LAND AT UPPER STANBRIDGE FARM, SHERSTON, WILTSHIRE

TRANSPORT STATEMENT

PREPARED FOR

STANBRIDGE PARK (SHERSTON) LIMITED,
a subsidiary of the Acorn Property Group

THE CLOSE
44 OVER LANE
ALMONDSBURY
SOUTH GLOUCESTERSHIRE
BS32 4BW

May 2018

DOCUMENT HISTORY

Project Number: 18020

Project Title: Land at Upper Stanbridge Farm, Sherston, Wiltshire

Document Reference: Transport Statement

Issue	Date	Prepared by	Checked by	Approved by
1	26 April 2018	RJW	CDM	RJW
2	11 May 2018	RJW	CDM	RJW
Comments				
Issue 1	For client comment and approval			
Issue 2	Final Issue			

NOTICE

This document and its contents have been prepared and are intended solely for information and use by Stanbridge Park (Sherston) Limited, a subsidiary of the Acorn Property Group in relation to Land at Upper Stanbridge Farm in Sherston, Wiltshire.

MILES WHITE TRANSPORT

CONTENTS

FIGURES

APPENDICES

1 INTRODUCTION

Brief

1.1 Miles White Transport Ltd (MWT) have been appointed by Stanbridge Park (Sherston) Limited to prepare a Transport Statement to support a proposed mixed use development on land at Upper Stanbridge Farm in Sherston, Wiltshire.

1.2 The site is proposed for mixed use development in the Sherston Neighbourhood Plan to comprise new residential dwellings and to provide land for a GP surgery, a pre-school facility, additional school parking and to allow for the future expansion of the adjacent primary school.

1.3 This report has been prepared to assess the transportation, traffic, parking and highway implications associated with the development proposals.

1.4 The structure of this report is summarised below:

- Section 2: Describes the existing conditions on the transportation network in the vicinity of the site;
- Section 3: Provides a summary of the existing accessibility of the site by non-car modes of travel;
- Section 4: Outlines the relevant characteristics of the proposed redevelopment including the site access and parking provision;
- Section 5: Identifies the number of trips that will be generated by the proposed development;
- Section 6: Assess the impact of these additional trips, in terms of operational performance and road safety, and identifies the potential transport improvements that could be delivered by the proposed development;
- Section 7: Identifies the Travel Plan measures that could be delivered as part of the proposed development;
- Section 8: Presents a summary of the report and identifies the main conclusions that can be drawn.

2 EXISTING CONDITIONS

Site Location

2.1 The location of the site in relation to the local transport network is identified in **Figure 2.1** below:

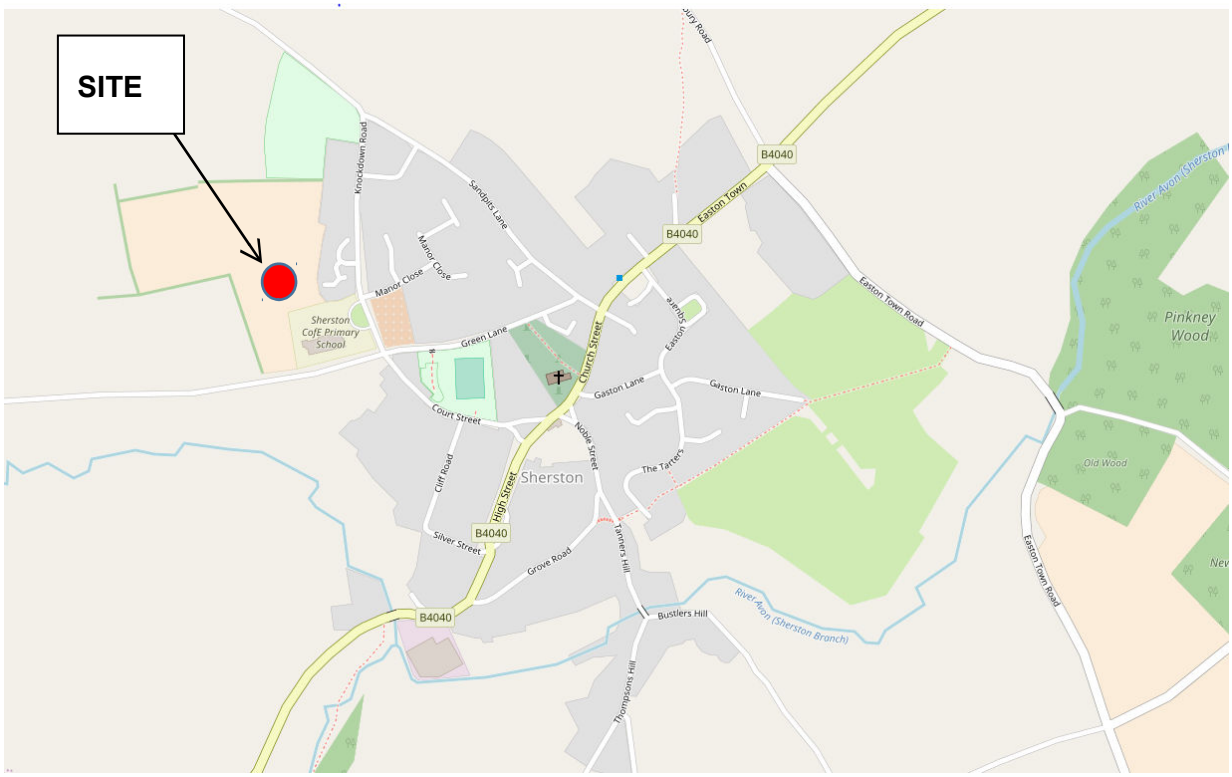


FIGURE 2.1: SITE LOCATION

2.2 The site is located to the west of Sherston village immediately to the north of Sherston CofE Primary School and to the west of Butlers Close. Sopworth Lane runs along the southern edge of the site and connects with Knockdown Road and Court Street some 150 metres east of the site frontage. The site is bounded by agricultural land to the west and north.

2.3 Sherston itself is located in the northwest corner of Wiltshire close to the boundary with Gloucestershire.

Local Highway Network

2.4 The B4040 runs through the centre of the village and links Malmesbury to the east and the A46, near Chipping Sodbury, to the west. Within the village, the B4040 is known as High Street, Church Street and Easton Town. The B4040 is subject to a 30mph speed limit within the village and provides a footway along most of its length on at least one side. A tidal traffic management feature is provided on High Street between Court Street and Noble Street with priority afforded to southbound vehicles.

2.5 Court Street links the site to the B4040 and provides a continuous footway link (along at least one side) to local facilities in the village centre. It is subject to a 30mph speed limit and contains a tidal traffic management feature over a short stretch to the south of the junction with Sopworth Lane.

2.6 North of the crossroads junction with Sopworth Lane/Green Lane, the road is known as Knockdown Road and connects with Sandpits Lane approximately 350m north of the junction with Sopworth Lane. Knockdown Road is subject to a 30mph speed limit and provides access to Sherston CofE Primary School immediately to the north of its junction with Sopworth Lane.

2.7 Sopworth Lane (sometimes referred to as Green Lane) is subject to the National Speed Limit (60mph) and is between 4m and 5m wide with no footways provided.

2.8 There are several pedestrian crossing locations in the vicinity of the site that enable pedestrians to cross the roads surrounding the site safely. These include crossings on Knockdown Road, Green Lane and Court Street that assist with travel to the Primary School.

Traffic Volumes

2.9 A traffic survey was undertaken on 17 April 2018 at the junction of Sopworth Lane/Knockdown Road/Green Lane/Court Street ('the Crossroads Junction'). The results are attached as **Appendix A**.

2.10 The peak hour two-way traffic volumes are summarised overleaf in Table 2.1.

Road	Morning Peak Hour	School Peak Hour	Evening Peak Hour
Sopworth Lane	29	47	31
Knockdown Road	83	99	57
Green Lane	34	45	20
Court Street	90	121	70

Table 2.1: Existing Two-way Traffic Volumes

2.11 It can be seen that traffic volumes are very low on all the roads surrounding the site. The busiest roads are Court Street and Knockdown Road with up to 2 vehicles per minute in the school peak hour (15:00 to 16:00).

2.12 During the site visit vehicle speeds were observed to be low and generally within the 30mph speed limit on the roads close to the site.

Existing Personal Injury Accident Records

2.13 'Crashmap' data for the local area identifies that one accident has occurred over the last five-year period. This occurred on Knockdown Road to the north of the crossroads junction. It occurred in December 2016 around the time the Primary School would have been breaking up for the Christmas holidays. Two vehicles were involved (a car and an agricultural vehicle) and the incident resulted in a young child (under 5) sustaining slight injuries.

2.14 Further details are given in **Appendix B**.

3 ACCESSIBILITY OF THE SITE

Introduction

3.1 This section of the report therefore reviews the accessibility of the site by sustainable modes of transport in the context of the proposed land use.

Walking

3.2 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 2km. Cycling also has the potential to substitute for short car trips, particularly those under 5km. Both modes of travel have the potential to form part of a longer journey by public transport.

3.3 Footways are provided along most of the roads within the village that allow residents to walk safely to local facilities. Those roads without dedicated footways tend to carry lower volumes at lower speeds and are thus suitable for undertaking trips on foot.

3.4 There is also a network of Public Rights of Way (PROW's) in the area surrounding the site as shown in Figure 3.1 overleaf. This includes SHER22, which passes along the western edge of the site linking Sopworth Lane to Sandpits Lane.

3.5 The site is located approximately 500m from the range of facilities in the village centre (including pubs, bus stops, shops etc), which equates to a 6 minute walk. As already noted, the site is adjacent to the primary school, which will be less than a 150m (less than 2 minutes) walk from the centre of the site. These distances are all within the walking distance considered appropriate by various technical guidance documents

Cycling

3.6 The roads within the village are generally low trafficked and largely flat, and are thus conducive for cyclists.

3.7 The whole of the village can be easily reached by bicycle and is well within the 5km cycling distance widely considered to be appropriate to encourage day to day use. Cycling is therefore considered to be a viable travel choice for future residents of the site.

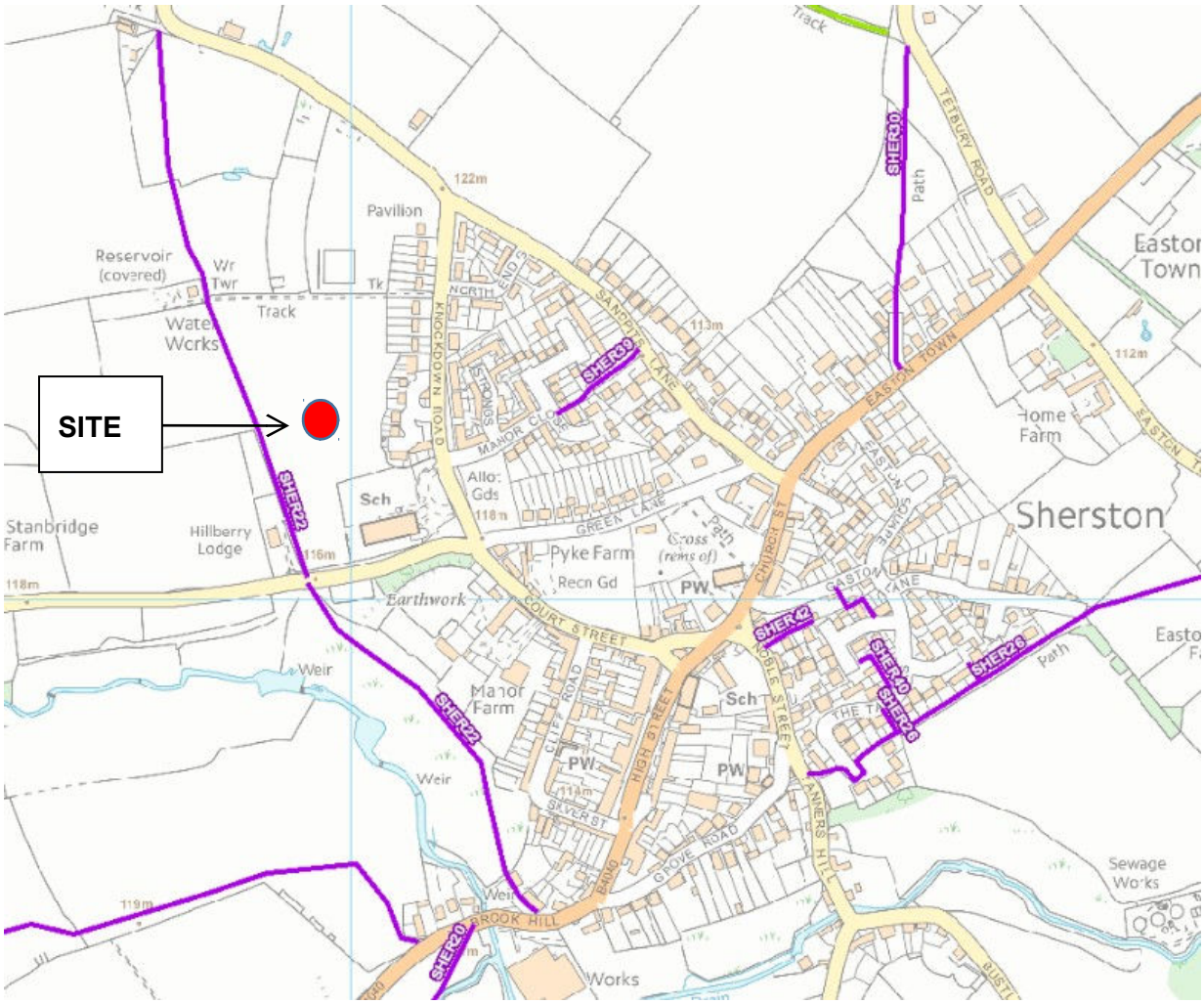


FIGURE 3.1: EXISTING PUBLIC RIGHTS OF WAY

Public Transport

3.8 Sherston is served by three bus services, two of which only visit one day per week (the 36 to Chippenham on a Friday and the 37 to Hullavington/Bath on a Wednesday). The main service is the 41, which provides a service Monday to Saturday between Malmesbury and Yate. There are up to 8 buses per day in each direction with an approximate 2 hour frequency.

3.9 These buses travel along the B4040 and stop at The Angel on the High Street, which is less than 500m (or around 6 minutes' walk), from the centre of the site.

3.10 The nearest mainline railway station is at Kemble, which is a 20km drive via Malmesbury,

which is served by trains travelling between Cheltenham and London. Additional services operate from Yate (around 18km drive from the site) connecting to Bristol and Gloucester.

Summary

3.11 The above identifies that the proposed site is readily accessible by non-car modes of travel including walking, cycling and bus.

4 PROPOSED DEVELOPMENT

Neighbourhood Plan

4.1 Policy 4 in the Sherston Neighbourhood Plan 2006 to 2026 (the 'Neighbourhood Plan') proposes mixed use development on the site (referred to as Land West of Knockdown Road). The Plan states that this should include the following:

- Land for a new enhanced GP surgery;
- Land for future expansion of Primary School and staff parking;
- Site for a new pre-school facility;
- Up to 45 dwellings of which 40% would be affordable housing.

4.2 The Plan identifies that the development will be subject to several requirements. The second requirement is:

"2. The provision of footpath links to both the proposed new surgery site and the western edge of the existing primary school as well as to the existing Parish playing fields to the north."

Development Proposals

4.3 It is presently proposed that the development will comprise:

- Up to 45 new homes incorporating a mix of property types, including up to 40% affordable houses;
- A new GP surgery, with a GFA of 500 sq.m. and up to 4 doctors;
- Land for an extension to the Primary School car park (6 to 8 spaces);
- An area to the west of the Primary School for future expansion and a pre-school facility.

4.4 The Zoning Plan showing the proposed development is attached as **Appendix C**.

Vehicle Access

4.5 The proposed vehicular access is shown in Figure 4.1 below and also in **Appendix D**.

4.6 It is proposed that a 30mph speed limit be introduced on Sopworth Lane between the

Crossroads Junction and a point approximately 50m to the west of the site access. This will be consistent with the more built up frontage along Sopworth Lane as a result of the proposed development.

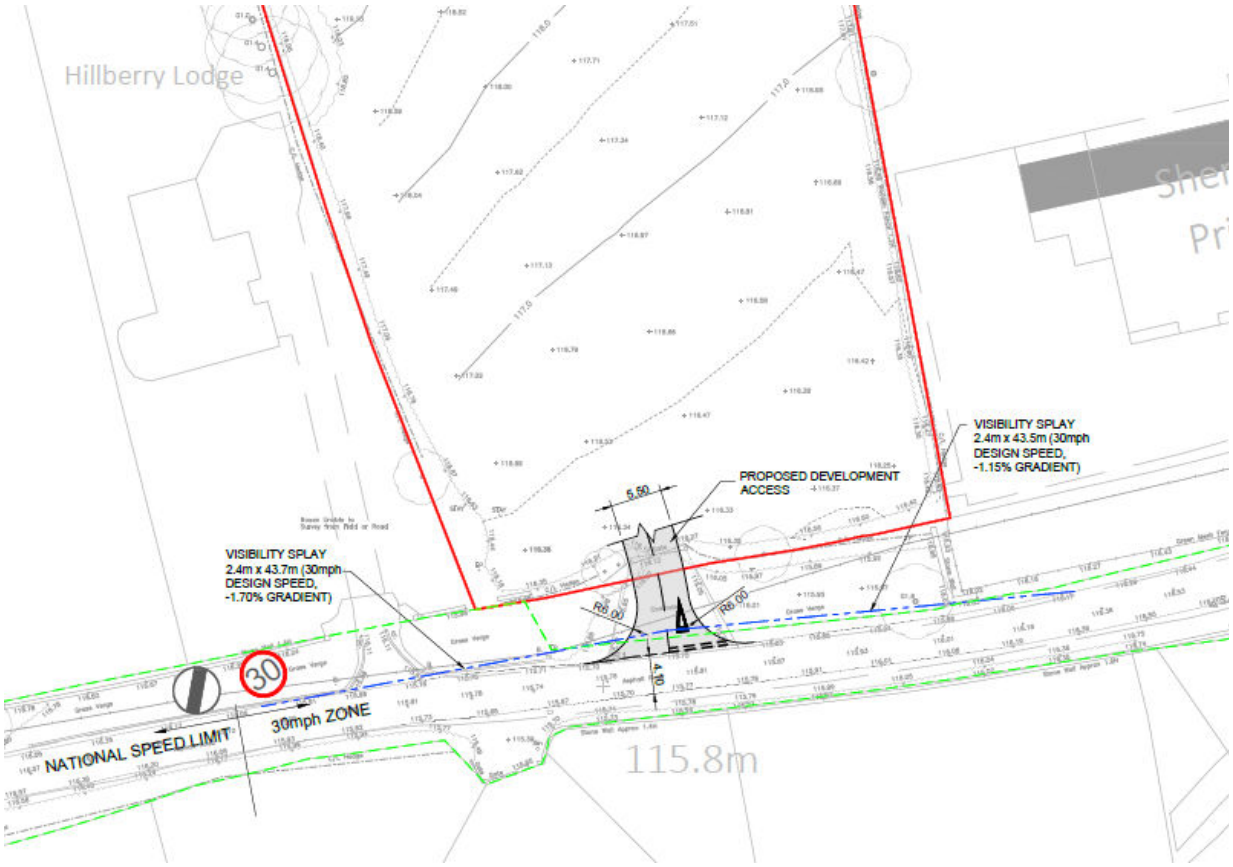


FIGURE 4.1: PROPOSED SITE ACCESS

4.7 Visibility at the access accords with the required sight lines identified in the Manual for Streets, i.e. 2.4m x 43m (with adjustments for gradients applied).

Pedestrian Access

4.8 The Neighbourhood Plan has identified a need for "*the provision of footpath links to both the proposed new surgery site and the western edge of the existing primary school as well as to the existing Parish playing fields to the north"* as part of Policy 4. Importantly it has not specified a particular route.

4.9 Access may be possible via a number of routes including one or a combination of the following:

- Butlers Close/Saxon Close;

- The primary school;
- The track to the north of the site;
- The creation of a new footpath along Sopworth Lane; or
- The creation of a priority traffic management system along Sopworth Lane which would reduce the carriageway width and allow footway to be provided.

4.10 The detail of the access arrangements will be subject to further investigation and finalisation at the planning application stage.

4.11 For the purposes of the consultation, this Transport Statement demonstrates that there are a number of technical solutions available in order to deliver the necessary pedestrian link.

Parking Provision

4.12 Parking provision for the proposed development will be provided in accordance with Wiltshire Council's Adopted Parking Strategy for new developments. The Strategy provides details on optimal parking provision for both residential and non-residential uses including both car and cycle parking requirements.

4.13 For residential developments, the minimum parking requirements are:

- 1 bed property = 1 space
- 2 bed property = 2 spaces
- 3 bed property = 2 spaces
- 4 bed and bigger property = 3 spaces

4.14 In addition, car parking for visitors is required at a ratio of 1 space for every 5 dwellings and cycle parking is required on the basis of 1 cycle per bedroom (maximum 3 spaces).

4.15 Garages, where provided, will have minimum internal dimensions of 6.0m x 3.0m for a single garage and 6.0m x 6.0m for a double garage. Those dwellings without a garage will be provided with a shed to provide covered and secure cycle parking.

4.16 Parking for the GP Surgery will also be provided in line with Wiltshire Council's Adopted Parking Strategy for new developments. The relevant maximum standard (D1 Non-residential Institutions) is 5 per consulting room.

4.17 Parking for the other non-residential uses will need to be discussed and agreed with WC

using the Adopted Parking Strategy.

5 TRIP GENERATION AND DISTRIBUTION

Trip Generation

Residential

5.1 The TRICS trip rate database has been interrogated to identify the likely vehicle trip generation associated with housing in a similar location to the site (based upon multi-modal trips). To provide a worst-case assessment, the database was examined for sites with privately owned housing only. For the most part, affordable housing generates less vehicle movements than privately owned housing so this approach provides a very robust assessment of future vehicle movements

5.2 The assessment is based upon three standard network time periods; namely, the AM peak hour (08.00 to 09.00), the PM peak hour (17.00 to 18.00) and a 12-hour day (07.00 to 19.00).

5.3 The TRICS database was examined for residential sites within the UK (excluding Greater London) with up to 150 dwellings that are located on the edge of town. The date range was set to only include weekday surveys post 2010 and the residential population within a one-mile radius was restricted to less than 15,000 and within a five-mile radius to less than 100,000. These principles replicate similar site locations while retaining sufficient survey sites to provide representative average trip values.

5.4 The TRICS assessment identified 10 housing sites that are believed to be an appropriate equivalent to the proposed development and have therefore been used in assessing the likely post development traffic flows.

5.5 The average trip rates generated from the above are identified in Table 5.1 below with the TRICS output being attached as Appendix D.

	Morning Peak Hour (08:00 – 09:00)		Evening Peak Hour (17:00 – 18:00)		Daily
	Arrivals	Deps	Arrivals	Deps	Two-Way
Private Housing Trip Rate per Dwelling	0.114	0.339	0.341	0.141	4.274
45 Private Dwellings	5	15	15	6	192

Table 5.1: Residential Vehicle Trip Rates and Generation

5.6 The above Table demonstrates that the proposed residential dwellings will generate 20 and 21 two-way vehicle movements in the morning and evening peak hours respectively. The residential elements of the development will generate 192 two-way vehicle movements across a 12-hour day. Given that Table 2.1 showed that traffic volumes are actually slightly greater in the school peak (15:00 to 16:00), it is also worth noting that 18 two-way vehicle movements would be generated in this period (i.e. less than 1 every 3 minutes).

5.7 Clearly the number of vehicle movements associated with the residential development proposals are very low amounting to an average of one extra vehicle travelling in one direction or another approximately every 3 minutes in the highway peak hours with significantly less at other times of the day.

Non-Residential

5.8 The proposed development will provide a new GP surgery and also land for the primary school that is presently anticipated to be used to provide additional car parking, a pre-school and potentially expansion of the school itself. These school facilities are not being provided as part of the proposed development but land is reserved for such uses in the future. In order to provide an estimate of the potential number of vehicles that could ultimately travel to/from the site, we have provided an estimate of the trip generation for the non-residential uses.

5.9 The TRICS trip rate database has been interrogated to identify the likely vehicle trip generation and the results are summarised in Table 5.2 below.

	Morning Peak Hour (08:00 – 09:00)		Evening Peak Hour (17:00 – 18:00)		Daily
	Arrivals	Deps	Arrivals	Deps	Two-Way
GP Surgery Trip Rate per 100sq.m.	2.547	1.772	1.218	1.772	57.919
500sq.m. Surgery	13	9	6	9	290
Pre-school Trip Rate per 100sq.m	8.852	6.066	4.918	6.855	70.702
100 sq.m Pre-school (*)	9	6	5	7	71

Table 5.2: Non-Residential Vehicle Trip Rates and Generation

(*) From Arup Report 2017

5.10 It is suggested that each additional parking space will, at most, create one extra vehicle trip in the morning and evening peak hours. So, for up to 8 additional parking spaces this would mean 8 additional vehicle trips in the morning and evening peak hours.

5.11 Table 5.3 shows the estimated total number of trips that would be generated by the development of the whole site as proposed in the Neighbourhood Plan.

	Morning Peak Hour (08:00 – 09:00)		Evening Peak Hour (17:00 – 18:00)		Daily
	Arrivals	Deps	Arrivals	Deps	Two-Way
45 Houses.	5	15	15	6	192
GP Surgery (500 sq.m)	13	9	6	9	290
Pre-school (100 sq.m)	9	6	5	7	71
8 additional car parking spaces	8	0	0	8	16
TOTAL	35	30	26	30	569

Table 5.3: Total Vehicle Trip Generation

5.12 This shows that the residential generated trips represent around 30% of the total trips in all periods considered.

5.13 Table 5.3 demonstrates that the proposed development will generate 65 and 56 two-way vehicle movements in the morning and evening peak hours respectively, i.e. approximately one very minute. The development will generate 569 two-way vehicle movements across a 12-hour day.

5.14 Given that Table 2.1 showed that traffic volumes are actually slightly greater in the school peak (15:00 to 16:00), it is also worth noting that 49 two-way vehicle movements would be generated in this period (i.e. less than 1 every minute).

Trip Distribution

5.15 For the purposes of this report, it is assumed that all trips route along Sopworth Lane towards the Crossroads Junction.

5.16 This represents a worst case scenario in terms of impact within the village itself.

6 TRAFFIC IMPACT AND MITIGATION

Traffic Impact

6.1 Assuming that all trips associated with the development travel towards the Crossroads Junction, the impact that these vehicles have upon the surveyed number of vehicles suing this junction is summarised in Table 6.1 below.

Scenario	Morning Peak Hour	School Peak Hour	Evening Peak Hour
Surveyed Volumes (**)	118	156	89
Plus Residential	138	174	110
Plus Non-Residential	183	205	145

Table 6.1: Resultant Two-Way Traffic Volumes at Crossroads Junction

(**) Vehicles entering the junction

6.2 Table 6.1 shows that the number of vehicles using the junction will increase in the peak periods by up to 65, which is equivalent to 1 extra vehicle every minute spread across the four roads feeding into the Crossroads Junction.

6.3 Such an impact will be barely perceptible to other roads users and is well within the carrying capacity of these roads.

6.4 This level of increase will not have an adverse effect upon operational performance or road safety at this junction, or on any of the roads themselves.

Proposed Mitigation

6.5 No specific highway mitigation is proposed as a result of the negligible impact that the development will have on the surrounding road network.

6.6 However, pedestrian access between the site and the village will be provided that will benefit new and existing residents alike as connections to the GP surgery and school are improved. This also accords with the Neighbourhood Plan.

7 TRAVEL PLAN

7.1 It is proposed to introduce a Travel Plan for the development that could include the measures identified below.

7.2 The Residential Travel Plan will seek to promote the use of non-car modes when travelling to and from the site. This will be achieved primarily by providing detailed information on the availability of non-car travel options together with the provision of facilities that will encourage their use.

7.3 A resident's Welcome Pack will be provided for first time residents of each dwelling. This Welcome Pack will include detailed and specific travel information such as the following:

- Walking and cycling maps showing local walking and cycling routes;
- Site specific public transport information identifying the location of nearby bus stops and which services are available from them;
- Appropriate contact details for public transport enquiries and car share websites;
- Leaflets explaining the health and financial benefits associated with reducing car use; and
- A summary of the objectives, benefits and targets associated with the Travel Plan.

7.4 In order to promote car sharing, information about Wiltshire Council's car share scheme (www.wiltshire.liftshare.com) will be included within the Welcome Pack.

7.5 The new GP Surgery and additional school facilities will require a separate Travel Plan, which it is assumed would build upon existing surgery/school travel planning and management activities.

8 SUMMARY AND CONCLUSIONS

8.1 The report has been prepared to examine the highway, traffic and transportation issues associated with the proposals and to demonstrate the accessibility of the site by a range of transport modes.

8.2 In summary, this report demonstrates that:

- Existing traffic volumes are very low on all the roads surrounding the site.
- The site is accessible on foot with the village centre being within 500m or a 6 minute walk.
- The site is accessible by cycle with all parts of the village being within an acceptable cycling distance.
- The site is accessible by bus services that operate via the High Street in the village centre. This allows regular travel to Yate and Malmesbury.
- Vehicular access to the site will be from Sopworth Lane and will include the introduction of a 30mph speed limit. The associated sight lines accord with current design standards.
- Pedestrian access between the site and the village will be provided that will improve links to the GP surgery site and the existing primary school.
- The site will provide car parking in accordance with the current Wiltshire Council standards.
- The proposed development will generate 65, 49 and 56 two-way vehicle movements in the morning, school and evening peak hours respectively, i.e. a maximum of around 1 per minute.
- The increased number of vehicles using the Crossroad Junction will be barely perceptible to other roads users and the overall volumes will still be well within the typical carrying capacity of these roads.
- This level of increase will not have an adverse effect upon operational performance or road safety at this junction, or on any of the roads themselves.
- The development will introduce a Travel Plan that will seek to promote the use of non-

car modes when travelling to and from the site. This will be achieved primarily by providing detailed information on the availability of non-car travel options together with the provision of facilities that will encourage their use.

8.3 With respect to paragraph 32 of the National Planning Policy Framework, it is concluded that there will be no severe residual cumulative impacts associated with the development of the site as proposed in the Neighbourhood Plan.

APPENDICES

APPENDIX A

Traffic Survey Results

Sherston, Tuesday 17th April 2018

Junction: Knockdown Road / Green Lane / Court Street / Unnamed Road

Approach: Knockdown Road

	Left to Green Lane				Ahead to Court Street				Right to Unnamed Road			
TIME	LIGHT	HEAVY	BUS	**TOTAL**	LIGHT	HEAVY	BUS	**TOTAL**	LIGHT	HEAVY	BUS	**TOTAL**
0700 - 0715	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**
0715 - 0730	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**
0730 - 0745	2	0	0	**2**	6	0	0	**6**	2	0	0	**2**
0745 - 0800	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**
Hourly Total	**3**	**0**	**0**	**3**	**14**	**0**	**0**	**14**	**2**	**0**	**0**	**2**
0800 - 0815	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**
0815 - 0830	5	0	0	**5**	7	1	0	**8**	1	0	0	**1**
0830 - 0845	1	0	0	**1**	9	0	1	**10**	0	0	0	**0**
0845 - 0900	3	0	0	**3**	6	1	0	**7**	1	0	0	**1**
Hourly Total	**11**	**0**	**0**	**11**	**25**	**2**	**1**	**28**	**2**	**0**	**0**	**2**
0900 - 0915	0	0	0	**0**	8	0	0	**8**	0	0	0	**0**
0915 - 0930	2	0	0	**2**	5	0	0	**5**	1	0	0	**1**
0930 - 0945	2	0	0	**2**	10	0	0	**10**	1	0	0	**1**
0945 - 1000	2	0	0	**2**	7	1	0	**8**	0	0	0	**0**
Hourly Total	**6**	**0**	**0**	**6**	**30**	**1**	**0**	**31**	**2**	**0**	**0**	**2**
1000 - 1015	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**
1015 - 1030	3	0	0	**3**	3	0	0	**3**	1	0	0	**1**
1030 - 1045	1	0	0	**1**	7	0	0	**7**	0	0	0	**0**
1045 - 1100	0	0	0	**0**	6	0	0	**6**	0	0	0	**0**
Hourly Total	**4**	**0**	**0**	**4**	**20**	**0**	**0**	**20**	**1**	**0**	**0**	**1**
1100 - 1115	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**
1115 - 1130	1	0	0	**1**	4	0	0	**4**	2	0	0	**2**
1130 - 1145	0	0	0	**0**	8	0	0	**8**	1	0	0	**1**
1145 - 1200	2	0	0	**2**	5	0	0	**5**	1	0	0	**1**
Hourly Total	**4**	**0**	**0**	**4**	**21**	**0**	**0**	**21**	**4**	**0**	**0**	**4**
1200 - 1215	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**
1215 - 1230	1	0	0	**1**	5	0	0	**5**	1	0	0	**1**
1230 - 1245	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**
1245 - 1300	1	0	0	**1**	3	0	0	**3**	1	0	0	**1**
Hourly Total	**4**	**0**	**0**	**4**	**13**	**0**	**0**	**13**	**2**	**0**	**0**	**2**
1300 - 1315	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**
1315 - 1330	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**
1330 - 1345	1	0	0	**1**	3	0	0	**3**	0	0	0	**0**
1345 - 1400	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**
Hourly Total	**3**	**0**	**0**	**3**	**9**	**0**	**0**	**9**	**0**	**0**	**0**	**0**
1400 - 1415	1	0	0	**1**	5	0	0	**5**	0	0	0	**0**
1415 - 1430	1	0	0	**1**	7	0	0	**7**	0	0	0	**0**
1430 - 1445	0	0	0	**0**	3	1	0	**4**	1	0	0	**1**
1445 - 1500	0	0	0	**0**	5	0	0	**5**	1	0	0	**1**
Hourly Total	**2**	**0**	**0**	**2**	**20**	**1**	**0**	**21**	**2**	**0**	**0**	**2**
1500 - 1515	2	0	0	**2**	5	0	0	**5**	1	0	0	**1**
1515 - 1530	1	0	0	**1**	23	0	1	**24**	2	1	0	**3**
1530 - 1545	1	0	0	**1**	5	0	0	**5**	0	0	0	**0**
1545 - 1600	1	0	0	**1**	6	0	0	**6**	0	0	0	**0**
Hourly Total	**5**	**0**	**0**	**5**	**39**	**0**	**1**	**40**	**3**	**1**	**0**	**4**
1600 - 1615	1	0	0	**1**	3	0	0	**3**	0	0	0	**0**
1615 - 1630	4	0	0	**4**	7	0	0	**7**	0	0	0	**0**
1630 - 1645	0	0	0	**0**	10	0	0	**10**	0	0	0	**0**
1645 - 1700	1	0	0	**1**	9	0	0	**9**	2	0	0	**2**
Hourly Total	**6**	**0**	**0**	**6**	**29**	**0**	**0**	**29**	**2**	**0**	**0**	**2**
1700 - 1715	1	0	0	**1**	5	0	0	**5**	0	0	0	**0**
1715 - 1730	0	0	0	**0**	7	0	0	**7**	0	0	0	**0**
1730 - 1745	1	0	0	**1**	6	0	0	**6**	0	0	0	**0**
1745 - 1800	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**
Hourly Total	**2**	**0**	**0**	**2**	**23**	**0**	**0**	**23**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**
1815 - 1830	1	0	0	**1**	4	0	0	**4**	1	0	0	**1**
1830 - 1845	1	0	0	**1**	6	0	0	**6**	0	0	0	**0**
1845 - 1900	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**
Hourly Total	**2**	**0**	**0**	**2**	**17**	**0**	**0**	**17**	**1**	**0**	**0**	**1**
TOTAL	**52**	**0**	**0**	**52**	**260**	**4**	**2**	**266**	**21**	**1**	**0**	**22**

Sherston, Tuesday 17th April 2018

Junction: Knockdown Road / Green Lane / Court Street / Unnamed Road

Approach: Green Lane

	Left to Court Street				Ahead to Unnamed Road				Right to Knockdown Road			
TIME	LIGHT	HEAVY	BUS	**TOTAL**	LIGHT	HEAVY	BUS	**TOTAL**	LIGHT	HEAVY	BUS	**TOTAL**
0700 - 0715	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0715 - 0730	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0730 - 0745	1	0	0	**1**	1	0	0	**1**	2	0	0	**2**
0745 - 0800	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**2**
0800 - 0815	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
0815 - 0830	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**
0830 - 0845	4	0	0	**4**	1	0	0	**1**	1	0	0	**1**
0845 - 0900	3	0	0	**3**	1	0	0	**1**	4	0	0	**4**
Hourly Total	**9**	**0**	**0**	**9**	**3**	**0**	**0**	**3**	**6**	**0**	**0**	**6**
0900 - 0915	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**
0915 - 0930	0	0	0	**0**	2	0	0	**2**	2	0	0	**2**
0930 - 0945	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**
0945 - 1000	2	0	0	**2**	0	0	0	**0**	2	1	0	**3**
Hourly Total	**5**	**0**	**0**	**5**	**3**	**0**	**0**	**3**	**5**	**1**	**0**	**6**
1000 - 1015	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1015 - 1030	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**
1030 - 1045	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**
1045 - 1100	2	0	0	**2**	3	0	0	**3**	1	0	0	**1**
Hourly Total	**6**	**0**	**0**	**6**	**3**	**0**	**0**	**3**	**2**	**0**	**0**	**2**
1100 - 1115	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1115 - 1130	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**
1130 - 1145	5	0	0	**5**	1	0	0	**1**	1	0	0	**1**
1145 - 1200	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**7**	**0**	**0**	**7**	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**2**
1200 - 1215	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**
1215 - 1230	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**
1230 - 1245	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
1245 - 1300	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**
Hourly Total	**5**	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**3**
1300 - 1315	4	0	0	**4**	1	0	0	**1**	1	0	0	**1**
1315 - 1330	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**
1330 - 1345	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1345 - 1400	1	0	0	**1**	1	0	0	**1**	2	0	0	**2**
Hourly Total	**6**	**0**	**0**	**6**	**3**	**0**	**0**	**3**	**4**	**0**	**0**	**4**
1400 - 1415	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**
1415 - 1430	0	0	0	**0**	2	0	0	**2**	3	0	0	**3**
1430 - 1445	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**
1445 - 1500	1	0	0	**1**	2	0	0	**2**	2	0	0	**2**
Hourly Total	**3**	**0**	**0**	**3**	**4**	**0**	**0**	**4**	**7**	**0**	**0**	**7**
1500 - 1515	1	0	0	**1**	0	0	0	**0**	8	0	0	**8**
1515 - 1530	6	0	0	**6**	0	0	0	**0**	3	0	0	**3**
1530 - 1545	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**
1545 - 1600	1	0	0	**1**	2	0	0	**2**	2	0	0	**2**
Hourly Total	**9**	**0**	**0**	**9**	**2**	**0**	**0**	**2**	**16**	**0**	**0**	**16**
1600 - 1615	3	0	0	**3**	0	0	0	**0**	2	0	0	**2**
1615 - 1630	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1630 - 1645	2	0	0	**2**	1	0	0	**1**	2	0	0	**2**
1645 - 1700	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**
Hourly Total	**5**	**0**	**0**	**5**	**2**	**0**	**0**	**2**	**5**	**0**	**0**	**5**
1700 - 1715	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**
1715 - 1730	2	0	0	**2**	2	0	0	**2**	2	0	0	**2**
1730 - 1745	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**
1745 - 1800	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**
Hourly Total	**2**	**0**	**0**	**2**	**4**	**0**	**0**	**4**	**5**	**0**	**0**	**5**
1800 - 1815	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
1815 - 1830	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**
1830 - 1845	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
1845 - 1900	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
Hourly Total	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**4**	**0**	**0**	**4**
TOTAL	**63**	**0**	**0**	**63**	**29**	**0**	**0**	**29**	**61**	**1**	**0**	**62**

Sherston, Tuesday 17th April 2018

Junction: Knockdown Road / Green Lane / Court Street / Unnamed Road

Approach: Court Street

	Left to Unnamed Road				Ahead to Knockdown Road				Right to Green Lane			
TIME	LIGHT	HEAVY	BUS	**TOTAL**	LIGHT	HEAVY	BUS	**TOTAL**	LIGHT	HEAVY	BUS	**TOTAL**
0700 - 0715	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**
0715 - 0730	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**
0730 - 0745	0	0	0	**0**	6	0	0	**6**	2	0	0	**2**
0745 - 0800	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**
Hourly Total	**3**	**0**	**0**	**3**	**16**	**0**	**0**	**16**	**2**	**0**	**0**	**2**
0800 - 0815	0	0	0	**0**	9	0	0	**9**	0	0	0	**0**
0815 - 0830	1	0	1	**2**	5	0	0	**5**	1	0	0	**1**
0830 - 0845	2	0	0	**2**	10	0	0	**10**	0	0	0	**0**
0845 - 0900	5	0	0	**5**	7	1	1	**9**	1	0	0	**1**
Hourly Total	**8**	**0**	**1**	**9**	**31**	**1**	**1**	**33**	**2**	**0**	**0**	**2**
0900 - 0915	2	0	0	**2**	11	0	0	**11**	0	0	0	**0**
0915 - 0930	0	0	0	**0**	8	0	0	**8**	1	0	0	**1**
0930 - 0945	2	0	0	**2**	10	1	0	**11**	1	0	0	**1**
0945 - 1000	1	0	0	**1**	6	0	0	**6**	1	0	0	**1**
Hourly Total	**5**	**0**	**0**	**5**	**35**	**1**	**0**	**36**	**3**	**0**	**0**	**3**
1000 - 1015	0	0	0	**0**	9	0	0	**9**	0	0	0	**0**
1015 - 1030	2	0	0	**2**	9	0	0	**9**	2	0	0	**2**
1030 - 1045	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**
1045 - 1100	1	0	0	**1**	11	0	0	**11**	4	0	0	**4**
Hourly Total	**3**	**0**	**0**	**3**	**34**	**0**	**0**	**34**	**6**	**0**	**0**	**6**
1100 - 1115	2	0	0	**2**	3	0	0	**3**	1	0	0	**1**
1115 - 1130	1	0	0	**1**	7	0	0	**7**	1	0	0	**1**
1130 - 1145	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**
1145 - 1200	2	0	0	**2**	6	0	0	**6**	1	0	0	**1**
Hourly Total	**6**	**0**	**0**	**6**	**20**	**0**	**0**	**20**	**3**	**0**	**0**	**3**
1200 - 1215	1	0	0	**1**	5	0	0	**5**	0	0	0	**0**
1215 - 1230	2	0	0	**2**	5	0	0	**5**	0	0	0	**0**
1230 - 1245	4	0	0	**4**	8	0	0	**8**	1	0	0	**1**
1245 - 1300	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**
Hourly Total	**7**	**0**	**0**	**7**	**22**	**0**	**0**	**22**	**1**	**0**	**0**	**1**
1300 - 1315	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**
1315 - 1330	1	0	0	**1**	2	1	0	**3**	0	0	0	**0**
1330 - 1345	3	0	0	**3**	5	0	0	**5**	0	0	0	**0**
1345 - 1400	0	0	0	**0**	3	0	0	**3**	1	0	0	**1**
Hourly Total	**4**	**0**	**0**	**4**	**13**	**1**	**0**	**14**	**1**	**0**	**0**	**1**
1400 - 1415	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**
1415 - 1430	2	0	0	**2**	8	0	0	**8**	2	0	0	**2**
1430 - 1445	1	0	0	**1**	5	0	0	**5**	0	0	0	**0**
1445 - 1500	6	0	0	**6**	9	0	0	**9**	0	0	0	**0**
Hourly Total	**11**	**0**	**0**	**11**	**24**	**0**	**0**	**24**	**2**	**0**	**0**	**2**
1500 - 1515	7	0	0	**7**	10	0	1	**11**	5	0	0	**5**
1515 - 1530	1	0	0	**1**	11	0	0	**11**	1	0	0	**1**
1530 - 1545	3	0	0	**3**	5	0	0	**5**	1	0	0	**1**
1545 - 1600	4	0	1	**5**	3	0	0	**3**	2	0	0	**2**
Hourly Total	**15**	**0**	**1**	**16**	**29**	**0**	**1**	**30**	**9**	**0**	**0**	**9**
1600 - 1615	2	0	0	**2**	8	0	0	**8**	1	0	0	**1**
1615 - 1630	5	0	0	**5**	6	0	0	**6**	0	0	0	**0**
1630 - 1645	3	0	1	**4**	5	0	0	**5**	1	0	0	**1**
1645 - 1700	4	0	0	**4**	8	0	0	**8**	0	0	0	**0**
Hourly Total	**14**	**0**	**1**	**15**	**27**	**0**	**0**	**27**	**2**	**0**	**0**	**2**
1700 - 1715	3	0	0	**3**	5	0	0	**5**	1	0	0	**1**
1715 - 1730	4	0	0	**4**	6	0	0	**6**	0	0	0	**0**
1730 - 1745	2	0	0	**2**	5	0	0	**5**	0	0	0	**0**
1745 - 1800	3	0	0	**3**	7	0	0	**7**	2	0	0	**2**
Hourly Total	**12**	**0**	**0**	**12**	**23**	**0**	**0**	**23**	**3**	**0**	**0**	**3**
1800 - 1815	2	0	0	**2**	6	0	0	**6**	0	0	0	**0**
1815 - 1830	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**
1830 - 1845	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**
1845 - 1900	1	0	0	**1**	4	0	0	**4**	1	0	0	**1**
Hourly Total	**7**	**0**	**0**	**7**	**16**	**0**	**0**	**16**	**1**	**0**	**0**	**1**
TOTAL	**95**	**0**	**3**	**98**	**290**	**3**	**2**	**295**	**35**	**0**	**0**	**35**

Sherston, Tuesday 17th April 2018

Junction: Knockdown Road / Green Lane / Court Street / Unnamed Road

Approach: Unnamed Road

	Left to Knockdown Road				Ahead to Green Lane				Right to Court Street			
TIME	LIGHT	HEAVY	BUS	**TOTAL**	LIGHT	HEAVY	BUS	**TOTAL**	LIGHT	HEAVY	BUS	**TOTAL**
0700 - 0715	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**
0715 - 0730	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0730 - 0745	2	0	0	**2**	1	0	0	**1**	1	0	0	**1**
0745 - 0800	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**
Hourly Total	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**3**
0800 - 0815	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**
0815 - 0830	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**
0830 - 0845	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**
0845 - 0900	1	0	0	**1**	1	0	0	**1**	4	0	1	**5**
Hourly Total	**3**	**0**	**0**	**3**	**3**	**0**	**0**	**3**	**8**	**0**	**1**	**9**
0900 - 0915	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**
0915 - 0930	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**
0930 - 0945	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**
0945 - 1000	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**
Hourly Total	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**5**	**0**	**0**	**5**
1000 - 1015	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**
1015 - 1030	2	0	0	**2**	2	0	0	**2**	3	0	0	**3**
1030 - 1045	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**
1045 - 1100	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**
Hourly Total	**4**	**0**	**0**	**4**	**4**	**0**	**0**	**4**	**6**	**0**	**0**	**6**
1100 - 1115	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
1115 - 1130	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**
1130 - 1145	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**
1145 - 1200	1	0	0	**1**	2	0	0	**2**	1	0	0	**1**
Hourly Total	**3**	**0**	**0**	**3**	**3**	**0**	**0**	**3**	**4**	**0**	**0**	**4**
1200 - 1215	2	0	0	**2**	1	0	0	**1**	1	0	0	**1**
1215 - 1230	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**
1230 - 1245	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
1245 - 1300	2	0	0	**2**	1	0	0	**1**	2	0	0	**2**
Hourly Total	**5**	**0**	**0**	**5**	**2**	**0**	**0**	**2**	**5**	**0**	**0**	**5**
1300 - 1315	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**
1315 - 1330	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
1330 - 1345	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**
1345 - 1400	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**
Hourly Total	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**9**	**0**	**0**	**9**
1400 - 1415	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**
1415 - 1430	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**
1430 - 1445	1	0	0	**1**	1	0	0	**1**	3	0	0	**3**
1445 - 1500	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**
Hourly Total	**3**	**0**	**0**	**3**	**2**	**0**	**0**	**2**	**12**	**0**	**0**	**12**
1500 - 1515	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**
1515 - 1530	0	0	0	**0**	2	0	0	**2**	6	0	1	**7**
1530 - 1545	1	1	0	**2**	0	0	0	**0**	4	0	0	**4**
1545 - 1600	0	0	0	**0**	2	0	0	**2**	3	0	0	**3**
Hourly Total	**3**	**1**	**0**	**4**	**4**	**0**	**0**	**4**	**16**	**0**	**1**	**17**
1600 - 1615	0	0	0	**0**	2	0	0	**2**	2	0	0	**2**
1615 - 1630	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**
1630 - 1645	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**
1645 - 1700	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**
Hourly Total	**4**	**0**	**0**	**4**	**4**	**0**	**0**	**4**	**6**	**0**	**0**	**6**
1700 - 1715	1	0	0	**1**	2	0	0	**2**	1	0	0	**1**
1715 - 1730	1	0	0	**1**	1	0	0	**1**	2	0	0	**2**
1730 - 1745	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**
1745 - 1800	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**
Hourly Total	**4**	**0**	**0**	**4**	**4**	**0**	**0**	**4**	**7**	**0**	**0**	**7**
1800 - 1815	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**
1815 - 1830	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**
1830 - 1845	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**
1845 - 1900	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**
Hourly Total	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**2**	**6**	**0**	**0**	**6**
TOTAL	**39**	**1**	**0**	**40**	**31**	**0**	**0**	**31**	**87**	**0**	**2**	**89**

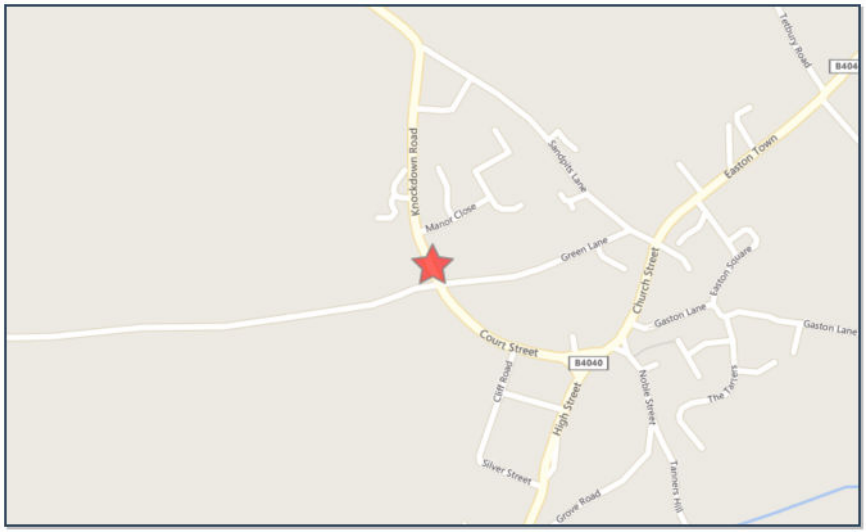
APPENDIX B

Crashmap Accident Data

crashmap.co.uk

Crash Date:	Friday, December 16, 2016	**Time of Crash:**	3:00:00 PM	**Crash Reference:**	**201654B329816**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire (from 2009)			**OS Grid Reference:**	385118 186087
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	66 - 75	Vehicle is passing a stationary vehicle on its offside	Nearside	Other	None	None
2	Agricultural vehicle	-1	Unknown	Unknown	Vehicle is waiting to proceed normally but is held up	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	0 - 5	In carriageway, crossing elsewhere	Crossing from driver's nearside

Accident Description: Not Available

APPENDIX C

Zoning Plan

The Builder is to check and verify all buildings and site dimensions, levels and sewer invert levels prior to commencement of work.

Do not scale off this drawing, work to figured dimensions only.

This drawing must be read and checked with all structural and relevant specialist drawings.

The Builder is to comply in all respects with the current Building Regulations and latest Codes of Practice.

Area of Residential, Private & Affordable Housing & Public Open Space
[Approx 6.72Acres]

Area of School Expansion + Parking/ Drop Off & Collection
[Approx 0.98Acres]

Area For New Surgery & Car Parking
[Approx 0.55Acres]

Water Works

Reservoir (Covered)

Water Tower

Track

Hillberry Lodge

115.8m

Sherston C of E Primary School

El Sub Sta

SAXON CLOSE

BUTLERS CLOSE

Tennis Court

Earthw

0 5 10 20 50 100

N

Revisions

No.	Description	Date
-	-	-

Acorn Property Group
Land Off Sopworth Rd, Sherston

New Mixed Use Development

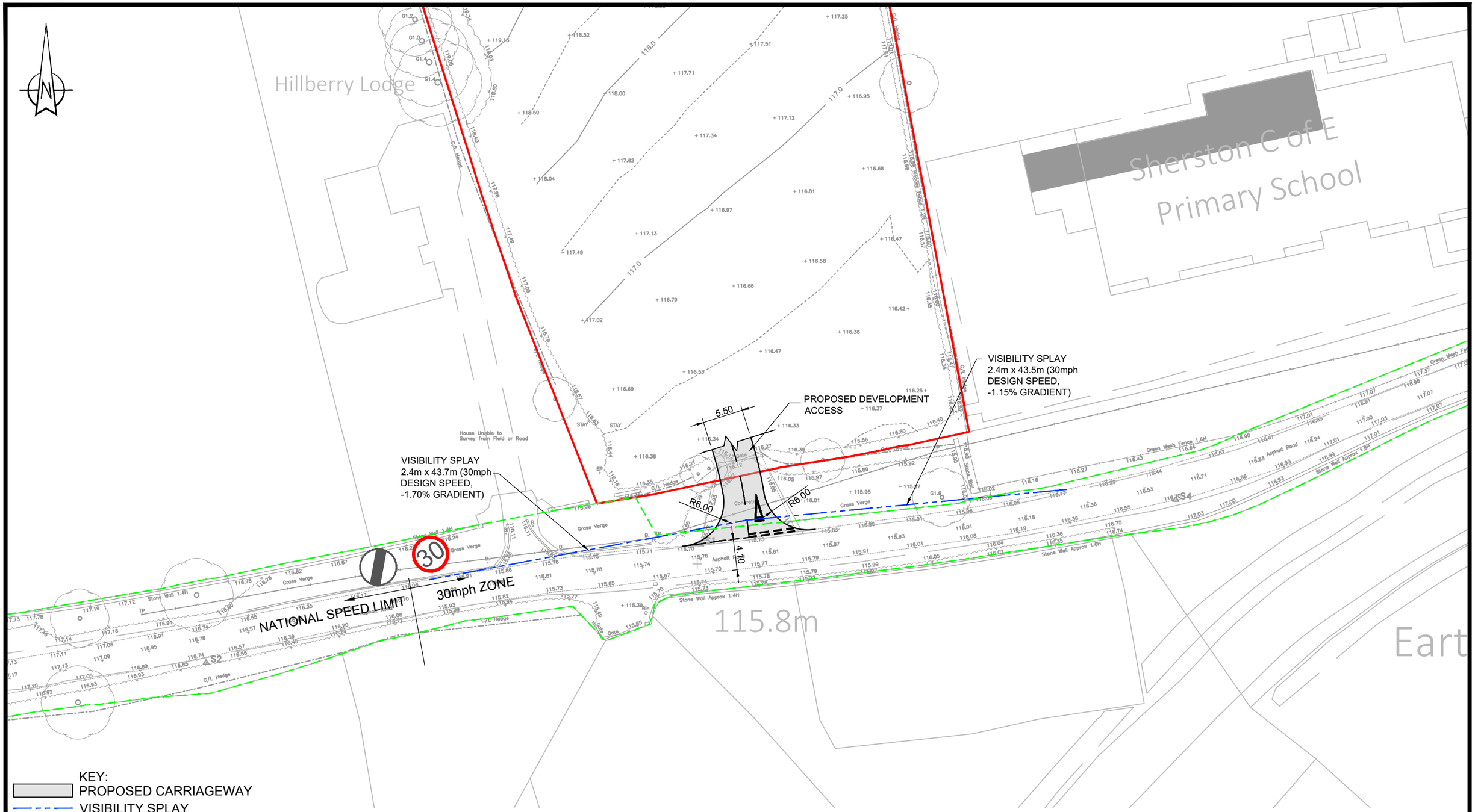
Ritchie & Ritchie Architects LLP
The Manor House, Lichfield Street, Tamworth, Staffordshire, B79 7QF
+44 (0)1827 62251
www.randrarchitects.co.uk

Zoning Plan

Scale	Date	Drawn	Job	Drawing
1:500 A1	Dec 2017	KAL	7608	SK0001

APPENDIX D

Proposed Site Access Junction



REV	DETAILS	DRAWN	CHECKED	DATE

NOTES:
1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
4. All dimensions are shown in meters, unless specified otherwise.

PROJECT: LAND AT UPPER STANBRIDGE FARM, SHERSTON

CLIENT: STANBRIDGE PARK (SHERSTON) LIMITED

DRAWING TITLE: PROPOSED SITE ACCESS

MILES WHITE TRANSPORT

DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:	DRAWING NUMBER:	REVISION:
CDA	RJW	19.04.2018	1:500	A3	18020 - SK01	-

APPENDIX E

TRICS Data

Condon Drew Associates Ltd 10 Victoria Street Bristol Licence No: 761001

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	10-150 DWELLS	
Actual Trip Rate Calculation Parameter Range	10-134 DWELLS	
Date Range	Minimum: 01/01/10	Maximum: 27/11/17
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	4
	Thursday	3
	Friday	1
Main Location Types selected	Edge of Town	10
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
	5,001 to 10,000	2
	10,001 to 15,000	5
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	3
	50,001 to 75,000	1
	75,001 to 100,000	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	7
PTAL Rating	No PTAL Present	10

Calculation Reference: AUDIT-761001-180426-0445

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
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
	WK	WARWICKSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
17	**ULSTER (NORTHERN IRELAND)**		
	DO	DOWN	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 134 (units:)
Range Selected by User: 10 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	10

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	9
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	10 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:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	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	2 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 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	10 days

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

PTAL Rating:

No PTAL Present	10 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CH-03-A-09	Site area:	0.73 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	24
Location:	MACCLESFIELD	Housing density:	39
Postcode:	SK10 2NS	Total Bedrooms:	72
Main Location Type:	Edge of Town	Survey Date:	24/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	32
Site(2):	DO-03-A-03	Site area:	4.11 hect
Development Name:	DETACHED/SEMI DETACHED	Number of dwellings:	79
Location:	BELFAST	Housing density:	20
Postcode:	BT16 1WF	Total Bedrooms:	247
Main Location Type:	Edge of Town	Survey Date:	23/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	207
Site(3):	ES-03-A-04	Site area:	4.68 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	134
Location:	CAMBER	Housing density:	59
Postcode:	TN31 7SN	Total Bedrooms:	386
Main Location Type:	Edge of Town	Survey Date:	15/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	256
Site(4):	NF-03-A-03	Site area:	0.63 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	10
Location:	THETFORD	Housing density:	20
Postcode:	IP24 1EY	Total Bedrooms:	40
Main Location Type:	Edge of Town	Survey Date:	16/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	37
Site(5):	NY-03-A-10	Site area:	2.21 hect
Development Name:	HOUSES AND FLATS	Number of dwellings:	71
Location:	RIPON	Housing density:	48
Postcode:	HG4 1UH	Total Bedrooms:	138
Main Location Type:	Edge of Town	Survey Date:	17/09/13
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	59
Site(6):	NY-03-A-11	Site area:	1.79 hect
Development Name:	PRIVATE HOUSING	Number of dwellings:	23
Location:	BOROUGHBRIDGE	Housing density:	15
Postcode:	YO51 9LQ	Total Bedrooms:	101
Main Location Type:	Edge of Town	Survey Date:	18/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	144
Site(7):	SF-03-A-05	Site area:	1.15 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	18
Location:	BURY ST EDMUNDS	Housing density:	19
Postcode:	IP33 2SN	Total Bedrooms:	78
Main Location Type:	Edge of Town	Survey Date:	09/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	75
Site(8):	SH-03-A-05	Site area:	1.32 hect
Development Name:	SEMI-DETACHED/TERRACED	Number of dwellings:	54
Location:	TELFORD	Housing density:	56
Postcode:	TF7 4JE	Total Bedrooms:	162
Main Location Type:	Edge of Town	Survey Date:	24/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	63
Site(9):	SH-03-A-06	Site area:	0.80 hect
Development Name:	BUNGALOWS	Number of dwellings:	16
Location:	SHREWSBURY	Housing density:	24
Postcode:	SY1 2RB	Total Bedrooms:	34
Main Location Type:	Edge of Town	Survey Date:	22/05/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	32
Site(10):	WK-03-A-02	Site area:	0.47 hect
Development Name:	BUNGALOWS	Number of dwellings:	17
Location:	COVENTRY	Housing density:	50
Postcode:	CV2 2NT	Total Bedrooms:	29
Main Location Type:	Edge of Town	Survey Date:	17/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	35

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.114	0.339	0.453
1700-1800	0.341	0.141	0.482

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.063	10	45	0.235	10	45	0.298
08:00 - 09:00	10	45	0.114	**10**	**45**	**0.339**	10	45	0.453
09:00 - 10:00	10	45	0.132	10	45	0.184	10	45	0.316
10:00 - 11:00	10	45	0.150	10	45	0.132	10	45	0.282
11:00 - 12:00	10	45	0.141	10	45	0.182	10	45	0.323
12:00 - 13:00	10	45	0.143	10	45	0.141	10	45	0.284
13:00 - 14:00	10	45	0.157	10	45	0.157	10	45	0.314
14:00 - 15:00	10	45	0.148	10	45	0.141	10	45	0.289
15:00 - 16:00	10	45	0.235	10	45	0.173	10	45	0.408
16:00 - 17:00	10	45	0.274	10	45	0.177	10	45	0.451
17:00 - 18:00	**10**	**45**	**0.341**	10	45	0.141	**10**	**45**	**0.482**
18:00 - 19:00	10	45	0.233	10	45	0.141	10	45	0.374
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.131			2.143			4.274

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**10**	**45**	**0.009**	**10**	**45**	**0.009**	**10**	**45**	**0.018**
08:00 - 09:00	10	45	0.000	10	45	0.000	10	45	0.000
09:00 - 10:00	10	45	0.002	10	45	0.002	10	45	0.004
10:00 - 11:00	10	45	0.004	10	45	0.004	10	45	0.008
11:00 - 12:00	10	45	0.004	10	45	0.004	10	45	0.008
12:00 - 13:00	10	45	0.002	10	45	0.002	10	45	0.004
13:00 - 14:00	10	45	0.002	10	45	0.002	10	45	0.004
14:00 - 15:00	10	45	0.004	10	45	0.004	10	45	0.008
15:00 - 16:00	10	45	0.002	10	45	0.002	10	45	0.004
16:00 - 17:00	10	45	0.002	10	45	0.002	10	45	0.004
17:00 - 18:00	10	45	0.002	10	45	0.002	10	45	0.004
18:00 - 19:00	10	45	0.002	10	45	0.002	10	45	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.002	10	45	0.002	10	45	0.004
08:00 - 09:00	10	45	0.002	10	45	0.000	10	45	0.002
09:00 - 10:00	10	45	0.000	10	45	0.002	10	45	0.002
10:00 - 11:00	10	45	0.004	10	45	0.000	10	45	0.004
11:00 - 12:00	10	45	0.002	10	45	0.002	10	45	0.004
12:00 - 13:00	10	45	0.000	10	45	0.002	10	45	0.002
13:00 - 14:00	10	45	0.000	10	45	0.000	10	45	0.000
14:00 - 15:00	10	45	0.000	10	45	0.000	10	45	0.000
15:00 - 16:00	**10**	**45**	**0.007**	10	45	0.000	10	45	0.007
16:00 - 17:00	10	45	0.002	**10**	**45**	**0.009**	**10**	**45**	**0.011**
17:00 - 18:00	10	45	0.002	10	45	0.002	10	45	0.004
18:00 - 19:00	10	45	0.000	10	45	0.000	10	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.019			0.040

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.000	10	45	0.000	10	45	0.000
08:00 - 09:00	10	45	0.000	10	45	0.000	10	45	0.000
09:00 - 10:00	10	45	0.002	10	45	0.002	10	45	0.004
10:00 - 11:00	10	45	0.000	10	45	0.000	10	45	0.000
11:00 - 12:00	**10**	**45**	**0.004**	**10**	**45**	**0.004**	**10**	**45**	**0.008**
12:00 - 13:00	10	45	0.000	10	45	0.000	10	45	0.000
13:00 - 14:00	10	45	0.000	10	45	0.000	10	45	0.000
14:00 - 15:00	10	45	0.000	10	45	0.000	10	45	0.000
15:00 - 16:00	10	45	0.002	10	45	0.002	10	45	0.004
16:00 - 17:00	10	45	0.000	10	45	0.000	10	45	0.000
17:00 - 18:00	10	45	0.000	10	45	0.000	10	45	0.000
18:00 - 19:00	10	45	0.000	10	45	0.000	10	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.002	10	45	0.011	10	45	0.013
08:00 - 09:00	10	45	0.000	**10**	**45**	**0.016**	10	45	0.016
09:00 - 10:00	10	45	0.000	10	45	0.007	10	45	0.007
10:00 - 11:00	10	45	0.000	10	45	0.016	10	45	0.016
11:00 - 12:00	10	45	0.002	10	45	0.004	10	45	0.006
12:00 - 13:00	10	45	0.004	10	45	0.004	10	45	0.008
13:00 - 14:00	**10**	**45**	**0.016**	10	45	0.004	**10**	**45**	**0.020**
14:00 - 15:00	10	45	0.007	10	45	0.000	10	45	0.007
15:00 - 16:00	10	45	0.011	10	45	0.002	10	45	0.013
16:00 - 17:00	10	45	0.016	10	45	0.002	10	45	0.018
17:00 - 18:00	10	45	0.011	10	45	0.004	10	45	0.015
18:00 - 19:00	10	45	0.002	10	45	0.004	10	45	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.074			0.145

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.067	10	45	0.318	10	45	0.385
08:00 - 09:00	10	45	0.166	**10**	**45**	**0.525**	10	45	0.691
09:00 - 10:00	10	45	0.157	10	45	0.249	10	45	0.406
10:00 - 11:00	10	45	0.195	10	45	0.204	10	45	0.399
11:00 - 12:00	10	45	0.222	10	45	0.276	10	45	0.498
12:00 - 13:00	10	45	0.195	10	45	0.202	10	45	0.397
13:00 - 14:00	10	45	0.222	10	45	0.231	10	45	0.453
14:00 - 15:00	10	45	0.191	10	45	0.202	10	45	0.393
15:00 - 16:00	10	45	0.386	10	45	0.274	10	45	0.660
16:00 - 17:00	10	45	0.417	10	45	0.244	10	45	0.661
17:00 - 18:00	**10**	**45**	**0.502**	10	45	0.204	**10**	**45**	**0.706**
18:00 - 19:00	10	45	0.332	10	45	0.206	10	45	0.538
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.052			3.135			6.187

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.018	10	45	0.049	10	45	0.067
08:00 - 09:00	10	45	0.054	**10**	**45**	**0.126**	10	45	0.180
09:00 - 10:00	10	45	0.034	10	45	0.085	10	45	0.119
10:00 - 11:00	10	45	0.074	10	45	0.099	10	45	0.173
11:00 - 12:00	10	45	0.052	10	45	0.065	10	45	0.117
12:00 - 13:00	10	45	0.078	10	45	0.078	10	45	0.156
13:00 - 14:00	10	45	0.096	10	45	0.038	10	45	0.134
14:00 - 15:00	10	45	0.040	10	45	0.054	10	45	0.094
15:00 - 16:00	**10**	**45**	**0.179**	10	45	0.126	**10**	**45**	**0.305**
16:00 - 17:00	10	45	0.081	10	45	0.078	10	45	0.159
17:00 - 18:00	10	45	0.096	10	45	0.047	10	45	0.143
18:00 - 19:00	10	45	0.063	10	45	0.034	10	45	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.865			0.879			1.744

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.000	10	45	0.004	10	45	0.004
08:00 - 09:00	10	45	0.002	**10**	**45**	**0.018**	**10**	**45**	**0.020**
09:00 - 10:00	10	45	0.000	10	45	0.002	10	45	0.002
10:00 - 11:00	10	45	0.000	10	45	0.000	10	45	0.000
11:00 - 12:00	10	45	0.000	10	45	0.007	10	45	0.007
12:00 - 13:00	10	45	0.002	10	45	0.004	10	45	0.006
13:00 - 14:00	10	45	0.000	10	45	0.000	10	45	0.000
14:00 - 15:00	10	45	0.002	10	45	0.000	10	45	0.002
15:00 - 16:00	10	45	0.000	10	45	0.004	10	45	0.004
16:00 - 17:00	10	45	0.007	10	45	0.000	10	45	0.007
17:00 - 18:00	10	45	0.002	10	45	0.002	10	45	0.004
18:00 - 19:00	**10**	**45**	**0.011**	10	45	0.000	10	45	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.041			0.067

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.000	10	45	0.000	10	45	0.000
08:00 - 09:00	10	45	0.000	10	45	0.000	10	45	0.000
09:00 - 10:00	10	45	0.000	10	45	0.000	10	45	0.000
10:00 - 11:00	10	45	0.000	10	45	0.000	10	45	0.000
11:00 - 12:00	10	45	0.000	10	45	0.000	10	45	0.000
12:00 - 13:00	10	45	0.000	10	45	0.000	10	45	0.000
13:00 - 14:00	10	45	0.000	10	45	0.000	10	45	0.000
14:00 - 15:00	10	45	0.000	10	45	0.000	10	45	0.000
15:00 - 16:00	10	45	0.000	10	45	0.000	10	45	0.000
16:00 - 17:00	10	45	0.000	10	45	0.000	10	45	0.000
17:00 - 18:00	10	45	0.000	10	45	0.000	10	45	0.000
18:00 - 19:00	10	45	0.000	10	45	0.000	10	45	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:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.000	10	45	0.000	10	45	0.000
08:00 - 09:00	10	45	0.000	10	45	0.000	10	45	0.000
09:00 - 10:00	10	45	0.000	10	45	0.000	10	45	0.000
10:00 - 11:00	10	45	0.000	10	45	0.000	10	45	0.000
11:00 - 12:00	10	45	0.000	10	45	0.000	10	45	0.000
12:00 - 13:00	10	45	0.000	10	45	0.000	10	45	0.000
13:00 - 14:00	10	45	0.000	10	45	0.000	10	45	0.000
14:00 - 15:00	10	45	0.000	10	45	0.000	10	45	0.000
15:00 - 16:00	10	45	0.000	10	45	0.000	10	45	0.000
16:00 - 17:00	10	45	0.000	10	45	0.000	10	45	0.000
17:00 - 18:00	10	45	0.000	10	45	0.000	10	45	0.000
18:00 - 19:00	10	45	0.000	10	45	0.000	10	45	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:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.000	10	45	0.004	10	45	0.004
08:00 - 09:00	10	45	0.002	**10**	**45**	**0.018**	**10**	**45**	**0.020**
09:00 - 10:00	10	45	0.000	10	45	0.002	10	45	0.002
10:00 - 11:00	10	45	0.000	10	45	0.000	10	45	0.000
11:00 - 12:00	10	45	0.000	10	45	0.007	10	45	0.007
12:00 - 13:00	10	45	0.002	10	45	0.004	10	45	0.006
13:00 - 14:00	10	45	0.000	10	45	0.000	10	45	0.000
14:00 - 15:00	10	45	0.002	10	45	0.000	10	45	0.002
15:00 - 16:00	10	45	0.000	10	45	0.004	10	45	0.004
16:00 - 17:00	10	45	0.007	10	45	0.000	10	45	0.007
17:00 - 18:00	10	45	0.002	10	45	0.002	10	45	0.004
18:00 - 19:00	**10**	**45**	**0.011**	10	45	0.000	10	45	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.041			0.067

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.087	10	45	0.383	10	45	0.470
08:00 - 09:00	10	45	0.222	**10**	**45**	**0.684**	10	45	0.906
09:00 - 10:00	10	45	0.191	10	45	0.343	10	45	0.534
10:00 - 11:00	10	45	0.269	10	45	0.318	10	45	0.587
11:00 - 12:00	10	45	0.276	10	45	0.352	10	45	0.628
12:00 - 13:00	10	45	0.280	10	45	0.289	10	45	0.569
13:00 - 14:00	10	45	0.334	10	45	0.274	10	45	0.608
14:00 - 15:00	10	45	0.240	10	45	0.256	10	45	0.496
15:00 - 16:00	10	45	0.576	10	45	0.406	**10**	**45**	**0.982**
16:00 - 17:00	10	45	0.520	10	45	0.325	10	45	0.845
17:00 - 18:00	**10**	**45**	**0.612**	10	45	0.258	10	45	0.870
18:00 - 19:00	10	45	0.408	10	45	0.244	10	45	0.652
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.015			4.132			8.147

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.009	10	45	0.058	10	45	0.067
08:00 - 09:00	10	45	0.018	**10**	**45**	**0.065**	10	45	0.083
09:00 - 10:00	10	45	0.034	10	45	0.063	10	45	0.097
10:00 - 11:00	10	45	0.052	10	45	0.056	10	45	0.108
11:00 - 12:00	10	45	0.036	10	45	0.058	10	45	0.094
12:00 - 13:00	10	45	0.038	10	45	0.058	10	45	0.096
13:00 - 14:00	10	45	0.056	10	45	0.049	10	45	0.105
14:00 - 15:00	10	45	0.047	10	45	0.040	10	45	0.087
15:00 - 16:00	10	45	0.070	10	45	0.052	10	45	0.122
16:00 - 17:00	10	45	0.074	10	45	0.054	10	45	0.128
17:00 - 18:00	**10**	**45**	**0.090**	10	45	0.049	**10**	**45**	**0.139**
18:00 - 19:00	10	45	0.070	10	45	0.040	10	45	0.110
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.594			0.642			1.236

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.011	10	45	0.022	10	45	0.033
08:00 - 09:00	10	45	0.022	10	45	0.025	10	45	0.047
09:00 - 10:00	10	45	0.020	10	45	0.013	10	45	0.033
10:00 - 11:00	**10**	**45**	**0.036**	10	45	0.031	**10**	**45**	**0.067**
11:00 - 12:00	10	45	0.016	10	45	0.016	10	45	0.032
12:00 - 13:00	10	45	0.016	10	45	0.011	10	45	0.027
13:00 - 14:00	10	45	0.036	10	45	0.029	10	45	0.065
14:00 - 15:00	10	45	0.018	10	45	0.016	10	45	0.034
15:00 - 16:00	10	45	0.020	10	45	0.016	10	45	0.036
16:00 - 17:00	10	45	0.020	**10**	**45**	**0.036**	10	45	0.056
17:00 - 18:00	10	45	0.034	10	45	0.016	10	45	0.050
18:00 - 19:00	10	45	0.016	10	45	0.020	10	45	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.265			0.251			0.516

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	45	0.000	10	45	0.002	10	45	0.002
08:00 - 09:00	10	45	0.000	10	45	0.002	10	45	0.002
09:00 - 10:00	10	45	0.002	**10**	**45**	**0.004**	**10**	**45**	**0.006**
10:00 - 11:00	**10**	**45**	**0.004**	10	45	0.000	10	45	0.004
11:00 - 12:00	10	45	0.002	10	45	0.000	10	45	0.002
12:00 - 13:00	10	45	0.002	10	45	0.002	10	45	0.004
13:00 - 14:00	10	45	0.002	10	45	0.000	10	45	0.002
14:00 - 15:00	10	45	0.000	10	45	0.000	10	45	0.000
15:00 - 16:00	10	45	0.000	10	45	0.000	10	45	0.000
16:00 - 17:00	10	45	0.004	10	45	0.002	10	45	0.006
17:00 - 18:00	10	45	0.000	10	45	0.000	10	45	0.000
18:00 - 19:00	10	45	0.000	10	45	0.000	10	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.012			0.028

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

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

Parameter summary

Trip rate parameter range selected:	10 - 134 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Condon Drew Associates Ltd 10 Victoria Street Bristol Licence No: 761001

Filtering Summary

Land Use	05/G	HEALTH/GP SURGERIES
Selected Trip Rate Calculation Parameter Range	143-1592 sqm GFA	
Actual Trip Rate Calculation Parameter Range	215-363 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 05/05/17
Days of the week selected	Tuesday	1
	Wednesday	1
	Friday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	3
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	1
	100,001 to 125,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	1
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-761001-180418-0427

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
11	**SCOTLAND**		
	FI	FIFE	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: 215 to 363 (units: sqm)
Range Selected by User: 143 to 1592 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 05/05/17

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Village	3

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

Secondary Filtering selection:

Use Class:

D1	3 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:

1,000 or Less	1 days
1,001 to 5,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 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	1 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	ES-05-G-02	Gross floor area:	215 sqm
Development Name:	MEDICAL CENTRE	Number of doctors:	5
Location:	EAST HOATHLY		
Postcode:	BN8 6AE	Number of Employees:	17
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	13/07/16
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	12
Site(2):	FI-05-G-02	Gross floor area:	325 sqm
Development Name:	GP SURGERY	Number of doctors:	2
Location:	NEAR DUNFERMLINE		
Postcode:	KY11 3ED	Number of Employees:	14
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/05/15
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	20
Site(3):	LE-05-G-02	Gross floor area:	363 sqm
Development Name:	GP SURGERY	Number of doctors:	7
Location:	NEAR MELTON MOWBRAY		
Postcode:	LE14 4PA	Number of Employees:	22
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/11/16
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	2.547	1.772	4.319
1700-1800	1.218	1.772	2.990

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	301	0.664	3	301	0.000	3	301	0.664
08:00 - 09:00	3	301	2.547	3	301	1.772	3	301	4.319
09:00 - 10:00	3	301	2.990	3	301	3.101	3	301	6.091
10:00 - 11:00	3	301	3.765	3	301	3.433	**3**	**301**	**7.198**
11:00 - 12:00	3	301	3.433	**3**	**301**	**3.544**	3	301	6.977
12:00 - 13:00	3	301	2.658	3	301	3.101	3	301	5.759
13:00 - 14:00	3	301	1.661	3	301	2.215	3	301	3.876
14:00 - 15:00	**3**	**301**	**4.208**	3	301	2.879	3	301	7.087
15:00 - 16:00	3	301	2.658	3	301	2.658	3	301	5.316
16:00 - 17:00	3	301	2.658	3	301	3.101	3	301	5.759
17:00 - 18:00	3	301	1.218	3	301	1.772	3	301	2.990
18:00 - 19:00	3	301	0.443	3	301	1.440	3	301	1.883
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.903			29.016			57.919

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

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

Parameter summary

Trip rate parameter range selected:	215 - 363 (units: sqm)
Survey date date range:	01/01/10 - 05/05/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Condon Drew Associates Ltd 10 Victoria Street Bristol Licence No: 761001

Filtering Summary

Land Use	04/D	EDUCATION/NURSERY
Selected Trip Rate Calculation Parameter Range	120-2350 sqm GFA	
Actual Trip Rate Calculation Parameter Range	150-250 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 22/09/17
Days of the week selected	Monday Friday	2 1
Main Location Types selected	Edge of Town	3
Population <1 Mile ranges selected	5,001 to 10,000 10,001 to 15,000 15,001 to 20,000	1 1 1
Population <5 Mile ranges selected	75,001 to 100,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0 1.1 to 1.5	1 2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-761001-180418-0436

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY

VEHICLES

Selected regions and areas:

09	**NORTH**		
	TV	TEES VALLEY	1 days
10	**WALES**		
	BG	BRIDGEND	1 days
11	**SCOTLAND**		
	SR	STIRLING	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:	150 to 250 (units: sqm)
Range Selected by User:	120 to 2350 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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

Selected survey days:

Monday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

D1	3 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:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

75,001 to 100,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BG-04-D-01	Gross floor area:	210 sqm
Development Name:	NURSERY	Number of pupils:	58
Location:	BRIDGEND		
Postcode:	CF31 3TS	Number of Employees:	40
Main Location Type:	Edge of Town	Survey Date:	13/10/14
Sub-Location Type:	Industrial Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	16
Site(2):	SR-04-D-01	Gross floor area:	250 sqm
Development Name:	NURSERY	Number of pupils:	30
Location:	STIRLING		
Postcode:	FK9 4RJ	Number of Employees:	10
Main Location Type:	Edge of Town	Survey Date:	16/06/14
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	12
Site(3):	TV-04-D-01	Gross floor area:	150 sqm
Development Name:	NURSERY	Number of pupils:	25
Location:	REDCAR		
Postcode:	TS10 4AB	Number of Employees:	8
Main Location Type:	Edge of Town	Survey Date:	19/05/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	203	3.279	3	203	1.311	3	203	4.590
08:00 - 09:00	**3**	**203**	**8.852**	3	203	6.066	**3**	**203**	**14.918**
09:00 - 10:00	3	203	3.607	3	203	2.623	3	203	6.230
10:00 - 11:00	3	203	3.279	3	203	1.639	3	203	4.918
11:00 - 12:00	3	203	1.803	3	203	1.311	3	203	3.114
12:00 - 13:00	3	203	3.279	3	203	4.918	3	203	8.197
13:00 - 14:00	3	203	0.656	3	203	2.951	3	203	3.607
14:00 - 15:00	3	203	0.820	3	203	1.475	3	203	2.295
15:00 - 16:00	3	203	1.803	3	203	2.295	3	203	4.098
16:00 - 17:00	3	203	2.459	3	203	2.951	3	203	5.410
17:00 - 18:00	3	203	4.918	**3**	**203**	**6.885**	3	203	11.803
18:00 - 19:00	2	230	0.000	2	230	1.522	2	230	1.522
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.755			35.947			70.702

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

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

Parameter summary

Trip rate parameter range selected:	150 - 250 (units: sqm)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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