

Note / Memo

HaskoningDHV UK Ltd.
Mobility & Infrastructure

To: Devinda Kumarasinghe, Oxfordshire County Council
From: Juliet James
Date: 09 January 2024
Copy: -
Our reference: PC5143-RHD-ZZ-XX-ME-R-0001
Classification: Project related
Checked by: AF/AW

Subject: Parcel R, Kingsmere, Bicester (23/03073/HYBRID)

1 Introduction

- 1.1.1 This Technical Note has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Preferred Homes Bicester Ltd & Countryside (Bicester) Ltd (the 'Applicant'), in association with the proposed development of land within Parcel R of the Kingsmere Phase 2 development, Bicester ('the Site').
- 1.1.2 This Technical Note responds to the consultation response received from Oxfordshire County Council (OCC) dated 07/12/2023, which commented on the Transport Statement (TS) and Travel Plan (TP) documents. The TS and TP were prepared by RHDHV and submitted as part of the planning application (Ref: 23/03073/HYBRID).
- 1.1.3 The comments raised by OCC are summarised below individually with an associated response from RHDHV. For ease of reference, OCC comments are set out in ***bold italics***, with RHDHV's response following each comment accordingly.
- 1.1.4 OCC's comments are provided in full in **Annex A**.
- 1.1.5 With consideration of the comments raised by OCC, RHDHV's response is structured as follows:
- Comparison to 13/00847/OUT
 - Cycle Parking
 - CPMP and DSMP
 - Updated site plans
 - Travel Plan
 - Highway Boundary

2 Comparison to 13/00847/OUT

2.1 OCC Commentary

"For clarification and to understand the net change in development scale we require a breakdown and direct comparison between the extant permission and the proposed

scheme for the development as a whole (i.e. Parcel R at Kingsmere Phase 2 - Planning Permission 13/00847/OUT)."

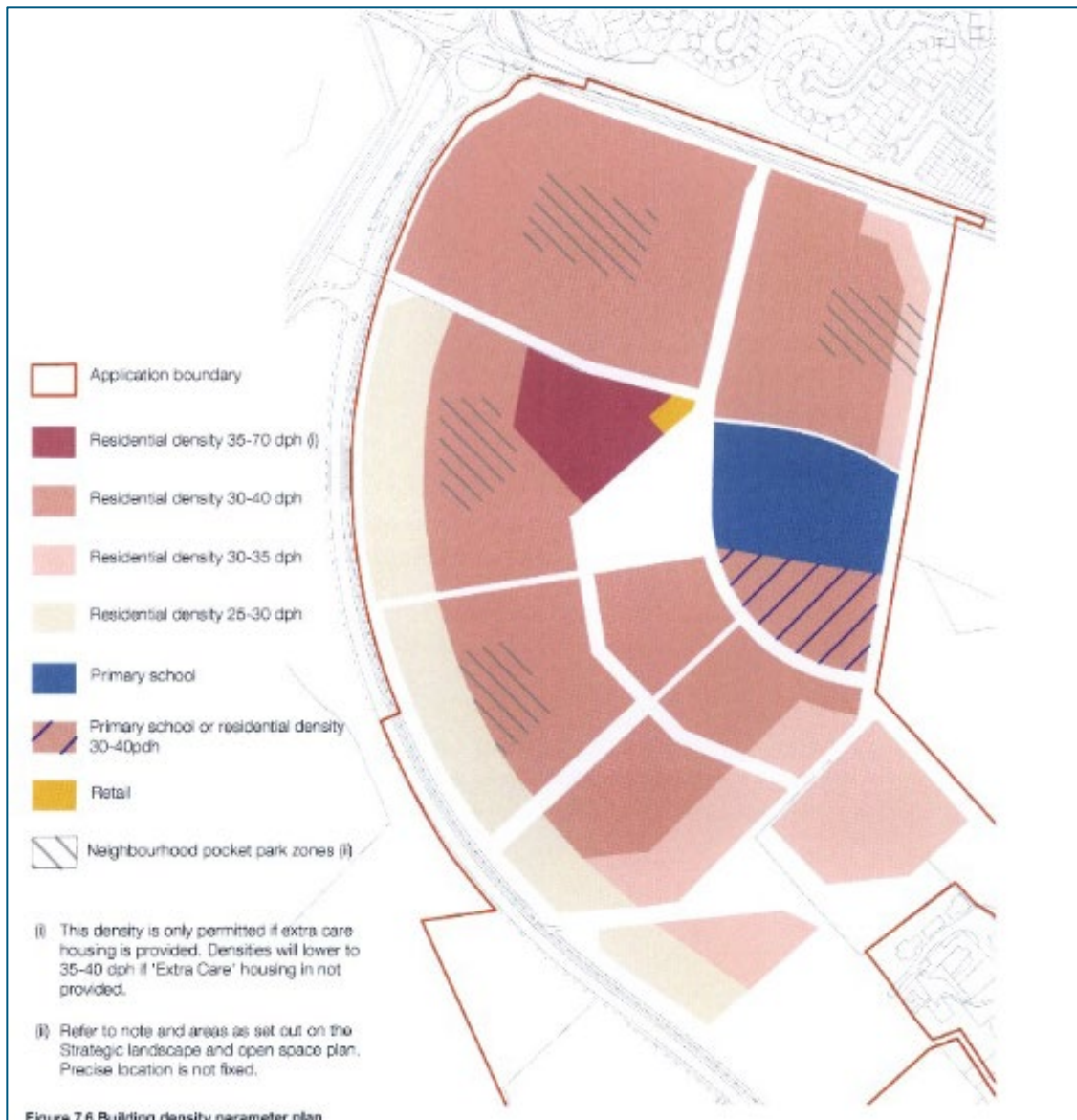
2.2 RHDHV Response:

2.2.1 Application 13/00847/OUT is split into phases, and the application site for this proposed development forms part of a wider plot (Phase 4 of Kingsmere Phase 2) that benefits from outline consent to deliver the following:

142 to 177 residential units.

2.2.2 In addition, application number 13/00847/OUT includes the potential for up to 60 units across the scheme to be delivered as Extra Care units. The indicative parameter plan from the consented outline application is provided below at **Insert 2.1**.

Insert 2.1: Excerpt of Design and Access Statement (13/00847/OUT)



- 2.2.3 The proposed development is identified as Parcel R of Kingsmere Phase 2 and identified as available for development of 35-70 dwellings per hectare (dph) with the stipulation that “densities will lower to 40-45dph if ‘Extra Care’ housing is not provided...”.
- 2.2.4 Based on site area of 0.9269ha, the outline consented quantum of development would equate to 42 residential units if no ‘Extra Care’ units are provided.
- 2.2.5 The development that forms part of this current application proposes the following:
82 extra care home units, and
14 market residential dwellings.
- 2.2.6 In seeking to provide a direct comparison between the extant permission and the proposed scheme for the development (i.e. Parcel R at Kingsmere Phase 2 - Planning Permission 13/00847/OUT), a net trip generation exercise has been undertaken for two scenarios - the site is developed with 60 extra care units or 42 residential units.

2.3 Proposed Development Trip Generation

- 2.3.1 With reference to the assessment presented in Section 6 of the submitted TS, **Table 2.1** and **Table 2.2** below provide the trip generation for the proposed Extra Care Development and Residential Units respectively. For ease of reference, **Annex B** presents the associated Extra Care TRICS assessments in full, and **Annex C** presents the residential TRICS assessments in full.

Table 2.1 Proposed 82-bed Extra Care Development

Mode of Travel	Weekday 08.00-09.00			Weekday 17.00-18.00			Weekday 07.00-19.00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	5	3	8	4	6	10	79	79	158
Taxis	0	0	0	1	1	1	6	6	12
LGVs	1	0	1	1	1	2	15	14	29
OGVs	0	0	0	0	0	0	0	0	1
PSVs	0	0	0	0	0	0	0	0	1
Motorcycles	0	0	0	0	0	0	2	2	4
Total Vehicles	7	3	10	5	7	13	103	102	205
People									
Vehicle Occupants	7	3	10	5	7	12	113	114	228
Pedestrians	2	1	2	1	1	2	32	31	63
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	4	3	7
Total People	9	4	13	6	8	14	150	150	300

Table 2.2 Proposed 14 Residential Dwellings

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	1	3	4	3	1	4	15	17	32
Taxis	0	0	0	0	0	0	1	1	1
LGVs	0	0	1	0	0	0	2	2	5
OGVs	0	0	0	0	0	0	0	0	1
Total Vehicles	1	3	5	3	1	4	19	20	39
People									
Vehicle Occupants	1	5	6	4	2	6	26	27	52
Pedestrians	0	1	2	0	1	1	5	6	11
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	0	1	1
Total People	2	7	8	5	2	7	32	34	66

2.3.2 The combined trip generation for the proposed development is summarised below at **Table 2.3** in respect of total vehicles and 'total people' trips.

Table 2.3: Combined Proposed Development Trip Generation

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Combined Proposed Development									
Total Vehicles	8	6	14	8	9	17	122	122	244
Total People	11	11	22	10	11	21	182	184	366

2.4 Consented Development Scenarios Trip Generation

2.4.1 Reliance has been made on the trip generation rates employed in the TS to provide comparative trip generation estimates of the consented development scenarios discussed above. **Table 2.4** provides trip generation estimates for the 60 Extra Care units (Scenario 1), while **Table 2.5** provides trip generation estimates for 42 residential units (Scenario 2).

Table 2.4 Proposed 60-bed Extra Care Development (Scenario 1)

Mode of Travel	Weekday 08.00-09.00			Weekday 17.00-18.00			Weekday 07.00-19.00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	4	2	6	3	4	7	58	58	116
Taxis	0	0	0	0	0	1	4	4	9
LGVs	1	0	1	1	1	1	11	10	21
OGVs	0	0	0	0	0	0	0	0	1
PSVs	0	0	0	0	0	0	0	0	1
Motorcycles	0	0	0	0	0	0	1	2	3
Total Vehicles	5	2	7	4	5	9	75	74	150
People									
Vehicle Occupants	5	2	7	3	5	9	83	84	167
Pedestrians	1	0	2	1	1	2	23	23	46
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	3	2	5
Total People	7	3	10	4	6	10	110	110	220

Table 2.5 Proposed 42 Residential Dwellings (Scenario 2)

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	2	9	11	8	3	12	46	51	96
Taxis	0	0	0	1	1	1	2	2	4
LGVs	1	1	3	0	0	0	7	7	14
OGVs	0	0	0	0	0	0	1	1	3
Total Vehicles	3	10	14	9	4	13	57	61	118
People									
Vehicle Occupants	4	15	19	12	5	17	77	80	157
Pedestrians	1	4	5	1	2	3	16	17	32
Cyclists	0	1	1	0	0	0	2	3	5
Public Transport Users	0	0	0	0	0	0	1	2	4
Total People	5	20	25	14	7	21	96	102	197

2.4.2 **Annex D** of this Note presents the trip calculations in full for development scenarios 1 and 2.

2.5 Comparative Trip Generation Study

2.5.1 With reference to the trip generation estimates discussed above, **Table 2.6** below provides a comparison of the total vehicle and 'total people' trips for the combined proposed development against that of the two outline consented development scenarios that have been identified as potential quantum 'approved' development associated with application 13/00847/OUT.

Table 2.6: Comparative Trip Generation Estimates – Proposed Development and Consented Quantum of Development

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Combined Proposed Development - 82 Extra Care Units + 14 Residential Units									
Total Vehicles	8	6	14	8	9	17	122	122	244
Total People	11	11	22	10	11	21	182	184	366
Consented Scenario 1 - 60 Extra Care Units									
Total Vehicles	5	2	7	4	5	9	75	74	150
Total People	7	3	10	4	6	10	110	110	220
Consented Scenario 2 - 42 Residential Units									
Total Vehicles	3	10	14	9	4	13	57	61	118
Total People	5	20	25	14	7	21	96	102	197

2.5.2 Weekday AM and PM peak hour trips associated with the proposed 82 'Extra Care' units and 14 residential dwellings are directly comparable to that of Scenario 2 (42 residential units). In practice there would be no observable difference in trip attraction between these two development scenarios at peak times of travel demand.

2.5.3 With respect to the consented level of 'Extra Care' units that could be provided within the proposed development site (60 units), the total number of peak hour vehicle movements is similar to, but lower than, those associated with the proposed development.

2.5.4 Over the course of a 12-hour day (07:00-19:00), the proposed development would have a higher trip attraction than either of the alternative development scenarios. This difference would equate to around 94 vehicle movements when compared to Scenario 1 (1 additional traffic movement every 8 minutes) and 126 vehicle movements an hour when compared to Scenario 2 (1 additional traffic movement every 6 minutes). Overall, the development is unlikely to result in a perceptible increase in traffic volumes when compared to the site's consented development.

2.5.5 In summary, the trip generation of the proposed development is comparable to that of the outline planning consent. This is the case whether the site is developed as Extra Care units or as residential development.

2.5.6 Measured over the course of a day, the proposed developments travel demand is predicted to be relatively modest and is unlikely to result in a significant impact to local transport networks. The change in travel demand of the proposed development compared to the site's consented development, is unlikely to be perceptible to users of the existing transport networks.

3 Cycle Parking

3.1 OCC Comments:

“The proposed cycle parking levels do not comply with policy. Policy requirements for cycle parking provision are required to be met.”

“Details of cycle parking facilities can be suitably conditioned and should be provided in accordance with current policy and LTN 1/20 standards.”

3.2 RHDHV Response:

- 3.2.1 It is currently proposed that, for the Extra Care aspect of the development, 10 long-stay cycle spaces are provided to the north of the proposed car park. Parking would take the form of the secure facility illustrated below.

Insert 3.1: Secure Long-Stay Cycle Parking (Ref: Design and Access Statement)



- 3.2.2 In addition, 8 short-stay cycle park spaces are provided on the site's Ludlow Road frontage to accommodate visitors (4 x Sheffield Stands).
- 3.2.3 In total, provision is therefore made for up to 18 cycles at any one time in connection with the Extra Care development. Additional cycle parking would be provided for the site's residential development, in line with the standards adopted by OCC, the details of which would be submitted via a reserved matters application.
- 3.2.4 Extra care developments provide residents access to secure, self-contained accommodation they own or rent. Residents retain their independence while having access to personal care and support services.
- 3.2.5 The applicant, Preferred Homes Bicester Limited, is a registered provider of social housing. Their objective is to deliver, own and manage a portfolio of affordable rented extra care apartments with available personal care and support services.

- 3.2.6 Preferred Homes expect the average age of the residents to be more than 75 years and predominantly single females, in line with the demographic experience of their other scheme locations. The level of care provision required by each resident will vary over time, but initial preferred mix of care requirement is one-third low level, one-third medium level and one-third high level. As a consequence of these combined factors, cycle ownership rates are anticipated to be extremely low. On-site cycle parking spaces would, therefore, predominantly be used by staff and visitors to the site.
- 3.2.7 Therefore, while it is recognised that the OCC Parking Standards for 'C2 Residential Institutions' suggest a minimum of 0.5 spaces per bedroom available to residents, visitors and staff, the majority of residents would likely be of limited or impaired mobility that would restrict their capability for cycle use.
- 3.2.8 In seeking to explore the level of cycle use at similar facilities, an assessment of travel surveys of similar land use facilities is provided below. A review has been undertaken of surveys of representative 'assisted living' sites, using the TRICS database.
- 3.2.9 Surveys of representative sites have been selected from TRICS v7.10.2 based on the following site selection criteria:
 Land Use 03P Residential – Assisted Living;
 A multi-modal survey has been undertaken;
 Sites based in the UK, with sites located in Greater London, Scotland, Ireland and Wales being excluded from the assessment;
 Surveys have been undertaken for a weekday (Saturday and Sunday surveys excluded); and
 The surveys were undertaken no earlier than 1st January 2013.
- 3.2.10 The selected sites are those used within the Transport Statement to assess the Extra Care's travel demand.
- 3.2.11 The size of the selected TRICS sites range between 40 and 66 units.
- 3.2.12 The cycle trips recorded at each Site are indicated in **Table 3.1**. All surveys were undertaken between 07:00 and 19:00.

Table 3.1 Surveyed Cycle Trips at Sites in TRICS

TRICS Site Reference	0700-1900 Daily Trips		
	Arrivals	Departures	Two-Way
AC-03-P-01	No data	No data	No data
BC-03-P-01	1	1	2
NF-03-P-02	1	0	1
NY-03-P-01	1	1	2
TW-03-P-01	1	1	2
WS-03-P-01	1	1	2
Average	1	1	2

- 3.2.13 As indicated in **Table 3.1**, the average number of trips recorded across the Sites identified in the TRICS database was one arrival and one departure per day.
- 3.2.14 In the context of the number of cycle trips experienced by Extra Care housing and the anticipated demographic of future site residents, the proposed level of cycle parking provision, at 18 spaces, is high and would encourage growth in the cycle mode share. It is, therefore, the applicant's view that the proposed level of cycle parking is appropriate.
- 3.2.15 Should the proposed level of cycle parking encourage additional cycle trips to be undertaken, then an associated reduction in trips by car would be expected.

4 CPMP and DSMP

4.1 OCC Comments:

*“Car Parking Management Plan should be conditioned.
Delivery and Servicing Management Plan should be conditioned.”*

4.2 RHDHV Response:

- 4.2.1 It is agreed that a Car Parking Management Plan and a Delivery and Servicing Management Plan can be secured through a suitably worded condition to the planning consent.

5 Updated site plans

5.1 OCC Comments:

“To assist with the review process, submitted site layout plans should be fully dimensioned, annotated and compliant with current design standards (e.g. parking bays, aisle widths and servicing facilities).

Although the required safe visibility splays appear to be contained within the public highway there appears to be possible obstructions within it (e.g. shrubs / wall). The visibility splay should be free of obstructions 2m high down to a point 600mm above the carriageway.”

5.2 RHDHV Response:

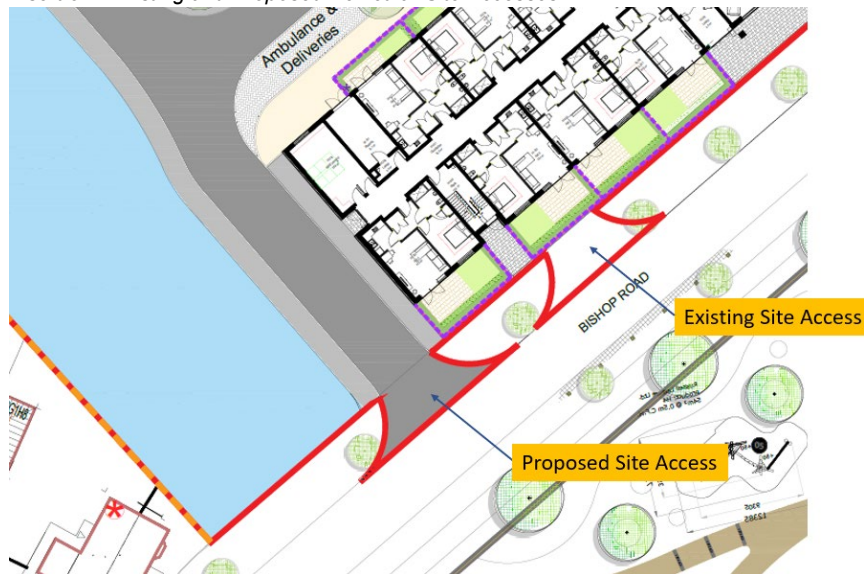
- 5.2.1 An updated Site plan is included in **Annex E** with annotated dimensions.
- 5.2.2 It is agreed that visibility splays could be provided free of obstructions from a 2m height down to a point 600mm above the carriageway, with any associated planting within these zones adhering to these requirements. If required, this can be achieved.
- 5.2.3 It is noted, however, that the consented access arrangement for the plot has vehicular access with trees located within the associated visibility splay. **Insert 5.1** below illustrates the existing (consented) arrangement.

Insert 5.1: Existing Vehicular Site Access



- 5.2.4 The proposed development would relocate the site's vehicular access to the south-west, as illustrated in **Insert 5.2**, and it is anticipated that trees would interact with the visibility splay similarly to existing.

Insert 5.2: Existing and Proposed Vehicular Site Accesses



- 5.2.5 The trees in question have narrow trunks and we are aware of the advice provided in Manual for Streets (DfT, 2007), which states that *“the impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.”* It appears that the site's planning consent has recognised that the trees would not have a significant impact on road safety.

- 5.2.6 It is therefore proposed that the trees are retained unless Officers advise that the trees must be removed or relocated.
- 5.2.7 In addition to the junction visibility analysis pertaining to the main site access, visibility analysis of the internal junctions at the car park access points have been carried out and are provided at **Annex F** of this TN. It is noted that detailed approved applications within the wider masterplan area (example: Landscape Masterplan from application 19/02225/REM – Drawing 2829-5-DR-5000-S4-P4) have used a Sight Stopping Distance (SSD) of 15m for internal ‘minor’ junctions and a similar approach has been applied to this analysis.

6 Travel Plan

6.1 OCC Comments:

“Prior to first occupation a Full Travel Plan for the care home and a Residential Travel Information Pack for the housing development should be submitted to the Local Planning Authority”

6.2 RHDHV Response:

- 6.2.1 It is agreed that the provision of a Extra Care Travel Plan and a Residential Travel Information Pack would be delivered prior to occupation can be secured through a suitably worded condition to planning consent. The planning condition should recognise that the Extra Care facility would be developed independently from the residential scheme and allow for an independent Travel Plan submission.

7 Highway Boundary

7.1 OCC Comments:

“The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Please ensure there is a minimum 1-metre-wide hardstanding surrounding the layby to enable passengers to safely exit and enter the vehicle. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.

No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.

The Highway boundary needs to be checked with OCC Highway Records.

(highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.”

7.2 RHDHV Response:

- 7.2.1 It is agreed that any car parking bays provided parallel to the adopted carriageway would be subject of highway adoption. However, no such car parking is proposed within the development's red line boundary and therefore no parking allocated for use by staff or visitors to the site's Extra Care development would form part of the adopted highway.
- 7.2.2 The proximity of the proposed structure and development boundary has been considered as part of pre-application discussions with OCC Highway Officer Mike Smith. A record of correspondence between the applicant's Civil Engineers (Arc Engineers) and OCC is provided at **Annex G**.

8 Summary and Conclusions

8.1.1 This Technical Note has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Preferred Homes Bicester Ltd & Countryside (Bicester) Ltd (the 'Applicant') in association with a proposed development at Parcel R, Kingsmere, Bicester ('the Site'). This Technical Note responds to the consultation response received from Oxfordshire County Council (OCC), in relation to the Transport Statement (TS) and Travel Plan (TP). The TS and TP were prepared by RHDHV and submitted as part of the planning application (REF: 23/03073/HYBRID).

8.1.2 In summary:

- The weekday AM and PM peak hour trip generation of the proposed development is comparable to that of the site's consented quantum of development.
- Overall level of trips generated by the proposals are relatively modest and unlikely to result in significant impact to the highway, active travel and public transport networks within the wider locality.
- The change in travel demand of the proposed development compared to the site's consented development, is unlikely to be perceptible to users of the existing transport networks.
- In the context of the number of cycle trips experienced by Extra Care housing, the proposed level of cycle parking provision, at 18 spaces, is high and would encourage substantial growth in the cycle mode share when compared with other extra care developments.
- It is agreed that a Car Parking Management Plan and a Delivery and Servicing Management Plan can be secured through a suitably worded planning condition.
- It is agreed that visibility splays could be provided free of obstructions from a 2m height down to a point 600mm above the carriageway, with any associated planting within these zones adhering to these requirements. If required, this can be achieved. It is, however, noted that the existing planning consent accepts that trees with narrow trunks can be contained within visibility splays. The applicant, therefore, requests that Officers comment on the proposal in context with the site's consented arrangement.
- It is agreed that the provision of a Full Travel Plan and a Residential Travel Information Pack would be delivered prior to occupation can be secured through a suitably worded

condition to planning consent, reflecting the different elements of the scheme and the expected timing of delivery and occupation of each element.

- It is agreed that any car parking bays provided parallel to the adopted carriageway would be subject of highway adoption. However, no such car parking is proposed within the development's red line boundary.

Annex A: OCC Highways Consultation Comments

Application no: 23/03073/HYBRID

Location: Phase 2 SW Bicester Kingsmere Parcel R East Of, Ludlow Road, Bicester

Transport Schedule

Recommendation: Objection

The Oxfordshire County Council's (OCC) Transport Development Management (TDM) team have reviewed the supporting information in relation to the above. The TDM team are not able to support the above application until further clarification / information is provided in accordance with the following comments:

- For clarification and to understand the net change in development scale we require a breakdown and direct comparison between the extant permission and the proposed scheme for the development as a whole (i.e. Parcel R at Kingsmere Phase 2 - Planning Permission 13/00847/OUT).
- The proposed cycle parking levels do not comply with policy. Policy requirements for cycle parking provision are required to be met.
- Car Parking Management Plan should be conditioned.
- Delivery and Servicing Management Plan should be conditioned.
- Details of cycle parking facilities can be suitably conditioned and should be provided in accordance with current policy and LTN 1/20 standards.
- As set out within OCC's 'Parking Standards for New Development,' active charging points for electric vehicles should be provided at a minimum level of 25% of all parking spaces with passive provision for all remaining spaces. In relation to parking for people with impaired mobility this should be provide at a 6% of total spaces.
- To assist with the review process, submitted site layout plans should be fully dimensioned, annotated and compliant with current design standards (e.g. parking bays, aisle widths and servicing facilities).
- Although the required safe visibility splays appear to be contained within the public highway there appears to be possible obstructions within it (e.g. shrubs / wall). The visibility splay should be free of obstructions 2m high down to a point 600mm above the carriageway.

OCC Transport Strategy North & City Team:

As the application is seeking permission for 14 extra dwellings in the R parcel, OCC requires a contribution of £1000 per dwelling (14), a total of £14000 towards the Middleton Stoney Cycle Network Improvements. This is a core route in the Bicester LCWIP -

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/BicesterLCWIPTownVillagesmapUpdate2023.pdf>

OCC Travel Plan Team:

Recommendation:

No objection subject to conditions

Key issues:

The site wide Kingsmere Framework Travel Plan will need to be updated and resubmitted to include details of the proposed development.

Care home element of the site:

An 82 bed (C2) care home triggers the requirement for a full travel plan to be produced prior to occupation. Further information regarding the required criteria can be found within appendix 5 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. A copy of this has been attached with this response for ease of reference.

A travel plan has been submitted with this application, but further information is required before it will meet OCC criteria. It is therefore advised that the applicant consults the criteria within the guidance document before revising and resubmitting.

A travel plan monitoring fee of £3,110 (RPI index linked) will be required to enable the travel plan to be monitored for a period of five years.

Cycle parking, a cycle maintenance station, mobility scooter parking and EV charging should be provided for residents, visitors, and staff within the site boundary.

Residential element of the site:

A Residential Travel Information Pack should be produced prior to first occupation and then distributed to all households at the point of occupation. Reason – to ensure all residents are aware of the travel choices available to them from the outset. Further information regarding the required criteria can be found within the OCC guidance document, also attached with this response.

Cycle parking and EV charging should be provided within residential boundaries.

Further information or advice can also be sought from the Travel Plans Team travelplan@oxfordshire.gov.uk

Legal Agreement required to secure:

Travel plan monitoring fee £3,110 (RPI index linked).

Conditions:

Prior to first occupation a Full Travel Plan for the care home and a Residential Travel Information Pack for the housing development should be submitted to the Local Planning Authority

Detailed Comments:

Further information is required before the travel plan will meet OCC criteria. It is advised that the applicant consults appendix 5 of the OCC guidance document alongside the points below to ensure all criteria has been met.

- What is the expected date of occupation?
- Paragraph 1.1.3. The Travel Plan should be a standalone document. Whilst it is fairly easy to refer to additional document during the planning process, accessing this information can be problematic for the Travel Plan Co-ordinator at a later date.
- Paragraph 2.2.2 – discusses ‘good quality pedestrian infrastructure’. What pedestrian infrastructure is available on site? Dropped Kerbs, crossing points, tactiles etc?
- Paragraph 2.4.1 – what facilities are available at the closest bus stop? Seating, RTI, lighting, cycle parking, shelter etc?
- Paragraph 2.4.5 – Can you get to the railway station from the site by bus?
- Are there any barriers which may affect travel by certain modes?
- The use of Community transport/ Taxis has not been discussed – are there any services operating in the local area that would be useful for residents.
- Reducing the need to travel has not been discussed. How will the development support this e.g., Broad band provision to enable virtual visits by friends and family. Virtual meetings for staff. Online shopping opportunities. Visiting professionals (such as hairdressers) so residents do not have to leave the site etc.
- How many staff are expected to work on the site. What are the likely shift patterns?
- In the absence of a TPC, who will be acting as the interim contact until the role is filled? (This is useful for the Travel Plans Team to know in order for a monitoring related dialogue to start as soon as possible.)
- Will the TPC role be full or part time?
- What budget will the TPC have to undertake the identified actions?
- The action plan should contain a mixture of hard and soft measures and should refer to which target/objective they relate to.
- Targets are required for each mode for a period of five years, at baseline and in years 1,3 and 5.
- Monitoring is required at baseline (within 3 months of occupation) and in years 1, 3 and 5. If targets are not met monitoring may also be required in years 7 and 9. Survey results should be forwarded to the TP Team at OCC within one month of collection.

OCC Highways Agreements Team:

- A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%.
- Provide a Stage 1 Road Safety Audit (RSA1) in accordance with GG119 (5.46.1). A Designers Response should accompany the RSA1 with the Overseeing Organisation agreeing and signing off the RSA Recommendations. This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.

GG 119 Revision 2

5. Undertaking the road safety audit

NOTE The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.

- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements. Please liaise with the Drainage Team for review.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection. Where tree canopies extend over the footways the minimum crown height should be 2.5 metres. Where tree canopies extend over the carriageway the minimum crown height should be 5.2m.
- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting is to overhang or encroach the proposed adoptable areas.
- Trees should not be positioned within visibility splays or forward visibility.

- The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Please ensure there is a minimum 1-metre-wide hardstanding surrounding the layby to enable passengers to safely exit and enter the vehicle. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.
- No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.
- The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.
- OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

Officer's Name: Devinda Kumarasinghe

Officer's Title: Senior Transport Development Officer

Date: 07/12/23

Annex B: TRICS Outputs and Calculations – Proposed Extra Care Development

Calculation Reference: AUDIT-703101-230906-0906

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : P - ASSISTED LIVING
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST WS WEST SUSSEX	1 days
03	SOUTH WEST BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	1 days
08	NORTH WEST AC CHESHIRE WEST & CHESTER	1 days
09	NORTH TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 40 to 66 (units:)
 Range Selected by User: 40 to 66 (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: 01/01/15 to 27/09/22

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	5 days

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

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-P-01 CHESTER WAY NORTHWICH	ASSISTED LIVING		CHESHIRE WEST & CHESTER
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		58	
	<i>Survey date: FRIDAY</i>		<i>14/06/19</i>	<i>Survey Type: MANUAL</i>
2	BC-03-P-01 SAINT STEPHEN'S ROAD BOURNEMOUTH	ASSISTED LIVING		BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre No Sub Category Total No of Dwellings:		66	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
3	NF-03-P-02 LAKENFIELDS NORWICH LAKENHAM	ASSISTED LIVING		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		40	
	<i>Survey date: FRIDAY</i>		<i>22/11/19</i>	<i>Survey Type: MANUAL</i>
4	NY-03-P-01 FENNELL GROVE RIPON	ASSISTED LIVING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		40	
	<i>Survey date: TUESDAY</i>		<i>24/05/22</i>	<i>Survey Type: MANUAL</i>
5	TW-03-P-01 KENTON ROAD NEWCASTLE UPON TYNE	ASSISTED LIVING		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		42	
	<i>Survey date: THURSDAY</i>		<i>07/10/21</i>	<i>Survey Type: MANUAL</i>
6	WS-03-P-01 DURRINGTON LANE WORTHING	ASSISTED LIVING		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		54	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>

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/P - ASSISTED LIVING
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.47

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.050	6	50	0.030	6	50	0.080
08:00 - 09:00	6	50	0.080	6	50	0.037	6	50	0.117
09:00 - 10:00	6	50	0.163	6	50	0.147	6	50	0.310
10:00 - 11:00	6	50	0.150	6	50	0.147	6	50	0.297
11:00 - 12:00	6	50	0.140	6	50	0.137	6	50	0.277
12:00 - 13:00	6	50	0.127	6	50	0.150	6	50	0.277
13:00 - 14:00	6	50	0.157	6	50	0.143	6	50	0.300
14:00 - 15:00	6	50	0.097	6	50	0.133	6	50	0.230
15:00 - 16:00	6	50	0.090	6	50	0.083	6	50	0.173
16:00 - 17:00	6	50	0.100	6	50	0.113	6	50	0.213
17:00 - 18:00	6	50	0.063	6	50	0.090	6	50	0.153
18:00 - 19:00	6	50	0.037	6	50	0.030	6	50	0.067
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.254			1.240			2.494

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

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

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Parameter summary

Trip rate parameter range selected: 40 - 66 (units:)
 Survey date date range: 01/01/15 - 27/09/22
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/P - ASSISTED LIVING
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.000	6	50	0.000	6	50	0.000
08:00 - 09:00	6	50	0.003	6	50	0.000	6	50	0.003
09:00 - 10:00	6	50	0.010	6	50	0.013	6	50	0.023
10:00 - 11:00	6	50	0.010	6	50	0.010	6	50	0.020
11:00 - 12:00	6	50	0.007	6	50	0.007	6	50	0.014
12:00 - 13:00	6	50	0.003	6	50	0.003	6	50	0.006
13:00 - 14:00	6	50	0.013	6	50	0.013	6	50	0.026
14:00 - 15:00	6	50	0.007	6	50	0.007	6	50	0.014
15:00 - 16:00	6	50	0.003	6	50	0.003	6	50	0.006
16:00 - 17:00	6	50	0.010	6	50	0.010	6	50	0.020
17:00 - 18:00	6	50	0.007	6	50	0.007	6	50	0.014
18:00 - 19:00	6	50	0.000	6	50	0.000	6	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.073			0.146

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.000	6	50	0.000	6	50	0.000
08:00 - 09:00	6	50	0.003	6	50	0.003	6	50	0.006
09:00 - 10:00	6	50	0.003	6	50	0.003	6	50	0.006
10:00 - 11:00	6	50	0.000	6	50	0.000	6	50	0.000
11:00 - 12:00	6	50	0.000	6	50	0.000	6	50	0.000
12:00 - 13:00	6	50	0.000	6	50	0.000	6	50	0.000
13:00 - 14:00	6	50	0.000	6	50	0.000	6	50	0.000
14:00 - 15:00	6	50	0.000	6	50	0.000	6	50	0.000
15:00 - 16:00	6	50	0.000	6	50	0.000	6	50	0.000
16:00 - 17:00	6	50	0.000	6	50	0.000	6	50	0.000
17:00 - 18:00	6	50	0.000	6	50	0.000	6	50	0.000
18:00 - 19:00	6	50	0.000	6	50	0.000	6	50	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/P - ASSISTED LIVING
 MULTI-MODAL PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.000	6	50	0.000	6	50	0.000
08:00 - 09:00	6	50	0.000	6	50	0.000	6	50	0.000
09:00 - 10:00	6	50	0.000	6	50	0.000	6	50	0.000
10:00 - 11:00	6	50	0.003	6	50	0.003	6	50	0.006
11:00 - 12:00	6	50	0.000	6	50	0.000	6	50	0.000
12:00 - 13:00	6	50	0.000	6	50	0.000	6	50	0.000
13:00 - 14:00	6	50	0.000	6	50	0.000	6	50	0.000
14:00 - 15:00	6	50	0.003	6	50	0.003	6	50	0.006
15:00 - 16:00	6	50	0.000	6	50	0.000	6	50	0.000
16:00 - 17:00	6	50	0.000	6	50	0.000	6	50	0.000
17:00 - 18:00	6	50	0.000	6	50	0.000	6	50	0.000
18:00 - 19:00	6	50	0.000	6	50	0.000	6	50	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/P - ASSISTED LIVING
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.007	6	50	0.003	6	50	0.010
08:00 - 09:00	6	50	0.003	6	50	0.000	6	50	0.003
09:00 - 10:00	6	50	0.000	6	50	0.000	6	50	0.000
10:00 - 11:00	6	50	0.000	6	50	0.000	6	50	0.000
11:00 - 12:00	6	50	0.003	6	50	0.000	6	50	0.003
12:00 - 13:00	6	50	0.000	6	50	0.000	6	50	0.000
13:00 - 14:00	6	50	0.000	6	50	0.010	6	50	0.010
14:00 - 15:00	6	50	0.000	6	50	0.000	6	50	0.000
15:00 - 16:00	6	50	0.003	6	50	0.000	6	50	0.003
16:00 - 17:00	6	50	0.000	6	50	0.000	6	50	0.000
17:00 - 18:00	6	50	0.000	6	50	0.000	6	50	0.000
18:00 - 19:00	6	50	0.000	6	50	0.000	6	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.013			0.029

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/P - ASSISTED LIVING
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.050	6	50	0.030	6	50	0.080
08:00 - 09:00	6	50	0.083	6	50	0.040	6	50	0.123
09:00 - 10:00	6	50	0.180	6	50	0.160	6	50	0.340
10:00 - 11:00	6	50	0.160	6	50	0.157	6	50	0.317
11:00 - 12:00	6	50	0.157	6	50	0.163	6	50	0.320
12:00 - 13:00	6	50	0.160	6	50	0.180	6	50	0.340
13:00 - 14:00	6	50	0.173	6	50	0.163	6	50	0.336
14:00 - 15:00	6	50	0.117	6	50	0.163	6	50	0.280
15:00 - 16:00	6	50	0.100	6	50	0.097	6	50	0.197
16:00 - 17:00	6	50	0.107	6	50	0.123	6	50	0.230
17:00 - 18:00	6	50	0.057	6	50	0.087	6	50	0.144
18:00 - 19:00	6	50	0.040	6	50	0.030	6	50	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.384			1.393			2.777

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/P - ASSISTED LIVING
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.003	6	50	0.003	6	50	0.006
08:00 - 09:00	6	50	0.023	6	50	0.007	6	50	0.030
09:00 - 10:00	6	50	0.030	6	50	0.033	6	50	0.063
10:00 - 11:00	6	50	0.047	6	50	0.037	6	50	0.084
11:00 - 12:00	6	50	0.060	6	50	0.077	6	50	0.137
12:00 - 13:00	6	50	0.063	6	50	0.060	6	50	0.123
13:00 - 14:00	6	50	0.037	6	50	0.060	6	50	0.097
14:00 - 15:00	6	50	0.043	6	50	0.030	6	50	0.073
15:00 - 16:00	6	50	0.020	6	50	0.037	6	50	0.057
16:00 - 17:00	6	50	0.040	6	50	0.023	6	50	0.063
17:00 - 18:00	6	50	0.013	6	50	0.013	6	50	0.026
18:00 - 19:00	6	50	0.007	6	50	0.003	6	50	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.386			0.383			0.769

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/P - ASSISTED LIVING
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.007	6	50	0.000	6	50	0.007
08:00 - 09:00	6	50	0.003	6	50	0.003	6	50	0.006
09:00 - 10:00	6	50	0.013	6	50	0.007	6	50	0.020
10:00 - 11:00	6	50	0.000	6	50	0.007	6	50	0.007
11:00 - 12:00	6	50	0.000	6	50	0.003	6	50	0.003
12:00 - 13:00	6	50	0.000	6	50	0.000	6	50	0.000
13:00 - 14:00	6	50	0.003	6	50	0.000	6	50	0.003
14:00 - 15:00	6	50	0.010	6	50	0.013	6	50	0.023
15:00 - 16:00	6	50	0.007	6	50	0.007	6	50	0.014
16:00 - 17:00	6	50	0.003	6	50	0.000	6	50	0.003
17:00 - 18:00	6	50	0.000	6	50	0.000	6	50	0.000
18:00 - 19:00	6	50	0.000	6	50	0.000	6	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.040			0.086

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/P - ASSISTED LIVING
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.47

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.067	6	50	0.037	6	50	0.104
08:00 - 09:00	6	50	0.113	6	50	0.050	6	50	0.163
09:00 - 10:00	6	50	0.223	6	50	0.200	6	50	0.423
10:00 - 11:00	6	50	0.207	6	50	0.200	6	50	0.407
11:00 - 12:00	6	50	0.220	6	50	0.243	6	50	0.463
12:00 - 13:00	6	50	0.223	6	50	0.240	6	50	0.463
13:00 - 14:00	6	50	0.213	6	50	0.233	6	50	0.446
14:00 - 15:00	6	50	0.170	6	50	0.207	6	50	0.377
15:00 - 16:00	6	50	0.130	6	50	0.140	6	50	0.270
16:00 - 17:00	6	50	0.150	6	50	0.147	6	50	0.297
17:00 - 18:00	6	50	0.070	6	50	0.100	6	50	0.170
18:00 - 19:00	6	50	0.047	6	50	0.033	6	50	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.833			1.830			3.663

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/P - ASSISTED LIVING
 MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.040	6	50	0.023	6	50	0.063
08:00 - 09:00	6	50	0.063	6	50	0.033	6	50	0.096
09:00 - 10:00	6	50	0.123	6	50	0.100	6	50	0.223
10:00 - 11:00	6	50	0.113	6	50	0.117	6	50	0.230
11:00 - 12:00	6	50	0.110	6	50	0.107	6	50	0.217
12:00 - 13:00	6	50	0.107	6	50	0.120	6	50	0.227
13:00 - 14:00	6	50	0.103	6	50	0.107	6	50	0.210
14:00 - 15:00	6	50	0.073	6	50	0.093	6	50	0.166
15:00 - 16:00	6	50	0.080	6	50	0.073	6	50	0.153
16:00 - 17:00	6	50	0.077	6	50	0.087	6	50	0.164
17:00 - 18:00	6	50	0.043	6	50	0.073	6	50	0.116
18:00 - 19:00	6	50	0.037	6	50	0.027	6	50	0.064
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.969			0.960			1.929

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/P - ASSISTED LIVING
 MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.007	6	50	0.003	6	50	0.010
08:00 - 09:00	6	50	0.007	6	50	0.000	6	50	0.007
09:00 - 10:00	6	50	0.027	6	50	0.030	6	50	0.057
10:00 - 11:00	6	50	0.023	6	50	0.017	6	50	0.040
11:00 - 12:00	6	50	0.023	6	50	0.023	6	50	0.046
12:00 - 13:00	6	50	0.017	6	50	0.027	6	50	0.044
13:00 - 14:00	6	50	0.040	6	50	0.020	6	50	0.060
14:00 - 15:00	6	50	0.013	6	50	0.030	6	50	0.043
15:00 - 16:00	6	50	0.007	6	50	0.007	6	50	0.014
16:00 - 17:00	6	50	0.013	6	50	0.017	6	50	0.030
17:00 - 18:00	6	50	0.013	6	50	0.010	6	50	0.023
18:00 - 19:00	6	50	0.000	6	50	0.003	6	50	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.190			0.187			0.377

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/P - ASSISTED LIVING
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.003	6	50	0.003	6	50	0.006
08:00 - 09:00	6	50	0.003	6	50	0.000	6	50	0.003
09:00 - 10:00	6	50	0.000	6	50	0.000	6	50	0.000
10:00 - 11:00	6	50	0.000	6	50	0.000	6	50	0.000
11:00 - 12:00	6	50	0.000	6	50	0.000	6	50	0.000
12:00 - 13:00	6	50	0.000	6	50	0.000	6	50	0.000
13:00 - 14:00	6	50	0.000	6	50	0.003	6	50	0.003
14:00 - 15:00	6	50	0.000	6	50	0.000	6	50	0.000
15:00 - 16:00	6	50	0.000	6	50	0.000	6	50	0.000
16:00 - 17:00	6	50	0.000	6	50	0.000	6	50	0.000
17:00 - 18:00	6	50	0.000	6	50	0.000	6	50	0.000
18:00 - 19:00	6	50	0.000	6	50	0.000	6	50	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/P - ASSISTED LIVING
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	50	0.000	6	50	0.000	6	50	0.000
08:00 - 09:00	6	50	0.010	6	50	0.003	6	50	0.013
09:00 - 10:00	6	50	0.027	6	50	0.027	6	50	0.054
10:00 - 11:00	6	50	0.007	6	50	0.003	6	50	0.010
11:00 - 12:00	6	50	0.023	6	50	0.023	6	50	0.046
12:00 - 13:00	6	50	0.017	6	50	0.023	6	50	0.040
13:00 - 14:00	6	50	0.033	6	50	0.017	6	50	0.050
14:00 - 15:00	6	50	0.010	6	50	0.023	6	50	0.033
15:00 - 16:00	6	50	0.007	6	50	0.007	6	50	0.014
16:00 - 17:00	6	50	0.010	6	50	0.013	6	50	0.023
17:00 - 18:00	6	50	0.010	6	50	0.007	6	50	0.017
18:00 - 19:00	6	50	0.000	6	50	0.003	6	50	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.149			0.303

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

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

Proposed Extra Care Development - 82 Units

Multi-modal Extra Care Trip Attraction

TRICS Site Selection Criteria:

1. Greater London, Ireland and Scotland sites excluded
2. Town centre site locations excluded
3. Surveys during the Covid pandemic are excluded
4. Weekend survey days excluded (weekdays only included)
5. Sites with 40 to 66 dwellings included
6. 'Multi-modal' sites selected

TRICS Site Selection:

AC-03-P-01 Northwich, 58 dwellings
 BC-03-P-01 Bournemouth, 66 dwellings
 NF-03-P-02 Norwich, 40 dwellings
 NY-03-P-01 Ripon, 40 dwellings
 TW-03-P-01 Newcastle-upon-Tyne, 42 dwellings
 WS-03-P-01 Worthing, 54 dwellings

All selected TRICS sites are in 'suburban' or 'edge of town' locations.

Proposed Number of Care Home Beds 82

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: TOTAL VEHICLES

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.050	0.030	0.080	4	2	7
08:00-09:00	6	50	0.080	0.037	0.117	7	3	10
09:00-10:00	6	50	0.163	0.147	0.310	13	12	25
10:00-11:00	6	50	0.150	0.147	0.297	12	12	24
11:00-12:00	6	50	0.140	0.137	0.277	11	11	23
12:00-13:00	6	50	0.127	0.150	0.277	10	12	23
13:00-14:00	6	50	0.157	0.143	0.300	13	12	25
14:00-15:00	6	50	0.097	0.133	0.230	8	11	19
15:00-16:00	6	50	0.090	0.083	0.173	7	7	14
16:00-17:00	6	50	0.100	0.113	0.213	8	9	17
17:00-18:00	6	50	0.063	0.090	0.153	5	7	13
18:00-19:00	6	50	0.037	0.030	0.067	3	2	5
Total	-	-	1.254	1.240	2.494	103	102	205

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: CARS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips			Parking Demand
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS	
Pre-07:00	6	50	-	-	-	-	-	-	21
07:00-08:00	6	50	0.040	0.023	0.063	3	2	5	23
08:00-09:00	6	50	0.063	0.033	0.096	5	3	8	25
09:00-10:00	6	50	0.123	0.100	0.223	10	8	18	27
10:00-11:00	6	50	0.113	0.117	0.230	9	10	19	27
11:00-12:00	6	50	0.110	0.107	0.217	9	9	18	27
12:00-13:00	6	50	0.107	0.120	0.227	9	10	19	26
13:00-14:00	6	50	0.103	0.107	0.210	8	9	17	26
14:00-15:00	6	50	0.073	0.093	0.166	6	8	14	24
15:00-16:00	6	50	0.080	0.073	0.153	7	6	13	25
16:00-17:00	6	50	0.077	0.087	0.164	6	7	13	24
17:00-18:00	6	50	0.043	0.073	0.116	4	6	10	21
18:00-19:00	6	50	0.037	0.027	0.064	3	2	5	22
Total	-	-	0.969	0.960	1.929	79	79	158	-

*Pre 07:00 parking accumulation calculated from TRICS survey data

Proposed Extra Care Development - 82 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: TAXIS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.000	0.000	0.000	0	0	0
08:00-09:00	6	50	0.003	0.000	0.003	0	0	0
09:00-10:00	6	50	0.010	0.013	0.023	1	1	2
10:00-11:00	6	50	0.010	0.010	0.020	1	1	2
11:00-12:00	6	50	0.007	0.007	0.014	1	1	1
12:00-13:00	6	50	0.003	0.003	0.006	0	0	0
13:00-14:00	6	50	0.013	0.013	0.026	1	1	2
14:00-15:00	6	50	0.007	0.007	0.014	1	1	1
15:00-16:00	6	50	0.003	0.003	0.006	0	0	0
16:00-17:00	6	50	0.010	0.010	0.020	1	1	2
17:00-18:00	6	50	0.007	0.007	0.014	1	1	1
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.073	0.073	0.146	6	6	12

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: LGVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.010	0.000	0.010	1	0	1
08:00-09:00	6	50	0.010	0.000	0.010	1	0	1
09:00-10:00	6	50	0.041	0.051	0.092	3	4	8
10:00-11:00	6	50	0.031	0.020	0.051	3	2	4
11:00-12:00	6	50	0.000	0.000	0.000	0	0	0
12:00-13:00	6	50	0.020	0.031	0.051	2	3	4
13:00-14:00	6	50	0.031	0.010	0.041	3	1	3
14:00-15:00	6	50	0.020	0.031	0.051	2	3	4
15:00-16:00	6	50	0.000	0.000	0.000	0	0	0
16:00-17:00	6	50	0.010	0.020	0.030	1	2	2
17:00-18:00	6	50	0.010	0.010	0.020	1	1	2
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.183	0.173	0.356	15	14	29

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: OGVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.000	0.000	0.000	0	0	0
08:00-09:00	6	50	0.003	0.003	0.006	0	0	0
09:00-10:00	6	50	0.003	0.003	0.006	0	0	0
10:00-11:00	6	50	0.000	0.000	0.000	0	0	0
11:00-12:00	6	50	0.000	0.000	0.000	0	0	0
12:00-13:00	6	50	0.000	0.000	0.000	0	0	0
13:00-14:00	6	50	0.000	0.000	0.000	0	0	0
14:00-15:00	6	50	0.000	0.000	0.000	0	0	0
15:00-16:00	6	50	0.000	0.000	0.000	0	0	0
16:00-17:00	6	50	0.000	0.000	0.000	0	0	0
17:00-18:00	6	50	0.000	0.000	0.000	0	0	0
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.006	0.006	0.012	0	0	1

Proposed Extra Care Development - 82 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: PSVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.000	0.000	0.000	0	0	0
08:00-09:00	6	50	0.000	0.000	0.000	0	0	0
09:00-10:00	6	50	0.000	0.000	0.000	0	0	0
10:00-11:00	6	50	0.003	0.003	0.006	0	0	0
11:00-12:00	6	50	0.000	0.000	0.000	0	0	0
12:00-13:00	6	50	0.000	0.000	0.000	0	0	0
13:00-14:00	6	50	0.000	0.000	0.000	0	0	0
14:00-15:00	6	50	0.003	0.003	0.006	0	0	0
15:00-16:00	6	50	0.000	0.000	0.000	0	0	0
16:00-17:00	6	50	0.000	0.000	0.000	0	0	0
17:00-18:00	6	50	0.000	0.000	0.000	0	0	0
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.006	0.006	0.012	0	0	1

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: VEHICLE OCCUPANTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.050	0.030	0.080	4	2	7
08:00-09:00	6	50	0.083	0.040	0.123	7	3	10
09:00-10:00	6	50	0.180	0.160	0.340	15	13	28
10:00-11:00	6	50	0.160	0.157	0.317	13	13	26
11:00-12:00	6	50	0.157	0.163	0.320	13	13	26
12:00-13:00	6	50	0.160	0.180	0.340	13	15	28
13:00-14:00	6	50	0.173	0.163	0.336	14	13	28
14:00-15:00	6	50	0.117	0.163	0.280	10	13	23
15:00-16:00	6	50	0.100	0.097	0.197	8	8	16
16:00-17:00	6	50	0.107	0.123	0.230	9	10	19
17:00-18:00	6	50	0.057	0.087	0.144	5	7	12
18:00-19:00	6	50	0.040	0.030	0.070	3	2	6
Total	-	-	1.384	1.393	2.777	113	114	228

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: PEDESTRIANS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.003	0.003	0.006	0	0	0
08:00-09:00	6	50	0.023	0.007	0.030	2	1	2
09:00-10:00	6	50	0.030	0.033	0.063	2	3	5
10:00-11:00	6	50	0.047	0.037	0.084	4	3	7
11:00-12:00	6	50	0.060	0.077	0.137	5	6	11
12:00-13:00	6	50	0.063	0.060	0.123	5	5	10
13:00-14:00	6	50	0.037	0.060	0.097	3	5	8
14:00-15:00	6	50	0.043	0.030	0.073	4	2	6
15:00-16:00	6	50	0.020	0.037	0.057	2	3	5
16:00-17:00	6	50	0.040	0.023	0.063	3	2	5
17:00-18:00	6	50	0.013	0.013	0.026	1	1	2
18:00-19:00	6	50	0.007	0.003	0.010	1	0	1
Total	-	-	0.386	0.383	0.769	32	31	63

Proposed Extra Care Development - 82 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: CYCLISTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.007	0.003	0.010	1	0	1
08:00-09:00	6	50	0.003	0.000	0.003	0	0	0
09:00-10:00	6	50	0.000	0.000	0.000	0	0	0
10:00-11:00	6	50	0.000	0.000	0.000	0	0	0
11:00-12:00	6	50	0.003	0.000	0.003	0	0	0
12:00-13:00	6	50	0.000	0.000	0.000	0	0	0
13:00-14:00	6	50	0.000	0.010	0.010	0	1	1
14:00-15:00	6	50	0.000	0.000	0.000	0	0	0
15:00-16:00	6	50	0.003	0.000	0.003	0	0	0
16:00-17:00	6	50	0.000	0.000	0.000	0	0	0
17:00-18:00	6	50	0.000	0.000	0.000	0	0	0
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.016	0.013	0.029	1	1	2

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.007	0.000	0.007	1	0	1
08:00-09:00	6	50	0.003	0.003	0.006	0	0	0
09:00-10:00	6	50	0.013	0.007	0.020	1	1	2
10:00-11:00	6	50	0.000	0.007	0.007	0	1	1
11:00-12:00	6	50	0.000	0.003	0.003	0	0	0
12:00-13:00	6	50	0.000	0.000	0.000	0	0	0
13:00-14:00	6	50	0.003	0.000	0.003	0	0	0
14:00-15:00	6	50	0.010	0.013	0.023	1	1	2
15:00-16:00	6	50	0.007	0.007	0.014	1	1	1
16:00-17:00	6	50	0.003	0.000	0.003	0	0	0
17:00-18:00	6	50	0.000	0.000	0.000	0	0	0
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.046	0.040	0.086	4	3	7

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: TOTAL PEOPLE

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.067	0.037	0.104	5	3	9
08:00-09:00	6	50	0.113	0.050	0.163	9	4	13
09:00-10:00	6	50	0.223	0.200	0.423	18	16	35
10:00-11:00	6	50	0.207	0.200	0.407	17	16	33
11:00-12:00	6	50	0.220	0.243	0.463	18	20	38
12:00-13:00	6	50	0.223	0.240	0.463	18	20	38
13:00-14:00	6	50	0.213	0.233	0.446	17	19	37
14:00-15:00	6	50	0.170	0.207	0.377	14	17	31
15:00-16:00	6	50	0.130	0.140	0.270	11	11	22
16:00-17:00	6	50	0.150	0.147	0.297	12	12	24
17:00-18:00	6	50	0.070	0.100	0.170	6	8	14
18:00-19:00	6	50	0.047	0.033	0.080	4	3	7
Total	-	-	1.833	1.830	3.663	150	150	300

Proposed Extra Care Development - 82 Units

Summary

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	5	3	8	4	6	10	79	79	158
Taxis	0	0	0	1	1	1	6	6	12
LGVs	1	0	1	1	1	2	15	14	29
OGVs	0	0	0	0	0	0	0	0	1
PSVs	0	0	0	0	0	0	0	0	1
Motorcycles	0	0	0	0	0	0	2	2	4
Total Vehicles	7	3	10	5	7	13	103	102	205
People									
Vehicle Occupants	7	3	10	5	7	12	113	114	228
Pedestrians	2	1	2	1	1	2	32	31	63
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	4	3	7
Total People	9	4	13	6	8	14	150	150	300

Annex C: TRICS Outputs and Calculations – Proposed Residential Development

Calculation Reference: AUDIT-703101-230718-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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:	15 to 65 (units:)
Range Selected by User:	15 to 75 (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: 01/01/15 to 15/10/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

5,001 to 10,000 2 days

15,001 to 20,000 1 days

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

Population within 5 miles:

25,001 to 50,000 3 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 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 1 days

No 2 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 3 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-K-04 FORDHAM ROAD SOHAM	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	65	
	Survey date: WEDNESDAY	11/07/18	Survey Type: MANUAL
2	ES-03-K-01 LEWES ROAD UCKFIELD RIDGEWOOD	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings:	64	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
3	FU-03-K-01 NATLAND ROAD KENDAL	SEMI-DETACHED & FLATS	WESTMORLAND & FURNESS
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	15	
	Survey date: TUESDAY	21/06/16	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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.035	3	48	0.236	3	48	0.271
08:00 - 09:00	3	48	0.083	3	48	0.243	3	48	0.326
09:00 - 10:00	3	48	0.056	3	48	0.104	3	48	0.160
10:00 - 11:00	3	48	0.139	3	48	0.146	3	48	0.285
11:00 - 12:00	3	48	0.069	3	48	0.069	3	48	0.138
12:00 - 13:00	3	48	0.097	3	48	0.118	3	48	0.215
13:00 - 14:00	3	48	0.076	3	48	0.069	3	48	0.145
14:00 - 15:00	3	48	0.090	3	48	0.139	3	48	0.229
15:00 - 16:00	3	48	0.181	3	48	0.097	3	48	0.278
16:00 - 17:00	3	48	0.153	3	48	0.097	3	48	0.250
17:00 - 18:00	3	48	0.222	3	48	0.090	3	48	0.312
18:00 - 19:00	3	48	0.146	3	48	0.056	3	48	0.202
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.347			1.464			2.811

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

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

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Parameter summary

Trip rate parameter range selected: 15 - 65 (units:)
 Survey date date range: 01/01/15 - 15/10/21
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.000	3	48	0.000	3	48	0.000
08:00 - 09:00	3	48	0.000	3	48	0.000	3	48	0.000
09:00 - 10:00	3	48	0.000	3	48	0.000	3	48	0.000
10:00 - 11:00	3	48	0.007	3	48	0.007	3	48	0.014
11:00 - 12:00	3	48	0.007	3	48	0.014	3	48	0.021
12:00 - 13:00	3	48	0.000	3	48	0.000	3	48	0.000
13:00 - 14:00	3	48	0.000	3	48	0.000	3	48	0.000
14:00 - 15:00	3	48	0.007	3	48	0.000	3	48	0.007
15:00 - 16:00	3	48	0.000	3	48	0.000	3	48	0.000
16:00 - 17:00	3	48	0.007	3	48	0.007	3	48	0.014
17:00 - 18:00	3	48	0.014	3	48	0.014	3	48	0.028
18:00 - 19:00	3	48	0.007	3	48	0.007	3	48	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.000	3	48	0.000	3	48	0.000
08:00 - 09:00	3	48	0.000	3	48	0.000	3	48	0.000
09:00 - 10:00	3	48	0.000	3	48	0.000	3	48	0.000
10:00 - 11:00	3	48	0.014	3	48	0.007	3	48	0.021
11:00 - 12:00	3	48	0.000	3	48	0.007	3	48	0.007
12:00 - 13:00	3	48	0.007	3	48	0.000	3	48	0.007
13:00 - 14:00	3	48	0.007	3	48	0.000	3	48	0.007
14:00 - 15:00	3	48	0.007	3	48	0.021	3	48	0.028
15:00 - 16:00	3	48	0.000	3	48	0.000	3	48	0.000
16:00 - 17:00	3	48	0.000	3	48	0.000	3	48	0.000
17:00 - 18:00	3	48	0.000	3	48	0.000	3	48	0.000
18:00 - 19:00	3	48	0.000	3	48	0.000	3	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.000	3	48	0.014	3	48	0.014
08:00 - 09:00	3	48	0.000	3	48	0.021	3	48	0.021
09:00 - 10:00	3	48	0.000	3	48	0.000	3	48	0.000
10:00 - 11:00	3	48	0.000	3	48	0.021	3	48	0.021
11:00 - 12:00	3	48	0.007	3	48	0.000	3	48	0.007
12:00 - 13:00	3	48	0.014	3	48	0.007	3	48	0.021
13:00 - 14:00	3	48	0.000	3	48	0.000	3	48	0.000
14:00 - 15:00	3	48	0.007	3	48	0.000	3	48	0.007
15:00 - 16:00	3	48	0.007	3	48	0.007	3	48	0.014
16:00 - 17:00	3	48	0.000	3	48	0.007	3	48	0.007
17:00 - 18:00	3	48	0.007	3	48	0.000	3	48	0.007
18:00 - 19:00	3	48	0.007	3	48	0.000	3	48	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.077			0.126

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.028	3	48	0.313	3	48	0.340
08:00 - 09:00	3	48	0.104	3	48	0.347	3	48	0.451
09:00 - 10:00	3	48	0.111	3	48	0.146	3	48	0.257
10:00 - 11:00	3	48	0.188	3	48	0.188	3	48	0.376
11:00 - 12:00	3	48	0.076	3	48	0.076	3	48	0.152
12:00 - 13:00	3	48	0.118	3	48	0.160	3	48	0.278
13:00 - 14:00	3	48	0.090	3	48	0.083	3	48	0.173
14:00 - 15:00	3	48	0.111	3	48	0.167	3	48	0.278
15:00 - 16:00	3	48	0.313	3	48	0.111	3	48	0.423
16:00 - 17:00	3	48	0.229	3	48	0.132	3	48	0.361
17:00 - 18:00	3	48	0.285	3	48	0.125	3	48	0.410
18:00 - 19:00	3	48	0.174	3	48	0.056	3	48	0.230
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.826			1.903			3.729

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.028	3	48	0.021	3	48	0.049
08:00 - 09:00	3	48	0.014	3	48	0.104	3	48	0.118
09:00 - 10:00	3	48	0.042	3	48	0.014	3	48	0.056
10:00 - 11:00	3	48	0.021	3	48	0.035	3	48	0.056
11:00 - 12:00	3	48	0.028	3	48	0.028	3	48	0.056
12:00 - 13:00	3	48	0.014	3	48	0.028	3	48	0.042
13:00 - 14:00	3	48	0.028	3	48	0.021	3	48	0.049
14:00 - 15:00	3	48	0.021	3	48	0.035	3	48	0.056
15:00 - 16:00	3	48	0.090	3	48	0.035	3	48	0.125
16:00 - 17:00	3	48	0.021	3	48	0.007	3	48	0.028
17:00 - 18:00	3	48	0.035	3	48	0.042	3	48	0.077
18:00 - 19:00	3	48	0.028	3	48	0.028	3	48	0.056
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.370			0.398			0.768

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.000	3	48	0.014	3	48	0.014
08:00 - 09:00	3	48	0.000	3	48	0.007	3	48	0.007
09:00 - 10:00	3	48	0.000	3	48	0.000	3	48	0.000
10:00 - 11:00	3	48	0.000	3	48	0.000	3	48	0.000
11:00 - 12:00	3	48	0.000	3	48	0.014	3	48	0.014
12:00 - 13:00	3	48	0.007	3	48	0.000	3	48	0.007
13:00 - 14:00	3	48	0.000	3	48	0.000	3	48	0.000
14:00 - 15:00	3	48	0.007	3	48	0.000	3	48	0.007
15:00 - 16:00	3	48	0.007	3	48	0.007	3	48	0.014
16:00 - 17:00	3	48	0.000	3	48	0.000	3	48	0.000
17:00 - 18:00	3	48	0.000	3	48	0.000	3	48	0.000
18:00 - 19:00	3	48	0.007	3	48	0.007	3	48	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.049			0.077

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.000	3	48	0.000	3	48	0.000
08:00 - 09:00	3	48	0.000	3	48	0.000	3	48	0.000
09:00 - 10:00	3	48	0.000	3	48	0.000	3	48	0.000
10:00 - 11:00	3	48	0.007	3	48	0.000	3	48	0.007
11:00 - 12:00	3	48	0.000	3	48	0.000	3	48	0.000
12:00 - 13:00	3	48	0.000	3	48	0.000	3	48	0.000
13:00 - 14:00	3	48	0.000	3	48	0.000	3	48	0.000
14:00 - 15:00	3	48	0.000	3	48	0.000	3	48	0.000
15:00 - 16:00	3	48	0.000	3	48	0.000	3	48	0.000
16:00 - 17:00	3	48	0.000	3	48	0.000	3	48	0.000
17:00 - 18:00	3	48	0.000	3	48	0.000	3	48	0.000
18:00 - 19:00	3	48	0.000	3	48	0.000	3	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.000			0.007

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.000	3	48	0.014	3	48	0.014
08:00 - 09:00	3	48	0.000	3	48	0.007	3	48	0.007
09:00 - 10:00	3	48	0.000	3	48	0.000	3	48	0.000
10:00 - 11:00	3	48	0.007	3	48	0.000	3	48	0.007
11:00 - 12:00	3	48	0.000	3	48	0.014	3	48	0.014
12:00 - 13:00	3	48	0.007	3	48	0.000	3	48	0.007
13:00 - 14:00	3	48	0.000	3	48	0.000	3	48	0.000
14:00 - 15:00	3	48	0.007	3	48	0.000	3	48	0.007
15:00 - 16:00	3	48	0.007	3	48	0.007	3	48	0.014
16:00 - 17:00	3	48	0.000	3	48	0.000	3	48	0.000
17:00 - 18:00	3	48	0.000	3	48	0.000	3	48	0.000
18:00 - 19:00	3	48	0.007	3	48	0.007	3	48	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.049			0.084

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.056	3	48	0.361	3	48	0.417
08:00 - 09:00	3	48	0.118	3	48	0.479	3	48	0.597
09:00 - 10:00	3	48	0.153	3	48	0.160	3	48	0.313
10:00 - 11:00	3	48	0.215	3	48	0.243	3	48	0.458
11:00 - 12:00	3	48	0.111	3	48	0.118	3	48	0.229
12:00 - 13:00	3	48	0.153	3	48	0.194	3	48	0.347
13:00 - 14:00	3	48	0.118	3	48	0.104	3	48	0.222
14:00 - 15:00	3	48	0.146	3	48	0.201	3	48	0.347
15:00 - 16:00	3	48	0.417	3	48	0.160	3	48	0.577
16:00 - 17:00	3	48	0.250	3	48	0.146	3	48	0.396
17:00 - 18:00	3	48	0.326	3	48	0.167	3	48	0.493
18:00 - 19:00	3	48	0.215	3	48	0.090	3	48	0.305
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.278			2.423			4.701

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.021	3	48	0.222	3	48	0.243
08:00 - 09:00	3	48	0.049	3	48	0.215	3	48	0.264
09:00 - 10:00	3	48	0.049	3	48	0.083	3	48	0.132
10:00 - 11:00	3	48	0.104	3	48	0.111	3	48	0.215
11:00 - 12:00	3	48	0.063	3	48	0.049	3	48	0.111
12:00 - 13:00	3	48	0.076	3	48	0.111	3	48	0.187
13:00 - 14:00	3	48	0.049	3	48	0.056	3	48	0.105
14:00 - 15:00	3	48	0.063	3	48	0.097	3	48	0.159
15:00 - 16:00	3	48	0.153	3	48	0.063	3	48	0.215
16:00 - 17:00	3	48	0.139	3	48	0.090	3	48	0.229
17:00 - 18:00	3	48	0.201	3	48	0.076	3	48	0.277
18:00 - 19:00	3	48	0.125	3	48	0.035	3	48	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.090			1.207			2.297

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.014	3	48	0.014	3	48	0.028
08:00 - 09:00	3	48	0.035	3	48	0.028	3	48	0.063
09:00 - 10:00	3	48	0.007	3	48	0.021	3	48	0.028
10:00 - 11:00	3	48	0.014	3	48	0.021	3	48	0.035
11:00 - 12:00	3	48	0.000	3	48	0.000	3	48	0.000
12:00 - 13:00	3	48	0.007	3	48	0.007	3	48	0.014
13:00 - 14:00	3	48	0.021	3	48	0.014	3	48	0.035
14:00 - 15:00	3	48	0.014	3	48	0.021	3	48	0.035
15:00 - 16:00	3	48	0.028	3	48	0.035	3	48	0.063
16:00 - 17:00	3	48	0.007	3	48	0.000	3	48	0.007
17:00 - 18:00	3	48	0.007	3	48	0.000	3	48	0.007
18:00 - 19:00	3	48	0.014	3	48	0.007	3	48	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.168			0.336

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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	48	0.000	3	48	0.000	3	48	0.000
08:00 - 09:00	3	48	0.000	3	48	0.000	3	48	0.000
09:00 - 10:00	3	48	0.000	3	48	0.000	3	48	0.000
10:00 - 11:00	3	48	0.000	3	48	0.000	3	48	0.000
11:00 - 12:00	3	48	0.000	3	48	0.000	3	48	0.000
12:00 - 13:00	3	48	0.007	3	48	0.000	3	48	0.007
13:00 - 14:00	3	48	0.000	3	48	0.000	3	48	0.000
14:00 - 15:00	3	48	0.000	3	48	0.000	3	48	0.000
15:00 - 16:00	3	48	0.000	3	48	0.000	3	48	0.000
16:00 - 17:00	3	48	0.000	3	48	0.000	3	48	0.000
17:00 - 18:00	3	48	0.000	3	48	0.000	3	48	0.000
18:00 - 19:00	3	48	0.000	3	48	0.007	3	48	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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.

Proposed Residential Development - 14 Units

Multi-modal Residential Trip Generation

TRICS Site Selection Criteria:

1. Greater London, Ireland and Scotland sites excluded
2. Town centre sites locations excluded
3. Surveys from 1st January 2015 included
4. Weekend survey days excluded (weekdays only included)
5. Sites with 15 to 75 units included
6. 'Multi-modal' car home sites selected

TRICS Site Selection:

- CA-03-K-04 Soham, Cambridgeshire, 65 units
 ES-03-K-01 Uckfield, Sussex, 64 units
 FU-03-K-01 Kendal, Westmorland and Furness, 15 units

Proposed Number of Residential Dwellings 14

All selected TRICS sites are in 'suburban' or 'edge of town' locations.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: TOTAL VEHICLES

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.035	0.236	0.271	0	3	4
08:00-09:00	3	48	0.083	0.243	0.326	1	3	5
09:00-10:00	3	48	0.056	0.104	0.160	1	1	2
10:00-11:00	3	48	0.139	0.146	0.285	2	2	4
11:00-12:00	3	48	0.069	0.069	0.138	1	1	2
12:00-13:00	3	48	0.097	0.118	0.215	1	2	3
13:00-14:00	3	48	0.076	0.069	0.145	1	1	2
14:00-15:00	3	48	0.090	0.139	0.229	1	2	3
15:00-16:00	3	48	0.181	0.097	0.278	3	1	4
16:00-17:00	3	48	0.153	0.097	0.250	2	1	4
17:00-18:00	3	48	0.222	0.090	0.312	3	1	4
18:00-19:00	3	48	0.146	0.056	0.202	2	1	3
Total	-	-	1.347	1.464	2.811	19	20	39

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: CARS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.021	0.222	0.243	0	3	3
08:00-09:00	3	48	0.049	0.215	0.264	1	3	4
09:00-10:00	3	48	0.049	0.083	0.132	1	1	2
10:00-11:00	3	48	0.104	0.111	0.215	1	2	3
11:00-12:00	3	48	0.063	0.049	0.111	1	1	2
12:00-13:00	3	48	0.076	0.111	0.187	1	2	3
13:00-14:00	3	48	0.049	0.056	0.105	1	1	1
14:00-15:00	3	48	0.063	0.097	0.159	1	1	2
15:00-16:00	3	48	0.153	0.063	0.215	2	1	3
16:00-17:00	3	48	0.139	0.090	0.229	2	1	3
17:00-18:00	3	48	0.201	0.076	0.277	3	1	4
18:00-19:00	3	48	0.125	0.035	0.160	2	0	2
Total	-	-	1.092	1.208	2.297	15	17	32

*Pre 07:00 parking accumulation calculated from TRICS survey data

Proposed Residential Development - 14 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: TAXIS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.000	0.000	0.000	0	0	0
08:00-09:00	3	48	0.000	0.000	0.000	0	0	0
09:00-10:00	3	48	0.000	0.000	0.000	0	0	0
10:00-11:00	3	48	0.007	0.007	0.014	0	0	0
11:00-12:00	3	48	0.007	0.014	0.021	0	0	0
12:00-13:00	3	48	0.000	0.000	0.000	0	0	0
13:00-14:00	3	48	0.000	0.000	0.000	0	0	0
14:00-15:00	3	48	0.007	0.000	0.007	0	0	0
15:00-16:00	3	48	0.000	0.000	0.000	0	0	0
16:00-17:00	3	48	0.007	0.007	0.014	0	0	0
17:00-18:00	3	48	0.014	0.014	0.028	0	0	0
18:00-19:00	3	48	0.007	0.007	0.014	0	0	0
Total	-	-	0.049	0.049	0.098	1	1	1

Proposed Residential Development - 14 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: LGVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.014	0.014	0.028	0	0	0
08:00-09:00	3	48	0.035	0.028	0.063	0	0	1
09:00-10:00	3	48	0.007	0.021	0.028	0	0	0
10:00-11:00	3	48	0.014	0.021	0.035	0	0	0
11:00-12:00	3	48	0.000	0.000	0.000	0	0	0
12:00-13:00	3	48	0.007	0.007	0.014	0	0	0
13:00-14:00	3	48	0.021	0.014	0.035	0	0	0
14:00-15:00	3	48	0.014	0.021	0.035	0	0	0
15:00-16:00	3	48	0.028	0.035	0.063	0	0	1
16:00-17:00	3	48	0.007	0.000	0.007	0	0	0
17:00-18:00	3	48	0.007	0.000	0.007	0	0	0
18:00-19:00	3	48	0.014	0.007	0.021	0	0	0
Total	-	-	0.168	0.168	0.336	2	2	5

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: OGVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.000	0.000	0.000	0	0	0
08:00-09:00	3	48	0.000	0.000	0.000	0	0	0
09:00-10:00	3	48	0.000	0.000	0.000	0	0	0
10:00-11:00	3	48	0.014	0.007	0.021	0	0	0
11:00-12:00	3	48	0.000	0.007	0.007	0	0	0
12:00-13:00	3	48	0.007	0.000	0.007	0	0	0
13:00-14:00	3	48	0.007	0.000	0.007	0	0	0
14:00-15:00	3	48	0.007	0.021	0.028	0	0	0
15:00-16:00	3	48	0.000	0.000	0.000	0	0	0
16:00-17:00	3	48	0.000	0.000	0.000	0	0	0
17:00-18:00	3	48	0.000	0.000	0.000	0	0	0
18:00-19:00	3	48	0.000	0.000	0.000	0	0	0
Total	-	-	0.035	0.035	0.070	0	0	1

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: VEHICLE OCCUPANTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.028	0.313	0.340	0	4	5
08:00-09:00	3	48	0.104	0.347	0.451	1	5	6
09:00-10:00	3	48	0.111	0.146	0.257	2	2	4
10:00-11:00	3	48	0.188	0.188	0.376	3	3	5
11:00-12:00	3	48	0.076	0.076	0.152	1	1	2
12:00-13:00	3	48	0.118	0.160	0.278	2	2	4
13:00-14:00	3	48	0.090	0.083	0.173	1	1	2
14:00-15:00	3	48	0.111	0.167	0.278	2	2	4
15:00-16:00	3	48	0.313	0.111	0.423	4	2	6
16:00-17:00	3	48	0.229	0.132	0.361	3	2	5
17:00-18:00	3	48	0.285	0.125	0.410	4	2	6
18:00-19:00	3	48	0.174	0.056	0.230	2	1	3
Total	-	-	1.827	1.904	3.729	26	27	52

Proposed Residential Development - 14 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: PEDESTRIANS

Time Range	No. Survey		Trip Rate (per Resident)			Total Trips		
	Days	Av. Units	Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.028	0.021	0.049	0	0	1
08:00-09:00	3	48	0.014	0.104	0.118	0	1	2
09:00-10:00	3	48	0.042	0.014	0.056	1	0	1
10:00-11:00	3	48	0.021	0.035	0.056	0	0	1
11:00-12:00	3	48	0.028	0.028	0.056	0	0	1
12:00-13:00	3	48	0.014	0.028	0.042	0	0	1
13:00-14:00	3	48	0.028	0.021	0.049	0	0	1
14:00-15:00	3	48	0.021	0.035	0.056	0	0	1
15:00-16:00	3	48	0.09	0.035	0.125	1	0	2
16:00-17:00	3	48	0.021	0.007	0.028	0	0	0
17:00-18:00	3	48	0.035	0.042	0.077	0	1	1
18:00-19:00	3	48	0.028	0.028	0.056	0	0	1
Total	-	-	0.370	0.398	0.768	5	6	11

Proposed Residential Development - 14 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: CYCLISTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.000	0.014	0.014	0	0	0
08:00-09:00	3	48	0.000	0.021	0.021	0	0	0
09:00-10:00	3	48	0.000	0.000	0.000	0	0	0
10:00-11:00	3	48	0.000	0.021	0.021	0	0	0
11:00-12:00	3	48	0.007	0.000	0.007	0	0	0
12:00-13:00	3	48	0.014	0.007	0.021	0	0	0
13:00-14:00	3	48	0.000	0.000	0.000	0	0	0
14:00-15:00	3	48	0.007	0.000	0.007	0	0	0
15:00-16:00	3	48	0.007	0.007	0.014	0	0	0
16:00-17:00	3	48	0.000	0.007	0.007	0	0	0
17:00-18:00	3	48	0.007	0.000	0.007	0	0	0
18:00-19:00	3	48	0.007	0.000	0.007	0	0	0
Total	-	-	0.049	0.077	0.126	1	1	2

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.000	0.014	0.014	0	0	0
08:00-09:00	3	48	0.000	0.007	0.007	0	0	0
09:00-10:00	3	48	0.000	0.000	0.000	0	0	0
10:00-11:00	3	48	0.007	0.000	0.007	0	0	0
11:00-12:00	3	48	0.000	0.014	0.014	0	0	0
12:00-13:00	3	48	0.007	0.000	0.007	0	0	0
13:00-14:00	3	48	0.000	0.000	0.000	0	0	0
14:00-15:00	3	48	0.007	0.000	0.007	0	0	0
15:00-16:00	3	48	0.007	0.007	0.014	0	0	0
16:00-17:00	3	48	0.000	0.000	0.000	0	0	0
17:00-18:00	3	48	0.000	0.000	0.000	0	0	0
18:00-19:00	3	48	0.007	0.007	0.014	0	0	0
Total	-	-	0.035	0.049	0.084	0	1	1

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: TOTAL PEOPLE

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.056	0.361	0.417	1	5	6
08:00-09:00	3	48	0.118	0.479	0.597	2	7	8
09:00-10:00	3	48	0.153	0.160	0.313	2	2	4
10:00-11:00	3	48	0.215	0.243	0.458	3	3	6
11:00-12:00	3	48	0.111	0.118	0.229	2	2	3
12:00-13:00	3	48	0.153	0.194	0.347	2	3	5
13:00-14:00	3	48	0.118	0.104	0.222	2	1	3
14:00-15:00	3	48	0.146	0.201	0.347	2	3	5
15:00-16:00	3	48	0.417	0.160	0.577	6	2	8
16:00-17:00	3	48	0.250	0.146	0.396	4	2	6
17:00-18:00	3	48	0.326	0.167	0.493	5	2	7
18:00-19:00	3	48	0.215	0.090	0.305	3	1	4
Total	-	-	2.278	2.423	4.701	32	34	66

Proposed Residential Development - 14 Units

Summary

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
<i>Vehicles</i>									
<i>Cars</i>	1	3	4	3	1	4	15	17	32
<i>Taxis</i>	0	0	0	0	0	0	1	1	1
<i>LGVs</i>	0	0	1	0	0	0	2	2	5
<i>OGVs</i>	0	0	0	0	0	0	0	0	1
<i>Total Vehicles</i>	1	3	5	3	1	4	19	20	39
<i>People</i>									
Vehicle Occupants	1	5	6	4	2	6	26	27	52
Pedestrians	0	1	2	0	1	1	5	6	11
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	0	1	1
<i>Total People</i>	2	7	8	5	2	7	32	34	66

Annex D: Consented Scenario Trip Generation Calculations

Consented Extra Care Development - 60 Units

Multi-modal Extra Care Trip Attraction

TRICS Site Selection Criteria:

1. Greater London, Ireland and Scotland sites excluded
2. Town centre site locations excluded
3. Surveys during the Covid pandemic are excluded
4. Weekend survey days excluded (weekdays only included)
5. Sites with 40 to 66 dwellings included
6. 'Multi-modal' sites selected

TRICS Site Selection:

AC-03-P-01	Northwich, 58 dwellings
BC-03-P-01	Bournemouth, 66 dwellings
NF-03-P-02	Norwich, 40 dwellings
NY-03-P-01	Ripon, 40 dwellings
TW-03-P-01	Newcastle-upon-Tyne, 42 dwellings
WS-03-P-01	Worthing, 54 dwellings

All selected TRICS sites are in 'suburban' or 'edge of town' locations.

Proposed Number of Care Home Beds 60

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: TOTAL VEHICLES

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.050	0.030	0.080	3	2	5
08:00-09:00	6	50	0.080	0.037	0.117	5	2	7
09:00-10:00	6	50	0.163	0.147	0.310	10	9	19
10:00-11:00	6	50	0.150	0.147	0.297	9	9	18
11:00-12:00	6	50	0.140	0.137	0.277	8	8	17
12:00-13:00	6	50	0.127	0.150	0.277	8	9	17
13:00-14:00	6	50	0.157	0.143	0.300	9	9	18
14:00-15:00	6	50	0.097	0.133	0.230	6	8	14
15:00-16:00	6	50	0.090	0.083	0.173	5	5	10
16:00-17:00	6	50	0.100	0.113	0.213	6	7	13
17:00-18:00	6	50	0.063	0.090	0.153	4	5	9
18:00-19:00	6	50	0.037	0.030	0.067	2	2	4
Total	-	-	1.254	1.240	2.494	75	74	150

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: CARS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
Pre-07:00	6	50	-	-	-	-	-	-
07:00-08:00	6	50	0.040	0.023	0.063	2	1	4
08:00-09:00	6	50	0.063	0.033	0.096	4	2	6
09:00-10:00	6	50	0.123	0.100	0.223	7	6	13
10:00-11:00	6	50	0.113	0.117	0.230	7	7	14
11:00-12:00	6	50	0.110	0.107	0.217	7	6	13
12:00-13:00	6	50	0.107	0.120	0.227	6	7	14
13:00-14:00	6	50	0.103	0.107	0.210	6	6	13
14:00-15:00	6	50	0.073	0.093	0.166	4	6	10
15:00-16:00	6	50	0.080	0.073	0.153	5	4	9
16:00-17:00	6	50	0.077	0.087	0.164	5	5	10
17:00-18:00	6	50	0.043	0.073	0.116	3	4	7
18:00-19:00	6	50	0.037	0.027	0.064	2	2	4
Total	-	-	0.969	0.960	1.929	58	58	116

*Pre 07:00 parking accumulation calculated from TRICS survey data

Consented Extra Care Development - 60 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: TAXIS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.000	0.000	0.000	0	0	0
08:00-09:00	6	50	0.003	0.000	0.003	0	0	0
09:00-10:00	6	50	0.010	0.013	0.023	1	1	1
10:00-11:00	6	50	0.010	0.010	0.020	1	1	1
11:00-12:00	6	50	0.007	0.007	0.014	0	0	1
12:00-13:00	6	50	0.003	0.003	0.006	0	0	0
13:00-14:00	6	50	0.013	0.013	0.026	1	1	2
14:00-15:00	6	50	0.007	0.007	0.014	0	0	1
15:00-16:00	6	50	0.003	0.003	0.006	0	0	0
16:00-17:00	6	50	0.010	0.010	0.020	1	1	1
17:00-18:00	6	50	0.007	0.007	0.014	0	0	1
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.073	0.073	0.146	4	4	9

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: LGVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.010	0.000	0.010	1	0	1
08:00-09:00	6	50	0.010	0.000	0.010	1	0	1
09:00-10:00	6	50	0.041	0.051	0.092	2	3	6
10:00-11:00	6	50	0.031	0.020	0.051	2	1	3
11:00-12:00	6	50	0.000	0.000	0.000	0	0	0
12:00-13:00	6	50	0.020	0.031	0.051	1	2	3
13:00-14:00	6	50	0.031	0.010	0.041	2	1	2
14:00-15:00	6	50	0.020	0.031	0.051	1	2	3
15:00-16:00	6	50	0.000	0.000	0.000	0	0	0
16:00-17:00	6	50	0.010	0.020	0.030	1	1	2
17:00-18:00	6	50	0.010	0.010	0.020	1	1	1
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.183	0.173	0.356	11	10	21

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: OGVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.000	0.000	0.000	0	0	0
08:00-09:00	6	50	0.003	0.003	0.006	0	0	0
09:00-10:00	6	50	0.003	0.003	0.006	0	0	0
10:00-11:00	6	50	0.000	0.000	0.000	0	0	0
11:00-12:00	6	50	0.000	0.000	0.000	0	0	0
12:00-13:00	6	50	0.000	0.000	0.000	0	0	0
13:00-14:00	6	50	0.000	0.000	0.000	0	0	0
14:00-15:00	6	50	0.000	0.000	0.000	0	0	0
15:00-16:00	6	50	0.000	0.000	0.000	0	0	0
16:00-17:00	6	50	0.000	0.000	0.000	0	0	0
17:00-18:00	6	50	0.000	0.000	0.000	0	0	0
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.006	0.006	0.012	0	0	1

Consented Extra Care Development - 60 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: PSVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.000	0.000	0.000	0	0	0
08:00-09:00	6	50	0.000	0.000	0.000	0	0	0
09:00-10:00	6	50	0.000	0.000	0.000	0	0	0
10:00-11:00	6	50	0.003	0.003	0.006	0	0	0
11:00-12:00	6	50	0.000	0.000	0.000	0	0	0
12:00-13:00	6	50	0.000	0.000	0.000	0	0	0
13:00-14:00	6	50	0.000	0.000	0.000	0	0	0
14:00-15:00	6	50	0.003	0.003	0.006	0	0	0
15:00-16:00	6	50	0.000	0.000	0.000	0	0	0
16:00-17:00	6	50	0.000	0.000	0.000	0	0	0
17:00-18:00	6	50	0.000	0.000	0.000	0	0	0
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.006	0.006	0.012	0	0	1

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: VEHICLE OCCUPANTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.050	0.030	0.080	3	2	5
08:00-09:00	6	50	0.083	0.040	0.123	5	2	7
09:00-10:00	6	50	0.180	0.160	0.340	11	10	20
10:00-11:00	6	50	0.160	0.157	0.317	10	9	19
11:00-12:00	6	50	0.157	0.163	0.320	9	10	19
12:00-13:00	6	50	0.160	0.180	0.340	10	11	20
13:00-14:00	6	50	0.173	0.163	0.336	10	10	20
14:00-15:00	6	50	0.117	0.163	0.280	7	10	17
15:00-16:00	6	50	0.100	0.097	0.197	6	6	12
16:00-17:00	6	50	0.107	0.123	0.230	6	7	14
17:00-18:00	6	50	0.057	0.087	0.144	3	5	9
18:00-19:00	6	50	0.040	0.030	0.070	2	2	4
Total	-	-	1.384	1.393	2.777	83	84	167

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: PEDESTRIANS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.003	0.003	0.006	0	0	0
08:00-09:00	6	50	0.023	0.007	0.030	1	0	2
09:00-10:00	6	50	0.030	0.033	0.063	2	2	4
10:00-11:00	6	50	0.047	0.037	0.084	3	2	5
11:00-12:00	6	50	0.060	0.077	0.137	4	5	8
12:00-13:00	6	50	0.063	0.060	0.123	4	4	7
13:00-14:00	6	50	0.037	0.060	0.097	2	4	6
14:00-15:00	6	50	0.043	0.030	0.073	3	2	4
15:00-16:00	6	50	0.020	0.037	0.057	1	2	3
16:00-17:00	6	50	0.040	0.023	0.063	2	1	4
17:00-18:00	6	50	0.013	0.013	0.026	1	1	2
18:00-19:00	6	50	0.007	0.003	0.010	0	0	1
Total	-	-	0.386	0.383	0.769	23	23	46

Consented Extra Care Development - 60 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: CYCLISTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.007	0.003	0.010	0	0	1
08:00-09:00	6	50	0.003	0.000	0.003	0	0	0
09:00-10:00	6	50	0.000	0.000	0.000	0	0	0
10:00-11:00	6	50	0.000	0.000	0.000	0	0	0
11:00-12:00	6	50	0.003	0.000	0.003	0	0	0
12:00-13:00	6	50	0.000	0.000	0.000	0	0	0
13:00-14:00	6	50	0.000	0.010	0.010	0	1	1
14:00-15:00	6	50	0.000	0.000	0.000	0	0	0
15:00-16:00	6	50	0.003	0.000	0.003	0	0	0
16:00-17:00	6	50	0.000	0.000	0.000	0	0	0
17:00-18:00	6	50	0.000	0.000	0.000	0	0	0
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.016	0.013	0.029	1	1	2

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.007	0.000	0.007	0	0	0
08:00-09:00	6	50	0.003	0.003	0.006	0	0	0
09:00-10:00	6	50	0.013	0.007	0.020	1	0	1
10:00-11:00	6	50	0.000	0.007	0.007	0	0	0
11:00-12:00	6	50	0.000	0.003	0.003	0	0	0
12:00-13:00	6	50	0.000	0.000	0.000	0	0	0
13:00-14:00	6	50	0.003	0.000	0.003	0	0	0
14:00-15:00	6	50	0.010	0.013	0.023	1	1	1
15:00-16:00	6	50	0.007	0.007	0.014	0	0	1
16:00-17:00	6	50	0.003	0.000	0.003	0	0	0
17:00-18:00	6	50	0.000	0.000	0.000	0	0	0
18:00-19:00	6	50	0.000	0.000	0.000	0	0	0
Total	-	-	0.046	0.040	0.086	3	2	5

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Calculation Factor: 1 RESIDE

Count Type: TOTAL PEOPLE

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	50	0.067	0.037	0.104	4	2	6
08:00-09:00	6	50	0.113	0.050	0.163	7	3	10
09:00-10:00	6	50	0.223	0.200	0.423	13	12	25
10:00-11:00	6	50	0.207	0.200	0.407	12	12	24
11:00-12:00	6	50	0.220	0.243	0.463	13	15	28
12:00-13:00	6	50	0.223	0.240	0.463	13	14	28
13:00-14:00	6	50	0.213	0.233	0.446	13	14	27
14:00-15:00	6	50	0.170	0.207	0.377	10	12	23
15:00-16:00	6	50	0.130	0.140	0.270	8	8	16
16:00-17:00	6	50	0.150	0.147	0.297	9	9	18
17:00-18:00	6	50	0.070	0.100	0.170	4	6	10
18:00-19:00	6	50	0.047	0.033	0.080	3	2	5
Total	-	-	1.833	1.830	3.663	110	110	220

Consented Extra Care Development - 60 Units

Summary

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	4	2	6	3	4	7	58	58	116
Taxis	0	0	0	0	0	1	4	4	9
LGVs	1	0	1	1	1	1	11	10	21
OGVs	0	0	0	0	0	0	0	0	1
PSVs	0	0	0	0	0	0	0	0	1
Motorcycles	0	0	0	0	0	0	1	2	3
Total Vehicles	5	2	7	4	5	9	75	74	150
People									
Vehicle Occupants	5	2	7	3	5	9	83	84	167
Pedestrians	1	0	2	1	1	2	23	23	46
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	3	2	5
Total People	7	3	10	4	6	10	110	110	220

Consented Residential Developmnt - 42 Units

Multi-modal Residential Trip Generation

TRICS Site Selection Criteria:

1. Greater London, Ireland and Scotland sites excluded
2. Town centre sites locations excluded
3. Surveys from 1st Janaury 2015 included
4. Weekend survey days excluded (weekdays only included)
5. Sites with 15 to 75 units included
6. 'Multi-modal' car home sites selected

TRICS Site Selection:

- CA-03-K-04 Soham, Cambridgeshire, 65 units
 ES-03-K-01 Uckfield, Sussex, 64 units
 FU-03-K-01 Kendal, Westmorland and Furness, 15 units

Proposed Number of Residential Dwellings 42

All selected TRICS sites are in 'suburban' or 'edge of town' locatons.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: TOTAL VEHICLES

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.035	0.236	0.271	1	10	11
08:00-09:00	3	48	0.083	0.243	0.326	3	10	14
09:00-10:00	3	48	0.056	0.104	0.160	2	4	7
10:00-11:00	3	48	0.139	0.146	0.285	6	6	12
11:00-12:00	3	48	0.069	0.069	0.138	3	3	6
12:00-13:00	3	48	0.097	0.118	0.215	4	5	9
13:00-14:00	3	48	0.076	0.069	0.145	3	3	6
14:00-15:00	3	48	0.090	0.139	0.229	4	6	10
15:00-16:00	3	48	0.181	0.097	0.278	8	4	12
16:00-17:00	3	48	0.153	0.097	0.250	6	4	11
17:00-18:00	3	48	0.222	0.090	0.312	9	4	13
18:00-19:00	3	48	0.146	0.056	0.202	6	2	8
Total	-	-	1.347	1.464	2.811	57	61	118

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: CARS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.021	0.222	0.243	1	9	10
08:00-09:00	3	48	0.049	0.215	0.264	2	9	11
09:00-10:00	3	48	0.049	0.083	0.132	2	3	6
10:00-11:00	3	48	0.104	0.111	0.215	4	5	9
11:00-12:00	3	48	0.063	0.049	0.111	3	2	5
12:00-13:00	3	48	0.076	0.111	0.187	3	5	8
13:00-14:00	3	48	0.049	0.056	0.105	2	2	4
14:00-15:00	3	48	0.063	0.097	0.159	3	4	7
15:00-16:00	3	48	0.153	0.063	0.215	6	3	9
16:00-17:00	3	48	0.139	0.090	0.229	6	4	10
17:00-18:00	3	48	0.201	0.076	0.277	8	3	12
18:00-19:00	3	48	0.125	0.035	0.160	5	1	7
Total	-	-	1.092	1.208	2.297	46	51	96

*Pre 07:00 parking accumulation calculated from TRICS survey data

Consented Residential Developmnt - 42 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: TAXIS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.000	0.000	0.000	0	0	0
08:00-09:00	3	48	0.000	0.000	0.000	0	0	0
09:00-10:00	3	48	0.000	0.000	0.000	0	0	0
10:00-11:00	3	48	0.007	0.007	0.014	0	0	1
11:00-12:00	3	48	0.007	0.014	0.021	0	1	1
12:00-13:00	3	48	0.000	0.000	0.000	0	0	0
13:00-14:00	3	48	0.000	0.000	0.000	0	0	0
14:00-15:00	3	48	0.007	0.000	0.007	0	0	0
15:00-16:00	3	48	0.000	0.000	0.000	0	0	0
16:00-17:00	3	48	0.007	0.007	0.014	0	0	1
17:00-18:00	3	48	0.014	0.014	0.028	1	1	1
18:00-19:00	3	48	0.007	0.007	0.014	0	0	1
Total	-	-	0.049	0.049	0.098	2	2	4

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: LGVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.014	0.014	0.028	1	1	1
08:00-09:00	3	48	0.035	0.028	0.063	1	1	3
09:00-10:00	3	48	0.007	0.021	0.028	0	1	1
10:00-11:00	3	48	0.014	0.021	0.035	1	1	1
11:00-12:00	3	48	0.000	0.000	0.000	0	0	0
12:00-13:00	3	48	0.007	0.007	0.014	0	0	1
13:00-14:00	3	48	0.021	0.014	0.035	1	1	1
14:00-15:00	3	48	0.014	0.021	0.035	1	1	1
15:00-16:00	3	48	0.028	0.035	0.063	1	1	3
16:00-17:00	3	48	0.007	0.000	0.007	0	0	0
17:00-18:00	3	48	0.007	0.000	0.007	0	0	0
18:00-19:00	3	48	0.014	0.007	0.021	1	0	1
Total	-	-	0.168	0.168	0.336	7	7	14

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: OGVs

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.000	0.000	0.000	0	0	0
08:00-09:00	3	48	0.000	0.000	0.000	0	0	0
09:00-10:00	3	48	0.000	0.000	0.000	0	0	0
10:00-11:00	3	48	0.014	0.007	0.021	1	0	1
11:00-12:00	3	48	0.000	0.007	0.007	0	0	0
12:00-13:00	3	48	0.007	0.000	0.007	0	0	0
13:00-14:00	3	48	0.007	0.000	0.007	0	0	0
14:00-15:00	3	48	0.007	0.021	0.028	0	1	1
15:00-16:00	3	48	0.000	0.000	0.000	0	0	0
16:00-17:00	3	48	0.000	0.000	0.000	0	0	0
17:00-18:00	3	48	0.000	0.000	0.000	0	0	0
18:00-19:00	3	48	0.000	0.000	0.000	0	0	0
Total	-	-	0.035	0.035	0.070	1	1	3

Consented Residential Developmnt - 42 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: VEHICLE OCCUPANTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.028	0.313	0.340	1	13	14
08:00-09:00	3	48	0.104	0.347	0.451	4	15	19
09:00-10:00	3	48	0.111	0.146	0.257	5	6	11
10:00-11:00	3	48	0.188	0.188	0.376	8	8	16
11:00-12:00	3	48	0.076	0.076	0.152	3	3	6
12:00-13:00	3	48	0.118	0.160	0.278	5	7	12
13:00-14:00	3	48	0.090	0.083	0.173	4	3	7
14:00-15:00	3	48	0.111	0.167	0.278	5	7	12
15:00-16:00	3	48	0.313	0.111	0.423	13	5	18
16:00-17:00	3	48	0.229	0.132	0.361	10	6	15
17:00-18:00	3	48	0.285	0.125	0.410	12	5	17
18:00-19:00	3	48	0.174	0.056	0.230	7	2	10
Total	-	-	1.827	1.904	3.729	77	80	157

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: PEDESTRIANS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.028	0.021	0.049	1	1	2
08:00-09:00	3	48	0.014	0.104	0.118	1	4	5
09:00-10:00	3	48	0.042	0.014	0.056	2	1	2
10:00-11:00	3	48	0.021	0.035	0.056	1	1	2
11:00-12:00	3	48	0.028	0.028	0.056	1	1	2
12:00-13:00	3	48	0.014	0.028	0.042	1	1	2
13:00-14:00	3	48	0.028	0.021	0.049	1	1	2
14:00-15:00	3	48	0.021	0.035	0.056	1	1	2
15:00-16:00	3	48	0.09	0.035	0.125	4	1	5
16:00-17:00	3	48	0.021	0.007	0.028	1	0	1
17:00-18:00	3	48	0.035	0.042	0.077	1	2	3
18:00-19:00	3	48	0.028	0.028	0.056	1	1	2
Total	-	-	0.370	0.398	0.768	16	17	32

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: CYCLISTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.000	0.014	0.014	0	1	1
08:00-09:00	3	48	0.000	0.021	0.021	0	1	1
09:00-10:00	3	48	0.000	0.000	0.000	0	0	0
10:00-11:00	3	48	0.000	0.021	0.021	0	1	1
11:00-12:00	3	48	0.007	0.000	0.007	0	0	0
12:00-13:00	3	48	0.014	0.007	0.021	1	0	1
13:00-14:00	3	48	0.000	0.000	0.000	0	0	0
14:00-15:00	3	48	0.007	0.000	0.007	0	0	0
15:00-16:00	3	48	0.007	0.007	0.014	0	0	1
16:00-17:00	3	48	0.000	0.007	0.007	0	0	0
17:00-18:00	3	48	0.007	0.000	0.007	0	0	0
18:00-19:00	3	48	0.007	0.000	0.007	0	0	0
Total	-	-	0.049	0.077	0.126	2	3	5

Consented Residential Developmnt - 42 Units

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.000	0.014	0.014	0	1	1
08:00-09:00	3	48	0.000	0.007	0.007	0	0	0
09:00-10:00	3	48	0.000	0.000	0.000	0	0	0
10:00-11:00	3	48	0.007	0.000	0.007	0	0	0
11:00-12:00	3	48	0.000	0.014	0.014	0	1	1
12:00-13:00	3	48	0.007	0.000	0.007	0	0	0
13:00-14:00	3	48	0.000	0.000	0.000	0	0	0
14:00-15:00	3	48	0.007	0.000	0.007	0	0	0
15:00-16:00	3	48	0.007	0.007	0.014	0	0	1
16:00-17:00	3	48	0.000	0.000	0.000	0	0	0
17:00-18:00	3	48	0.000	0.000	0.000	0	0	0
18:00-19:00	3	48	0.007	0.007	0.014	0	0	1
Total	-	-	0.035	0.049	0.084	1	2	4

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Calculation Factor: 1 RESIDE

Count Type: TOTAL PEOPLE

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	48	0.056	0.361	0.417	2	15	18
08:00-09:00	3	48	0.118	0.479	0.597	5	20	25
09:00-10:00	3	48	0.153	0.160	0.313	6	7	13
10:00-11:00	3	48	0.215	0.243	0.458	9	10	19
11:00-12:00	3	48	0.111	0.118	0.229	5	5	10
12:00-13:00	3	48	0.153	0.194	0.347	6	8	15
13:00-14:00	3	48	0.118	0.104	0.222	5	4	9
14:00-15:00	3	48	0.146	0.201	0.347	6	8	15
15:00-16:00	3	48	0.417	0.160	0.577	18	7	24
16:00-17:00	3	48	0.250	0.146	0.396	11	6	17
17:00-18:00	3	48	0.326	0.167	0.493	14	7	21
18:00-19:00	3	48	0.215	0.090	0.305	9	4	13
Total	-	-	2.278	2.423	4.701	96	102	197

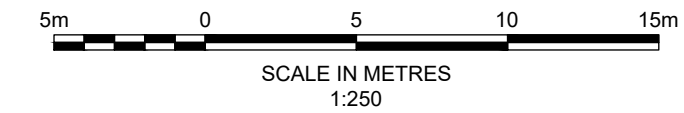
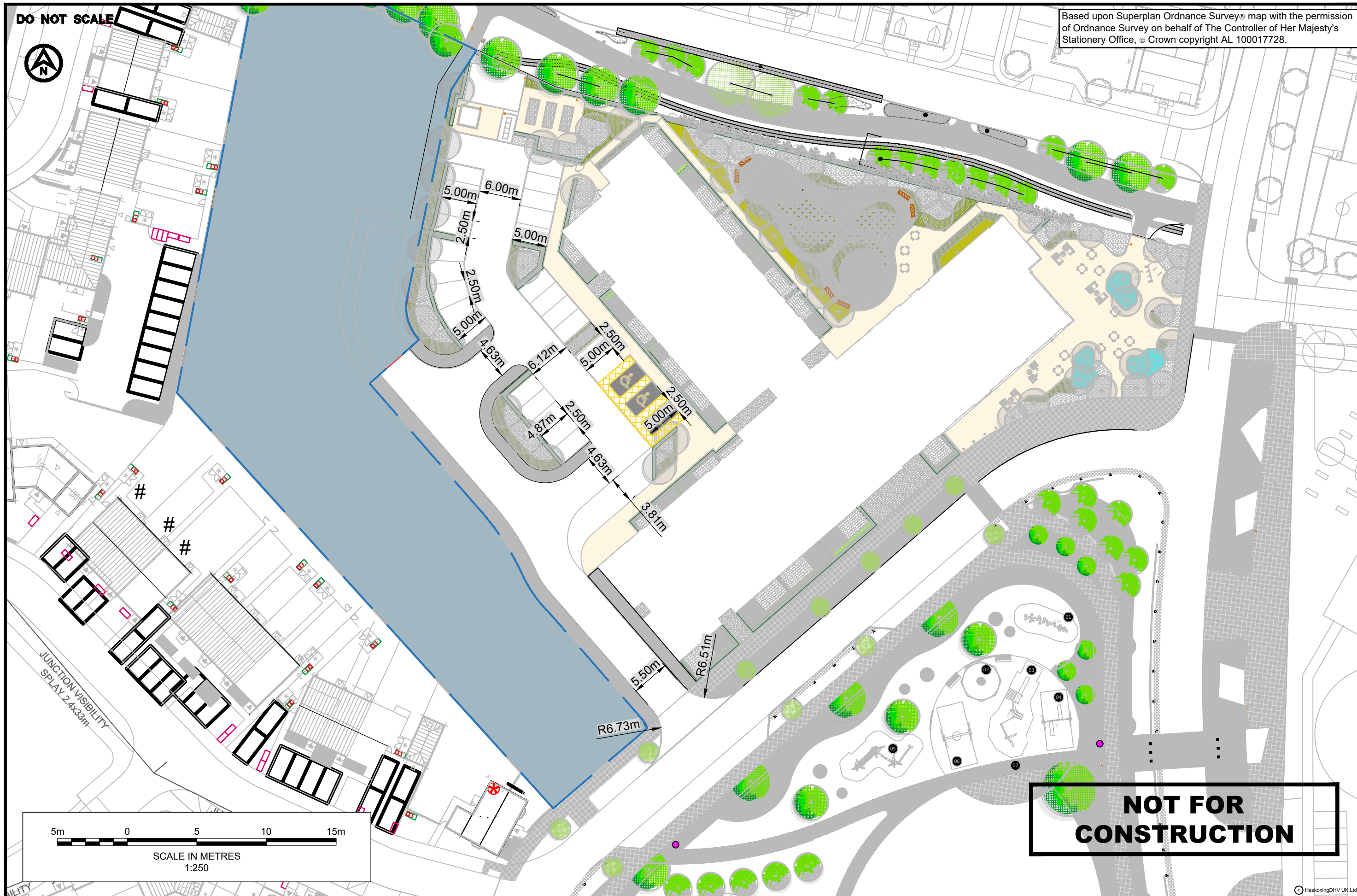
Summary

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	2	9	11	8	3	12	46	51	96
Taxis	0	0	0	1	1	1	2	2	4
LGVs	1	1	3	0	0	0	7	7	14
OGVs	0	0	0	0	0	0	1	1	3
Total Vehicles	3	10	14	9	4	13	57	61	118
People									
Vehicle Occupants	4	15	19	12	5	17	77	80	157
Pedestrians	1	4	5	1	2	3	16	17	32
Cyclists	0	1	1	0	0	0	2	3	5
Public Transport Users	0	0	0	0	0	0	1	2	4
Total People	5	20	25	14	7	21	96	102	197

Annex E: Updated Site Layout Annotations

DO NOT SCALE

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NOT FOR CONSTRUCTION

TITLE
Site Layout with Dimensions

PROJECT
Kingsmere, Bicester

2 Abbey Gardens,
Great College Street, Westminster
London, SW1P 3NL
Tel +44(0)207 222 2115
www.royalhaskoningdhv.com

JOB No.
PC5143

DATE
05.01.2024

SCALE
1:250 @ A3

DRAWN
JJ

REV
P01

SUIT
S3

CHECKED
AF

AUTOCAD REF.
PC5143

DRG No.
PC5143-RHD-GE-SW-DR-R-0058

PASSED
AW

Annex F: Internal Junction (Car Park Access) Visibility Analyses



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DO NOT SCALE



SCALE IN METRES
1:500

Legend
2.4m x 15m Visibility Splays ———

FOR CONSTRUCTION

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<p>TITLE</p> <p>INTERNAL VISIBILITY SPLAYS</p>	<p>PROJECT</p> <p>Kingsmere, Bicester</p>	 <p>2 Abbey Gardens, Great College Street, Westminster, London, SW1P 3NL Tel +44(0)207 222 2115 www.royalhaskoningdhv.com</p>	<p>JOB No.</p> <p>PC5143</p> <p>DATE</p> <p>15.01.2024</p> <p>SCALE</p> <p>1:500 @ A3</p>	<p>DRAWN</p> <p>JJ</p> <p>REV</p> <p>P01</p> <p>SUIT</p> <p>S3</p>	<p>CHECKED</p> <p>AF</p> <p>AUTOCAD REF.</p> <p>PC5143</p> <p>DRG No.</p> <p>PC5143-RHD-GE-SW-DR-R-0059</p>	<p>PASSED</p> <p>AW</p>
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Annex G: Pre-application Correspondence

From: [Smith, Mike - Oxfordshire County Council](#)
To: [Jim Emmerson](#)
Cc: [Anthony Armitage](#)
Subject: RE: Bicester Parcel R Section 38
Date: 11 October 2023 14:09:44
Attachments: [image001.jpg](#)
[image002.png](#)

Hi Jim,

OCC is only responsible for maintaining the highway, not the subsoil below, including any foundations. It does sound like the foundations will be supporting the highway, so it is likely an AIP will be required, as would be the case for a retaining wall. The main benefit for moving the building is to reduce the need for an oversailing license due to overhangs etc.

Regards

Mike

Mike Smith
Team Leader North & Central
Highway Agreements Team
Oxfordshire County Council
Email address (mike.smith@Oxfordshire.gov.uk)
07881 311704
www.oxfordshire.gov.uk – [Oxfordshire Highway Agreements](#)

From: Jim Emmerson <jim.emmerson@arc-engineers.co.uk>
Sent: Wednesday, October 11, 2023 12:12 PM
To: Smith, Mike - Oxfordshire County Council <Mike.Smith@Oxfordshire.gov.uk>
Cc: Anthony Armitage <Anthony.Armitage@arc-engineers.co.uk>
Subject: RE: Bicester Parcel R Section 38

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Hi Mike,

I have another question regarding this project as we progress it forwards.

Regarding the building being right up behind the adopted footway, I know we would need to do an AIP for the foundations, however would we need to do any other applications as the foundations will be partially underneath the adopted footway?

What advantage would we have by moving the building back by approx. 300mm? (ie creating a 300mm buffer between the building face and the back edge of the footway?)

Many thanks

Kind Regards,

Jim Emmerson

Principal Civil Engineer

Tel - 0113 253 3904

Web - www.arc-engineers.co.uk



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From: Smith, Mike - Oxfordshire County Council <Mike.Smith@Oxfordshire.gov.uk>
Sent: Friday, September 29, 2023 2:12 PM
To: Jim Emmerson <jim.emmerson@arc-engineers.co.uk>
Cc: Anthony Armitage <Anthony.Armitage@arc-engineers.co.uk>
Subject: RE: Bicester Parcel R Section 38

Hi Jim,

Our preference would always be for the footways to be 2m or indeed wider if possible. We, as a Local Authority, have a policy to promote active travel. Narrow footways tend to discourage this.

The OCC generic street design guide online is the only one currently available. There is however a specific design guide for this development, which you may already have in your possession. If not, please let me know.

We do offer a pre-submission service, details of which can be found using the following web link. This however, is normally used post planning permission, before a submission to us is made.

[Section 38, Section 278 and Private Street Agreements | Oxfordshire County Council](#)

If you only have a couple of specific questions, then I would be happy to answer them.

Regards

Mike

Mike Smith

Team Leader Cherwell & West

Road Agreements Team

Oxfordshire County Council

Email address (mike.smith@Oxfordshire.gov.uk)

07881 311704

www.oxfordshire.gov.uk – [Oxfordshire Road Agreements](#)

From: Jim Emmerson <jim.emmerson@arc-engineers.co.uk>

Sent: 29 September 2023 11:54

To: Smith, Mike - Oxfordshire County Council <Mike.Smith@Oxfordshire.gov.uk>

Cc: Anthony Armitage <Anthony.Armitage@arc-engineers.co.uk>

Subject: RE: Bicester Parcel R Section 38

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Hi Matt,

Can you confirm if the footways on this project needs to be 2.0m as shown or if we can do 1.8m?

Also, do you have a street design guide for your area? The one that's online doesn't appear have much detail on it.

Many thanks

Kind Regards,

Jim Emmerson

Principal Civil Engineer

Tel - 0113 253 3904

Web - www.arc-engineers.co.uk



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From: Smith, Mike - Oxfordshire County Council <Mike.Smith@Oxfordshire.gov.uk>

Sent: Friday, September 29, 2023 10:43 AM

To: Jim Emmerson <jim.emmerson@arc-engineers.co.uk>

Cc: Anthony Armitage <Anthony.Armitage@arc-engineers.co.uk>

Subject: RE: Bicester Parcel R Section 38

Hi Jim,

Thanks for the location plan, which is very helpful.

Ideally there would be no oversailing of the highway, but if this is unavoidable then details of what's involved can be found at the link below.

<https://www.oxfordshire.gov.uk/business/licences-and-permits/oversailing-licence>

I believe this license would need to be completed on adoption rather than beforehand.

With regards to the Ambulance parking bay, it may be that just some hatch road markings will prevent any parking if supported by a clear sign.

Regards

Mike

Mike Smith

Team Leader Cherwell & West

Road Agreements Team

Oxfordshire County Council

Email address (mike.smith@Oxfordshire.gov.uk)

07881 311704

www.oxfordshire.gov.uk – [Oxfordshire Road Agreements](#)

From: Jim Emmerson <jim.emmerson@arc-engineers.co.uk>

Sent: 29 September 2023 09:49

To: Smith, Mike - Oxfordshire County Council <Mike.Smith@Oxfordshire.gov.uk>

Cc: Anthony Armitage <Anthony.Armitage@arc-engineers.co.uk>

Subject: RE: Bicester Parcel R Section 38

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Hi Mike,

Please see the attached site location plan which indicates the Parcel R redline boundary.

Regarding the building overhangs, I will forward your email to the design team to get their comments. If you could let me know what's involved information, costing and timescale wise for an overhang licence I would be grateful although I think we may just move the building.

Regarding the ambulance parking area, although we will need to confirm this, it should be signed and white lined to identify it as a non-parking area. At the moment the project is going in for planning so we will be providing much more detail in the S38 application at technical design/tender stage.

Many thanks

Kind Regards,

Jim Emmerson

Principal Civil Engineer

Tel - 0113 253 3904

Web - www.arc-engineers.co.uk



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From: Smith, Mike - Oxfordshire County Council <Mike.Smith@Oxfordshire.gov.uk>

Sent: Thursday, September 28, 2023 4:42 PM

To: Jim Emmerson <jim.emmerson@arc-engineers.co.uk>

Cc: Anthony Armitage <Anthony.Armitage@arc-engineers.co.uk>

Subject: RE: Bicester Parcel R Section 38

Hi Jim,

Would it be possible to provide a location plan for the scheme, as I am not sure where parcel R is ? I assume it's the health village area off Wincanton Road, but am not sure whether it is on phase 2 of the development..

I don't foresee a problem with adopting the footway hatched in Yellow, but we could only adopt up to the extent of any building overhangs, without an oversailing license. This would include any windows that open outwards or guttering etc.

The area hatched in Red should also not be a problem for adoption. However, without some restriction in place, the blockwork area South West of the ambulance bay may attract inappropriate parking. The contrast in material between bituminous and block paving may help prevent this, but given our experience elsewhere on this development, this could not be guaranteed. I assume the ambulance bay will be clearly marked as such, which again may help prevent this.

Regards

Mike

Mike Smith

Team Leader Cherwell & West

Road Agreements Team

Oxfordshire County Council

Email address (mike.smith@Oxfordshire.gov.uk)

07881 311704

www.oxfordshire.gov.uk – [Oxfordshire Road Agreements](#)

From: Jim Emmerson <jim.emmerson@arc-engineers.co.uk>

Sent: 28 September 2023 14:34

To: Smith, Mike - Oxfordshire County Council <Mike.Smith@Oxfordshire.gov.uk>

Cc: Anthony Armitage <Anthony.Armitage@arc-engineers.co.uk>

Subject: Bicester Parcel R Section 38

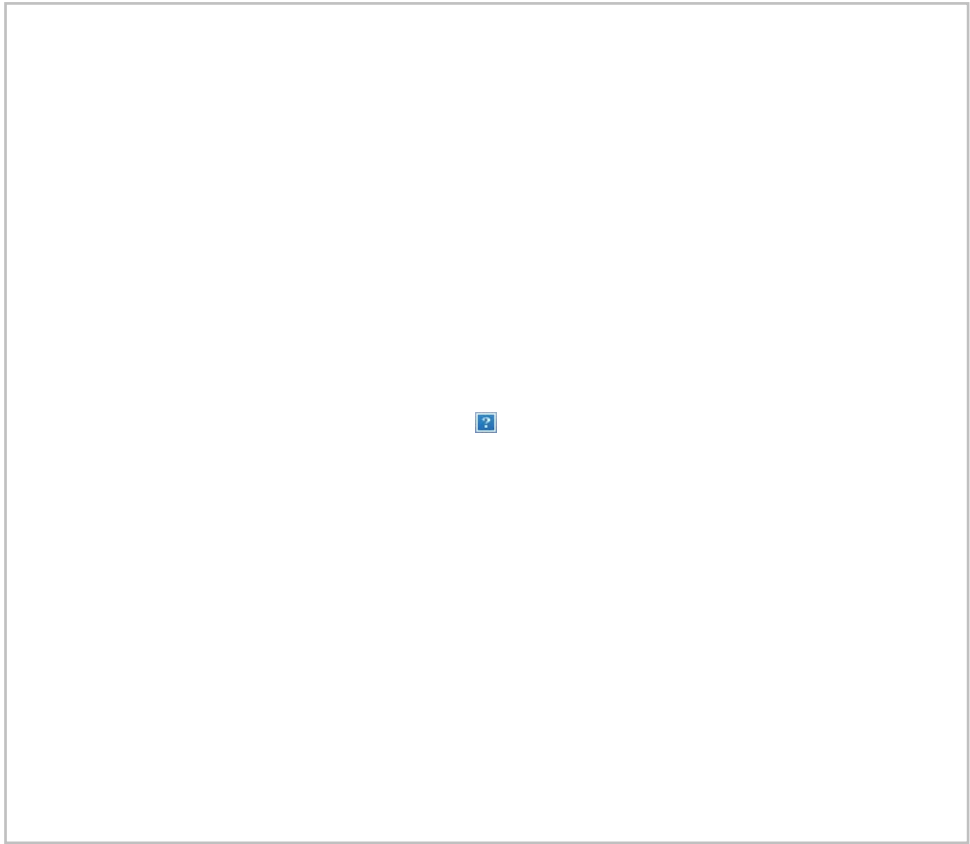
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Hi Mike,

We are creating a section 38 application for submission soon for the parcel R area on Kingsmere, Bicester.

If you see the attached S38 drawing it shows the current layout we were proposing. However, the client has requested that we include the footway in front of the building as adopted, please see the sketch below. This is easy enough to add (hatched yellow) however I am needing some guidance on what you would consider suitable for the area hatched in red. Does this need to be included in the adoption? If so how would the layout as shown be acceptable? We would need to maintain the ambulance bay and the 4.5m radius onto the road as the vehicle tracking has shown that we can only get the layout to work if its as shown below.



If you could please review and let me know your thoughts/comments I would be hugely grateful.

Many thanks

Kind Regards,

Jim Emmerson

Principal Civil Engineer

Tel - 0113 253 3904

Web - www.arc-engineers.co.uk



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