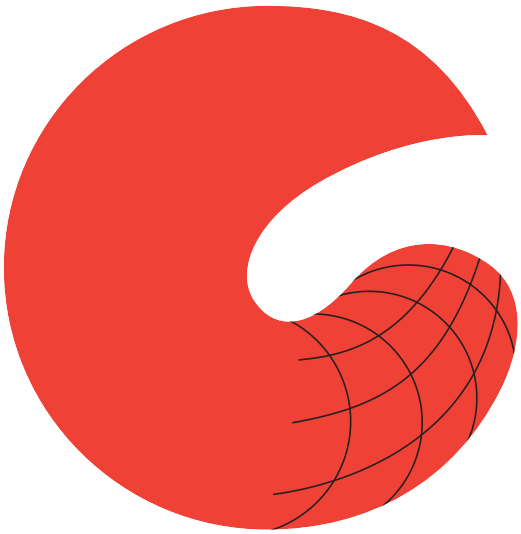

create
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BARWICK ROAD, DOVER
Travel Plan

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BARWICK ROAD, DOVER
Travel Plan

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Reference: MA/VL/P22-2678/03

Date: September 2022

BARWICK ROAD, DOVER
Travel Plan

BARWICK ROAD, DOVER
Travel Plan

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Revision and Date	Amendment Details	Revision Prepared By	Revision Approved By

1.0 INTRODUCTION

1.1 Create Consulting Engineers Ltd have been instructed by Mulberry Tree Holdings Ltd T/A Oliver Davis Homes (Kent) to undertake a Travel Plan in support of a planning application for a new development on land off Barwick Road, Dover, Kent. The land is currently accessed exclusively via Barwick Road and is currently abandoned with some derelict steel-frame warehouses and hardstanding areas.

1.2 The Site (referred to as "Barwick Road") comprises a rectangular parcel of land on the southern side of Barwick Road and is situated between Barwick Road and Poulton Close in Coombe Valley. The area is well served by the A20, M20 and the A2-M2.

1.3 This Site at Barwick Road is allocated land within the Local Plan for up to 220 dwellings (reference. DOV022E – Land in Coombe Valley). The proposal will be housing-led with an overall mix of 3 and 4 bedroom houses, with the addition of an apartment building providing a range of 2 bedroom flats.

1.4 The current proposal for the Site is for a total of 137 dwellings, 64 of which would be flats/apartments and 73 of which are housing. The proposal will aim to utilise the Site's existing topography, in a series of three tiers given that the Site naturally slopes southwards. The proposed houses are all 3-storey and apartments are 4-storeys in consideration of the surrounding context and are set back from the Site's boundaries.

1.5 The formal description of the proposals is as follows:

> ***"Redevelopment of the existing Site to provide residential development comprising no. 137 dwellings (comprising no. 73 houses and 64 apartments) with relocation of the existing vehicular access and creation of 1 x additional vehicular access from Barwick Road, alongside associated parking, landscaping and infrastructure"***

1.6 Vehicular access is proposed to be from Barwick Road. The main vehicular access would be biased towards the East of the Site's frontage serving approximately two-thirds of the proposed development scheme with a secondary vehicular access being positioned to the West towards the boundary. These main and secondary accesses onto Barwick Road could also be used by pedestrians and cyclists. The level differences between the main developable areas of the Site and Barwick Road mean that the accesses would need to be sloped, particularly in the case of the main access. However, gradients would not exceed 1:12 (8%) which is the generally accepted maximum for estate road design. Separate pedestrian connections would also be provided onto Barwick Road by means of stepped arrangements. Connections would also be provided within the Site to enable direct access to the existing community centre located immediately to the East.

1.7 The two major objectives of this Travel Plan document are to:

- Positively and effectively encourage the use of more sustainable and healthy travel modes such as walking, cycling and public transport by future residents of the scheme;
- Minimise the use of travel modes that have the highest environmental and traffic impact, such as single-occupancy trips by fossil-fuel motor vehicles, especially where other alternatives are available.

1.8 This bespoke Travel Plan proposes a number of measures including information and promotional activities to encourage the uptake of walking, cycling and public transport. A particular item of note will be the creation and delivery of Travel Information Packs to all new future residents prior to them moving into their properties.

1.9 The key factor in the successful implementation of this ("interim" version of the) Travel Plan will be the appointment of a Travel Plan Coordinator (TPC) for the development. The TPC will design and arrange the production of the Travel Information Pack, distribute travel information to residents, conduct and analyse the residential travel surveys, and manage the on-going cycle of monitoring and review including updating the Travel Plan targets, document and action plan.

1.10 Overall, the Travel Plan proposes a comprehensive package of measures seeking to encourage sustainable travel habits and the implementation of the measures will help secure modal shift in trips made by the future visitors and residents.

2.0 TRANSPORT POLICY

National Guidance

2.1 National planning policy reflects and responds to growing concern over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility through sustainable modes such as walking, cycling and public transport.

National Planning Policy Framework (NPPF) 2021

2.2 The updated NPPF 2021 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

2.3 Paragraph 104 identifies that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) The potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling & public transport are identified/pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;
… and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.4 Paragraph 108 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.

2.5 Paragraph 111 requires that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.6 Within this context, paragraph 112 states that, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or

other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

… and;

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.7 Paragraph 113 of the NPPF 2021 requires that all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

2.8 With respect to transport issues, the proposed development is in accordance with the NPPF.

Other Relevant Guidance

2.9 Planning Practice Guidance supports the overarching NPPF and provides information on structuring a Transport Assessment in support of a proposed development. It requires that a robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing accessibility;
- Creating choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan;
- Supporting local shops and the high street.

2.10 And that the key issues, which should be considered in developing a transport evidence base, include the need to:

- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
- Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;

- Highlight and promote opportunities to reduce the need for travel where appropriate;
- Identify opportunities to prioritise the use of alternative modes in both existing and new development locations, if appropriate;
- Consider the cumulative impacts of existing and proposed developments on transport networks;
- Assess the quality and capacity of transport infrastructure and its ability to meet the forecast demands in trip generation;
- Identify short, medium and long-term transport proposals across all modes.

Local Policies

Kent Local Transport Plan (2016-2031)

Kent's transport priorities in this Local Transport Plan (LTP) are described as being strategic, countywide or local. The strategic priorities are the schemes that are required to deliver "growth without gridlock". They are infrastructure projects that the County Council may not directly deliver or operate and are likely to affect a number of districts. Some of these are national priorities in terms of their importance to the Kent and UK economy.

The fourth LTP explains the Council's main transport infrastructure priorities to deliver the aforementioned growth without gridlock in Kent.

What the Council seek to achieve from transport for our residents, businesses and visitors is clearly set out in the outcomes described in this LTP4, these are:

- Outcome 1: Economic growth and minimised congestion;
- Outcome 2: Affordable and accessible door-to-door journeys;
- Outcome 3: Safer travel;
- Outcome 4: Enhanced environment;
- Outcome 5: Better health and wellbeing.

Site Allocations Policy 1 Non-Strategic Housing Allocations

2.11 This Site at Barwick Road is allocated land within the Local Plan for up to 220 dwellings (reference. DOV022E – Land in Coombe Valley).

Section Summary

2.12 Considering the proposed development at Barwick Road, Dover and having reviewed the aforementioned transport-related policies, it can be said that on transport and highways-related issues, the scheme reported on in this TA adheres to the national and local planning requirements given by the appropriate authorities.

3.0 EXISTING SITUATION

3.1 Dover is a town and major ferry port in Kent, South East England. It faces France across the Strait of Dover, the narrowest part of the English Channel at 33 kilometres (21 mi) from Cap Gris Nez in France.

3.2 It lies South-east of Canterbury and east of Maidstone and the town is the administrative centre of the Dover District and home of the Port of Dover.

3.3 In recent times the town has undergone transformations with a high-speed rail link to London, new retail provision in town with St James' area opened in 2018, and a revamped promenade and beachfront. This followed in 2019, with a new 500m Pier to the west of the Harbour, and new Marina unveiled as part of a £330m investment in the area.

3.4 Dover's main strategic road corridor, the A2 replicates two former routes, connecting the town with Canterbury. The other main roads, travelling West and East, are the A20 to Folkestone and then the M20 to London, and the A258 through Deal to Sandwich. The A256 is the main urbanised route locally essentially forming a ring road around Dover's town centre.

3.5 Southeastern trains run from Dover Priory railway station to London Charing Cross, Victoria or London St Pancras International stations in London, and Ramsgate or Sandwich in Kent. London is reached in 55 minutes by train from Dover.

3.6 Dover has two long distance footpaths: the Saxon Shore Way and the North Downs Way. The National Trust White Cliffs can be reached by foot from the town centre, with pathways to South Foreland Lighthouse, and St Margaret's Bay along the cliff top . The walking routes from Dover pass the National Trust visitor centre on the landmark chalk cliffs overlooking the English Channel with views of France visible on a clear day. Two National Cycle Network routes begin their journey at the town. Route 1 goes from Dover to Canterbury and this route links with National Cycle Route 2 from Dover to St Austell, Regional route 16, and Regional route 17 in Dover.

3.7 The Port of Dover is a 20-minute walk from Dover Priory railway station. The crossing time to Calais is approximately 90 minutes and to Dunkirk 2 hours.

3.8 Stagecoach in East Kent provide local bus services and bus services passing along the frontage of the Site 90, 91, 92 and 92A which provide an approximate 20-minute frequency service throughout the day Dover and Folkestone and Dover and Canterbury. A wide range of services are available from the town centre.

3.9 National Express runs coaches from Dover to other towns in Kent including Canterbury, Folkestone, Ashford, Kent, Maidstone, Gillingham at Hempsted Valley shopping centre and Greenhithe at Bluewater Shopping Centre for Dartford to London including Bexleyheath, Eltham, Walworth, Canary Wharf, Elephant and Castle, The City (London) and to Victoria Coach Station.

3.10 The Site itself comprises a rectangular parcel of land on the southern side of Barwick Road and is situated between Barwick Road and Poulton Close in Coombe Valley. The land is currently accessed exclusively via Barwick Road and is currently abandoned with some derelict steel-frame warehouses and hardstanding areas.

3.11 In the immediate vicinity of the Site, Barwick Road runs on a North-west/South-east alignment and is a single carriageway of approximately 6.5m in width. Footway of approximately 1.8m in width are provided on both sides of the carriageway and a formal system of street lighting is installed with the road being subject to a mandatory 30mph speed limit. Four bus stops are located along the span of the frontage of the Site, two for each direction separated by distances of only approximately 150m.

3.12 Approximately 250m to the South-west is the Barwick Road/Coombe Valley Road roundabout which effectively forms the main gateway junction when travelling between the Site and the main route around the town centre (the A256) from which traffic is distributed to the network. While other routes are available, the vehicular route between the Site and the A256 shown in Figure 3.1 (below) is that which avoids narrow residential streets.

Figure 3.1: Main Vehicular Route to/from the Site

3.13 The roundabout is a four-arm arrangement with an inscribed circle diameter (ICD) of approximately 40m with all approaches to the junction being two-way single carriageway, except for Beaufoy Road which is a one-way northbound exit.

3.14 There are no identified, dedicated cyclist facilities in the immediately local area. However, the general suburban backdrop coupled with speed limits of 30mph or less makes the local environment conducive for cycling.

3.15 Future residents and visitors of the Site would have accessibility to a wide range of day-to-day services and facilities. The measures taken below are based on actual walking distances although it should be noted that in some cases the measured route takes into consideration the pedestrian link over Ridge Walk between Whinless Road and Noah's Ark Road which may be inaccessible for some users due to steps and gradients. A selection of identified local services and facilities includes the following:

Service/Facility	Walking Distance from Site
Town Centre	1.5km (E)
Food Superstore	
Co-op	1.3km (NE)
Aldi	1.4km (E)
Morrisson's	1.8km (E)
Access to Cash	
Premier Convenience Store	650m (E)
High Street Banks (Town Centre)	1.5km (E)
Open Public Space	
Play Area/Community Centre	150m (SE)
Ridge Walk (Whinless Down)	500m (SE)
River Recreation Ground	1.5km (N)
Leisure/Fitness/Sports	
Rugby/Football	1.25km (N)
Channel Fit Gym	200m (W)
Postal Facility	
Crabble Post Office	1.4km (NE)
Buckland Post Office	1.5km (E)
Dental Practices	
Sedgemead House Dental Practice	1.6km (E)
Dover Priory Dental Practice	2.2km (SE)
Health Care	
Buckland Medical Centre	1.3km (N)
Peter Street Surgery	2km (E)
Schools	
Priory Fields Primary School	1.2km (SE)
St Martins Primary School	1.5km (S)
Astor College (High School/Sixth Form)	1.2km (SE)

Table 3.1: Walking Distances to Local Services/Facilities

3.16 The areas covered by 30-minute walking and cycling times from the Site have been calculated using the online service 'maps.openrouteservice.org' and are shown by the shaded walking isochrones in Figures 3.2 and 3.3 (below). These isochrones demonstrate that the majority of Hadleigh and its range of local services and facilities are within readily achievable walking and cycling time/distance of the Site.

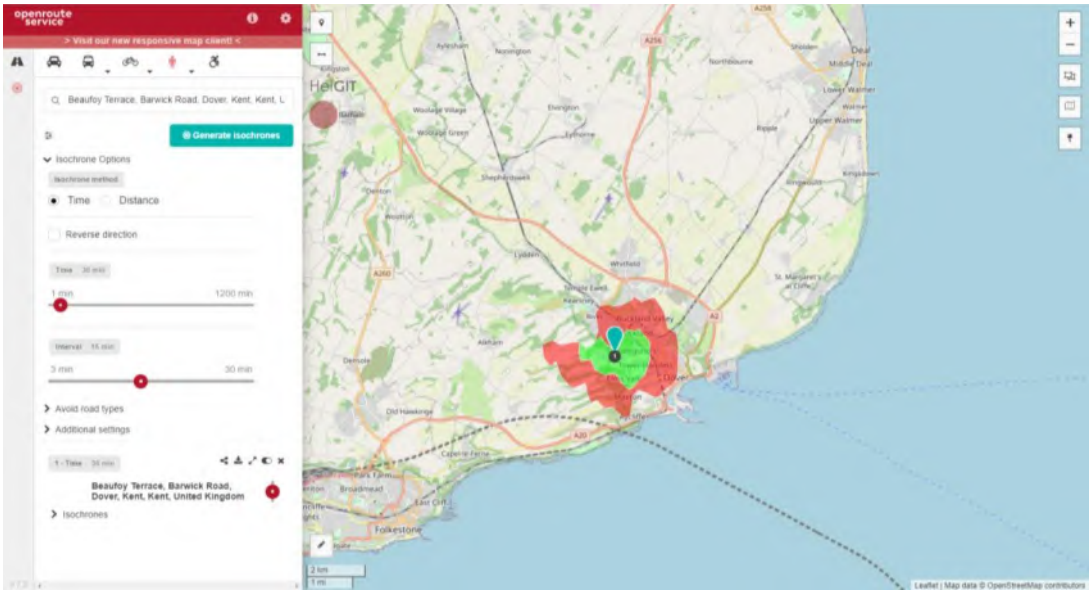

Figure 3.2: Walking Isochrones (source: 'maps.openrouteservice.org')

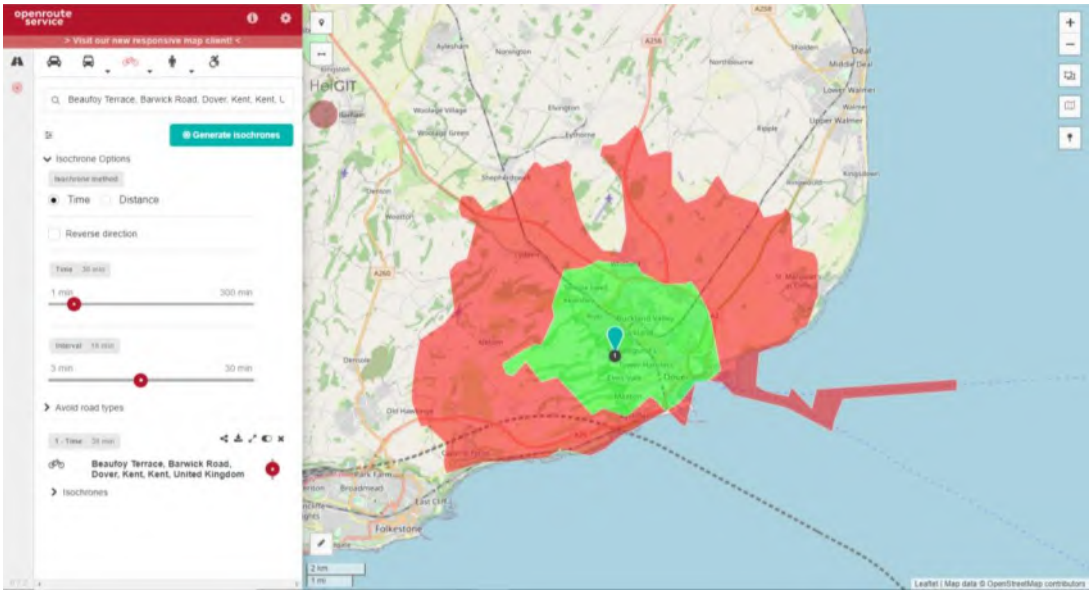

Figure 3.3: Cycling Isochrones (source: 'maps.openrouteservice.org')

3.17 Information relating to Public Rights of Way obtained from Kent County Council's on-line mapping browser is presented below:

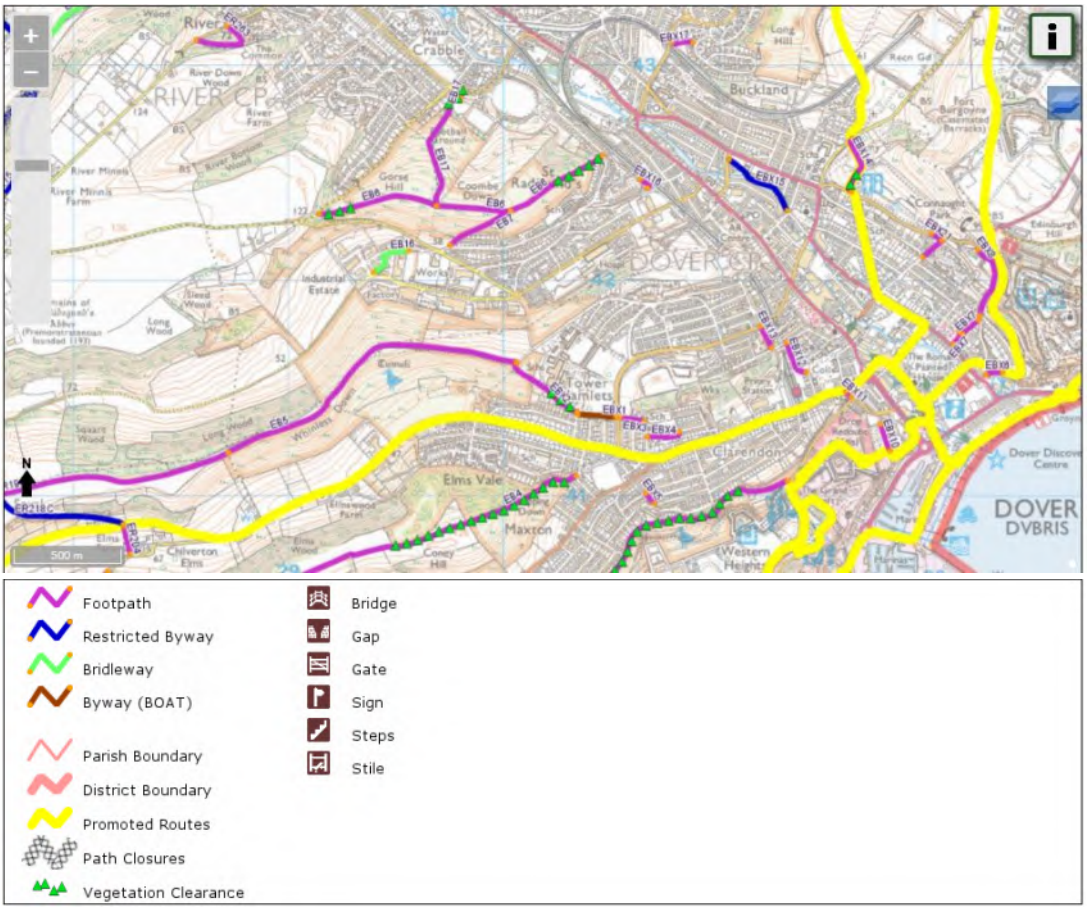

Figure 3.4: Public Rights of Way (Source: Kent County Council)

Highway Safety

3.18 A review of local highway safety has been undertaken utilising personal injury accident data obtained using the "Crash Map" database.

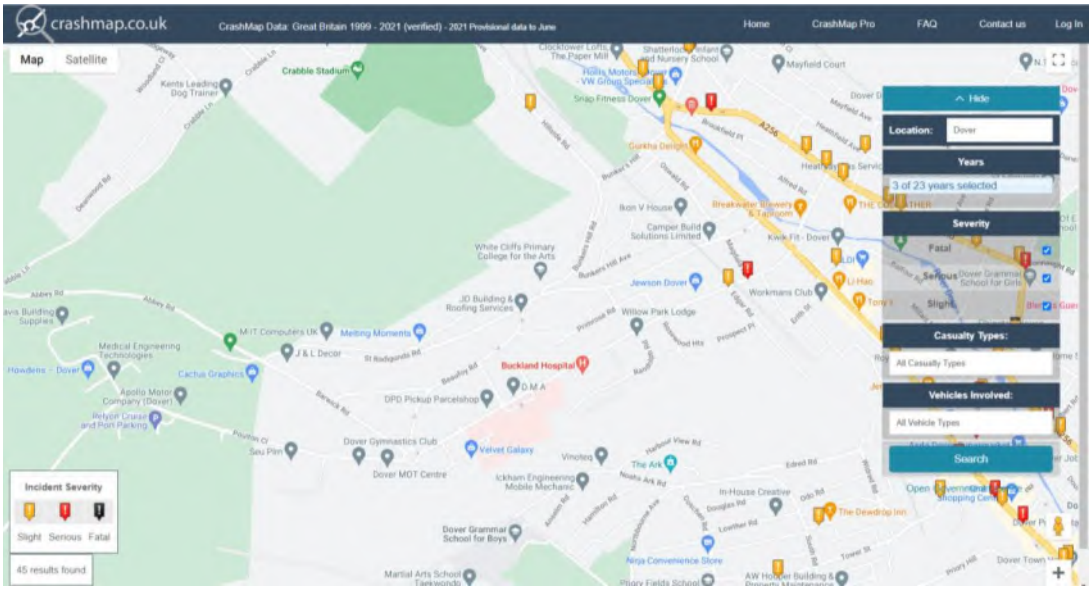

Figure 3.5: Crashmap Accident Data

3.19 The Crash Map database includes information collected by the police relating to road traffic incidents where there has been a "Personal Injury Accident". This data is approved by the National Statistics Authority, reported on by the Department for Transport.

3.20 The current Crashmap database includes incidents from 1999 up to 2021 and data outputs extracted from Crashmap for the most recent three-year period to date are presented on the schematic diagram (above).

3.21 No accidents are shown to be recorded along the frontage, or directly at the existing access point serving the Site, and no incidents are shown at the Barwick Road/Coombe Valley Road roundabout junction to the East.

3.22 The nearest accidents recorded were on Barwick Road approximately 1km to the East and were "Slight" and "Serious" classification incidents shown to have occurred on 04 April 2020 and 01 September 2020, respectively.

3.23 Those accidents that are shown within the study area are shown to have been scattered and appear to be unrelated, overwhelmingly "Slight" in classification and are more likely a function of traffic volumes along the A256 rather than any fundamental design shortcomings on the local highway network in and around the town of Dover.

3.24 The analysis of highway accident data on Crashmap outlined above does not indicate any prevailing road safety issues on the local highway network that should prevent the proposed development considered herein from proceeding.

4.0 THE DEVELOPMENT

4.1 The current proposal for the Site is for a total of 137 dwellings, 64 of which would be flats/apartments and 73 of which are housing. The proposal will aim to utilise the Site's existing topography, in a series of three tiers given that the Site naturally slopes southwards. The proposed houses are all 3-storey and apartments are 4-storeys in consideration of the surrounding context and are set back from the Sites boundaries.

4.2 The levels of access visibility provided at the access points to serve the scheme would meet the requirements of Manual for Streets (49m x 2.4m x 49m) calculated from the recorded design speeds along this section of Barwick Road.

4.3 Dropped pram crossings would be installed at appropriate locations to link the development with the footway on the North side of Barwick Road, and vice versa.

4.4 Vehicular access is proposed to be from Barwick Road. The main vehicular access would be biased towards the East of the Site's frontage serving approximately two-thirds of the proposed development scheme with a secondary vehicular access being positioned to the West towards the boundary. These main and secondary accesses onto Barwick Road could also be used by pedestrians and cyclists. The level differences between the main developable areas of the Site and Barwick Road mean that the accesses would need to be sloped, particularly in the case of the main access. However, gradients would not exceed 1:12 (8%) being the generally accepted maximum for estate road design.

4.5 Separate pedestrian connections would also be provided onto Barwick Road. Unavoidably, these would need to be stepped arrangements due to level differences.

4.6 Additionally, a pedestrian access could be provided towards the south-eastern corner of the Site linking with existing community centre, noting that on account of level differences this would most likely need to be a stepped arrangement.

4.7 The overall scheme is presented in the "Plans" section of this TA report.

Parking Provision

4.8 Levels of parking are to comply with the Kent County Council (KCC) 2008 parking standards (below) based on the "suburban" area classification. It is anticipated that parking spaces for cycles would be incorporated within the curtilages of the individual houses in accordance with the KCC standards.

4.9 Cycle parking for houses would be contained within the curtilage of each plot and parking for the series of flats would be provided in secure communal stores at a ratio of 1 space per unit.

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ARE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

Table 4.1: KCC 2008 Parking Standards (Residential Units)

5.0 TRIP GENERATION

5.1 To review the highway implications of the proposed development, trip rates have been extracted from the TRICS database using the "House – Privately Owned" classification and this represents a worse-case scenario with respect to traffic demands. In reality, the development would include some proportion of affordable housing that is typically less traffic-intensive during the AM and PM peak hours. It be noted that on account of the Site having been disused in recent years, no deductions have been made to account for the trip generation potential of the existing permitted use on the plot.

TOTAL VEHICLES

Survey Start/End: 07:00-21:00
Trip rate parameter range available: 8 - 250 (units:)

Estimate TRIP rates | State TRP Figure & Extrapolate Results | ON | Estimated TRIP rate value per 137 DWELLS | Estimated TRIP rates shown in shaded column (for 137 DWELLS)

TRIP RATE VALUE PER 1 DWELLS	ARRIVALS Total Rate: 2.678 Peak: 17:00-18:00			Total 366.823	DEPARTURES Total rate: 2.649 Peak: 08:00-09:00			Total 362.937	TOTALS Total rate: 5.327 Peak: 08:00-09:00			Total 729.760
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.079	10.761	50	88	0.299	40.991	50	88	0.378	51.752
08:00-09:00	50	88	0.132	18.132	50	88	0.368	50.353	50	88	0.500	68.485
09:00-10:00	50	88	0.137	18.785	50	88	0.178	24.352	50	88	0.315	43.137
10:00-11:00	50	88	0.141	19.283	50	88	0.170	23.264	50	88	0.311	42.547
11:00-12:00	50	88	0.145	19.905	50	88	0.161	22.113	50	88	0.306	42.018
12:00-13:00	50	88	0.158	21.646	50	88	0.166	22.704	50	88	0.324	44.350
13:00-14:00	50	88	0.174	23.792	50	88	0.159	21.833	50	88	0.333	45.625
14:00-15:00	50	88	0.172	23.543	50	88	0.195	26.778	50	88	0.367	50.321
15:00-16:00	50	88	0.264	36.233	50	88	0.178	24.383	50	88	0.442	60.616
16:00-17:00	50	88	0.272	37.259	50	88	0.165	22.673	50	88	0.437	59.932
17:00-18:00	50	88	0.335	45.905	50	88	0.157	21.491	50	88	0.492	67.396
18:00-19:00	50	88	0.262	35.922	50	88	0.140	19.189	50	88	0.402	55.111
19:00-20:00	1	32	0.188	25.688	1	32	0.125	17.125	1	32	0.313	42.813
20:00-21:00	1	32	0.219	29.969	1	32	0.188	25.688	1	32	0.407	55.657
21:00-22:00												
22:00-23:00												
23:00-24:00												

Table 5.1: Trip Rates

5.2 The full account of multi-modal trip rate calculations is presented at Appendix A of this report.

6.0 OBJECTIVES

6.1 As well as assisting in achieving central government aims and objectives, a Travel Plan (TP) can have a number of significant benefits to individuals and the local community as well as the Site, such as:

- To inform residents of sustainable travel options encouraging sustainable travel habits from the outset;
- An improved environmental image of the Site;
- A reduced need for car parking spaces;
- Improved access to the Site for residents, visitors and deliveries;
- Reduced traffic attraction resulting in improved air quality, noise levels, local traffic conditions and a cleaner more attractive environment;
- Reduce the number of trips by private vehicle, especially those made by single occupancy car usage;
- Reduced stress caused by driving, allied with improved health from adopting alternative travel habits;
- Enhancement of the role of safe walking and cycling in the local area and therefore an improved environment for all pedestrians and cyclists;
- Improved viability and therefore provision of local public transport services, which are available to those travelling to and from the Site as well as the rest of the local community; and
- A reviewable operation so that any adverse transport impact can be quickly dealt with and emerging opportunities maximised.

6.2 It is important to note that the implemented measures (i.e., that which will build upon this Interim Travel Plan (ITP)) are part of an evolving process. Regular evaluation and adaptation of those measures put in place will increase the likelihood of the measures meeting their aims and ensure that any shortcomings are identified and addressed.

7.0 TRAVEL PLAN MEASURES

7.1 Using this ITP as a framework, a Travel Plan Coordinator (TPC) will be appointed. The TPC will regularly review the TP, and if necessary, explore the potential for a variation or new measures to achieve the TP and promoting a sustainable travel culture for the development that encourages the uptake of more sustainable modes of travel.

7.2 It is essential that certain measures are implemented early in the development such that residents are kept informed of their options and have the opportunity to contribute positively towards the aims of the TP.

7.3 Measures of the TP will include:

- The appointment of a TPC to oversee all aspects of the TP;
- The creation of a steering group, where appropriate, which will include residents and members of the management company will meet regularly to discuss issues relating to the TP;
- Consulting with residents on a regular basis, following consultation with the steering group formed as part of the TP;
- Provision of a Travel Information Pack to be made available to all new residents, this will include relevant travel information such as public transport information and local route maps;
- The use of newsletters within the proposed development to provide updated information on more sustainable transport options.

7.4 Once appointed the contact details of the TPC will be provided to the Local Authority, to ensure that there is clear dialogue from the outset of the TP.

7.5 The TPC role and TP will be funded by the Developer from commencement of the TP and ongoing until completion of the 'year 5' monitoring surveys.

7.6 At this stage, it is anticipated that the TPC role would be appointed directly by the Developer. Responsibility for the TP would then cease after 'year 5' – whereupon the behavioural changes that the plan aims to achieve will have been achieved as far as is reasonably possible. Any relevant travel plan-related information could then be made available to any future sub-phases of the overall scheme.

7.7 Upon appointment of the TPC, additional SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets will be introduced with the aim of increasing the uptake of sustainable transport modes. These will include:

Travel Information Packs

7.8 Each new resident of the development will be provided with a Travel Information Pack upon occupation. This will include references to the TP and introduce the TPC explaining the aims and objectives of what is being put forward whilst also outlining the occupier's responsibilities.

7.9 Questionnaires will also be included in the Travel Information Pack tailored to whether the recipient is a resident. For the residents the questionnaire will enquire as to how many vehicles they own and general information covering travel patterns.

7.10 Travel Information Packs are also intended to give a "kick start" to influence residents travel habits from the outset.

7.11 The TPC for the proposed scheme will work together with residents in supporting the modes which have the greatest effect on travel and investigate the scope for further funding where it is most likely to have a tangible effect.

7.12 The Travel Information Packs will contain:

- A map of the development in relation to the surrounding area, i.e., shops, schools, health and leisure facilities;
- A plan showing walking routes in the local area;
- A plan showing cycle routes in the area;
- Promotional information for local cycle shop(s) and a cycle voucher (**or** bus voucher) per household up to the value of £70;
- Public transport timetable information for local bus and train services (contact details for train and bus operators and season ticket details will also be provided) and a bus pass voucher per household (**or** cycle voucher – see above) up to the value of £70, valid for one month;
- Information on local car-sharing initiatives;
- Local taxi and hire car companies information;
- TPC contact details;
- "Customer" feedback forms for residents to complete regarding the implementation of the TP;
- A list of useful website links for public transport, cycling and walking.

7.13 The Travel Information Packs would also include a link to a personalised travel webpage (such as "Traveline") which provides a system of presenting the best options available for journeys majoring on walking, cycling and public transport.

7.14 All of the above information will also be made available on the TP website, at this stage envisaged to be embedded within Housebuilder's main website for the proposed development, with the URL website address being included in the Travel Information Pack.

The TPC will provide the URL address of the website to the District Council, the Parish Council and also the Highway Authority (Kent County Council).

7.15 A Sustainable Travel Information Pack (STIP) will be produced bespoke to the proposed development, although this will follow a similar format to those which have previously been acceptable to the Highway Authority. A sample/draft copy of the STIP will be provided for Highway Authority review and acceptance not less than two months prior to first occupancy. This will ensure that the STIP that is then issued to residents of the scheme includes information that is as up to date as possible.

Promote Walking

7.16 The ITP and layout of the Site itself will also act to encourage walking, including dropped kerbing and tactile paving to assist less able pedestrians within the proposed development. High quality street lighting will be installed within the Site with a view to providing a safe night-time walking environment. The TPC will, if sufficient demand exists, arrange a walking bus to the local primary school(s) to be supervised on a voluntary basis by parents.

Promoting Cycling

7.17 A cycle voucher (or bus voucher) per household up to the value of £70 will be provided as part of the Travel Information Packs.

Promote Public Transport

7.18 A bus voucher (or cycle voucher) per household up to the value of £70 will be provided as part of the Travel Information Packs.

7.19 The TPC will promote the use of bus services operating locally through promotional material such as the Travel Information Packs and through the TP website.

7.20 Information will be provided within the Travel Information Packs on how to obtain public transport discounts such as annual season tickets.

Publicity Newsletters

7.21 A key to the success of the TP will be positive publicity. The TPC will therefore, take advantage of every opportunity to publicise the TP and its successes.

7.22 Upon occupation each resident will have been made aware of the TP through sales literature and will have access to the Travel Information Packs. The TPC will arrange a local press release at first occupation when the first Travel Information Pack is issued to publicise the TP This press release will include the URL address of the TP website, via the Housebuilder's main website for the proposed development.

7.23 Annually, the TPC will prepare and issue a TP newsletter both electronically on the TP website and in hard copy with an area specifically allocated for residents' issues. This newsletter will highlight the successes and identify areas for improvement for the TP. It is also anticipated that a small section of the newsletter will be allocated for residents' experiences of alternative travel modes and tips for more sustainable travel.

7.24 A small tear-off slip or reply section will be provided at the end of the newsletter for residents to highlight and report any deficiencies in the travel infrastructure that they have noted in the previous period.

Annual Meetings

7.25 The TPC will also offer meetings annually where the ongoing implementation of the TP will be discussed and (subject to take up) these could be held within local community facilities and/or remotely via applications such as Microsoft Teams, Zoom etc. At the relevant meeting the results of the most recent biennial travel survey will be presented and comparisons made with the previous year. Residents will also be encouraged to highlight shortcomings in the local travel infrastructure for the TPC to discuss with the relevant Local Authority.

Car-Sharing

7.26 Organised car-sharing enables people travelling in the same direction to connect such that they can arrange to travel together and share the costs, whilst reducing congestion and pollution at the same time.

7.27 The Welcome Packs for the proposed development will include details of local car-sharing clubs that will also be provided on the website.

7.28 The TPC will promote the uptake of car-sharing in news pamphlets and at the annual meetings.

8.0 TARGET SETTING AND INDICATORS

8.1 The objectives of a TP are to develop a set of mechanisms, initiatives and targets that can potentially bring about a reduced impact of travel on the environment. The TP should aim to reduce car dependency, particularly for single occupancy trips and promote the use of more sustainable modes of transport.

8.2 The 'draft' target in this version of the TP is for a 10% reduction in the percentage share of car-based person trips compared between the indicative TRICS data and the results of the final ('year 5') travel survey. This target will be subject to review upon obtaining the actual mode share results of the first travel survey undertaken specifically for the proposed development and subsequent travel surveys.

8.3 Supplementary targets (currently based on TRICS mode split data) supporting the achievement of the main 'draft' target are as follows:

8.4 The objectives of an ITP are to develop a set of mechanisms, initiatives and targets that can potentially bring about a reduced impact of travel on the environment. The ITP should aim to reduce car dependency, particularly for single occupancy trips and promote the use of more sustainable modes of transport.

8.5 Even with the full implementation of the TP, it may not be possible to achieve significant changes to the travel behaviour of residents over the course of the plan. This should be acknowledged and the TP and/or the work of the TPC must not be considered a failure if every reasonable effort has been made. However, it is important to set and work towards targets with a view to guiding the overall TP process.

8.6 A baseline multimodal residential survey will be carried in the September at approximately 20% occupancy and then re-surveys completed biennially (i.e., every two years) from the baseline travel survey. It should be noted if 20% occupancy occurs after September, the survey must be completed in March/April (avoiding public holidays).

8.7 The data obtained from the first residential survey (to be undertaken at 20% occupancy) will then be used to inform the full Travel Plan, which itself will be due by 25% occupancy, equating to some 25 units.

8.8 Traffic Count Data would also be captured on an annual basis following TRICS/SAM (Standard Assessment Methodology) capturing relevant vehicle modes and then submitted to the Highway Authority's Statutory Travel Plan Officer for validation.

8.9 The 'draft' target in this version of the ITP is for a 15% reduction in single occupancy car trips compared against the first travel survey results. This target will be subject to review upon obtaining the results of the first travel survey and subsequent surveys. Supplementary targets (currently based TRICS) to support the achievement of the overall 'draft' target are as follows:

Timeframe	Actions	'Draft' Targets
Initial Measures	***Travel Plan Co-ordinator*** TPC to be appointed. Local authority to be provided with contact details for the TPC. Welcome Packs and the residents' ITP website are prepared (issued and "activated", respectively upon 1st occupation).	
Prior to and upon 1st occupation	***Walking*** Walking to local services and amenities will be encouraged through production and distribution of the Welcome Packs received by residents upon moving into their new homes. Walking links (illuminated) to be provided to existing "off-site" infrastructure.	An "uptake of walking" target of at least 5% should be achieved, exceeding the local 2011 Census data by the 'year 5' survey.
Prior to and upon 1st occupation	***Cycling*** Cycling to local services and amenities will be encouraged through the production and distribution of the Welcome Packs received upon residents moving into their new homes. Cycling links (illuminated) to be provided to existing "off-site" infrastructure.	The "uptake of cycling" target of at least 2.5% should be achieved, exceeding the 2011 local Census data by the 'year 5' survey.
Upon 1st occupation	***Car Sharing*** The TPC will circulate information on car sharing whilst setting up links to a car sharing database to be accessed via the ITP website.	The short-term target for car sharing should be at least 5%. Car share will contribute towards reducing the overall amount of single occupancy car trips by the 'year' 5 survey.
Upon 1st occupation	***Public Transport*** The TPC will investigate public transport options and provide information to residents of how they can apply for discounts/season tickets through the ITP. The TPC will also inform residents of other relevant travel planning information (e.g., walking/cycling).	An "uptake of public transport" target of at least 5% should aimed for, exceeding the local 2011 Census data by the 'year 5' survey.
	Publicity	

Timeframe	Actions	'Draft' Targets
Upon 50th occupation - meetings and newsletters biannually thereafter	In addition to the Welcome Packs and ITP website the TPC will offer annual group meetings with residents and prepare and distribute ITP newsletters twice annually to discuss and inform on matters relevant to the evolving ITP process.	
Upon 20% occupation	***Initial Travel Survey*** The "initial travel survey" for the development will be undertaken to identify the actual breakdown of travel modes, to identify performance against predictions and to inform any necessary changes to the ITP.	
Annually up to and including 'year 5'	***Follow-up Travel Survey*** Follow-up annual travel survey to assess the performance of the ITP, and to inform the introduction of new/altered targets as decided by the TPC/Local Authority.	

Table 8.1: Actions and Supplementary Targets

9.0 MONITORING AND REVIEW

9.1 To enable specific actions to be monitored, there must be measurable output from the overall travel planning process.

9.2 Monitoring and review will be undertaken by the TPC on an on-going basis, but will not involve less than the following:

- Bespoke travel surveys will be undertaken upon the 20% occupation (the precise quantum of what this equates is to be agreed in due course), to enable a meaningful sample size to be obtained and then biennially up to 'year 5' to monitor the effectiveness of the plan and to evaluate changes in travel patterns that will be compared with the previous survey;
- the TP will be kept under review with updated plans issued in October each year; and
- a monitoring report will be prepared and distributed to residents, occupiers, local authorities and other interested parties typically within 2 months of survey completion.

9.3 The travel surveys will determine the number of persons travelling and the modes by which they travel. This will enable biennial changes to be clearly identified. The format of the travel survey(s) will be agreed between the TPC and KCC prior to the survey being undertaken. This survey could, for example, be a count of all trips by all modes at each access to the development for one weekday at an agreed date between 0700hrs and 1900hrs and include a resident questionnaire or if requested captured using TRICS/SAM methodology. The travel surveys will be conducted by the TPC or an appointed survey company (depending on the required survey specification). After the initial travel survey, it is anticipated that the biennial travel surveys will be undertaken during September of each year. The biennial surveys will include a prize-draw incentive to encourage a good response rate. A total budget of £500 would be assigned over the life of the TP to cover incentives, which could be presented in the form of shopping vouchers or suitable equivalents which could be offered to the "winning" survey respondent - to be selected at random.

9.4 Further monitoring could be undertaken by the TPC by taking simple counts of vehicle parking space usage within the Site over the period of one week.

9.5 To ensure consistency of surveying and monitoring, the time-period of the biennial survey will be over two weeks and carried out at the same time of the year biennially. It will be timed to coincide with a maximum level of occupation or as required by the Local Authority. The reviewing process will also consider any other new developments in the area with respect to travel needs and include revisions to the plan as required.

9.6 Biennial reviews will be monitored with either the confirmation of the current plan or the issue of a revised plan. Completion of the biennial review will be evidenced by a revision sheet in copies of the plan. The biennial monitoring report will be evidenced to the Local Authority within two months of each subsequent survey having been undertaken.

10.0 TRAVEL PLAN COMMITMENT

10.1 The TPC role will be undertaken from commencement of the TP and until the completion of the 'year 5' monitoring surveys.

Travel Plan Contacts

10.2 The following persons are responsible for the TP. All travel plan-related queries should be addressed to the TPC in the first instance. These details will be completed and/or confirmed prior to the implementation of the TP.

TRAVEL PLAN COORDINATOR	DEVELOPMENT MANAGER
TBC	TBC
TBC	TBC
Tel: TBC	Tel: TBC
Email: TBC	Email: TBC

Costs

10.3 There should be nothing preventing the Developer from delivering the TP at a reduced cost if there are opportunities to do so. So long as the *measures* of the TP are being implemented satisfactorily in a manner that is acceptable to the Highway Authority, there should be no requirement to bring a bond/surety into play.

10.4 Separate to the bond/surety, a charge would be payable to the Highway Authority for review, monitoring and general advice typically covering the first five years of the TP.

10.5 In year 4, the monitoring return will show how outstanding funding will be expended by the end of year 5. However, there should not be a requirement to expend funds in the final year(s) of the TP simply for the sake of expending funds, as this does not guarantee value for money. If the TP has been implemented in full and has yielded positive results up to that point to the satisfaction of the Highway Authority, then the Developer reserves the right to benefit from any cost-savings that may be made over the life of the TP.

10.6 The costs associated with the Travel Information Pack and website subsidy incentives would be borne at the relevant points over the development's build-out period, anticipated to be approximately 3 years in total at a rate of approximately 50 dwellings per annum being completed on the Site.

10.7 The annual running costs would be incurred year on year until the end of 'year 5' of the TP, which is anticipated to be circa 2028, and would be incurred regardless of the actual build-out rate of the proposed development.

10.8 The TPC role and associated TP costs will be borne by the Developer for five years from commencement of the TP or until the completion of the 'year 5' monitoring surveys – whichever is the latter.

10.9 Any relevant TP information would be made available to any appropriate organisation (for example the Parish, District or County Council) who may wish to continue the process after 'year 5'.

11.0 REPORT DISCLAIMER

11.1 Create Consulting Engineers Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.

11.2 The copyright of this report is vested in Create Consulting Engineers Ltd and Mulberry Tree Holdings Ltd T/A Oliver Davis Homes (Kent). The Client, or his appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or Mulberry Tree Holdings Ltd T/A Oliver Davis Homes (Kent).

11.3 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

APPENDICES

APPENDIX A

Calculation Reference: AUDIT-649801-220929-0929

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
02	SOUTH EAST		
	ES	EAST SUSSEX	4 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	7 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	3 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	2 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	4 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 250 (units:)
Range Selected by User: 6 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 24/11/21

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

Selected survey days:

Monday	10 days
Tuesday	9 days
Wednesday	14 days
Thursday	11 days
Friday	6 days

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

Selected survey types:

Manual count	50 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	39

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	47
Village	1
Out of Town	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:

C3	50 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 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	16 days
15,001 to 20,000	8 days
20,001 to 25,000	8 days
25,001 to 50,000	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	5 days
25,001 to 50,000	5 days
50,001 to 75,000	7 days
75,001 to 100,000	9 days
100,001 to 125,000	1 days
125,001 to 250,000	17 days
250,001 to 500,000	5 days
500,001 or More	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	11 days
1.1 to 1.5	36 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	23 days
No	27 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	49 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

3 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

4 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

5 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

6 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

7 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

9 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

10 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

11 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

12 EN-03-A-01 TERRACED & SEMI-DETACHED ENFIELD
BOLLINGBROKE PARK
COCKFOSTERS

Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: WEDNESDAY *24/11/21* *Survey Type: MANUAL*

13 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

14 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL

16 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY 07/11/19 Survey Type: MANUAL

17 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY 27/09/21 Survey Type: MANUAL

18 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

19 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

20 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY 19/11/19 Survey Type: MANUAL

21 HC-03-A-24 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: WEDNESDAY 10/11/21 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22 HC-03-A-25 MIXED HOUSES & FLATS HAMPSHIRE
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY 12/10/21 Survey Type: MANUAL

23 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY 16/11/21 Survey Type: MANUAL

24 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY 08/11/21 Survey Type: MANUAL

25 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY 08/07/19 Survey Type: MANUAL

26 HF-03-A-04 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: TUESDAY 08/06/21 Survey Type: MANUAL

27 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

28 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

29 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY 09/06/21 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

31 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

32 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

33 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

34 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

35 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

36 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

37 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

38 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

39 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

40 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

41 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

42 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

43 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

44 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

45 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

46 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

47 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

48 WS-03-A-12 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

49 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

50 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.079	10.761	50	88	0.299	40.991	50	88	0.378	51.752
08:00 - 09:00	50	88	0.132	18.132	50	88	0.368	50.353	50	88	0.500	68.485
09:00 - 10:00	50	88	0.137	18.785	50	88	0.178	24.352	50	88	0.315	43.137
10:00 - 11:00	50	88	0.141	19.283	50	88	0.170	23.264	50	88	0.311	42.547
11:00 - 12:00	50	88	0.145	19.905	50	88	0.161	22.113	50	88	0.306	42.018
12:00 - 13:00	50	88	0.158	21.646	50	88	0.166	22.704	50	88	0.324	44.350
13:00 - 14:00	50	88	0.174	23.792	50	88	0.159	21.833	50	88	0.333	45.625
14:00 - 15:00	50	88	0.172	23.543	50	88	0.195	26.778	50	88	0.367	50.321
15:00 - 16:00	50	88	0.264	36.233	50	88	0.178	24.383	50	88	0.442	60.616
16:00 - 17:00	50	88	0.272	37.259	50	88	0.165	22.673	50	88	0.437	59.932
17:00 - 18:00	50	88	0.335	45.905	50	88	0.157	21.491	50	88	0.492	67.396
18:00 - 19:00	50	88	0.262	35.922	50	88	0.140	19.189	50	88	0.402	55.111
19:00 - 20:00	1	32	0.188	25.688	1	32	0.125	17.125	1	32	0.313	42.813
20:00 - 21:00	1	32	0.219	29.969	1	32	0.188	25.688	1	32	0.407	55.657
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.678	366.823			2.649	362.937			5.327	729.760

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:	8 - 250 (units:)
Survey date date range:	01/01/14 - 24/11/21
Number of weekdays (Monday-Friday):	50
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
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
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.002	0.249	50	88	0.002	0.311	50	88	0.004	0.560
08:00 - 09:00	50	88	0.005	0.746	50	88	0.005	0.715	50	88	0.010	1.461
09:00 - 10:00	50	88	0.003	0.467	50	88	0.003	0.435	50	88	0.006	0.902
10:00 - 11:00	50	88	0.004	0.498	50	88	0.004	0.498	50	88	0.008	0.996
11:00 - 12:00	50	88	0.002	0.280	50	88	0.002	0.311	50	88	0.004	0.591
12:00 - 13:00	50	88	0.002	0.280	50	88	0.002	0.249	50	88	0.004	0.529
13:00 - 14:00	50	88	0.002	0.342	50	88	0.003	0.404	50	88	0.005	0.746
14:00 - 15:00	50	88	0.002	0.342	50	88	0.002	0.311	50	88	0.004	0.653
15:00 - 16:00	50	88	0.007	0.902	50	88	0.006	0.871	50	88	0.013	1.773
16:00 - 17:00	50	88	0.004	0.498	50	88	0.004	0.529	50	88	0.008	1.027
17:00 - 18:00	50	88	0.002	0.342	50	88	0.002	0.311	50	88	0.004	0.653
18:00 - 19:00	50	88	0.002	0.280	50	88	0.002	0.311	50	88	0.004	0.591
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.037	5.226			0.037	5.256			0.074	10.482

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.002	0.280	50	88	0.002	0.218	50	88	0.004	0.498
08:00 - 09:00	50	88	0.004	0.529	50	88	0.003	0.467	50	88	0.007	0.996
09:00 - 10:00	50	88	0.003	0.467	50	88	0.003	0.404	50	88	0.006	0.871
10:00 - 11:00	50	88	0.003	0.435	50	88	0.003	0.373	50	88	0.006	0.808
11:00 - 12:00	50	88	0.002	0.311	50	88	0.003	0.404	50	88	0.005	0.715
12:00 - 13:00	50	88	0.001	0.187	50	88	0.002	0.311	50	88	0.003	0.498
13:00 - 14:00	50	88	0.002	0.342	50	88	0.001	0.156	50	88	0.003	0.498
14:00 - 15:00	50	88	0.002	0.218	50	88	0.002	0.311	50	88	0.004	0.529
15:00 - 16:00	50	88	0.002	0.311	50	88	0.002	0.280	50	88	0.004	0.591
16:00 - 17:00	50	88	0.001	0.093	50	88	0.001	0.187	50	88	0.002	0.280
17:00 - 18:00	50	88	0.001	0.187	50	88	0.001	0.156	50	88	0.002	0.343
18:00 - 19:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	3.453			0.024	3.360			0.048	6.813

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.001	0.187	50	88	0.001	0.156	50	88	0.002	0.343
08:00 - 09:00	50	88	0.001	0.124	50	88	0.001	0.156	50	88	0.002	0.280
09:00 - 10:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
10:00 - 11:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
11:00 - 12:00	50	88	0.000	0.062	50	88	0.000	0.062	50	88	0.000	0.124
12:00 - 13:00	50	88	0.000	0.062	50	88	0.000	0.062	50	88	0.000	0.124
13:00 - 14:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
14:00 - 15:00	50	88	0.000	0.062	50	88	0.000	0.062	50	88	0.000	0.124
15:00 - 16:00	50	88	0.002	0.218	50	88	0.002	0.218	50	88	0.004	0.436
16:00 - 17:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
17:00 - 18:00	50	88	0.001	0.124	50	88	0.001	0.093	50	88	0.002	0.217
18:00 - 19:00	50	88	0.000	0.062	50	88	0.000	0.062	50	88	0.000	0.124
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.009	1.273			0.009	1.243			0.018	2.516

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.005	0.746	50	88	0.012	1.711	50	88	0.017	2.457
08:00 - 09:00	50	88	0.006	0.809	50	88	0.017	2.301	50	88	0.023	3.110
09:00 - 10:00	50	88	0.002	0.249	50	88	0.003	0.467	50	88	0.005	0.716
10:00 - 11:00	50	88	0.004	0.498	50	88	0.004	0.560	50	88	0.008	1.058
11:00 - 12:00	50	88	0.004	0.498	50	88	0.005	0.622	50	88	0.009	1.120
12:00 - 13:00	50	88	0.005	0.684	50	88	0.005	0.715	50	88	0.010	1.399
13:00 - 14:00	50	88	0.004	0.529	50	88	0.002	0.311	50	88	0.006	0.840
14:00 - 15:00	50	88	0.005	0.622	50	88	0.004	0.591	50	88	0.009	1.213
15:00 - 16:00	50	88	0.012	1.648	50	88	0.008	1.057	50	88	0.020	2.705
16:00 - 17:00	50	88	0.016	2.146	50	88	0.009	1.244	50	88	0.025	3.390
17:00 - 18:00	50	88	0.011	1.555	50	88	0.007	0.902	50	88	0.018	2.457
18:00 - 19:00	50	88	0.008	1.089	50	88	0.005	0.653	50	88	0.013	1.742
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.082	11.073			0.081	11.134			0.163	22.207

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.089	12.223	50	88	0.416	57.039	50	88	0.505	69.262
08:00 - 09:00	50	88	0.152	20.869	50	88	0.601	82.293	50	88	0.753	103.162
09:00 - 10:00	50	88	0.168	22.984	50	88	0.247	33.869	50	88	0.415	56.853
10:00 - 11:00	50	88	0.177	24.228	50	88	0.235	32.158	50	88	0.412	56.386
11:00 - 12:00	50	88	0.189	25.938	50	88	0.217	29.701	50	88	0.406	55.639
12:00 - 13:00	50	88	0.209	28.613	50	88	0.220	30.075	50	88	0.429	58.688
13:00 - 14:00	50	88	0.236	32.376	50	88	0.210	28.800	50	88	0.446	61.176
14:00 - 15:00	50	88	0.233	31.910	50	88	0.259	35.517	50	88	0.492	67.427
15:00 - 16:00	50	88	0.426	58.314	50	88	0.245	33.620	50	88	0.671	91.934
16:00 - 17:00	50	88	0.420	57.599	50	88	0.237	32.501	50	88	0.657	90.100
17:00 - 18:00	50	88	0.475	65.126	50	88	0.214	29.359	50	88	0.689	94.485
18:00 - 19:00	50	88	0.378	51.814	50	88	0.195	26.685	50	88	0.573	78.499
19:00 - 20:00	1	32	0.219	29.969	1	32	0.188	25.688	1	32	0.407	55.657
20:00 - 21:00	1	32	0.313	42.813	1	32	0.250	34.250	1	32	0.562	77.062
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.683	504.775			3.734	511.555			7.417	1016.330

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.018	2.519	50	88	0.041	5.629	50	88	0.059	8.148
08:00 - 09:00	50	88	0.047	6.376	50	88	0.116	15.924	50	88	0.163	22.300
09:00 - 10:00	50	88	0.045	6.189	50	88	0.045	6.127	50	88	0.090	12.316
10:00 - 11:00	50	88	0.033	4.479	50	88	0.047	6.438	50	88	0.080	10.917
11:00 - 12:00	50	88	0.035	4.758	50	88	0.037	5.069	50	88	0.072	9.827
12:00 - 13:00	50	88	0.033	4.541	50	88	0.034	4.665	50	88	0.067	9.206
13:00 - 14:00	50	88	0.035	4.821	50	88	0.028	3.825	50	88	0.063	8.646
14:00 - 15:00	50	88	0.037	5.069	50	88	0.042	5.754	50	88	0.079	10.823
15:00 - 16:00	50	88	0.109	14.991	50	88	0.056	7.713	50	88	0.165	22.704
16:00 - 17:00	50	88	0.068	9.361	50	88	0.037	5.101	50	88	0.105	14.462
17:00 - 18:00	50	88	0.056	7.651	50	88	0.034	4.665	50	88	0.090	12.316
18:00 - 19:00	50	88	0.040	5.443	50	88	0.035	4.821	50	88	0.075	10.264
19:00 - 20:00	1	32	0.094	12.844	1	32	0.000	0.000	1	32	0.094	12.844
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.650	89.042			0.552	75.731			1.202	164.773

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.001	0.156	50	88	0.018	2.519	50	88	0.019	2.675
08:00 - 09:00	50	88	0.002	0.342	50	88	0.032	4.447	50	88	0.034	4.789
09:00 - 10:00	50	88	0.003	0.435	50	88	0.010	1.400	50	88	0.013	1.835
10:00 - 11:00	50	88	0.006	0.871	50	88	0.007	0.964	50	88	0.013	1.835
11:00 - 12:00	50	88	0.005	0.746	50	88	0.007	0.964	50	88	0.012	1.710
12:00 - 13:00	50	88	0.006	0.778	50	88	0.007	0.902	50	88	0.013	1.680
13:00 - 14:00	50	88	0.004	0.529	50	88	0.006	0.778	50	88	0.010	1.307
14:00 - 15:00	50	88	0.007	0.933	50	88	0.006	0.809	50	88	0.013	1.742
15:00 - 16:00	50	88	0.024	3.235	50	88	0.007	1.026	50	88	0.031	4.261
16:00 - 17:00	50	88	0.017	2.364	50	88	0.004	0.529	50	88	0.021	2.893
17:00 - 18:00	50	88	0.016	2.146	50	88	0.003	0.467	50	88	0.019	2.613
18:00 - 19:00	50	88	0.011	1.462	50	88	0.002	0.218	50	88	0.013	1.680
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.102	13.997			0.109	15.023			0.211	29.020

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.001	0.187	50	88	0.014	1.928	50	88	0.015	2.115
08:00 - 09:00	50	88	0.000	0.031	50	88	0.014	1.959	50	88	0.014	1.990
09:00 - 10:00	50	88	0.000	0.031	50	88	0.003	0.404	50	88	0.003	0.435
10:00 - 11:00	50	88	0.000	0.000	50	88	0.002	0.280	50	88	0.002	0.280
11:00 - 12:00	50	88	0.000	0.031	50	88	0.001	0.124	50	88	0.001	0.155
12:00 - 13:00	50	88	0.001	0.124	50	88	0.002	0.280	50	88	0.003	0.404
13:00 - 14:00	50	88	0.001	0.187	50	88	0.001	0.093	50	88	0.002	0.280
14:00 - 15:00	50	88	0.002	0.249	50	88	0.001	0.093	50	88	0.003	0.342
15:00 - 16:00	50	88	0.003	0.435	50	88	0.000	0.031	50	88	0.003	0.466
16:00 - 17:00	50	88	0.006	0.809	50	88	0.000	0.000	50	88	0.006	0.809
17:00 - 18:00	50	88	0.010	1.431	50	88	0.001	0.124	50	88	0.011	1.555
18:00 - 19:00	50	88	0.012	1.679	50	88	0.000	0.062	50	88	0.012	1.741
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.036	5.194			0.039	5.378			0.075	10.572

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.000	0.000	50	88	0.001	0.093	50	88	0.001	0.093
08:00 - 09:00	50	88	0.000	0.000	50	88	0.001	0.093	50	88	0.001	0.093
09:00 - 10:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
10:00 - 11:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
11:00 - 12:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
12:00 - 13:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
13:00 - 14:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
14:00 - 15:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
15:00 - 16:00	50	88	0.001	0.156	50	88	0.000	0.031	50	88	0.001	0.187
16:00 - 17:00	50	88	0.000	0.031	50	88	0.000	0.000	50	88	0.000	0.031
17:00 - 18:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
18:00 - 19:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.001	0.187			0.002	0.217			0.003	0.404

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.002	0.342	50	88	0.033	4.541	50	88	0.035	4.883
08:00 - 09:00	50	88	0.003	0.373	50	88	0.047	6.500	50	88	0.050	6.873
09:00 - 10:00	50	88	0.003	0.467	50	88	0.013	1.804	50	88	0.016	2.271
10:00 - 11:00	50	88	0.006	0.871	50	88	0.009	1.244	50	88	0.015	2.115
11:00 - 12:00	50	88	0.006	0.778	50	88	0.008	1.089	50	88	0.014	1.867
12:00 - 13:00	50	88	0.007	0.902	50	88	0.009	1.182	50	88	0.016	2.084
13:00 - 14:00	50	88	0.005	0.715	50	88	0.006	0.871	50	88	0.011	1.586
14:00 - 15:00	50	88	0.009	1.182	50	88	0.007	0.902	50	88	0.016	2.084
15:00 - 16:00	50	88	0.028	3.825	50	88	0.008	1.089	50	88	0.036	4.914
16:00 - 17:00	50	88	0.023	3.203	50	88	0.004	0.529	50	88	0.027	3.732
17:00 - 18:00	50	88	0.026	3.577	50	88	0.004	0.591	50	88	0.030	4.168
18:00 - 19:00	50	88	0.023	3.141	50	88	0.002	0.280	50	88	0.025	3.421
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.141	19.376			0.150	20.622			0.291	39.998

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.116	15.830	50	88	0.503	68.920	50	88	0.619	84.750
08:00 - 09:00	50	88	0.207	28.426	50	88	0.781	107.019	50	88	0.988	135.445
09:00 - 10:00	50	88	0.218	29.888	50	88	0.309	42.266	50	88	0.527	72.154
10:00 - 11:00	50	88	0.220	30.075	50	88	0.295	40.400	50	88	0.515	70.475
11:00 - 12:00	50	88	0.233	31.972	50	88	0.266	36.481	50	88	0.499	68.453
12:00 - 13:00	50	88	0.254	34.740	50	88	0.267	36.637	50	88	0.521	71.377
13:00 - 14:00	50	88	0.281	38.441	50	88	0.247	33.807	50	88	0.528	72.248
14:00 - 15:00	50	88	0.283	38.783	50	88	0.312	42.764	50	88	0.595	81.547
15:00 - 16:00	50	88	0.575	78.779	50	88	0.317	43.479	50	88	0.892	122.258
16:00 - 17:00	50	88	0.528	72.310	50	88	0.287	39.374	50	88	0.815	111.684
17:00 - 18:00	50	88	0.569	77.908	50	88	0.259	35.517	50	88	0.828	113.425
18:00 - 19:00	50	88	0.449	61.487	50	88	0.237	32.438	50	88	0.686	93.925
19:00 - 20:00	1	32	0.313	42.813	1	32	0.188	25.688	1	32	0.500	68.500
20:00 - 21:00	1	32	0.313	42.813	1	32	0.250	34.250	1	32	0.562	77.062
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.557	624.263			4.518	619.040			9.075	1243.303

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.059	8.148	50	88	0.261	35.797	50	88	0.320	43.945
08:00 - 09:00	50	88	0.105	14.338	50	88	0.330	45.252	50	88	0.435	59.590
09:00 - 10:00	50	88	0.109	14.897	50	88	0.154	21.055	50	88	0.263	35.952
10:00 - 11:00	50	88	0.109	14.897	50	88	0.139	19.003	50	88	0.248	33.900
11:00 - 12:00	50	88	0.121	16.639	50	88	0.131	18.007	50	88	0.252	34.646
12:00 - 13:00	50	88	0.128	17.510	50	88	0.136	18.598	50	88	0.264	36.108
13:00 - 14:00	50	88	0.142	19.438	50	88	0.129	17.696	50	88	0.271	37.134
14:00 - 15:00	50	88	0.147	20.185	50	88	0.167	22.828	50	88	0.314	43.013
15:00 - 16:00	50	88	0.229	31.412	50	88	0.143	19.625	50	88	0.372	51.037
16:00 - 17:00	50	88	0.243	33.340	50	88	0.140	19.189	50	88	0.383	52.529
17:00 - 18:00	50	88	0.291	39.872	50	88	0.136	18.692	50	88	0.427	58.564
18:00 - 19:00	50	88	0.242	33.123	50	88	0.128	17.510	50	88	0.370	50.633
19:00 - 20:00	1	32	0.156	21.406	1	32	0.094	12.844	1	32	0.250	34.250
20:00 - 21:00	1	32	0.219	29.969	1	32	0.188	25.688	1	32	0.407	55.657
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.300	315.174			2.276	311.784			4.576	626.958

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.014	1.866	50	88	0.031	4.261	50	88	0.045	6.127
08:00 - 09:00	50	88	0.017	2.333	50	88	0.024	3.235	50	88	0.041	5.568
09:00 - 10:00	50	88	0.020	2.799	50	88	0.017	2.364	50	88	0.037	5.163
10:00 - 11:00	50	88	0.024	3.235	50	88	0.023	3.141	50	88	0.047	6.376
11:00 - 12:00	50	88	0.018	2.426	50	88	0.023	3.203	50	88	0.041	5.629
12:00 - 13:00	50	88	0.026	3.514	50	88	0.024	3.297	50	88	0.050	6.811
13:00 - 14:00	50	88	0.025	3.452	50	88	0.025	3.359	50	88	0.050	6.811
14:00 - 15:00	50	88	0.019	2.550	50	88	0.022	3.017	50	88	0.041	5.567
15:00 - 16:00	50	88	0.022	3.079	50	88	0.023	3.110	50	88	0.045	6.189
16:00 - 17:00	50	88	0.021	2.923	50	88	0.018	2.488	50	88	0.039	5.411
17:00 - 18:00	50	88	0.035	4.852	50	88	0.015	2.053	50	88	0.050	6.905
18:00 - 19:00	50	88	0.016	2.208	50	88	0.008	1.120	50	88	0.024	3.328
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.257	35.237			0.253	34.648			0.510	69.885

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 137 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.000	0.031	50	88	0.002	0.249	50	88	0.002	0.280
08:00 - 09:00	50	88	0.000	0.062	50	88	0.004	0.529	50	88	0.004	0.591
09:00 - 10:00	50	88	0.000	0.062	50	88	0.000	0.000	50	88	0.000	0.062
10:00 - 11:00	50	88	0.001	0.124	50	88	0.001	0.156	50	88	0.002	0.280
11:00 - 12:00	50	88	0.001	0.187	50	88	0.001	0.124	50	88	0.002	0.311
12:00 - 13:00	50	88	0.001	0.093	50	88	0.001	0.187	50	88	0.002	0.280
13:00 - 14:00	50	88	0.001	0.124	50	88	0.001	0.124	50	88	0.002	0.248
14:00 - 15:00	50	88	0.001	0.187	50	88	0.002	0.249	50	88	0.003	0.436
15:00 - 16:00	50	88	0.002	0.311	50	88	0.002	0.280	50	88	0.004	0.591
16:00 - 17:00	50	88	0.002	0.311	50	88	0.001	0.187	50	88	0.003	0.498
17:00 - 18:00	50	88	0.004	0.529	50	88	0.002	0.218	50	88	0.006	0.747
18:00 - 19:00	50	88	0.001	0.156	50	88	0.000	0.062	50	88	0.001	0.218
19:00 - 20:00	1	32	0.031	4.281	1	32	0.031	4.281	1	32	0.062	8.562
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.045	6.458			0.048	6.646			0.093	13.104

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.*

PLANS

PROPOSED SITE PLAN

DRAFT FOR COMMENT

0 1 2 4 6 8 10M

NORTH

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Project | BARWICK ROAD
DOVER, KENT

Client | OLIVER DAVIS HOMES

Title | PROPOSED SITE PLAN

Status | PRELIMINARY

Scale@A0 | 1:200 **Date** | AUG 2022 **Drawn** | PA **Chk'd** | MW

Project Number 22.0009 | Drawing Number 04 | Revision P1

Bim Number