham	Mon – Sat daytime	Approx. 2 to 3 services per day in each direction

**Table 1 – Summary of local bus services**

2.6.3 In summary, the site is located close to bus services which provide a link between the site and the surrounding areas. In particular, the site is connected to Storrington where a range of services and facilities and additional public transport opportunities are available.

## 2.7 Rail Based Public Transport

2.7.1 Pulborough Rail Station is located approximately 5.6 kilometres to the west of the site.

2.7.2 The national rail connections from Pulborough Station are summarised on **Table 2** and live departure times can be obtained from:

[http://www.nationalrail.co.uk/times\\_fares/ldb.aspx](http://www.nationalrail.co.uk/times_fares/ldb.aspx) .

Destination	Typical Frequency	Main Calling Points
Bognor Regis	30 mins	Arundel
London Victoria	30 mins	Horsham, Crawley, Gatwick, Clapham

**Table 2 – Summary of national rail services from Pulborough Station**

## 2.8 Summary

2.8.1 The site is accessible to pedestrians and cyclists, and there are opportunities for travel by these modes to access the facilities in the local area, as well as to connect with public transport services. Bus services are available within very close proximity to the site, connecting to local centres and the wider area. Frequent rail based public transport services are available from Pulborough Rail Station, serving a variety of

destinations. As such, the site is accessible for travel by sustainable forms of transport in order to local facilities.

## **3.0 PROPOSED DEVELOPMENT**

### **3.1 Introduction**

3.1.1 The development would consist of the demolition of three existing individual agricultural buildings totalling approximately 505 square metres and the erection of 15 residential houses plus parking, access and turning areas. In addition, an improvement to the existing access arrangements at Broadford Bridge Road is proposed. The proposed access layout is shown on drawing number **ITP-181-1-02-P1**

### **3.2 Access for sustainable modes**

3.2.1 The architects' site layout plan is provided within **Appendix B**. The plan proposes a 'shared surface' access road connecting with the existing access onto Broadford Bridge Road. The layout would provide a low speed, low traffic environment suitable for pedestrians, cyclists, people with disabilities and vehicular traffic.

3.2.2 An additional pedestrian connection from the site to the existing public footpath to the east of the site is also proposed. As such, future residents and users of the public footpath would have improved pedestrian connections between the public footpath, the site and West Chiltington Village.

**3.2.3** Section 4.0 will demonstrate that the proposed development will lead to very low vehicular traffic flows and a reduction in traffic compared to the permitted development of the existing site. As such, the proposed access would be adequate for cyclists and would be a safe, low speed environment. It would also be an improvement compared to existing access arrangements.

### **3.3 Vehicle access**

3.3.1 The site frontage onto Broadford Bridge Road was reviewed to assess the opportunities for a new vehicular access. However, the level differences exceeding three metres, the horizontal alignment and the existence of existing mature trees and landscaping are not conducive to achieving an appropriate layout. Therefore, vehicular access to the site would be from an improvement of the existing access point onto Broadford Bridge Road. There have been no personal injury accidents

within the period of the last five years of available data at the existing site access point.

3.3.2 The existing available visibility at the junction of the site access/Broadford Bridge Road is below standards recommended within The Manual for Streets (Department for Transport/Dept for Communities and Local Government 2007) (MfS). The topographical and arboriculture constraints, the light traffic flows and low speeds and the potential reductions in development traffic flows set out within Section 4.0 were considered. Hence, improved visibility splays of 2.0 x 43 metres, consistent with recommendations in MfS for 30 miles per hour roads in such exceptional circumstances, should be considered acceptable. Details of the proposed access arrangements showing the above are shown on drawing number **ITP-181-1-02-P1**.

3.3.3 Minor kerb-line build outs on Broadford Bridge Road are proposed that retain road widths of minimum 4.8 metres (as existing) but provide visibility splays at the site access of 2.0 x 43 metres. Road widths of 4.8 metres are adequate for the passage of service vehicles and cars, as shown within MfS (Figure 7.1). The existing site access road width would remain at approximately 5.0 metres with similar kerb radii to those already existing. Visibility and kerb radii at the Orchard Dell/Broadford Bridge Road junction would be unaffected.

### **3.4 Parking**

3.4.1 Car and cycle parking in accordance with West Sussex County Council (WSCC) Guidelines would be provided as part of the planning permission and ultimate detailed site layout plan. The WSCC car parking demand calculation spreadsheet would be utilised to calculate the car parking demand.

### **3.5 Servicing Facilities and Emergency Access**

3.5.1 Drawing **ITP-181-1-02-P1** shows vehicle swept paths for the largest size of refuse vehicle (Phoenix Duo 2) of approximately 11.22 metres long accessing the site via the proposed improved junction layout. Adequate turning facilities for refuse vehicles would be provided within the site, as shown on the drawing within **Appendix B**. Access for service vehicles as set out above would provide adequate general access to the site for fire appliances. However, access for fire appliances to within

45 metres of all dwellings, in accordance with recommendations within MfS, would be provided as part of the planning permission and ultimate detailed site layout plan.

- 3.5.2 The above demonstrates that the servicing, emergency and general access arrangements at the site would be satisfactory to provide for the development and would be improved compared to the existing operation of the site.

## 4.0 TRIP GENERATION

### 4.1 Proposed use person trip generation

4.1.1 NPPF requires developers and local planning authorities to place greater emphasis on travel by sustainable modes of transport, and therefore the use of modes such as walking, cycling and public transport should be promoted in priority to car use.

4.1.2 The DfT's 'Guidance on Transport Assessment' suggests that to quantify the impact of a proposed development on the local transport system, the number of person trips for all modes of transport that are likely to be generated by the development should be calculated.

4.1.3 To determine the number of trips by all modes associated with the proposed use the TRICS (Trip Rate Information Computer System) Database version 7.4.1 was examined. All weekend surveys and sites outside of England were excluded from searches as were Greater London sites. To reflect the small village location, sites within edge of town (out of centre) locations were selected.

#### Proposed Houses Trip Generation

4.1.4 Multi-modal sites within the 'residential – houses privately owned' category of the database were examined. In order to ensure a robust trip rate selection and in accordance with the guidance, sites around the 85th percentile trip rate ranking for both person and vehicle trip rates were considered. On this basis, TRICS site reference NY-03-A-11 was selected and is a residential development located in Boroughbridge, North Yorkshire. This site was the most comparable of all sites near to the 85th percentile ranking within TRICS for both AM and PM peak periods for both person and vehicular trip rates. It was ranked as follows among the 7 sites:

	<u>person trip generation</u>	<u>vehicular trip generation</u>
• morning peak hour	second of 7 sites	third of 7 sites
• evening peak hour	first of 7 sites	second of 7 sites

4.1.5 The Boroughbridge site is therefore an appropriate selection, and has been used to calculate the trip generation for the proposed residential development. Full details of the TRICS site selection and TRICS trip generation by mode are provided within **Appendix C**.



4.1.6 To determine the trips by mode of travel, modal splits have been calculated from travel to work data (resident population) from the 2011 Census for the local area and compared with the TRICS data. The Census data and the calculated 2011 Census modal share percentages are included in **Appendix D** and the TRICS data is included within **Appendix C**. The TRICS and 2011 Census modal share data is summarised below.

mode of travel	2011 Census	TRICS
pedestrian	5.6%	21.3%
cyclist	0.6%	5.6%
public transport	5.9%	0%
vehicle occupants (vehicle driver)	87.9% (84%)	73.1 (50.9%)
<b>total</b>	100%	100%

**Table 3 – travel modal share – proposed houses**

4.1.7 The TRICS modal share data was compared with 2011 Census data for the local area the TRICS modal share was not considered representative. In particular, the pedestrian, cyclist and car occupancy data was significantly higher in the TRICS data. However, the vehicle driver trip rates from TRICS are considered robust since they are consistent with 85%ile trip generation ranking. Therefore, the trips by mode were calculated from the vehicular trip rates using the following methodology.

4.1.8 The vehicular trips were calculated by applying the vehicular trip rates to the number of residential units. The total person trips were then calculated by dividing the vehicular trips by the 2011 Census vehicle driver modal share. The remaining trips by mode of travel were established by multiplying the person trips by the 2011 Census travel modal share for the relevant mode of travel.

4.1.9 The trip calculations by mode of travel for the morning and evening peak periods for the proposed houses are provided in full in **Appendix C** and two-way trip numbers are summarised in **Table 4** below:

mode of travel	morning peak hour (0800 – 0900 hrs)	evening peak hour (1700 – 1800 hrs)
pedestrian	1	1
cyclist	0	0
public transport	1	1
vehicle passengers	0	0
vehicle drivers	8	11
Total person trips	10	13

**Table 4 – proposed houses - two-way person trip generation**

4.1.10 Based on the TRICS assessment and the established vehicular modal share, the proposed houses could lead to the following vehicular trip numbers:

	<u>arrivals</u>	<u>departures</u>	<u>two-way</u>
• morning peak hour (0800-0900 hrs)	0	8	8
• evening peak hour (1700-1800 hrs)	9	2	11

4.1.11 The development proposals would result in a maximum of 11 two-way vehicle movements during the evening peak hour, which would equate to less than one trip every 5 minutes, which would have no significant impact on the surrounding locality.

## 4.2 Net trip generation

4.2.1 The net vehicular trip generation for the development is provided below for the morning and evening peak periods. This has been established by subtracting the potential permitted B1 employment trips (see Section 2.2) from the proposed residential development trips (see above). The resulting net vehicular trip generation for the development is shown below:

	<u>arrivals</u>	<u>departures</u>	<u>two-way</u>
• morning peak hour (0800-0900 hrs)	-9	7	-2
• evening peak hour (1700-1800 hrs)	8	-10	-2

- 4.2.2 The above demonstrates that the development would result reductions in vehicular trips at the site during morning and evening peak periods when compared to the permitted use of the existing agricultural buildings at the site for B1 offices use. No further consideration is therefore required in relation to highway impact of the proposed development. The development is shown to have no adverse impact on the surrounding highway network.

## **5 OPPORTUNITIES FOR SUSTAINABLE TRAVEL**

### **5.1 Introduction**

- 5.1.1 NPPF requires developers and local planning authorities to place greater emphasis on travel by sustainable modes of transport. This means that unnecessary use of the private car should be discouraged, and the use of other modes such as walking, cycling and public transport should be promoted to a greater degree.
- 5.1.2 Section 2 of this report details the existing opportunities for accessing the site by walking, cycling and public transport and identifies the existing infrastructure that would support the proposed development. Section 4 of this report determined the person trip demand that would be generated by the proposed development.

### **5.2 Opportunities for pedestrian based journeys**

- 5.2.1 Section 4.0 identifies that the proposed development would generate a maximum of 1 two-way pedestrian journey during a single peak hour.
- 5.2.2 Section 2 of this report details the existing opportunity to travel to and from the site by foot and concludes that the site is accessible to pedestrians and that there are opportunities for to walk to nearby areas and facilities and local residential areas.
- 5.2.3 The small numbers of pedestrian movements predicted as a result of the development would not place any significant adverse demand on the surrounding pedestrian network. Hence no off-site improvements are required.
- 5.2.4 Notwithstanding the above, an additional pedestrian connection from the site to the existing public footpath to the east of the site is also proposed. As such, future residents and users of the public footpath would have improved pedestrian connections between the public footpath, the site and West Chiltington Village.

### **5.3 Opportunities for cycle based journeys**

- 5.3.1 The proposed development would generate no cycle trips during a single peak hour period. Section 2 of this report details the existing opportunities to travel to and from

the site by cycle and concludes that suitable cycle infrastructure is available to accommodate cycle movements within the surrounding areas.

- 5.3.2 The number of cyclist movements associated with the development could be satisfactorily accommodated within the existing cycle and highway infrastructure. Hence, no off-site improvements should be required.

#### **5.4 Opportunities for public transport based journeys**

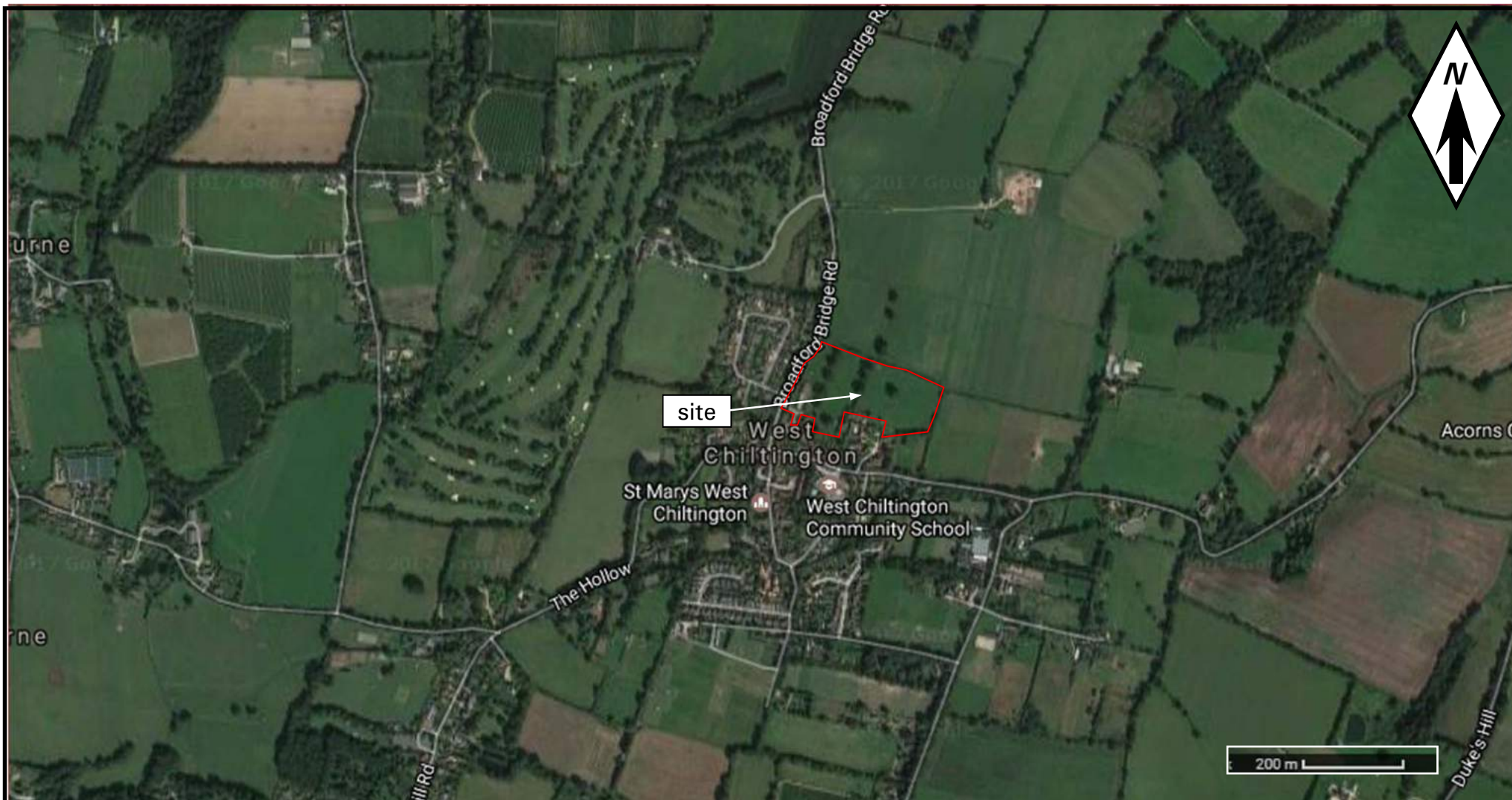
- 5.4.1 The proposed development would generate a maximum of one public transport trip during a single peak hour period. As described in Section 2 the site is located within a short walking distance of bus routes which connect to the wider area.
- 5.4.2 As also described in Section 2, frequent rail based public transport services are available from Pulborough Station, serving a variety of destinations. There are therefore opportunities for rail based trips within short cycling distance of the site or by park and ride.
- 5.4.3 The small number of additional public transport trips generated by the proposed development would therefore be satisfactorily accommodated by the existing public transport infrastructure.


## 6 SUMMARY AND CONCLUSIONS

- 6.1 Inspire Transport Planning was commissioned by West Sussex County Council to provide transport and highways advice on a proposed residential development at Hatches Estate, West Chiltington, West Sussex.
- 6.2 The development would consist of the demolition of the existing agricultural buildings at the site and the erection of approximately 15 residential dwellings.
- 6.3 The site is accessible to pedestrians and cyclists, and there are opportunities for travel by these modes to access the facilities in the local area as well as to connect with local residential areas. Frequent rail based public transport services are available from Pulborough Rail Station, that serves a variety of destinations. The development would provide pedestrian connections to the existing public footpath to the east of the site.
- 6.4 The proposals would provide an improvement of the existing access facilities onto Broadford Bridge Road to provide improved visibility as shown on drawing number **ITP 181-1-02-P1**. Vehicle swept paths demonstrating adequate servicing arrangements are provided on the above plan.
- 6.5 Car and cycle parking facilities in line with WSCC guidelines would be provided.
- 6.6 The demand for journeys by each mode of transport as a result of the proposed development was assessed and compared with the existing infrastructure. The development would result in reductions in vehicular traffic at the site compared to permitted uses of the existing agricultural buildings. It is therefore concluded that the development would have no adverse impact on existing highway network.
- 6.7 As a result, of the above it is concluded that the proposed development should be acceptable to the relevant local authorities in highways and transportation terms.




## Figures

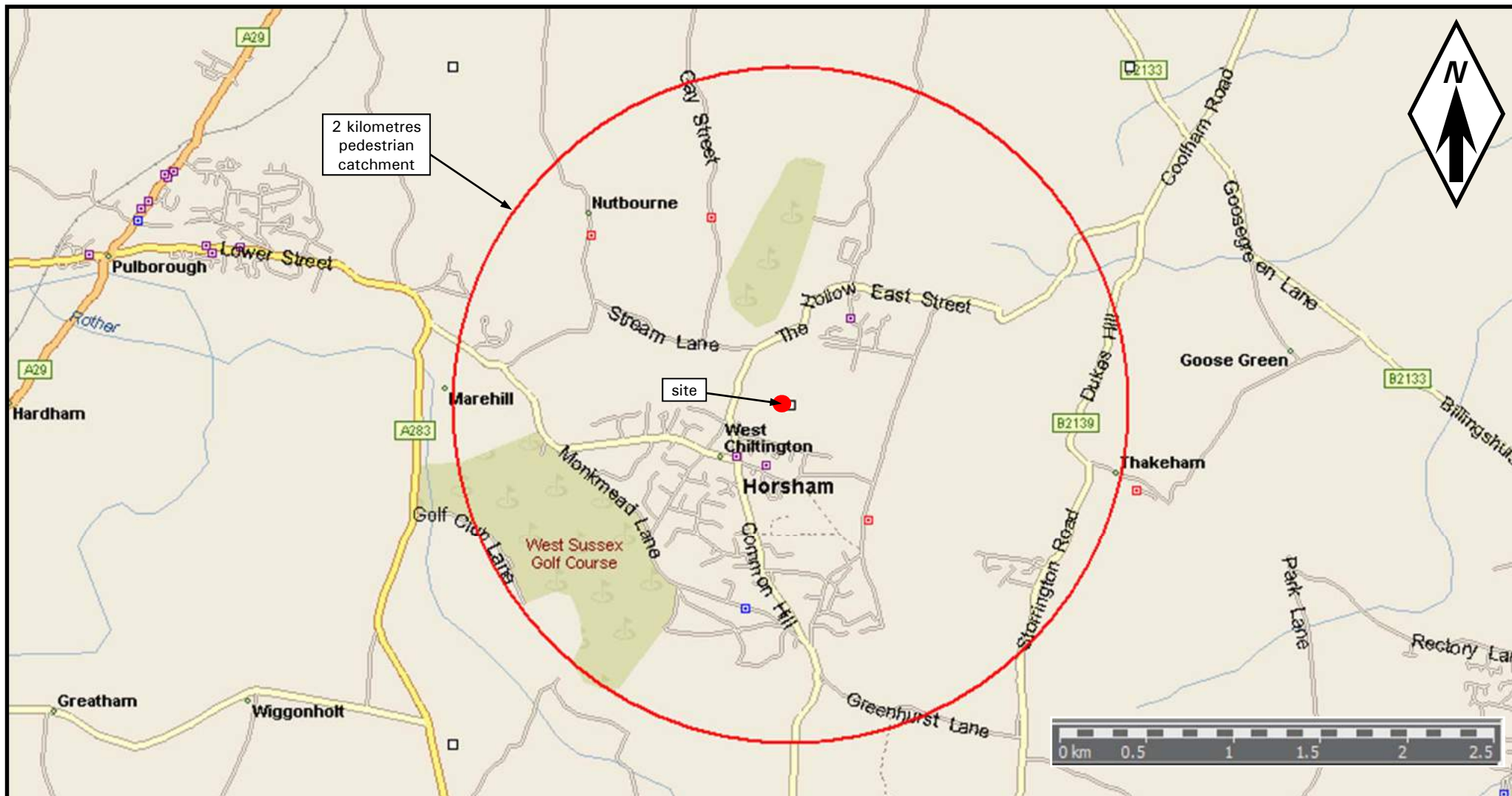


Project name: <b>LAND AT WEST CHILTINGTON</b>				Project No:	ITP181
Title: <b>Site location</b>					
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		Checked:	AJS	Scale:	SEE ABOVE
		Auth'd:	AJS	Drg. No:	FIGURE 1



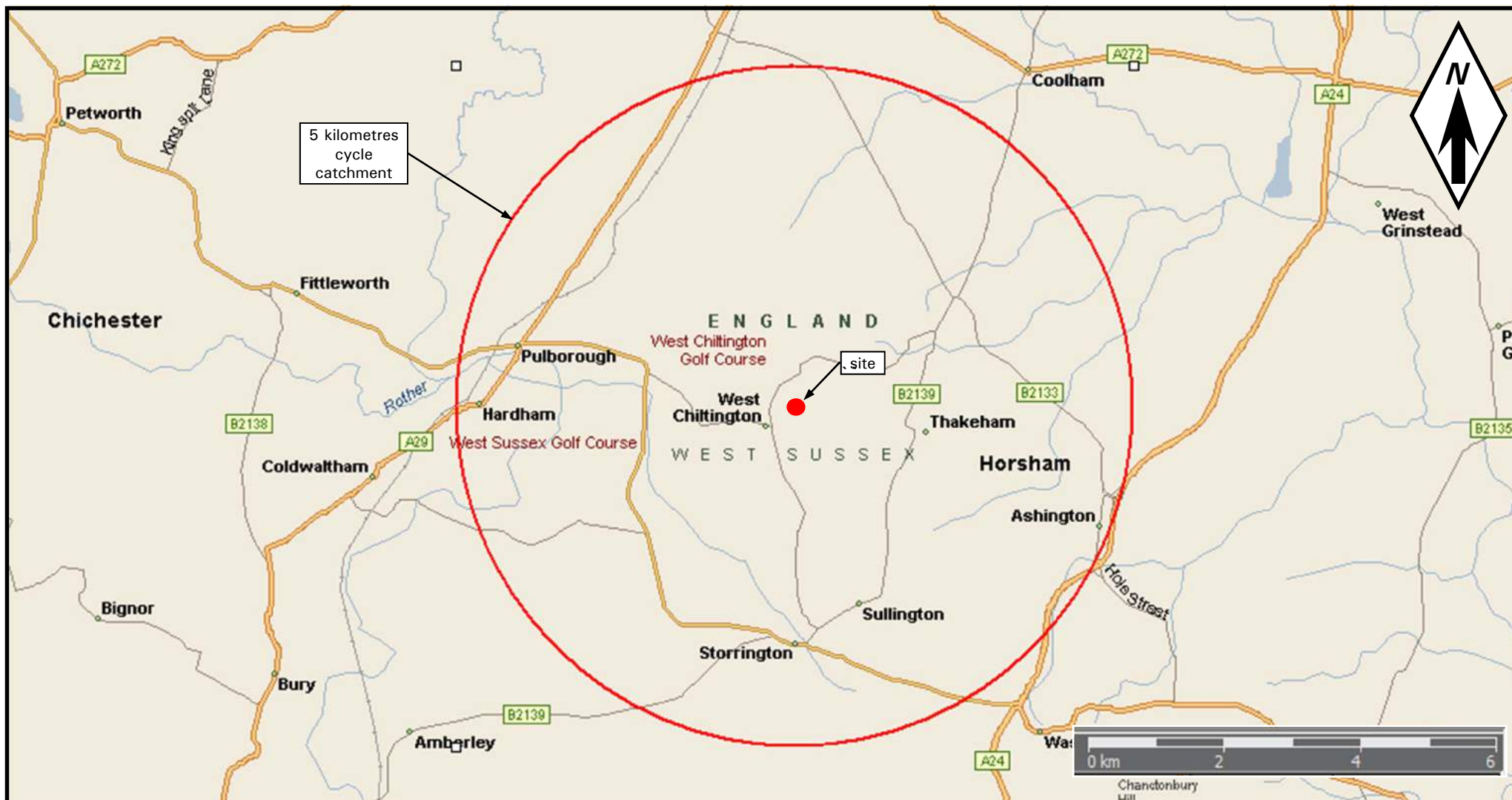


Project name: <b>LAND AT WEST CHILTINGTON</b>				Project No:	ITP181
Title: <b>Detailed site location</b>					
		Drawn:	AS	Date:	06-03-17
		Checked:	AJS	Scale:	SEE ABOVE
		Auth'd:	AJS	Drg. No:	FIGURE 2



Project name: <b>LAND AT WEST CHILTINGTON</b>				Project No:	ITP 181
Title: <b>Indicative walking catchment area</b>					
		Drawn:	AS	Date:	06.03.17
		Checked:	AJS	Scale:	SEE ABOVE
		Auth'd:	AJS	Drg. No:	FIGURE 3





Project name: **LAND AT WEST CHILTINGTON**

Project No:

ITP 181

Title: **Indicative cyclist catchment area**

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AS

Date:

06-03-17

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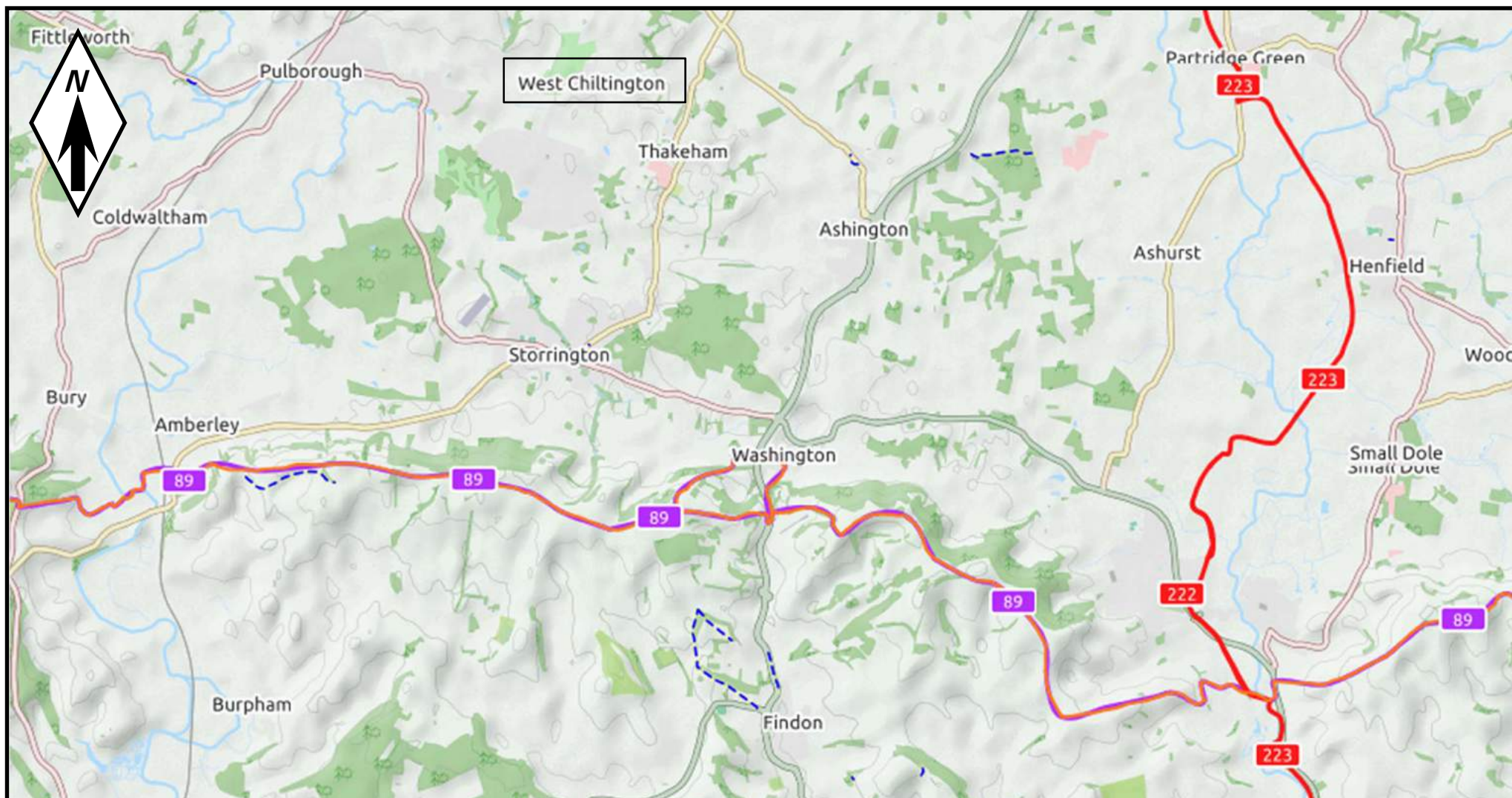
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Drg. No:

FIGURE 4



Project name: **LAND AT WEST CHILTINGTON**

Project No:

ITP 181

Title: **Local cycle routes**

**INSPIRE**  
TRANSPORT PLANNING

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AS

Date:

22-3-17

Checked:

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Scale:

NTS

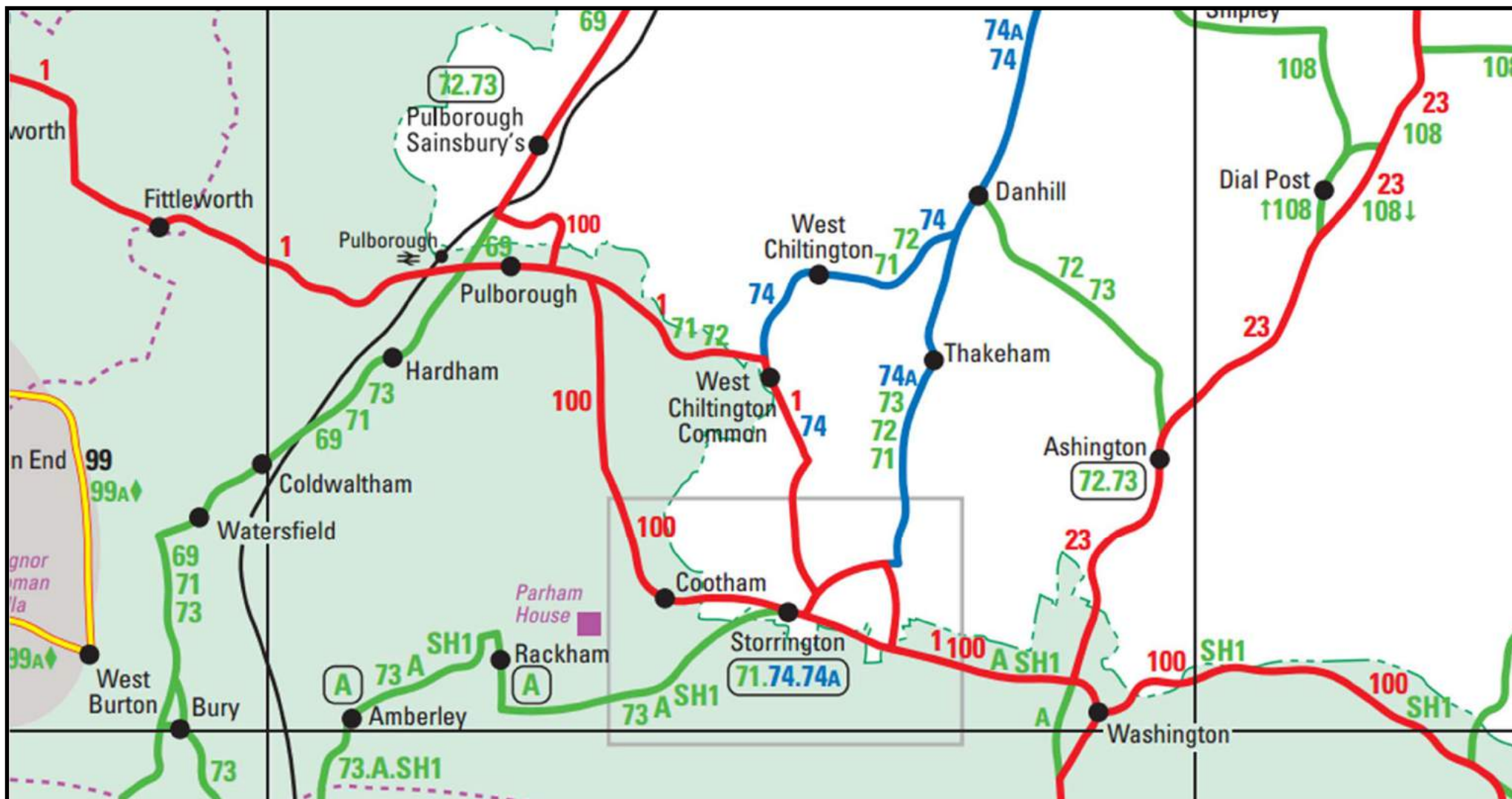
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FIGURE 5

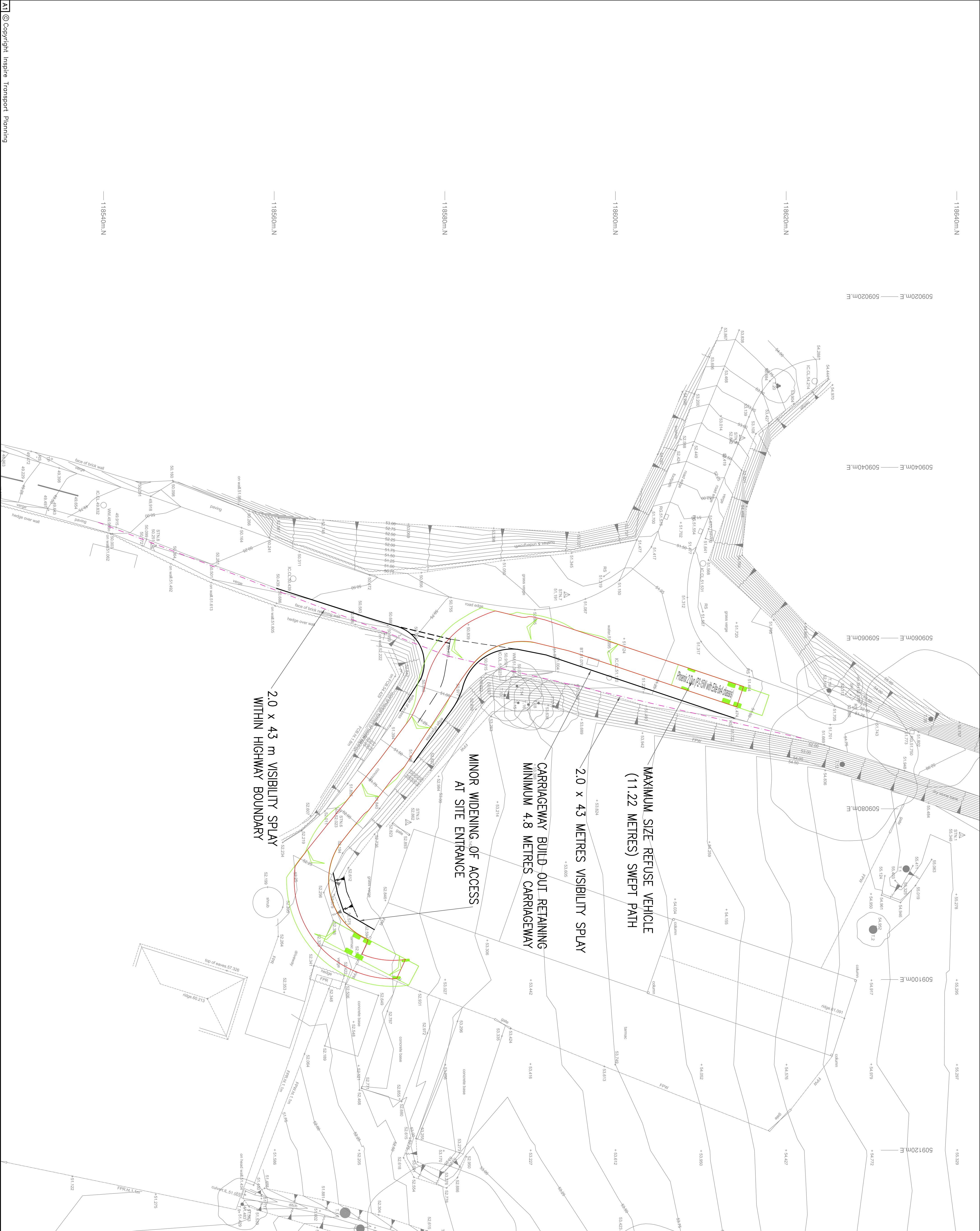




Project name: <b>LAND AT WEST CHILTINGTON</b>				Project No:	ITP 181
Title: <b>Local bus routes</b>					
		Drawn:	AS	Date:	22-03-17
		Checked:	AJS	Scale:	NTS
		Auth'd:	AJS	Drg. No:	FIGURE 6

# Drawings





NOTES			
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# **Appendix A**

Calculation Reference: AUDIT-558501-170419-0457

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : A - OFFICE  
 VEHICLES

Selected regions and areas:

09 NORTH  
 TW TYNE & WEAR 1 days

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

## Secondary 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: 2500 to 2500 (units: sqm)  
 Range Selected by User: 2500 to 2500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/09/09

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 undertaken using machines.

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Industrial Zone 1

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

## Secondary Filtering selection:

Use Class:

B1 1 days

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000

1 days

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

Population within 5 miles:

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

Travel Plan:

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

1	TW-02-A-04	HOUSING CO.	TYNE & WEAR
	EARLSWAY		
	TEAM VALLEY TRAD. EST.		
	GATESHEAD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: TUESDAY	29/09/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	2500	0.000	1	2500	0.040	1	2500	0.040
07:30 - 08:00	1	2500	0.160	1	2500	0.080	1	2500	0.240
08:00 - 08:30	1	2500	0.720	1	2500	0.200	1	2500	0.920
08:30 - 09:00	1	2500	1.040	1	2500	0.080	1	2500	1.120
09:00 - 09:30	1	2500	1.120	1	2500	0.120	1	2500	1.240
09:30 - 10:00	1	2500	1.520	1	2500	0.440	1	2500	1.960
10:00 - 10:30	1	2500	0.600	1	2500	0.280	1	2500	0.880
10:30 - 11:00	1	2500	0.240	1	2500	0.200	1	2500	0.440
11:00 - 11:30	1	2500	0.240	1	2500	0.240	1	2500	0.480
11:30 - 12:00	1	2500	0.200	1	2500	0.200	1	2500	0.400
12:00 - 12:30	1	2500	0.360	1	2500	0.400	1	2500	0.760
12:30 - 13:00	1	2500	0.240	1	2500	0.040	1	2500	0.280
13:00 - 13:30	1	2500	0.720	1	2500	0.200	1	2500	0.920
13:30 - 14:00	1	2500	0.320	1	2500	0.240	1	2500	0.560
14:00 - 14:30	1	2500	0.400	1	2500	0.240	1	2500	0.640
14:30 - 15:00	1	2500	0.080	1	2500	0.320	1	2500	0.400
15:00 - 15:30	1	2500	0.360	1	2500	0.520	1	2500	0.880
15:30 - 16:00	1	2500	0.320	1	2500	0.440	1	2500	0.760
16:00 - 16:30	1	2500	0.160	1	2500	0.720	1	2500	0.880
16:30 - 17:00	1	2500	0.040	1	2500	1.080	1	2500	1.120
17:00 - 17:30	1	2500	0.000	1	2500	1.360	1	2500	1.360
17:30 - 18:00	1	2500	0.160	1	2500	1.080	1	2500	1.240
18:00 - 18:30	1	2500	0.040	1	2500	0.480	1	2500	0.520
18:30 - 19:00	1	2500	0.000	1	2500	0.120	1	2500	0.120
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.040			9.120			18.160

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just 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:	2500 - 2500 (units: sqm)
Survey date date range:	01/01/09 - 29/09/09
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

## VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	3 days
	SC SURREY	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

## Secondary 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: 2000 to 39230 (units: sqm)  
 Range Selected by User: 186 to 175000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 23/09/16

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	5 days
Thursday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town 9

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	3
Commercial Zone	5
Residential Zone	1

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

## Secondary Filtering selection:

Use Class:

B1	9 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

Not Known	1 days
5,001 to 10,000	5 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

Not Known	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 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:

Yes	6 days
No	3 days

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

PTAL Rating:

No PTAL Present	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-A-04 BRETTON WAY	OFFICE	CAMBRIDGESHIRE
	PETERBOROUGH Edge of Town Commercial Zone Total Gross floor area: 6483 sqm Survey date: THURSDAY 20/10/11		Survey Type: MANUAL
2	DH-02-A-02 DURHAM ROAD BOWBURN NEAR DURHAM Edge of Town Industrial Zone Total Gross floor area: 2000 sqm Survey date: TUESDAY 27/11/12	CONSTRUCTION COMPANY	DURHAM
3	HC-02-A-11 CHESTNUT AVENUE	DIY CO. HQ	HAMPSHIRE
	CHANDLER'S FORD Edge of Town Commercial Zone Total Gross floor area: 26100 sqm Survey date: MONDAY 17/10/11		Survey Type: MANUAL
4	KC-02-A-06 FOREST ROAD CAMDEN PARK TUNBRIDGE WELLS Edge of Town Residential Zone Total Gross floor area: 5677 sqm Survey date: TUESDAY 01/12/09	LAND REGISTRY	KENT
5	KC-02-A-07 KAVELIN WAY HENWOOD IND. ESTATE ASHFORD Edge of Town Commercial Zone Total Gross floor area: 2525 sqm Survey date: MONDAY 05/12/11	KCC HIGHWAYS REG.	KENT
6	KC-02-A-08 ST MICHAEL'S CLOSE CLAY WOOD AYLESFORD Edge of Town Industrial Zone Total Gross floor area: 3168 sqm Survey date: MONDAY 28/11/11	KCC HIGHWAYS REG. OFFICE	KENT
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	SC-02-A-14	UNILEVER		SURREY
	SPRINGFIELD DRIVE			
	LEATHERHEAD			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	19974 sqm		
	Survey date: TUESDAY	10/03/09		Survey Type: MANUAL
8	SC-02-A-16	BANK OF AMERICA		SURREY
	STANHOPE ROAD			
	CAMBERLEY			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	39230 sqm		
	Survey date: TUESDAY	10/05/11		Survey Type: MANUAL
9	TW-02-A-04	HOUSING CO.		TYNE & WEAR
	EARLSWAY			
	TEAM VALLEY TRAD. EST.			
	GATESHEAD			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: TUESDAY	29/09/09		Survey Type: MANUAL

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

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE  
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

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

15th Percentile = No. 8 KC-02-A-06 Tot: 0.828

85th Percentile = No. 2 HC-02-A-11 Tot: 3.265

Median Values		Mean Values	
Arrivals:	1.407	Arrivals:	1.593
Departures:	0.130	Departures:	0.139
Totals:	1.537	Totals:	1.731

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	2000	Tue	27/11/12	3.250	0.150	3.400
2	HC-02-A-11	DIY CO. HQ	CHANDLER'S FORD	HAMPSHIRE	26100	Mon	17/10/11	3.027	0.238	3.265
3	TW-02-A-04	HOUSING CO.	GATESHEAD	TYNE & WEAR	2500	Tue	29/09/09	1.760	0.280	2.040
4	KC-02-A-07	KCC HIGHWAYS R	ASHFORD	KENT	2525	Mon	05/12/11	1.545	0.079	1.624
5	SC-02-A-14	UNILEVER	LEATHERHEAD	SURREY	19974	Tue	10/03/09	1.407	0.130	1.537
6	CA-02-A-04	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	6483	Thu	20/10/11	1.373	0.123	1.496
7	KC-02-A-08	KCC HIGHWAYS R	AYLESFORD	KENT	3168	Mon	28/11/11	1.105	0.158	1.263
8	KC-02-A-06	LAND REGISTRY	TUNBRIDGE WELLS	KENT	5677	Tue	01/12/09	0.740	0.088	0.828
9	SC-02-A-16	BANK OF AMERIC	CAMBERLEY	SURREY	39230	Tue	10/05/11	0.127	0.003	0.130

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

## VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	3 days
	SC SURREY	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

## Secondary 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: 2000 to 39230 (units: sqm)  
 Range Selected by User: 186 to 175000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 23/09/16

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	5 days
Thursday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	9
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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	3
Commercial Zone	5
Residential Zone	1

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

## Secondary Filtering selection:

Use Class:

B1	9 days
----	--------

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

Population within 1 mile:

Not Known	1 days
5,001 to 10,000	5 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

Not Known	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 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:

Yes	6 days
No	3 days

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-02-A-04 BRETTON WAY	OFFICE	CAMBRIDGESHIRE
	PETERBOROUGH Edge of Town Commercial Zone Total Gross floor area: 6483 sqm Survey date: THURSDAY 20/10/11		Survey Type: MANUAL
2	DH-02-A-02 DURHAM ROAD BOWBURN NEAR DURHAM Edge of Town Industrial Zone Total Gross floor area: 2000 sqm Survey date: TUESDAY 27/11/12	CONSTRUCTION COMPANY	DURHAM
3	HC-02-A-11 CHESTNUT AVENUE	DIY CO. HQ	HAMPSHIRE
	CHANDLER'S FORD Edge of Town Commercial Zone Total Gross floor area: 26100 sqm Survey date: MONDAY 17/10/11		Survey Type: MANUAL
4	KC-02-A-06 FOREST ROAD CAMDEN PARK TUNBRIDGE WELLS Edge of Town Residential Zone Total Gross floor area: 5677 sqm Survey date: TUESDAY 01/12/09	LAND REGISTRY	KENT
5	KC-02-A-07 KAVELIN WAY HENWOOD IND. ESTATE ASHFORD Edge of Town Commercial Zone Total Gross floor area: 2525 sqm Survey date: MONDAY 05/12/11	KCC HIGHWAYS REG.	KENT
6	KC-02-A-08 ST MICHAEL'S CLOSE CLAY WOOD AYLESFORD Edge of Town Industrial Zone Total Gross floor area: 3168 sqm Survey date: MONDAY 28/11/11	KCC HIGHWAYS REG. OFFICE	KENT
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	SC-02-A-14	UNILEVER		SURREY
	SPRINGFIELD DRIVE			
	LEATHERHEAD			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	19974 sqm		
	Survey date: TUESDAY	10/03/09		Survey Type: MANUAL
8	SC-02-A-16	BANK OF AMERICA		SURREY
	STANHOPE ROAD			
	CAMBERLEY			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	39230 sqm		
	Survey date: TUESDAY	10/05/11		Survey Type: MANUAL
9	TW-02-A-04	HOUSING CO.		TYNE & WEAR
	EARLSWAY			
	TEAM VALLEY TRAD. EST.			
	GATESHEAD			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: TUESDAY	29/09/09		Survey Type: MANUAL

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

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE  
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

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

15th Percentile = No. 8 KC-02-A-06 Tot: 0.441

85th Percentile = No. 2 TW-02-A-04 Tot: 2.600

Median Values		Mean Values	
Arrivals:	0.040	Arrivals:	0.113
Departures:	1.545	Departures:	1.729
Totals:	1.585	Totals:	1.842

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	2000	Tue	27/11/12	0.500	4.800	5.300
2	TW-02-A-04	HOUSING CO.	GATESHEAD	TYNE & WEAR	2500	Tue	29/09/09	0.160	2.440	2.600
3	HC-02-A-11	DIY CO. HQ	CHANDLER'S FORD	HAMPSHIRE	26100	Mon	17/10/11	0.065	2.498	2.563
4	KC-02-A-08	KCC HIGHWAYS R	AYLESFORD	KENT	3168	Mon	28/11/11	0.032	1.768	1.800
5	KC-02-A-07	KCC HIGHWAYS R	ASHFORD	KENT	2525	Mon	05/12/11	0.040	1.545	1.585
6	SC-02-A-14	UNILEVER	LEATHERHEAD	SURREY	19974	Tue	10/03/09	0.085	1.001	1.086
7	CA-02-A-04	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	6483	Thu	20/10/11	0.077	0.987	1.064
8	KC-02-A-06	LAND REGISTRY	TUNBRIDGE WELLS	KENT	5677	Tue	01/12/09	0.053	0.388	0.441
9	SC-02-A-16	BANK OF AMERIC	CAMBERLEY	SURREY	39230	Tue	10/05/11	0.005	0.130	0.135

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

			vehicle trip rates						veh driver					
			arr	dep	two-way				arr	dep	two-way			
0700	-	0800	0.160	0.120	0.280				1	1	2			
0800	-	0900	1.760	0.280	2.040				9	1	10			
0900	-	1000	2.640	0.560	3.200				13	3	16			
1000	-	1100	0.840	0.480	1.320				4	2	6			
1100	-	1200	0.440	0.440	0.880				2	2	4			
1200	-	1300	0.600	0.440	1.040				3	2	5			
1300	-	1400	1.040	0.440	1.480				5	2	7			
1400	-	1500	0.480	0.560	1.040				2	3	5			
1500	-	1600	0.680	0.960	1.640				3	5	8			
1600	-	1700	0.200	1.800	2.000				1	9	10			
1700	-	1800	0.160	2.440	2.600				1	12	13			
1800	-	1900	0.040	0.600	0.640				0	3	3			
total			9.040	9.120	18.160				44	45	89			

0700	-	0800												
0800	-	0900												
0900	-	1000												
1000	-	1100												
1100	-	1200												
1200	-	1300												
1300	-	1400												
1400	-	1500												
1500	-	1600												
1600	-	1700												
1700	-	1800												
1800	-	1900												
total												0	0	0

note

1. Car driver trips based on vehicular trip rates from the trip generation database TRICS VERSION 7.2.3, applied to 505 sqm
2. Rounding errors may occur

#### PERMITTED USE - POTENTIAL B1 EMPLOYMENT TRIP GENERATION

## **Appendix B**



# Notes

1. Do not scale from this drawing, except for planning purposes.



Rev C 24/05/17 Turning head amended.

**Hatches Estate**  
Broadford Bridge Road  
West Chilton

**Indicative Site Layout**  
April 2017 1/500 @ A3

**Dwg 1711-02C**



## **Appendix C**

Calculation Reference: AUDIT-558501-170418-0436

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

Selected regions and areas:

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

## Secondary 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 dwellings  
 Actual Range: 23 to 23 (units: )  
 Range Selected by User: 23 to 23 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 18/09/13

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 1

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

## Secondary Filtering selection:

Use Class:

C3 1 days

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 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

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

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

1	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING	NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23	0.174	1	23	0.391	1	23	0.565
08:00 - 09:00	1	23	0.000	1	23	0.565	1	23	0.565
09:00 - 10:00	1	23	0.217	1	23	0.217	1	23	0.434
10:00 - 11:00	1	23	0.087	1	23	0.087	1	23	0.174
11:00 - 12:00	1	23	0.087	1	23	0.087	1	23	0.174
12:00 - 13:00	1	23	0.130	1	23	0.043	1	23	0.173
13:00 - 14:00	1	23	0.043	1	23	0.087	1	23	0.130
14:00 - 15:00	1	23	0.130	1	23	0.217	1	23	0.347
15:00 - 16:00	1	23	0.261	1	23	0.261	1	23	0.522
16:00 - 17:00	1	23	0.261	1	23	0.087	1	23	0.348
17:00 - 18:00	1	23	0.609	1	23	0.130	1	23	0.739
18:00 - 19:00	1	23	0.435	1	23	0.174	1	23	0.609
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.434			2.346			4.780	

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just 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:	23 - 23 (units: )
Survey date range:	01/01/09 - 18/09/13
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23	0.000	1	23	0.130	1	23	0.130
08:00 - 09:00	1	23	0.000	1	23	0.043	1	23	0.043
09:00 - 10:00	1	23	0.000	1	23	0.043	1	23	0.043
10:00 - 11:00	1	23	0.000	1	23	0.000	1	23	0.000
11:00 - 12:00	1	23	0.000	1	23	0.000	1	23	0.000
12:00 - 13:00	1	23	0.000	1	23	0.043	1	23	0.043
13:00 - 14:00	1	23	0.000	1	23	0.000	1	23	0.000
14:00 - 15:00	1	23	0.000	1	23	0.000	1	23	0.000
15:00 - 16:00	1	23	0.130	1	23	0.000	1	23	0.130
16:00 - 17:00	1	23	0.043	1	23	0.000	1	23	0.043
17:00 - 18:00	1	23	0.087	1	23	0.000	1	23	0.087
18:00 - 19:00	1	23	0.000	1	23	0.000	1	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.260			0.259			0.519

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just 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:	23 - 23 (units: )
Survey date range:	01/01/09 - 18/09/13
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23	0.217	1	23	0.609	1	23	0.826
08:00 - 09:00	1	23	0.000	1	23	1.000	1	23	1.000
09:00 - 10:00	1	23	0.217	1	23	0.261	1	23	0.478
10:00 - 11:00	1	23	0.130	1	23	0.130	1	23	0.260
11:00 - 12:00	1	23	0.130	1	23	0.130	1	23	0.260
12:00 - 13:00	1	23	0.174	1	23	0.043	1	23	0.217
13:00 - 14:00	1	23	0.043	1	23	0.087	1	23	0.130
14:00 - 15:00	1	23	0.174	1	23	0.261	1	23	0.435
15:00 - 16:00	1	23	0.609	1	23	0.261	1	23	0.870
16:00 - 17:00	1	23	0.435	1	23	0.130	1	23	0.565
17:00 - 18:00	1	23	0.870	1	23	0.174	1	23	1.044
18:00 - 19:00	1	23	0.565	1	23	0.217	1	23	0.782
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.564			3.303			6.867	

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just 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: 23 - 23 (units: )  
 Survey date range: 01/01/09 - 18/09/13  
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23	0.000	1	23	0.130	1	23	0.130
08:00 - 09:00	1	23	0.130	1	23	0.304	1	23	0.434
09:00 - 10:00	1	23	0.000	1	23	0.043	1	23	0.043
10:00 - 11:00	1	23	0.043	1	23	0.043	1	23	0.086
11:00 - 12:00	1	23	0.000	1	23	0.043	1	23	0.043
12:00 - 13:00	1	23	0.043	1	23	0.000	1	23	0.043
13:00 - 14:00	1	23	0.087	1	23	0.000	1	23	0.087
14:00 - 15:00	1	23	0.000	1	23	0.043	1	23	0.043
15:00 - 16:00	1	23	0.087	1	23	0.087	1	23	0.174
16:00 - 17:00	1	23	0.130	1	23	0.217	1	23	0.347
17:00 - 18:00	1	23	0.348	1	23	0.087	1	23	0.435
18:00 - 19:00	1	23	0.130	1	23	0.000	1	23	0.130
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.998			0.997			1.995

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just 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:	23 - 23 (units: )
Survey date range:	01/01/09 - 18/09/13
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

#### Parameter summary

Trip rate parameter range selected: 23 - 23 (units: )  
 Survey date date range: 01/01/09 - 18/09/13  
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23	0.217	1	23	0.870	1	23	1.087
08:00 - 09:00	1	23	0.130	1	23	1.348	1	23	1.478
09:00 - 10:00	1	23	0.217	1	23	0.348	1	23	0.565
10:00 - 11:00	1	23	0.174	1	23	0.174	1	23	0.348
11:00 - 12:00	1	23	0.130	1	23	0.174	1	23	0.304
12:00 - 13:00	1	23	0.217	1	23	0.087	1	23	0.304
13:00 - 14:00	1	23	0.130	1	23	0.087	1	23	0.217
14:00 - 15:00	1	23	0.174	1	23	0.304	1	23	0.478
15:00 - 16:00	1	23	0.826	1	23	0.348	1	23	1.174
16:00 - 17:00	1	23	0.609	1	23	0.348	1	23	0.957
17:00 - 18:00	1	23	1.304	1	23	0.261	1	23	1.565
18:00 - 19:00	1	23	0.696	1	23	0.217	1	23	0.913
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.824			4.566			9.390	

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just 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: 23 - 23 (units: )  
 Survey date range: 01/01/09 - 18/09/13  
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

## Secondary 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 dwellings  
 Actual Range: 10 to 82 (units: )  
 Range Selected by User: 6 to 491 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	7
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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	2

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

## Secondary Filtering selection:

Use Class:

C3

7 days

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

Population within 1 mile:

1,001 to 5,000

2 days

5,001 to 10,000

5 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

3 days

75,001 to 100,000

2 days

100,001 to 125,000

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

5 days

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

Travel Plan:

Yes

1 days

No

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

7 days

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



LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
3	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
4	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
5	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
6	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
7	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL PEOPLE

Ranking Type: TOTALS Time Range: 08:00-09:00  
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 SH-03-A-05 Tot: 0.796  
85th Percentile = No. 2 NY-03-A-11 Tot: 1.478

Median Values		Mean Values	
Arrivals:	0.207	Arrivals:	0.420
Departures:	0.695	Departures:	0.916
Totals:	0.902	Totals:	1.336

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	1.706	1.765	3.471	2.06
2	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.130	1.348	1.478	6.26
3	SH-03-A-03	DETATCHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.300	0.800	1.100	3.00
4	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.207	0.695	0.902	1.74
5	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.268	0.606	0.874	2.49
6	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.222	0.574	0.796	1.17
7	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.108	0.622	0.730	1.59

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

## Secondary 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 dwellings  
 Actual Range: 10 to 82 (units: )  
 Range Selected by User: 6 to 491 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	7
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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	2

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

## Secondary Filtering selection:

Use Class:

C3

7 days

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

Population within 1 mile:

1,001 to 5,000

2 days

5,001 to 10,000

5 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

3 days

75,001 to 100,000

2 days

100,001 to 125,000

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

5 days

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

Travel Plan:

Yes

1 days

No

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

7 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
3	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
4	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
5	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
6	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
7	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL PEOPLE

Ranking Type: TOTALS Time Range: 17:00-18:00  
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 SC-03-A-04 Tot: 0.620  
85th Percentile = No. 2 SH-03-A-03 Tot: 1.300

Median Values		Mean Values	
Arrivals:	0.703	Arrivals:	0.586
Departures:	0.027	Departures:	0.221
Totals:	0.730	Totals:	0.807

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	1.304	0.261	1.565	6.26
2	SH-03-A-03	DETATCHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300	3.00
3	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.561	0.244	0.805	1.74
4	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.703	0.027	0.730	1.59
5	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.370	0.259	0.629	1.17
6	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.465	0.155	0.620	2.49
7	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

## Secondary 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 dwellings  
 Actual Range: 10 to 82 (units: )  
 Range Selected by User: 6 to 491 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	7
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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	2

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



## Secondary Filtering selection:

Use Class:

C3

7 days

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

Population within 1 mile:

1,001 to 5,000

2 days

5,001 to 10,000

5 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

3 days

75,001 to 100,000

2 days

100,001 to 125,000

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

5 days

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

Travel Plan:

Yes

1 days

No

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

7 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
3	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
4	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
5	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
6	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
7	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00  
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 SC-03-A-04 Tot: 0.493  
85th Percentile = No. 2 SH-03-A-03 Tot: 0.700

Median Values		Mean Values	
Arrivals:	0.183	Arrivals:	0.189
Departures:	0.366	Departures:	0.416
Totals:	0.549	Totals:	0.605

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
2	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700	3.00
3	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
4	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	1.74
5	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
6	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
7	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	1.59

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

## Secondary 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 dwellings  
 Actual Range: 10 to 82 (units: )  
 Range Selected by User: 6 to 491 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	7
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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	2

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

## Secondary Filtering selection:

Use Class:

C3

7 days

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

Population within 1 mile:

1,001 to 5,000

2 days

5,001 to 10,000

5 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

3 days

75,001 to 100,000

2 days

100,001 to 125,000

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

5 days

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

Travel Plan:

Yes

1 days

No

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

7 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
3	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
4	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
5	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
6	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
7	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00  
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 ES-03-A-02 Tot: 0.351  
85th Percentile = No. 2 NY-03-A-11 Tot: 0.739

Median Values		Mean Values	
Arrivals:	0.366	Arrivals:	0.374
Departures:	0.099	Departures:	0.167
Totals:	0.465	Totals:	0.541

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300	3.00
2	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
3	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	1.74
4	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
5	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
6	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	1.59
7	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



	vehicle trip rates			person trips			vehicle driver			vehicle passenger		
	arr	dep	two-way	arr	dep	two-way	arr	dep	two-way	arr	dep	two-way
0700 - 0800	0.174	0.391	0.565	4	7	11	3	6	9	0	0	0
0800 - 0900	0.000	0.565	0.565	0	10	10	0	8	8	0	0	0
0900 - 1000	0.217	0.217	0.434	4	4	8	3	3	6	0	0	0
1000 - 1100	0.087	0.087	0.174	1	1	2	1	1	2	0	0	0
1100 - 1200	0.087	0.087	0.174	1	1	2	1	1	2	0	0	0
1200 - 1300	0.130	0.043	0.173	2	1	3	2	1	3	0	0	0
1300 - 1400	0.043	0.087	0.130	1	1	2	1	1	2	0	0	0
1400 - 1500	0.130	0.217	0.347	2	4	6	2	3	5	0	0	0
1500 - 1600	0.261	0.261	0.522	5	5	10	4	4	8	0	0	0
1600 - 1700	0.261	0.087	0.348	5	1	6	4	1	5	0	0	0
1700 - 1800	0.609	0.130	0.739	11	2	13	9	2	11	0	0	0
1800 - 1900	0.435	0.174	0.609	8	4	12	7	3	10	0	0	0
total	2.434	2.346	4.780	44	41	85	37	34	71	0	0	0

	public transport			pedal cycle			pedestrian			motorcycle		
	arr	dep	two-way	arr	dep	two-way	arr	dep	two-way	arr	dep	two-way
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	1	1	0	0	0	0	1	1	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	1	0	1	0	0	0	1	0	1	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0
total	1	1	2	0	0	0	1	1	2	0	0	0

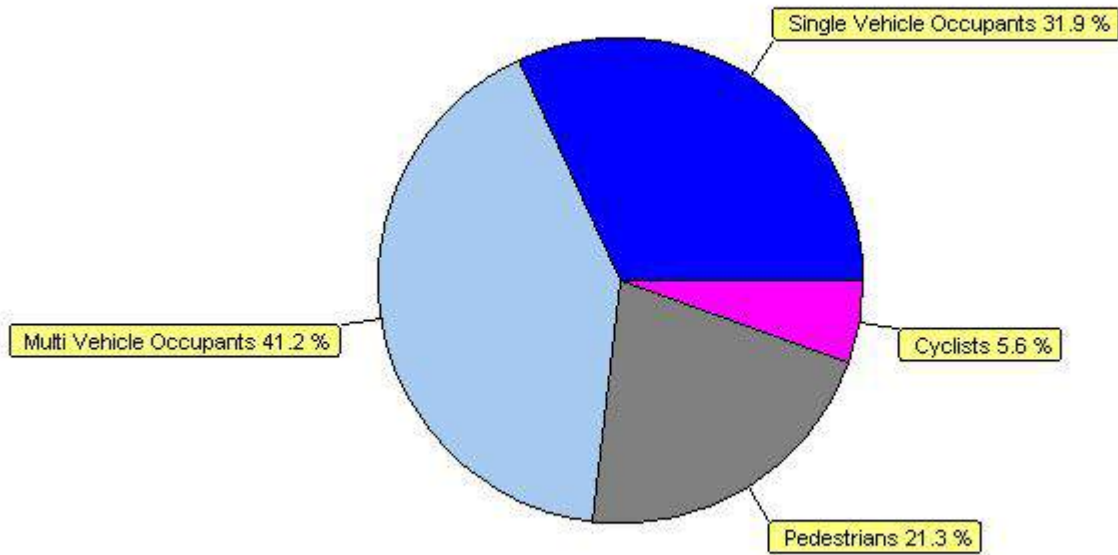
note

1. Vehicl driver trips based on vehicular trip rates from the trip generation database TRICS VERSION 7.4.1, applied to 15 houses
2. Rounding errors may occur
3. Modal share based on 2011 Census travel to work
4. Proposed modal share as follows
 

car driver	84.0%
car passenger	3.9%
public transport	5.9%
pedestrian	5.6%
cycle	0.6%
total	100%

#### PROPOSED USE RESIDENTIAL HOUSES TRIP GENERATION

### Modal Split Percentages



Time Range/Peak Period Selection

Direction: Totals / Use All Times

## **Appendix D**

**Chanctonbury  
Ward**

			Number	Percentage
Work from home	482	Pedestrian	190	5.6%
Light rail	4	Cycle	20	0.6%
Train	168	Bus	32	0.9%
Bus	32	Rail	172	5.0%
Taxi	3	Vehicle driver	2871	84.0%
Motorcycle	27	Vehicle passenger	134	3.9%
Car or van driver	2,844			
Car or van passenger	131		3419	100.0%
Cycle	20			
Pedestrian	190			
Other	31			
Total	3932			
<b>2011 raw data</b>				

**2011 key modes**

**Notes**

- 1) Work from home removed
- 2) Light rail added to train for rail
- 3) Motorbike added to car driver to give vehicle driver
- 4) Taxi added to car passenger to give vehicular passenger

**2011 Census Modal Share Percentages Resident Population**



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