

BELLWAY HOMES LIMITED

LAND AT HOME FARM, WARMINSTER

RESIDENTIAL TRAVEL PLAN

**REPORT REF.
2204791-ACE-XX-XX-RP-C-0104**

March 2026

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Distribution

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1. Introduction

Background

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited to prepare a Travel Plan (TP) in support of a Full Planning Application for a residential development comprising of 135 dwellings on land north of Boreham Road, Warminster.
- 1.2. The proposed development description is as follows:

"Full planning permission for residential development (Use Class C3) comprising 135 dwellings with associated private amenity space and car/cycle parking, a comprehensive landscaping scheme to include publicly accessibly amenity space, sustainable drainage features, new tree planting and associated works. Alterations to the existing Home Farm access from Boreham Road, and new vehicular, cycle and pedestrian routes through the site. All associated infrastructure works."
- 1.3. The planning application for the proposed scheme is to be submitted to Wiltshire Council (WC) as both the Local Planning Authority and Local Highway Authority.
- 1.4. This TP follows on from pre-application discussions with WC, which were informed by a Transport Scoping Note (Report Reference 2204791-ACE-XX-XX-RP-C-0101). A Transport Assessment (TA, Report Reference 2204791-ACE-XX-XX-RP-C-0102) has also been prepared to support the application. The TA assesses and identifies the change in traffic conditions associated with the proposals, including the predicted number of person trips by all modes of transport. It also identifies appropriate transport infrastructure to support the development. Accordingly, where relevant, this TP makes references to the findings of the TA.

Scope of Report

- 1.5. This TP has been prepared in accordance with the latest government advice, with the aim of promoting the use of sustainable and active modes of travel for journeys to and from the site. Since the development involves residential use, this TP takes the form of a residential TP aimed at residents, but it may also have a positive effect on the travel choices of visitors.
- 1.6. This TP has been produced to set out a range of measures and incentives to facilitate and encourage all users of the site to utilise sustainable modes of travel wherever

possible. It also identifies associated procedures for implementation and monitoring, along with suitable targets, to ensure the overriding objectives of reducing single occupancy car travel and increasing uptake of sustainable modes are achieved.

- 1.7. Biennially, for the duration of the monitoring period, a travel survey will be undertaken, the results of which will be analysed and presented to WC and if necessary, used to amend targets for the use of sustainable travel modes and activate the need for corrective actions if necessary.

Purpose of a Travel Plan

- 1.8. A TP is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as: a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
- 1.9. The benefits of a TP can loosely be categorised under three main headings:
- Health benefits;
 - Environmental benefits; and
 - Financial benefits.

Health Benefits

- 1.10. A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There is also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.
- 1.11. WC's Local Transport Plan 4 (LTP4) Objective 2 aims to *"provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire"*.
- 1.12. Regular moderate physical activity (including walking and cycling) can help prevent and reduce risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure and musculoskeletal problems.

Environmental Benefits

- 1.13. Climate change is a global issue, and the government has pledged to play its part in reducing harmful carbon and related emissions by setting carbon reduction targets: *"it is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline"*.
- 1.14. WC's LTP4 Objective 5 aims to *"expedite the reduction of total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon neutral by 2030, and leading the county towards Net Zero"*.
- 1.15. Encouraging residents and visitors to make smarter, low carbon travel choices in the way they travel can reduce the impact that new and existing developments across the UK have on the local environment and air quality.
- 1.16. An increase in car trips can also contribute to negative local environmental issues such as severance. By encouraging sites to reduce car dependency, the local highway networks will benefit from a reduction in vehicular movements and local communities will benefit from less traffic.

Financial Benefits

- 1.17. There are financial benefits to be gained from increasing active travel rates and reducing harmful emissions produced by vehicles, both for individuals and for wider society.
- 1.18. Individuals can benefit financially from travelling to and from a site with a TP in place due to increased awareness of the range of transport options available, some of which may be more cost effective than car travel.
- 1.19. In some circumstances, TP measures can remove an individual's need to own a car, minimising the capital and on-going cost of car ownership.
- 1.20. An effective TP can help encourage residents and visitors of the site to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle and can reduce financial wastage.

Policy and Guidance

1.21. TPs have become an important tool for the delivery of national, regional, and local transport policy and commonly play an integral aspect within the planning process, fulfilling a role in encouraging more sustainable development.

1.22. This TP has been developed in conformance with the following documents, where possible:

- The National Planning Policy Framework [NPPF] (Ministry of Housing, Communities & Local Government [MHCLG], December 2024, Amended February 2025);
- National Planning Practice Guidance [NPPG] - Travel Plans, Transport Assessments and Statements (MHCLG, Last updated March 2014);
- Wiltshire Local Transport Plan 4 (2025-2038);
- Wiltshire Core Strategy (2015); and
- Warminster Neighbourhood Plan (2016).

Report Structure

1.23. Following this introduction, this TP is structured as follows:

- **Section 2.0** describes existing conditions in terms of the site's accessibility on foot, by cycle and public transport;
- **Section 3.0** provides a description of the proposed development scheme;
- **Section 4.0** provides details of objectives and targets;
- **Section 5.0** outlines the proposed package of measures and initiatives to encourage use of alternative modes of travel to the private car;
- **Section 6.0** outlines the proposed TP monitoring and review process; and
- **Section 7.0** sets out an indicative Action Plan.

2. Existing Situation

- 2.1. This section gives a brief overview of the site and the existing surrounding conditions. More detailed information on these can be found in the supporting planning documents submitted as part of the full planning application at the site.

Site Location

- 2.2. The application site is located to the east of Warminster, at the edge of the settlement boundary, on land to the north of Boreham Road. The site is bound by farmland and Ministry of Defence sports facilities to the north, Bishopstrow Hotel / grounds to the east, alongside Boreham Road and existing residential properties to the south and west.
- 2.3. The site location is shown in **Figure 2.1** below.



Figure 2.1: Site Location (Source: Google Earth)

Existing Use and Access

- 2.4. There is one main vehicular access to the site along the southern boundary with Boreham Road, which is provided with dropped kerbed access. The access point

measures approximately 5.5m in width and is flanked by low walls on either side. The existing access junction is shown in **Figure 2.2** below.



Figure 2.2: Existing Access onto Boreham Road

- 2.5. There are additional pedestrian access points into the site via various Public Rights of Way (PRoW) which traverse the site. The locations of these are outlined in further detail later in this section.

Local Highway Network

- 2.6. The site is bound along its southern boundary by Boreham Road (B3414), which is a local distributor road with a carriageway width of approximately 7.5m in vicinity of the existing access point. Boreham Road is provided with a continuous footway on only the northern (site) side. It provides direct access to existing houses on both sides.
- 2.7. Boreham Road is lit and is subject to a 40mph speed limit at the existing site access point, although this reduces to 30mph along the site frontage approximately 40m further west. The road provides direct accesses to individual dwellings, plus simple priority T-junctions along its length in the vicinity that provide access to existing residential areas locally.

2.8. Boreham Road is a bus route, with eastbound and westbound services available in the vicinity of the site, as described later on in this section.

2.9. The B3414 extends north-west from the site to provide a connection into Warminster, with access to the A36 bypass possible along this route. The B3414 extends south-east to the Cotley Hill Roundabout, from which the A36 can be accessed.

Connectivity

Walking

2.10. The site's location to the east of the east of Warminster, adjacent to the settlement boundary, means a variety of local amenities and services are available to cater for the day-to-day needs of local people. Therefore, significant pedestrian infrastructure already exists in the surrounding area.

2.11. Roads in the vicinity of the site are provided with well-maintained footways, providing an excellent environment for pedestrians. There are suitable crossing points in proximity of the site that have dropped kerbs, allowing pedestrians a direct, step-free crossing point to assist pedestrian movements along key desire lines.)

2.12. The site benefits from several Public Rights of Way (PRoW) in the vicinity of the site, with one crossing the site (as shown on **Figure 2.3**) including:

- **WARM40** – this route runs through the western extents of the site and can be accessed via Boreham Road to the south. The southern part of the footpath runs along Grange Lane, before connecting to a network of tracks including a footbridge across the railway line to the north of the site.
- **WARM41** – this runs in a generally north-south alignment and flanks the site boundary to the east. The footpath can be accessed via Boreham Road to the south and connects to PRoW WARM40 to the north.

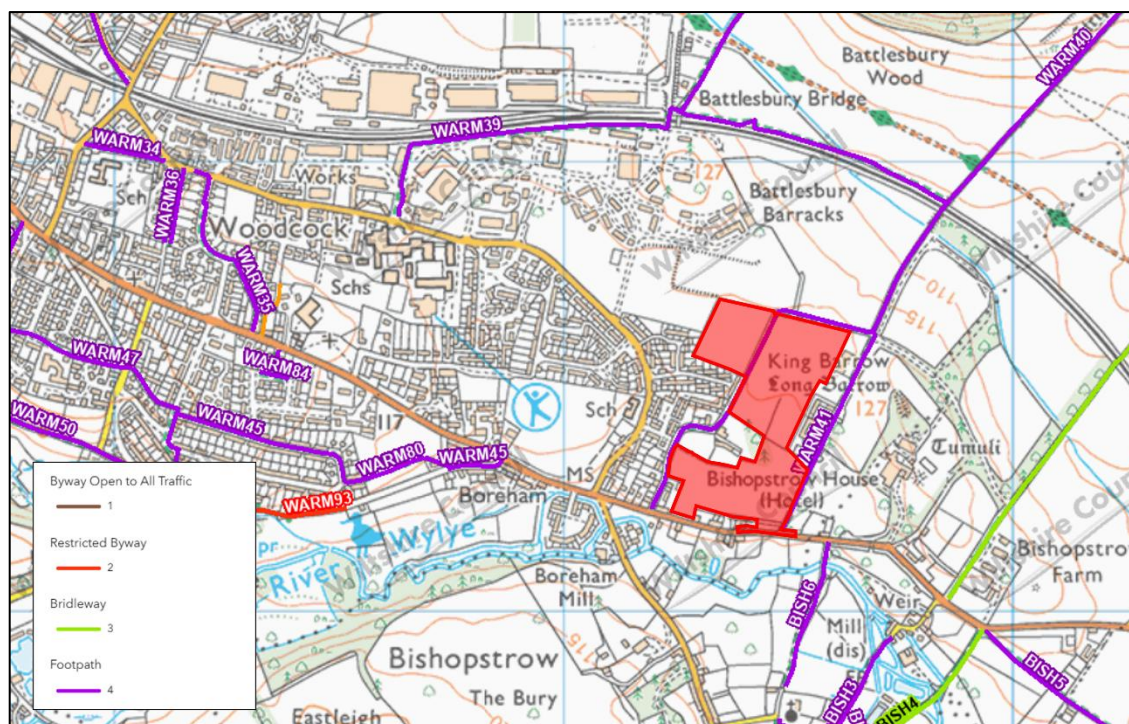


Figure 2.3: Existing PRoWs in the Vicinity of the Site (Source: WC Rights of Way Explorer)

2.13. The site's location at the edge of the settlement of Warminster means local amenities and services are available to cater for the day-to-day needs of local residents, supported by good existing pedestrian infrastructure.

2.14. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing Journeys on Foot' recommends suggested acceptable walking distance of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for journeys to District Facilities which includes employment, schools, health and community facilities.

2.15. To further support the above, MfS identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.

2.16. **Table 2.1** presents a list of local amenities and facilities within walking distance of the site.

Amenity	Distance
Bishopstrow Hotel and Spa	200m
St George's Catholic Primary School	450m
Warminster Nursery	450m
Newsmarket Convenience Store	600m
Bishopstrow College	600m
Warminster Area Community Orchard	600m
Royal Fish Bar	700m
Church of St John the Evangelist	900m
St John's C of E Primary School	1100m
Kingdown School	1200m
Warminster Conservative Club	1200m
Warminster Sports Centre	1200m
Central @ Warminster Convenience Store	1300m
Rose and Crown Pub	1600m
Smallbrook Road Nature Reserve	1800m
Bupa Dental Care Warminster	2000m
Waitrose & Partners	2000m
Snap Fitness Warminster	2000m
Well Pharmacy	2000m
Three Horseshoes Walk Shopping Centre	2000m

Table 2.1: Walking & Cycling Distances to Local Amenities

2.17. It can be seen from the table above that there are several facilities within the prescribed 2km catchment, including education, leisure and retail facilities, enabling everyday journeys to be undertaken on foot. It is worth noting that the measurements in **Table 2.1** are taken from the proposed western pedestrian access point, although distances could increase / decrease depending on dwelling location and the provision of any pedestrian connections provided along the site's western boundary.

Cycling

2.18. Local Transport Note 1/20 'Cycle Infrastructure Design' (DfT, July 2020) states that *"...Two out of every three personal trips are less than five miles in length."* The site is well placed to reach key local destinations within 5 miles (8km) which is considered a realistic cycling distance. A typical cycle speed of 20km/h would result in this distance equating to a journey time of approximately 24 minutes.

2.19. An 8km isochrone catchment area centred on the site access (shown in **Figure 2.4**) demonstrates that the entirety of built-up Warminster is accessible within the prescribed cycle distance, allowing access to a wide variety of local facilities and amenities via bicycle. The adjacent town of Westbury is on the edge of this isochrone, meaning that certain more experienced cyclists may travel this additional distance to reach the employment, leisure and educational facilities in this area.

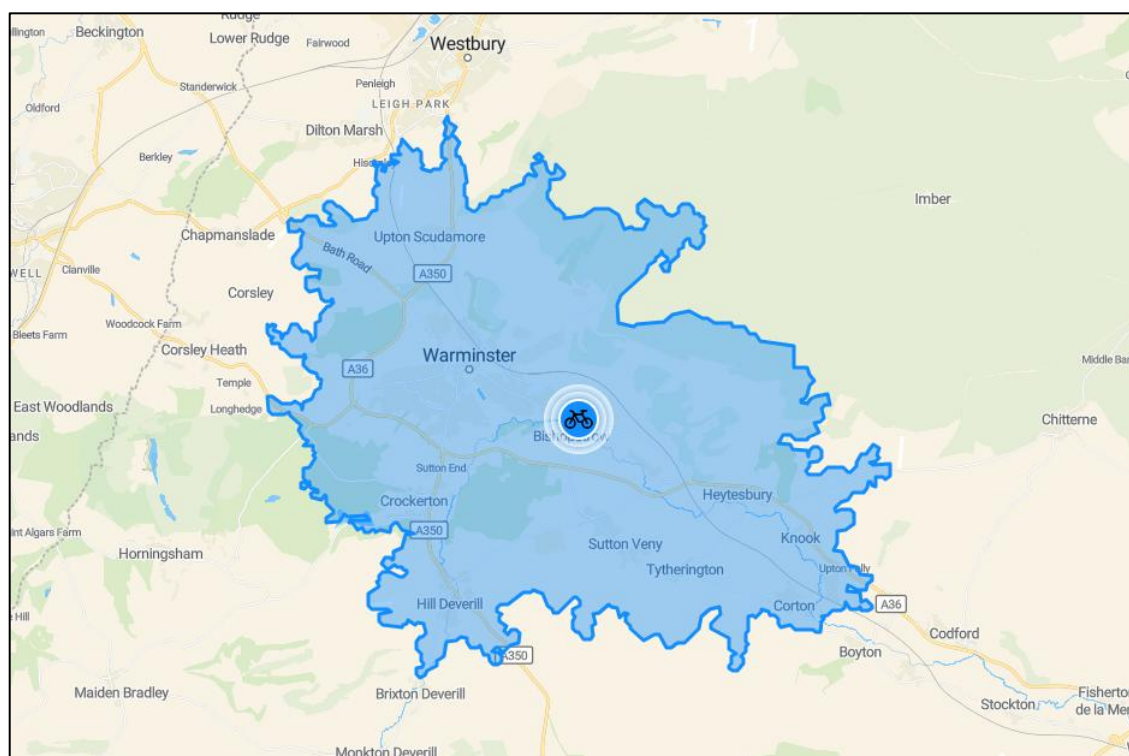


Figure 2.4: 8km Cycle Isochrone Catchment Area (source: Travel Time Map)

2.20. There are a number of on-street cycle routes in vicinity of the site which provide connections into central Warminster and the wider area. Warminster town centre (including the railway station) is accessible in a 9-minute cycle from the site access, thus providing a viable alternative to the private car.

2.21. The location of cycle routes in the vicinity of the site is presented in **Figure 2.5** below.

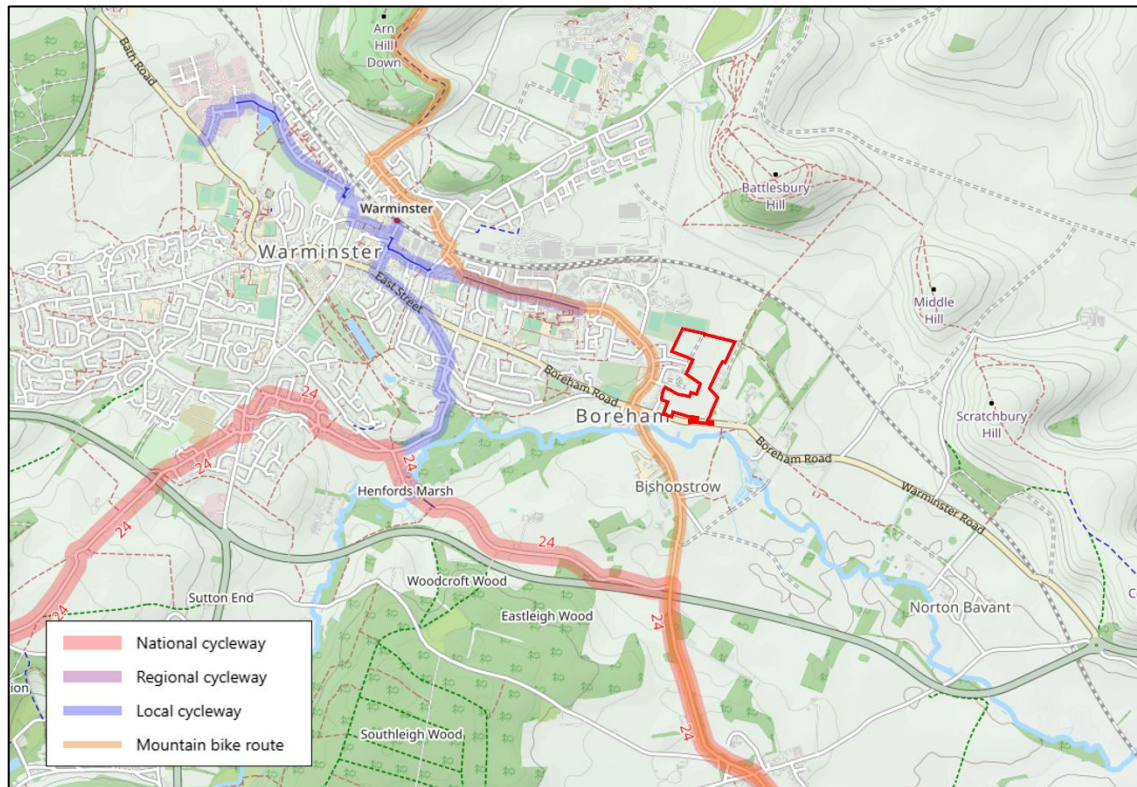


Figure 2.5: Cycle routes in the Vicinity of the Site (Source: OpenStreetMap)

Public Transport

Bus

2.22. The nearest bus stops to the site are situated approximately 150m west of the proposed pedestrian point along Boreham Road, with further stops providing additional services situated approximately 350m north-west along Woodcock Road. A summary of bus routes and service frequencies is provided in **Table 2.2** below.

Service No.	Route	Frequency		
		Weekdays	Saturdays	Sundays
Boreham Road				
24	Frome – Warminster – Salisbury	7 services in each direction, every 1-2 hours (0730-1930)	6 services in each direction, every 1-2 hours (0745-1830)	No services
55	Kingston Deverill – Warminster – Devizes	Thursdays only – one bus per day in AM heading to Devizes, set down only on return journey in PM		
56	Salisbury – Boyton – Warminster	Tuesdays, Fridays and Saturdays only – one bus per day in AM heading to Salisbury, one return journey in PM		
Woodcock Road				
D1	Warminster – Bath Bus Station	Hourly (0630-1930)	Hourly (0630-1930)	Hourly (0830-1730)

Table 2.2: Local Bus Routes/ Service Frequencies

2.23. It can be seen from the above that the existing bus provision in the vicinity of the site provides fairly frequent connections to destinations within Warminster and across the wider area. Bus trips can be used as part of a linked public transport journey via rail, with Warminster Railway Station accessible within an approximately 5-minute bus journey (from the bus stops along Woodcock Road) via the 24 or D1 Discover services.

2.24. In addition to the provision outlined above, WC have recently launched a new on-demand bus service which operates in Warminster, Mere and the surrounding south-west Wiltshire areas. The fleet of three buses operate on an on-demand basis, allowing passengers to book a bus up to seven days in advance and on the day within 30 minutes notice (subject to availability). Buses operate from 6am-8pm Monday to Friday, and 8am-7.30pm on Saturdays, excluding bank holidays, providing a viable alternative to the private car for journeys within Wiltshire.

Rail

2.25. The nearest railway station to the site is Warminster, which is situated on the Wessex Main Line and is operated by Great Western Railway. During weekday off-peak periods, there are generally hourly services in each direction, with westbound services towards Bristol and Cardiff, and eastbound services to Southampton Central and Portsmouth Harbour.

2.26. As noted above, Warminster Railway Station can be accessed from the site via the 24 or D1 bus services. The site is also situated within a 34-minute walk or 9-minute cycle from the station, with 16 covered cycle parking spaces provided in the station car park.

Travel Characteristics

2.27. Travel to work data from the 2021 Census has been used to establish the mode of travel to work for existing residents in the area. The site is situated within the 'Wiltshire 042' Middle Super Output Area (MSOA), with the travel to work modal split presented in **Table 2.3** below. This data excludes those that work from home and those not in employment.

Mode of Travel	Mode Share
Train	1.3%
Bus	0.9%
Taxi	0.2%
Motorcycle	0.6%
Car Driver	70.3%
Car Passenger	5.2%
Bicycle	3.5%
Pedestrian	18.0%
Total	100.0%

Table 2.3: Wiltshire 042 MSOA Method of Travel to Work (Source: 2021 Census Data)

2.28. Travel to work data from the 2011 Census has also been derived, with the modal split presented in **Table 2.4** below.

Mode of Travel	Mode Share
Train	2.0%
Bus	1.7%
Taxi	0.6%
Motorcycle	0.9%
Car Driver	60.5%
Car Passenger	4.5%
Bicycle	7.3%
Pedestrian	23%
Total	100.0%

Table 2.4: Wiltshire 042 MSOA Method of Travel to Work (Source: 2011 Census Data)

2.29. It can be seen from the above that the travel to work data from the 2011 and 2021 Censuses is comparable, with the largest discrepancy observed in the proportion of trips made by car (driver). For the purposes of assessments related to the modal split of future residents of the development, 2021 Census data has been utilised as it provides a 'worst case' scenario in terms of car driver mode share.

3. Proposed Development

Proposal Overview

- 3.1. As outlined previously, the proposals involve the provision of 135 residential dwellings, landscaping and associated infrastructure. The proposals also involve the upgrading of the existing vehicular / pedestrian access to the site from Boreham Road. The proposed site layout is attached at **Appendix A**.
- 3.2. The vehicular access to the site will be provided from Boreham Road along the site's southern boundary via upgrades to the existing vehicular access. Full details are provided within the accompanying TA.
- 3.3. The design accommodates 2m footways on either side of the carriageway, which tie into the existing provision along the northern side of Boreham Road. Dropped kerbs with tactile paving will be provided at the site access, thus providing an improvement on the existing pedestrian infrastructure along Boreham Road. There will be an additional pedestrian access point along Boreham Road, approximately 200m west of the vehicular access point which re-opens a historic access point.
- 3.4. In addition to the above, the existing PRoW footpaths which run through the site (WARM40 and WARM41) are to be maintained / upgraded as part of the proposals. WARM40 provides a connection into the site via Grange Lane, and multiple connections from WARM41 are to be provided also.
- 3.5. Car and cycle parking at the site is to be provided in accordance with WC's *Wiltshire Local Transport Plan 2011 – 2026: Car Parking Strategy*, with the vehicle parking provision summarised in **Table 3.1** below.

Type	No. of Units	Parking Standard	Required Parking	Proposed Parking
1-bed	6	1	6	6
2-bed	24	2	48	48
3-bed	60	2	120	120
4-bed	41	3	123	123
5-bed	4	3	12	12
Total	135	-	309	309

Table 3.1: Proposed Parking Provision

Predicted Travel Patterns

- 3.6. As part of the TA that has been prepared in support of the application, the peak hour and daily trip generation of the proposal has been estimated using data available within the TRICS Database and 2021 Census data. The methodology has been agreed with WC Highways.
- 3.7. Sites surveyed during COVID-19 restrictions were excluded from the results, with the resultant total person trip rates and subsequent generation (based on 135 dwellings) detailed in **Table 3.2** below, with the full TRICS output included at **Appendix B**. The modal split for the site has been determined from data derived from the 'Travel to Work – Residential Population' dataset provided within the 2021 Census database for the area in which the site is located (see **Table 2.3**).

Total Person Trips	Trip Rates (per dwelling)			Total Person Trip Generation (135 dwellings)		
	Arr.	Dep	Total	Arr.	Dep.	Total
AM Peak Hour (0800-0900)	0.267	0.740	1.007	36	100	136
PM Peak Hour (1700-1800)	0.588	0.287	0.875	79	39	118
Daily (0700-1900)	4.044	4.028	8.072	546	544	1,090

Table 3.2: Total Person Trip Rates and Trip Generation (*note – any errors due to rounding)

- 3.8. The modal share has been applied to the forecast person trips identified in **Table 3.2**. The resulting trip generation by mode is shown in Table 3.3.

Mode	Share	AM			PM			Daily		
		In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Train	1.3%	0	1	2	1	1	2	7	7	14
Bus	0.9%	0	1	1	1	0	1	5	5	10
Taxi	0.2%	0	0	0	0	0	0	1	1	2
Motorcycle	0.6%	0	1	1	0	0	1	3	3	7
Car Driver	70.3%	25	70	96	56	27	83	384	382	766
Car Passenger	5.2%	2	5	7	4	2	6	28	28	57
Bicycle	3.5%	1	3	5	3	1	4	19	19	38
Pedestrian	18.0%	6	18	24	14	7	21	98	98	196
Total	100.0%	36	100	136	79	39	118	546	544	1,090

Table 3.3: Total Person Trip Generation by Mode (*note – any errors due to rounding)

3.9. **Table 3.3** shows that the proposed development is forecast to generate approximately 96 two-way vehicle trips in the AM peak period and 83 two-way vehicle trips in the PM peak period.

3.10. As shown in **Table 3.3**, approximately 70.3% of all anticipated trips to the proposed development are anticipated to be made by cars. Hence, this information suggests that use of car travel by residents of the site would be the predominant mode from the outset and the focus of this TP should primarily be to reduce the number of car trips and encourage walking and cycling in line with WC's objectives in the LTP4.

Baseline Data

3.11. Establishing baseline travel patterns is necessary to enable the progress of the TP to be measured. However, this can only be confirmed once the development is built-out and fully occupied. Therefore, for a TP prepared in advance of occupation, such as in this case, it should initially be assessed against the anticipated trip generation / attraction by travel mode set out within the corresponding TA (as reproduced above). These estimates therefore help to inform the initial TP targets set out in **Section 4.0** of this document.

3.12. The TP should be monitored through a combination of formal and informal survey methodologies to identify modal split, travel choice and behaviour and the achieved level of modal shift. It is proposed that the initial "baseline" modal split of residents

and visitors will be measured through a multi-modal survey undertaken by a third-party contractor. The baseline travel surveys will be completed within 6 months of first occupation. The surveys will include information regarding modes of travel, distance travelled, purposes of travel and why certain modes were used. The results of the survey would be used to ascertain the “baseline” modal split.

- 3.13. Additionally, informal surveys of a representative sample of the development will be conducted in the form of a Travel Survey to understand the reasons for travel behaviour. This will allow for a wider understanding of the overall transport characteristics of site occupants.
- 3.14. At this stage, it is proposed to undertake baseline travel surveys at 50% occupancy of the site or within 6 months of initial occupation, whichever comes first. That being said, monitoring timescales will be agreed with WC accordingly. Once travel surveys are completed, this TP will be reviewed and updated to ensure that target and measures are Specific, Measurable, Achievable, Realistic and Time-Bound (SMART).
- 3.15. Thereafter, monitoring surveys will be undertaken biennially at the monitoring points identified (one, three and five years after first occupation). It is anticipated that these will be carried out by a third-party survey company through multi-modal counts. **Section 6.0** provides further details in respect of ongoing TP monitoring.

4. Objectives & Targets

- 4.1. This section sets out the objectives for the TP, as well as targets for the short and medium term. It also includes information regarding indicators through which progress towards meeting the targets of this plan will be measured. Further information on monitoring and review of the TP can be found in **Section 6.0**.
- 4.2. Objectives are the high-level aims of the TP, giving it direction and providing a focus. Targets are the measurable goals by which progress can be assessed. At this stage, indicative targets informed by the predicted travel trends, have been set to cover the first five years of the TP period. Indicators are the elements which will be measured to assess progress toward meeting the final and interim targets.

Objectives

- 4.3. The TP sets out the primary objectives below:
- To provide a commitment to develop the site with suitable facilities which will encourage its users to travel to and from the site in a sustainable manner;
 - To reduce dependency on single occupancy car-borne trips at the development;
 - To market the accessibility of the site to key amenities via public transport and active travel modes; and
 - To implement effective travel targets which are SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-Bound).

Targets

- 4.4. In order to achieve measurable outputs from the TP process, it is important to establish targets from the outset, against which progress towards the objectives can be measured.
- 4.5. As the development is yet to be occupied, the targets set out in this TP are provisional and will be confirmed as part of a detailed TP post-submission. However, it is important that the TP actively seeks to ensure that travel behaviour towards more sustainable modes is established early on, with initiatives in place from the day of opening.

Primary Multi-Modal Targets (Outcome Targets)

- 4.6. Based on the size of the site and level of identified movements (see **Table 3.2**), the preliminary target of the TP is to **reduce single occupancy vehicle trips at the site by 10% over a minimum period of five years**. In addition, a secondary target could be to increase trips by walking / cycling, but this can be subject to a detailed TP.
- 4.7. This target is provisional and will be revisited following receipt of baseline surveys undertaken at the site.
- 4.8. The targets are structured in the outline below:
- Short Term – Target for the first year after adoption of the TP;
 - Medium Term – Target for between 1 and 2 years; and
 - Long Term – Target for between 3 and 5 years.
- 4.9. The previously mentioned target meets the “SMART” criteria as follows:
- **Specific:** A target to reduce the level of vehicle trips identified to be met within five years of occupation.
 - **Measurable:** The number of residents using each mode of transport will be measured and monitored using the travel surveys outlined in **Section 3.0**. This will include details on weekday travel times / patterns to allow the number of peak hour journeys to be determined, including by single occupancy car driver.
 - **Achievable:** It is considered that given the site’s location is within walking / cycling distance of public transport facilities and the good potential for residents to walk and cycle to / from the site, then these targets are achievable.
 - **Realistic:** It is considered that a target to reduce the number of single occupancy vehicle trips by 10% is realistic given the measures and initiatives contained within this TP.
 - **Time-Bound:** The targets are to be met within five years of initial occupation of development.

Secondary 'Action' Targets

4.10. The following secondary targets could also be adopted as part of the ongoing monitoring of the TP. Any such targets will be established following the initial surveys undertaken as part of the detailed TP, in order to establish baseline figures.

4.11. These could be as follows:

- Increase in active travel modes (i.e. walking or cycling) being the primary mode of travel; and
- Increase in number of users of public transport.

Summary

4.12. It is expected that the baseline level of trips will be updated following the completion of the initial survey, which will be undertaken at 50% occupancy of the site or within 6 months of initial occupation, whichever comes first. The exact timescale for undertaking surveys is expected to be specified within the Section 106 Agreement.

4.13. Additional targets may be determined by the Travel Plan Coordinator (TPC) when comparing the existing level of trips against the predicted level of baseline trips. Similarly, if actual demand for vehicle trips is lower from the outset than the predicted baseline shown in this TP, the targets will be adjusted accordingly with a view to ensuring that single occupancy car travel does not exceed the initial survey results.

4.14. Any changes to targets must be agreed with the reviewing Travel Plan Officer at WC.

4.15. It is important that the TP evolves with the site in order to adapt measures and initiatives in accordance with alterations to surrounding network, service adjustments and travel trends to ensure targets are met.

4.16. Targets will be reviewed in year one, three and five after full occupation following the monitoring survey and in consultation with WC and any other relevant stakeholders. The TP will be renegotiated with the local authority if the target levels of vehicle trips do not look to be achievable at the three-year milestone.

5. Measures & Initiatives

- 5.1. The measures proposed in this TP are primarily intended to encourage residents and visitors to use non-car modes of transport for trips to and from the development. This TP has therefore identified measures to encourage such active modes of travel and achieve the targets set out in this report.
- 5.2. The measures combine “hard measures” such as site design and infrastructure, with “soft measures” including marketing, promotion, and awareness. Bellway Homes Limited will ensure that the options for non-car travel are promoted and highlighted during the marketing phase of the development.
- 5.3. **Table 5.1** outlines the recommended measures, with each measure explained in further detailed overleaf. The list is not finalised, and additional measures may be identified in due course once residents’ local travel patterns have been confirmed.

Measure	Brief Description
Travel Plan Coordinator	The TPC is to be appointed as a permanent member of staff to implement and manage the TP over the first five years of its lifespan.
Travel Information Packs	A Travel Information Pack will be provided to each residential unit that promotes the existence of alternative modes of transport to the private car.
Partnerships	The TPC will utilise partnerships to help with the implementation of the TP and its development.
Promoting Walking and Cycling	The TPC will ensure suitable pedestrian / cycle route links are provided and negotiate discounts for residents on purchase of bikes and equipment with local cycle outlets.
Promoting Public Transport Services	The TPC will liaise with local providers seeking to provide residents with a voucher that promotes sustainable travel.
Provision of Travel Information	The TPC will ensure relevant and up-to-date travel information is provided to residents.
Car Share / Car Club	Promote car sharing and the locations of car club bays in the local area, should car clubs operate in Warminster in the future.

Table 5.1: Recommended Travel Plan Measures

Travel Plan Coordinator

- 5.4. To ensure the delivery and management of the TP, a TPC has been nominated to promote and implement the various initiatives. An interim TPC could be appointed to act as the TPC until a main TPC has been appointed.
- 5.5. The TPC will be the first point of contact for residents on any matters regarding travel to and from the site and will also raise issues on their behalf with WC and local public transport operators.
- 5.6. The main TPC is anticipated to be within the role for approximately 5 years to ensure the objectives of the TP have been met. The TPC will be based within close proximity of the site and be contactable by residents from the site.
- 5.7. The contact details for the main TPC will be submitted to WC upon appointment to the role and included within the TP. This will be updated within the TP when the management arrangements are in place.
- 5.8. Responsibilities of the TPC duties will include:
- Overseeing the development and implementation of the Plan;
 - Designing effective marketing and awareness campaigns to promote sustainable travel (i.e. Sustainable Travel Welcome Packs);
 - Co-ordinating the data collection / travel surveys of residents travel behaviour;
 - Managing the ongoing monitoring, and production of required reports following the travel surveys;
 - Ensuring that cycle storage facilities are fully operational at time of first occupation;
 - Organise Travel Surveys, analyse and submit the results to WC, together with an assessment of the success of the TP in reducing the number of trips by private car and details of any additional measures necessary to achieve the targets set within the TP;
 - Be the liaison between the development and the highway authorities;

- Investigate new ideas, modes of transport and future plans, and promote or implement as appropriate;
- Update the TP at least every two years, based on results of the traffic counts and travel surveys, to incorporate additional measures as agreed with WC; and
- Provide a point of contact with transport operators, stakeholders and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.

5.9. The TPC will be appointed ahead of occupation of the development to give sufficient time to organise Travel Information Packs (see below) and other measures. The amount of time the appointed TPC will spend on the management and implementation of the TP is difficult to determine at this stage. It is likely that more time will be required in the early stages around occupation and when residents are first moving in.

5.10. Sufficient resource will be made available to the TPC to ensure that the obligations and requirements of the TP are met.

Travel Information Packs

5.11. A Travel Information Pack (TIP) will be provided to all residents upon first occupation in order to promote the existence of, and use of, alternative modes of transport to the private car.

5.12. The packs will take the form of a Welcome Brochure, bespoke to the site and would contain information on local walk, cycle and public transport routes and provide service timetables.

5.13. The TIP will contain details of:

- The TPC details;
- Guidance and promotional material on the use of sustainable modes of travel;
- Details on walking, cycling, buses, trains, park & ride, taxis, car sharing, car clubs, electric vehicles, electric vehicle charging, school transport and personalised journey planning services;

- Reference to travel websites, resources and support services for each mode of travel provided by county, districts and/or borough councils;
- Details of local travel campaigns and networking / support groups;
- Potential bus tickets (scratch cards) for local operator services; and
- Access to an online tool to generate personalised TP using a home and destination postcode to provide details of different travel modes / options, travel routes / maps and timetable information

Partnerships

5.14. The TPC will utilise partnerships to help with the implementation of the TP and its development. Examples include:

- Residents Associations that may form within the development;
- Steering Groups, with potential members including the TPC, representatives from the site management team and Resident Association, and local groups as appropriate;
- Property Management Companies; and
- Local Groups as appropriate, such as walking, cycling and Public Transport Operators (e.g. Warminster Cycle Club, FromeBus)

Promoting Walking and Cycling

5.15. All residential units will have broadband internet connection. Broadband access can enable home working, potentially reducing the number of workplace trips made from the proposed development. Policy A1 of the WC LTP4 aims to reduce the need to travel. Broadband provision enables residents to carry out shopping for groceries etc. over the internet and arrange home delivery.

5.16. Residents will be provided with a local area cycle map, included as part of the TIP. Information on the health benefits of walking and cycling can also be distributed as part of the TIP.

5.17. Each household could be offered a discount at a local cycle shop to encourage residents to take up cycling, with this incentive subject to negotiations with local retailers.

5.18. The TPC will support national initiatives to promote cycling, such as Bike to Work Week and Cycle to Work Day (as detailed below). The TPC will be responsible for raising awareness and encouraging residents to participate.

5.19. The TPC will promote Get Wiltshire Walking to encourage residents to engage in free, group guided walks across Warminster.

5.20. The TPC will promote cycle training for residents who wish to cycle but are lacking in confidence and provide details of local cycle shops for maintenance.

Promoting Public Transport Services

5.21. The TIP will encourage the increased use of public transport, which is a fundamental aspect of the Government's sustainable transport strategy, which has one of the greatest levels of provision in the country. The benefits of travelling by public transport can include:

- No need to park;
- Traffic free routes; and
- The ability to relax, read or work.

5.22. The TIP will contain information on public transport routes and provide service timetables with online route planners (Traveline) in addition to the possibility of providing incentives / discounts for bus travel. This may be possible to negotiate with WC and / or Warminster Town Council.

5.23. In addition to information on traditional timetabled public transport routes, the TIP will also provide information regarding WC's new 'Wiltshire Connect' on-demand bus service, including details of how to book, operating hours, and the catchment area of the service.

5.24. It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and

offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8 kilometres).

5.25. There may also be the possibility of providing incentives / discounts for bus travel subject to negotiation with bus/rail operators.

Provision of Travel Information

5.26. The primary issue with achieving successful TP initiatives is raising the awareness of sustainable travel modes, including highlighting the potential personal benefits that can accrue from those initiatives.

5.27. Publicity is a key element of a TP as it will help meet the objectives. Regular marketing and advertising are the most effective way of ensuring residents and visitors are given information on the sustainable ways to travel to and from the site within the local area.

5.28. The TP and Travel Information Leaflet includes the following information:-

- Details of walking websites:
 - <https://www.alltrails.com/> - a trail, walk and path finder for walking routes around the UK
 - <https://www.walkinginengland.co.uk/wiltshire/warminster.php> - Downloadable walking maps for Warminster.
 - <https://www.connectingwiltshire.co.uk/getting-around/walking/walking-routes/> - Providing information on free walks in Wiltshire
- Details of cycling websites:
 - <https://www.britishcycling.org.uk> - for information on type of bikes and how to get started;
 - www.letsride.co.uk - cycling initiative website that allows users to find bike rides in line with their needs.
 - <http://www.opencyclemap.org/> - for leisure and commuting cycle routes available in the local area;
- Provision of journey planning websites –

- <https://www.connectingwiltshire.co.uk/> - Wiltshire website to find local transport information
- <https://www.traveline.info/> - a bus route planning website
- Localised area maps and leaflets showing walking and cycling routes within the immediate area of the site; and
- Focus on promoting the benefits of a car share scheme which will benefit the local environment and reduce traffic going in and out of the site.

5.29. The above marketing, promotion and information would be provided to residents via the provision of a leaflet (as detailed above). The following list identifies a number of national / local campaigns that could be published within the leaflet to help promote sustainable travel, along with indicative dates when they occur:

- National Walking Month – May;
- Walk to School week – May;
- National Working from Home Day – June;
- Bike Week – June;
- Cycle to Work Day – August;
- National Liftshare Week – October; and
- National Commute Smart Week – November

5.30. To further promote the surrounding opportunities for travel by non-car modes, the TPC will arrange for sustainable travel annual newsletters to be made available for all residents. These annual newsletters will include up to date sustainable travel information and provide website addresses that may be useful for users, potentially with digital barcodes that could be scanned using smartphones for a direct link to the website.

5.31. Residents will be made aware of useful sustainable travel related smartphone apps that they can download (with digital QR barcodes provided if possible). Examples of such apps include:

- 'MyBus' for the iPhone and 'CatchthatBus' for Android phones, both of which provide up to date bus information for any particular stop;
- 'Wiltshire Connect' for iPhone and Android phones, which connects to the new demand responsive flexible bus service offered in the region;
- 'CycleStreets' (iPhone and Android), which is a cycle route journey planner and is free to download; and
- 'GoJauntly' (iPhone and Android), which shows self-guided walks in the area

Car Share / Car Club

5.32. Residents will be encouraged to sign up to the lift sharing website scheme which enables people to car share in and around the area. This would allow other users to identify opportunities to car share with other people with the area.

5.33. The TIP will promote the following:

- The benefits of car sharing;
- Details of any local car share initiatives which can be located <https://liftshare.com/uk/community/wiltshire>;
- A community coffee morning to promote car sharing amongst residents; and
- Details of taxi services in the area

6. Monitoring and Review

- 6.1. This TP is to be subject to a continuous process for improvement, requiring monitoring, review, and revision to ensure it remains relevant to those residing within the site in future years. This document sets out the proposals for monitoring and review of the detailed TP over the first five years of the occupation of the development.
- 6.2. This section sets out the specific monitoring proposals associated with the site and how the TPC will assess progress towards the targets outlined earlier in this document. All monitoring will be carried out by or procured by the TPC and funded by the end developer.

Monitoring and Review

- 6.3. The appointed TPC will be responsible for the on-going monitoring of the TP. The monitoring programme will take the form of a five-year cycle, subject to agreement with WC.
- 6.4. Travel surveys will be coordinated in order to gain an overview of the effectiveness of the various measures implemented. The initial survey will provide details of the baseline mode share of residents.
- 6.5. The TPC will appoint an independent survey company to undertake the baseline survey. Thereafter, monitoring surveys will be undertaken biennially at the monitoring points identified (one, three and five years after first occupation). Information gathered through the monitoring process will be made available to the users of the development and to WC on request.
- 6.6. The monitoring programme will take place on the previously described basis for a minimum of five years following full site occupation. Monitoring will cease if the targets have been met after the five-year period, otherwise it will continue until such time as the targets have been achieved.
- 6.7. Immediately following completion of the monitoring described above, a monitoring report will be developed by the TPC which will summarise the results of the investigations. This will include a comparison between the target level of peak hour and daily trips, with the actual levels derived from the travel surveys.

Review

- 6.8. The TPC will take responsibility for the development and management of the plan and ensure its delivery. Updates must be submitted to WC for review. The data provided will be used to identify the progress of the TP against its targets and objectives.
- 6.9. If the targets are not being met, additional measures will need to be developed to address this. In this regard, it is anticipated that the TP will be a flexible and adaptable document that is continually evolving.
- 6.10. Examples of additional measures which could be considered are;
- Ensure TIPs are being issued and check that new households have the necessary public transport information, which is up to date;
 - Re-issue cycling / walking maps to illustrate the area that can be assessed using these modes;
 - Offer personalised travel planning to all residents; and
 - Undertake a site survey to specifically target mode change.
- 6.11. The TPC, in consultation with the council, will choose the appropriate course of action for achieving the TP targets and arrange funding if required.

Funding

- 6.12. The management of the TP requires funding for administrative purposes and to support the role of the TPC. This funding will be secured through the sale of properties on site and a specifically designated fund within the S106 agreement.
- 6.13. The developer of the site (or the appointed management company) will take direct responsibility to provide the role of TPC, undertake the monitoring programme, and manage the TP. Specific funding / budgets will be set following the appointment of the TPC.

7. Action Plan

7.1. The TPC will prepare an Implementation Travel Plan to set out the proposed delivery and implementation of the TP. The Action Plan will summarise all measures / initiatives to be introduced including marketing activities and monitoring as well as those responsible for running these tasks (such as the TPC) and approximate timescales.

7.2. It is intended that the Action Plan will be enhanced and expanded by the TPC following consultation with WC and will allow the targets set out in the TP to be monitored. The action plan is shown in **Table 7.1** below.

	Action	Timescale	Responsibility	Status / Deadline
1	Appoint Travel Plan Co-Ordinator (TPC)	Prior to occupation	Bellway Homes Limited	Pending
2	Travel Information Packs	Provided upon occupation	Bellway Homes Limited	Pending
3	Partnerships	Provided upon occupation	Bellway Homes Limited	Pending
4	Promoting Walking and Cycling	Provided within Welcome Pack	Bellway Homes Limited / TPC	Pending
5	Promoting Public Transport Services	Provided within Welcome Pack	Bellway Homes Limited / TPC	Pending
6	Provision of Travel Information	On-going / ad-hoc	TPC	Pending
7	Car Share / Car Club	Provided within Welcome Pack	Bellway Homes Limited / TPC	Pending

Table 7.1: Action Plan

Appendices

Appendix A

Proposed Site Layout

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Issue:



KEY: SITE LAYOUT

- APPLICATION BOUNDARY
- PROPOSED SITE ACCESS

SURFACE MATERIALS:

- GARDEN/POS/HIGHWAY VERGE (SEE DETAILED LANDSCAPE PROPOSALS)
- TARMACADUM
- BLOCK PAVING

ENCLOSURE DETAILS:

- 1.8M HIGH BRICK WALL
- 1.8M HIGH TIMBER PANEL FENCING
- 1.2M ESTATE RAILING
- 0.45M ESTATE RAILING
- LOW LEVEL HEDGEROW (SEE DETAILED LANDSCAPE PROPOSALS)

LANDSCAPING:

- INDICATIVE TREE PLANTING (SEE DETAILED LANDSCAPE PROPOSALS)
- RETAINED VEGETATION (SEE TREE RETENTION PLAN)
- RETAINED TREE (CATEGORY A)
- ROOT PROTECTION ZONE
- ROOT PROTECTION ZONE - VETERAN

- TREE / VEGETATION REMOVED

OTHER:

- BIN COLLECTION POINT
- GATE/PERSONNEL DOOR
- STREET LIGHTING - COLUMN
- STREET LIGHTING - BOLLARD
- AFFORDABLE HOUSING (SEE AFFORDABLE HOUSING PLAN)
- PEDESTRIAN LINKS
- KEY IDENTIFIED VIEWS TO EXISTING MONUMENT FROM THE SITE
- EXISTING PUBLIC RIGHT OF WAY
- LAP
- LEAP
- SUB STATION LOCATION
- PROPOSED DRAINAGE (SEE DETAILED DRAINAGE PLAN)

SHOW HOMES:

- SHOW HOME
- SALES OFFICE

LAND NORTH OF BOREHAM ROAD, WARMINSTER

Accommodation Schedule							
Housetype	Sq.ft	Sq.m	St.	Beds	No's	Total Sqft	Total Sqm
OPEN MARKET HOUSING							
2B HOOPER	790	73.4	2	2	4	3,160	294
COINER	876	81.4	2	2	4	3,504	326
BLEMMERE	1,026	95.3	2	3	12	12,312	1,144
3B COPPER SMITH	1,026	95.3	2	3	12	12,312	1,144
HILLARD	1,052	97.7	2	3	6	6,312	586
REEDMAKER	1,309	121.6	2	4	10	13,090	1,216
4B BOWYER	1,356	126.0	2	4	11	14,916	1,386
LUTHIER	1,392	129.3	2	4	9	12,528	1,164
PHILOSOPHER	1,507	140.0	2	4	9	13,563	1,260
5B WATCHMAKER	1,901	176.6	2	5	4	7,604	706
Sub Total (Open Market)					81	99,301	9,225
AFFORDABLE							
1B STATIONER	496	46.1	2	1	3	1,488	138
BOOKBINDER	646	60.0	2	1	3	1,938	180
2B BAKER	876	81.4	2	2	16	14,016	1,302
3B DRAFTSMAN	935	86.9	2	3	10	9,350	869
TILLMAN	1,026	95.3	2	3	20	20,520	1,906
4B CARTOGRAPHER	1,109	103.0	2	4	2	2,218	206
Sub Total (Affordable)					54	49,530	4,601
TOTAL					135	148,831	13,827
DENSITY dwelling/acre					15	no./ac	
DENSITY dwelling/hectare					36	no./ac	

LAND AT HOME FARM, WARMINSTER – SITE LAYOUT



Appendix B

TRICS Output

Calculation Reference: AUDIT-437201-250304-0302

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	IM ISLE OF MAN	2 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: 24 to 300 (units:)
 Range Selected by User: 6 to 500 (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: 01/01/16 to 18/09/24

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	1 days
Tuesday	5 days
Wednesday	2 days
Thursday	6 days
Friday	1 days

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

Selected survey types:

Manual count	15 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	13

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	15
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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	24 days - Selected
Servicing vehicles Excluded	61 days - Selected

Secondary Filtering selection:

Use Class:

C3	15 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	11 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	8 days
25,001 to 50,000	3 days
50,001 to 75,000	4 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	12 days
1.6 to 2.0	3 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	12 days
No	3 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	15 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET	Survey Type: MANUAL
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
4	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
5	HC-03-A-31 KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
6	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19	MIXED HOUSES	HERTFORDSHIRE	Survey Type: MANUAL
7	IM-03-A-05 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: TUESDAY 21/05/24	MIXED HOUSES	ISLE OF MAN	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	IM-03-A-06 MOORAGH PROMENADE RAMSEY	MIXED HOUSES	ISLE OF MAN
	Edge of Town Residential Zone Total No of Dwellings:	129	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
9	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
10	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
11	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
12	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	266	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
13	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	143	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
14	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
15	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	300	
	Survey date: TUESDAY	14/09/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.78

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.077	15	129	0.286	15	129	0.363
08:00 - 09:00	15	129	0.163	15	129	0.331	15	129	0.494
09:00 - 10:00	15	129	0.151	15	129	0.178	15	129	0.329
10:00 - 11:00	15	129	0.118	15	129	0.162	15	129	0.280
11:00 - 12:00	15	129	0.157	15	129	0.156	15	129	0.313
12:00 - 13:00	15	129	0.149	15	129	0.135	15	129	0.284
13:00 - 14:00	15	129	0.160	15	129	0.146	15	129	0.306
14:00 - 15:00	15	129	0.179	15	129	0.176	15	129	0.355
15:00 - 16:00	15	129	0.263	15	129	0.168	15	129	0.431
16:00 - 17:00	15	129	0.271	15	129	0.171	15	129	0.442
17:00 - 18:00	15	129	0.336	15	129	0.159	15	129	0.495
18:00 - 19:00	15	129	0.284	15	129	0.168	15	129	0.452
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.308			2.236			4.544

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: 24 - 300 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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	15	129	0.002	15	129	0.003	15	129	0.005
08:00 - 09:00	15	129	0.002	15	129	0.002	15	129	0.004
09:00 - 10:00	15	129	0.002	15	129	0.002	15	129	0.004
10:00 - 11:00	15	129	0.002	15	129	0.002	15	129	0.004
11:00 - 12:00	15	129	0.002	15	129	0.003	15	129	0.005
12:00 - 13:00	15	129	0.002	15	129	0.002	15	129	0.004
13:00 - 14:00	15	129	0.003	15	129	0.002	15	129	0.005
14:00 - 15:00	15	129	0.002	15	129	0.003	15	129	0.005
15:00 - 16:00	15	129	0.002	15	129	0.003	15	129	0.005
16:00 - 17:00	15	129	0.002	15	129	0.002	15	129	0.004
17:00 - 18:00	15	129	0.001	15	129	0.000	15	129	0.001
18:00 - 19:00	15	129	0.001	15	129	0.001	15	129	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.025			0.048

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL 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	15	129	0.001	15	129	0.001	15	129	0.002
08:00 - 09:00	15	129	0.002	15	129	0.001	15	129	0.003
09:00 - 10:00	15	129	0.006	15	129	0.004	15	129	0.010
10:00 - 11:00	15	129	0.003	15	129	0.004	15	129	0.007
11:00 - 12:00	15	129	0.003	15	129	0.004	15	129	0.007
12:00 - 13:00	15	129	0.001	15	129	0.001	15	129	0.002
13:00 - 14:00	15	129	0.002	15	129	0.001	15	129	0.003
14:00 - 15:00	15	129	0.002	15	129	0.002	15	129	0.004
15:00 - 16:00	15	129	0.004	15	129	0.003	15	129	0.007
16:00 - 17:00	15	129	0.001	15	129	0.002	15	129	0.003
17:00 - 18:00	15	129	0.003	15	129	0.001	15	129	0.004
18:00 - 19:00	15	129	0.001	15	129	0.001	15	129	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.025			0.054

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.003	15	129	0.005	15	129	0.008
08:00 - 09:00	15	129	0.002	15	129	0.011	15	129	0.013
09:00 - 10:00	15	129	0.001	15	129	0.002	15	129	0.003
10:00 - 11:00	15	129	0.004	15	129	0.004	15	129	0.008
11:00 - 12:00	15	129	0.002	15	129	0.004	15	129	0.006
12:00 - 13:00	15	129	0.003	15	129	0.001	15	129	0.004
13:00 - 14:00	15	129	0.003	15	129	0.002	15	129	0.005
14:00 - 15:00	15	129	0.004	15	129	0.002	15	129	0.006
15:00 - 16:00	15	129	0.006	15	129	0.002	15	129	0.008
16:00 - 17:00	15	129	0.006	15	129	0.005	15	129	0.011
17:00 - 18:00	15	129	0.005	15	129	0.008	15	129	0.013
18:00 - 19:00	15	129	0.009	15	129	0.004	15	129	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.050			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/A - HOUSES PRIVATELY OWNED

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	15	129	0.093	15	129	0.413	15	129	0.506
08:00 - 09:00	15	129	0.220	15	129	0.588	15	129	0.808
09:00 - 10:00	15	129	0.190	15	129	0.250	15	129	0.440
10:00 - 11:00	15	129	0.152	15	129	0.225	15	129	0.377
11:00 - 12:00	15	129	0.212	15	129	0.225	15	129	0.437
12:00 - 13:00	15	129	0.205	15	129	0.185	15	129	0.390
13:00 - 14:00	15	129	0.221	15	129	0.197	15	129	0.418
14:00 - 15:00	15	129	0.249	15	129	0.241	15	129	0.490
15:00 - 16:00	15	129	0.466	15	129	0.246	15	129	0.712
16:00 - 17:00	15	129	0.432	15	129	0.243	15	129	0.675
17:00 - 18:00	15	129	0.512	15	129	0.231	15	129	0.743
18:00 - 19:00	15	129	0.421	15	129	0.272	15	129	0.693
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.373			3.316			6.689

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.016	15	129	0.038	15	129	0.054
08:00 - 09:00	15	129	0.043	15	129	0.101	15	129	0.144
09:00 - 10:00	15	129	0.049	15	129	0.035	15	129	0.084
10:00 - 11:00	15	129	0.023	15	129	0.019	15	129	0.042
11:00 - 12:00	15	129	0.030	15	129	0.036	15	129	0.066
12:00 - 13:00	15	129	0.030	15	129	0.029	15	129	0.059
13:00 - 14:00	15	129	0.024	15	129	0.027	15	129	0.051
14:00 - 15:00	15	129	0.030	15	129	0.036	15	129	0.066
15:00 - 16:00	15	129	0.107	15	129	0.069	15	129	0.176
16:00 - 17:00	15	129	0.057	15	129	0.048	15	129	0.105
17:00 - 18:00	15	129	0.054	15	129	0.044	15	129	0.098
18:00 - 19:00	15	129	0.051	15	129	0.060	15	129	0.111
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.542			1.056

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.000	15	129	0.012	15	129	0.012
08:00 - 09:00	15	129	0.002	15	129	0.027	15	129	0.029
09:00 - 10:00	15	129	0.003	15	129	0.011	15	129	0.014
10:00 - 11:00	15	129	0.005	15	129	0.003	15	129	0.008
11:00 - 12:00	15	129	0.005	15	129	0.003	15	129	0.008
12:00 - 13:00	15	129	0.004	15	129	0.004	15	129	0.008
13:00 - 14:00	15	129	0.003	15	129	0.004	15	129	0.007
14:00 - 15:00	15	129	0.004	15	129	0.004	15	129	0.008
15:00 - 16:00	15	129	0.019	15	129	0.010	15	129	0.029
16:00 - 17:00	15	129	0.011	15	129	0.003	15	129	0.014
17:00 - 18:00	15	129	0.004	15	129	0.003	15	129	0.007
18:00 - 19:00	15	129	0.017	15	129	0.006	15	129	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.090			0.167

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.000	15	129	0.013	15	129	0.013
08:00 - 09:00	15	129	0.000	15	129	0.012	15	129	0.012
09:00 - 10:00	15	129	0.000	15	129	0.003	15	129	0.003
10:00 - 11:00	15	129	0.000	15	129	0.001	15	129	0.001
11:00 - 12:00	15	129	0.000	15	129	0.000	15	129	0.000
12:00 - 13:00	15	129	0.001	15	129	0.000	15	129	0.001
13:00 - 14:00	15	129	0.001	15	129	0.000	15	129	0.001
14:00 - 15:00	15	129	0.000	15	129	0.001	15	129	0.001
15:00 - 16:00	15	129	0.002	15	129	0.001	15	129	0.003
16:00 - 17:00	15	129	0.006	15	129	0.001	15	129	0.007
17:00 - 18:00	15	129	0.012	15	129	0.000	15	129	0.012
18:00 - 19:00	15	129	0.011	15	129	0.001	15	129	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.033			0.066

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.000	15	129	0.025	15	129	0.025
08:00 - 09:00	15	129	0.002	15	129	0.039	15	129	0.041
09:00 - 10:00	15	129	0.003	15	129	0.014	15	129	0.017
10:00 - 11:00	15	129	0.005	15	129	0.003	15	129	0.008
11:00 - 12:00	15	129	0.005	15	129	0.003	15	129	0.008
12:00 - 13:00	15	129	0.004	15	129	0.004	15	129	0.008
13:00 - 14:00	15	129	0.004	15	129	0.004	15	129	0.008
14:00 - 15:00	15	129	0.004	15	129	0.004	15	129	0.008
15:00 - 16:00	15	129	0.020	15	129	0.011	15	129	0.031
16:00 - 17:00	15	129	0.017	15	129	0.004	15	129	0.021
17:00 - 18:00	15	129	0.016	15	129	0.003	15	129	0.019
18:00 - 19:00	15	129	0.028	15	129	0.007	15	129	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.121			0.229

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.78

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.112	15	129	0.481	15	129	0.593
08:00 - 09:00	15	129	0.267	15	129	0.740	15	129	1.007
09:00 - 10:00	15	129	0.243	15	129	0.301	15	129	0.544
10:00 - 11:00	15	129	0.183	15	129	0.251	15	129	0.434
11:00 - 12:00	15	129	0.248	15	129	0.267	15	129	0.515
12:00 - 13:00	15	129	0.242	15	129	0.218	15	129	0.460
13:00 - 14:00	15	129	0.253	15	129	0.230	15	129	0.483
14:00 - 15:00	15	129	0.287	15	129	0.283	15	129	0.570
15:00 - 16:00	15	129	0.600	15	129	0.327	15	129	0.927
16:00 - 17:00	15	129	0.512	15	129	0.300	15	129	0.812
17:00 - 18:00	15	129	0.588	15	129	0.287	15	129	0.875
18:00 - 19:00	15	129	0.509	15	129	0.343	15	129	0.852
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.044			4.028			8.072

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL 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	15	129	0.067	15	129	0.251	15	129	0.318
08:00 - 09:00	15	129	0.140	15	129	0.301	15	129	0.441
09:00 - 10:00	15	129	0.112	15	129	0.150	15	129	0.262
10:00 - 11:00	15	129	0.089	15	129	0.134	15	129	0.223
11:00 - 12:00	15	129	0.122	15	129	0.123	15	129	0.245
12:00 - 13:00	15	129	0.125	15	129	0.112	15	129	0.237
13:00 - 14:00	15	129	0.129	15	129	0.112	15	129	0.241
14:00 - 15:00	15	129	0.154	15	129	0.146	15	129	0.300
15:00 - 16:00	15	129	0.236	15	129	0.137	15	129	0.373
16:00 - 17:00	15	129	0.242	15	129	0.148	15	129	0.390
17:00 - 18:00	15	129	0.305	15	129	0.144	15	129	0.449
18:00 - 19:00	15	129	0.263	15	129	0.154	15	129	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.984			1.912			3.896

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL 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	15	129	0.007	15	129	0.031	15	129	0.038
08:00 - 09:00	15	129	0.020	15	129	0.025	15	129	0.045
09:00 - 10:00	15	129	0.030	15	129	0.022	15	129	0.052
10:00 - 11:00	15	129	0.024	15	129	0.022	15	129	0.046
11:00 - 12:00	15	129	0.028	15	129	0.025	15	129	0.053
12:00 - 13:00	15	129	0.021	15	129	0.020	15	129	0.041
13:00 - 14:00	15	129	0.026	15	129	0.030	15	129	0.056
14:00 - 15:00	15	129	0.019	15	129	0.025	15	129	0.044
15:00 - 16:00	15	129	0.019	15	129	0.024	15	129	0.043
16:00 - 17:00	15	129	0.025	15	129	0.019	15	129	0.044
17:00 - 18:00	15	129	0.026	15	129	0.012	15	129	0.038
18:00 - 19:00	15	129	0.019	15	129	0.011	15	129	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.266			0.530

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL 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	15	129	0.000	15	129	0.001	15	129	0.001
08:00 - 09:00	15	129	0.001	15	129	0.002	15	129	0.003
09:00 - 10:00	15	129	0.001	15	129	0.001	15	129	0.002
10:00 - 11:00	15	129	0.000	15	129	0.000	15	129	0.000
11:00 - 12:00	15	129	0.001	15	129	0.001	15	129	0.002
12:00 - 13:00	15	129	0.001	15	129	0.001	15	129	0.002
13:00 - 14:00	15	129	0.001	15	129	0.001	15	129	0.002
14:00 - 15:00	15	129	0.002	15	129	0.001	15	129	0.003
15:00 - 16:00	15	129	0.003	15	129	0.002	15	129	0.005
16:00 - 17:00	15	129	0.002	15	129	0.001	15	129	0.003
17:00 - 18:00	15	129	0.002	15	129	0.002	15	129	0.004
18:00 - 19:00	15	129	0.001	15	129	0.002	15	129	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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.