



Technical Note

Project No: ITB16245
Project Title: Former Royal Bay Care Home, Bognor Regis
Title: Transport Note
Ref: JDW/SJH/ITB16245-001 Rev B
Date: 27 August 2020

SECTION 1 Introduction

- 1.1 i-Transport has been appointed by Gemini Planning Services on behalf of Pro-force Ltd to provide transport and highways input into the recently refused planning application for the temporary change of use of the former Royal Bay Care Home in Bognor Regis (ref: BR/138/20/PL). This application sought a temporary (12 month) consent for the change of use of the current C2 care use to provide accommodation for up to 80 seasonal agricultural workers on the site.
- 1.2 The site is located immediately east of the Nyewood Lane / Aldwick Road signal junction in Bognor Regis and whilst the site benefits from an extant C2 use it has not been in use since May 2019.
- 1.3 The remainder of this note has been drafted to provide further information on points raised by West Sussex County Council (WSCC), the local highway authority, in relation to the planning application in their response dated 22 July 2020. This note is therefore structured as follows:
- Section 2 provides a comparison of the extant use traffic generation on site as well as the likely traffic generation during its use as accommodation for seasonal agricultural workers;
 - Section 3 identifies the site layout and demonstrates how vehicles which are likely to require access to the site can safely enter, park, and also exit the site;
 - Section 4 provides a summary of the note.

SECTION 2 Traffic Generation

2.1 Extant Use Traffic Generation

2.1.1 In order to understand the potential impact of development the traffic generation of the extant use on site, i.e. what the site could generate as a care home must first be established.

2.1.2 It is understood from the most recent CQC report into the former care home on the site that the site was registered to care for up to 42 people for a range of complex long-term conditions.

2.1.3 Trip rates for the proposed development have been obtained from TRICS for an elderly residential care home. The trip rates have been obtained using the following parameters and are based off of a recently agreed trip rate within West Sussex:

- All sites in England (except Greater London);
- Health - Care Home (elderly residential)
- Sites with between 40-85 bedrooms;

2.1.4 The trip rates and corresponding traffic generation for a 42-room care home is summarised in **Table 2.1**. The TRICS data is reproduced in full in **Appendix A**.

Table 2.1: Care Home (C2) - Trip Rates and Traffic Generation

	Arrivals	Departures	Two-way
Morning Peak (08:00 – 09:00)			
Vehicle Trip Rate per resident	0.107	0.058	0.165
Total Vehicle Traffic Generation (42 residents)	4	2	6
Evening Peak (17:00 – 18:00)			
Vehicle Trip Rate per resident	0.045	0.100	0.145
Total Vehicle Traffic Generation (42 residents)	2	4	6
Daily (07:00 – 19:00)			
Vehicle Trip Rate per resident	1.030	1.033	2.063
Total Vehicle Traffic Generation (42 residents)	43	43	86

Source: TRICS

2.1.5 As demonstrated in **Table 2.1** the existing site in its current configuration could be expected to generate six two-way movements in the morning and evening peak hours and approximately 85 over the course of a typical 12-hour day. This equates to one movement every ten minutes in the morning and evening peak hours currently.

2.2 'With Development' Traffic Generation

2.2.1 Given the nature of the development proposal there are no equivalent uses available within TRICS to provide an equivalent trip rate to that presented in **Table 2.1** for the extant use of the site. Therefore, a first principles approach has been taken to calculate the likely movements on the basis of the known number of potential seasonal workers and the following factors:

- The application seeks permission for up to 58 seasonal workers to be housed on site in compliance with current social distancing through using 'cohorts';
- There will be 5 members of Pro-Force staff on site, with 2 living onsite to supervise running etc;
- The majority of workers are unlikely to own a car or operate it from the site. Based on evidence from the applicant it is expected that no more than 10% of workers would own or have a car permanently on-site, especially given that transport is provided to/from the sites where they are working;
- Pro-Force has identified that there is likely to be 6-9 minibus trips involved in moving the workers from the former care home site to the sites where they are working in each direction per day;
- Workers being transported to site will likely start at 06:30 and return at 16:30. Therefore the assessment of daily minibus trips takes account of these movements;
- Staff will be typically operating off site for 8-hour, per shift, per day and work 5-6 days per week. Therefore, on any given day c.80% of residents on site are working whilst the remaining 20% are not; and
- Those who remain on site on their off day and the full cohort of workers in the evenings would be able to adequately access local facilities and services as required without the need for travel by the private car. For robustness this component has been allowed for using a residential trip rate for affordable / local authority flats for 42 bedrooms, i.e. the number onsite. The trip rate is provided as **Appendix B**.

2.2.2 This is considered to be an overly robust assessment.

2.2.3 Therefore **Table 2.2** summarises the resultant vehicle movements.

Table 2.2: Seasonal Workers Traffic Generation (58 Workers)

	Arrivals	Departures	Two-way
Morning Peak (08:00 – 09:00)			
Person Trip Rate (42 bedrooms)	0.118	0.242	0.360
Person Trips (all modes)	5	10	15
Vehicle Trips	1	2	3
Additional Support Staff Vehicle Trips	3	0	3
Evening Peak (17:00 – 18:00)			
Person Trip Rate (42 Bedrooms)	0.230	0.130	0.360
Person Trips (all modes)	10	5	15
Vehicle Trips	2	1	3
Staff Vehicle Trips	0	3	3
Daily			
Minibus Trips, 6-9 trips occurring between 0500-06:30 in the morning and 6-9 trips between 15:30 and 16:30 (outside of peak hours)	12-18	12-18	24-36
Person Trip Rate (42 Bedrooms)	1.788	1.812	3.600
Person Trips (all modes)	75	76	151
Vehicle Trips	18	15	33
Staff Vehicle Trips	5	5	10

Source: TRICS

Note – Daily Staff Vehicle Trips allows for one off-site vehicular trip by each of the staff living onsite

2.2.4 On the basis of the analysis set out in **Table 2.2** the site in a 'with development' scenario is envisaged to generate approximately 12 vehicle trips in the morning and evening peak hours and between 67 to

79 vehicle movements over the course of a typical day. This is highly robust as it includes an element of double counting. The person trip rate already allows within it for resident trips to employment destinations by the full range of modes, therefore loading on the minibus component again results in these trips being double counted. Therefore, the development proposal is likely to result in approximately 43 vehicle trips per day.

2.3 Net Traffic Impact

2.3.1 The net traffic impact of the proposal compared to the extant use of the site as a care home is compared in **Table 2.3** using the values in both **Table 2.1** and **2.2** below both in the morning and evening peak hours as well as over the course of a typical day.

Table 2.3: Net Traffic Impact

	Arrivals	Departures	Two-way
Morning Peak Hour	0	0	0
Evening Peak Hour	0	0	0
Daily Traffic Generation	-2	-5	-7

Source: TRICS

2.3.2 On the basis of the above analysis the proposal is envisaged to result in no net change in traffic generation during the peak hours compared to the care home use. In terms of movements across the course of a typical day there is anticipated to be a net reduction of 7 movements even using the worst case assumptions around minibus use and not adjusting for the element of double counting in the person trip rates.

2.3.3 This is particularly conceivable given:

- The site is to be occupied by residents who are likely to have lower than typical car ownership;
- Travel for employment purposes will be undertaken by organised minibus, therefore this is far more efficient than would normally be the case at a residential site;
- Previously as a care home there would have been more nursing staff, administrators and cleaners attending the site on a regular basis;
- The site operating as a care home would have attracted trips by relatives of residents; and

- The site is well located in close proximity to day to day facilities, and most trips can be undertaken on foot or by bike.

2.4 The above information shows that there would be no substantive increase in peak hour trips and that across the day, there would be a reduction in trips. In line with the WSCC response of 22 July, no Road Safety Audit of the site access is therefore necessary.

SECTION 3 Site Layout

3.1 As part of WSCC's response requesting further information clarification of the site layout and how this will function following the temporary change of use of the site was sought. This particularly related to the parking layout on the site as well as how the site can be served by a minibus.

3.2 Parking Layout

3.2.1 The site is currently accessed via a simple priority junction onto Aldwick Road which will be retained as part of the development. There are currently 12 parking spaces marked out on site which will also be retained, albeit there are opportunities for additional ad hoc parking within the site. This is shown on **ITB16245-GA-001** which identifies the current site layout.

3.2.2 As part of the development there will be up to five members of Pro-Force staff on site at any one time who will each use one of the spaces. Given the nature of the work being undertaken by the seasonal workers and that transport is provided to/from their places of work it has been assumed that no more than 10% of employees would have their own car and seek to have it on site. This is based upon evidence from the applicant relating to the low car ownership of the workers typically employed by Pro-Force.

3.2.3 On this basis there would be five spaces occupied by Pro-Force administrative staff leaving 7 available at any given time for employees with further spaces available on-site that are not formally marked out. Therefore, more than sufficient parking is available onsite without overspill parking occurring off-site. Opportunities for on street parking and limited locally through strict parking restrictions in the area.

3.3 Site Layout

3.3.1 Given the nature of the site and the importance of being able to access it with a minibus for transporting the workers to the Pro-Force sites the layout has been tracked with a standard minibus. This is shown on **ITB16245-GA-002** and demonstrates that a minibus can adequately enter, turn and

exit the site in a forward gear. This remains the case if the formally marked out spaces are occupied on the site.

- 3.3.2 This operation would be no different to the extant use, which would d have catered for ambulances, and minibuses associated with the movement of people to and from the care home.

SECTION 4 Summary

- 4.1 i-Transport has been appointed by Gemini Planning Services on behalf of Pro-force Ltd to provide transport and highways input into the recently refused planning application for the temporary change of use of the former Royal Bay Care Home in Bognor Regis (ref: BR/138/20/PL).
- 4.2 This note provides further clarification for WSCC in relation to the transport and highways implications of the proposed temporary (12 month) consent for the change of use of the C2 care use to provide accommodation for seasonal agricultural workers on the site.
- 4.3 Analysis of the site's extant and future traffic generation has been undertaken which has demonstrated that whilst the development will result in minor increases in peak hour traffic the daily traffic generation of the site will decrease 'with development'. There is therefore no reason for concern around the potential off-site impact of the development.
- 4.4 The site layout has been reviewed and there are sufficient number of spaces for the development to operate satisfactorily without any off-site overspill parking occurring. Additionally, the layout has been tracked to ensure a minibus can access it, turn and leave in a forward gear which also operates satisfactorily.
- 4.5 There is therefore no reason for the development to be prevented on transport or highways grounds.

DRAWINGS



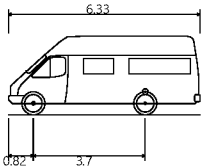
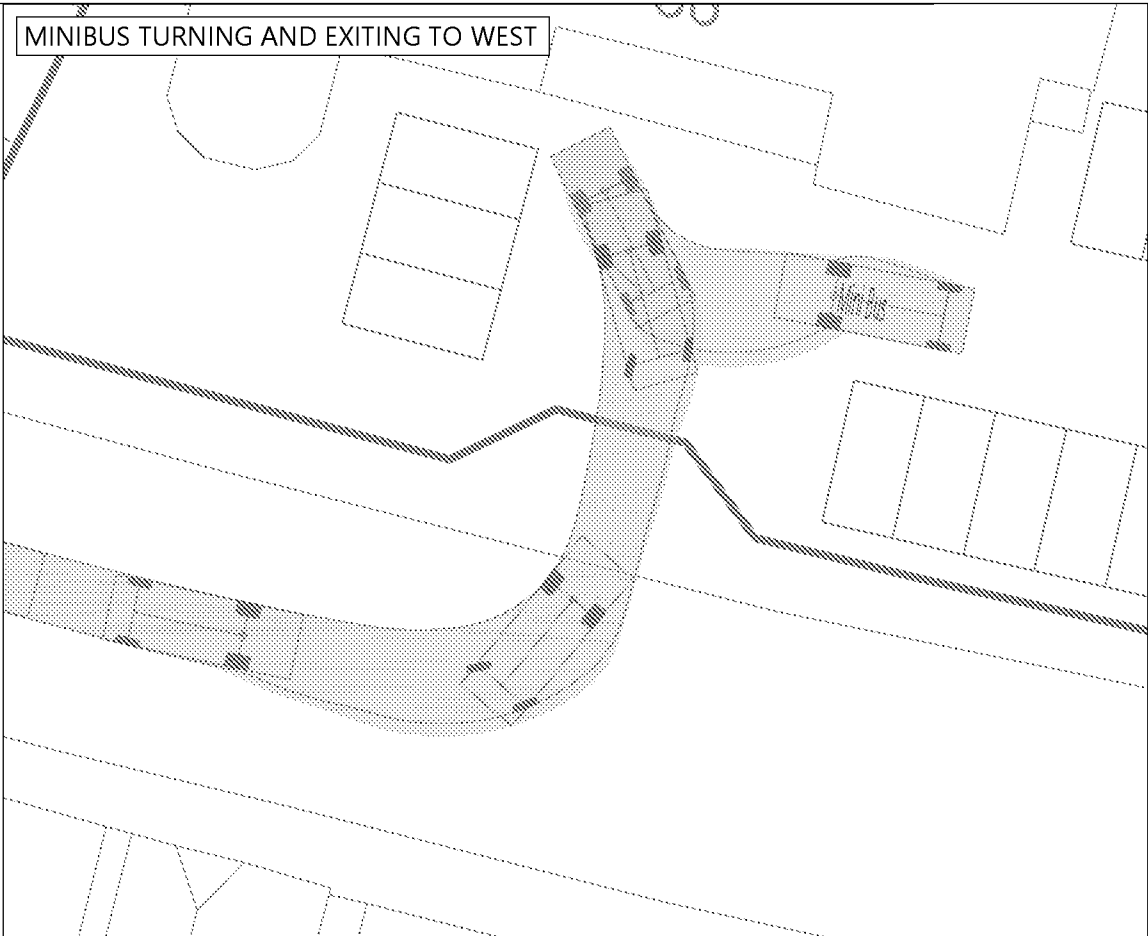
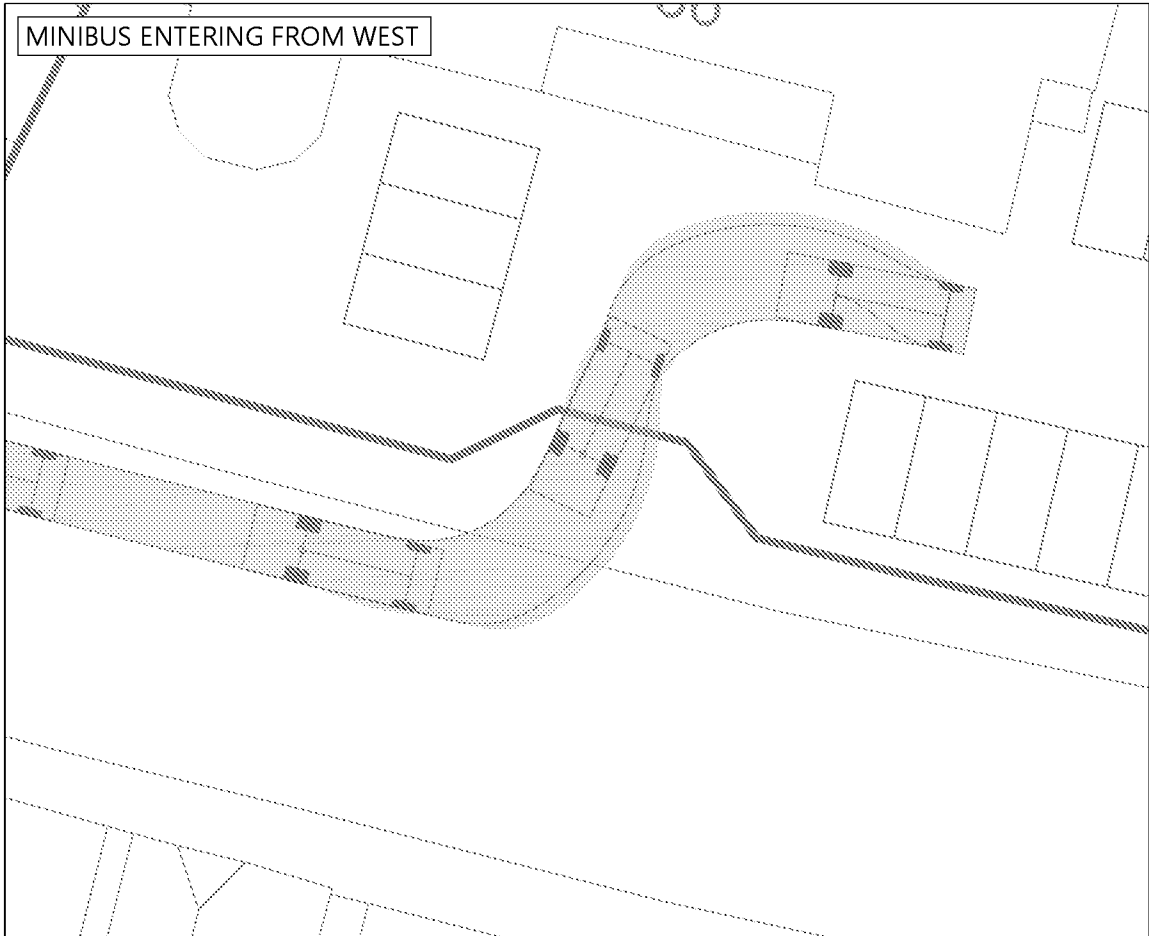
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STATUS:			FOR INFORMATION		
 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 www.i-transport.co.uk					
TITLE: CAR PARK LAYOUT					
PROJECT: FORMER ROYAL BAY CARE HOME, BOGNOR REGIS					
CLIENT: GEMINI PLANNING					
DRAWN: JD		CHECKED: SJH		APPROVED: JDW	
PROJECT No: ITB16245		SCALE @ A3: 1:250		DATE: 05.08.20	
DRAWING No: ITB16245-GA-001				REV: -	

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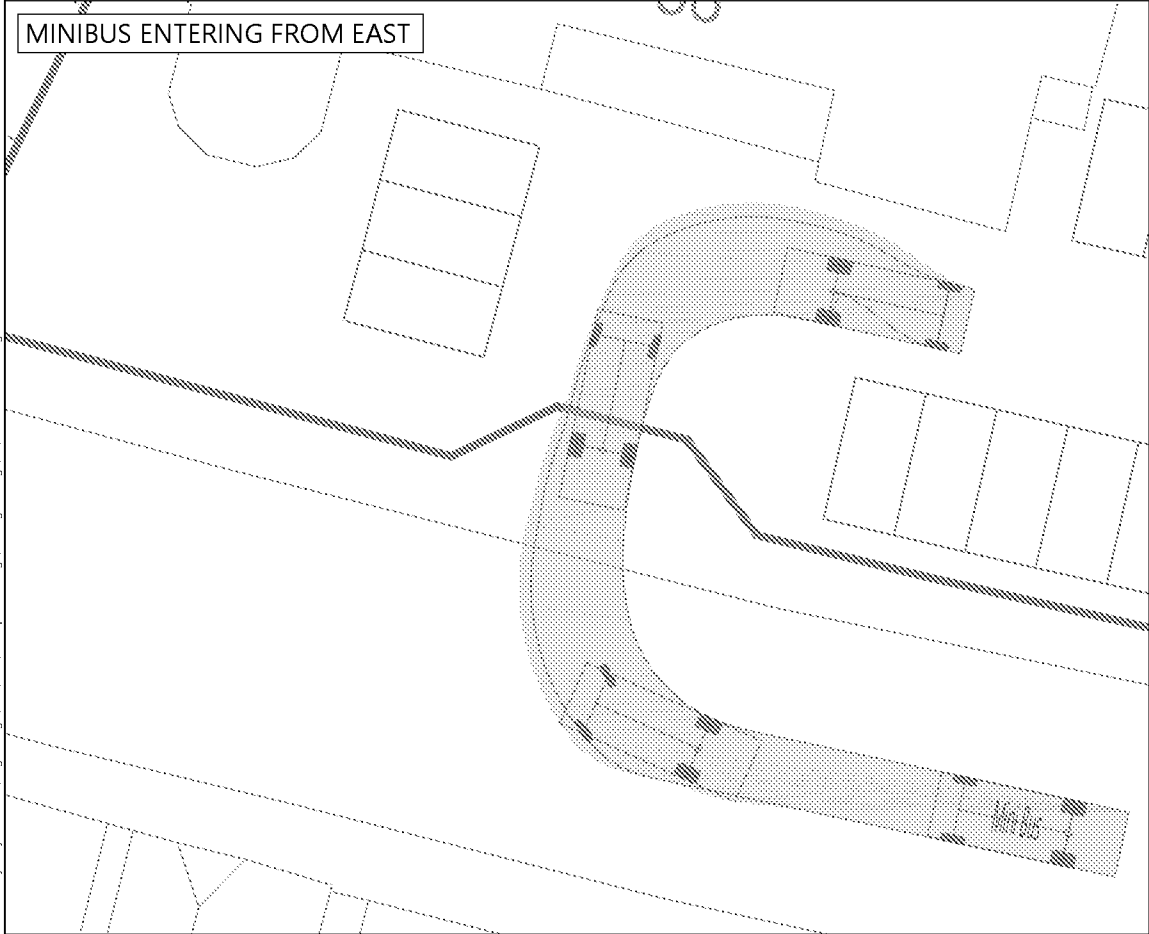
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Mini Bus	6.330m
Overall Length	2.192m
Overall Width	2.601m
Overall Body Height	0.374m
Min Body Ground Clearance	2.192m
Track Width	4.00s
Lock to lock time	6.450m
Kerb to Kerb Turning Radius	

REV	DATE	BY	DESCRIPTION	CHK	APD



STATUS:	FOR INFORMATION
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Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

www.i-transport.co.uk

TITLE:	SWEPT PATH ANALYSIS - MINIBUS
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PROJECT:	FORMER ROYAL BAY CARE HOME, BOGNOR REGIS
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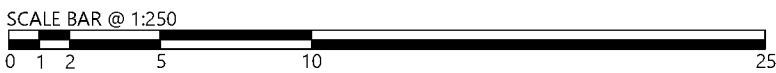
CLIENT:	GEMINI PLANNING
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DRAWN:	JD	CHECKED:	SJH	APPROVED:	JDW
PROJECT No:	ITB16245	SCALE @ A3:	1:250	DATE:	05.08.20

DRAWING No:	ITB16245-GA-002	REV:	-
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APPENDIX A. CARE HOME TRICS REPORT

i-Transport Grove House Basingstoke

Licence No: 236601

Filtering Summary

Land Use	05/F	HEALTH/CARE HOME (ELDERLY RESIDENTIAL)
Selected Trip Rate Calculation Parameter Range	40-85 RESIDE	
Actual Trip Rate Calculation Parameter Range	42-70 RESIDE	
Date Range	Minimum: 01/01/12	Maximum: 02/05/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	3
	Wednesday	1
	Thursday	1
Main Location Types selected	Edge of Town Centre	1
	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	1
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	1
	20,001 to 25,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	50,001 to 75,000	1
	125,001 to 250,000	1
	250,001 to 500,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	3
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
HC HAMPSHIRE	1 days
WG WOKINGHAM	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
09 NORTH	
TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 42 to 70 (units:)
 Range Selected by User: 40 to 85 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 02/05/19

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

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	1

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

Secondary Filtering selection:Use Class:

C2

5 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:

10,001 to 15,000

1 days

15,001 to 20,000

1 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

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

Population within 5 miles:

50,001 to 75,000

1 days

125,001 to 250,000

1 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

1 days

1.1 to 1.5

3 days

1.6 to 2.0

1 days

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

Travel Plan:

No

5 days

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

PTAL Rating:

No PTAL Present

5 days

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

i-Transport Grove House Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters

Site(1):	DS-05-F-01	Number of residents:	70
Development Name:	NURSING HOME		
Location:	DERBY	Parking spaces:	23
Postcode:	DE23 8TA		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/10/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(2):	ES-05-F-02	Number of residents:	69
Development Name:	CARE HOME		
Location:	HAILSHAM	Parking spaces:	31
Postcode:	BN27 1DU		
Main Location Type:	Edge of Town Centre	Survey Date:	13/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site(3):	HC-05-F-01	Number of residents:	42
Development Name:	CARE HOME		
Location:	SOUTHAMPTON	Parking spaces:	29
Postcode:	SO30 3RS		
Main Location Type:	Edge of Town	Survey Date:	24/11/15
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a		
Site(4):	TW-05-F-03	Number of residents:	52
Development Name:	NURSING HOME		
Location:	GATESHEAD	Parking spaces:	10
Postcode:	NE8 3PN		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	02/05/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site(5):	WG-05-F-01	Number of residents:	58
Development Name:	NURSING HOME		
Location:	WOKINGHAM	Parking spaces:	20
Postcode:	RG41 2RP		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	20/11/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	58	0.134	5	58	0.058	5	58	0.192
08:00 - 09:00	5	58	0.107	5	58	0.058	5	58	0.165
09:00 - 10:00	5	58	0.076	5	58	0.034	5	58	0.110
10:00 - 11:00	5	58	0.072	5	58	0.055	5	58	0.127
11:00 - 12:00	5	58	0.062	5	58	0.052	5	58	0.114
12:00 - 13:00	5	58	0.086	5	58	0.079	5	58	0.165
13:00 - 14:00	5	58	0.086	5	58	0.100	5	58	0.186
14:00 - 15:00	5	58	0.079	5	58	0.086	5	58	0.165
15:00 - 16:00	5	58	0.093	5	58	0.141	5	58	0.234
16:00 - 17:00	5	58	0.052	5	58	0.103	5	58	0.155
17:00 - 18:00	5	58	0.045	5	58	0.100	5	58	0.145
18:00 - 19:00	5	58	0.038	5	58	0.027	5	58	0.065
19:00 - 20:00	5	58	0.062	5	58	0.082	5	58	0.144
20:00 - 21:00	5	58	0.038	5	58	0.058	5	58	0.096
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.030			1.033			2.063

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

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.

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Parameter summary

Trip rate parameter range selected:	42 - 70 (units:)
Survey date range:	01/01/12 - 02/05/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX B. AFFORDABLE FLATS TRICS REPORT

Calculation Reference: AUDIT-236601-200805-0846

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL VEHICLESSelected regions and areas:

02 SOUTH EAST
 ES EAST SUSSEX 1 days
06 WEST MIDLANDS
 WK WARWICKSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Total Bedrooms
 Actual Range: 37 to 124 (units:)
 Range Selected by User: 0 to 150 (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: 01/01/12 to 07/10/16

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

Selected survey days:

Thursday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 2

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:

Built-Up Zone 2

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

Secondary Filtering selection:Use Class:

C3 2 days

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

Secondary Filtering selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

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

Travel Plan:

Yes	1 days
No	1 days

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

i-Transport Grove House Basingstoke

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LIST OF SITES relevant to selection parameters

1	ES-03-D-05	BLOCKS OF FLATS	EAST SUSSEX
	WALWERS LANE		
	LEWES		
	Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	37	
	Survey date: FRIDAY	10/10/14	Survey Type: MANUAL
2	WK-03-D-01	BLOCKS OF FLATS	WARWICKSHIRE
	QUEEN VICTORIA ROAD		
	COVENTRY		
	Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	124	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL VEHICLES

Calculation factor: 1 TOTBED

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.019	2	81	0.043	2	81	0.062
08:00 - 09:00	2	81	0.031	2	81	0.050	2	81	0.081
09:00 - 10:00	2	81	0.037	2	81	0.019	2	81	0.056
10:00 - 11:00	2	81	0.031	2	81	0.006	2	81	0.037
11:00 - 12:00	2	81	0.043	2	81	0.025	2	81	0.068
12:00 - 13:00	2	81	0.043	2	81	0.050	2	81	0.093
13:00 - 14:00	2	81	0.037	2	81	0.043	2	81	0.080
14:00 - 15:00	2	81	0.019	2	81	0.025	2	81	0.044
15:00 - 16:00	2	81	0.019	2	81	0.012	2	81	0.031
16:00 - 17:00	2	81	0.043	2	81	0.019	2	81	0.062
17:00 - 18:00	2	81	0.043	2	81	0.031	2	81	0.074
18:00 - 19:00	2	81	0.056	2	81	0.043	2	81	0.099
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.421			0.366			0.787

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

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

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Parameter summary

Trip rate parameter range selected:	37 - 124 (units:)
Survey date range:	01/01/12 - 07/10/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.000	2	81	0.000	2	81	0.000
08:00 - 09:00	2	81	0.000	2	81	0.000	2	81	0.000
09:00 - 10:00	2	81	0.000	2	81	0.000	2	81	0.000
10:00 - 11:00	2	81	0.000	2	81	0.000	2	81	0.000
11:00 - 12:00	2	81	0.000	2	81	0.000	2	81	0.000
12:00 - 13:00	2	81	0.000	2	81	0.000	2	81	0.000
13:00 - 14:00	2	81	0.000	2	81	0.000	2	81	0.000
14:00 - 15:00	2	81	0.000	2	81	0.000	2	81	0.000
15:00 - 16:00	2	81	0.000	2	81	0.000	2	81	0.000
16:00 - 17:00	2	81	0.000	2	81	0.000	2	81	0.000
17:00 - 18:00	2	81	0.000	2	81	0.000	2	81	0.000
18:00 - 19:00	2	81	0.006	2	81	0.000	2	81	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006				0.000	0.006	

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

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL CYCLISTS

Calculation factor: 1 TOTBED

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.000	2	81	0.006	2	81	0.006
08:00 - 09:00	2	81	0.012	2	81	0.006	2	81	0.018
09:00 - 10:00	2	81	0.012	2	81	0.006	2	81	0.018
10:00 - 11:00	2	81	0.006	2	81	0.000	2	81	0.006
11:00 - 12:00	2	81	0.000	2	81	0.006	2	81	0.006
12:00 - 13:00	2	81	0.025	2	81	0.000	2	81	0.025
13:00 - 14:00	2	81	0.000	2	81	0.000	2	81	0.000
14:00 - 15:00	2	81	0.006	2	81	0.000	2	81	0.006
15:00 - 16:00	2	81	0.006	2	81	0.012	2	81	0.018
16:00 - 17:00	2	81	0.006	2	81	0.025	2	81	0.031
17:00 - 18:00	2	81	0.012	2	81	0.000	2	81	0.012
18:00 - 19:00	2	81	0.000	2	81	0.000	2	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.061			0.146

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.019	2	81	0.050	2	81	0.069
08:00 - 09:00	2	81	0.037	2	81	0.099	2	81	0.136
09:00 - 10:00	2	81	0.037	2	81	0.019	2	81	0.056
10:00 - 11:00	2	81	0.043	2	81	0.012	2	81	0.055
11:00 - 12:00	2	81	0.050	2	81	0.025	2	81	0.075
12:00 - 13:00	2	81	0.050	2	81	0.050	2	81	0.100
13:00 - 14:00	2	81	0.031	2	81	0.056	2	81	0.087
14:00 - 15:00	2	81	0.019	2	81	0.025	2	81	0.044
15:00 - 16:00	2	81	0.019	2	81	0.012	2	81	0.031
16:00 - 17:00	2	81	0.081	2	81	0.019	2	81	0.100
17:00 - 18:00	2	81	0.050	2	81	0.031	2	81	0.081
18:00 - 19:00	2	81	0.068	2	81	0.050	2	81	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.504			0.448			0.952

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.006	2	81	0.019	2	81	0.025
08:00 - 09:00	2	81	0.062	2	81	0.118	2	81	0.180
09:00 - 10:00	2	81	0.093	2	81	0.081	2	81	0.174
10:00 - 11:00	2	81	0.062	2	81	0.093	2	81	0.155
11:00 - 12:00	2	81	0.056	2	81	0.093	2	81	0.149
12:00 - 13:00	2	81	0.075	2	81	0.075	2	81	0.150
13:00 - 14:00	2	81	0.106	2	81	0.143	2	81	0.249
14:00 - 15:00	2	81	0.087	2	81	0.062	2	81	0.149
15:00 - 16:00	2	81	0.137	2	81	0.099	2	81	0.236
16:00 - 17:00	2	81	0.130	2	81	0.075	2	81	0.205
17:00 - 18:00	2	81	0.106	2	81	0.093	2	81	0.199
18:00 - 19:00	2	81	0.050	2	81	0.062	2	81	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.970			1.013			1.983

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.

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL BUS/TRAM PASSENGERS**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.000	2	81	0.025	2	81	0.025
08:00 - 09:00	2	81	0.006	2	81	0.012	2	81	0.018
09:00 - 10:00	2	81	0.006	2	81	0.025	2	81	0.031
10:00 - 11:00	2	81	0.000	2	81	0.012	2	81	0.012
11:00 - 12:00	2	81	0.006	2	81	0.025	2	81	0.031
12:00 - 13:00	2	81	0.006	2	81	0.006	2	81	0.012
13:00 - 14:00	2	81	0.012	2	81	0.025	2	81	0.037
14:00 - 15:00	2	81	0.012	2	81	0.012	2	81	0.024
15:00 - 16:00	2	81	0.025	2	81	0.012	2	81	0.037
16:00 - 17:00	2	81	0.019	2	81	0.037	2	81	0.056
17:00 - 18:00	2	81	0.037	2	81	0.006	2	81	0.043
18:00 - 19:00	2	81	0.019	2	81	0.012	2	81	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.209			0.357

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 TOTBED

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.000	2	81	0.006	2	81	0.006
08:00 - 09:00	2	81	0.000	2	81	0.006	2	81	0.006
09:00 - 10:00	2	81	0.000	2	81	0.000	2	81	0.000
10:00 - 11:00	2	81	0.000	2	81	0.025	2	81	0.025
11:00 - 12:00	2	81	0.006	2	81	0.006	2	81	0.012
12:00 - 13:00	2	81	0.000	2	81	0.006	2	81	0.006
13:00 - 14:00	2	81	0.012	2	81	0.006	2	81	0.018
14:00 - 15:00	2	81	0.006	2	81	0.000	2	81	0.006
15:00 - 16:00	2	81	0.006	2	81	0.012	2	81	0.018
16:00 - 17:00	2	81	0.006	2	81	0.006	2	81	0.012
17:00 - 18:00	2	81	0.025	2	81	0.000	2	81	0.025
18:00 - 19:00	2	81	0.019	2	81	0.000	2	81	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.073			0.153

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.

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL COACH PASSENGERS**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.000	2	81	0.000	2	81	0.000
08:00 - 09:00	2	81	0.000	2	81	0.000	2	81	0.000
09:00 - 10:00	2	81	0.000	2	81	0.000	2	81	0.000
10:00 - 11:00	2	81	0.000	2	81	0.000	2	81	0.000
11:00 - 12:00	2	81	0.000	2	81	0.000	2	81	0.000
12:00 - 13:00	2	81	0.000	2	81	0.006	2	81	0.006
13:00 - 14:00	2	81	0.000	2	81	0.000	2	81	0.000
14:00 - 15:00	2	81	0.000	2	81	0.000	2	81	0.000
15:00 - 16:00	2	81	0.000	2	81	0.000	2	81	0.000
16:00 - 17:00	2	81	0.000	2	81	0.000	2	81	0.000
17:00 - 18:00	2	81	0.000	2	81	0.000	2	81	0.000
18:00 - 19:00	2	81	0.000	2	81	0.000	2	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.006			0.006

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 TOTBED

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.000	2	81	0.031	2	81	0.031
08:00 - 09:00	2	81	0.006	2	81	0.019	2	81	0.025
09:00 - 10:00	2	81	0.006	2	81	0.025	2	81	0.031
10:00 - 11:00	2	81	0.000	2	81	0.037	2	81	0.037
11:00 - 12:00	2	81	0.012	2	81	0.031	2	81	0.043
12:00 - 13:00	2	81	0.006	2	81	0.019	2	81	0.025
13:00 - 14:00	2	81	0.025	2	81	0.031	2	81	0.056
14:00 - 15:00	2	81	0.019	2	81	0.012	2	81	0.031
15:00 - 16:00	2	81	0.031	2	81	0.025	2	81	0.056
16:00 - 17:00	2	81	0.025	2	81	0.043	2	81	0.068
17:00 - 18:00	2	81	0.062	2	81	0.006	2	81	0.068
18:00 - 19:00	2	81	0.037	2	81	0.012	2	81	0.049
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.229			0.291			0.520

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.025	2	81	0.106	2	81	0.131
08:00 - 09:00	2	81	0.118	2	81	0.242	2	81	0.360
09:00 - 10:00	2	81	0.149	2	81	0.130	2	81	0.279
10:00 - 11:00	2	81	0.112	2	81	0.143	2	81	0.255
11:00 - 12:00	2	81	0.118	2	81	0.155	2	81	0.273
12:00 - 13:00	2	81	0.155	2	81	0.143	2	81	0.298
13:00 - 14:00	2	81	0.161	2	81	0.230	2	81	0.391
14:00 - 15:00	2	81	0.130	2	81	0.099	2	81	0.229
15:00 - 16:00	2	81	0.193	2	81	0.149	2	81	0.342
16:00 - 17:00	2	81	0.242	2	81	0.161	2	81	0.403
17:00 - 18:00	2	81	0.230	2	81	0.130	2	81	0.360
18:00 - 19:00	2	81	0.155	2	81	0.124	2	81	0.279
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.788				1.812	3.600	

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL CARSCalculation factor: **1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.006	2	81	0.006	2	81	0.012
08:00 - 09:00	2	81	0.006	2	81	0.012	2	81	0.018
09:00 - 10:00	2	81	0.006	2	81	0.019	2	81	0.025
10:00 - 11:00	2	81	0.006	2	81	0.006	2	81	0.012
11:00 - 12:00	2	81	0.006	2	81	0.000	2	81	0.006
12:00 - 13:00	2	81	0.000	2	81	0.019	2	81	0.019
13:00 - 14:00	2	81	0.000	2	81	0.000	2	81	0.000
14:00 - 15:00	2	81	0.006	2	81	0.000	2	81	0.006
15:00 - 16:00	2	81	0.000	2	81	0.000	2	81	0.000
16:00 - 17:00	2	81	0.012	2	81	0.000	2	81	0.012
17:00 - 18:00	2	81	0.006	2	81	0.006	2	81	0.012
18:00 - 19:00	2	81	0.012	2	81	0.000	2	81	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.068			0.134

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.

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL LGVS

Calculation factor: 1 TOTBED

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.000	2	81	0.000	2	81	0.000
08:00 - 09:00	2	81	0.000	2	81	0.000	2	81	0.000
09:00 - 10:00	2	81	0.000	2	81	0.000	2	81	0.000
10:00 - 11:00	2	81	0.006	2	81	0.000	2	81	0.006
11:00 - 12:00	2	81	0.012	2	81	0.012	2	81	0.024
12:00 - 13:00	2	81	0.012	2	81	0.006	2	81	0.018
13:00 - 14:00	2	81	0.006	2	81	0.006	2	81	0.012
14:00 - 15:00	2	81	0.000	2	81	0.000	2	81	0.000
15:00 - 16:00	2	81	0.000	2	81	0.000	2	81	0.000
16:00 - 17:00	2	81	0.000	2	81	0.006	2	81	0.006
17:00 - 18:00	2	81	0.006	2	81	0.000	2	81	0.006
18:00 - 19:00	2	81	0.000	2	81	0.012	2	81	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL MOTOR CYCLES**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	2	81	0.000	2	81	0.006	2	81	0.006
08:00 - 09:00	2	81	0.000	2	81	0.000	2	81	0.000
09:00 - 10:00	2	81	0.000	2	81	0.000	2	81	0.000
10:00 - 11:00	2	81	0.000	2	81	0.000	2	81	0.000
11:00 - 12:00	2	81	0.000	2	81	0.000	2	81	0.000
12:00 - 13:00	2	81	0.000	2	81	0.000	2	81	0.000
13:00 - 14:00	2	81	0.006	2	81	0.000	2	81	0.006
14:00 - 15:00	2	81	0.000	2	81	0.000	2	81	0.000
15:00 - 16:00	2	81	0.000	2	81	0.000	2	81	0.000
16:00 - 17:00	2	81	0.000	2	81	0.000	2	81	0.000
17:00 - 18:00	2	81	0.000	2	81	0.000	2	81	0.000
18:00 - 19:00	2	81	0.000	2	81	0.000	2	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006				0.006	0.012	

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

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