

Technical Note

Introduction and Scope of Assessment

- 1.1 This Technical Note has been prepared on behalf of Domusea Developments to consider highways and transport matters relating to the proposed residential development on Hook Lane, Aldingbourne.
- 1.2 This Note seeks to determine that the proposals are unlikely to result in any material harm to the transport network.

Existing Site Description and Development Proposals

- 1.3 The application site is located on Hook Lane, south east of Aldingbourne and north west of Woodgate. The area falls within West Sussex, with Arun District Council as the local planning authority. The local area is rural in nature, surrounded predominantly by residential properties and farmland.
- 1.4 The site in relation to the regional and local highway network is illustrated at **Figures 1.1** and **1.2**.
- 1.5 The proposed development is to include 10 residential units of use class C3, comprising two 2-bed houses, four 3-bed houses, and four 4-bed houses.
- 1.6 28 car parking spaces are proposed between the ten units, 14 as parking bays, and 14 within garages.
- 1.7 A proposed site plan, prepared by Ben Smith & Partners, is attached in **Appendix A**, providing an indicative layout of the proposed development.

Trip Generation Assessment

- 1.8 Trip generation has been assessed for both the existing and proposed uses of the application site with reference to the TRICS (Trip Rate Information Computer System) database.
- 1.9 Multi-modal assessment has been carried out, based on sites located in England, outside Greater London, which included privately-owned houses in suburban areas.
- 1.10 TRICS outputs and full calculations are attached in **Appendix B**.

Existing Trip Generation

- 1.11 Multi-modal trip generation for the existing site – i.e. the one existing unit – is summarised in **Table 1.1**, including peak-hour trip generation for both the weekday morning and evening peaks, as well as a weekday total.

Existing Unit	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Weekday Total	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	0	0	2	2
Cyclists	0	0	0	0	0	0
Pedestrians	0	0	0	0	1	1
Public Transport	0	0	0	0	0	0
Total People	0	<1	<1	0	3	3

Table 1.1: Trips Generated by the Existing Development

- 1.12 TRICS assessment has identified a negligible level of trip generation in relation to the one existing unit, indicating a weekday total of two vehicle trips (maximum), and three total person trips across an entire weekday.

Proposed Trip Generation

- 1.13 Multi-modal trip generation for the 10 proposed units is summarised in **Table 1.2**, including peak-hour trip generation for both the weekday morning and evening peaks, as well as a weekday total.

10 Proposed Units	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Weekday Total	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	4	4	2	23	24
Cyclists	0	0	0	0	1	1
Pedestrians	0	1	1	0	7	7
Public Transport	0	0	0	0	1	1
Total People	2	8	7	3	41	43

Table 1.2: Trips Generated by the Proposed Development

- 1.14 TRICS assessment indicates 5 vehicle movements / 2.5 vehicle trips, and 6 vehicle movements / 3 vehicle trips may be generated during the morning and evening peaks, respectively.

Net Change

- 1.15 **Table 1.3** sets out the net change in trips, based on the development proposals.

	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Weekday Total	
Net Change	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	3	3	2	21	22
Cyclists	0	0	0	0	1	1
Pedestrians	0	1	1	0	6	7
Public Transport	0	0	0	0	1	1
Total People	2	7	6	3	37	39

Table 1.3: New Trips Generated by the Proposed Development

- 1.16 Based on the TRICS assessment, it is anticipated that 4 new vehicle movements / 2 new vehicle trips may be added to the highway network during the weekday morning peak, and 5 new vehicle movements / 2.5 new vehicle trips during the weekday evening peak. The proposed development is likely to add 43 vehicle movements / 21.5 vehicle trips to the highway network across an entire weekday.

Trip Generation Summary

- 1.17 TRICS-based assessment indicates that 4-5 new vehicle movements may be added to the highway network per peak hour as a result of the development proposals. This is equivalent to one additional movement every 12-15 minutes, which does not constitute a significant negative impact. Overall, the impact on the surrounding highway and transport networks as a consequence of the proposals would be negligible.

Site Access Arrangements

Visibility Requirements

- 1.18 In respect of the inter-visibility between vehicles emerging from the proposed residential development and traffic on Hook Lane, the two key elements to be assessed are the setback distance, or 'x' distance, along the minor arm and the distance a driver can see along the major road – Hook Lane – or 'y' distance.
- 1.19 The 'x' distance is regarded as a function of capacity; the shorter the distance, the slower traffic will approach the give-way line. The greater the distance, the greater opportunity there will be for approaching drivers to look for gaps in traffic on the major road, and therefore enable them to approach at a higher speed.

- 1.20 At an 'x' distance of 2.4 metres, an approaching driver will have to slow to a virtual stop at the give way line to observe traffic on the major road without encroaching onto it. Consequently, only one vehicle at a time can safely exit from the minor road under these operating conditions. As the volume of traffic emerging from the access will be low, a 2.4m 'x' distance is appropriate.
- 1.21 The 'y' distance is based upon sight stopping distances (SSDs) of traffic approaching on the major arm of a junction. The SSD is the distance within which drivers (on the major arm of a junction) need to be able to see ahead and stop from a given speed. In other words, SSDs are a function of vehicle speed, deceleration rate and driver reaction time. The basic formula for calculating SSD is outlined within the Design Manual for Roads and Bridges (DMRB) as appropriate. Therefore, a signposted speed of 30mph (48kph) would require a SSD of 43 metres in both directions. **Figure 1.3** illustrates the achievable 2.4 x 4.3m visibility splay at the site's access, which are drawn to 1m off the kerb line.
- 1.22 Within the visibility splays, all landscaping must be maintained at a maximum height of 600mm so as not to obstruct sightlines.

Access Requirements

- 1.23 The proposed vehicular access through the site will be by means of a shared surface access road of 4.8m width, with a footway of 1.5m. Access to the site will be gained via the existing access onto Hook Lane. Furthermore, all dwellings will be within 45 metres of the internal access road, and therefore access for fire appliances to individual properties would not be required.

Delivery and Servicing Arrangement

- 1.24 **Figures 1.4** and **1.5** illustrate swept path analysis for a 9.8m refuse vehicle entering/exiting and turning on site.
- 1.25 Bin storage for residential units will be located within the curtilage of each dwelling. As outlined within Manual for Streets, bins will be located so the drag distance to a refuse vehicle is less than 25m.
- 1.26 Given the size of the proposed development, the number of services deliveries generated by the ten units would be low, restricted to a weekly refuse collection plus occasional home deliveries.

Parking Provision

- 1.27 Residential parking standards are described in the Parking Standards SPG (October 2000), which complements Policy GEN12 of the Arun District Local Plan 2003, relating to the provision of parking for new developments. These standards represent the maximum provision for vehicle parking.
- 1.28 Table 1 (Housing and Estate Development) provides standards for single houses, and estate developments up to 15 units. Per 1-, 2-, or 3-bed dwelling, a maximum provision of two car spaces and one visitor space should be provided. For dwellings with 4+ bedrooms, a maximum of three garages / car spaces, and one visitor space, should be provided.
- 1.29 Car parking spaces are required at a size of 4.8m x 2.4m to accommodate a private car of average dimensions.
- 1.30 Based on the proposed schedule of two 2-bed houses, four 3-bed houses, and four 4-bed houses, the application site a maximum of 34 spaces should be provided (24 car/garage spaces, 10 visitor spaces). Therefore, the proposed provision of 28 parking spaces complies with the relevant standards.
- 1.31 Furthermore, car ownership statistics indicate a 2019 figure of 1.81 for privately-owned houses, suggesting the development will generate demand for 18 cars. Therefore, the proposed 28 parking spaces more than meets this demand.

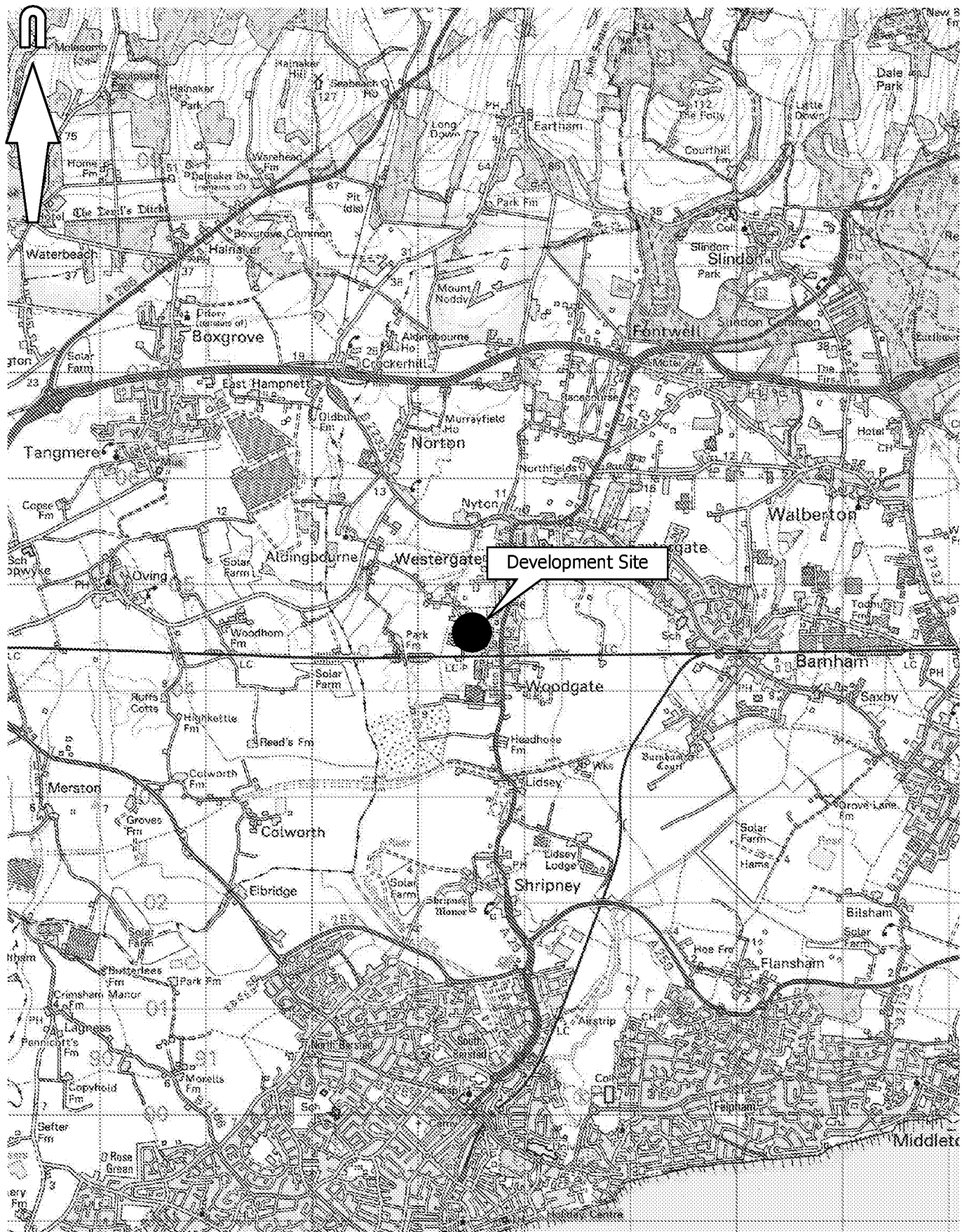
Summary and Conclusions

- 1.32 This Technical Note has been prepared on behalf of Domusea Developments, seeking to demonstrate that the above development proposals are unlikely to have any negative material impact on the surrounding highway network.
- 1.33 To summarise the main findings:
- ✦ The application site is located in a rural area of Arun, West Sussex, surrounded by residential and farm land. One residential unit currently exists on the site;
 - ✦ The development proposals include ten residential units with 28 car parking spaces between them;
 - ✦ Multi-modal trip generation assessment identified a small net increase in trips generated by the proposed development, of roughly 4-5 additional vehicle movements per peak hour. This is equivalent to one new movement every 12-15 minutes, which is unlikely to have a significant negative impact on the surrounding highway network;

- » To one metre off the kerb line, appropriate visibility splays of 2.4 x 43m can be achieved at the site access;
- » Vehicular access to the proposed units will be by means of a shared surface access road from Hook Lane;
- » It has been demonstrated that vehicles up to 9.8m in length (the size of a refuse vehicle) will be able to enter and exit the site, as well as perform manoeuvres within it; and
- » Considering both Arun district parking standards and local car ownership levels, the proposed parking provision of 28 spaces falls within maximum requirements while still meeting the anticipated levels of parking demand.

Author: JW

Date: May 3, 2019



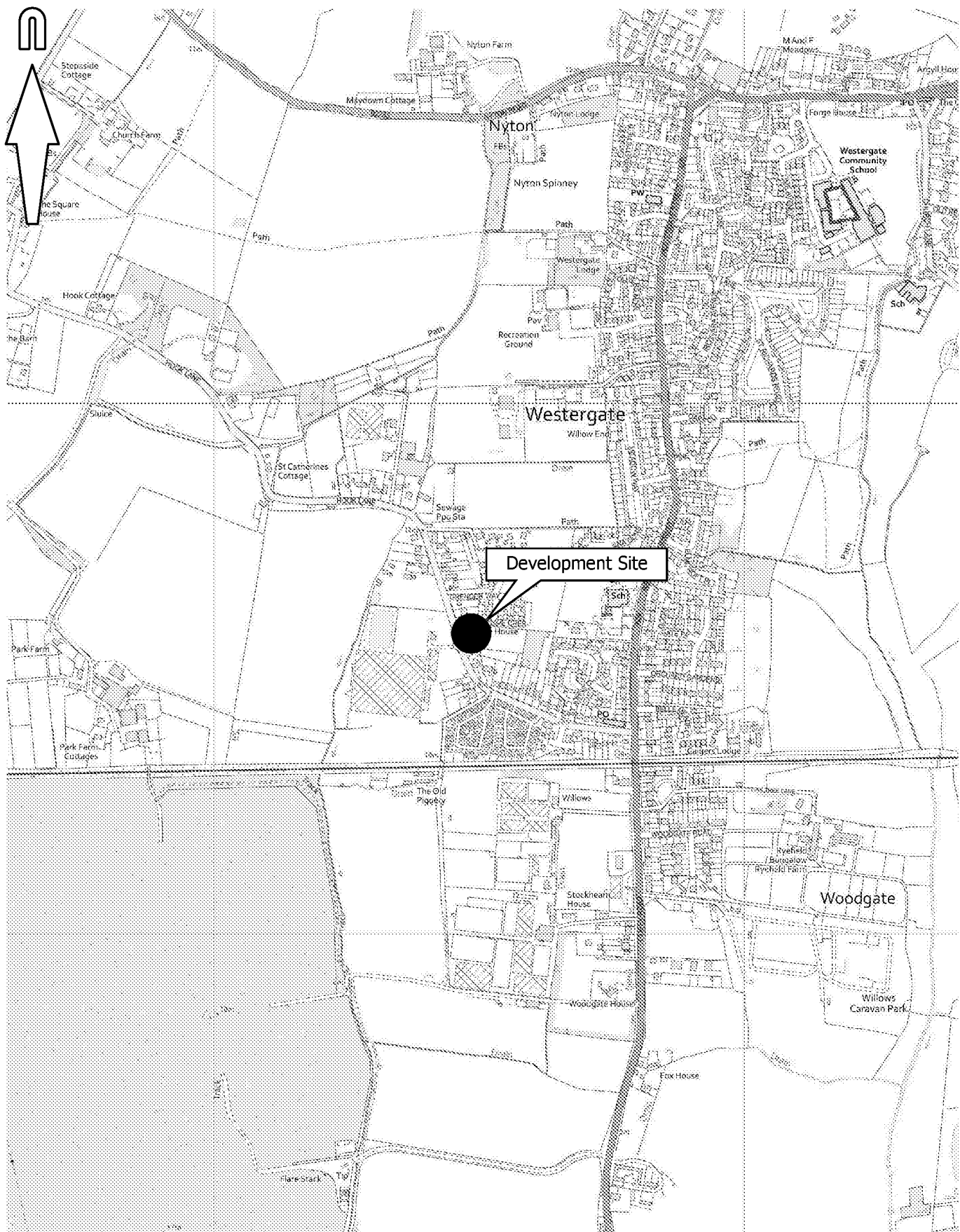
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



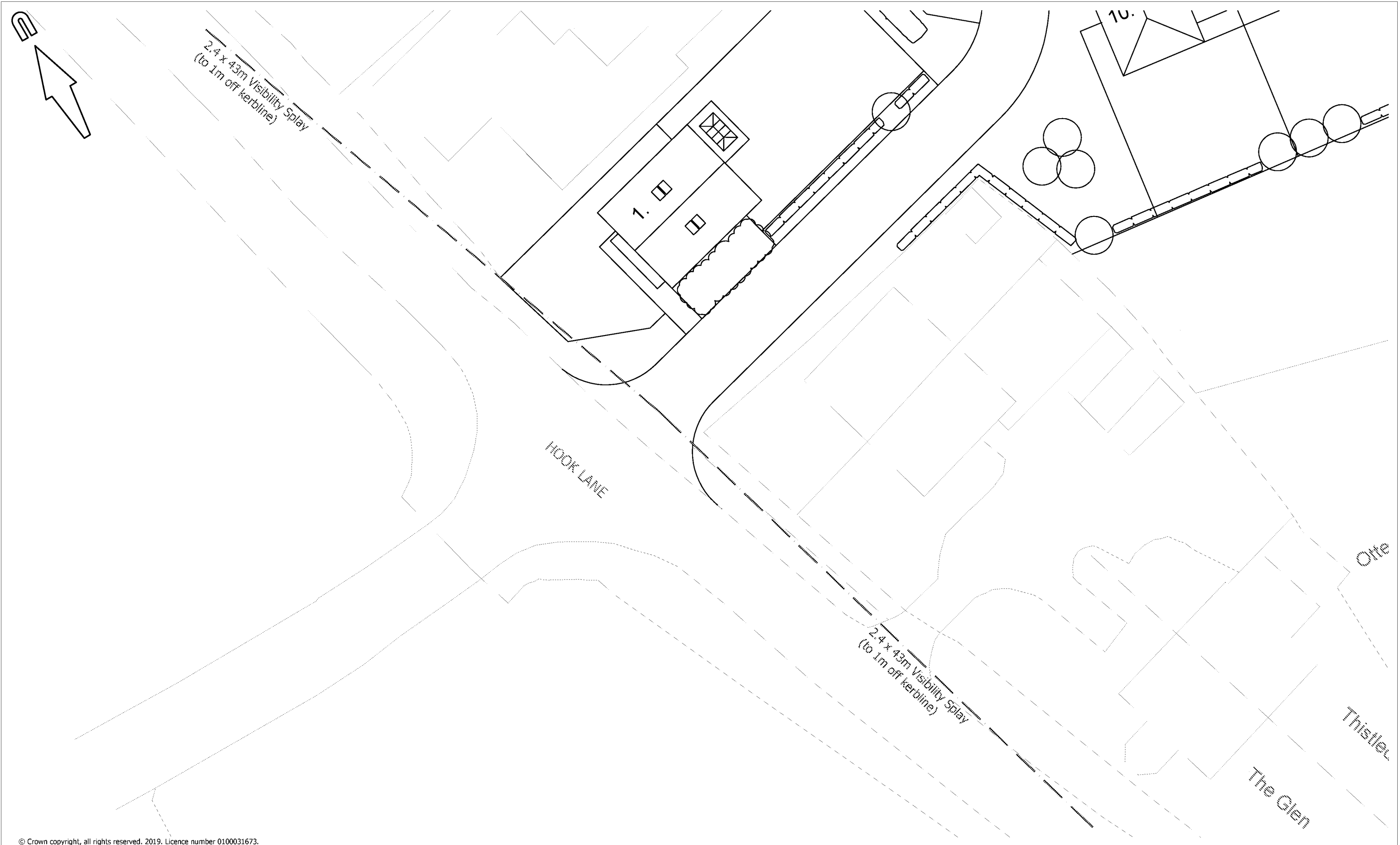
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Site in Relation to the Local Highway Network

Scale 1:10 000

Figure 1.2



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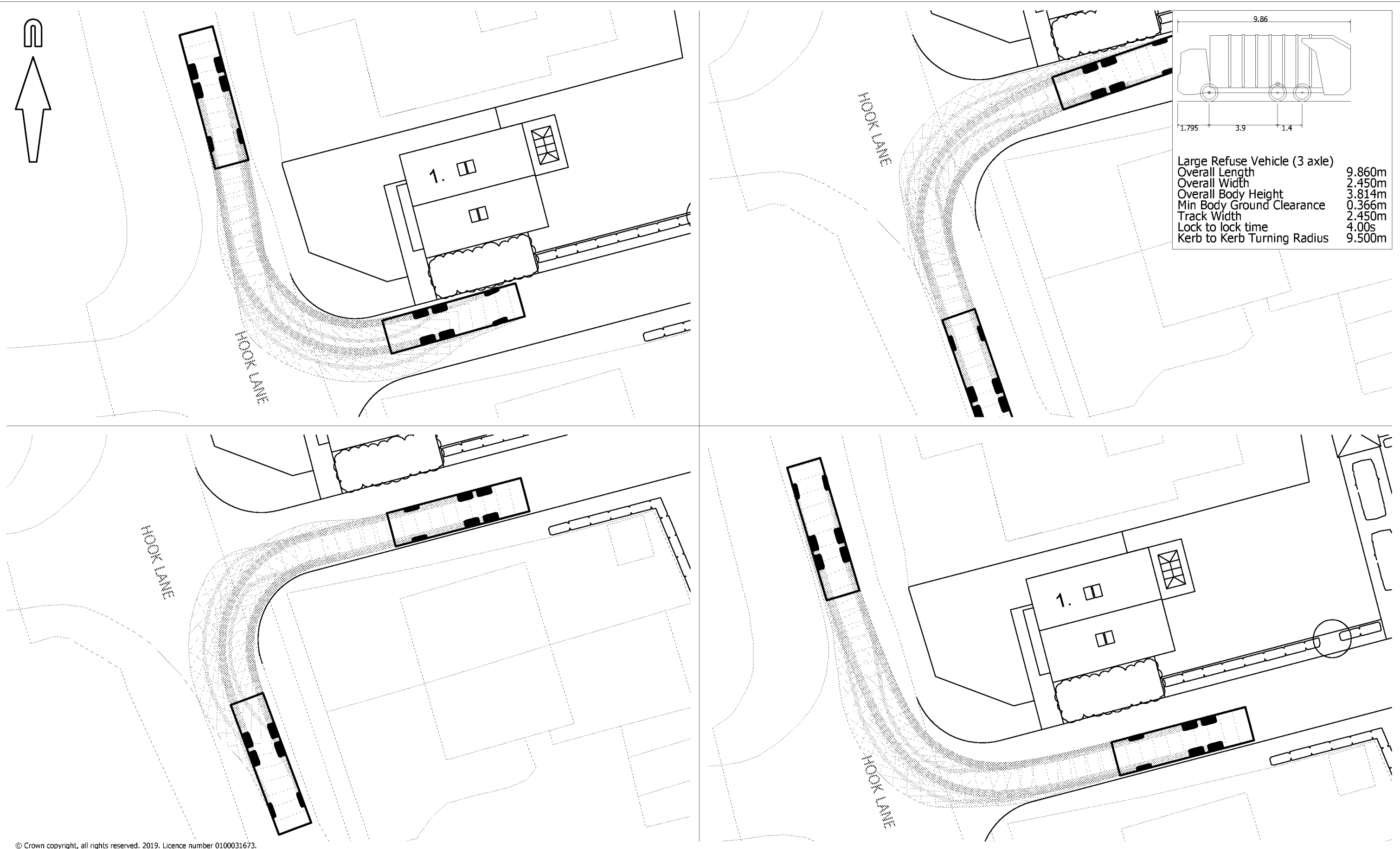
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client	DOMUSEA DEVELOPMENTS
project	HOOK LANE, ALDINGBOURNE

title	VISIBILITY SPLAYS AT ACCESS
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scale	1:250 @ A3	drawn by	JME	checked by	JW
date	MAY 2019	cad file	FIGURES P1	suitability	rev. P1
drawing number	FIGURE 1.3				



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client

DOMUSEA DEVELOPMENTS

project

HOOK LANE, ALDINGBOURNE

title

SWEPT PATH ANALYSIS
LARGE REFUSE ENTERING/EXITING SITE

scale

1:250 @ A3

drawn by

JME

checked by

JW

date

MAY 2019

cad file

FIGURES P1

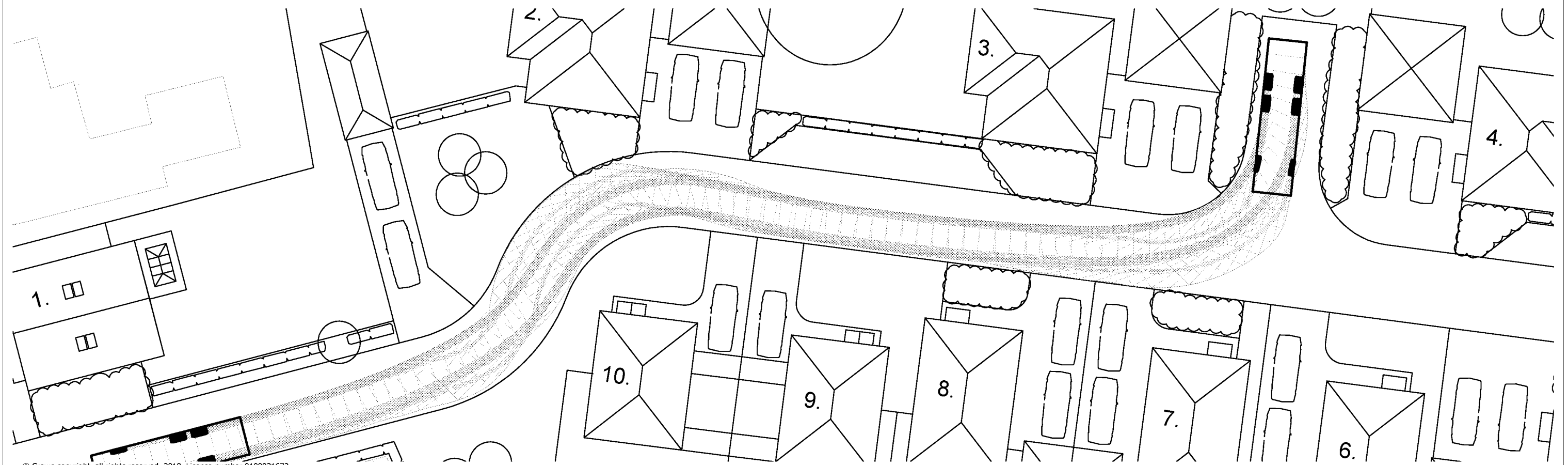
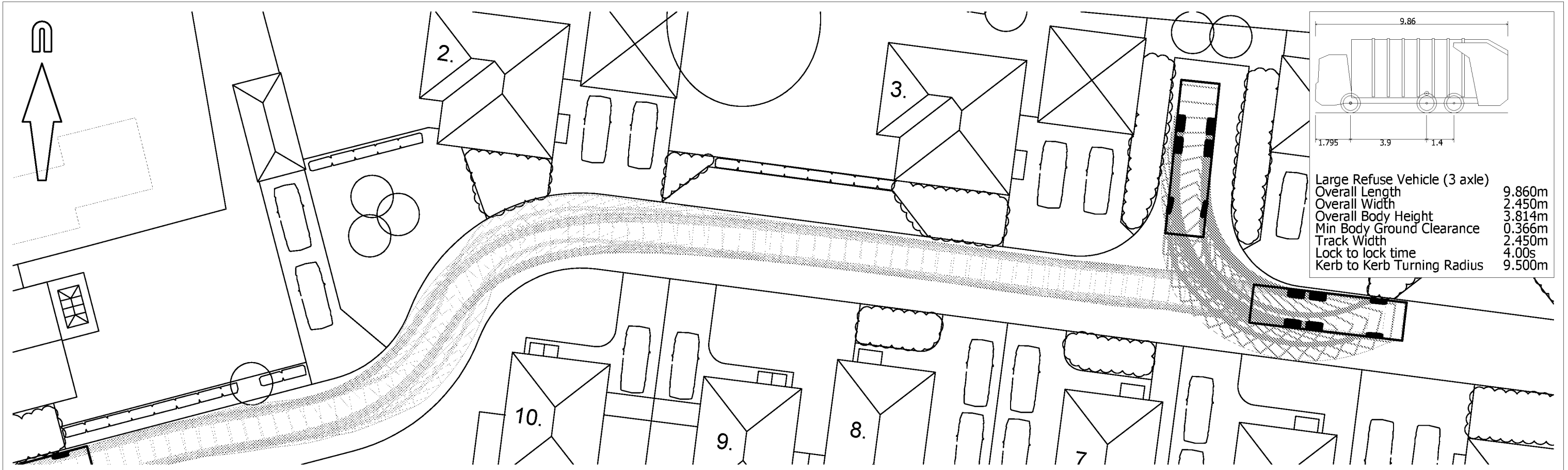
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FIGURE 1.4



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client

DOMUSEA DEVELOPMENTS

project

HOOK LANE, ALDINGBOURNE

title

SWEPT PATH ANALYSIS
 LARGE REFUSE TURNING ON SITE

scale

1:250 @ A3

date

MAY 2019

drawing number

drawn by

JME

cad file

FIGURES P1

checked by

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suitability

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FIGURE 1.5

APPENDIX A: Proposed Site Plan

Key:

- 4 Bedroom houses
- 3 Bedroom houses
- 2 Bedroom houses



Proposed site plan 1:500@A3

APPENDIX B: TRICS Outputs and Calculations

TRIP RATE for Land Use 03- RESIDENTIAL/A- HOUSES PRIVATELY OWNED		
Site Name:	Hook Lane	
Calculation Factor:	1	sqm / units
GFA / # of dwellings	1	sqm / units

Development Scenario:	Existing	residential
Trip Rate for:	VEHICLES	

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.067	23	57	0.281	23	57	0.348	0	0
08:00-09:00	23	57	0.114	23	57	0.381	23	57	0.495	0	0
09:00-10:00	23	57	0.152	23	57	0.16	23	57	0.312	0	0
10:00-11:00	23	57	0.131	23	57	0.168	23	57	0.299	0	0
11:00-12:00	23	57	0.149	23	57	0.144	23	57	0.293	0	0
12:00-13:00	23	57	0.181	23	57	0.165	23	57	0.346	0	0
13:00-14:00	23	57	0.182	23	57	0.173	23	57	0.355	0	0
14:00-15:00	23	57	0.15	23	57	0.189	23	57	0.339	0	0
15:00-16:00	23	57	0.24	23	57	0.164	23	57	0.404	0	0
16:00-17:00	23	57	0.289	23	57	0.182	23	57	0.471	0	0
17:00-18:00	23	57	0.353	23	57	0.175	23	57	0.528	0	0
18:00-19:00	23	57	0.253	23	57	0.184	23	57	0.437	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates			2.261				2.366				4.627
											2

TRIP RATE for Land Use 03- RESIDENTIAL/A- HOUSES PRIVATELY OWNED		
Site Name:	Hook Lane	
Calculation Factor:	1	sqm / units
GFA / # of dwellings	1	sqm / units

Development Scenario:	Existing	residential
Trip Rate for:	CYCLISTS	

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.005	23	57	0.018	23	57	0.023	0	0
08:00-09:00	23	57	0.002	23	57	0.015	23	57	0.017	0	0
09:00-10:00	23	57	0.002	23	57	0.007	23	57	0.009	0	0
10:00-11:00	23	57	0.005	23	57	0.008	23	57	0.013	0	0
11:00-12:00	23	57	0.003	23	57	0.002	23	57	0.005	0	0
12:00-13:00	23	57	0.008	23	57	0.005	23	57	0.013	0	0
13:00-14:00	23	57	0.003	23	57	0.001	23	57	0.004	0	0
14:00-15:00	23	57	0.002	23	57	0.005	23	57	0.007	0	0
15:00-16:00	23	57	0.018	23	57	0.004	23	57	0.022	0	0
16:00-17:00	23	57	0.013	23	57	0.005	23	57	0.018	0	0
17:00-18:00	23	57	0.017	23	57	0.008	23	57	0.025	0	0
18:00-19:00	23	57	0.008	23	57	0.005	23	57	0.013	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0

22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.086		0.083			0.169		0	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED											
Site Name:	Hook Lane										
Calculation Factor:	1	sqm / units									
GFA / # of dwellings	1	sqm / units									

Development Scenario:	Existing residential										
Trip Rate for:	PEDESTRIANS										

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.011	23	57	0.07	23	57	0.081	0	0
08:00-09:00	23	57	0.04	23	57	0.145	23	57	0.185	0	0
09:00-10:00	23	57	0.051	23	57	0.067	23	57	0.118	0	0
10:00-11:00	23	57	0.053	23	57	0.061	23	57	0.114	0	0
11:00-12:00	23	57	0.05	23	57	0.043	23	57	0.093	0	0
12:00-13:00	23	57	0.054	23	57	0.038	23	57	0.092	0	0
13:00-14:00	23	57	0.045	23	57	0.053	23	57	0.098	0	0
14:00-15:00	23	57	0.047	23	57	0.055	23	57	0.102	0	0
15:00-16:00	23	57	0.123	23	57	0.064	23	57	0.187	0	0
16:00-17:00	23	57	0.104	23	57	0.052	23	57	0.156	0	0
17:00-18:00	23	57	0.086	23	57	0.04	23	57	0.126	0	0
18:00-19:00	23	57	0.042	23	57	0.042	23	57	0.084	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.706			0.730			1.436	1	1

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED											
Site Name:	Hook Lane										
Calculation Factor:	1	sqm / units									
GFA / # of dwellings	1	sqm / units									

Development Scenario:	Existing residential										
Trip Rate for:	PUBLIC TRANSPORT USERS										

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.004	23	57	0.025	23	57	0.029	0	0
08:00-09:00	23	57	0.002	23	57	0.025	23	57	0.027	0	0
09:00-10:00	23	57	0.002	23	57	0.012	23	57	0.014	0	0
10:00-11:00	23	57	0.005	23	57	0.007	23	57	0.012	0	0
11:00-12:00	23	57	0.005	23	57	0.005	23	57	0.01	0	0
12:00-13:00	23	57	0.007	23	57	0.011	23	57	0.018	0	0
13:00-14:00	23	57	0.005	23	57	0.002	23	57	0.007	0	0
14:00-15:00	23	57	0.007	23	57	0.007	23	57	0.014	0	0
15:00-16:00	23	57	0.012	23	57	0.003	23	57	0.015	0	0
16:00-17:00	23	57	0.014	23	57	0.005	23	57	0.019	0	0
17:00-18:00	23	57	0.024	23	57	0.005	23	57	0.029	0	0
18:00-19:00	23	57	0.018	23	57	0.001	23	57	0.019	0	0

19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.105			0.108			0.213	0	0

TRIP RATE for Land Use 03- RESIDENTIAL/A - HOUSES PRIVATELY OWNED											
Site Name:		Hook Lane									
Calculation Factor:		1	sqm / units								
GFA / # of dwellings		1	sqm / units								

Development Scenario:		Existing residential									
Trip Rate for:		TOTAL PEOPLE									

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.108	23	57	0.498	23	57	0.606	0	0
08:00-09:00	23	57	0.183	23	57	0.77	23	57	0.953	0	1
09:00-10:00	23	57	0.246	23	57	0.306	23	57	0.552	0	0
10:00-11:00	23	57	0.236	23	57	0.306	23	57	0.542	0	0
11:00-12:00	23	57	0.246	23	57	0.246	23	57	0.492	0	0
12:00-13:00	23	57	0.305	23	57	0.283	23	57	0.588	0	0
13:00-14:00	23	57	0.298	23	57	0.296	23	57	0.594	0	0
14:00-15:00	23	57	0.256	23	57	0.322	23	57	0.578	0	0
15:00-16:00	23	57	0.539	23	57	0.301	23	57	0.84	1	0
16:00-17:00	23	57	0.588	23	57	0.329	23	57	0.917	1	0
17:00-18:00	23	57	0.664	23	57	0.304	23	57	0.968	1	0
18:00-19:00	23	57	0.466	23	57	0.321	23	57	0.787	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			4.135			4.282			8.417	4	4

TRIP RATE for Land Use 03- RESIDENTIAL/A - HOUSES PRIVATELY OWNED											
Site Name:		Hook Lane									
Calculation Factor:		1	sqm / units								
GFA / # of dwellings		1	sqm / units								

Development Scenario:		Existing residential									
Trip Rate for:		Servicing Vehicles									

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.005	23	57	0.003	23	57	0.008	0	0
08:00-09:00	23	57	0.005	23	57	0.003	23	57	0.008	0	0
09:00-10:00	23	57	0.004	23	57	0.003	23	57	0.007	0	0
10:00-11:00	23	57	0.004	23	57	0.005	23	57	0.009	0	0
11:00-12:00	23	57	0.002	23	57	0.002	23	57	0.004	0	0
12:00-13:00	23	57	0.002	23	57	0.003	23	57	0.005	0	0
13:00-14:00	23	57	0.001	23	57	0.001	23	57	0.002	0	0
14:00-15:00	23	57	0.002	23	57	0.003	23	57	0.005	0	0
15:00-16:00	23	57	0.002	23	57	0.002	23	57	0.004	0	0

16:00-17:00	23	57	0.002	23	57	0.001	23	57	0.003	0	0
17:00-18:00	23	57	0.003	23	57	0.005	23	57	0.008	0	0
18:00-19:00	23	57	0.002	23	57	0.002	23	57	0.004	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.034			0.033			0.067	0	0

TRIP RATE for Land Use 03: RESIDENTIAL/A - HOUSES PRIVATELY OWNED											
Site Name:		Hock Lane									
Calculation Factor:		1	sqm / units								
GFA / # of dwellings		1	sqm / units								

Development Scenario:		Existing residential									
Trip Rate for:		Taxis									

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0	0	0	0	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.000			0.000			0.000	0	0

TRIP RATE for Land Use 03- RESIDENTIAL/A - HOUSES PRIVATELY OWNED		
Site Name:	Hook Lane	
Calculation Factor:	1	unit
GFA / # of dwellings	10	sqm / units

Development Scenario:	Proposed	residential development
Trip Rate for:	VEHICLES	

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.	
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate			
00:00-01:00										0	0	
01:00-02:00										0	0	
02:00-03:00										0	0	
03:00-04:00										0	0	
04:00-05:00										0	0	
05:00-06:00										0	0	
06:00-07:00										0	0	
07:00-08:00	23	57	0.067	23	57	0.281	23	57	0.348	1	3	
08:00-09:00	23	57	0.114	23	57	0.381	23	57	0.495	1	4	
09:00-10:00	23	57	0.152	23	57	0.16	23	57	0.312	2	2	
10:00-11:00	23	57	0.131	23	57	0.168	23	57	0.299	1	2	
11:00-12:00	23	57	0.149	23	57	0.144	23	57	0.293	1	1	
12:00-13:00	23	57	0.181	23	57	0.165	23	57	0.346	2	2	
13:00-14:00	23	57	0.182	23	57	0.173	23	57	0.355	2	2	
14:00-15:00	23	57	0.15	23	57	0.189	23	57	0.339	2	2	
15:00-16:00	23	57	0.24	23	57	0.164	23	57	0.404	2	2	
16:00-17:00	23	57	0.289	23	57	0.182	23	57	0.471	3	2	
17:00-18:00	23	57	0.353	23	57	0.175	23	57	0.528	4	2	
18:00-19:00	23	57	0.253	23	57	0.184	23	57	0.437	3	2	
19:00-20:00										0	0	
20:00-21:00										0	0	
21:00-22:00										0	0	
22:00-23:00										0	0	
23:00-24:00										0	0	
Daily Trip Rates:			2.261				2.366				23	24

TRIP RATE for Land Use 03- RESIDENTIAL/A - HOUSES PRIVATELY OWNED		
Site Name:	Hook Lane	
Calculation Factor:	1	unit
GFA / # of dwellings	10	sqm / units

Development Scenario:	Proposed	residential development
Trip Rate for:	CYCLISTS	

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.005	23	57	0.018	23	57	0.023	0	0
08:00-09:00	23	57	0.002	23	57	0.015	23	57	0.017	0	0
09:00-10:00	23	57	0.002	23	57	0.007	23	57	0.009	0	0
10:00-11:00	23	57	0.005	23	57	0.008	23	57	0.013	0	0
11:00-12:00	23	57	0.003	23	57	0.002	23	57	0.005	0	0
12:00-13:00	23	57	0.008	23	57	0.005	23	57	0.013	0	0
13:00-14:00	23	57	0.003	23	57	0.001	23	57	0.004	0	0
14:00-15:00	23	57	0.002	23	57	0.005	23	57	0.007	0	0
15:00-16:00	23	57	0.018	23	57	0.004	23	57	0.022	0	0
16:00-17:00	23	57	0.013	23	57	0.005	23	57	0.018	0	0
17:00-18:00	23	57	0.017	23	57	0.008	23	57	0.025	0	0
18:00-19:00	23	57	0.008	23	57	0.005	23	57	0.013	0	0
19:00-20:00										0	0
20:00-21:00										0	0

21:00-22:00									0	0
22:00-23:00									0	0
23:00-24:00									0	0
Daily Trip Rates:			0.086		0.083		0.169		1	1

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED										
Site Name:	Hook Lane									
Calculation Factor:	1	unit								
GFA / # of dwellings	10	sqm / units								

Development Scenario:	Proposed residential development									
Trip Rate for:	PEDESTRIANS									

	ARRIVALS			DEPARTURES			TOTALS			TRIPS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.	
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate			
00:00-01:00										0	0	
01:00-02:00										0	0	
02:00-03:00										0	0	
03:00-04:00										0	0	
04:00-05:00										0	0	
05:00-06:00										0	0	
06:00-07:00										0	0	
07:00-08:00	23	57	0.011	23	57	0.07	23	57	0.081	0	1	
08:00-09:00	23	57	0.04	23	57	0.145	23	57	0.185	0	1	
09:00-10:00	23	57	0.051	23	57	0.067	23	57	0.118	1	1	
10:00-11:00	23	57	0.053	23	57	0.061	23	57	0.114	1	1	
11:00-12:00	23	57	0.05	23	57	0.043	23	57	0.093	1	0	
12:00-13:00	23	57	0.054	23	57	0.038	23	57	0.092	1	0	
13:00-14:00	23	57	0.045	23	57	0.053	23	57	0.098	0	1	
14:00-15:00	23	57	0.047	23	57	0.055	23	57	0.102	0	1	
15:00-16:00	23	57	0.123	23	57	0.064	23	57	0.187	1	1	
16:00-17:00	23	57	0.104	23	57	0.052	23	57	0.156	1	1	
17:00-18:00	23	57	0.086	23	57	0.04	23	57	0.126	1	0	
18:00-19:00	23	57	0.042	23	57	0.042	23	57	0.084	0	0	
19:00-20:00										0	0	
20:00-21:00										0	0	
21:00-22:00										0	0	
22:00-23:00										0	0	
23:00-24:00										0	0	
Daily Trip Rates:			0.706				0.730			1.436	7	7

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED										
Site Name:	Hook Lane									
Calculation Factor:	1	unit								
GFA / # of dwellings	10	sqm / units								

Development Scenario:	Proposed residential development									
Trip Rate for:	PUBLIC TRANSPORT USERS									

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.004	23	57	0.025	23	57	0.029	0	0
08:00-09:00	23	57	0.002	23	57	0.025	23	57	0.027	0	0
09:00-10:00	23	57	0.002	23	57	0.012	23	57	0.014	0	0
10:00-11:00	23	57	0.005	23	57	0.007	23	57	0.012	0	0
11:00-12:00	23	57	0.005	23	57	0.005	23	57	0.01	0	0
12:00-13:00	23	57	0.007	23	57	0.011	23	57	0.018	0	0
13:00-14:00	23	57	0.005	23	57	0.002	23	57	0.007	0	0
14:00-15:00	23	57	0.007	23	57	0.007	23	57	0.014	0	0
15:00-16:00	23	57	0.012	23	57	0.003	23	57	0.015	0	0
16:00-17:00	23	57	0.014	23	57	0.005	23	57	0.019	0	0

17:00-18:00	23	57	0.024	23	57	0.005	23	57	0.029	0	0
18:00-19:00	23	57	0.018	23	57	0.001	23	57	0.019	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates			0.105			0.108			0.213	1	1

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED											
Site Name:		Hook Lane									
Calculation Factor:		1	unit								
GFA / # of dwellings		10	sqm / units								

Development Scenario:		Proposed residential development									
Trip Rate for:		TOTAL PEOPLE									

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.108	23	57	0.498	23	57	0.606	1	5
08:00-09:00	23	57	0.183	23	57	0.77	23	57	0.953	2	8
09:00-10:00	23	57	0.246	23	57	0.306	23	57	0.552	2	3
10:00-11:00	23	57	0.236	23	57	0.306	23	57	0.542	2	3
11:00-12:00	23	57	0.246	23	57	0.246	23	57	0.492	2	2
12:00-13:00	23	57	0.305	23	57	0.283	23	57	0.588	3	3
13:00-14:00	23	57	0.298	23	57	0.296	23	57	0.594	3	3
14:00-15:00	23	57	0.256	23	57	0.322	23	57	0.578	3	3
15:00-16:00	23	57	0.539	23	57	0.301	23	57	0.84	5	3
16:00-17:00	23	57	0.588	23	57	0.329	23	57	0.917	6	3
17:00-18:00	23	57	0.664	23	57	0.304	23	57	0.968	7	3
18:00-19:00	23	57	0.466	23	57	0.321	23	57	0.787	5	3
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates			4.135			4.282			8.417	41	43

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED											
Site Name:		Hook Lane									
Calculation Factor:		1	unit								
GFA / # of dwellings		10	sqm / units								

Development Scenario:		Proposed residential development									
Trip Rate for:		Servicing Vehicles									

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	23	57	0.005	23	57	0.003	23	57	0.008	0	0
08:00-09:00	23	57	0.005	23	57	0.003	23	57	0.008	0	0
09:00-10:00	23	57	0.004	23	57	0.003	23	57	0.007	0	0
10:00-11:00	23	57	0.004	23	57	0.005	23	57	0.009	0	0
11:00-12:00	23	57	0.002	23	57	0.002	23	57	0.004	0	0
12:00-13:00	23	57	0.002	23	57	0.003	23	57	0.005	0	0

13:00-14:00	23	57	0.001	23	57	0.001	23	57	0.002	0	0
14:00-15:00	23	57	0.002	23	57	0.003	23	57	0.005	0	0
15:00-16:00	23	57	0.002	23	57	0.002	23	57	0.004	0	0
16:00-17:00	23	57	0.002	23	57	0.001	23	57	0.003	0	0
17:00-18:00	23	57	0.003	23	57	0.005	23	57	0.008	0	0
18:00-19:00	23	57	0.002	23	57	0.002	23	57	0.004	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates			0.034			0.033			0.067	0	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED											
Site Name:		Hook Lane									
Calculation Factor:		1	unit								
GFA / # of dwellings		10	sqm / units								

Development Scenario:		Proposed residential development									
Trip Rate for:		Taxis									

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0	0	0	0	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates			0.000			0.000			0.000	0	0

	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Weekday 24h	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Existing Use						
1 sqm / units						
Vehicles	0	0	0	0	2	2
Cyclists	0	0	0	0	0	0
Pedestrians	0	0	0	0	1	1
Public Transport	0	0	0	0	0	0
Total People	0	1	1	0	3	3

	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Weekday 24h	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Proposed Use						
10 sqm / units						
Vehicles	1	4	4	2	23	24
Cyclists	0	0	0	0	1	1
Pedestrians	0	1	1	0	7	7
Public Transport	0	0	0	0	1	1
Total People	2	8	7	3	41	43

	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Weekday 24h	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Net Change						
Vehicles	1	3	3	2	21	22
Cyclists	0	0	0	0	1	1
Pedestrians	0	1	1	0	6	7
Public Transport	0	0	0	0	1	1
Total People	2	7	6	3	38	40

Calculation Reference: AUDIT-807401-190405-0425

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:Use Class:

C3 23 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	4 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	3 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	14 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.

Secondary Filtering selection (Cont.):Travel Plan:

Yes	2 days
No	21 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	23 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-08	DETACHED	CHESHIRE
	WHITCHURCH ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	11	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
3	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
4	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
5	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
6	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
7	HC-03-A-20	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 Survey date: THURSDAY 14/07/16 Survey Type: MANUAL		
9	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL		
10	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12 Survey Type: MANUAL		
11	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 Survey date: FRIDAY 21/06/13 Survey Type: MANUAL		
12	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12 Survey Type: MANUAL		
13	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12 Survey Type: MANUAL		
14	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11 Survey Type: MANUAL		
15	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

16	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
17	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
18	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE LOWESTOFT		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
19	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
20	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD GATESHEAD		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
21	WK-03-A-01	TERRACED/ SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
22	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
23	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	57	0.067	23	57	0.281	23	57	0.348
08:00 - 09:00	23	57	0.114	23	57	0.381	23	57	0.495
09:00 - 10:00	23	57	0.152	23	57	0.160	23	57	0.312
10:00 - 11:00	23	57	0.131	23	57	0.168	23	57	0.299
11:00 - 12:00	23	57	0.149	23	57	0.144	23	57	0.293
12:00 - 13:00	23	57	0.181	23	57	0.165	23	57	0.346
13:00 - 14:00	23	57	0.182	23	57	0.173	23	57	0.355
14:00 - 15:00	23	57	0.150	23	57	0.189	23	57	0.339
15:00 - 16:00	23	57	0.240	23	57	0.164	23	57	0.404
16:00 - 17:00	23	57	0.289	23	57	0.182	23	57	0.471
17:00 - 18:00	23	57	0.353	23	57	0.175	23	57	0.528
18:00 - 19:00	23	57	0.253	23	57	0.184	23	57	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.261			2.366			4.627

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	6 - 363 (units:)
Survey date date range:	01/01/10 - 20/11/18
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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

MULTI-MODAL OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	57	0.000	23	57	0.000	23	57	0.000
08:00 - 09:00	23	57	0.005	23	57	0.005	23	57	0.010
09:00 - 10:00	23	57	0.002	23	57	0.002	23	57	0.004
10:00 - 11:00	23	57	0.004	23	57	0.004	23	57	0.008
11:00 - 12:00	23	57	0.004	23	57	0.003	23	57	0.007
12:00 - 13:00	23	57	0.002	23	57	0.004	23	57	0.006
13:00 - 14:00	23	57	0.002	23	57	0.002	23	57	0.004
14:00 - 15:00	23	57	0.003	23	57	0.003	23	57	0.006
15:00 - 16:00	23	57	0.002	23	57	0.002	23	57	0.004
16:00 - 17:00	23	57	0.002	23	57	0.001	23	57	0.003
17:00 - 18:00	23	57	0.001	23	57	0.002	23	57	0.003
18:00 - 19:00	23	57	0.000	23	57	0.000	23	57	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.028			0.055

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	57	0.005	23	57	0.018	23	57	0.023
08:00 - 09:00	23	57	0.002	23	57	0.015	23	57	0.017
09:00 - 10:00	23	57	0.002	23	57	0.007	23	57	0.009
10:00 - 11:00	23	57	0.005	23	57	0.008	23	57	0.013
11:00 - 12:00	23	57	0.003	23	57	0.002	23	57	0.005
12:00 - 13:00	23	57	0.008	23	57	0.005	23	57	0.013
13:00 - 14:00	23	57	0.003	23	57	0.001	23	57	0.004
14:00 - 15:00	23	57	0.002	23	57	0.005	23	57	0.007
15:00 - 16:00	23	57	0.018	23	57	0.004	23	57	0.022
16:00 - 17:00	23	57	0.013	23	57	0.005	23	57	0.018
17:00 - 18:00	23	57	0.017	23	57	0.008	23	57	0.025
18:00 - 19:00	23	57	0.008	23	57	0.005	23	57	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.083			0.169

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

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

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	57	0.011	23	57	0.070	23	57	0.081
08:00 - 09:00	23	57	0.040	23	57	0.145	23	57	0.185
09:00 - 10:00	23	57	0.051	23	57	0.067	23	57	0.118
10:00 - 11:00	23	57	0.053	23	57	0.061	23	57	0.114
11:00 - 12:00	23	57	0.050	23	57	0.043	23	57	0.093
12:00 - 13:00	23	57	0.054	23	57	0.038	23	57	0.092
13:00 - 14:00	23	57	0.045	23	57	0.053	23	57	0.098
14:00 - 15:00	23	57	0.047	23	57	0.055	23	57	0.102
15:00 - 16:00	23	57	0.123	23	57	0.064	23	57	0.187
16:00 - 17:00	23	57	0.104	23	57	0.052	23	57	0.156
17:00 - 18:00	23	57	0.086	23	57	0.040	23	57	0.126
18:00 - 19:00	23	57	0.042	23	57	0.042	23	57	0.084
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.706			0.730			1.436

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	57	0.004	23	57	0.025	23	57	0.029
08:00 - 09:00	23	57	0.002	23	57	0.025	23	57	0.027
09:00 - 10:00	23	57	0.002	23	57	0.012	23	57	0.014
10:00 - 11:00	23	57	0.005	23	57	0.007	23	57	0.012
11:00 - 12:00	23	57	0.005	23	57	0.005	23	57	0.010
12:00 - 13:00	23	57	0.007	23	57	0.011	23	57	0.018
13:00 - 14:00	23	57	0.005	23	57	0.002	23	57	0.007
14:00 - 15:00	23	57	0.007	23	57	0.007	23	57	0.014
15:00 - 16:00	23	57	0.012	23	57	0.003	23	57	0.015
16:00 - 17:00	23	57	0.014	23	57	0.005	23	57	0.019
17:00 - 18:00	23	57	0.024	23	57	0.005	23	57	0.029
18:00 - 19:00	23	57	0.018	23	57	0.001	23	57	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.108			0.213

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

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

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	57	0.108	23	57	0.498	23	57	0.606
08:00 - 09:00	23	57	0.183	23	57	0.770	23	57	0.953
09:00 - 10:00	23	57	0.246	23	57	0.306	23	57	0.552
10:00 - 11:00	23	57	0.236	23	57	0.306	23	57	0.542
11:00 - 12:00	23	57	0.246	23	57	0.246	23	57	0.492
12:00 - 13:00	23	57	0.305	23	57	0.283	23	57	0.588
13:00 - 14:00	23	57	0.298	23	57	0.296	23	57	0.594
14:00 - 15:00	23	57	0.256	23	57	0.322	23	57	0.578
15:00 - 16:00	23	57	0.539	23	57	0.301	23	57	0.840
16:00 - 17:00	23	57	0.588	23	57	0.329	23	57	0.917
17:00 - 18:00	23	57	0.664	23	57	0.304	23	57	0.968
18:00 - 19:00	23	57	0.466	23	57	0.321	23	57	0.787
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.135			4.282			8.417

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 Servicing Vehicles**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	57	0.005	23	57	0.003	23	57	0.008
08:00 - 09:00	23	57	0.005	23	57	0.003	23	57	0.008
09:00 - 10:00	23	57	0.004	23	57	0.003	23	57	0.007
10:00 - 11:00	23	57	0.004	23	57	0.005	23	57	0.009
11:00 - 12:00	23	57	0.002	23	57	0.002	23	57	0.004
12:00 - 13:00	23	57	0.002	23	57	0.003	23	57	0.005
13:00 - 14:00	23	57	0.001	23	57	0.001	23	57	0.002
14:00 - 15:00	23	57	0.002	23	57	0.003	23	57	0.005
15:00 - 16:00	23	57	0.002	23	57	0.002	23	57	0.004
16:00 - 17:00	23	57	0.002	23	57	0.001	23	57	0.003
17:00 - 18:00	23	57	0.003	23	57	0.005	23	57	0.008
18:00 - 19:00	23	57	0.002	23	57	0.002	23	57	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.033			0.067

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

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