Summix FHS Developments Ltd

Fulford Hall Farm
Solihull

Mobility and Transport Strategy

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1 INTRODUCTION

1.1 Vectos has been commissioned by Summix FHS Developments LTD to provide transport and highways advice in relation to the promotion of land at Fulford Hall Farm for development as part of the Solihull Local Plan Review.

1.2 The purpose of this document is to provide a high-level description of the mobility and transport strategy, focusing on modern design, the intergenerational divide, behavioural trends and the way in which this site can become the catalyst for highly sustainable, healthy and carbon busting local living.

1.3 It recognises the accelerated change in desirable attitudes to accessibility and mobility as a result of the COVID 19 pandemic and embeds those into the scheme.

1.4 It is the unique blend of size, location and proximity to two mass transit nodes, delivering people into not just the heart of Birmingham City, but a part of the City destined for substantial HS2 related economic growth, that makes this special.

1.5 The report goes beyond the simple numerical aspects of an assessment. It considers Accessibility, which includes Mobility. It has regard to current and future trends in the way people live and move around. It reflects current policy.

1.6 To achieve much needed economic and social growth, development needs to be located in the best places to enable access to day to day facilities by increasingly efficient means. This report concludes that this is one of those locations. It concludes that there will be substantial benefits to local living, social integration, health and most efficient use of the existing transport network. It concludes that there are no material disbenefits to the transport networks, and that there is a substantial net positive effect for Mobility.

1.7 The report is structured as follows:

- **Section 2** – provides an accessibility audit of the site, and outlines the opportunity;
- **Section 3** – describes the development proposals and the access opportunities;
- **Section 4** – provides a review of national and local policy;
- **Section 5** – provides an initial estimate of movement numbers for the site; and
- **Section 6** – sets out the summary and conclusions of the report.

2 THE BACKGROUND AND THE OPPORTUNITY

2.1 Fulford Hall Farm is located and designed to ensure that sustainable accessibility, including sustainable travel, is an integral part of daily life.

2.2 In design, sitting alongside approximately 1,200 new homes will be a host of day to day facilities to enable and encourage local living. These will include a primary school, a local centre with opportunities for retail and community facilities, and an expansion of the existing rural employment cluster off Wood Lane, as well as the existing homes and places of the neighbouring communities.

2.3 Larger strategic sites allow planned coordinated development, and provide effective mobility infrastructure. They are best placed to achieve local living. They are substantially more effective in this than the alternative of smaller ad hoc schemes.

2.4 The COVID 19 pandemic has accentuated the need for resilient local communities. Notably, the trend for home or Third Place (a place in the local community to go to work) has exploded, and is expected to remain post COVID.

2.5 Fulford Hall Farm is a large strategic site, which as a result of its size, its design and where it sits adjacent existing communities will deliver all of these benefits Being located close to other local facilities, it will deliver growth in that coordinated and sustainable manner. It will be one of the catalysts for the uptake of the increasing realistic travel choices within the wider community, in accord with local policy.

Site Location

2.6 The site encompasses an area of 33.6 hectares of open farm land within Tidbury Green. The site is located approximately 7km south west of Solihull Town Centre and 12km south of Birmingham City Centre.

2.7 The western parcel of land currently benefits from two vehicle access points via Fulford Hall Road with the first situated approximately 200m south of Fulford Hall Road/Norton Lane crossroads and the second situated circa 230m from Fulford Hall Road/ Rumbush Lane T-junction.

2.8 The eastern parcel presently benefits from three vehicle points of access, which are all accessible from Fulford Hall Road. The first and second points of access are situated circa 150m and 250m south of the Fulford Hall Road/ Norton Lane priority T-junction and the third access is located approximately 140m northwest of Fulford Hall Road/ Rumbush Lane T-junction.

2.9 One of the location benefits, is that it is within close proximity to the existing residential area of Tidbury Green and Wythall, providing attractive routes to local facilities including transport hubs.

2.10 The site is illustrated in its local context in **Figure 2.1**.

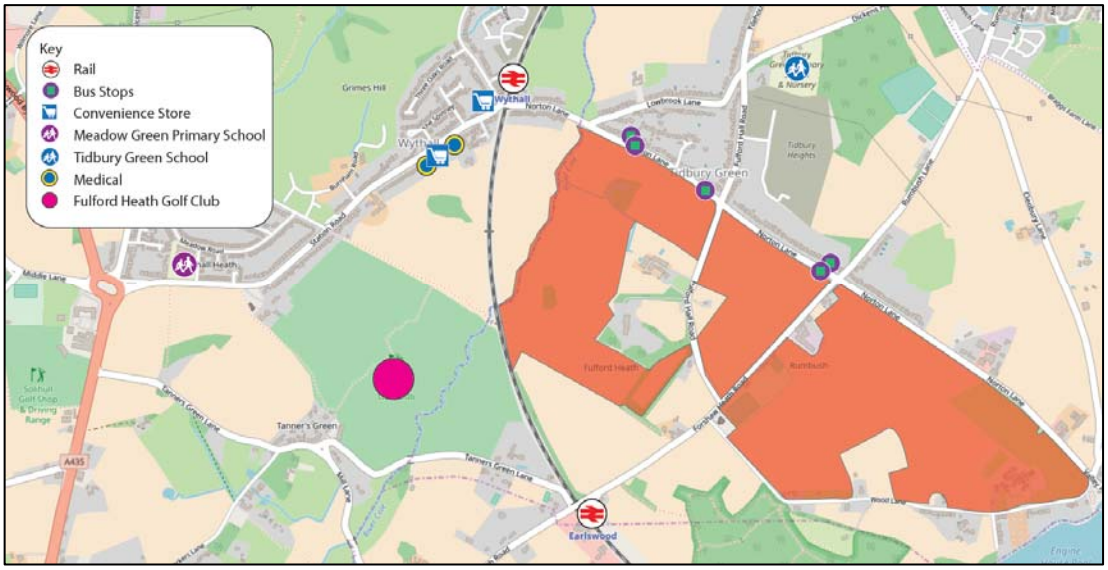
Figure 2.1 – Site Location in its Local Context

Local Facilities

2.11 One of the primary factors to be considered when determining the suitability of a new development is its proximity, accessibility and connectivity in relation to key local day to day facilities by sustainable travel modes.

2.12 A number of schools and local facilities are located within the vicinity of the site, these are illustrated in **Figure 2.2**. The walking and cycling distances from the centre of the site, are indicated in **Table 2.1**.

Figure 2.2 – Local Facilities



2.13 The walking and cycling distances from the centre of the site, are indicated in **Table 2.1**.

Table 2.1 – Walking & Cycling Time to Local Facilities (from centre of site)

Local Facility	Distance (metres)	Walking Time (mins)	Cycling Time (mins)
Public Transport			
Fulford Hall Road Bus Stop	350	4	1
Rumbush Lane Bus Stop	750	9	3
Earlswood Rail Station	1000	13	4
Wythall Rail Station	1200	14	4
Shopping and Leisure			
Select and Save	1200	14	4
Londis	1400	18	5
Fulford Health and Fitness Golf Club	2100	26	7
Education Facilities			
Tidbury Green School and Nursery	1000	13	4
Meadow Green Primary School	2400	30	8
Medical			
Hollyoaks Medical Centre	1400	17	5
Lloyds Pharmacy	1400	17	5

2.14 **Table 2.1** demonstrates that the site is well connected and easily accessible by foot to facilities within Tidbury Green, such as primary schools, public transport provision, medical facilities and shopping and leisure destinations.

2.15 The site complies with local and national policy in this respect, offering real potential for a high proportion of journeys to be undertaken by foot and cycle (active travel), or alternatively by micromobility, and therefore improving health, well-being, and social inclusivity.

Accessibility by Sustainable Travel Modes

2.16 New developments are to be designed to encourage trips, when they are made, to be made by sustainable travel modes including walking, cycling, micromobility, public transport or other shared transport with the aim of maximising social inclusion, minimising the number of single occupancy car trips and thereby minimising carbon emissions. Providing travel choice is policy compliant and essential in terms of today's modern and dynamic society.

Walking

2.17 The area is served by pedestrian routes to the north of the site. The existing pedestrian facilities in the vicinity of the site includes formal footways and Public Rights of Way (PRoW).

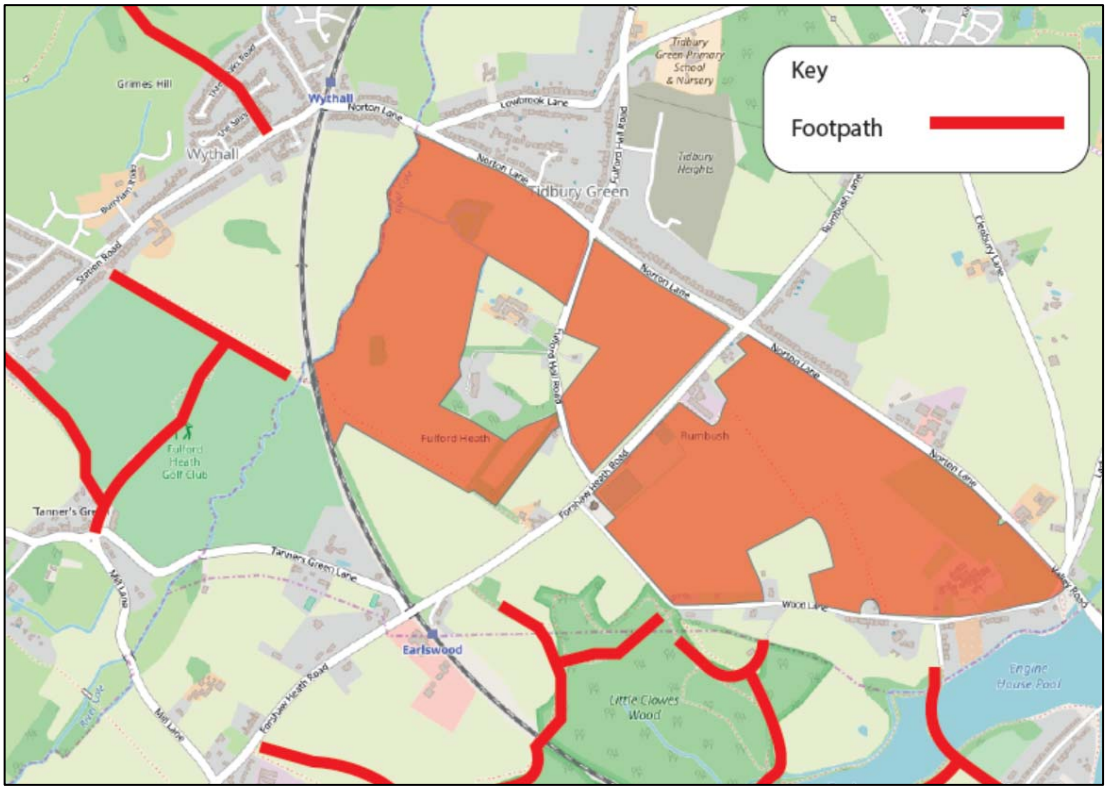
2.18 Lit pedestrian footways are present on the northern edge of Norton Lane, to the north of the site. Dropped kerbs are present along Norton Lane where the footway is interrupted by side roads. Norton Lane provides a pedestrian link into Wythall and to Wythall Railway Station, which is located to the west of the site.

2.19 Fulford Hall Road runs to the north of Norton Lane and lit pedestrian footways are provided on both sides of the carriageway between the junction with Norton Lane and Lowbrook Lane/Dickens Heath Road/Tilehouse Lane.

2.20 A canal towpath is located approximately 2.5km from the proposed development, and provides a local connection between Dickens Heath and Cheswick Green.

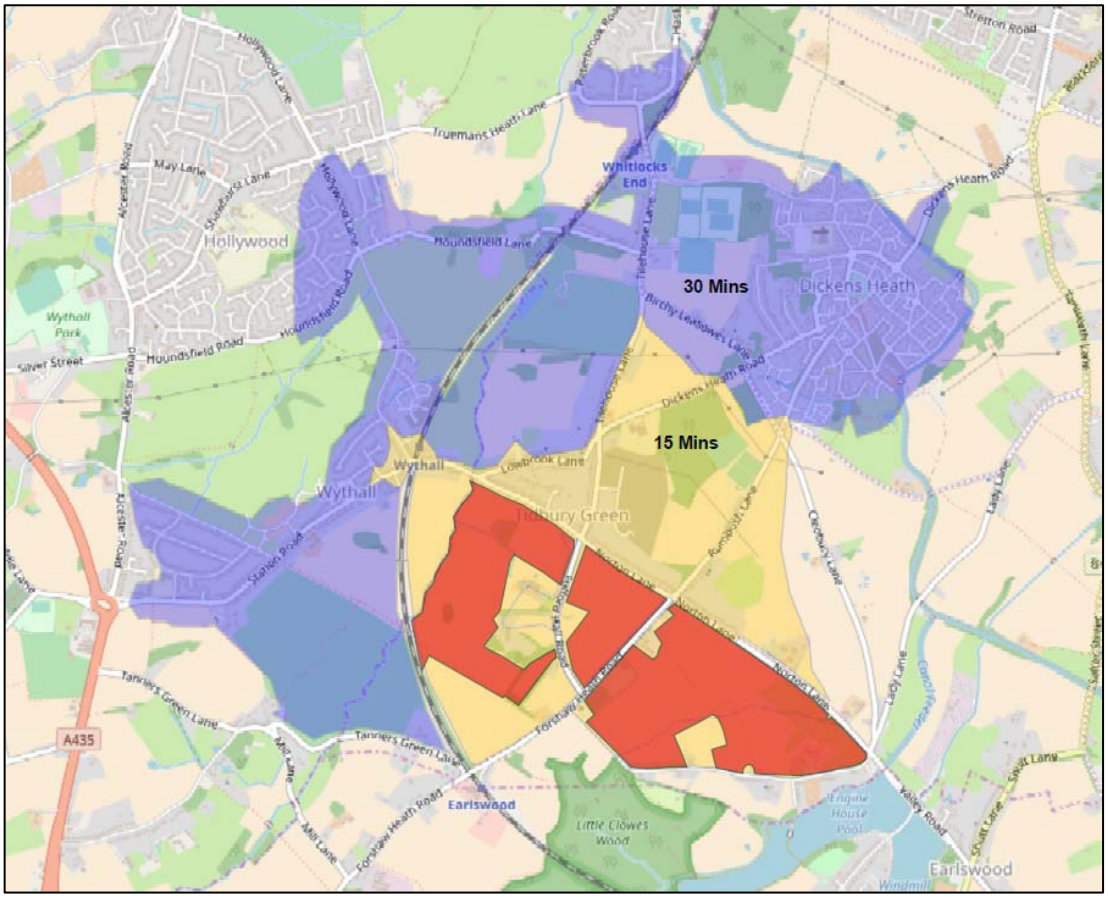
2.21 There are a number of PRoWs (public rights of way) running to the south of the site. These are shown in **Figure 2.3.**

Figure 2.3 - Existing PRoWs in the Vicinity of the Site



2.22 **Figure 2.4** indicates the walking isochrones of 15 and 30 minutes walking time from the centre of the site, assuming a comfortable average walking speed of 5km/hr. This demonstrates that Tidbury Green, Wythall and Dickens Heath are within a comfortable 30-minute walk from the site.

Figure 2.4 – 15 & 30 Minute Walking Isochrone

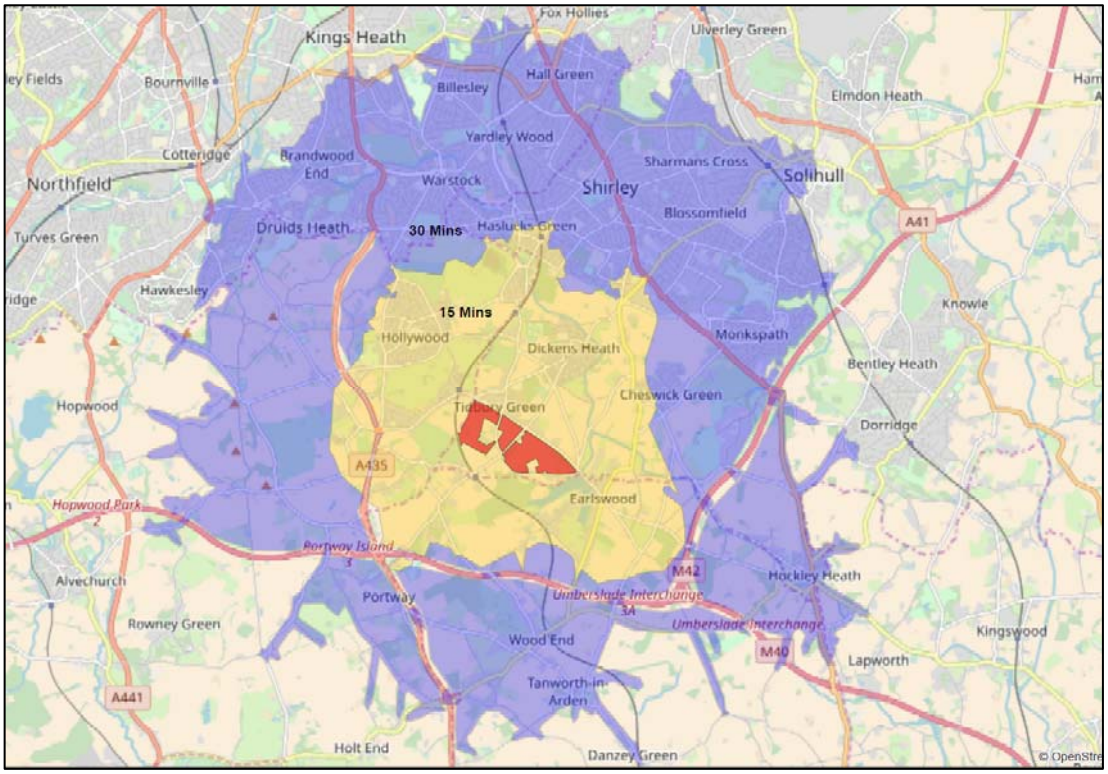


Cycling

2.23 Many of the local roads, including those that connect to Tidbury Green, Wythall and Dickens Heath lend themselves to cycling, due to their village or rural nature and low vehicle speeds.

2.24 **Figure 2.5** indicates the cycling isochrones of 15 and 30 minutes from the centre of the site, assuming a comfortable average cycle speed of 15km/hr. This demonstrates that Shirley, Druids Heath and parts of Solihull are all within a comfortable 30-minute cycle from the site.

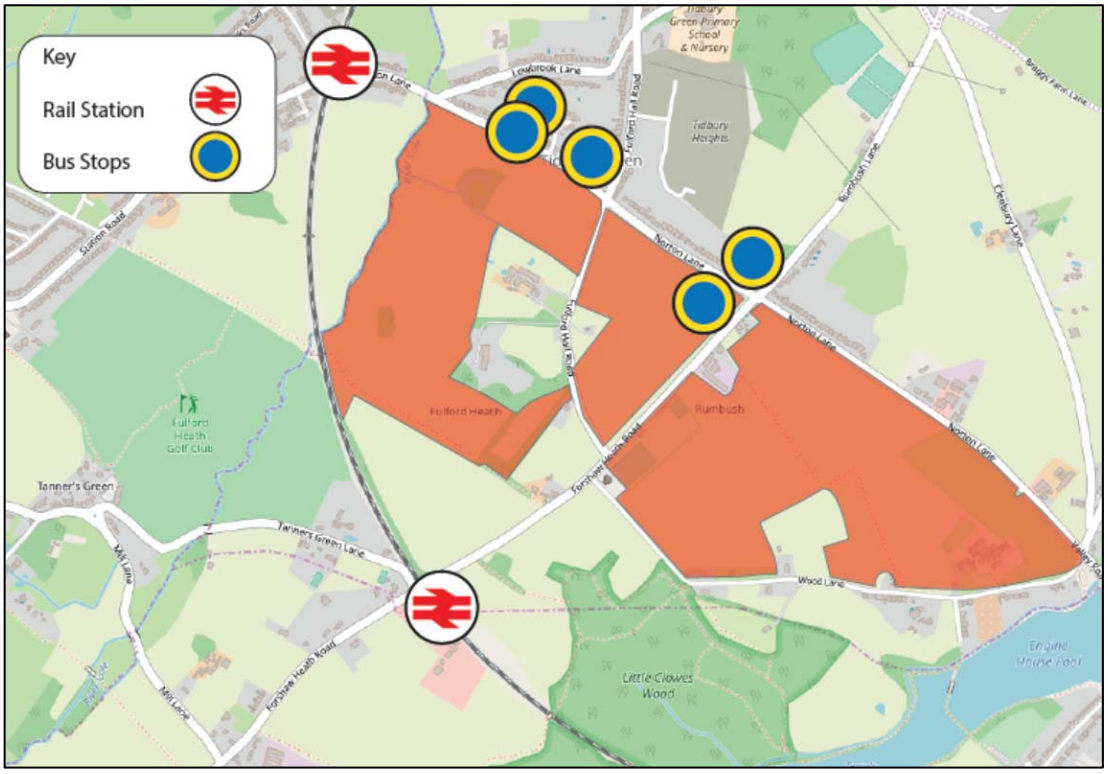
Figure 2.5 – 15 & 30 Minute Cycling Isochrones



Public Transport

2.25 The railway stations and current bus stops within close proximity of the site are illustrated in **Figure 2.6.**

Figure 2.6 – Public Transport Provision



Rail

2.26 The national rail system provides mass transit facilities.

2.27 For those people travelling beyond the local area, the access that this site has to the mass transit system is of major importance. It sets this community aside from the norm. It is a rare opportunity.

2.28 It is an even greater opportunity because of the way that this provides a quick unfettered free flow and sustainable connection right into the heart of Birmingham City, a high order centre for retail and leisure, and a place of high economic growth, to be accelerated further by HS2.

2.29 There are two rail stations within easy walking, cycling and micromobility reach. Earlswood Railway Station is located approximately 1km south of the centre of the site and Wythall Railway Station is located approximately 1.2km west from the centre of the site.

2.30 Earlswood Railway Station is located to the south of the site and can be accessed by bicycle via Fulford Hall Road and Rumbush Lane.

2.31 There are no existing pedestrian facilities between the site and Earlswood Railway Station, therefore Wythall Railway Station is a more attractive station for pedestrians based on existing pedestrian facilities.

2.32 Earlswood Railway Station benefits from 20 car parking spaces including one disabled space and 20 cycle parking spaces which are located on Platform 1.

2.33 Wythall Rail Station is located to the west of the site and can be assessed on foot via Norton Lane. Wythall Rail Station benefits from six covered cycle stands which are located on both platforms.

2.34 Opportunities exist for improving active travel facilities at both stations.

2.35 Opportunities exist for increasing the frequency and capacity of rail services. The aspirations to do so are set out in both the West Midlands 30 Year Rail Investment Strategy (2018) and the Warwickshire Rail Strategy (2019). Providing this development will help with the business case for that, adding to the virtuous circle of more passenger demand, more investment, more services, and as a result more passenger demand.

2.36 The recent climate emergencies declared throughout the West Midlands and Birmingham increase the importance of achieving this, and development of this site can help.

2.37 A summary of the destinations from these stations are set out in **Table 2.3**.

Table 2.3 – Rail Services

Station	Destination	Journey Time (mins)	Frequency (mins)	Provider
Wythall	Stratford Upon Avon	28	60	West Midlands Trains
Wythall	Birmingham Moor Street	24	60	West Midlands Trains
Wythall	Worcester Foregate Street	97	60	West Midlands Trains
Earlswood	Stratford Upon Avon	26	60	West Midlands Trains
Earlswood	Birmingham Moor Street	26	60	West Midlands Trains
Earlswood	Worcester Foregate Street	99	60	West Midlands Trains

Bus

2.38 The nearest existing bus stops to the site are located along Norton Lane and Fulford Hall Road, circa 400m and 700m from the centre of the site.

2.39 Buses, and other forms of shared local travel that may come forward in due course, are flexible and will respond to, and be designed to accommodate, their surroundings, including new development. This development, as a result of its size and design opportunity, will be able to maximise the relative attractiveness of public and shared transport over less efficient or socially desirable forms of mobility.

2.40 This will form one of many facets of the scheme, including 'online' and 'online plus deliveries' accessibility, active travel priority corridors, the size of the scheme and hence facilities, and the mass transit system at two rail stations, to provide an overall package that is unique and which maximises carbon reduction.

2.41 The bus and other shared travel characteristics will change with development. However, a summary of the current local bus services is set out in **Table 2.2**.

Table 2.2 – Bus Services

Service	Route	First Bus	Last Bus	Frequency (mins)			Provider
				M-F	S	S	
865	Branson's Cross – Blossomfield	08:05	-	1 Daily	-	-	Hollywood Travel
	Blossomfield – Branson's Cross	15:57	-				
A4	Wythall-Dickens Heath-Solihull	06:38	17:00	Hourly	Hourly	-	Landflight
	Solihull-Dickens Heath-Wythall	07:40	18:00				

Summary

2.42 Development at this site can be unique in sustainable mobility and carbon reduction terms because of the effect that can be created due to its size, location and proximity to the mass transit rail system. The opportunities and trends for local and online living created by the

COVID 19 pandemic accentuate this. Development at this site can be designed with high resilience to crises such as COVID 19.

2.43 There are good opportunities for the site to connect well with all of the mobility networks, including walking, cycling, public transport and road, providing access by a choice of means of transport to day to day facilities and beyond.

2.44 The site is well placed in terms of existing, and certainly future connectivity opportunities.

3 THE PROPOSAL

3.1 The site has the potential to deliver at least 1,200 residential dwellings (Use Class C3) along with a primary school and local centre and the expansion of the existing rural employment cluster off Wood Lane.

3.2 The ethos is to integrate existing and new communities, creating attractive, sustainable connections between key destinations, including local centres, public transport nodes, and schools. Walking and cycling corridors within the site will be the primary movement network. They will be attractive thoroughfares for movement.

3.3 Education travel is the most significant reason for movement in the morning commuter period, making up about 51% of travel[1], and one of the easiest to manage with good design. Starting from scratch, this is what this scheme does, with the inclusion of a 2 form entry Primary School on site. There will also be opportunities, through the Travel Plan and Community Concierge, to influence and provide for sustainable movement to secondary schools.

3.4 The Travel Plan, administered by the Community Concierge, will adopt sustainable measures such as walking buses, cycle trains and scoot to school initiatives. There will be no need for any schoolchild from the development to travel by car to the school under normal circumstances.

3.5 There are four key stages to creating a socially inclusive community, hereby encouraging community interaction (within and neighbouring the scheme), in such a way to encourage non-motorised travel modes, prioritising walking and cycling, followed by shared travel, including bus.

3.6 **Design** is in terms of creating communities, where public interaction, outdoor and indoor, is the norm. Where friends and day to day activities are nearby and easy to get to, and where it is not an automatic reaction when leaving home to get into a car. The site is well placed to take advantage of the proximity of a range of day to day facilities.

[1] NTS Table 05/02

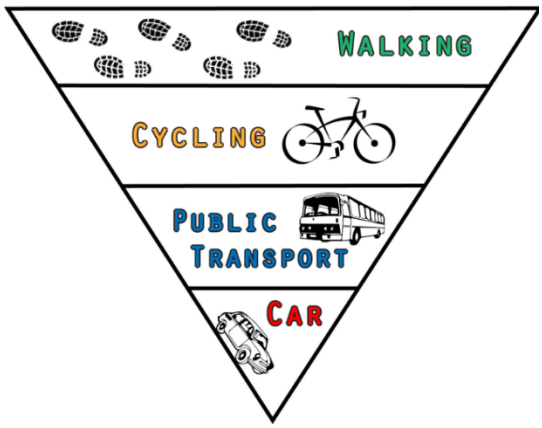
3.7 The site design is of a pedestrian scale. Walking, cycling, and using a bus, will be easy, and vehicle intimidation will be at a minimum.

3.8 **Choice** is in terms of providing the **infrastructure** and facilities to minimise reliance on any single option. This widens social inclusion, and for instance, on average, makes contributing to commuter car congestion more of a choice and less of a necessity.

3.9 Through increased choices a change in behaviour can be affected. The proposals will introduce and maintain any sustainable transport options and seek to encourage a net travel behavioural change.

3.10 **Behaviour** is in terms of educating people in the options and consequences. It brings together awareness, health, environment and personal convenience.

3.11 Finally, one of the 'by design' aims is to create an environment where less people automatically choose to use their cars when leaving their homes, therefore decreasing the impact on the road network. These proposals strive to not only influence the traffic impact of the proposed development, but also the surrounding communities.



3.12 **Network Management** is in terms of managing the road network in accord with the user hierarchy preferred by the Council. Car travel is the lowest capacity network in terms of space occupied per person. It also occupies the lowest priority in the user hierarchy. This means, for instance, prioritising the reliability and speed of bus and cycle movement over that of cars where and when the Council desires from a strategic perspective.

Masterplan

3.13 The Concept Masterplan for Fulford Hall Farm, as shown in **Figure 3.1**, will be designed in such a way that it will complement the existing area. Integration with the existing communities within Tidbury Green are paramount within the site's design, with permeability as the highest priority.

3.14 The movement strategy will prioritise to pedestrians, cyclists and other non-motorised road users.

3.15 Primary and Secondary Mobility Hubs, managed through a Community Concierge team, will provide local community nodes, which will also deliver accessibility and transport.

Figure 3.1 – Concept Masterplan for Fulford Hall Farm

Mobility Hubs

3.16 A Primary Mobility Hub is a community hub in an area of activity that is staffed by a Community Concierge team.

3.17 That team performs a variety of social functions, including:

- Travel plan officer for schools
- Travel plan officer for local residents and businesses, whether or not they live or work are on the site
- Liaison with transport system companies, including rail companies, bus companies, and shared travel organisations
- The receiver of parcels on behalf of residents and other (a micro consolidation function), enabling accessibility to be gained through 'online plus deliveries' and minimising the carbon effects of delivery 'last miles', the least efficient part of the delivery network
- Management of the:

  i) Bike hire and electric bike hire

  ii) Cargo bike hire

  iii) Scooter and other micromobility hire

  iv) Car pool (vehicle is owned by the individual) IT platform

  v) Car share (vehicle is not owned by an individual) IT platform

  vi) Café

  vii) 'Fix your own bike' workshop

  viii) Leisure walks and rides

  ix) Other community duties

3.18 A Secondary Mobility Hub is an unmanned location for pick up and drop off of bikes, scooters and shared vehicles. Studies have demonstrated that to date each shared car replaces between eight and eleven private cars.

3.19 The intention is to provide a Mobility Hub in the Village Centre. The unique location of the site enables a Mobility Hub in the north west corner to provide linked facilities for the wider population to Wythall rail station.

Figure 3.2 – Indicative Mobility Hub

Access Opportunities

Pedestrian and Cycle Access

3.20 The site is riddled with opportunities for active travel access, into and through the area. These will include strategic walking/cycling routes through the site, linking to existing or improved walking and cycling networks beyond the site.

Vehicle Access

3.21 Vehicle access is also possible from a number of locations. The intention is that, by design, this is more limited than the active travel accesses.

4 POLICY REVIEW

National Policy

National Planning Policy Framework (NPPF, February 2019)

4.1 The National Planning Policy Framework was updated in February 2019 and sets out the Government's planning policies for England and how these should be applied.

4.2 In terms of transport related policies, it places the sustainability of development at the heart of the decision-making process (Sec 9). It is stated that "*transport issues should be considered from the earliest stages of plan-making and development proposals"*.

4.3 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *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.'*

4.4 The NPPF states that if setting local parking standards for residential and non-residential development, policies should consider:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.5 The '*Promoting Sustainable Transport'* section concludes by stating that all applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high

quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and;
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Compliance

4.6 This location and size enable this site to be designed as an ideal expression of the accessibility aims of NPPF

Manual for Streets

4.7 The Department for Transport's 'Manual for Streets' replaced their general road and street design guidance manual 'DB32' in 2007 and specifically focuses on lightly trafficked residential streets and highways.

4.8 'A key consideration for achieving sustainable development is how the design can influence how people choose to travel. Designers and engineers need to respond to a wide range of policies aimed at making car use a matter of choice rather than habit or dependence. Local transport plans and movement strategies can directly inform the design process as part of the policy implementation process.'

4.9 'By creating linkages between new housing and local facilities and community infrastructure, the public transport network and established walking and cycling routes are fundamental to achieving more sustainable patterns of movement and to reducing people's reliance on the car.'

Local Policy

The West Midlands Strategic Transport Plan

4.10 The Strategic Transport Plan sets out Transport for West Midlands (TfWM)'s vision, priorities, approach and commitment to building a world class, sustainable, infrastructure system.

4.11 The objectives of the Strategic Transport Plan are:

- Introduce a fully integrated rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected into wider local bus networks through high-quality multi-modal interchanges.
- Increase the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two HS2 stations in central Birmingham and the UK Central Hub.
- Reduce transport's impact on our environment – improving air quality, reducing carbon emissions and improving road safety.
- Use transport improvements to enhance the public realm and attractiveness of our centres.
- Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel.
- Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities and health and leisure services.
- Enable businesses to connect to supply chains, key markets and strategic gateways, including Birmingham Airport, through improved strategic connections by road and rail.
- Maintain and develop our transport infrastructure and services to ensure they are efficient, resilient, safe and easily accessible for all.

4.12 The preferred approach of the Strategic Transport Plan aligns with the HS2 Growth Strategy, Midlands Connect, Birmingham Connected and is as follows:

- More effective use of existing capacity with smarter choice initiatives supporting capital improvements

- New transport capacity to meet new travel demand – very much based on additional public transport capacity (rail and rapid transit, integrated with bus), cycling infrastructure and key walking routes
- Better integration of transport through a smart mobility approach with public transport, car clubs, park and ride, cycle hire and use of powered two wheelers (motorbikes and mopeds)
- Transport improvements to unlock development and help businesses grow, including limited new highway capacity and more attractive centre environments
- Better walking conditions
- Better cycling, including a high-quality metropolitan cycle network
- Smart motorways/improved junctions
- Asset management
- Smart technology (for example, better Urban Traffic Control, cashless payments for public transport use and better travel information)
- Acceleration of the update of ultra-low emissions vehicles through the co-ordinated planning and delivery of ULEV (Ultra Low Emission Vehicle) infrastructure
- A metropolitan area parking policy co-ordinated with improvements to sustainable modes of walking, cycling and public transport.

4.13 The document explains that the long-term strategy will see a shift in emphasis of travel in line with thriving, prosperous, attractive, large European city regions such as Munich, Stuttgart and Dusseldorf, where car use accounts for typically 35-45% of all journeys, compared to 63% in the West Midlands Metropolitan Area.

4.14 On a local level, the report states that there is great scope for a substantially increased role for walking, cycling and public transport to provide the West Midlands with sustainable, effective local accessibility.

Compliance

4.15 We are a unique opportunity to integrate directly into the rail mass transit network. We are within the 45 minutes travel time to multiple main centres, including Birmingham City Centre and the HS2 hubs via the rail system.

4.16 As a result, and because of its size, location and design opportunities, it is one of the best places in the region to develop to minimise transport impacts on the environment, reduce carbon emissions and maximise road safety.

4.17 By creating a primary network of active travel corridors, and because of its connectivity with the rail network, managed through Mobility Hubs, it facilitates the most efficient travel for itself and the wider community, including access to education, workplaces, leisure and healthcare.

4.18 It is one of the places that is able to comply with, and be the catalyst for, the long term strategy for the shift in emphasis of travel.

Solihull Local Plan (2013)

4.19 The current local plan, the 'Solihull Local Plan', was adopted in December 2013 and covers the period 2011 to 2028. A review of the local plan is currently being undertaken.

4.20 Since the Local Plan was adopted an early review of the plan was triggered for the following reasons:

- A legal challenge to the adopted plan means that the current Local Plan has no overall housing requirement for the Plan period;
- A review of the Birmingham Development Plan found that the City Council is unable to meet its own housing need within its boundaries and the shortfall would have to be met in areas such as Solihull; and
- The arrival of HS2 to the borough, and in particular the interchange station in Solihull, marks a significant shift from the adopted plan.

4.21 The vision for the areas of Dickens Heath, Tidbury Green, Cheswick Green and Blythe Valley Park is that the area will have provided new market and affordable housing though significant new developments to contribute towards the Borough's housing need. There will also be improvements to local facilities, services and public transport encouraging more sustainable travel patterns and improved connectivity to surrounding communities.

4.22 Policy P5 relates to the provision of land for housing and states that, unless there are exceptional circumstances, new housing will not be permitted in locations where accessibility to employment, centres and a range of services and facilities is poor.

4.23 Policy P7 Accessibility and Ease of Access states that all new development should be focussed in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.

4.24 Policy P8 Managing Travel Demand and Reducing Congestion states that the Council will support development proposals which:

- Are located in accordance with the spatial strategy in seeking to reduce the need to travel and that essential travel can be met by forms of sustainable transport in addition to the private car;
- Promote linked trips by encouraging mixed use development where appropriate;
- Do not result in the reduction of safety or users of the highway or other transport network;
- Takes an evidence-based approach to demonstrate appropriate car parking, taking account of location, trip rates and, where relevant, travel plan targets and forecast levels of car ownership.

Solihull Connect Transport Strategy 2016-2036

4.25 The ambition behind 'Solihull Connected' is to create balanced investment in transport infrastructure that recognises the need to cater for cars and places appropriate and increasing emphasis on alternatives; such as:

- Options for game-changing public transport schemes that will be competitive, fast, reliable and frequent on key corridors across the Borough. We need to serve important destinations including the Airport, Jaguar Land Rover and Birmingham and Coventry city centres;
- High-quality cycling networks to encourage our residents to cycle to work; and
- Community-focused initiatives to encourage healthier transport choices where possible.

4.26 The Transport Strategy has 5 objectives:

- Objective 1 – Ensure that major transport investment enables and manages growth to achieve the council priorities for homes and jobs;
- Objective 2 – Support and enable the integrated delivery of sustainable and efficient forms of transport like mass-transit, cycling and walking;

- Objective 3 – Contribute to the council priorities to support people's everyday lives and improve health and wellbeing through the promotion of smarter choices programmes linked to major and local infrastructure investment;
- Objective 4 – Identify a prioritised short, medium and long-term delivery plan to achieve the overarching vision and objectives whilst recognising the specific needs of the different parts of the Borough; and
- Objective 5 – Ensure that the objectives of Solihull Connected are embedded in Local Plan and Health and Wellbeing policies to support walking, cycling and public transport use.

Compliance

4.27 We deliver or comply with all of these. We are particularly uniquely placed in respect of Objective 2 with our local living characteristics, active travel corridors, Mobility Hubs and direct connections with the mass transit system

5 FORECAST OF MOVEMENT

5.1 The development site can deliver at least 1,200 new residential units in Fulford Hall Farm, Solihull. The site could also include a primary school, local centre including community uses and the expansion of the existing rural employment cluster off Wood Lane.

5.2 In the context of local transport policy, the focus should not be on traffic impact rather than accommodating people movement and providing safe and efficient active travel routes to key local amenities.

5.3 As such, a high-level indication of the total people trip demand as a result of delivering houses in this location has been provided. The likely total people trip generation from the site has been derived from the TRICS database.

5.4 We will take our lead from planning policy and adopt the approach of prioritising movement in this order:

- Virtual mobility
- Active travel
- Shared travel
- Single occupancy car travel

5.5 This assessment leads to a judgement based on our realistic expectation of people movement. It considers historic patterns of movement, current mobility trends, future mobility, and traveller behaviour.

5.6 Our judgement about demand is set out in **Appendix A** and it is proposed that this development demand will input into the Council's strategic traffic model.

Highway Assessment

5.7 WSP have undertaken a highway assessment of the following junctions in a Transportation Technical Note on behalf of Summix FHS Developments LLP for the 2016 Base scenario:

- Norton Lane/Lowbrook Lane priority-controlled T-junction;
- Norton Lane/Fulford Hall road priority-controlled crossroads;
- Norton Lane/Rumbush Lane priority-controlled crossroads; and

- Fulford Hall Road/Rumbush Lane priority-controlled T-junction.

5.8 The junction modelling assessment within the WSP report demonstrated that there are no capacity issues on the local highway network. WSP concluded that there are no immediate capacity issues on the local highway network that a development at Tidbury Green would exacerbate.

The Meaning of the Effects

5.9 The results of the junction modelling assessment will be reviewed in the context of NPPF which is the senior policy document.

5.10 In facilitating sustainable development and contributing to wider sustainability and health objectives, the development meets the transport requirements of paragraph 91.

5.11 In providing the scale of strategic development that provides solutions that support reductions in pollution and congestion, it also satisfies paragraph 103.

5.12 At paragraph 109, the transport effects of development are only relevant to the planning balance if the adverse residual cumulative effects are severe or if there is an unacceptable impact on highway safety.

5.13 In the context of virtual mobility, active travel and shared travel the effects of the development proposals will be positive. These are the highest priority transport related tests. Therefore, in these respects they cannot be considered 'severe'.

5.14 Highway network impacts on car travel is a material matter, but not the highest priority in the context of policy. For instance, there is no expression of policy that sets nil detriment to the highway network as a test, and indeed to do so would be the antithesis of policy.

5.15 The Secretary of State endorsed interpretation of NPPF in the context of commuter periods is that it is not the aim of policy to protect the convenience of car commuters.

5.16 This is corroborated by the Inspector's report into the Stevenage Local Plan, dated October 2017, where the Inspector reported that increasing highway capacity can encourage the use of cars and other vehicles, and that this in turn discourages a shift to public transport, walking and cycling. The Inspector here goes on to say that the emphasis on designing for,

and encouraging, increased use of the higher capacity and more environmentally and socially sustainable networks, and prioritising investment here, accords with NPPF and is realistic.

5.17 The Inspector made the judgement that the forecast general increases in journey times across the network of up to one and a half minutes, more if the modal shift is less, and less if the modal shift is more, is not significant in the context of NPPF.

5.18 Therefore, in the context of policy, where there is no empirical measure of pass or fail road capacity, quite large increases in forecast journey times in the commuter peaks can be borne before this becomes significant in the planning context, and carries any weight in the planning balance.

5.19 Therefore, the net mobility and transport effect of the proposed development is substantially positive, and this should carry material weight in the planning balance.

6 SUMMARY AND CONCLUSION

Summary

6.1 The unique blend of size, location and proximity to two mass transit nodes, delivering people into not just the heart of Birmingham City, but a part of the City destined for substantial HS2 related economic growth, makes this site special.

6.2 The policy thrust is that all new development should be focussed in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access. It is to reduce transport's impact on our environment, improving air quality and reducing carbon emissions. To do this it seeks to ensure that walking and cycling are a safe and attractive option for many journeys, and that development is located in the most sustainable locations, these being close to mass transit corridors.

6.3 The COVID 19 pandemic has accentuated the need for new settlements to be designed in these ways, to be resilient to crises by maximising local living, and to be easily accessible from and to mass transit and other shared travel systems. The pandemic has accelerated the intergenerational and behavioural trends that were evident pre COVID, and larger new settlements, such as Fulford Hall, have the opportunity to take best advantage of that.

6.4 The site can deliver at least 1,200 dwellings along with a variety of local day to day facilities, including a primary school, local centre and the expansion of the existing rural employment cluster off Wood Lane. The ethos for the site is to integrate existing and new communities, creating attractive, sustainable connections between key destinations, including local centres, public transport nodes and schools.

6.5 As a result of its size, proximity to existing neighbourhoods, and design, most day to day accessibility, including trips, will be contained with the local area where movement by active travel will be dominant.

6.6 Of great importance is the easy active travel access to the mass transit system at two railway stations, and that particular mass transit system which provides quick and easy movement to the heart of Birmingham City and the growth areas that also benefit from the effect of HS2. The combination of size, location and mass transit access make this a unique prospect for sustainable development which responds to the climate crisis.

6.7 Traffic effects will not be significant or important in the context of planning policy.

Conclusion

6.8 There is good reason to consider this site uniquely placed and sized for sustainable living, with no significant adverse transport effects, and for promotion within the Local Plan. The site's location offers local living, travel choice and inclusive mobility for all modes of travel which will aid in carbon reduction and sustainable mobility habits from the outset.

APPENDIX A

Trip Generation Methodology

Fulford Hall Farm, Solihull

Trip Generation Methodology

December 2020

205262-Trip Generation Methodology Dec 2020

Introduction

1. On behalf of Summix FHS Developments Ltd, Vectos has been instructed to prepare an evidence base and transport strategy to inform the proposals for a residential-led mixed use development at Fulford Hall Farm, Solihull.

2. The proposals include:

- At least 1,200 residential dwellings (Use Class C3);
- Local Centre (Use Classes A1, A3, A4 and A5);
- 2FE primary School (Use Class D1); and
- Expansion of the existing rural employment settlement off Wood Lane.

3. This Technical Note provides a forecast of the likely trip generation, considering trips by journey purpose (education, employment, leisure), the potential for internalisation, considering the proposed primary school, local centre and employment uses, and the likely levels of inbound and outbound commuting from the proposals.

Residential Development

Trip Rates

4. To start, understanding the potential demand from the proposed residential development is to provide a total people trip rate. To achieve this, the TRICS database has been interrogated, selecting the appropriate parameters as below:

- Residential – Housing Privately Owned;
- All regions excluding Greater London and Ireland;
- Edge of Town and Suburban Area – All Zones;
- Monday – Friday;
- 01/01/12 – 19/11/19; and
- 7 – 805 units (average size 114 units).

5. In total, 63 sites fell within these parameters, and produced an average total people trip rate as shown in **Table 1** for the AM and PM peak periods**.**

6. The full TRICS data is located in **Appendix A.**

Table 1 – Average Total People Trip Rates (per unit)

Time Period	Arrivals	Departures	Totals
08:00 – 09:00	0.213	0.777	0.990
17:00 – 18:00	0.592	0.266	0.858

7. Applying the trip rates in **Table 1** to the proposed residential development at least 1,200 dwellings, results in a total people trip demand shown in **Table 2**. Some of this will be contained within the site and local area, and some will be external.

Table 2 – Total People Trip Demand – 1,200 dwellings

Time Period	Arrivals	Departures	Totals
08:00 – 09:00	256	932	1188
17:00 – 18:00	710	319	1030

8. To understand the mode split of these trips, we first need to understand journey purpose.

Journey Purpose

9. The National Travel Survey, which consists of a face-to-face interviews and a seven day self-completed written travel diary, allows us to understand trips by journey purpose, and the mode split of trips for each purpose.

10. A summary of trips by journey purpose in the AM and PM peak periods is provided in **Table 3**.

Table 3 – National Travel Survey – Trips by Journey Purpose

Start Time	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Visiting friends/ entertainment/ sport	Holiday/ Day trip/ Other
0800 - 0859	20%	3%	29%	23%	4%	14%	3%	4%
1700 - 1759	32%	3%	3%	2%	12%	20%	20%	8%

11. **Table 3** demonstrates that trips can be classified into three general journey purposes, commuting, education, and leisure / recreation, with the proportion of trips for each purpose as summarised in **Table 4.**

Table 4 – Trips by Journey Purpose – Commuting, Education, Leisure / Recreation

Start Time	Commuting	Education	Leisure / Recreation
0800 - 0859	23%	51%	26%
1700 - 1759	36%	5%	59%

12. Distributing the total number of trips summarised in **Table 2** by the journey purpose summarised in **Table 3**, results in a breakdown of trips by journey purposes as summarised in **Table 5**.

Table 5 – Total Trips by Journey Purpose

Time Period	Commuting		Education		Leisure / Recreation	
	Arrivals	Departure	Arrivals	Departure	Arrivals	Departure
0800 - 0859	58	213	131	479	66	240
1700 - 1759	252	113	37	16	421	189

Commuting Trips

13. Using the data available from the NTS, a judgement has been made that in the AM peak period 23% of trips are for the purpose of commuting, increasing to 36% of trips in the PM peak period.

14. In order to estimate an appropriate mode split for the external employment trips, the 'Method of Travel to Work' Census data for 2011 for the Mid Layer Super Output Area (MSOA) Solihull 029 has been analysed. The recorded mode split from the Census data is summarised in **Table 6.**

15. We bear in mind that census data only records main mode, and does not give any indication of occasional modes, for instance it does not record whether a person works one day a week from home. As such, this is likely to overestimate car borne proportion and underestimate active travel and working from home.

Table 6 – Solihull 029 MSOA – Census Data 2011 – Method of Travel to Work

Method of Travel to Work	Percentage
Train	7%
Bus, Minibus or Coach	2%
Taxi	0%
Motorcycle, Scooter or Moped	0%
Driving a Car or Van	82%
Passenger in a Car or Van	4%
Cycling	1%
Walking	3%
Other Method of Travel to Work	0%
Total	100%

16. Applying the mode split in **Table 6** to the employment trips results in a trip demand as summarised in **Table 7**.

Table 7 – Residential Employment Trips

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Train	4	14	17	8
Bus, minibus or coach	1	5	5	2
Taxi	0	0	0	0
Motorcycle, scooter or moped	0	1	1	1
Driving a car or van	48	174	207	93
Passenger in a car or van	2	9	10	5
Bicycle	1	2	3	1
On foot	2	7	8	4
Other method of travel to work	0	0	0	0
Total	58	213	252	113

17. It should be noted that there will be an element of employment on site which may result in a number of internalised trips, however it is not anticipated that this internalisation will be significant and therefore internalisation of employment trips hasn't been considered at this stage.

Education

18. The NTS data demonstrates that in the AM peak 51% of journeys are undertaken for the purpose of education, reducing to 5% in the PM peak. Of these journeys, approximately 50% relate to primary education, and 50% to secondary education.

19. The nearest primary school to the site is Tidbury Green School and Nursery (less than 1km from site). It is also proposed to provide a two-form entry primary school at the site.

20. The NTS (National Travel Survey) mode split for 5-10 year olds for all distances will be applied as provided in **Table 8**.

Table 8 – NTS Primary Education Mode Split

Mode	Mode Split
Walk	47%
Bicycle	3%
Car / van	45%
Private bus	2%
Local bus	2%
Surface rail	0%
Other transport	1%
All modes	100%

21. The NTS (National Travel Survey) mode split for 11-16 year olds for all distances will be applied as provided in **Table 9**.

Table 9 – NTS Secondary Education Mode Split

Mode	Mode Split
Walk	34%
Bicycle	3%
Car / van	27%
Private bus	12%
Local bus	19%
Surface rail	2%
Other transport	4%
All modes	100%

22. In terms of secondary education, the nearest secondary school to the site is Light Hall School (4.3km from the centre of the site).

23. Solihull's school transport policy states that pupils over 11 years old and live more than 2 miles from the school using the shortest safe walking route to the main pedestrian gates of the school, are eligible for free travel to school.

24. Due to the proposals to provide a 2FE primary school on site, it has been assumed that 90% of the primary school trips are internalised within the site. Therefore, only 10% of trips for the purpose of primary school education will be external to the site. All secondary school trips will be external to the site.

25. With this in mind, the internal primary school trips are shown in **Table 10**. It has been assumed that 60% of these trips will be on foot and 40% of trips will be by bicycle.

Table 10 – Internal Primary School Trips

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Walk	35	129	10	4
Bicycle	24	86	7	3
All modes	59	216	17	7

26. The external trips for education purposes are shown in **Table 11.**

Table 11 – External Primary and Secondary School Trips

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Walk	25	92	7	3
Bicycle	2	7	1	0
Car / van	20	75	6	3
Private bus	8	29	2	1
Local bus	13	47	4	2
Surface rail	1	5	0	0
Other transport	3	9	1	0
All modes	72	264	20	9

Leisure / Recreation

27. The NTS data demonstrates that in the AM peak 26% of journeys are undertaken for the purpose of leisure / recreation (shopping, personal business, visiting friends, holiday / day trips etc), increasing to 59% in the PM peak.

28. The proposals include for a Local Centre which could include retail and community facilities, including retail and community facilities and the scale of the development in terms of the number of dwellings, will ensure a number of trips are internalised within the site.

29. For the purpose of assessment, we have made a judgement that 30% of leisure/recreation trips are 'internal' trips which remain within the site and 70% are 'external' trips which travel off site. For the internal trips, we have applied a mode split of 60% on foot/40% Bicycle. For the external trips, we have applied the same mode split to distribute the 'employment' trips, as summarised in **Table 6.**

30. A breakdown of the 'internal' leisure / recreation trips is provided in **Table 12.** A breakdown of the 'external' leisure / recreation trips is provided in **Table 13.**

Table 12 – Mode Split of 'Internal' Trips

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Walk	12	43	76	34
Bicycle	8	29	51	23
All modes	20	72	126	57

Table 13 – Mode Split of 'External' Trips

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Train	3	11	20	9
Bus, minibus or coach	1	4	6	3
Taxi	0	0	0	0
Motorcycle, scooter or moped	0	1	1	1
Driving a car or van	38	137	241	108
Passenger in a car or van	2	7	12	5
Bicycle	0	2	3	1
On foot	1	5	10	4
Other method of travel to work	0	0	1	0
Total	46	168	295	132

Total Residential Demand

31. The total residential demand, combining all journey purposes (employment, education, leisure/recreation) is summarised in **Table 14.**

Table 14 – Total Residential Demand

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Train	8	30	37	17
Bus, minibus or coach	23	83	18	8
Taxi	0	1	1	0
Motorcycle, scooter or moped	0	2	3	1
Driving a car or van	106	386	453	204
Passenger in a car or van	4	16	22	10
Bicycle	35	126	64	29
On foot	76	277	110	50
Other method of travel to work	3	10	2	1
Total	256	932	710	319

32. The breakdown of the total residential demand, in terms of internal and external trips, is summarised in **Table 15** and **Table 16** respectively.

Table 17 – Total Internal Residential Trips

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Train	0	0	0	0
Bus, minibus or coach	0	0	0	0
Taxi	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0
Driving a car or van	0	0	0	0
Passenger in a car or van	0	0	0	0
Bicycle	32	115	57	26
On foot	47	173	86	39
Other method of travel to work	0	0	0	0
Total	79	288	143	64

Table 18 – Total External Residential Trips

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Train	8	30	37	17
Bus, minibus or coach	23	83	18	8
Taxi	0	1	1	0
Motorcycle, scooter or moped	0	2	3	1
Driving a car or van	106	386	453	204
Passenger in a car or van	4	16	22	10
Bicycle	3	11	6	3
On foot	29	105	25	11
Other method of travel to work	3	10	2	1
Total	177	644	567	255

Primary School

33. The proposed primary school will be two form entry, and it is expected that it will almost entirely serve the proposed residential development. Therefore, there will be no external student trips to or from the primary school.

34. In terms of staff demand, a judgement has been made that approximately 50 teachers will travel to the primary school in the AM peak period, and travel from the primary school in the PM peak period. As a robust assessment, it has been assumed that there will be 50 arrivals between 08:00 and 09:00 and 50 departures between 17:00 – 18:00 although it should be noted that this is likely to be an overestimate.

35. As a worst case scenario, it has been assumed that all staff trips to the primary school are undertaken by car. The primary school vehicular demand is shown in **Table 19.**

Table 19 – Primary School Teacher Demand

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Driving a Car or Van	50	0	0	50

Local Centre

36. The local centre could include a small-scale retail and community facilities designed to serve the local community, and it is not expected that the local centre will attract any external demand. Indeed, it is forecast that the local centre will internalise a proportion of trips, thus enhancing the sustainability credentials of the proposals.

Total Development Demand

37. A summary of the total external forecast demand, taking into account the residential demand and the primary school demand, and the ancillary nature of the local centre, is summarised in **Table 20.**

Table 20 – Forecast External Total Demand of Proposals

	AM (0800-0900)		PM (1700-1800)	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Train	8	30	37	17
Bus, minibus or coach	23	83	18	8
Taxi	0	1	1	0
Motorcycle, scooter or moped	0	2	3	1
Driving a car or van	156	386	453	254
Passenger in a car or van	4	16	22	10
Bicycle	3	11	6	3
On foot	29	105	25	11
Other method of travel to work	3	10	2	1
Total	227	644	567	305

Sustainable Transport Interventions

38. A number of sustainable transport interventions may be proposed at the site which could include the following:

- Internalisation;
- Homeworking;
- Bike Hire Scheme;
- Car share/Carpooling;
- Improved routes to rail station; and
- Community concierge/mobility hub.

39. it has been assumed in the trip calculations above that 90% of primary school trips and 30% of leisure trips to and from the residential development will be internal to the site.

40. Homeworking could account for 30% of the trips and therefore a discount of 30% could be applied to the residential trips for employment purposes.

41. As a result of the bike hire scheme, 5% of car driver trips could be transferred to cycling trips. Similarly, as a result of a car sharing/carpooling scheme 5% of car driver trips could be transferred to car passenger trips.

42. As a result of the community concierge/mobility hub at the development, 5% of car driver trips could be transferred to walking, cycling and public transport trips.

43. The site is ideally located in terms of its proximity to two rail stations. As part of the development proposals, routes to the stations could be enhanced and there is the possibility that the capacity and frequencies of services from these stations could be improved. As a result of this, it is considered that 10% of trips could be transferred from car driver trips to rail trips.

44. Taking into account all the interventions described above, the car driver trip generation at the proposed development could decrease from 6606 vehicles to 5436 vehicles over a 24-hour period.

APPENDIX A

TRICS Outputs

Calculation Reference: AUDIT-152302-201127-1149

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	6 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	7 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	5 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	4 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	2 days
	TW	TYNE & WEAR	1 days
10	WALES		
	PS	POWYS	1 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
	FA	FALKIRK	2 days
	HI	HIGHLAND	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: No of Dwellings
Actual Range: 7 to 984 (units:)
Range Selected by User: 7 to 805 (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 19/11/19

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:

Monday	15 days
Tuesday	13 days
Wednesday	16 days
Thursday	14 days
Friday	5 days

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

Selected survey types:

Manual count	63 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	28
Edge of Town	35

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	61
No Sub Category	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	63 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	17 days
10,001 to 15,000	17 days
15,001 to 20,000	13 days
20,001 to 25,000	7 days
25,001 to 50,000	5 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	5 days
50,001 to 75,000	10 days
75,001 to 100,000	14 days
100,001 to 125,000	3 days
125,001 to 250,000	19 days
250,001 to 500,000	6 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	18 days
1.1 to 1.5	43 days
1.6 to 2.0	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	18 days
No	45 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	63 days

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

LIST OF SITES relevant to selection parameters

1 AG-03-A-01 BUNGALOWS/DET. ANGUS
KEPTIE ROAD
ARBROATH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

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

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

3 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

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

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

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

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

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

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

10 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

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

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

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

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

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

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

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

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

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

16 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

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

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

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

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

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

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

22 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

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

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

LIST OF SITES relevant to selection parameters (Cont.)

25 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

26 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

27 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

28 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

29 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

30 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

31 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

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

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

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

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

35 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

36 NF-03-A-09 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *24/09/19* *Survey Type: MANUAL*

37 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

38 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

39 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

40 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

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

42 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

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

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

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

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

45 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

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

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

47 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

48 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

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

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

52 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

53 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

54 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

55 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

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

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

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

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

LIST OF SITES relevant to selection parameters (Cont.)

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

59 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

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

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

61 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

62 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

63 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.071	63	114	0.301	63	114	0.372
08:00 - 09:00	63	114	0.133	63	114	0.374	63	114	0.507
09:00 - 10:00	63	114	0.142	63	114	0.169	63	114	0.311
10:00 - 11:00	63	114	0.116	63	114	0.143	63	114	0.259
11:00 - 12:00	63	114	0.126	63	114	0.134	63	114	0.260
12:00 - 13:00	63	114	0.151	63	114	0.144	63	114	0.295
13:00 - 14:00	63	114	0.150	63	114	0.147	63	114	0.297
14:00 - 15:00	63	114	0.158	63	114	0.174	63	114	0.332
15:00 - 16:00	63	114	0.242	63	114	0.170	63	114	0.412
16:00 - 17:00	63	114	0.271	63	114	0.160	63	114	0.431
17:00 - 18:00	63	114	0.341	63	114	0.160	63	114	0.501
18:00 - 19:00	63	114	0.292	63	114	0.162	63	114	0.454
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.193			2.238			4.431

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

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

Parameter summary

Trip rate parameter range selected:	7 - 984 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	63
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.002	63	114	0.002	63	114	0.004
08:00 - 09:00	63	114	0.004	63	114	0.004	63	114	0.008
09:00 - 10:00	63	114	0.003	63	114	0.002	63	114	0.005
10:00 - 11:00	63	114	0.002	63	114	0.002	63	114	0.004
11:00 - 12:00	63	114	0.002	63	114	0.002	63	114	0.004
12:00 - 13:00	63	114	0.002	63	114	0.002	63	114	0.004
13:00 - 14:00	63	114	0.002	63	114	0.002	63	114	0.004
14:00 - 15:00	63	114	0.002	63	114	0.002	63	114	0.004
15:00 - 16:00	63	114	0.004	63	114	0.004	63	114	0.008
16:00 - 17:00	63	114	0.003	63	114	0.003	63	114	0.006
17:00 - 18:00	63	114	0.002	63	114	0.002	63	114	0.004
18:00 - 19:00	63	114	0.002	63	114	0.002	63	114	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.029			0.059

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.001	63	114	0.001	63	114	0.002
08:00 - 09:00	63	114	0.003	63	114	0.003	63	114	0.006
09:00 - 10:00	63	114	0.003	63	114	0.003	63	114	0.006
10:00 - 11:00	63	114	0.003	63	114	0.003	63	114	0.006
11:00 - 12:00	63	114	0.002	63	114	0.002	63	114	0.004
12:00 - 13:00	63	114	0.002	63	114	0.003	63	114	0.005
13:00 - 14:00	63	114	0.002	63	114	0.001	63	114	0.003
14:00 - 15:00	63	114	0.002	63	114	0.002	63	114	0.004
15:00 - 16:00	63	114	0.002	63	114	0.002	63	114	0.004
16:00 - 17:00	63	114	0.002	63	114	0.002	63	114	0.004
17:00 - 18:00	63	114	0.001	63	114	0.001	63	114	0.002
18:00 - 19:00	63	114	0.001	63	114	0.001	63	114	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.001	63	114	0.001	63	114	0.002
08:00 - 09:00	63	114	0.001	63	114	0.001	63	114	0.002
09:00 - 10:00	63	114	0.000	63	114	0.001	63	114	0.001
10:00 - 11:00	63	114	0.000	63	114	0.000	63	114	0.000
11:00 - 12:00	63	114	0.001	63	114	0.001	63	114	0.002
12:00 - 13:00	63	114	0.000	63	114	0.000	63	114	0.000
13:00 - 14:00	63	114	0.000	63	114	0.000	63	114	0.000
14:00 - 15:00	63	114	0.001	63	114	0.001	63	114	0.002
15:00 - 16:00	63	114	0.001	63	114	0.001	63	114	0.002
16:00 - 17:00	63	114	0.000	63	114	0.000	63	114	0.000
17:00 - 18:00	63	114	0.001	63	114	0.000	63	114	0.001
18:00 - 19:00	63	114	0.000	63	114	0.000	63	114	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.005	63	114	0.010	63	114	0.015
08:00 - 09:00	63	114	0.005	63	114	0.017	63	114	0.022
09:00 - 10:00	63	114	0.001	63	114	0.004	63	114	0.005
10:00 - 11:00	63	114	0.002	63	114	0.004	63	114	0.006
11:00 - 12:00	63	114	0.002	63	114	0.003	63	114	0.005
12:00 - 13:00	63	114	0.004	63	114	0.004	63	114	0.008
13:00 - 14:00	63	114	0.003	63	114	0.001	63	114	0.004
14:00 - 15:00	63	114	0.003	63	114	0.003	63	114	0.006
15:00 - 16:00	63	114	0.009	63	114	0.003	63	114	0.012
16:00 - 17:00	63	114	0.011	63	114	0.006	63	114	0.017
17:00 - 18:00	63	114	0.012	63	114	0.006	63	114	0.018
18:00 - 19:00	63	114	0.008	63	114	0.007	63	114	0.015
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.068			0.133

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.088	63	114	0.429	63	114	0.517
08:00 - 09:00	63	114	0.168	63	114	0.618	63	114	0.786
09:00 - 10:00	63	114	0.182	63	114	0.240	63	114	0.422
10:00 - 11:00	63	114	0.154	63	114	0.204	63	114	0.358
11:00 - 12:00	63	114	0.172	63	114	0.186	63	114	0.358
12:00 - 13:00	63	114	0.206	63	114	0.197	63	114	0.403
13:00 - 14:00	63	114	0.204	63	114	0.202	63	114	0.406
14:00 - 15:00	63	114	0.217	63	114	0.238	63	114	0.455
15:00 - 16:00	63	114	0.411	63	114	0.238	63	114	0.649
16:00 - 17:00	63	114	0.438	63	114	0.237	63	114	0.675
17:00 - 18:00	63	114	0.515	63	114	0.227	63	114	0.742
18:00 - 19:00	63	114	0.439	63	114	0.244	63	114	0.683
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.194			3.260			6.454

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.015	63	114	0.042	63	114	0.057
08:00 - 09:00	63	114	0.038	63	114	0.111	63	114	0.149
09:00 - 10:00	63	114	0.031	63	114	0.034	63	114	0.065
10:00 - 11:00	63	114	0.025	63	114	0.032	63	114	0.057
11:00 - 12:00	63	114	0.024	63	114	0.023	63	114	0.047
12:00 - 13:00	63	114	0.029	63	114	0.020	63	114	0.049
13:00 - 14:00	63	114	0.024	63	114	0.027	63	114	0.051
14:00 - 15:00	63	114	0.031	63	114	0.033	63	114	0.064
15:00 - 16:00	63	114	0.087	63	114	0.044	63	114	0.131
16:00 - 17:00	63	114	0.058	63	114	0.027	63	114	0.085
17:00 - 18:00	63	114	0.046	63	114	0.029	63	114	0.075
18:00 - 19:00	63	114	0.041	63	114	0.035	63	114	0.076
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.449			0.457			0.906

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.002	63	114	0.018	63	114	0.020
08:00 - 09:00	63	114	0.002	63	114	0.023	63	114	0.025
09:00 - 10:00	63	114	0.004	63	114	0.010	63	114	0.014
10:00 - 11:00	63	114	0.006	63	114	0.007	63	114	0.013
11:00 - 12:00	63	114	0.004	63	114	0.007	63	114	0.011
12:00 - 13:00	63	114	0.006	63	114	0.007	63	114	0.013
13:00 - 14:00	63	114	0.005	63	114	0.004	63	114	0.009
14:00 - 15:00	63	114	0.008	63	114	0.005	63	114	0.013
15:00 - 16:00	63	114	0.017	63	114	0.008	63	114	0.025
16:00 - 17:00	63	114	0.020	63	114	0.004	63	114	0.024
17:00 - 18:00	63	114	0.014	63	114	0.004	63	114	0.018
18:00 - 19:00	63	114	0.014	63	114	0.004	63	114	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.101			0.203

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.001	63	114	0.007	63	114	0.008
08:00 - 09:00	63	114	0.000	63	114	0.007	63	114	0.007
09:00 - 10:00	63	114	0.000	63	114	0.003	63	114	0.003
10:00 - 11:00	63	114	0.000	63	114	0.002	63	114	0.002
11:00 - 12:00	63	114	0.000	63	114	0.001	63	114	0.001
12:00 - 13:00	63	114	0.001	63	114	0.001	63	114	0.002
13:00 - 14:00	63	114	0.001	63	114	0.000	63	114	0.001
14:00 - 15:00	63	114	0.001	63	114	0.000	63	114	0.001
15:00 - 16:00	63	114	0.002	63	114	0.000	63	114	0.002
16:00 - 17:00	63	114	0.003	63	114	0.000	63	114	0.003
17:00 - 18:00	63	114	0.006	63	114	0.001	63	114	0.007
18:00 - 19:00	63	114	0.005	63	114	0.001	63	114	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.023			0.043

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.000	63	114	0.000	63	114	0.000
08:00 - 09:00	63	114	0.000	63	114	0.001	63	114	0.001
09:00 - 10:00	63	114	0.000	63	114	0.000	63	114	0.000
10:00 - 11:00	63	114	0.000	63	114	0.000	63	114	0.000
11:00 - 12:00	63	114	0.000	63	114	0.000	63	114	0.000
12:00 - 13:00	63	114	0.000	63	114	0.000	63	114	0.000
13:00 - 14:00	63	114	0.000	63	114	0.000	63	114	0.000
14:00 - 15:00	63	114	0.000	63	114	0.000	63	114	0.000
15:00 - 16:00	63	114	0.001	63	114	0.000	63	114	0.001
16:00 - 17:00	63	114	0.000	63	114	0.000	63	114	0.000
17:00 - 18:00	63	114	0.000	63	114	0.000	63	114	0.000
18:00 - 19:00	63	114	0.000	63	114	0.000	63	114	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.002	63	114	0.025	63	114	0.027
08:00 - 09:00	63	114	0.002	63	114	0.031	63	114	0.033
09:00 - 10:00	63	114	0.004	63	114	0.013	63	114	0.017
10:00 - 11:00	63	114	0.006	63	114	0.008	63	114	0.014
11:00 - 12:00	63	114	0.004	63	114	0.007	63	114	0.011
12:00 - 13:00	63	114	0.007	63	114	0.008	63	114	0.015
13:00 - 14:00	63	114	0.005	63	114	0.004	63	114	0.009
14:00 - 15:00	63	114	0.009	63	114	0.005	63	114	0.014
15:00 - 16:00	63	114	0.020	63	114	0.008	63	114	0.028
16:00 - 17:00	63	114	0.023	63	114	0.004	63	114	0.027
17:00 - 18:00	63	114	0.019	63	114	0.004	63	114	0.023
18:00 - 19:00	63	114	0.019	63	114	0.004	63	114	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.121			0.241

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	114	0.110	63	114	0.506	63	114	0.616
08:00 - 09:00	63	114	0.213	63	114	0.777	63	114	0.990
09:00 - 10:00	63	114	0.219	63	114	0.292	63	114	0.511
10:00 - 11:00	63	114	0.187	63	114	0.249	63	114	0.436
11:00 - 12:00	63	114	0.202	63	114	0.220	63	114	0.422
12:00 - 13:00	63	114	0.246	63	114	0.228	63	114	0.474
13:00 - 14:00	63	114	0.236	63	114	0.234	63	114	0.470
14:00 - 15:00	63	114	0.260	63	114	0.279	63	114	0.539
15:00 - 16:00	63	114	0.526	63	114	0.293	63	114	0.819
16:00 - 17:00	63	114	0.530	63	114	0.274	63	114	0.804
17:00 - 18:00	63	114	0.592	63	114	0.266	63	114	0.858
18:00 - 19:00	63	114	0.508	63	114	0.290	63	114	0.798
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.829			3.908			7.737

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.*