TRANSPORT STATEMENT

FOR
PROPOSED MIXED USE DEVELOPMENT
FORMER ST. PETER'S SCHOOL, MARLBOROUGH, WILTSHIRE
ON BEHALF OF
SHERBOURNE DEVELOPMENTS GROUP LIMITED

APRIL 2021

[ISSUE 6]

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1.0 INTRODUCTION

1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon Consultants Limited (CEC) on behalf of Sherbourne Developments Group Limited in respect of a planning application for the development of St. Peter's C of E Junior School, Marlborough, Wiltshire. Refer to CEC Plan 6903/201 [*Site Location Plan*] contained within Appendix 1.

1.2 This Report accompanies a revised proposal for the site, comprising 15 residential dwellings and modest office space. Planning permission has already been granted for the conversion of the school to a hotel with restaurant and gym, alongside eight residential dwellings (planning application reference 19/010631). That application was approved following positive discussion with and advice from Wilshire Council Highways Development Control, where the access proposals were revised and additional information submitted to overcome initial concerns. The access proposals remain as approved.

Scope

1.3 This *TS* considers the traffic, transportation and highway implications associated with the proposed development, including matters specific to the local highway network, the accessibility of the site by sustainable transport modes, the proposed access arrangement and parking provision, and the predicted vehicle trip generation.

1.4 The *TS* is structured as follows:

- Section 2.0 outlines the policy context of the development proposal;
- Section 3.0 describes the site and surrounding highway network;
- Section 4.0 outlines the development proposals;
- Section 5.0 presents the accessibility and sustainability of the development site;
- Section 6.0 assesses the predicted development trip generation; and
- Section 7.0 summarises with discussion and conclusion.

2.0 POLICY CONTEXT

2.1 This Section of the Report presents an appraisal of the relevant planning and policy documents at national and local levels, as listed below.

National

- *National Planning Policy Framework (February 2019)*

Local

- *Wiltshire Core Strategy (adopted January 2015)*
- *Wiltshire Local Transport Plan 2011 – 2026 (March 2011)*

National Planning Policy Framework (February 2019)

2.2 The *National Planning Policy Framework* (*NPPF*) provides a framework within which locally-prepared plans for housing and other development can be produced.

2.3 The *NPPF* states that transport issues should be considered from the earliest stages of plan-making and development proposals so that, amongst others, *'the potential impacts of development on transport networks can be addressed; opportunities to promote walking, cycling and public transport use are identified and pursued; and that patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places'.*

2.4 It adds that the planning system should actively manage patterns of growth in support of the above objectives. Significant growth *'should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'.*

2.5 In assessing specific applications for development, it should be ensured that *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and significant impacts from the development (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree'.*

2.6 In summary to the above, the *NPPF* states that *'development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

Wiltshire Core Strategy (January 2015)

2.7 The *Core Strategy* is the main planning policy document for the county of Wiltshire. It sets out how much development is needed and identifies where, when and how development will take place.

2.8 Core Policy 40 covers hotels, bed and breakfasts, guest houses and conference facilities, and is relevant to the *TS* due to the development proposals for the site. Proposals for new hotels will be supported within Market Towns, so long as they avoid unacceptable traffic generation and do not have a detrimental impact on the vitality of the town centre.

2.9 Sustainable Transport is covered by Policy 60. *'The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire'*. Placing developments in accessible locations, promoting sustainable transport methods in lieu of the car, maintaining and improving the local transport network and where necessary mitigating the impact of developments on transport users, communities and the environment, are ways that the council hopes to achieve the aims of this policy.

2.10 Policy 61 considers the relationship between transport and new development. *'New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives'. 'Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives'*.

2.11 The impacts that development has on the transport network are referred to at Policy 62: *'developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages'*.

2.12 Policy 64 takes into account the measures needed to encourage more use of sustainable transport modes and to control car use. This includes the management of residential parking, traffic management and the use of smarter choices.

Wiltshire Local Transport Plan 2011 – 2026 (March 2011)

2.13 Wiltshire Council's *Local Transport Plan 3* (*LTP3*) for the period 2011-2026 identifies the problems and challenges that the local highway authority wishes to solve and puts forward options to solve those challenges. The *LTP3* is a mechanism through which these options can be appraised and their effects predicted in order to identify the preferred options and to decide priorities. It presents an agreed strategy to deliver the options.

2.14 The *LTP* acknowledges that as a predominantly rural county that *'encouraging modal shift or reducing travel demand can be difficult*'. It also acknowledges that car ownership is more likely to be higher in rural areas, and areas with an older population.

3.0 SITE DESCRIPTION & SURROUNDING HIGHWAY NETWORK

3.1 The development site is located at the eastern end of The Parade where it connects onto the A346 London Road in central Marlborough. The Parade forms the north western border of the site, whilst London Road forms the north eastern border. To the east of the site is a garage fronting onto London Road and to the west is the Katharine House Gallery, Krumbz Café and Marlborough Garden Furniture. The River Kennet marks the southern boundary to the site.

3.2 The site was previously St Peter's Junior School, with the main school building being Grade II Listed. The school merged with the St Mary's Infant School in July 2017, and relocated to a new building adjacent to the former Infant School buildings located off Ducks Meadow. The existing Junior School has been vacant since the merger. As noted in the introduction, planning permission has already been granted for the conversion of the school to a hotel with restaurant and gym, alongside eight residential dwellings (planning application reference 19/010631).

3.3 The existing vehicle access is located at the north eastern corner of the site, off the A346, London Road, which leads into the former playground which occupies the southern half of the site.

Local Highway Network

The Parade

3.4 The Parade runs broadly on a north west to south east alignment, to the north west of the site. The Parade also forms part of a square directly to the west, extending around a central area of marked parking spaces. The road largely consists of independent retailers and offices, and connects Marlborough High Street to the north west with London Road to the south east.

3.5 The road is a single carriageway, with a 30mph speed limit and narrows at its western end, where the presence of on-street parking makes it more difficult for two vehicles to pass. On-street parking is permitted along the northern side of The Parade, and within the central square area, although between 08:00 and 18:00 parking is restricted to a maximum of two hours. Footways are provided along both sides of the road, and The Parade is likely to be the preferred pedestrian route from the proposed development to Marlborough High Street.

A346

3.6 The A346 connects Swindon and the M4 motorway to the north of Marlborough to the A338 at Burbage to the south, passing through Marlborough town centre to the east of the site. The London Road stretch of the A346 is the main traffic route through Marlborough, and is subject to a 30mph speed limit within the town.

3.7 As the road is a principal traffic route through Marlborough and is single carriageway, parking is only permitted along a small stretch directly to the east of the site. Footways are present along both sides of road, and there is a zebra crossing located adjacent to the development site. A further crossing island is located at the northern end of the road.

3.8 London Road connects with A4 New Road a short distance to the north of the site via a mini-roundabout. The A346 continues north as Barn Street, becoming Herd Street followed by Port Hill, out of the town towards Swindon. There is only a footway along the eastern side of Barn Street, with a controlled pedestrian crossing point located, adjacent to the junctions with Silverless Street and St Martins.

3.9 To the south east of the site, there is a double mini-roundabout, where London Road continues to the east as the A4, and the A346 continues to the south as Salisbury Road. On approach to the roundabouts on London Road, there are guard railings on the eastern side of the road, to dissuade pedestrians from crossing at this point. Pedestrians are instead directed along the A4 to cross via a pedestrian refuge, to the east of the first mini-roundabout.

A4 New Road / Oxford Street

3.10 The A4 New Road forms the western arm of the aforementioned mini-roundabout, located to the north of the site. Pedestrians can cross New Road adjacent to the mini-roundabout via a pedestrian refuge. The road provides a link between the A346 and Marlborough High Street, becoming Oxford Street around 100m to the west of the mini-roundabout.

3.11 The road is a wide, single carriageway road running on a curve, broadly east to west. There is initially only a footway along the northern side of the road, but a southern footway begins west of the junction with The Parade. Pedestrians travelling from the development to Marlborough High Street could cross A4 Oxford Road via a zebra crossing located to the west of the junction with The Parade.

3.12 Parking is not permitted along New Road / Oxford Street, and railings are located along much of the northern part of the road.

Personal Injury Accidents (PIAs)

3.13 At the time of writing, neither Wiltshire Council nor Wiltshire Constabulary are able to provide personal injury accident records. We have therefore consulted the website Crashmap.co.uk to obtain personal injury accident data. Whilst Crashmap.co.uk does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved.

3.14 The extent of the study area consists of the entire length of The Parade and a section of the A346 (referred to as London Road) between the mini-roundabout junction with the A4 New Road and the double mini-roundabout junction with the A4 to the south east.

3.15 The most recent five-year period of data available from Crashmap.co.uk covers the period from 1st January 2016 to 31st December 2020. During that period only two accidents were reported within the study area.

3.16 Both of these accidents were reported as slight in severity, and were reported on the A436, London Road. The first accident (recorded in June 2018), involved a car and a goods vehicle at the double mini-roundabout junction with the A4 at the south eastern end of the study area. The most recent accident (recorded in July 2019), involved at least one car and was recorded at the junction with London Road and The Parade.

3.17 Based on the significantly low number of accidents within the study area (particularly along the busy A346, London Road) CEC considers that there are no highway safety reasons associated with the existing road layout to preclude the development as proposed.

4.0 DEVELOPMENT PROPOSALS

4.1 The proposed development is for a mixed-use scheme, comprising office space alongside residential dwellings. Refer to Drawing No. 1427/P/25(P1) [*Proposed Site Plan: Ground Floor*] (by the Architecture Practice) within Appendix 2 of this Report.

School Building

4.2 The planning application proposes to re-develop the existing school building located in the northern half of the site to provide three residential flats, four maisonettes and eight small individual office spaces totalling circa 359m^2. A further modest office (circa 100m^2) would be provided within an adjacent outbuilding to the west of the main school building.

Adjacent Residential Proposals

4.3 The planning application seeks permission for a further eight residential dwellings to be located within the southern part of the development site. This element would consist of four two-bed and four three-bed properties.

4.4 Seven of the above dwellings would be new build properties, whilst an existing building located at the south eastern end of the site will be converted into the eighth unit, which would be a two-bed bungalow.

Vehicular Access

4.5 The proposed vehicular access arrangements remain as approved. The existing access will be moved to the north slightly, to reduce conflict with the existing pedestrian crossing as far as practicable. CEC Plan 6903/204(C) [*Access Arrangements*], in Appendix 1, shows this minor revision to the access. Whilst remaining relatively close to the refuge, the right-turn-out-for cars and vans is eased slightly and this was deemed acceptable.

4.6 As previously agreed, the existing access would be proposed as one-way (exit only) with powered gates controlled by a keypad. The existing access would therefore be used as an exit point for select users only, limited to the 10 spaces proposed to be located by this access, consisting of eight office spaces, one visitor space and one flat space. Given that these users would also have the option of using the proposed access to The Parade (see below), these measures would significantly reduce vehicle trips through the existing access.

4.7 CEC Plan 6903/204(C) [*Access Arrangements*], in Appendix 1, details the proposed access to The Parade, which remains as approved, maintaining on-street car parking capacity as much as possible. Alterations will be made to the existing adjacent on-street bays to form a continuous run of approximately five parking spaces (although 6m lengths are illustrated, the intention is not to mark individual spaces and therefore capacity could potentially be greater for smaller cars), around the corner to where a kerbed build out and radius is provided at the proposed sites access. A 2m footway width (minimum) is maintained behind the parking spaces. A single parking space is also proposed on the southern side of the proposed site access, to the south of the southern kerbed radius.

4.8 The access would be used as an entry point and exit point (the latter given the availability of the gated existing access) for the majority of residential dwellings and part of the office development. It would also serve as the entry point for servicing vehicles. The proposed access would be relatively lightly trafficked.

4.9 The kerbed sections adjacent to the access will ensure parked vehicles on-street are positioned so that visibility splays of 2 x 13m to the north and 2 x 9m to the south are achieved when cars are parked in the adjacent spaces (these splays increase significantly without parked cars being present). The visibility splays are considered sufficient to allow the safe operation of the access, considering the lightly trafficked nature of the access, low speed situation and mindful that most vehicles will approach the access from the north, circulating the existing parking in The Parade in a clockwise manner.

Pedestrian Access

4.10 Pedestrian access will be provided in part directly from London Road, using the traditional student entrances into the former school. Pedestrian access will also be via the new vehicular access road from both London Road and The Parade. The access road which serves the site will feature a shared surface, with vehicles expected to drive at low speeds to ensure the safety of pedestrians.

Car Parking

4.11 Parking standards for Wiltshire are based on Wiltshire Council's 'Car Parking Strategy' (March 2015).

4.12 Reference to Appendix C (Page 47) of the aforementioned publication outlines the following maximum requirements for non-residential developments:

Office Development

- One parking space per 30m^2 of office space.

4.13 The number of spaces permitted for non-residential parking can be reduced based on a development's accessibility by walking, cycling and public transport. An accessibility questionnaire must be completed to determine the discount provided. This Questionnaire can be found in Appendix 3.

4.14 The questionnaire gave an accessibility score of 14 for the site. This falls into the low accessibility rating for walking, cycling and public transport, and as a result, no reduction of the amount of parking is required.

4.15 In accordance with the above standards for car parking, 16 parking spaces are proposed for the office development (including one accessible space and one visitor space). It is considered that demand for parking from this commercial element of the new proposal on The Parade, whilst previously deemed acceptable, will be reduced when compared to the approved hotel and restaurant combination.

4.16 Reference to Table 7.1 (Page 31) of the aforementioned publication provides details of the minimum requirements for residential developments:

Residential Development

- 2-3 bedroom dwellings: 2 spaces per unit; and
- visitor parking: 0.2 spaces per unit (unallocated).

4.17 Garages measuring 6.0m x 3.0m internally may count towards the parking requirement.

4.18 In accordance with the above parking standards 32 spaces for the residential development (including three spaces for visitors) are proposed. Seven of the residential spaces would be in the form of integral garages (conforming to the above dimensional standards).

Cycle Parking

4.19 Cycle parking will be provided in accordance with Wiltshire Council's 'Cycle Parking Strategy' (March 2014).

4.20 The following minimum cycle parking standards are required for the proposed office space:

- four covered cycle spaces for offices up to 1,000m^2; and

- two covered cycle spaces for each 400m^2 above 1,000m^2.

4.21 Based on these standards the office development would require four cycle parking spaces.

4.22 The following minimum cycle parking standards are required for residential developments:

- one covered cycle space per bedroom for up to three-bedroom dwellings; and
- one covered visitor space per 20 bedrooms.

4.23 Garages measuring 6.0m x 3.0m will accommodate bicycles as well as car parking. Dwellings without a garage will be provided with a cycle storage area, where they will be able to store their bicycles. This will mean that each residential dwelling will have cycle storage that will meet the above standards.

Servicing

4.24 Refuse collection vehicles will enter the site from the west using the western access off The Parade and will leave via the access on London Road as shown in CEC Plan 6903/203(C) [*Swept Path Analysis – Refuse Vehicle and Panel Van*] contained within Appendix 1. It is proposed to use smaller refuse trucks so that they can be accommodated along the service road through the site. These would be approximately 9.0m in length. In order for this length of truck to serve the site, refuse would need to be collected by a private company rather than by Wiltshire Council.

5.0 ACCESSIBILITY & SUSTAINABILITY

5.1 This Section of the Report outlines the level of public transport services and existing walking and cycling infrastructure available within close proximity to the site. It also identifies the locations of important day-to-day services and facilities, such as food stores and schools, as well as employment areas, all in relation to the proposed development site.

Access to Key Services

5.2 Table 5.1 provides summary details of the nearest services and facilities (by type) to the proposed development site, where distances are taken from the centre of the site. Refer also to CEC Plan 6903/202 [*Accessibility Plan*] within Appendix 1.

Table 5.1: Approximate Distances to Local Services from the Proposed Development Site

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Convenience Store	190m (0.1 miles)	190m (0.1 miles)	Londis, 109 London Rd, SN8 1LH
Supermarket	350m (0.2 miles)	350m (0.2 miles)	Waitrose & Partners, 17 High St, SN8 1AA
	1.1km (0.7 miles)	1.0km (0.6 miles)	Tesco Superstore, Marlborough Business Park, Salisbury Rd, SN8 4AE
Bank / Building Society	230m (0.1 miles)	230m (0.1 miles)	Barclays Bank, 6 High St, SN8 1LP
	290m (0.2 miles)	290m (0.2 miles)	Nationwide Building Society, 130 High St, SN8 1LZ
	350m (0.2 miles)	350m (0.2 miles)	Lloyds Bank, 125 High St, SN8 1LU
Gym / Leisure Facilities	1.4km (0.9 miles)	1.3km (0.8 miles)	Marlborough Leisure Centre, Barton Dene, SN8 1PB
Hairdresser	210m (0.1 miles)	210m (0.1 miles)	Lee Matthews, 9 Oxford St, SN8 1AP
Petrol Station	190m (0.1 miles)	190m (0.1 miles)	Esso, 109 London Rd, SN8 1LH
Post Office	450m (0.3 miles)	450m (0.3 miles)	Marlborough Post Office, 33 High St, SN8 1LW
Public House	110m (360 ft)	110m (360 ft)	The Lamb Inn, 5 The Parade, SN8 1NE
	160m (0.1 miles)	160m (0.1 miles)	The Bear Hotel, 1 High St, SN8 1AA
Dentist	900m (0.6miles)	900m (0.6miles)	South Cliff Dental Group Marlborough, Hughenden Yard, SN8 1LT
Doctors/GP	750m (0.5 miles)	700m (0.4 miles)	The Marlborough Medical Practice, George Ln, SN8 4BY
Pharmacy	550m (0.4 miles)	550m (0.3 miles)	Boots, 102-103 High St, SN8 1LT
Primary School	850m (0.5 miles)	800m (0.5 miles)	Marlborough St Mary's CEVC Primary School, Ducks Meadow, SN8 4BX
Secondary School (& Sixth Form)	1.2km (0.7 miles)	1.1km (0.7 miles)	St John's Marlborough, Granham Hill SN8 4AX

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Library	650m (0.4 miles)	650m (0.4 miles)	Marlborough Library, 91 High St, SN8 1HD
Railway Station	10.9km (6.8 miles)	-	PEWSEY
	11.1km (6.9 miles)	-	BEDWYN

5.3 Although now superseded by the *NPPF*, *Planning Guidance Document PPG13: Transport* outlines that walking is the most important mode of travel at the local level and *'offers the greatest potential to replace short car trips, particularly under 2 kilometres'*. That guidance document also outlines that cycling can replace car trips of up to 5 kilometres.

5.4 It can be seen from Table 5.1 that all the local amenities except for the nearest railway stations are located within 2 kilometres of the proposed development site.

5.5 The following provides a synopsis of the nearby provisions by type.

Employment

5.6 Principal employment areas within close proximity to the proposed development site include:

- Marlborough Business Park (850m / 0.5 miles – 10-minute walk[1]).

Education

5.7 As shown in Table 5.1, the nearest primary school is located approximately 800m (0.5 miles) from the proposed development site (St Mary's CEVC Primary School) and the nearest secondary school is located some 1.1km (0.7 miles) from the proposed development site (St Johns Marlborough). These schools can be reached by foot in approximately nine and twelve minutes respectively. Cycling would take approximately four and six minutes respectively. This means that parents can easily walk children to / from the nearby schools in the morning and afternoons. The *National Travel Survey 2014* reported that 80% of education purpose trips made by 5-10 year-olds are made on foot when the trip is less than one mile in length.

[1] At 1.4m/s in accordance with *Providing for Journeys on Foot*, CIHT

Walking and Cycling Network

5.8 For new residents, the proposed development is located in easy walking distance to most local facilities within the town. Footways runs outside of the development along The Parade to Marlborough Town Centre, where a zebra crossing facility enables pedestrians to access the northern side of the High Street safely. The southern side of the High Street can be accessed without largely coming into conflict with general traffic. Pedestrian crossings are located to the north east of the site on London Road, providing access to shops directly opposite the site.

5.9 The development is located in close proximity to three routes within the National Cycle Network (NCN). NCN route 254 operates runs from Silverless Street (approximately 240m to the north of the proposed development). This route is largely on road running towards Malmesbury in the north and Hungerford in the east. This route is known as the Wiltshire Cycleway and provides a largely circular route through Wiltshire. The route connects onto NCN route 482 approximately 1km to the east. NCN route 482 runs largely off road towards Swindon in the north and connects with NCN route 403 towards Great Bedwyn.

5.10 NCN route 403 can also be accessed from London Road approximately 450m of the proposed development, at the priority junction for Cherry Orchards. NCN route 403 also operates east towards Calne and Chippenham.

5.11 The vast majority of residential areas within Marlborough are located within 2km of the development, which means employees and visitors to the development that live within the town will be able to access this easily on foot or by bicycle.

Public Transport - Bus

5.12 The nearest bus stop to the proposed development site is situated on London Road (Five Alls Bus Stop), approximately 70m (or one minutes' walk) from the proposed development, and many of the bus services operating through Marlborough stop at this point. Other bus routes serving Marlborough can be accessed from Marlborough High Street (Lloyds Bank), which is located approximately 350m (or 4 minutes' walk) away. Table 5.2 provides a summary of the bus services serving Marlborough.

Table 5.2: Summary of local bus services

Service No.	Nearest Bus Stop	Route	Typical Frequency
19 Tourist Coaches	Five Alls	Marlborough - Cadley - Burbage & Wootton Rivers	WEDNESDAYS ONLY 1 return Journey
20 22 X22 Swindon's Bus Company	Five Alls	Marlborough - Severnake Hospital	MONDAY - SATURDAY Approximately hourly NO SUNDAY SERVICE
		Marlborough - Great Bedwyn	WEEKDAYS - 6 Journeys SATURDAY - 9 Journeys NO SUNDAY SERVICE
		Marlborough - Hungerford	WEEKDAYS 7 Journeys SATURDAY 4 Journeys NO SUNDAY SERVICE
42 Stagecoach	Lloyds Bank	Marlborough - Fyfield - East Kennett - Avebury - Cherhill - Compton Bassett - Quemerford - Calne	MONDAY - SATURDAY 6-7 Journeys NO SUNDAY SERVICE
48 48A Stagecoach	Lloyds Bank	Marlborough - Ramsbury - Aldbourne - Liddington - Wanborough (48A) - Great Western Hospital - Swindon	MONDAY - SATURDAY 5-6 Journeys NO SUNDAY SERVICE
80 Stagecoach / Swindon's Bus Company	Five Alls	Marlborough - Ogbourne St George - Chiseldon - Great Western Hospital - Swindon	WEEKDAYS 8-9 Journeys SATURDAY 5 Journeys SUNDAY (a) 5 journeys
		Marlborough - Stibb Green - Burbage - Collingbourne Ducis - Tidworth - Ludgershall	
217 Tourist Coaches	Five Alls	Rogers Meadow - Marlborough - St Margarets Mead	MONDAY - SATURDAY Every 30-60 mins NO SUNDAY SERVICE
X5 Salisbury's Reds	Five Alls	Marlborough - Chisledon - Great Western Hospital - Swindon	MONDAY - SATURDAY Every 60 mins NO SUNDAY SERVICE
		Marlborough - Pewsey - Upavon - Netheravon - Durrington - Amesbury - Beehive - Salisbury	

NOTE - (a) Marlborough to Swindon only.

5.13 Reference to Table 5.2 demonstrates that people living within the residential properties will be well connected by bus to a number of locations including the major settlements of Swindon and Salisbury, and to Pewsey and Great Bedwyn where connections to the National Rail network can be made. People working at or visiting the office space will be able to travel by bus from a number of destinations as well, and will not be reliant on finding parking spaces within the town centre.

Public Transport – Rail

5.14 The nearest railway stations are located at Pewsey (10.9km from the development) or Bedwyn (11.1km from the development). These stations can be accessed by local bus services, which run close to the development.

5.15 Table 5.3 provides a summary of direct services available from these stations, which are both served by Great Western Railway (GWR).

Table 5.3: Summary of direct rail services from Bedwyn and Pewsey

Destination	Station	Typical Journey Time	Typical Frequency	Weekend Services
Newbury	Bedwyn	19 minutes	1 train per hour	SAT: 1 train per hour SUN: 1 train every 2 hours
Reading		41 minutes		
London Paddington		1 hour 12 mins		
London Paddington	Pewsey	1 hour 7 mins – 1 hour 30 mins	11 return journeys	SAT: 7 return journeys SUN: 4 return journeys
Westbury		18 minutes	10 return journeys	SAT: 7 return journeys SUN: 4 return journeys
Taunton		58 minutes	8 return journeys	SAT: 6 return journeys SUN: 5 return journeys
Exeter St David's		1 hour 26 mins	7 return journeys	SAT: 6 return journeys SUN: 5 return journeys
Plymouth		2 hours 30 mins	4 return journeys	SAT: 3 return journeys SUN: 4 return journeys

Summary

5.16 A number of amenities are located in close proximity to the development by foot, which residents, visitors and employees will be able to make benefit of. The site is also located close to a number of residential areas within the town, where local residents can easily access the development on foot or by bicycle. The National rail network can be accessed from either Bedwyn or Pewsey providing regular services to London Paddington. Regular local bus services link a number of nearby settlements including Swindon and Salisbury to the site, which will benefit all users of the development. It has been demonstrated that future residents of the proposed development or employees working at the offices will not be reliant on travel by private car.

6.0 VEHICLE TRIP GENERATION

6.1 This Section of the Report considers the likely vehicular trip generation of the proposed development and builds upon the assessments undertaken for the previous application.

Former School

6.2 The following table provides a summary of the estimated trip generation associated with the former school on the site, as presented in Issue 4 of the *TS* submitted in support of approved application 19/010631.

Table 6.1: Approximate Volume of Vehicle Trips for the Former St. Peter's School

	Arrivals	Departures	Total
AM (07:30-09:30)	76 veh	53 veh	129 veh
PM (15:00-18:30)	53 veh	76 veh	129 veh
12 Hour (07:00-19:00)	129 veh	129 veh	258 veh

veh = vehicles

Approved Development

6.3 The following table provides a summary of the approved trip generation for application 19/010631 for the hotel, restaurant and residential development, as estimated in Issue 4 of the *TS*.

Table 6.2: Predicted Volume of Vehicle Trips for the Approved Development 19/010631

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	4 vph	6 vph	10 vph
PM Peak (17:00-18:00)	8 vph	4 vph	12 vph
Daily (07:00-00:00)	75 vpd	75 vpd	150 vpd

vph = vehicles per hour; vpd = vehicles per day (17 hours)

Proposed Residential Development

6.4 Consistent with the previous application, the same vehicle trip rates have been used for the residential element, which were established from the TRICS database (version 7.6.1).

6.5 The TRICS analysis resulted in predicted vehicle trip generation rates in terms of number of trips per dwelling. Table 6.3 summarises the vehicle trip generation rates for the traditional weekday AM (08:00 to 09:00) and PM (17:00 to 18:00) peak hour periods, and a 12-hour day (07:00-19:00). Full TRICS outputs are contained within Appendix 4.

Table 6.3: Vehicle Trip Generation Rates for the Proposed Residential Development (per dwelling)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.121	0.339	0.460
PM Peak (17:00-18:00)	0.366	0.116	0.482
12 Hour (07:00-19:00)	2.259	2.281	4.540

6.6 Table 6.4 presents the resulting predicted vehicle trips associated with the development proposal for 15 dwellings, using the trip rates provided in Table 6.2.

Table 6.4: Predicted Volume of Vehicle Trips for the Proposed Residential Development (15 dwellings)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	2 vph	5 vph	7 vph
PM Peak (17:00-18:00)	5 vph	2 vph	7 vph
12 Hour (07:00-19:00)	34 vpd	34 vpd	68 vpd

vph = vehicles per hour; vpd = vehicles per day (12 hours)

6.7 Reference to Table 6.4 suggests that seven two-way vehicle movements can be expected during both the AM and PM peak hour periods, with some 68 two-way movements expected over the course of 12 hours.

Proposed Office Development

6.8 Vehicle trip rates have been based on the TRICS database (version 7.7.4). The TRICS category 'Employment – Office' has been used, restricting sites to England (excluding London), Wales and Scotland with an office space of less than 1,500m^2. Due to the small number of sites, no further filtering was considered.

6.9 This resulted in 22 sites being selected. Following a review of each survey site all but one of the sites were removed from the selection for the following reasons:

- eleven of those sites were in residential locations away from a major centre;
- four sites were served by a much higher level of public transport;
- two sites were located in close proximity to a major railway station; and
- four sites were located in settlements that were of a much larger size than Marlborough.

6.10 The trip generation rates from the remaining site are shown in trips per 100m^2. Table 6.5 summarises the vehicle trip generation rates for the traditional weekday AM (08:00 to

09:00) and PM (17:00 to 18:00) peak hour periods, and a 10-hour day (08:00-18:00). Full TRICS outputs are contained within Appendix 4.

Table 6.5: Vehicle Trip Generation Rates for the Proposed Office Use (per 100m²)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.905	0.679	1.584
PM Peak (17:00-18:00)	0.000	0.679	0.679
10 Hour (08:00-18:00)	3.393	3.393	6.786

6.11 Table 6.6 presents the resulting predicted vehicle trips associated with the office proposals (459m²), using the trip rates provided in Table 6.4.

Table 6.6: Predicted Volume of Vehicle Trips for the Proposed Office Use (459m²)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	4 vph	3 vph	7 vph
PM Peak (17:00-18:00)	0 vph	3 vph	3 vph
10 Hour (08:00-18:00)	16 vpd	16 vpd	32 vpd

vph = vehicles per hour; vpd = vehicles per day (10 hours)

6.12 Reference to Table 6.6 suggests that seven and three two-way vehicle movements can be expected during both the AM peak hour period and PM peak hour periods respectively, with some 32 two-way movements expected over the course of 10 hours.

Total Trip Generation

6.13 Table 6.7 shows the total predicted volume of trips for the revised residential and office development.

Table 6.7: Total Predicted Volume of Vehicle Trips for the Proposed Residential and Office Development

		Arrivals	Departures	Total
AM Peak (08:00-09:00)	Residential	2 vph	5 vph	7 vph
	Office	4 vph	3 vph	7 vph
	TOTAL	6 vph	8 vph	14 vph
PM Peak (17:00-18:00)	Residential	5 vph	2 vph	7 vph
	Office	0 vph	3 vph	3 vph
	TOTAL	5 vph	5 vph	10 vph
12 Hour (07:00-19:00)	Residential	34 vpd	34 vpd	68 vpd
	Office	16 vpd	16 vpd	32 vpd
	TOTAL	50 vpd	50 vpd	100 vpd

vph = vehicles per hour; vpd = vehicles per day (12 hours)

Comparison with Approved Development

6.14 Table 6.8 shows the difference between the volume of vehicle arrivals and departures from the proposed development compared to approved development over a typical day. It is clear from this assessment that the proposed development reduces the daily impact when compared to the approved development.

Table 6.8: Comparison of Vehicle Trip Generation Rates between the Approved and the Proposed Development

	Arrivals	Departures	Total
Approved Residential Development – 8 dwellings (07:00-19:00)	18 vehicles	18 vehicles	36 vehicles
Approved Hotel (07:00-22:00)	32 vehicles	30 vehicles	62 vehicles
Approved Bar / Restaurant (11:00-00:00)	25 vehicles	27 vehicles	52 vehicles
Proposed Residential Development – 15 dwellings (07:00-19:00)	34 vehicles	34 vehicles	68 vehicles
Proposed Office Development (08:00-18:00)	16 vehicles	16 vehicles	32 vehicles
CHANGE	-25 vehicles	-25 vehicles	-50 vehicles

6.15 When comparing the above to the former school (Table 6.1), a significant reduction is also apparent over the course of a typical weekday, and no further analysis is deemed necessary.

7.0 SUMMARY & RECOMMENDATIONS

7.1 This *Transport Statement* has been prepared by Cole Easdon Consultants Limited on behalf of Sherbourne Developments Group Limited in respect of a planning application for the development of St. Peter's C of E Junior School, Marlborough, Wiltshire.

7.2 The proposed development is for a mixed-use scheme, comprising 15 residential dwellings and modest office space.

7.3 In accordance with relevant transport planning policy, this Report has considered the highway, traffic and transportation issues associated with the proposed development and its conclusions are thus:

- being located on the edge of Marlborough town centre, the development lies within close proximity to a number of local facilities for future residents and staff, with all essential facilities being located within 2km, and so can be reached easily by both foot and bicycle;
- similarly, all residential areas within Marlborough are located within 2km of the development, which would mean that many staff and visitors are located within easy walking and cycling distance;
- the development is located in close proximity to three routes on the National Cycle Network with one of these routes providing a largely off-road cycle routes towards Swindon in the north and Great Bedwyn (where railway services can be accessed) in the south east;
- all of Marlborough's local bus services can be accessed within 350m of the proposed development with direct services to and from Salisbury, Swindon, Tidworth, Bedwyn and Hungerford passing the development.
- car and cycle parking will be provided in accordance with Wiltshire Council's Car Parking and cycling strategies;
- data obtained from Crashmap confirms that there is no significant accident history in the vicinity of the site;
- safe and efficient vehicular access is proposed via a new access to The Parade and via a revised and restricted (in terms of vehicle movements) access to London Road; an arrangement that remains the same as that evolved through discussions with the local highway authority and subsequently approved as part of the previous application. This reduces pressure on London Road, which is a busy road by allowing traffic for the majority of residential properties to enter and exit via The Parade. Servicing vehicles

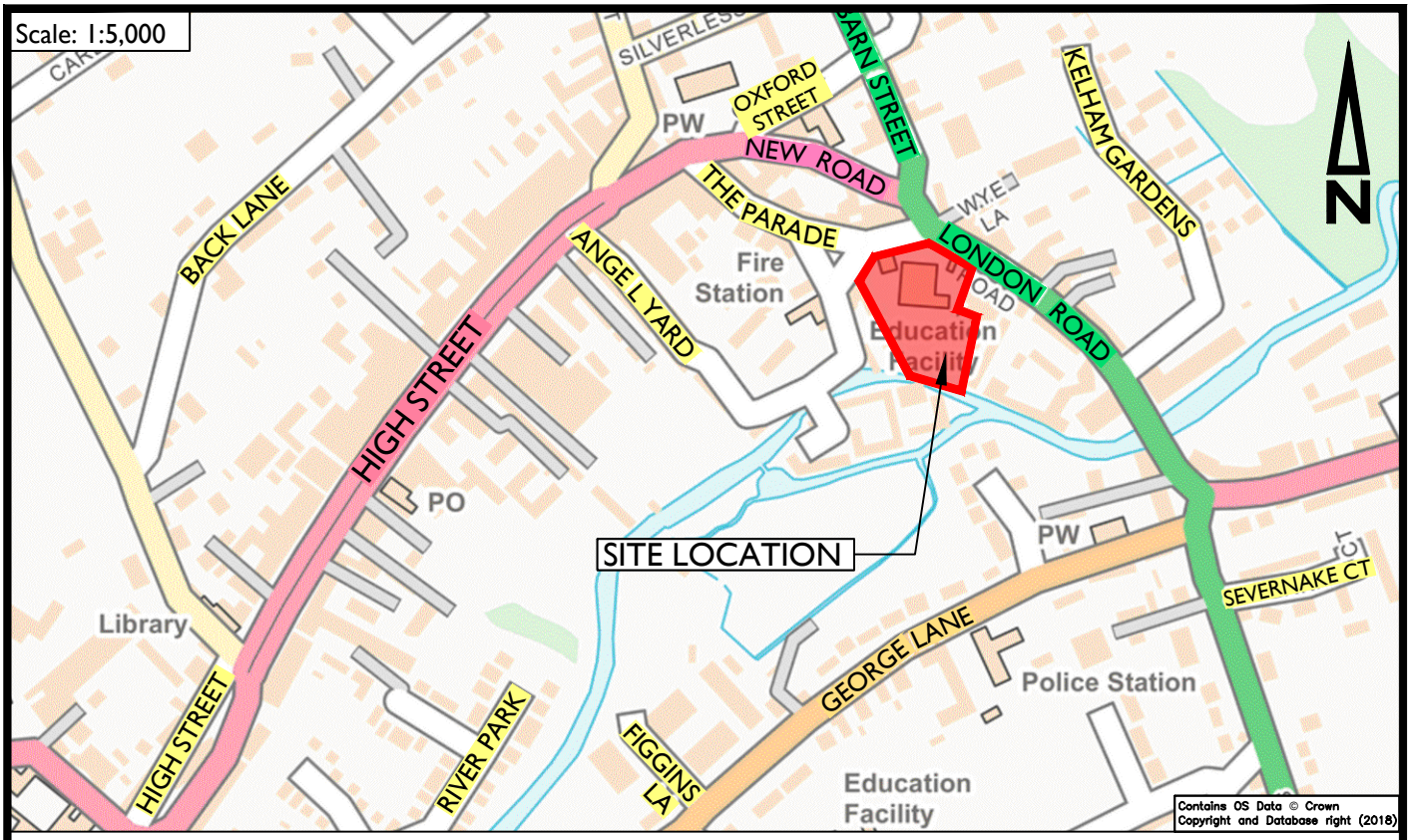
can enter the site easily via The Parade and then exit via London Road, as previously agreed with the local Highway Authority; and

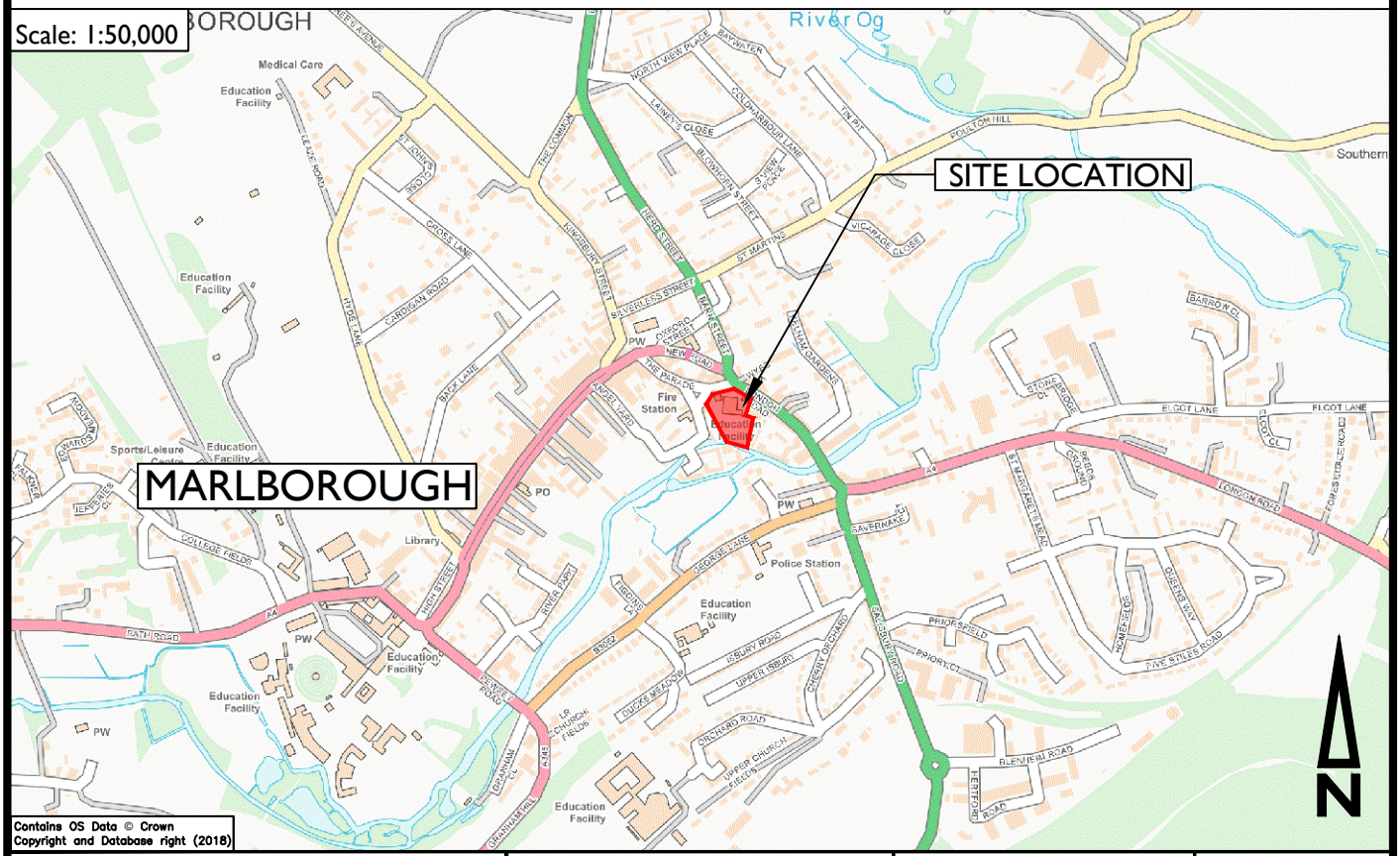
- a TRICS exercise undertaken to inform this Report predicts a modest level of vehicle trip generation, and a reduction when compared to the approved development and the former school.

7.4 Based on the information provided above, and when assessing the proposal in the context of the *National Planning Policy Framework* (2019), it is concluded that there will be no severe residual cumulative impacts resulting from the development nor an unacceptable impact on highway safety and that, accordingly, this application should not be prevented or refused on highways grounds.

Cole Easdon Consultants Limited
April 2021

Appendix 1





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Job Title:
Former St Peters School Site,
Marlborough
Wiltshire

Client:
Sherbourne Developments Group Limited

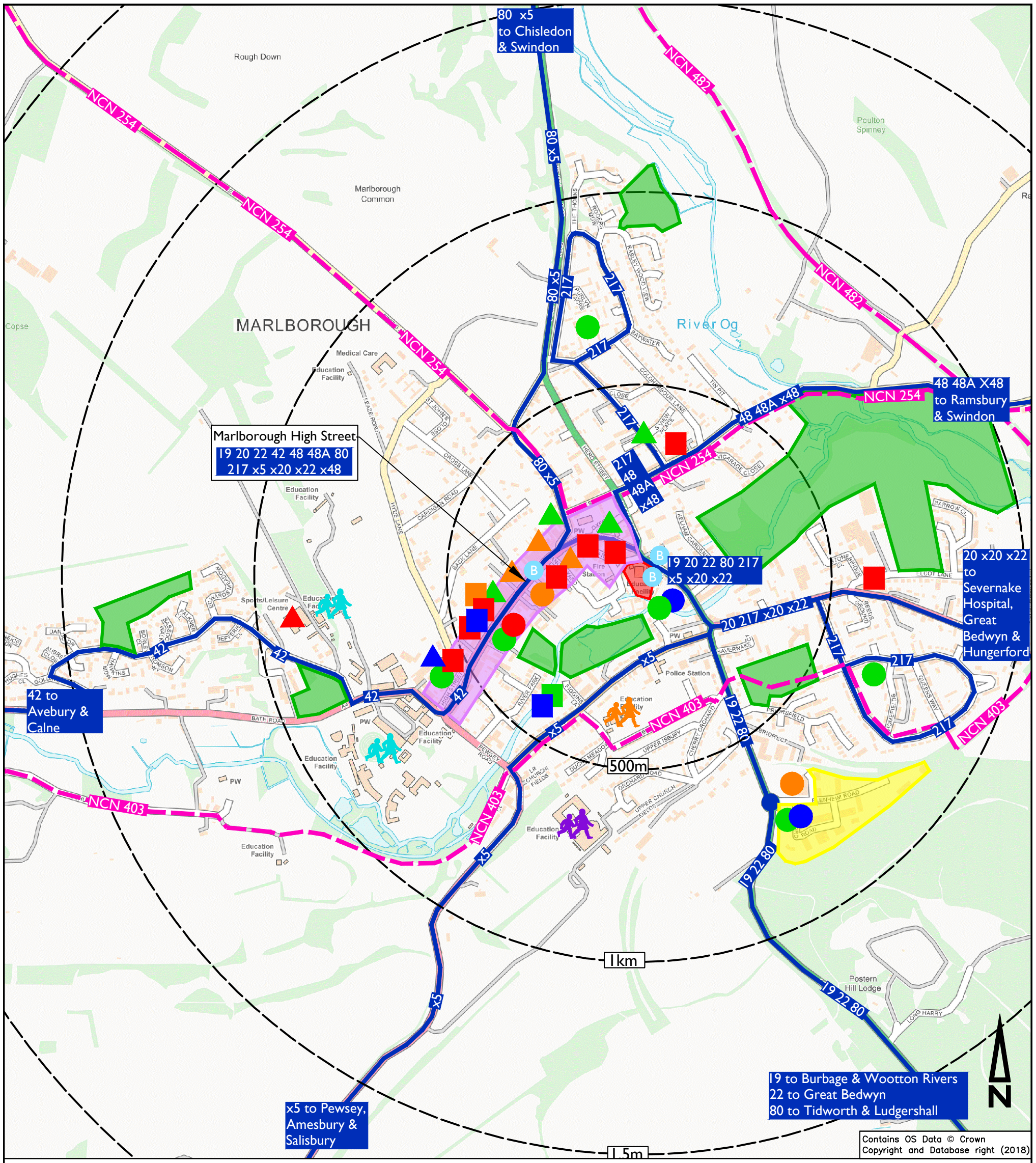
Drawing Status:

CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK		
	FOR COMMENT	
	FOR PLANNING	X
	FOR TENDER	
	FOR APPROVAL	
	FOR CONSTRUCTION	
	AS BUILT	

Drawing Title:
Site Location Plan

Drawn By	Date Drawn	Scale
CGC	July 2019	As Shown (A4)

Checked By	Drawing No.	Revision
KRA	Plan 6903/201	-



Key:

- Proposed Development Site
- Recreational / POS
- Employment
- Local Centre
- 500m — Isolines Centred on Proposed Development Site
- Primary School
- Secondary School
- Private School
- Supermarket
- Petrol Station
- Convenience Store
- Post Office
- Bank
- Library
- Hairdresser
- Leisure Centre
- Public House
- Pharmacy
- Doctors/GP
- Dentist
- 80 — Existing bus route and number
- NCN 254 — National Cycle Route and Number
- B — Existing bus stops Pertinent to Proposed Development Site

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Job Title: Former St Peters School Site, Marlborough Wiltshire

Drawing Title: Accessibility Plan

Drawing Status:	
FOR COMMENT	
FOR PLANNING	X
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

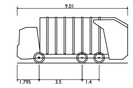
CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK

Client: Sherbourne Developments Group Limited

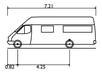
Drawn By	Date Drawn	Scale
CGC	July 2019	1:10,000 (A3)

Checked By	Drawing No.	Revision
KRA	Plan 6903/202	-

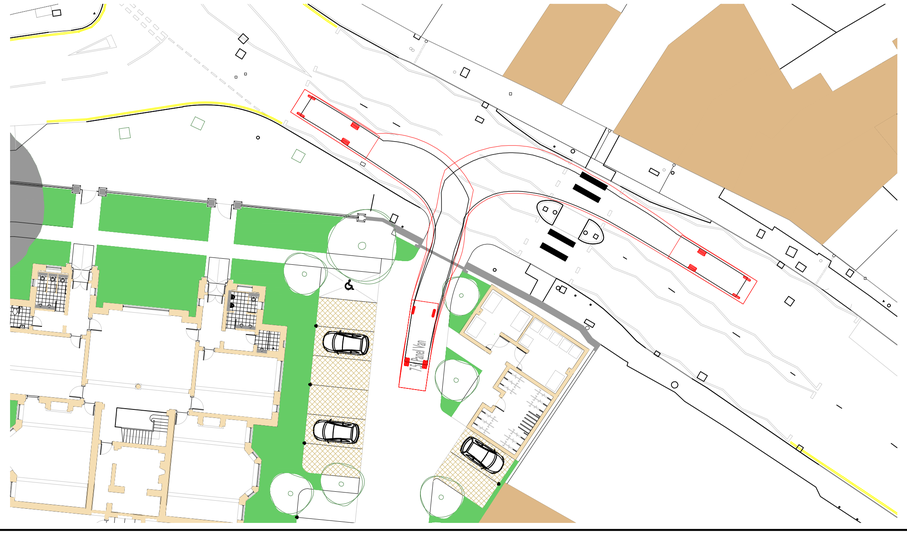




Medium Refuse Vehicle (3 axle)	
Overall Length	9.010m
Overall Width	2.450m
Overall Body Height	3.742m
Min Body Ground Clearance	0.395m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.200m



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



Rev.			Revision Details
C	Designed	-	Updated to latest layout
	Drawn	PJS	1427/P/25 P1
	Checked	BE	
	Date	Apr 21	
B	Designed	-	Updated to latest layout
	Drawn	PJS	1427/P/25 pre 4
	Checked	BE	
	Date	Mar 21	
A	Designed	-	Updated to latest layout
	Drawn	PJS	1410/P/06 Rev P5
	Checked	BE	Panel Van added
	Date	May2020	

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Client
Sherbourne Developments Group Limited

Job Title
Former St Peters School Site,
Marlborough
Wiltshire

Drawing Title
Swept Path Analysis
Refuse Vehicle and Panel Van

Drawing Status:

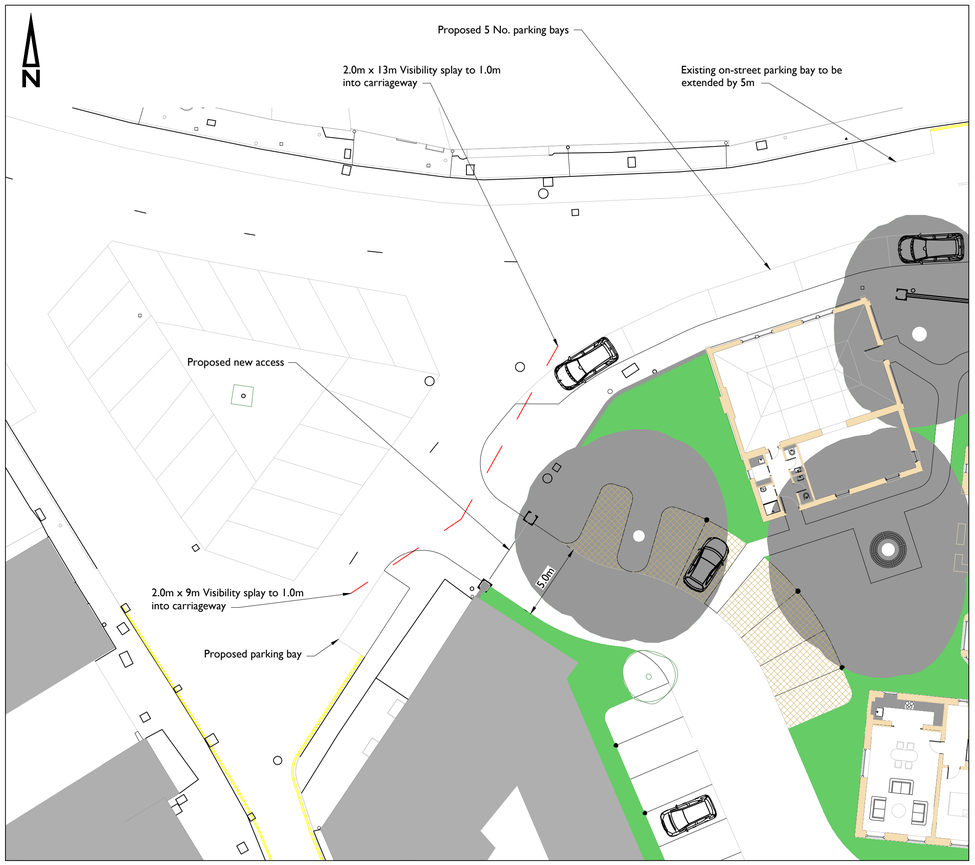
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
	X				

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

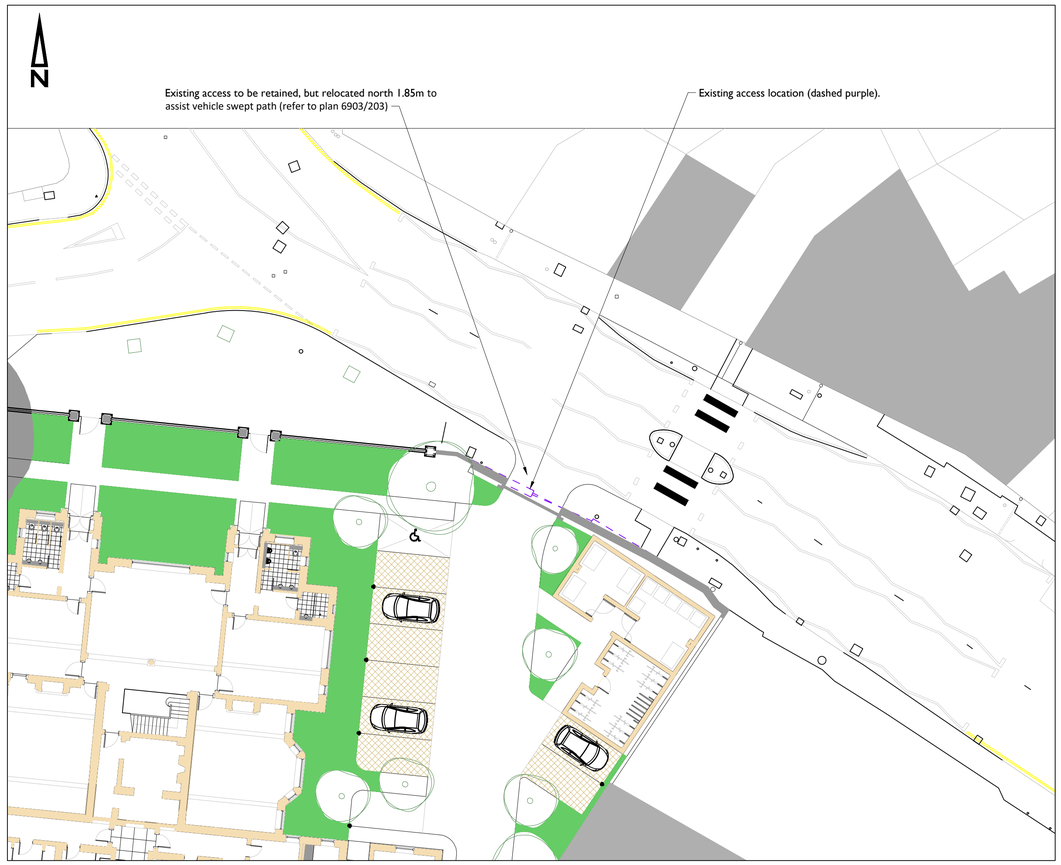
Designed by:	Drawn by:	Checked by:
PJS	PJS	BE / MR

Date	Scale
October 2019	1:250 (A1)

Drg. No.	Rev.
Plan 6903/203	C



Proposed new access
Scale 1:200



Existing access
Scale 1:200



Context Plan
Scale 1:1,000

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Rev.			Revision Details
C	Designed	-	Updated to latest layout 1427/P/25 P1
	Drawn	PJS	
	Checked	BE	
	Date	Apr 21	
B	Designed	-	Updated to latest layout 1427/P/25 pre 4
	Drawn	PJS	
	Checked	BE	
	Date	Mar 21	
A	Designed	-	Updated to latest layout 1410/P/06 Rev P5
	Drawn	PJS	
	Checked	BE	
	Date	May2020	

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Client
Sherbourne Developments Group Limited

Job Title
Former St Peters School Site, Marlborough Wiltshire

Drawing Title
Access Arrangements

Drawing Status:

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
	X				

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:	Drawn by:	Checked by:
PJS	PJS	JBF

Date	Scale
October 2019	As shown (A1)

Drg. No.	Rev.
Plan 6903/204	C

Appendix 2

THE PARADE

KENNET PLACE

A346 LONDON ROAD

2no replacement public parking bays

EXISTING BUILDING 'A'
refer to P/37

pedestrian entrances to offices

existing access adjusted and gates added to allow exit only for selected users see traffic statement

exit only

office visitor (1no total)

cabinet and post box moved

2no public parking bays lost to form new access

lamp post moved refer to P/35

S9

S1

MAIN BUILDING
refer to P/26 and 27

S2

S3

S4

office seating area

office parking (8no)

NEW BUILDING 'C'
refer to P/37

office parking (7no)

F3 parking (1no)

F1

F2

F3

EV charging points

flat parking (6no)

H1 parking (1no + garage)

EXISTING BUILDING 'B'
refer to P/36

H8

residential seating area

H1

H2

residential visitors (3no)

flat parking (6no)

H3

NEW HOUSES H1-7
refer to P/29-31, 34 and 35

H4

H5

H6

H7

Contractor to check all dimensions on site. Figured dimensions only to be worked from. Discrepancies to be reported before proceeding. This drawing is copyright. ©

ON SITE PARKING SUMMARY

offices (Class E)	15	
office visitors	1	
flats	13	
houses	16	(inc 7no garages)
residential visitors	3	
total	48	

N

0 10m
1:200 @ A1

SCALE 1:200 at A1

DATE March 2021

DRAWING NO. 1427/P/25 REVISION P1

PROJECT St. Peter's School

LOCATION Marlborough

DRAWING TITLE Proposed Site Plan: Ground Floor

the **ARCHITECTURE** PRACTICE

5 GIBBS HOUSE ST.SWITHIN'S YARD BATH BA1 5BG
t: 01225 335546 **e**: mail@architecturepractice.com

Appendix 3

Appendix D Accessibility questionnaire

Mode	Criteria	Variation	Possible score	Actual score
Walking	Quality of pedestrian facilities	**Good:** • Footways of at least 1.5m wide • Choice of pedestrian access points to the site in at least three directions. (60° apart) • Pedestrian routes are well maintained, well lit and designated for disabled access.	3	3
		Moderate: • Footways present at a min width of 1m • Choice of pedestrian access points to the site in at least two direction (90° apart) • Pedestrian routes are maintained to a reasonable standard, with some street lighting and some disabled facilities	2	
		Poor: • No footways adjacent to the site • Pedestrians use an access where vehicles have priority • Access from only one point • No street lighting or disabled facilities	0	
Cycling	Quality of cycling facilities	**Good:** • Choice of cycle parking types • Good choice of safe access routes for cyclists • Design and maintenance of surrounding area sympathetic to cyclists	3	
		Moderate: • Cycle parking above standard • On-road facilities and surfaces adequate quality for cyclists • Some choice of safe access routes for cyclists	2	
		Poor: • Cycling parking to standard • Poor on-road cycle facilities and surfaces • Limited choice of safe access routes for cyclists	0	0

Mode	Criteria	Variation	Possible score	Actual score
Bus	Walking distance to nearest bus stop	Less than 100m	3	3
		Less than 400m	2	
		More than 400m	0	
	Frequency of principle bus service at nearest bus stop (if within 800m)	15 mins or less	4	
		30 mins or less	2	2
		60 mins or less	1	
		Over 60 mins	0	
	Distance to nearest bus station/ major interchange (5 or more routes)	Less than 200m	5	
		Less than 400m	3	3
		Less than 800m	2	
		More than 800m	0	
	Number of bus services with at least (60min weekday frequency) stopping within 400m of site	6 or more	5	
		2 to 5	3	3
		1	1	
		0	0	
	Quality of nearest bus stop (if within 800m walking distance)	**Good:** • Shelter, seating and flag • Timetables and Real-time information • Raised curbs and adequate footway width • Well lit, CCTV and overlooked buildings	2	
		Moderate: • Shelter and flag • Timetable information • Adequate footway width/no raised curb • Adequate lighting	1	
		Poor: • Marked only by pole and flag • Little or no timetable information • Little or no street lighting • Narrow footway	0	0

Mode	Criteria	Variation	Possible score	Actual score
Trains	Walking distance to nearest railway station	Less than 400m	5	
		Less than 800m	3	
		Less than 1,200m	2	
		More than 1,200m	0	0
	Trains per hour per direction from nearest station (if within 1,2000m walking distance)	5 or more	4	
		3 to 4	2	
		1 to 2	1	
		Less than 1	0	0
	Quality of the nearest railway station (if within 1,2000 of the site)	**Good:** • Heated and enclosed waiting facilities • Toilets • Timetable and real-time information • More than one line served by station • Ticket office and machines • Staffed for majority of the day • CCTV and other security measures • A good range of retail facilities • Fully accessible with lifts and ramps • Bus and taxi interchange within close proximity	2	
		Moderate: • Waiting facilities – part enclosed • Toilets • Timetables and real time information • Ability to purchase tickets • Part-time staffing • CCTV and other security measures • Some retail facilities • Some disabled accessibility • Taxi rank only	1	
		Poor: • Poor waiting facilities – not enclosed • No toilets • Timetables only • Not staffed • No security measures • No retail facilities • No disabled accessibility • No taxi rank	0	0

Appendix 4

Calculation Reference: AUDIT-228601-190711-0727

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
10	WALES		
	PS	POWYS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 16 to 71 (units:)
Range Selected by User: 5 to 100 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 20/11/18

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

Selected survey days:

Monday	2 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	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	5

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

Secondary Filtering selection:

Use Class:

C3	5 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	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	2 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 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	5 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	4 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

4 PS-03-A-01 MIXED HOUSES POWYS
BRYN GLAS
WELSHPOOL

Edge of Town Centre
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-04	Too suburban
DH-03-A-01	Too suburban
KC-03-A-05	Too rural
LC-03-A-30	Too large
LE-03-A-02	Too suburban
MS-03-A-03	Too large
NF-03-A-01	Not near local centre
NY-03-A-07	Too suburban
PS-03-A-02	Not near local centre
SF-03-A-06	Too rural
SH-03-A-05	Too large
SY-03-A-01	Too large
TW-03-A-03	Too suburban
WK-03-A-02	Too suburban
WS-03-A-07	Too rural

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	45	0.080	5	45	0.299	5	45	0.379
08:00 - 09:00	5	45	0.121	5	45	0.339	5	45	0.460
09:00 - 10:00	5	45	0.165	5	45	0.219	5	45	0.384
10:00 - 11:00	5	45	0.112	5	45	0.219	5	45	0.331
11:00 - 12:00	5	45	0.143	5	45	0.129	5	45	0.272
12:00 - 13:00	5	45	0.170	5	45	0.161	5	45	0.331
13:00 - 14:00	5	45	0.214	5	45	0.147	5	45	0.361
14:00 - 15:00	5	45	0.170	5	45	0.219	5	45	0.389
15:00 - 16:00	5	45	0.263	5	45	0.192	5	45	0.455
16:00 - 17:00	5	45	0.250	5	45	0.138	5	45	0.388
17:00 - 18:00	5	45	0.366	5	45	0.116	5	45	0.482
18:00 - 19:00	5	45	0.205	5	45	0.103	5	45	0.308
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.259			2.281			4.540

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:	16 - 71 (units:)
Survey date date range:	01/01/11 - 20/11/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	15

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	45	0.000	5	45	0.000	5	45	0.000
08:00 - 09:00	5	45	0.000	5	45	0.000	5	45	0.000
09:00 - 10:00	5	45	0.000	5	45	0.000	5	45	0.000
10:00 - 11:00	5	45	0.000	5	45	0.000	5	45	0.000
11:00 - 12:00	5	45	0.004	5	45	0.000	5	45	0.004
12:00 - 13:00	5	45	0.004	5	45	0.004	5	45	0.008
13:00 - 14:00	5	45	0.000	5	45	0.004	5	45	0.004
14:00 - 15:00	5	45	0.000	5	45	0.000	5	45	0.000
15:00 - 16:00	5	45	0.000	5	45	0.000	5	45	0.000
16:00 - 17:00	5	45	0.000	5	45	0.000	5	45	0.000
17:00 - 18:00	5	45	0.000	5	45	0.000	5	45	0.000
18:00 - 19:00	5	45	0.000	5	45	0.000	5	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	45	0.004	5	45	0.004	5	45	0.008
08:00 - 09:00	5	45	0.004	5	45	0.004	5	45	0.008
09:00 - 10:00	5	45	0.000	5	45	0.000	5	45	0.000
10:00 - 11:00	5	45	0.000	5	45	0.000	5	45	0.000
11:00 - 12:00	5	45	0.000	5	45	0.000	5	45	0.000
12:00 - 13:00	5	45	0.000	5	45	0.000	5	45	0.000
13:00 - 14:00	5	45	0.004	5	45	0.000	5	45	0.004
14:00 - 15:00	5	45	0.000	5	45	0.004	5	45	0.004
15:00 - 16:00	5	45	0.000	5	45	0.000	5	45	0.000
16:00 - 17:00	5	45	0.000	5	45	0.000	5	45	0.000
17:00 - 18:00	5	45	0.000	5	45	0.000	5	45	0.000
18:00 - 19:00	5	45	0.000	5	45	0.000	5	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	45	0.004	5	45	0.045	5	45	0.049
08:00 - 09:00	5	45	0.000	5	45	0.018	5	45	0.018
09:00 - 10:00	5	45	0.004	5	45	0.013	5	45	0.017
10:00 - 11:00	5	45	0.013	5	45	0.009	5	45	0.022
11:00 - 12:00	5	45	0.009	5	45	0.013	5	45	0.022
12:00 - 13:00	5	45	0.004	5	45	0.009	5	45	0.013
13:00 - 14:00	5	45	0.000	5	45	0.000	5	45	0.000
14:00 - 15:00	5	45	0.013	5	45	0.004	5	45	0.017
15:00 - 16:00	5	45	0.027	5	45	0.004	5	45	0.031
16:00 - 17:00	5	45	0.036	5	45	0.009	5	45	0.045
17:00 - 18:00	5	45	0.027	5	45	0.000	5	45	0.027
18:00 - 19:00	5	45	0.000	5	45	0.004	5	45	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.128			0.265

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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	45	0.022	5	45	0.196	5	45	0.218
08:00 - 09:00	5	45	0.045	5	45	0.205	5	45	0.250
09:00 - 10:00	5	45	0.080	5	45	0.116	5	45	0.196
10:00 - 11:00	5	45	0.049	5	45	0.138	5	45	0.187
11:00 - 12:00	5	45	0.089	5	45	0.089	5	45	0.178
12:00 - 13:00	5	45	0.098	5	45	0.107	5	45	0.205
13:00 - 14:00	5	45	0.152	5	45	0.107	5	45	0.259
14:00 - 15:00	5	45	0.125	5	45	0.125	5	45	0.250
15:00 - 16:00	5	45	0.179	5	45	0.116	5	45	0.295
16:00 - 17:00	5	45	0.170	5	45	0.094	5	45	0.264
17:00 - 18:00	5	45	0.219	5	45	0.054	5	45	0.273
18:00 - 19:00	5	45	0.129	5	45	0.058	5	45	0.187
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.357			1.405			2.762

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	45	0.022	5	45	0.018	5	45	0.040
08:00 - 09:00	5	45	0.040	5	45	0.018	5	45	0.058
09:00 - 10:00	5	45	0.036	5	45	0.031	5	45	0.067
10:00 - 11:00	5	45	0.027	5	45	0.031	5	45	0.058
11:00 - 12:00	5	45	0.018	5	45	0.013	5	45	0.031
12:00 - 13:00	5	45	0.022	5	45	0.031	5	45	0.053
13:00 - 14:00	5	45	0.027	5	45	0.004	5	45	0.031
14:00 - 15:00	5	45	0.009	5	45	0.027	5	45	0.036
15:00 - 16:00	5	45	0.022	5	45	0.036	5	45	0.058
16:00 - 17:00	5	45	0.013	5	45	0.018	5	45	0.031
17:00 - 18:00	5	45	0.022	5	45	0.009	5	45	0.031
18:00 - 19:00	5	45	0.009	5	45	0.013	5	45	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.267			0.249			0.516

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	45	0.000	5	45	0.000	5	45	0.000
08:00 - 09:00	5	45	0.000	5	45	0.004	5	45	0.004
09:00 - 10:00	5	45	0.000	5	45	0.000	5	45	0.000
10:00 - 11:00	5	45	0.000	5	45	0.000	5	45	0.000
11:00 - 12:00	5	45	0.000	5	45	0.000	5	45	0.000
12:00 - 13:00	5	45	0.000	5	45	0.000	5	45	0.000
13:00 - 14:00	5	45	0.000	5	45	0.000	5	45	0.000
14:00 - 15:00	5	45	0.000	5	45	0.000	5	45	0.000
15:00 - 16:00	5	45	0.000	5	45	0.000	5	45	0.000
16:00 - 17:00	5	45	0.000	5	45	0.000	5	45	0.000
17:00 - 18:00	5	45	0.004	5	45	0.000	5	45	0.004
18:00 - 19:00	5	45	0.000	5	45	0.000	5	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.*

Calculation Reference: AUDIT-228601-210323-0326

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:
07 YORKSHIRE & NORTH LINCOLNSHIRE
WY WEST YORKSHIRE 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: Gross floor area
Actual Range: 442 to 442 (units: sqm)
Range Selected by User: 178 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/97 to 13/11/19

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

Selected survey days:
Friday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Town Centre 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:
High Street 1

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

Secondary Filtering selection:

Use Class:
B1 1 days

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

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
5,001 to 10,000 1 days

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

Population within 5 miles:
50,001 to 75,000 1 days

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

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 WY-02-A-04 INSURANCE COMPANY WEST YORKSHIRE
BRADFORD ROAD
CLECKHEATON

Town Centre
High Street
Total Gross floor area: 442 sqm
Survey date: FRIDAY *23/09/16* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AS-02-A-01	Outside of town centre
BD-02-A-03	Too much public transport
CB-02-A-01	Too large an urban centre
CB-02-A-02	Outside of town centre
DS-02-A-01	Too large an urban centre
ES-02-A-11	Outside of town centre
ES-02-A-13	Too much public transport
HF-02-A-03	Too much public transport
HI-02-A-01	Outside of town centre
HI-02-A-02	Outside of town centre
KC-02-A-09	Too close to a major rail station
NF-02-A-02	Too much public transport
NF-02-A-04	Outside of town centre
NY-02-A-01	Too close to a major rail station
PK-02-A-01	Outside of town centre
PK-02-A-02	Outside of town centre
SC-02-A-11	Outside of town centre
TW-02-A-01	Too large an urban centre
TW-02-A-05	Outside of town centre
WK-02-A-01	Too large an urban centre
WY-02-A-05	Outside of town centre

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00	1	442	0.679	1	442	0.000	1	442	0.679
09:00 - 10:00	1	442	0.905	1	442	0.679	1	442	1.584
10:00 - 11:00	1	442	0.905	1	442	0.905	1	442	1.810
11:00 - 12:00	1	442	0.226	1	442	0.452	1	442	0.678
12:00 - 13:00	1	442	0.000	1	442	0.000	1	442	0.000
13:00 - 14:00	1	442	0.000	1	442	0.000	1	442	0.000
14:00 - 15:00	1	442	0.226	1	442	0.226	1	442	0.452
15:00 - 16:00	1	442	0.226	1	442	0.226	1	442	0.452
16:00 - 17:00	1	442	0.226	1	442	0.226	1	442	0.452
17:00 - 18:00	1	442	0.000	1	442	0.679	1	442	0.679
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.393			3.393			6.786

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.

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Parameter summary

Trip rate parameter range selected:	442 - 442 (units: sqm)
Survey date date range:	01/01/97 - 13/11/19
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	21

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.