

LINDEN HOMES

LAND EAST OF TYE LANE, WALBERTON

RESIDENTIAL TRAVEL PLAN

REPORT REF NO 183240-078

PROJECT NO. 183240

JUNE 2019

# **LAND EAST OF TYE LANE WALBERTON**

## **RESIDENTIAL TRAVEL PLAN**

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EC3M 5JE**



**REPORT REF. 183240-07B  
PROJECT NO. 183240  
JUNE 2019**

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## **APPENDICES**

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## **DOCUMENT CONTROL SHEET**

| <b>REV</b> | <b>ISSUE PURPOSE</b>     | <b>AUTHOR</b> | <b>REVIEWED</b> | <b>APPROVED</b> | <b>DATE</b> |
|------------|--------------------------|---------------|-----------------|-----------------|-------------|
| -          | Draft Client Issue       | STC           | DH              | DRAFT           | 18/10/15    |
| -          | Final                    | STC           | STC             | ML              | 18/10/18    |
| A          | Addressing WSCC Comments | AP            | AP              | KM              | 26/04/19    |
| B          | Addressing WSCC Comments | KM            | DH              | KM              | 05/06/19    |

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## **1.0 CONTEXT**

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Linden Homes South to provide highways and transportation advice to support a Reserved Matters planning application, submitted pursuant to the grant of Outline Planning Ref. WA/44/17/OUT.
- 1.2 This TP is submitted to Arun District Council as planning authority. West Sussex County Council (WSCC) are the local highway authority.
- 1.3 The purpose of this TP is to provide a strategy through which journeys to and from the site are managed. This TP provides a package of measures tailored to the needs of the site to promote more sustainable and active travel choices, reducing reliance on the private vehicle.

### ***Policy Background***

- 1.4 In preparing this TP, ACE has reviewed relevant national guidance including the *National Planning Policy Framework (NPPF)*; White Paper *Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen*; and WSCC Travel Planning Guidance.
- 1.5 The White Paper entitled 'Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen', which was published in January 2011, sets out the Government's commitment to a sustainable local transport system which supports the economy and reduces carbon emissions.

- 1.6 The White Paper states that action taken locally is best placed to support economic growth and deliver reductions in transport-related carbon emissions. This can be achieved by providing people with options to choose sustainable modes for everyday local transport choices to, for example, help boost economic growth by facilitating access to local jobs.
- 1.7 The *National Planning Policy Framework* (NPPF) was adopted in July 2018. It sets out the Government's planning policies for England and how they are expected to be applied. The *NPPF* superseded the former NPPF, Planning Policy Guidance (PPG) and Planning Policy Statements (PPS) to provide a single simplified, concise and consolidated policy document.
- 1.8 Effective transport planning is an important aspect to consider when seeking optimal sustainability and *NPPF* acknowledges this within a series of criteria which should be met by new development:
- A) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- B) safe and suitable access to the site can be achieved for all users; and
- C) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."
- (NPPF, page 31, paragraph 108).
- 1.9 In accordance with *NPPF*, this FTP and the associated TA provide an appraisal of the application site's accessibility to sustainable and vehicular modes of transport.

- 1.10 The Department for Health publication *Choosing Health: Making Healthy Choices Easier* (2004) recognises the health benefits of walking or cycling. Active travel can therefore be encouraged as part of a Travel Plan to allow people enjoy these health benefits as part of their daily routine.
- 1.11 The WSCC Travel Planning Guidance states that "*Travel Plans have become an essential tool for the delivery of national, regional and local transport policy, and are increasingly important within the planning process, where they can be critical to the acceptability of a development*".
- 1.12 The document further states that "*A well-developed Travel Plan can mitigate the adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level.*"
- 1.13 Furthermore, the document states that an 'off the shelf' Travel Plan is not acceptable as they should reflect the unique nature of a site and the measures should also reflect the proposed objectives. In order to meet these requirements, this document has been constructed specifically to meet the requirements of future residents of the site.

## 2.0 EXISTING SITE USE AND LOCATION

### *Local Context / Highway Network*

- 2.1 The site, as shown in **Plate 1**, is bounded by Yapton Lane to the east, Tye Lane to the West and open agricultural land to the south.

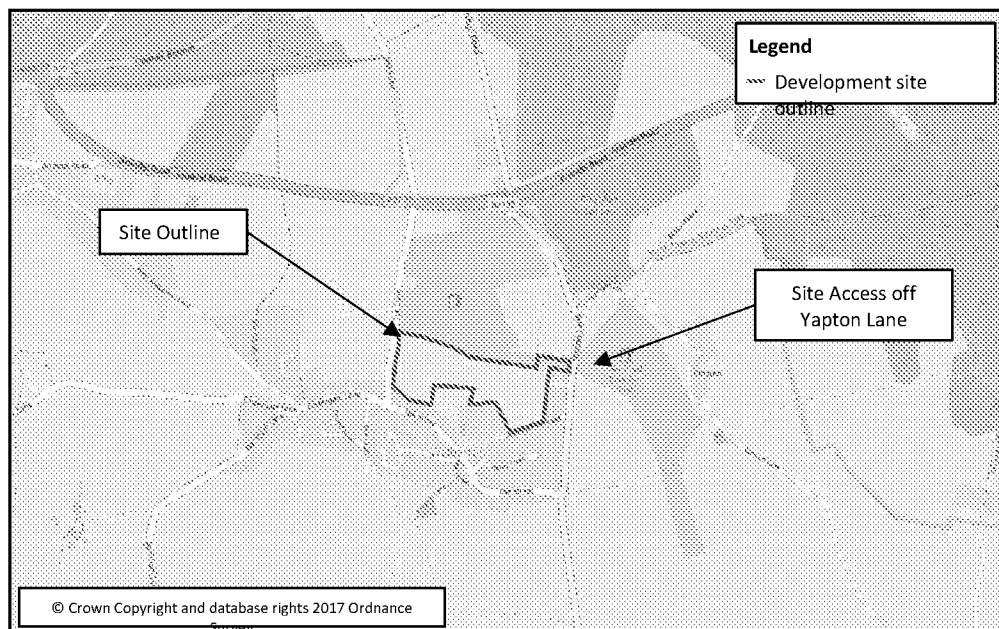


**Plate 2.1: Site Location**

- 2.2 Yapton Lane is a two-way single carriageway road of varying width, between 6.5m and 7.1m, and has a footway along its western side that runs to Walberton Village Centre.

### *Pedestrian and Cycling Infrastructure*

- 2.3 The development connections to local roads will be improved as a part of this application. A list of these improvements and the connections to the centre of Walberton village and the wider area are provided below:

- Yapton Lane – Proposed site access will contain footways which will connect to the existing footways along the western site of Yapton Lane; and
  - A shared pedestrian / cycle path will be provided to the west of the site that will connect to Tye Lane.
- 2.4 In addition to the above, Tye Lane is lightly trafficked and although there are no dedicated footways, it is regularly used by cyclists and walkers.
- 2.5 There is also a new shared cycle/pedestrian route that runs between Walberton and Barnham railway station which provides an off-road route.
- 2.6 On the basis of the above, it is reasonable to state that the existing pedestrian and cycling infrastructure will be conducive for future residents to undertake sustainable forms of transport.

### ***Public Transport Accessibility***

#### ***Bus Services***

- 2.7 The nearest bus stops in relation to the site are located on Yapton Lane, approximately 475m to the east of the centre of the site or a 6 minute walk. Facilities in the form of bus flagpole and timetable information are provided and these will be upgraded as part of the application.
- 2.8 Further stops are located 550m from the site at The Street, adjacent to the Holly Tree Junction.
- 2.9 The bus stops are served by two regular services, the 85/85A and 66, which operate Monday to Saturday. A summary of the frequencies of these services are provided within **Table 2.1** below.

**Table 2.1: Bus Service Frequency**

| Route  | Bus Stop                                         | Destination                                                                                   | Service Frequency  |                    |         |
|--------|--------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------|--------------------|---------|
|        |                                                  |                                                                                               | Weekday            | Saturdays          | Sundays |
| 85/85A | Yapton Lane                                      | Arundel –<br>Walberton –<br>Fontwell –<br>Chichester                                          | Every 2<br>Hours   | Every 2<br>Hours   | -       |
| 66     | The Street<br>– Old<br>Vicarage /<br>Post Office | Bognor regis<br>– Yapton –<br>Walberton –<br>Barnham –<br>Bognor Regis<br>(circular<br>Route) | Every 4-5<br>Hours | Every 4-5<br>Hours | -       |

- 2.10 In addition to the above, there are also three school services from the bus stop at The Street which travel to Ormiston Six Villages Academy, Chichester High School and St Philip Howard School.

#### *Rail Services*

- 2.11 Barnham Railway Station is located some 3km from the centre of the site and is accessible via bus route 66 / 85A.
- 2.12 In addition to using the bus, future residents could also use the previously mentioned designated off-road shared footway / cycleway that runs between Walberton and Barnham.
- 2.13 In terms of facilities at Barnham railway station, there are 142 car parking spaces, 2 accessible spaces and 62 secure cycle storages spaces.
- 2.14 Destinations from this station include Southampton, London, Portsmouth, Brighton, Chichester, Bognor Regis and Littlehampton. Up to date information regarding timetables can be accessed [www.nationalrail.co.uk](http://www.nationalrail.co.uk).

#### *Local Amenities and Services*

2.15 The site is situated within close proximity of several shops and amenities within Walberton Village Centre. The location of these facilities are summarised below within **Table 2.2**:

**Table 2.2: Local Service / Amenities**

| Service / Amenity             | Road Name  | Distance from Site |
|-------------------------------|------------|--------------------|
| Laundrette                    | The Street | 500m South         |
| Dentist                       | The Street | 500m South         |
| Convenience Store             | The Street | 500m South         |
| Public House (The Holly Tree) | The Street | 575m South         |

2.16 The Chartered Institution of Highways and Transportation (CIHT) document "Guidelines for Providing For Journeys on Foot" (2000) notes in paragraph 1.12 that walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile. Infrastructure that supports efficient travel on foot is therefore of great importance in the continuation of the promotion of sustainable travel and walking as a viable alternative to short car trips. The list above therefore illustrates that the site is suitable located to promote sustainable travel within the local area.

### 3.0 DEVELOPMENT PROPOSALS

- 3.1 The development proposals seek to construct 170 residential units, associated internal highway network, and a proposed access with Yapton Lane. The proposed scheme layout is attached for illustrative purposes at **Appendix A** and within **Plate 3.1** below.

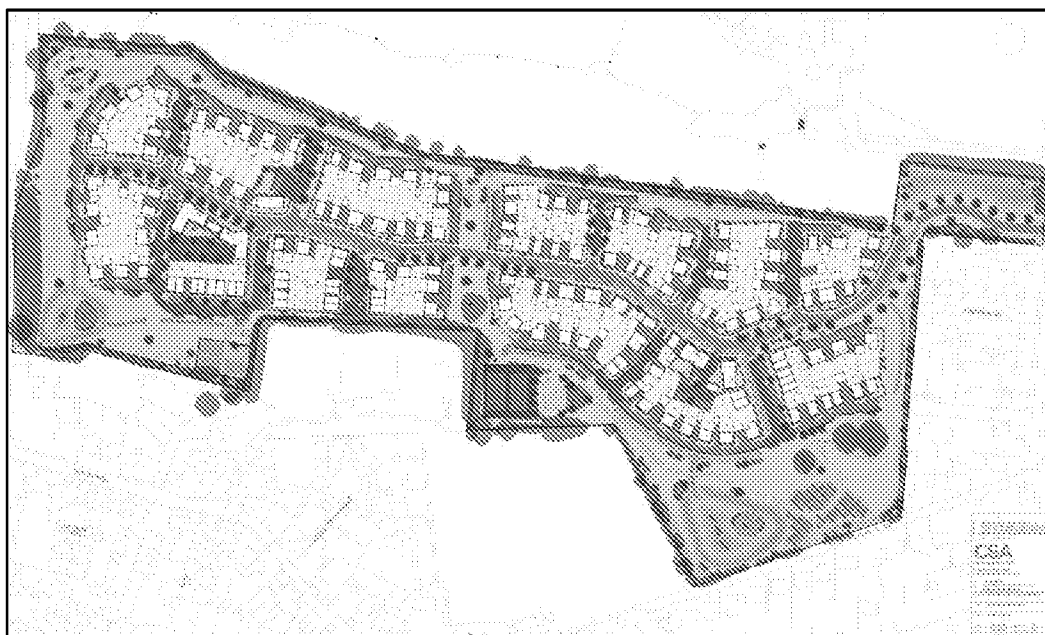


**Plate 3.1 Proposed Scheme Layout**

- 3.2 The proposals provide on-site vehicular parking which will be inline with the demand. These spaces are provided through a combination of on-plot provision, spaces within a parking court and spaces provided along the internal highway.
- 3.3 Cycle parking spaces are provided in-line with WSCC requirements. For houses this is located within the curtilage of each dwelling, within a garage or shed; whilst for the flatted units spaces are be provided within a shared cycle store.

## 4.0 ANTICIPATED MODAL SPLIT

4.1 It is necessary to establish initial "Baseline" travel patterns to understand what the likely modal split would be when the development is occupied, although these are only able to be established once the development is built-out and occupied. Therefore, for a Travel Plan prepared in advance of occupation, such as in this case, the Plan should initially be assessed against the assumed anticipated modal split, with this assessment updated following occupation of the development.

4.2 The weekday modal split associated with the proposed scheme has been derived using TRICS. Only privately housing sites in England (except London) with parameter range of 85 to 255 houses (i.e. sites within +/-50% of the proposed total number of houses) with no Travel Plan in place were chosen within TRICS. The multi-modal split is summarised within **Table 4.1** below.

**Table 4.1: Proposed Modal Split**

| Method of Travel  | Trip rate per house | Modal % |
|-------------------|---------------------|---------|
| Public Transport  | 0.208               | 2%      |
| Vehicle Drivers   | 5.134               | 56%     |
| Vehicle Passenger | 2.176               | 24%     |
| Bicycle           | 0.168               | 2%      |
| On Foot           | 1.409               | 16%     |
| Total             | 9.095               | 100%    |

4.3 As illustrated above, the majority of trips to and from the site will likely be undertaken by vehicles. A copy of the TRICS output is located within **Appendix B**.

## **5.0 AIMS, OBJECTIVES AND TARGETS**

### **AIMS AND OBJECTIVES**

5.1 This TP represents a long-term strategy to promote more sustainable travel reduce vehicular movements associated with the scheme.

5.2 The main objectives of this TP are to: -

- Increase the use of sustainable and active modes of travel to and from the site;
- Promote healthy lifestyles and sustainable, vibrant communities; and
- Encourage use of good urban design principles that increase the opportunity for walking and cycling.

5.3 These objectives are designed to achieve the overall aim of the Travel Plan which is to promote the use of sustainable and active modes of travel, by achieving a change in attitude to travel and increasing awareness.

### ***Targets, Monitoring and Management***

5.4 Targets, monitoring and management measures ensure that the objectives of the Plan are achieved and that it remains sustainable over the longer term.

5.5 Targets should be both achievable and stretching, ideally the overall target should be expressed in terms of reducing car driver trips to/from the site, typically as percentage points. This measurement would allow progress to be judged over time.

5.6 Targets should be 'SMART' to ensure that the outcomes can be qualified and compared year-on-year.

**Specific; Measurable; Achievable; Realistic; Time-bound**

- 5.7 Taking into consideration the above, two targets will be set prior to occupation of the development and these will be monitored using surveys at year 1, 3 and 5 (following occupation) with base line surveys being undertaken at 50% of occupation, with these surveys undertaken in accordance with the TRICS UK Standard Assessment Methodology (TRICS SAM).
- 5.8 In line with WSCC's Travel Plans Policy document, the Travel Plan Co-ordinator (TPC) will strive to achieve these targets by the end of the 5-year period. These targets are:-
- To reduce the number of vehicle trips generated by the site over a 12 hour period (Weekday 7am to 7pm) by 10%; and
  - Increase the number of public transport trips generated over a 12 hour period by 5%.
- 5.9 The targets modal split over a 12-hour period for the end of the 5-year period are shown in Table 5.1 below

**Table 5.1: Modal Split Target – 5-year Period**

| Method of Travel  | Modal %     |
|-------------------|-------------|
| Public Transport  | 7%          |
| Vehicle Drivers   | 48%         |
| Vehicle Passenger | 24%         |
| Bicycle           | 4%          |
| On Foot           | 17%         |
| <b>Total</b>      | <b>100%</b> |

- 5.10 Based on the trip rates set out in Section 4 the number of vehicular trips is targeted to reduce from the forecast 873 by 10% to 786 trips over a 12-hr period, on a typical weekday.

## **6.0 MEASURES AND INITIATIVES**

6.1 A Travel Plan should set out the long term management strategy for an existing or proposed developments, and seek to integrate proposals for increasing sustainable travel by the future residents of the site.

6.2 Initial measures are detailed below.

### ***Residential Travel Packs***

6.3 Residential Travel Packs will be prepared and issued to each household by the site sales office upon first occupation. This will provide details of the following: -

- The existence and identity of the Travel Plan Co-ordinator (see below);
- The cycle route network in the area, on-site cycle parking facilities, local cycle shops (for repairs/maintenance);
- Locations of the nearest bus stops and details of the routes that serve them and current timetable information and websites providing information on bus travel;
- Location of Barnham railway Station and the destinations which can be directly reached there by train, together with current timetable information and websites providing information on train travel;
- Details on the County Council car sharing scheme, including provision of the 'West Sussex Car Share' leaflet;
- Promotion of the West Sussex cycle journey planner;
- Details of local taxi companies;

- Offer of £150 voucher per dwelling for initial occupants, to be exchanged for:
  - Bus season ticket
  - Rail season ticket/network card
  - Cycle voucher
  - Cycle training

### ***On-site Infrastructure***

- 6.4 Cycle parking is to be provided to serve the development, in-line with local standards, within garages/sheds for the houses and dedicated cycle stores for flats. The use of these spaces will be monitored as part of this TP, and if demand for cycle parking (monitored by the Travel Plan Co-ordinator, see below) regularly exceeds the supply, the provision of additional spaces will be investigated.
- 6.5 Public Right of Way (PROW 333) runs along Avisford Park Road. This road forms south-eastern site boundary. A pedestrian link onto this PROW will be provided which would facilitate easy pedestrian connection from the eastern part of the site to The Street which provides a number of local village facilities.
- 6.6 Furthermore, there will be a shared pedestrian/cycle link from the south-western site boundary onto Yapton Lane which will facilitate easy pedestrian and cycle connection from the western part of the site to The Street.
- 6.7 All units within the development will be provided with broadband connection points to facilitate use of the internet by residents and so maximising the potential for home working and shopping, so reducing the need to travel.

### ***Travel Plan Co-ordinator***

6.8 Prior to first occupation of the development, a Travel Plan Co-ordinator (TPC) will be appointed to implement the TP, promote its existence to residents, and undertake regular monitoring of travel behaviour (see below). It is anticipated that the TPC will be fulfilled by the Site Management Company (SMC) and its on-going funding calculated into the site management fee for the life of the TP. The amount of time to be dedicated to this role will be set out in the detailed TP.

6.9 The TPC will be responsible for the following: -

- Offering a Personalised Travel Planning service for residents;
- Distributing information on updated bus and train timetables to residents;
- Acting as the contact for all matters concerning travel, such as adequacy and maintenance of cycle parking facilities;
- Liaising with TPCs at other nearby developments to promote car sharing and car club use in conjunction with residents of other nearby schemes.

6.10 Contact details of the TPC will be provided to ADC and WSCC once they have been appointed.

### ***Implementation and Management***

6.11 Following approval, the principles set out in this RTP will be implemented, with further detail, such as the identity of the TPC, provided prior to occupation.

6.12 The TPC would be required to implement and promote the Travel Plan. They would also be responsible for organising and reviewing the travel surveys, in accordance with recommendations from WSCC's Travel Plan Officer.

- 6.13 The Travel Plan will be reviewed on an annual basis for 5 years from implementation (to be extended if targets are not achieved), with the TPC liaising with WSCC's Travel Plan Officers regarding its success.

### ***Remedial Measures***

- 6.14 If targets are not achieved, then several potential mitigation options will be considered. Examples of these measures are listed below:
- TPC coordinating Travel Plan forums where information on the benefits of sustainable travel are discussed amongst employees of the site;
  - Monthly cycle to work breakfasts to encourage residents to cycle;
  - Offer of further £150 sustainable travel voucher to each household; and
  - Personalised travel planning services will be offered to all residents.

### ***Funding***

- 6.15 On agreement of the detailed TP with WSCC, this would be handed over to the SMC/TPC. The operational costs of the TP will be calculated into the site management fee by the SMC to enable its on-going funding.

## **Action Plan**

6.16 A number of actions are required to ensure the implementation and management of the TP and achieve its targets. Anticipated actions, timescales and responsibilities are set out in **Table 6.1**.

**Table 6.1: Action Plan**

| <b>Action</b>                                                                      | <b>Responsibility</b> | <b>Target Date</b>                                 |
|------------------------------------------------------------------------------------|-----------------------|----------------------------------------------------|
| Production of detailed TP                                                          | Developer             | Prior to occupation                                |
| Agree Interim Targets and timelines with WSCC                                      | Developer & WSCC      | Prior to occupation                                |
| Agree details of monitoring and review with WSCC                                   | Developer & WSCC      | Prior to occupation                                |
| Implementation of physical measures (cycle parking, car parking, pedestrian links) | Developer             | During construction                                |
| Appoint TPC                                                                        | Developer/SMC         | 3 months prior to first occupation                 |
| Timeline for implementation of soft measures                                       | TPC/SMC               | Prior to occupation                                |
| TP launch                                                                          | Developer/TPC/SMC     | On first occupation                                |
| Implementation of TP measures                                                      | TPC/SMC               | Upon opening                                       |
| Submission of Baseline Travel Survey results to WSCC                               | TPC/Consultant        | Within 1 month of TPC receiving survey results     |
| Review findings of Travel Survey with WSCC and agree targets                       | TPC/Consultant/WSCC   | Within 1 month of SCC receiving survey results     |
| Repeat Travel Surveys                                                              | TPC/Consultant        | Years 1, 3 and 5                                   |
| Submission of Monitoring Report and discussion on progress with WSCC               | TPC/Consultant/WSCC   | 1 month after receiving each set of survey results |

## **Appendix A**



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Contractors, Sub Contractors and Suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect.

Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

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Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

|                                                                                       |                                                                                                  |
|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
|    | Application Boundary                                                                             |
|    | Property Boundary Line - Ref Boundary Materials<br>Layout and details for detailed specification |
|   | Boundary Walling - Ref Boundary Materials Layout<br>and details for detailed specification       |
|  | Shared Ownership                                                                                 |
|  | Affordable/Social Rent                                                                           |
|  | Garden Gate                                                                                      |
|  | Bin Collection Point                                                                             |
|  | Cycle store / Garden shed                                                                        |

|                                                                                       |                                                                                                  |
|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
|    | Application Boundary                                                                             |
|    | Property Boundary Line - Ref Boundary Materials<br>Layout and details for detailed specification |
|   | Boundary Walling - Ref Boundary Materials Layout<br>and details for detailed specification       |
|  | Shared Ownership                                                                                 |
|  | Affordable/Social Rent                                                                           |
|  | Garden Gate                                                                                      |
|  | Bin Collection Point                                                                             |
|  | Cycle store / Garden shed                                                                        |

## PLANNING



PROJECT

Land East of Tye Lane

PROJECT  
Land East of Tye Lane  
Walberton

PROJECT  
Land East of Tye Lane  
Walberton  
For: Linden Homes Southern

## DRAWING

### Site Layout

|             |             |              |  |
|-------------|-------------|--------------|--|
| DRAWING     |             |              |  |
| Site Layout |             |              |  |
| SCALE       | DATE        | AUTHOR CHK'D |  |
| 1:1000@ A1  | Aug 18      | MD           |  |
| JOB NO.     | DRAWING NO. | REV          |  |
| LIND171208  | SL.01       | C            |  |
| CLIENT REF. |             |              |  |

## **Appendix B**

## WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 15 October 2018]

population All usual residents aged 16 to 74 in employment in the area the week before th  
units Persons  
date 2011

| Method of travel to work     | msoa2011:E02006544 :<br>Arun 003 | %    |
|------------------------------|----------------------------------|------|
| Train                        | 200                              | 7%   |
| Bus, minibus or coach        | 25                               | 1%   |
| Taxi                         | 11                               | 0%   |
| Motorcycle, scooter or moped | 31                               | 1%   |
| Driving a car or van         | 2,096                            | 73%  |
| Passenger in a car or van    | 173                              | 6%   |
| Bicycle                      | 115                              | 4%   |
| On foot                      | 201                              | 7%   |
| Total                        | 2,852                            | 100% |

In order to protect against disclosure of personal information, records have been swapped between different ge

e census

ographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**MULTI-MODAL VEHICLES**Selected regions and areas:

|           |                      |        |
|-----------|----------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b>    |        |
|           | ES EAST SUSSEX       | 2 days |
|           | EX ESSEX             | 1 days |
|           | KC KENT              | 1 days |
| <b>03</b> | <b>SOUTH WEST</b>    |        |
|           | WL WILTSHIRE         | 1 days |
| <b>04</b> | <b>EAST ANGLIA</b>   |        |
|           | SF SUFFOLK           | 2 days |
| <b>05</b> | <b>EAST MIDLANDS</b> |        |
|           | LN LINCOLNSHIRE      | 1 days |
|           | NT NOTTINGHAMSHIRE   | 1 days |
| <b>06</b> | <b>WEST MIDLANDS</b> |        |
|           | ST STAFFORDSHIRE     | 1 days |
|           | WO WORCESTERSHIRE    | 1 days |
| <b>08</b> | <b>NORTH WEST</b>    |        |
|           | LC LANCASHIRE        | 1 days |
| <b>10</b> | <b>WALES</b>         |        |
|           | CF CARDIFF           | 1 days |
| <b>11</b> | <b>SCOTLAND</b>      |        |
|           | FI FIFE              | 1 days |
|           | HI HIGHLAND          | 1 days |

**Secondary Filtering selection:**

Parameter: Number of dwellings  
 Actual Range: 85 to 248 (units: )  
 Range Selected by User: 85 to 255 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 05/07/18

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 5 days |
| Tuesday   | 3 days |
| Wednesday | 2 days |
| Thursday  | 2 days |
| Friday    | 3 days |

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 15 days |
| Directional ATC Count | 0 days  |

Selected Locations:

|              |    |
|--------------|----|
| Edge of Town | 15 |
|--------------|----|

Selected Location Sub Categories:

|                  |    |
|------------------|----|
| Residential Zone | 13 |
| Out of Town      | 1  |
| No Sub Category  | 1  |

**Secondary Filtering selection:**Use Class:

|    |         |
|----|---------|
| C3 | 15 days |
|----|---------|

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,000 or Less    | 1 days |
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 5 days |
| 15,001 to 20,000 | 6 days |
| 20,001 to 25,000 | 1 days |

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 3 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 7 days |

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 8 days |
| 1.1 to 1.5 | 7 days |

Travel Plan:

|    |         |
|----|---------|
| No | 15 days |
|----|---------|

PTAL Rating:

|                 |         |
|-----------------|---------|
| No PTAL Present | 15 days |
|-----------------|---------|

LIST OF SITES relevant to selection parameters

|          |                                               |                                     |                     |
|----------|-----------------------------------------------|-------------------------------------|---------------------|
| <b>1</b> | <b>CF-03-A-02</b>                             | <b>MIXED HOUSES</b>                 | <b>CARDIFF</b>      |
|          | DROPE ROAD<br>CARDIFF                         |                                     |                     |
|          | Edge of Town<br>Residential Zone              |                                     |                     |
|          | Total Number of dwellings:                    | 196                                 |                     |
|          | Survey date: FRIDAY                           | 05/10/07                            | Survey Type: MANUAL |
| <b>2</b> | <b>ES-03-A-03</b>                             | <b>MIXED HOUSES &amp; FLATS</b>     | <b>EAST SUSSEX</b>  |
|          | SHEPHAM LANE<br>POLEGATE                      |                                     |                     |
|          | Edge of Town<br>Residential Zone              |                                     |                     |
|          | Total Number of dwellings:                    | 212                                 |                     |
|          | Survey date: MONDAY                           | 11/07/16                            | Survey Type: MANUAL |
| <b>3</b> | <b>ES-03-A-04</b>                             | <b>MIXED HOUSES &amp; FLATS</b>     | <b>EAST SUSSEX</b>  |
|          | NEW LYDD ROAD<br>CAMBER                       |                                     |                     |
|          | Edge of Town<br>Residential Zone              |                                     |                     |
|          | Total Number of dwellings:                    | 134                                 |                     |
|          | Survey date: FRIDAY                           | 15/07/16                            | Survey Type: MANUAL |
| <b>4</b> | <b>EX-03-A-01</b>                             | <b>SEMI-DET.</b>                    | <b>ESSEX</b>        |
|          | MILTON ROAD<br>STANFORD-LE-HOPE<br>CORRINGHAM |                                     |                     |
|          | Edge of Town<br>Residential Zone              |                                     |                     |
|          | Total Number of dwellings:                    | 237                                 |                     |
|          | Survey date: TUESDAY                          | 13/05/08                            | Survey Type: MANUAL |
| <b>5</b> | <b>FI-03-A-03</b>                             | <b>MIXED HOUSES</b>                 | <b>FIFE</b>         |
|          | WOODMILL ROAD<br>DUNFERMLINE                  |                                     |                     |
|          | Edge of Town<br>Residential Zone              |                                     |                     |
|          | Total Number of dwellings:                    | 155                                 |                     |
|          | Survey date: MONDAY                           | 30/04/07                            | Survey Type: MANUAL |
| <b>6</b> | <b>HI-03-A-11</b>                             | <b>BUNGALOWS</b>                    | <b>HIGHLAND</b>     |
|          | STEVENSON ROAD<br>INVERNESS<br>INSHES         |                                     |                     |
|          | Edge of Town<br>Residential Zone              |                                     |                     |
|          | Total Number of dwellings:                    | 85                                  |                     |
|          | Survey date: MONDAY                           | 05/06/06                            | Survey Type: MANUAL |
| <b>7</b> | <b>KC-03-A-04</b>                             | <b>SEMI-DETACHED &amp; TERRACED</b> | <b>KENT</b>         |
|          | KILN BARN ROAD<br>AYLESFORD<br>DITTON         |                                     |                     |
|          | Edge of Town<br>Residential Zone              |                                     |                     |
|          | Total Number of dwellings:                    | 110                                 |                     |
|          | Survey date: FRIDAY                           | 22/09/17                            | Survey Type: MANUAL |
| <b>8</b> | <b>LC-03-A-22</b>                             | <b>BUNGALOWS</b>                    | <b>LANCASHIRE</b>   |
|          | CLIFTON DRIVE NORTH<br>BLACKPOOL              |                                     |                     |
|          | Edge of Town<br>Residential Zone              |                                     |                     |
|          | Total Number of dwellings:                    | 98                                  |                     |
|          | Survey date: TUESDAY                          | 18/10/05                            | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                            |                                     |                        |
|-----------|----------------------------|-------------------------------------|------------------------|
| <b>9</b>  | <b>LN-03-A-01</b>          | <b>MIXED HOUSES</b>                 | <b>LINCOLNSHIRE</b>    |
|           | BRANT ROAD                 |                                     |                        |
|           | LINCOLN                    |                                     |                        |
|           | BRACEBRIDGE                |                                     |                        |
|           | Edge of Town               |                                     |                        |
|           | Residential Zone           |                                     |                        |
|           | Total Number of dwellings: | 150                                 |                        |
|           | Survey date: TUESDAY       | 15/05/07                            | Survey Type: MANUAL    |
| <b>10</b> | <b>NT-03-A-03</b>          | <b>SEMI DETACHED</b>                | <b>NOTTINGHAMSHIRE</b> |
|           | B6018 SUTTON ROAD          |                                     |                        |
|           | KIRKBY-IN-ASHFIELD         |                                     |                        |
|           | Edge of Town               |                                     |                        |
|           | Residential Zone           |                                     |                        |
|           | Total Number of dwellings: | 166                                 |                        |
|           | Survey date: WEDNESDAY     | 28/06/06                            | Survey Type: MANUAL    |
| <b>11</b> | <b>SF-03-A-02</b>          | <b>SEMI DET./ TERRACED</b>          | <b>SUFFOLK</b>         |
|           | STOKE PARK DRIVE           |                                     |                        |
|           | IPSWICH                    |                                     |                        |
|           | MAIDENHALL                 |                                     |                        |
|           | Edge of Town               |                                     |                        |
|           | Residential Zone           |                                     |                        |
|           | Total Number of dwellings: | 230                                 |                        |
|           | Survey date: THURSDAY      | 24/05/07                            | Survey Type: MANUAL    |
| <b>12</b> | <b>SF-03-A-03</b>          | <b>MIXED HOUSES</b>                 | <b>SUFFOLK</b>         |
|           | BARTON HILL                |                                     |                        |
|           | BURY ST EDMUNDS            |                                     |                        |
|           | FORNHAM ST MARTIN          |                                     |                        |
|           | Edge of Town               |                                     |                        |
|           | Out of Town                |                                     |                        |
|           | Total Number of dwellings: | 101                                 |                        |
|           | Survey date: MONDAY        | 15/05/06                            | Survey Type: MANUAL    |
| <b>13</b> | <b>ST-03-A-07</b>          | <b>DETACHED &amp; SEMI-DETACHED</b> | <b>STAFFORDSHIRE</b>   |
|           | BEACONSIDE                 |                                     |                        |
|           | STAFFORD                   |                                     |                        |
|           | MARSTON GATE               |                                     |                        |
|           | Edge of Town               |                                     |                        |
|           | Residential Zone           |                                     |                        |
|           | Total Number of dwellings: | 248                                 |                        |
|           | Survey date: WEDNESDAY     | 22/11/17                            | Survey Type: MANUAL    |
| <b>14</b> | <b>WL-03-A-01</b>          | <b>SEMI D./ TERRACED W. BASSETT</b> | <b>WILTSHIRE</b>       |
|           | MAPLE DRIVE                |                                     |                        |
|           | WOOTTON BASSETT            |                                     |                        |
|           | Edge of Town               |                                     |                        |
|           | Residential Zone           |                                     |                        |
|           | Total Number of dwellings: | 99                                  |                        |
|           | Survey date: MONDAY        | 02/10/06                            | Survey Type: MANUAL    |
| <b>15</b> | <b>WO-03-A-06</b>          | <b>DET./ TERRACED</b>               | <b>WORCESTERSHIRE</b>  |
|           | ST GODWALDS ROAD           |                                     |                        |
|           | BROMSGROVE                 |                                     |                        |
|           | ASTON FIELDS               |                                     |                        |
|           | Edge of Town               |                                     |                        |
|           | No Sub Category            |                                     |                        |
|           | Total Number of dwellings: | 232                                 |                        |
|           | Survey date: THURSDAY      | 30/06/05                            | Survey Type: MANUAL    |

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 | 15        | 164         | 0.091        | 15         | 164         | 0.296        | 15        | 164         | 0.387        |
| 08:00 - 09:00 | 15        | 164         | 0.140        | <b>15</b>  | <b>164</b>  | <b>0.426</b> | 15        | 164         | 0.566        |
| 09:00 - 10:00 | 15        | 164         | 0.161        | 15         | 164         | 0.208        | 15        | 164         | 0.369        |
| 10:00 - 11:00 | 15        | 164         | 0.140        | 15         | 164         | 0.179        | 15        | 164         | 0.319        |
| 11:00 - 12:00 | 15        | 164         | 0.165        | 15         | 164         | 0.165        | 15        | 164         | 0.330        |
| 12:00 - 13:00 | 15        | 164         | 0.177        | 15         | 164         | 0.173        | 15        | 164         | 0.350        |
| 13:00 - 14:00 | 15        | 164         | 0.185        | 15         | 164         | 0.172        | 15        | 164         | 0.357        |
| 14:00 - 15:00 | 15        | 164         | 0.185        | 15         | 164         | 0.179        | 15        | 164         | 0.364        |
| 15:00 - 16:00 | 15        | 164         | 0.289        | 15         | 164         | 0.191        | 15        | 164         | 0.480        |
| 16:00 - 17:00 | 15        | 164         | 0.322        | 15         | 164         | 0.207        | 15        | 164         | 0.529        |
| 17:00 - 18:00 | <b>15</b> | <b>164</b>  | <b>0.391</b> | 15         | 164         | 0.201        | <b>15</b> | <b>164</b>  | <b>0.592</b> |
| 18:00 - 19:00 | 15        | 164         | 0.275        | 15         | 164         | 0.199        | 15        | 164         | 0.474        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 2.521        |            |             | 2.596        |           |             | 5.117        |

**Parameter summary**

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 85 - 248 (units: )  |
| Survey date date range:                       | 01/01/05 - 05/07/18 |
| Number of weekdays (Monday-Friday):           | 15                  |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

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 | 15        | 164         | 0.006        | 15         | 164         | 0.007        | 15        | 164         | 0.013        |
| 08:00 - 09:00 | 15        | 164         | 0.008        | 15         | 164         | 0.010        | 15        | 164         | 0.018        |
| 09:00 - 10:00 | 15        | 164         | 0.004        | 15         | 164         | 0.002        | 15        | 164         | 0.006        |
| 10:00 - 11:00 | 15        | 164         | 0.001        | 15         | 164         | 0.004        | 15        | 164         | 0.005        |
| 11:00 - 12:00 | 15        | 164         | 0.003        | 15         | 164         | 0.004        | 15        | 164         | 0.007        |
| 12:00 - 13:00 | 15        | 164         | 0.004        | 15         | 164         | 0.003        | 15        | 164         | 0.007        |
| 13:00 - 14:00 | 15        | 164         | 0.003        | 15         | 164         | 0.003        | 15        | 164         | 0.006        |
| 14:00 - 15:00 | 15        | 164         | 0.002        | 15         | 164         | 0.002        | 15        | 164         | 0.004        |
| 15:00 - 16:00 | 15        | 164         | 0.013        | <b>15</b>  | <b>164</b>  | <b>0.012</b> | 15        | 164         | 0.025        |
| 16:00 - 17:00 | 15        | 164         | 0.010        | 15         | 164         | 0.009        | 15        | 164         | 0.019        |
| 17:00 - 18:00 | <b>15</b> | <b>164</b>  | <b>0.015</b> | 15         | 164         | 0.011        | <b>15</b> | <b>164</b>  | <b>0.026</b> |
| 18:00 - 19:00 | 15        | 164         | 0.012        | 15         | 164         | 0.010        | 15        | 164         | 0.022        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.081        |            |             | 0.077        |           |             | 0.158        |

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 | 15        | 164         | 0.028        | 15         | 164         | 0.047        | 15        | 164         | 0.075        |
| 08:00 - 09:00 | 15        | 164         | 0.042        | <b>15</b>  | <b>164</b>  | <b>0.152</b> | 15        | 164         | 0.194        |
| 09:00 - 10:00 | 15        | 164         | 0.049        | 15         | 164         | 0.049        | 15        | 164         | 0.098        |
| 10:00 - 11:00 | 15        | 164         | 0.036        | 15         | 164         | 0.046        | 15        | 164         | 0.082        |
| 11:00 - 12:00 | 15        | 164         | 0.029        | 15         | 164         | 0.041        | 15        | 164         | 0.070        |
| 12:00 - 13:00 | 15        | 164         | 0.035        | 15         | 164         | 0.033        | 15        | 164         | 0.068        |
| 13:00 - 14:00 | 15        | 164         | 0.038        | 15         | 164         | 0.032        | 15        | 164         | 0.070        |
| 14:00 - 15:00 | 15        | 164         | 0.036        | 15         | 164         | 0.046        | 15        | 164         | 0.082        |
| 15:00 - 16:00 | <b>15</b> | <b>164</b>  | <b>0.171</b> | 15         | 164         | 0.070        | <b>15</b> | <b>164</b>  | <b>0.241</b> |
| 16:00 - 17:00 | 15        | 164         | 0.082        | 15         | 164         | 0.057        | 15        | 164         | 0.139        |
| 17:00 - 18:00 | 15        | 164         | 0.060        | 15         | 164         | 0.045        | 15        | 164         | 0.105        |
| 18:00 - 19:00 | 15        | 164         | 0.060        | 15         | 164         | 0.062        | 15        | 164         | 0.122        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.666        |            |             | 0.680        |           |             | 1.346        |

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 | 15        | 164         | 0.000        | 15         | 164         | 0.019        | 15        | 164         | 0.019        |
| 08:00 - 09:00 | 15        | 164         | 0.003        | <b>15</b>  | <b>164</b>  | <b>0.030</b> | <b>15</b> | <b>164</b>  | <b>0.033</b> |
| 09:00 - 10:00 | 15        | 164         | 0.004        | 15         | 164         | 0.008        | 15        | 164         | 0.012        |
| 10:00 - 11:00 | 15        | 164         | 0.003        | 15         | 164         | 0.007        | 15        | 164         | 0.010        |
| 11:00 - 12:00 | 15        | 164         | 0.001        | 15         | 164         | 0.007        | 15        | 164         | 0.008        |
| 12:00 - 13:00 | 15        | 164         | 0.006        | 15         | 164         | 0.008        | 15        | 164         | 0.014        |
| 13:00 - 14:00 | 15        | 164         | 0.007        | 15         | 164         | 0.006        | 15        | 164         | 0.013        |
| 14:00 - 15:00 | 15        | 164         | 0.007        | 15         | 164         | 0.002        | 15        | 164         | 0.009        |
| 15:00 - 16:00 | 15        | 164         | 0.020        | 15         | 164         | 0.009        | 15        | 164         | 0.029        |
| 16:00 - 17:00 | <b>15</b> | <b>164</b>  | <b>0.021</b> | 15         | 164         | 0.004        | 15        | 164         | 0.025        |
| 17:00 - 18:00 | 15        | 164         | 0.019        | 15         | 164         | 0.004        | 15        | 164         | 0.023        |
| 18:00 - 19:00 | 15        | 164         | 0.011        | 15         | 164         | 0.002        | 15        | 164         | 0.013        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.102        |            |             | 0.106        |           |             | 0.208        |

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 | 15        | 164         | 0.135        | 15         | 164         | 0.471        | 15        | 164         | 0.606        |
| 08:00 - 09:00 | 15        | 164         | 0.225        | <b>15</b>  | <b>164</b>  | <b>0.891</b> | <b>15</b> | <b>164</b>  | <b>1.116</b> |
| 09:00 - 10:00 | 15        | 164         | 0.251        | 15         | 164         | 0.339        | 15        | 164         | 0.590        |
| 10:00 - 11:00 | 15        | 164         | 0.223        | 15         | 164         | 0.299        | 15        | 164         | 0.522        |
| 11:00 - 12:00 | 15        | 164         | 0.246        | 15         | 164         | 0.279        | 15        | 164         | 0.525        |
| 12:00 - 13:00 | 15        | 164         | 0.280        | 15         | 164         | 0.274        | 15        | 164         | 0.554        |
| 13:00 - 14:00 | 15        | 164         | 0.296        | 15         | 164         | 0.273        | 15        | 164         | 0.569        |
| 14:00 - 15:00 | 15        | 164         | 0.303        | 15         | 164         | 0.289        | 15        | 164         | 0.592        |
| 15:00 - 16:00 | <b>15</b> | <b>164</b>  | <b>0.687</b> | 15         | 164         | 0.371        | 15        | 164         | 1.058        |
| 16:00 - 17:00 | 15        | 164         | 0.594        | 15         | 164         | 0.389        | 15        | 164         | 0.983        |
| 17:00 - 18:00 | 15        | 164         | 0.642        | 15         | 164         | 0.344        | 15        | 164         | 0.986        |
| 18:00 - 19:00 | 15        | 164         | 0.481        | 15         | 164         | 0.363        | 15        | 164         | 0.844        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 4.363        |            |             | 4.582        |           |             | 8.945        |

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 | 15        | 164         | 0.003        | 15         | 164         | 0.003        | 15        | 164         | 0.006        |
| 08:00 - 09:00 | 15        | 164         | 0.003        | 15         | 164         | 0.003        | 15        | 164         | 0.006        |
| 09:00 - 10:00 | 15        | 164         | 0.002        | 15         | 164         | 0.002        | 15        | 164         | 0.004        |
| 10:00 - 11:00 | 15        | 164         | 0.003        | 15         | 164         | 0.004        | 15        | 164         | 0.007        |
| 11:00 - 12:00 | 15        | 164         | 0.002        | 15         | 164         | 0.001        | 15        | 164         | 0.003        |
| 12:00 - 13:00 | 15        | 164         | 0.004        | 15         | 164         | 0.003        | 15        | 164         | 0.007        |
| 13:00 - 14:00 | <b>15</b> | <b>164</b>  | <b>0.005</b> | <b>15</b>  | <b>164</b>  | <b>0.004</b> | <b>15</b> | <b>164</b>  | <b>0.009</b> |
| 14:00 - 15:00 | 15        | 164         | 0.001        | 15         | 164         | 0.002        | 15        | 164         | 0.003        |
| 15:00 - 16:00 | 15        | 164         | 0.002        | 15         | 164         | 0.002        | 15        | 164         | 0.004        |
| 16:00 - 17:00 | 15        | 164         | 0.002        | 15         | 164         | 0.004        | 15        | 164         | 0.006        |
| 17:00 - 18:00 | 15        | 164         | 0.002        | 15         | 164         | 0.001        | 15        | 164         | 0.003        |
| 18:00 - 19:00 | 15        | 164         | 0.002        | 15         | 164         | 0.002        | 15        | 164         | 0.004        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.031        |            |             | 0.031        |           |             | 0.062        |