

**ASGARD HOUSE, HAYWARD BUSINESS
CENTRE, HAVANT**

Proposed Residential Development

Transport Statement

**Prepared on behalf of Envision
Contracting Ltd**

21/6099/TS01

July 2021

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CONTENTS

1	INTRODUCTION.....	1
1.2	Report Structure.....	1
2	BASELINE CONDITIONS	2
2.1	Site Details.....	2
2.2	Current Access Arrangement.....	2
2.3	Local Highway Network.....	3
	<i>Accident Data Review</i>	3
2.4	Walking and Cycling.....	4
2.5	Bus Services.....	7
2.6	Rail.....	8
2.7	Summary of Baseline Conditions.....	8
3	DEVELOPMENT PROPOSALS	9
3.2	Vehicular Access Arrangements.....	9
3.3	Proposed Car Parking Provision.....	9
3.4	Cycle Parking	10
3.5	Refuse and Servicing Strategy	10
4	TRIP GENERATION ASSESSMENT	12
4.1	Trip Generation Methodology.....	12
4.2	Existing Office Trip Generation	12
4.3	Proposed Residential Trip Generation	13
4.4	Net Impact.....	14
5	SUMMARY AND CONCLUSIONS	15
5.2	Conclusion.....	15

APPENDICES

Appendix A	Census 2011 Data: Car/Van Ownership
Appendix B	TRICS Outputs: Employment (Office)
Appendix C	TRICS Outputs: Flats (Privately Owned)

1 INTRODUCTION

- 1.1.1 RGP is instructed by Envision Contracting Ltd to provide highway and transport planning consultancy services in relation to the proposed change of use of the existing office at Asgard House to provide 10 residential units. The site lies within Havant Borough Council (HBC) as Local Planning Authority and Hampshire County Council (HCC) as the Highways Authority.
- 1.1.2 The existing use on site consists of 455sqm of office floor space [Use Class E(g)(i)] and benefits from 23 car parking spaces (inclusive of 1 disabled bay) and cycle parking provision. The development proposals consist of the change of use of the existing office building to provide 10x 1-bed residential flats as well as appropriate car and cycle parking provision.
- 1.1.3 This Transport Statement supports the application for a prior approval for the change of use of Asgard House to provide 10 residential units without external changes to the existing office building.

1.2 Report Structure

- 1.2.1 The main purpose of this Transport Statement (TS) is to assess the impact of the development proposals to provide a total of 10 residential flats in terms of a prior approval planning application. The report comprises the following section:
 - (i) Section 2: Baseline Conditions – Site location and description as to the accessibility credentials of the site and analysis of local accidents;
 - (ii) Section 3: Proposed Development– A review of the proposed scheme including proposed parking arrangements;
 - (iii) Section 4: Traffic Generation and Impact – Assess the forecast impact of the development proposals; and
 - (iv) Section 5: Summary and Conclusions.

2 BASELINE CONDITIONS

2.1 Site Details

- 2.1.1 The site is located on the south-eastern side of New Lane situated within Hayward Business Centre comprising mixes business, retail and fitness land use including Howdens, My Fitness Hub Havant and HPS Merchant.
- 2.1.2 New Lane continues from the site access in Hayward Business Centre to the local highway network approximately 30m west of the site which is also called New Lane. Situated opposite the site on the western side of New Lane are residential properties as well as St Alban's Primary School.

2.2 Current Access Arrangement

- 2.2.1 The site's existing access is situated on the northern side of New Lane within Hayward Business Centre. The access is approximately 6.5m in width and comprises double yellow line parking restrictions on both sides of the carriageway. The site access provides direct entry to the existing on-site car park and benefits from dropped kerbing across site access to provide a continuous footway connection for pedestrians travelling on the northern side of New Lane.
- 2.2.2 Visibility from the existing access is shown in **Photographs 1** and **2** below, looking east and west respectively on New Lane from a 2.4m set back.



Photographs 1 and 2: Visibility on New Lane from the site access at a 2.4m set back looking east and west respectively

2.3 Local Highway Network

- 2.3.1 New Lane within Hayward Business Centre is a two-way carriageway road and includes speed cushions throughout the business centre to encourage drivers to keep to the signed 10mph speed limit within the business park.
- 2.3.2 Situated approximately 30m west of the site access, New Lane continues on the local highway network which is subject to a 30mph speed limit in the vicinity of the site. New Lane provides a route north to Bartons Road, and south towards Havant railway station and town centre via Waterloo Road. Havant town centre is situated approximately 1.2km south of the site which consists of retail shops situated on both sides of North Street, East Street, South Street and West Street as well as The Meridian Centre which is accessible via West Street.
- 2.3.3 For connections to the wider highway network, Barton Road connects to the B2149 which is a dual carriageway road segregated by a grass verge, subject to a 40mph speed limit in the vicinity of the site. The B2149 provides a connection to the A27 travelling south as well as north to Durrants and the A3.
- 2.3.4 The A27 is a dual carriageway road subject to national speed limits and facilitates a route west to Cosham where the road changes to the M27 continuing to Fareham and Southampton. Travelling east on the A27 provides access to Chichester, Worthing, Brighton, Lewes and Polegate.
- 2.3.5 The A3 provides the link between England's south coast to Greater London via Petersfield, Guildford, Wimbledon and Clapham.

Accident Data Review

- 2.3.6 In order to understand whether there are any underlying road safety issues in the vicinity of the site that may be exacerbated by the proposals, Personal Injury Accident (PIA) data was reviewed from the CrashMap website (www.crashmap.co.uk) for a 5-year period from 2016 to 2020. As shown in **Figure 2.1** overleaf, the study area consists of a 340m section of New Lane outside of Hayward Business Centre, a 120m length of New Lane within Hayward Business Centre and the New Lane/Stambridge Road junction.

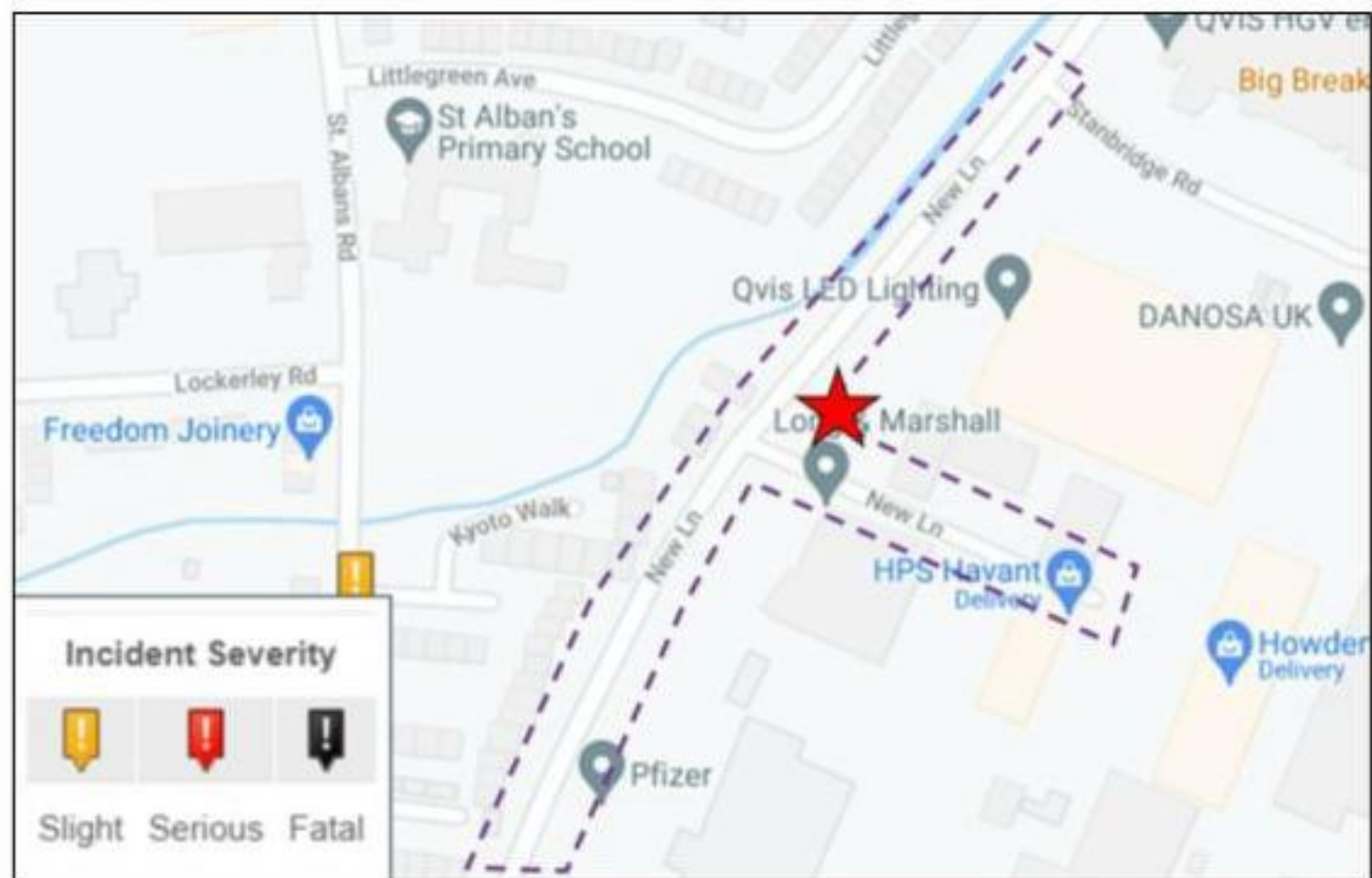


Figure 2.1: CrashMap (2021)

- 2.3.7 As shown in **Figure 2.1**, no accidents were recorded within a 200m distance of the site and therefore it is not considered that there are any underlying road safety issues relating to the condition or layout of the highway that would be exacerbated by the development proposals.

2.4 Walking and Cycling

- 2.4.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres respectively.
- 2.4.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available, there is a significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.
- 2.4.3 Due to the suburban location of the site, good pedestrian infrastructure is present in the vicinity that connect to the wider pedestrian infrastructure network. New Lane comprises a footway on its northern side within Hayward Business Centre which connect to wide and well-lit footways on the eastern side of New Lane which is separated from the carriageway by a grass verge as shown in **Photograph 3** overleaf.



Photograph 3: Footway on the eastern side of New Lane

- 2.4.4 An informal pedestrian crossing facility is situated approximately 75m north of the New Lane junction with Hayward Business Centre which enables pedestrian to cross New Lane to the footway situated on the west side of the carriageway. This particular crossing facility consists of dropped kerbing, tactile paving and a central pedestrian refuge as shown in **Photograph 4** below.



Photograph 4: Informal Crossing Facility on New Lane

- 2.4.5 Footways on New Lane continue south to Waterloo Road where prospective residents can access train services from Havant railway station. Footways on Waterloo Road connect to North Street which comprises a range of retail facilities and eateries as well as signalised crossing facilities benefiting prospective pedestrians of the site.
- 2.4.6 With regard to cycling, New Lane comprises on-carriageway marked cycle lanes situated on both sides of the carriageway (as shown in **Photograph 5** below) that continue south towards Havant town centre providing direct access to National Cycle Route (NCR) 2 and 22. NCR22 is a local cycle route that facilitates a route south-west to Brockhampton, Cosham and Gunwharf Quays at Portsmouth Harbour. NCR2 is a long-distance on/off-road cycle route that provides a route east to Emsworth and Chichester, as well as continues west to Portsmouth, Gosport and Southampton. **Photographs 6** and **7** below show cycle way signage to NCR2 and NCR22 on New Lane.



Photograph 5: On-road carriageways situated on both sides of New Lane



Photographs 6 and 7: Local Cycle Route Signage

2.5 Bus Services

- 2.5.1 The closest bus stops to the site are the Flexford Gardens bus stops located approximately 350m (a 7-minute walk) west of the site situated on either side of St Albans Road as shown in **Photographs 8** and **9** below. These particular bus stops provide access to bus services 20, 21 and 641 which facilitate access to Havant town centre and Portsmouth.



Photographs 8 and 9: The Flexford Gardens bus stops of St Albans Road travelling northbound and southbound respectively

- 2.5.2 **Figure 2.2** below summarises the services available including typical frequencies and the hours of operation. Notably, both bus stops benefit from bus cage road markings, bus signs and displayed timetable information.

BUS TIMETABLE			
Service	Route Summary	Typical Frequency	Hours of Operation
20	Havant – Portsmouth	Mon-Sat: 30 minutes	Mon-Fri: 06:19-18:19 Sat: 06:44-18:19
21	Havant – Portsmouth	Mon: 15 minutes Sat: 2 services per hour	Mon: 05:29-22:04 Sat: 06:19-19:34
641	Southbourne – Purbrook	Mon-Fri: morning services	Mon-Fri: 08:11

Figure 2.2. Bus Timetable Summary

- 2.5.3 Further details of bus services in Havant can be found at www.traveline.info.

2.6 Rail

- 2.6.1 Havant railway station is the closest station to the site located 1.2km south of the site on Waterloo Road. Havant railway station is operated by South Western Railway and provides services to a number of destinations including Portsmouth, Chichester, Guildford and London Waterloo as summarised in **Figure 2.3**.

Destination	Typical Frequency	Typical Journey Time
Portsmouth & Southsea	3 trains per hour	12-17 minutes
Portsmouth Harbour	2 trains per hour	16 minutes
Fareham	2 trains per hour	16 minutes
Brighton	2 trains per hour	1 hour 6 minutes
London Waterloo	2 trains per hour	1 hour 19 minutes – 1 hour 36 minutes
London Victoria	2 trains per hour	1 hour 46 minutes
Littlehampton	1 train per hour	40 minutes
London Bridge	2 trains per day	1 hour 55 minutes

Figure 2.3: Summary of Rail Services provided by Havant Railway Station

- 2.6.2 Further information including station layout plans, timetables and fare details are available from www.nationalrail.co.uk.

2.7 Summary of Baseline Conditions

- 2.7.1 The above review demonstrates that the site is accessible by a range of public transport and active travel modes, thereby reducing the need to travel by car and to own a car.

3 DEVELOPMENT PROPOSALS

- 3.1.1 The development proposals consist of the change of use of the existing office building to provide 10x 1-bed residential flats in compliance with a prior approval application. Accordingly, the external structure of the building would be retained.

3.2 Vehicular Access Arrangements

- 3.2.1 The site's existing vehicular access is situated on the northern side of New Lane within Hayward Business Centre would be retained with no alterations. The existing vehicle access is two-way and leads onto New Lane within Hayward Business Centre which is subject to a 10mph speed limit. It is considered the existing vehicle access is robust for the proposed 10 flats and subsequently would not require alterations.

3.3 Proposed Car Parking Provision

- 3.3.1 The requirement for car parking at this location can be identified by interrogating the most recent (2011) census data. This census data is attached hereto at **Appendix A** and summarised below within **Figure 3.1**.

E01022916 : Havant 009D	
No. of Cars/Vans per Flat	No. Flats (%)
No cars/vans	12 (40%)
1 car/van	16 (53%)
2 or more cars/vans	2 (7%)

Figure 3.1. Car Ownership Statistics (2011 Census)

- 3.3.2 As shown in **Figure 3.1**, 40% of flats do not own a car, 53% own one car, and 7% own 2 or more cars. By applying these car ownership levels to the proposed 10 flats, 4 of the flats would own no cars, 5 flats would own 1 car and 1 flat would own 2 cars totalling a requirement for 7 car parking spaces. As such, it is considered appropriate to provide a minimum of 7 car parking spaces to be consistent with local car parking ownership levels.
- 3.3.3 Subsequently, the existing 23 car parking spaces (inclusive of 1 disabled bay) is sufficient to accommodate the likely level of parking demand as well as meets the required parking standards. Therefore, the existing 23 car parking spaces would be retained. Notably, one existing car parking space currently benefits from an Electric Vehicle Charging point (as shown in **Photograph 10** overleaf) which would also be retained as part of the development proposals.



Photograph 10: Existing Electric Vehicle Charging Point

3.4 Cycle Parking

- 3.4.1 The existing site comprises 5 Sheffield stands (capacity for 10 bicycles) situated at the north-western corner of the building in the car parking area.
- 3.4.2 With regard to proposed cycle parking provision, HBC's Supplementary Planning Document (2016) provides guidance on the required number of cycle parking spaces for residential developments; this document would be used as a guideline to determine if the existing cycle parking provision on-site is appropriate for the proposed development. The standards indicate a minimum provision of 1 long-stay space per 1-bed unit which would require the need for 10 cycle parking spaces. Fortunately, the existing site comprises 5 Sheffield stands providing a capacity for 10 cycle parking spaces for the proposed 10x 1-bed flats. As such, no alterations to the existing cycle parking arrangement are required.

3.5 Refuse and Servicing Strategy

- 3.5.1 The existing bin store is located at the northern side of the car parking area by the existing Sheffield cycle stands as shown in **Photograph 11** overleaf. Servicing of the site would be as per the existing arrangement whereby refuse vehicles would pull up on the northern side of New Lane within Hayward Business Centre and service the site from the carriageway.



Photograph 11: Existing Bin Store

- 3.5.2 Other delivery vehicles are likely to visit the site, and these vehicles would also wait on the adjacent carriageway during loading and unloading. The servicing would be likely to consist of transit vans and box vans, which would deliver internet and food deliveries, for example. Such journeys tend to be planned by operators to avoid excessive journey distances and therefore deliver to a number of properties locally in one visit. It is expected that only one such vehicle would visit the site during a typical day.

4 TRIP GENERATION ASSESSMENT

4.1 Trip Generation Methodology

- 4.1.1 The TRICS database is the industry standard tool used to determine the trip generation potential of development proposals for a range of land use types, including office and residential sites.

4.2 Existing Office Trip Generation

- 4.2.1 The TRICS Database has been interrogated to establish the trip generation associated with the existing 455sqm of office land use [Use Class E(g)(i)]. The following selection criteria has been applied:

- (i) Land use – Employment (Office);
- (ii) Regions – England excluding Greater London, Wales and Scotland;
- (iii) Date range – 2013 onwards;
- (iv) Survey days – Weekdays only;
- (v) Location type – Edge of Town centre, Suburban Area, Edge of Town.

- 4.2.2 The resultant vehicle trip rates are summarised in **Figure 4.1** with full TRICS outputs attached at **Appendix B**.

Vehicle Trip Rate – Per 100sqm			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	3.240	0.363	3.603
PM Peak Hour (17:00-18:00)	0.441	2.800	3.241
Daily 12hr (07:00-19:00)	9.944	9.959	19.903
Traffic Generation – 455sqm			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	15	2	17
PM Peak Hour (17:00-18:00)	2	13	15
Daily 12hr (07:00-19:00)	45	45	91*
*Results were rounded to the nearest whole number			

Figure 4.1: Existing Traffic Generation (455sqm office)

- 4.2.3 As summarised above, the existing office was estimated to generate 17 two vehicle movements in the AM peak hour, 15 two-way vehicle movements in the PM peak hour and 91 two-way vehicle movements over the course of a typical day.

4.3 Proposed Residential Trip Generation

4.3.1 The TRICS Database has been interrogated to establish the trip generation associated with the proposed 10 flats. The following selection criteria has been applied:

- (i) Land use – Flats (Privately Owned)
- (ii) Regions – England excluding Greater London, Wales and Scotland;
- (iii) Date range – 2013 onwards;
- (iv) Survey days – Weekdays only;
- (v) Location type – Edge of Town centre, Suburban Area, Edge of Town and Residential Zone.

4.3.2 The resultant vehicle trip rates are summarised in **Figure 4.2** with full TRICS outputs attached at **Appendix C**. Notably, sites in a similar location and public transport accessibility were used for this assessment.

Vehicle Trip Rate – Per Dwelling			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0.064	0.162	0.266
PM Peak Hour (17:00-18:00)	0.225	0.118	0.343
Daily 12hr (07:00-19:00)	1.212	1.227	2.439
Traffic Generation – 10 Flats			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	1	2	3
PM Peak Hour (17:00-18:00)	2	1	3
Daily 12hr (07:00-19:00)	12	12	24

Figure 4.2: Proposed Traffic Generation (10 flats)

4.3.3 As shown in **Figure 4.2**, the proposed 10 residential units are forecast to produce 3 two-way vehicle movement in each of the AM and PM peak hours, and 24 two-way vehicle movements over the course of a typical day.

4.4 Net Impact

4.4.1 **Figure 4.3**, below, provides a summary of the net vehicle trip generation impact of the development, compared to the existing site use.

Net Impact			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	-14	0	-14
PM Peak Hour (17:00-18:00)	0	-12	-12
Daily 12hr (07:00-19:00)	-33	-33	-67

Figure 4.3: Traffic Generation Net Impact

4.4.2 As summarised above, the proposed development would generate a net reduction in 14 two-way vehicle movements in the AM peak hour, a reduction in 12 two-way vehicle movements in the PM peak hour and a net reduction of 67 two-way vehicle movements over the course of a typical day.

4.4.3 This decrease in vehicle trips across a daily period provides a betterment on the highway network and cannot be considered to have a severe impact as defined in Paragraph 111 of the NPPF which states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has considered the highways implications associated with a proposed change of use of an existing office building to provide 10 residential units at Asgard House, Hayward Business Centre, Havant. This Transport Statement demonstrates the following:

- (i) The site benefits from convenient access to a good range of sustainable forms of transport, as well as easy access to various key amenities and services;
- (ii) The development proposals consist of no external alterations to the existing office building;
- (iii) The existing access is considered robust for the development proposals and would not be altered;
- (iv) Sufficient car and cycle parking provision would be provided on the site; and
- (v) The development proposals are forecast to produce a reduction in 14 two-way vehicle movements in the AM peak hour, a reduction in 12 two-way vehicle movements in the PM peak hour, and a net reduction in 67 two-way vehicle movements over the course of a typical day. This decrease in vehicle trips is a betterment on the highway network and cannot be considered a severe impact as defined in Paragraph 111 of the NPPF.

5.1.2 On the basis of the above, it is considered that the proposed development should not be resisted on highway or transportation grounds.

5.2 Conclusion

5.2.1 In conclusion, the National Planning Policy Framework (July 2021) Section 111 states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." This report has established that the development would not result in a significant impact on the surrounding highway network.

5.2.2 On the basis of the findings within this Transport Statement and in the context of the guidelines within para. 111 of the NPPF it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

APPENDIX A

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

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population All households
 units Persons
 date 2011
 area type 2011 super output areas - lower layer
 area name E01022916 : Havant 009D
 no of usual residents in households All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van availability	639	609	30
No cars or vans in household	152	140	12
1 car or van in household	308	292	16
2 or more cars or vans in household	179	177	2



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	2 days
HF HERTFORDSHIRE	1 days
04 EAST ANGLIA	
NF NORFOLK	2 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 894 (units: sqm)
 Range Selected by User: 178 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Residential Zone	2
Built-Up Zone	2
No Sub Category	1

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

Secondary Filtering selection:Use Class:

Not Known	8 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included	
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Population within 500m Range:

All Surveys Included	
----------------------	--

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	7 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-02-A-02	OFFICE	CUMBRIA
	PORT ROAD CARLISLE		
	Edge of Town Centre Industrial Zone Total Gross floor area: 925 sqm Survey date: FRIDAY 24/06/16		Survey Type: MANUAL
2	DS-02-A-01	REAL ESTATE DEVELOPERS	DERBYSHIRE
	PRIME PARK WAY DERBY		
	Edge of Town Centre No Sub Category Total Gross floor area: 594 sqm Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
3	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS HASTINGS ORE VALLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 186 sqm Survey date: TUESDAY 17/11/15		Survey Type: MANUAL
4	ES-02-A-13	OFFICES	EAST SUSSEX
	ROMAN ROAD HOVE		
	Edge of Town Centre Residential Zone Total Gross floor area: 280 sqm Survey date: WEDNESDAY 04/07/18		Survey Type: MANUAL
5	HF-02-A-03	OFFICE	HERTFORDSHIRE
	60 VICTORIA STREET ST ALBANS		
	Edge of Town Centre Built-Up Zone Total Gross floor area: 610 sqm Survey date: WEDNESDAY 16/10/13		Survey Type: MANUAL
6	NF-02-A-02	FINANCIAL PLANNERS	NORFOLK
	NORTH QUAY GREAT YARMOUTH		
	Edge of Town Centre Commercial Zone Total Gross floor area: 894 sqm Survey date: MONDAY 11/09/17		Survey Type: MANUAL
7	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD NORWICH		
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19		Survey Type: MANUAL
8	NY-02-A-01	SOLICITORS	NORTH YORKSHIRE
	NORTH PARK ROAD HARROGATE		
	Edge of Town Centre Built-Up Zone Total Gross floor area: 178 sqm Survey date: THURSDAY 04/10/18		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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES**Calculation factor: 100 sqm****Estimated TRIP rate value per 455 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	7	526	0.082	0.371	7	526	0.000	0.000	7	526	0.082	0.371
07:30 - 08:00	7	526	0.680	3.092	7	526	0.027	0.124	7	526	0.707	3.216
08:00 - 08:30	8	482	1.607	7.314	8	482	0.130	0.590	8	482	1.737	7.904
08:30 - 09:00	8	482	1.633	7.432	8	482	0.233	1.062	8	482	1.866	8.494
09:00 - 09:30	8	482	1.063	4.837	8	482	0.519	2.359	8	482	1.582	7.196
09:30 - 10:00	8	482	0.441	2.005	8	482	0.363	1.652	8	482	0.804	3.657
10:00 - 10:30	8	482	0.311	1.416	8	482	0.233	1.062	8	482	0.544	2.478
10:30 - 11:00	8	482	0.207	0.944	8	482	0.285	1.298	8	482	0.492	2.242
11:00 - 11:30	8	482	0.104	0.472	8	482	0.156	0.708	8	482	0.260	1.180
11:30 - 12:00	8	482	0.259	1.180	8	482	0.389	1.770	8	482	0.648	2.950
12:00 - 12:30	8	482	0.207	0.944	8	482	0.700	3.185	8	482	0.907	4.129
12:30 - 13:00	8	482	0.467	2.123	8	482	0.544	2.477	8	482	1.011	4.600
13:00 - 13:30	8	482	0.363	1.652	8	482	0.467	2.123	8	482	0.830	3.775
13:30 - 14:00	8	482	0.622	2.831	8	482	0.311	1.416	8	482	0.933	4.247
14:00 - 14:30	8	482	0.337	1.534	8	482	0.311	1.416	8	482	0.648	2.950
14:30 - 15:00	8	482	0.259	1.180	8	482	0.233	1.062	8	482	0.492	2.242
15:00 - 15:30	8	482	0.181	0.826	8	482	0.285	1.298	8	482	0.466	2.124
15:30 - 16:00	8	482	0.156	0.708	8	482	0.311	1.416	8	482	0.467	2.124
16:00 - 16:30	8	482	0.207	0.944	8	482	0.493	2.241	8	482	0.700	3.185
16:30 - 17:00	8	482	0.181	0.826	8	482	0.544	2.477	8	482	0.725	3.303
17:00 - 17:30	8	482	0.285	1.298	8	482	1.633	7.432	8	482	1.918	8.730
17:30 - 18:00	8	482	0.156	0.708	8	482	1.167	5.309	8	482	1.323	6.017
18:00 - 18:30	7	526	0.136	0.618	7	526	0.462	2.102	7	526	0.598	2.720
18:30 - 19:00	7	526	0.000	0.000	7	526	0.163	0.742	7	526	0.163	0.742
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			9.944	45.255			9.959	45.321			19.903	90.576

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	178 - 894 (units: sqm)
Survey date date range:	01/01/13 - 13/11/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXIS**Calculation factor: 100 sqm****Estimated TRIP rate value per 455 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
07:30 - 08:00	7	526	0.027	0.124	7	526	0.027	0.124	7	526	0.054	0.248
08:00 - 08:30	8	482	0.104	0.472	8	482	0.078	0.354	8	482	0.182	0.826
08:30 - 09:00	8	482	0.052	0.236	8	482	0.052	0.236	8	482	0.104	0.472
09:00 - 09:30	8	482	0.078	0.354	8	482	0.052	0.236	8	482	0.130	0.590
09:30 - 10:00	8	482	0.000	0.000	8	482	0.052	0.236	8	482	0.052	0.236
10:00 - 10:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
10:30 - 11:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
11:00 - 11:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
11:30 - 12:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
12:00 - 12:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
12:30 - 13:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
13:00 - 13:30	8	482	0.026	0.118	8	482	0.000	0.000	8	482	0.026	0.118
13:30 - 14:00	8	482	0.026	0.118	8	482	0.052	0.236	8	482	0.078	0.354
14:00 - 14:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
14:30 - 15:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
15:00 - 15:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
15:30 - 16:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
16:00 - 16:30	8	482	0.026	0.118	8	482	0.026	0.118	8	482	0.052	0.236
16:30 - 17:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
17:00 - 17:30	8	482	0.130	0.590	8	482	0.104	0.472	8	482	0.234	1.062
17:30 - 18:00	8	482	0.026	0.118	8	482	0.052	0.236	8	482	0.078	0.354
18:00 - 18:30	7	526	0.027	0.124	7	526	0.027	0.124	7	526	0.054	0.248
18:30 - 19:00	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.522	2.372			0.522	2.372			1.044	4.744

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS**Calculation factor: 100 sqm****Estimated TRIP rate value per 455 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
07:30 - 08:00	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
08:00 - 08:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
08:30 - 09:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
09:00 - 09:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
09:30 - 10:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
10:00 - 10:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
10:30 - 11:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
11:00 - 11:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
11:30 - 12:00	8	482	0.026	0.118	8	482	0.026	0.118	8	482	0.052	0.236
12:00 - 12:30	8	482	0.026	0.118	8	482	0.026	0.118	8	482	0.052	0.236
12:30 - 13:00	8	482	0.026	0.118	8	482	0.026	0.118	8	482	0.052	0.236
13:00 - 13:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
13:30 - 14:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
14:00 - 14:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
14:30 - 15:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
15:00 - 15:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
15:30 - 16:00	8	482	0.026	0.118	8	482	0.026	0.118	8	482	0.052	0.236
16:00 - 16:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
16:30 - 17:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
17:00 - 17:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
17:30 - 18:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
18:00 - 18:30	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
18:30 - 19:00	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.104	0.472			0.104	0.472			0.208	0.944

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS**Calculation factor: 100 sqm****Estimated TRIP rate value per 455 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
07:30 - 08:00	7	526	0.027	0.124	7	526	0.000	0.000	7	526	0.027	0.124
08:00 - 08:30	8	482	0.130	0.590	8	482	0.000	0.000	8	482	0.130	0.590
08:30 - 09:00	8	482	0.130	0.590	8	482	0.000	0.000	8	482	0.130	0.590
09:00 - 09:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
09:30 - 10:00	8	482	0.026	0.118	8	482	0.000	0.000	8	482	0.026	0.118
10:00 - 10:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
10:30 - 11:00	8	482	0.026	0.118	8	482	0.026	0.118	8	482	0.052	0.236
11:00 - 11:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
11:30 - 12:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
12:00 - 12:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
12:30 - 13:00	8	482	0.000	0.000	8	482	0.026	0.118	8	482	0.026	0.118
13:00 - 13:30	8	482	0.052	0.236	8	482	0.078	0.354	8	482	0.130	0.590
13:30 - 14:00	8	482	0.052	0.236	8	482	0.000	0.000	8	482	0.052	0.236
14:00 - 14:30	8	482	0.026	0.118	8	482	0.000	0.000	8	482	0.026	0.118
14:30 - 15:00	8	482	0.026	0.118	8	482	0.052	0.236	8	482	0.078	0.354
15:00 - 15:30	8	482	0.000	0.000	8	482	0.052	0.236	8	482	0.052	0.236
15:30 - 16:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
16:00 - 16:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
16:30 - 17:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
17:00 - 17:30	8	482	0.000	0.000	8	482	0.130	0.590	8	482	0.130	0.590
17:30 - 18:00	8	482	0.000	0.000	8	482	0.104	0.472	8	482	0.104	0.472
18:00 - 18:30	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
18:30 - 19:00	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.495	2.248			0.468	2.124			0.963	4.372

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CARS**Calculation factor: 100 sqm****Estimated TRIP rate value per 455 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	7	526	0.054	0.247	7	526	0.000	0.000	7	526	0.054	0.247
07:30 - 08:00	7	526	0.652	2.968	7	526	0.000	0.000	7	526	0.652	2.968
08:00 - 08:30	8	482	1.400	6.370	8	482	0.000	0.000	8	482	1.400	6.370
08:30 - 09:00	8	482	1.400	6.370	8	482	0.181	0.826	8	482	1.581	7.196
09:00 - 09:30	8	482	0.933	4.247	8	482	0.337	1.534	8	482	1.270	5.781
09:30 - 10:00	8	482	0.363	1.652	8	482	0.285	1.298	8	482	0.648	2.950
10:00 - 10:30	8	482	0.233	1.062	8	482	0.156	0.708	8	482	0.389	1.770
10:30 - 11:00	8	482	0.207	0.944	8	482	0.259	1.180	8	482	0.466	2.124
11:00 - 11:30	8	482	0.052	0.236	8	482	0.130	0.590	8	482	0.182	0.826
11:30 - 12:00	8	482	0.181	0.826	8	482	0.311	1.416	8	482	0.492	2.242
12:00 - 12:30	8	482	0.156	0.708	8	482	0.622	2.831	8	482	0.778	3.539
12:30 - 13:00	8	482	0.441	2.005	8	482	0.519	2.359	8	482	0.960	4.364
13:00 - 13:30	8	482	0.337	1.534	8	482	0.467	2.123	8	482	0.804	3.657
13:30 - 14:00	8	482	0.570	2.595	8	482	0.233	1.062	8	482	0.803	3.657
14:00 - 14:30	8	482	0.311	1.416	8	482	0.311	1.416	8	482	0.622	2.832
14:30 - 15:00	8	482	0.156	0.708	8	482	0.181	0.826	8	482	0.337	1.534
15:00 - 15:30	8	482	0.156	0.708	8	482	0.181	0.826	8	482	0.337	1.534
15:30 - 16:00	8	482	0.078	0.354	8	482	0.181	0.826	8	482	0.259	1.180
16:00 - 16:30	8	482	0.104	0.472	8	482	0.311	1.416	8	482	0.415	1.888
16:30 - 17:00	8	482	0.156	0.708	8	482	0.519	2.359	8	482	0.675	3.067
17:00 - 17:30	8	482	0.130	0.590	8	482	1.452	6.606	8	482	1.582	7.196
17:30 - 18:00	8	482	0.130	0.590	8	482	1.037	4.719	8	482	1.167	5.309
18:00 - 18:30	7	526	0.082	0.371	7	526	0.408	1.855	7	526	0.490	2.226
18:30 - 19:00	7	526	0.000	0.000	7	526	0.163	0.742	7	526	0.163	0.742
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			8.282	37.681			8.244	37.518			16.526	75.199

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVS**Calculation factor: 100 sqm****Estimated TRIP rate value per 455 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
07:30 - 08:00	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
08:00 - 08:30	8	482	0.052	0.236	8	482	0.052	0.236	8	482	0.104	0.472
08:30 - 09:00	8	482	0.052	0.236	8	482	0.000	0.000	8	482	0.052	0.236
09:00 - 09:30	8	482	0.052	0.236	8	482	0.130	0.590	8	482	0.182	0.826
09:30 - 10:00	8	482	0.078	0.354	8	482	0.026	0.118	8	482	0.104	0.472
10:00 - 10:30	8	482	0.052	0.236	8	482	0.078	0.354	8	482	0.130	0.590
10:30 - 11:00	8	482	0.000	0.000	8	482	0.026	0.118	8	482	0.026	0.118
11:00 - 11:30	8	482	0.052	0.236	8	482	0.000	0.000	8	482	0.052	0.236
11:30 - 12:00	8	482	0.052	0.236	8	482	0.052	0.236	8	482	0.104	0.472
12:00 - 12:30	8	482	0.026	0.118	8	482	0.052	0.236	8	482	0.078	0.354
12:30 - 13:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
13:00 - 13:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
13:30 - 14:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
14:00 - 14:30	8	482	0.026	0.118	8	482	0.000	0.000	8	482	0.026	0.118
14:30 - 15:00	8	482	0.078	0.354	8	482	0.052	0.236	8	482	0.130	0.590
15:00 - 15:30	8	482	0.026	0.118	8	482	0.078	0.354	8	482	0.104	0.472
15:30 - 16:00	8	482	0.052	0.236	8	482	0.052	0.236	8	482	0.104	0.472
16:00 - 16:30	8	482	0.078	0.354	8	482	0.078	0.354	8	482	0.156	0.708
16:30 - 17:00	8	482	0.026	0.118	8	482	0.026	0.118	8	482	0.052	0.236
17:00 - 17:30	8	482	0.026	0.118	8	482	0.052	0.236	8	482	0.078	0.354
17:30 - 18:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
18:00 - 18:30	7	526	0.027	0.124	7	526	0.027	0.124	7	526	0.054	0.248
18:30 - 19:00	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.755	3.428			0.781	3.546			1.536	6.974

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MOTOR CYCLES**Calculation factor: 100 sqm****Estimated TRIP rate value per 455 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
07:30 - 08:00	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
08:00 - 08:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
08:30 - 09:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
09:00 - 09:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
09:30 - 10:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
10:00 - 10:30	8	482	0.026	0.118	8	482	0.000	0.000	8	482	0.026	0.118
10:30 - 11:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
11:00 - 11:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
11:30 - 12:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
12:00 - 12:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
12:30 - 13:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
13:00 - 13:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
13:30 - 14:00	8	482	0.026	0.118	8	482	0.026	0.118	8	482	0.052	0.236
14:00 - 14:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
14:30 - 15:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
15:00 - 15:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
15:30 - 16:00	8	482	0.000	0.000	8	482	0.026	0.118	8	482	0.026	0.118
16:00 - 16:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
16:30 - 17:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
17:00 - 17:30	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
17:30 - 18:00	8	482	0.000	0.000	8	482	0.000	0.000	8	482	0.000	0.000
18:00 - 18:30	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
18:30 - 19:00	7	526	0.000	0.000	7	526	0.000	0.000	7	526	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.052	0.236			0.052	0.236			0.104	0.472

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.

APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	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: 6 to 35 (units:)
 Range Selected by User: 6 to 40 (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: 01/01/13 to 16/10/20

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	7
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 9 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days

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

Travel Plan:

No 9 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 9 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings:		35	
	Survey date: WEDNESDAY		11/06/14	Survey Type: MANUAL
2	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		33	
	Survey date: MONDAY		09/06/14	Survey Type: MANUAL
3	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		14	
	Survey date: FRIDAY		28/03/14	Survey Type: MANUAL
4	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
5	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS		DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:		27	
	Survey date: MONDAY		10/07/17	Survey Type: MANUAL
6	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
7	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		9	
	Survey date: TUESDAY		13/11/18	Survey Type: MANUAL
8	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		20	
	Survey date: TUESDAY		13/05/14	Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

9 SF-03-C-03 BLOCKS OF FLATS SUFFOLK
TOLLGATE LANE
BURY ST EDMUNDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY 03/12/14 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LE-03-C-01	too far from rail station

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 10 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	23	0.069	0.686	9	23	0.137	1.373	9	23	0.206	2.059
08:00 - 09:00	9	23	0.064	0.637	9	23	0.162	1.618	9	23	0.226	2.255
09:00 - 10:00	9	23	0.108	1.078	9	23	0.132	1.324	9	23	0.240	2.402
10:00 - 11:00	9	23	0.054	0.539	9	23	0.078	0.784	9	23	0.132	1.323
11:00 - 12:00	9	23	0.083	0.833	9	23	0.074	0.735	9	23	0.157	1.568
12:00 - 13:00	9	23	0.074	0.735	9	23	0.059	0.588	9	23	0.133	1.323
13:00 - 14:00	9	23	0.074	0.735	9	23	0.103	1.029	9	23	0.177	1.764
14:00 - 15:00	9	23	0.088	0.882	9	23	0.103	1.029	9	23	0.191	1.911
15:00 - 16:00	9	23	0.103	1.029	9	23	0.074	0.735	9	23	0.177	1.764
16:00 - 17:00	9	23	0.113	1.127	9	23	0.074	0.735	9	23	0.187	1.862
17:00 - 18:00	9	23	0.225	2.255	9	23	0.118	1.176	9	23	0.343	3.431
18:00 - 19:00	9	23	0.157	1.569	9	23	0.113	1.127	9	23	0.270	2.696
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.212	12.105			1.227	12.253			2.439	24.358

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

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Parameter summary

Trip rate parameter range selected:	6 - 35 (units:)
Survey date range:	01/01/13 - 16/10/20
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 10 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
08:00 - 09:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
09:00 - 10:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
10:00 - 11:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
11:00 - 12:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
12:00 - 13:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
13:00 - 14:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
14:00 - 15:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
15:00 - 16:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
16:00 - 17:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
17:00 - 18:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
18:00 - 19:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.025	0.245			0.025	0.245			0.050	0.490

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 10 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	23	0.005	0.049	9	23	0.010	0.098	9	23	0.015	0.147
08:00 - 09:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
09:00 - 10:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
10:00 - 11:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
11:00 - 12:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
12:00 - 13:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
13:00 - 14:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
14:00 - 15:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
15:00 - 16:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
16:00 - 17:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
17:00 - 18:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
18:00 - 19:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.025	0.245			0.030	0.294			0.055	0.539

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 10 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
08:00 - 09:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
09:00 - 10:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
10:00 - 11:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
11:00 - 12:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
12:00 - 13:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
13:00 - 14:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
14:00 - 15:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
15:00 - 16:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
16:00 - 17:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
17:00 - 18:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
18:00 - 19:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.005	0.049			0.005	0.049			0.010	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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 10 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	23	0.010	0.098	9	23	0.015	0.147	9	23	0.025	0.245
08:00 - 09:00	9	23	0.005	0.049	9	23	0.010	0.098	9	23	0.015	0.147
09:00 - 10:00	9	23	0.010	0.098	9	23	0.015	0.147	9	23	0.025	0.245
10:00 - 11:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
11:00 - 12:00	9	23	0.000	0.000	9	23	0.005	0.049	9	23	0.005	0.049
12:00 - 13:00	9	23	0.005	0.049	9	23	0.000	0.000	9	23	0.005	0.049
13:00 - 14:00	9	23	0.000	0.000	9	23	0.010	0.098	9	23	0.010	0.098
14:00 - 15:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
15:00 - 16:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
16:00 - 17:00	9	23	0.005	0.049	9	23	0.000	0.000	9	23	0.005	0.049
17:00 - 18:00	9	23	0.029	0.294	9	23	0.010	0.098	9	23	0.039	0.392
18:00 - 19:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.069	0.686			0.070	0.686			0.139	1.372

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CARS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 10 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	23	0.025	0.245	9	23	0.054	0.539	9	23	0.079	0.784
08:00 - 09:00	9	23	0.010	0.098	9	23	0.064	0.637	9	23	0.074	0.735
09:00 - 10:00	9	23	0.020	0.196	9	23	0.034	0.343	9	23	0.054	0.539
10:00 - 11:00	9	23	0.015	0.147	9	23	0.034	0.343	9	23	0.049	0.490
11:00 - 12:00	9	23	0.010	0.098	9	23	0.020	0.196	9	23	0.030	0.294
12:00 - 13:00	9	23	0.025	0.245	9	23	0.005	0.049	9	23	0.030	0.294
13:00 - 14:00	9	23	0.029	0.294	9	23	0.049	0.490	9	23	0.078	0.784
14:00 - 15:00	9	23	0.034	0.343	9	23	0.029	0.294	9	23	0.063	0.637
15:00 - 16:00	9	23	0.034	0.343	9	23	0.020	0.196	9	23	0.054	0.539
16:00 - 17:00	9	23	0.049	0.490	9	23	0.034	0.343	9	23	0.083	0.833
17:00 - 18:00	9	23	0.088	0.882	9	23	0.034	0.343	9	23	0.122	1.225
18:00 - 19:00	9	23	0.059	0.588	9	23	0.015	0.147	9	23	0.074	0.735
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.398	3.969			0.392	3.920			0.790	7.889

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 10 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	23	0.010	0.098	9	23	0.010	0.098	9	23	0.020	0.196
08:00 - 09:00	9	23	0.010	0.098	9	23	0.015	0.147	9	23	0.025	0.245
09:00 - 10:00	9	23	0.039	0.392	9	23	0.025	0.245	9	23	0.064	0.637
10:00 - 11:00	9	23	0.005	0.049	9	23	0.020	0.196	9	23	0.025	0.245
11:00 - 12:00	9	23	0.025	0.245	9	23	0.020	0.196	9	23	0.045	0.441
12:00 - 13:00	9	23	0.005	0.049	9	23	0.005	0.049	9	23	0.010	0.098
13:00 - 14:00	9	23	0.005	0.049	9	23	0.010	0.098	9	23	0.015	0.147
14:00 - 15:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
15:00 - 16:00	9	23	0.015	0.147	9	23	0.015	0.147	9	23	0.030	0.294
16:00 - 17:00	9	23	0.010	0.098	9	23	0.010	0.098	9	23	0.020	0.196
17:00 - 18:00	9	23	0.015	0.147	9	23	0.015	0.147	9	23	0.030	0.294
18:00 - 19:00	9	23	0.020	0.196	9	23	0.015	0.147	9	23	0.035	0.343
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.159	1.568			0.160	1.568			0.319	3.136

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MOTOR CYCLES**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 10 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
08:00 - 09:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
09:00 - 10:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
10:00 - 11:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
11:00 - 12:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
12:00 - 13:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
13:00 - 14:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
14:00 - 15:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
15:00 - 16:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
16:00 - 17:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
17:00 - 18:00	9	23	0.000	0.000	9	23	0.005	0.049	9	23	0.005	0.049
18:00 - 19:00	9	23	0.000	0.000	9	23	0.000	0.000	9	23	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.005	0.049			0.005	0.049

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.