# Highways Technical Note

Site: Benton Place, Hooklands Lane, Shipley, RH13 8PY
Prepared by: EF
Approved by: DM
Date: 24th June 2025

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## 1.0 Introduction

1.1 This Highways Technical Note has been prepared on behalf of PROwe Planning Solutions in relation to a planning application for the change of use of agricultural buildings to provide 7 dwellings at Bentons Place, Hooklands Lane, Shipley, RH13 8PY (herein referred to as 'the site').

1.2 The site is located along the eastern side of Hooklands Lane, approximately 3.9 kilometres north of Ashington village centre. The site benefits from close proximity to the A24 for onward travel connections and can be classified as rural in nature. The site is located within the administrative boundaries of Horsham District Council (HDC) and West Sussex County Council (WSCC).

1.3 The proposed development is currently subject to a live planning application (Reference: DC/25/0703). Within the role as a consultee, WSCC has provided highways comments surrounding the proposed development. WSCC has requested additional information surrounding the average traffic movements per day for the existing use, which can then be compared against the proposed use. WSCC has also requested an access plan showing visibility splays. The full WSCC consultation response is attached within **Appendix A** for clarity.

1.4 This Highways Technical Note will provide additional information as requested by WSCC.

## 2.0 Trip Generation Comparison

2.1 As part of the comments raised WSCC has requested that the existing movements associated to the agricultural use of the site are set out. Vehicle movements at an access serving an agricultural use typically vary throughout the year dependant on the use of the barns proposed to be redeveloped at the site. Within the WSCC comments, it is stated that:

2.2 *"It is unlikely the Highway Authority would raise an objection given the low level of traffic likely to be generated by 7 dwellings. However, additional information would be helpful to determine if the access use will be intensified over existing use as visibility is limited and Hooklands Lane is not suitable for a significant increase in traffic."*

### Existing Movements

2.3 Due to the lack of surveyed sites provided within the TRICS database, a first principles assessment has been undertaken for vehicle movements associated to the site. The barns have traditionally been utilised for livestock and arable uses. During peak agricultural periods, the vehicle movements are much higher. However, outside of these peak periods, the movements associated to the site are typically minimal. As such, the average number of movements associated to the access equate to 1 arrival movement and 1 departure movement over the course of a typical weekday. This relates to 2 total two-way movements.

### Proposed Movements

2.4 As part of the assessment work undertaken, a review of the proposed trip generation has been undertaken. This will allow for an assessment of the predicted change in movements generated by the proposed development. WSCC has stated within their correspondence that *"It is unlikely the Highway Authority would raise an objection given the low level of traffic likely to be generated by 7 dwellings. However, additional information would be helpful to determine if the access use will be intensified over existing use as visibility is limited and Hooklands Lane is not suitable for a significant increase in traffic."*

2.5 To calculate the trip attraction potential of the total vehicle movements for the proposed development, the TRICS database has been utilised with the dataset '03 Residential – A Houses Privately Owned' with the following criteria:

- Sites located in England excluding Greater London;
- 'Edge of Town' locations; and,
- Sites with 1-50 dwellings present.

2.6 The filtering of sites is deemed acceptable because the location of the site. The reduction in the number of dwellings present also acts to ensure that appropriate sites are utilised. In addition to this general filtering, as part of a vision led approach, the individual sites have been scrutinised to ensure that they hold similar characteristics to the development site.

2.7 The filtering undertaken identified 8 sites with similar characteristics. The predicted total vehicle movements for the proposed dwelling is summarised below in Table 2.1. The full TRICS output data is attached within **Appendix B**.

| Method of Transport | Weekday AM Peak (08:00-09:00) | | Weekday PM Peak (17:00-18:00) | | Weekday Daily Total | |
|---|---|---|---|---|---|---|
| | Arr | Dep | Arr | Dep | Aee | Dep |
| Total Vehicle Trip Rate | 0.174 | 0.365 | 0.311 | 0.205 | 2.441 | 2.456 |
| Total Vehicle Movements | 1 | 3 | 2 | 1 | 17 | 17 |

Table 2.1: Predicted Trip Generation – Proposed Development

2.8 Table 2.1 demonstrates the predicted total vehicle movements for the proposed development. During the morning peak it is predicted that there will be 4 two-way total vehicle movements associated to the site. During the evening peak it is predicted that there will be 3 two-way total vehicle movements associated to the site. Over the course of a typical weekday, it is predicted that there will be 34 two-way total vehicle movements associated to the proposed development.

### Net Change

2.9 Based on the first principles assessment utilised for the existing use of the site, there will be a predicted increase of 32 two-way total vehicle movement generated by the proposed development over the course of a typical weekday. This ensures that vehicle movements will be spread out throughout the course of a day and, despite an intensification of the access, will not result in a detrimental impact being had on the operation of the local highway network.

### Road Safety Review

2.10 A review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Collision Plot for the most recently available 5-year period. This review has demonstrated that no incidents have been recorded in the area surrounding the site access demonstrating that there is no pre-existing highways safety concern.

## 3.0 Access Visibility

3.1 As part of the WSCC comments, additional information surrounding the achievable visibility at the site access has been requested.

3.2 Hooklands Lane is a two-way, single carriageway rural road subject to a 'derestricted' (60mph) speed limit. The nature of the road ensures that vehicles are unlikely to travel at a 60mph speed limit. When undertaking a site visit on the 20th June 2025, in dry and daylight conditions, the maximum speed achieved when travelling

along Hooklands Road was 35mph due to the nature of the road. Observations of other vehicles also travelling along Hooklands Road demonstrated that vehicles travel at a speed significantly lower than 60mph.

3.3 Due to the scope of the development, and the location of the site in a rural location, it was deemed that placing an Automatic Traffic Counter (ATC) would not be appropriate. When completing the site visit, 5 cars, 2 horse riders, and 1 recreational cyclist were observed travelling along Hooklands Lane between 12:00-12:15. When extrapolated to an hour, this equates to 20 vehicles an hour travelling along Hooklands Lane. This demonstrates that the number of vehicles travelling along Hooklands Lane is low. The presence of horse riders and recreational cyclists also highlights the attractiveness of the road for non-vehicle users.

3.4 At the site access, the vegetation has been cutback and trimmed in order to ensure that visibility at the site access is enhanced. This is demonstrated below in Figures 3.1 and 3.2.

Figure 3.1: Visibility to the north from a 2 metre setback

Figure 3.2: Visibility to the south from a 2 metre setback

3.5 When undertaking the site visit, additional management of grass and branches is still required in both directions in order to sustain visibility with it proposed that this is undertaken. When setting out the visibility achievable from the site, a 2 metre setback will be utilised, because observations at the site access demonstrated that greater visibility to the north was achievable from a 2 metre setback. Based on this 2 metre setback, the maximum achievable visibility from the site access is 170.6 metres to the south and 93.0 metres to the north. These visibility splays reach the changes in direction along Hooklands Lane and are attached in **Appendix C**.

3.6 Studies contained within Manual for Streets suggested that a shortfall in visibility will not necessarily result in a highway safety concern. At access junctions with substandard visibility, vehicles slowly edge forward until the driver is confident that the highway is safe to enter. The access junction does not have substandard visibility, however, the setback of 2 metres rather than 2.4 metres ensures that no further vegetation management is required in the area surrounding the site access.

3.7 It is envisaged that a condition could be placed on any planning consent requiring visibility to be maintained in perpetuity. This would ensure that any vegetation encroachment is managed to avoid impacting on achievable visibility.

## 4.0 Summary and Conclusion

4.1 This Highways Technical Note has been prepared on behalf of PROwe Planning Solutions in relation to a planning application for the change of use of agricultural buildings to provide 7 dwellings at Bentons Place, Hooklands Lane, Shipley, RH13 8PY.

4.2 This Highways Technical Note has provided additional information as requested by WSCC as part of the planning application. A trip generation analysis has been presented demonstrating a predicted increase of 32 two-way total vehicle movements. In addition, appropriate visibility splays have been presented at the site

access. Observations from the site have highlighted that vehicle speeds along Hooklands Lane are significantly below 60mph and that vehicle movements along Hooklands Lane are low.

# Appendix A

WSCC Consultation Comments

# WEST SUSSEX COUNTY COUNCIL CONSULTATION

| | |
|---|---|
| **TO:** | Horsham District Council<br>FAO: Jacques Burrowes |
| **FROM:** | WSCC – Highways Authority |
| **DATE:** | 21 May 2025 |
| **LOCATION:** | Bentons Place<br>Hooklands Lane<br>Shipley<br>West Sussex<br>RH13 8PY |
| **SUBJECT:** | DC/25/0703<br>Prior Notification for Change of Use of Agricultural Buildings to 7no. dwellinghouses. |
| **DATE OF SITE VISIT:** | n/a |
| **RECOMMENDATION:** | Advice/More info |

I refer to your consultation in respect of the above planning application and would provide the following comments.

The proposed application states change of use of an agricultural buildings to 7 dwellings, however the application form states 8 dwellings. The plans provided shows 5 x 3 bed dwellings in one building and 2 x 3 bed dwellings in the other building.

The access from the site onto Hooklands Lane is constructed with a bonded surface. Visibility is limited, however this can be improved with the removal of vegetation. Hooklands Lane itself is a single track country lane with verges and hedging on both sides. The Lane continues to the south for several miles as single track until the Spear Hill Junction and to the north at the junction with Saucehill Lane. There are sporadic places to pass other vehicles in the form of verges and occasional driveways, however there are no formal passing places.

As this is a prior notification application, the information provided is limited. It is unlikely the Highway Authority would raise an objection given the low level of traffic likely to be generated by 7 dwellings. However, additional information would be helpful to determine if the access use will be intensified over existing use as visibility is limited and Hooklands Lane is not suitable for a significant increase in traffic.

Additional information required;

- Existing use – average traffic movements per day
- Access plan showing improvements to visibility

Please reconsult.

**Debbie Farrell**
**West Sussex County Council – Planning Services**

# Appendix B

TRICS Output Data

Calculation Reference: AUDIT-734001-250623-0648

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 | | |
| | CT | CENTRAL BEDFORDSHIRE | 1 days |
| | ES | EAST SUSSEX | 1 days |
| | HC | HAMPSHIRE | 2 days |
| | SC | SURREY | 1 days |
| 04 | EAST ANGLIA | | |
| | NF | NORFOLK | 1 days |
| 06 | WEST MIDLANDS | | |
| | WK | WARWICKSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 36 to 50 (units: )
Range Selected by User: 6 to 50 (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 23/05/24

*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 |
| Wednesday | 4 days |
| Thursday | 1 days |
| Friday | 2 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 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 undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Edge of Town | 8 |

*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 | 8 |

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

*Inclusion of Servicing Vehicles Counts:*

| | |
|---|---|
| Servicing vehicles Included | 6 days - Selected |
| Servicing vehicles Excluded | 14 days - Selected |

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C3 | 8 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 | 1 days |
| 5,001 to 10,000 | 5 days |
| 10,001 to 15,000 | 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 | 2 days |
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 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 | 3 days |
| 1.1 to 1.5 | 4 days |
| 1.6 to 2.0 | 1 days |

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

*Travel Plan:*

| | |
|---|---|
| Yes | 4 days |
| No | 4 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 8 days |

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

*LIST OF SITES relevant to selection parameters*

| | | | |
|---|---|---|---|
| 1 | CT-03-A-01<br>ARLESEY ROAD<br>STOTFOLD | MIXED HOUSES | CENTRAL BEDFORDSHIRE |
| | Edge of Town<br>Residential Zone<br>Total No of Dwellings: | 46 | |
| | *Survey date: WEDNESDAY* | *22/06/22* | *Survey Type: MANUAL* |
| 2 | ES-03-A-13<br>A265<br>HEATHFIELD | DETACHED HOUSES | EAST SUSSEX |
| | Edge of Town<br>Residential Zone<br>Total No of Dwellings: | 36 | |
| | *Survey date: MONDAY* | *18/03/24* | *Survey Type: MANUAL* |
| 3 | HC-03-A-31<br>KILN ROAD<br>LIPHOOK | MIXED HOUSES & FLATS | HAMPSHIRE |
| | Edge of Town<br>Residential Zone<br>Total No of Dwellings: | 44 | |
| | *Survey date: FRIDAY* | *07/10/22* | *Survey Type: MANUAL* |
| 4 | HC-03-A-37<br>REDFIELDS LANE<br>FLEET<br>CHURCH CROOKHAM | MIXED HOUSES | HAMPSHIRE |
| | Edge of Town<br>Residential Zone<br>Total No of Dwellings: | 50 | |
| | *Survey date: WEDNESDAY* | *27/03/24* | *Survey Type: MANUAL* |
| 5 | NF-03-A-05<br>HEATH DRIVE<br>HOLT | MIXED HOUSES | NORFOLK |
| | Edge of Town<br>Residential Zone<br>Total No of Dwellings: | 40 | |
| | *Survey date: THURSDAY* | *19/09/19* | *Survey Type: MANUAL* |
| 6 | NY-03-A-14<br>PALACE ROAD<br>RIPON | DETACHED & BUNGALOWS | NORTH YORKSHIRE |
| | Edge of Town<br>Residential Zone<br>Total No of Dwellings: | 45 | |
| | *Survey date: WEDNESDAY* | *18/05/22* | *Survey Type: MANUAL* |
| 7 | SC-03-A-07<br>FOLLY HILL<br>FARNHAM | MIXED HOUSES | SURREY |
| | Edge of Town<br>Residential Zone<br>Total No of Dwellings: | 41 | |
| | *Survey date: WEDNESDAY* | *11/05/22* | *Survey Type: MANUAL* |
| 8 | WK-03-A-04<br>DALEHOUSE LANE<br>KENILWORTH | DETACHED HOUSES | WARWICKSHIRE |
| | Edge of Town<br>Residential Zone<br>Total No of Dwellings: | 49 | |
| | *Survey date: FRIDAY* | *27/09/19* | *Survey Type: MANUAL* |

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

*MANUALLY DESELECTED SITES*

| Site Ref | Reason for Deselection |
|---|---|
| DC-03-A-10 | Non-Comparable Site |
| ES-03-A-09 | Non-Comparable Site |
| HC-03-A-21 | Non-Comparable Site |
| HC-03-A-22 | Non-Comparable Site |
| HF-03-A-05 | Non-Comparable Site |
| IM-03-A-05 | Non-Comparable Site |
| NF-03-A-37 | Non-Comparable Site |
| NT-03-A-08 | Non-Comparable Site |

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): 1.50

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.094 | 8 | 44 | 0.248 | 8 | 44 | 0.342 |
| 08:00 - 09:00 | 8 | 44 | 0.174 | 8 | 44 | 0.365 | 8 | 44 | 0.539 |
| 09:00 - 10:00 | 8 | 44 | 0.182 | 8 | 44 | 0.222 | 8 | 44 | 0.404 |
| 10:00 - 11:00 | 8 | 44 | 0.160 | 8 | 44 | 0.194 | 8 | 44 | 0.354 |
| 11:00 - 12:00 | 8 | 44 | 0.177 | 8 | 44 | 0.171 | 8 | 44 | 0.348 |
| 12:00 - 13:00 | 8 | 44 | 0.197 | 8 | 44 | 0.208 | 8 | 44 | 0.405 |
| 13:00 - 14:00 | 8 | 44 | 0.197 | 8 | 44 | 0.145 | 8 | 44 | 0.342 |
| 14:00 - 15:00 | 8 | 44 | 0.160 | 8 | 44 | 0.197 | 8 | 44 | 0.357 |
| 15:00 - 16:00 | 8 | 44 | 0.262 | 8 | 44 | 0.162 | 8 | 44 | 0.424 |
| 16:00 - 17:00 | 8 | 44 | 0.291 | 8 | 44 | 0.205 | 8 | 44 | 0.496 |
| 17:00 - 18:00 | 8 | 44 | 0.311 | 8 | 44 | 0.205 | 8 | 44 | 0.516 |
| 18:00 - 19:00 | 8 | 44 | 0.236 | 8 | 44 | 0.134 | 8 | 44 | 0.370 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.441 | | | 2.456 | | | 4.897 |

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

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



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 36 - 50 (units: ) |
| Survey date date range: | 01/01/16 - 23/05/24 |
| Number of weekdays (Monday-Friday): | 8 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 4 |
| Surveys manually removed from selection: | 8 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.009 | 8 | 44 | 0.009 | 8 | 44 | 0.018 |
| 08:00 - 09:00 | 8 | 44 | 0.014 | 8 | 44 | 0.014 | 8 | 44 | 0.028 |
| 09:00 - 10:00 | 8 | 44 | 0.006 | 8 | 44 | 0.006 | 8 | 44 | 0.012 |
| 10:00 - 11:00 | 8 | 44 | 0.006 | 8 | 44 | 0.006 | 8 | 44 | 0.012 |
| 11:00 - 12:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 12:00 - 13:00 | 8 | 44 | 0.006 | 8 | 44 | 0.006 | 8 | 44 | 0.012 |
| 13:00 - 14:00 | 8 | 44 | 0.006 | 8 | 44 | 0.006 | 8 | 44 | 0.012 |
| 14:00 - 15:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 15:00 - 16:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 16:00 - 17:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 17:00 - 18:00 | 8 | 44 | 0.006 | 8 | 44 | 0.006 | 8 | 44 | 0.012 |
| 18:00 - 19:00 | 8 | 44 | 0.000 | 8 | 44 | 0.003 | 8 | 44 | 0.003 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.059 | | | 0.062 | | | 0.121 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 08:00 - 09:00 | 8 | 44 | 0.009 | 8 | 44 | 0.003 | 8 | 44 | 0.012 |
| 09:00 - 10:00 | 8 | 44 | 0.006 | 8 | 44 | 0.009 | 8 | 44 | 0.015 |
| 10:00 - 11:00 | 8 | 44 | 0.006 | 8 | 44 | 0.003 | 8 | 44 | 0.009 |
| 11:00 - 12:00 | 8 | 44 | 0.003 | 8 | 44 | 0.011 | 8 | 44 | 0.014 |
| 12:00 - 13:00 | 8 | 44 | 0.006 | 8 | 44 | 0.006 | 8 | 44 | 0.012 |
| 13:00 - 14:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 14:00 - 15:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 15:00 - 16:00 | 8 | 44 | 0.000 | 8 | 44 | 0.003 | 8 | 44 | 0.003 |
| 16:00 - 17:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 17:00 - 18:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 18:00 - 19:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.039 | | | 0.041 | | | 0.080 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 08:00 - 09:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 09:00 - 10:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 10:00 - 11:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 11:00 - 12:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 12:00 - 13:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 13:00 - 14:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 14:00 - 15:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 15:00 - 16:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 16:00 - 17:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 17:00 - 18:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 18:00 - 19:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.003 | | | 0.003 | | | 0.006 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.003 | 8 | 44 | 0.009 | 8 | 44 | 0.012 |
| 08:00 - 09:00 | 8 | 44 | 0.000 | 8 | 44 | 0.009 | 8 | 44 | 0.009 |
| 09:00 - 10:00 | 8 | 44 | 0.006 | 8 | 44 | 0.009 | 8 | 44 | 0.015 |
| 10:00 - 11:00 | 8 | 44 | 0.009 | 8 | 44 | 0.009 | 8 | 44 | 0.018 |
| 11:00 - 12:00 | 8 | 44 | 0.006 | 8 | 44 | 0.003 | 8 | 44 | 0.009 |
| 12:00 - 13:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 13:00 - 14:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 14:00 - 15:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 15:00 - 16:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 16:00 - 17:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 17:00 - 18:00 | 8 | 44 | 0.006 | 8 | 44 | 0.003 | 8 | 44 | 0.009 |
| 18:00 - 19:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.045 | | | 0.054 | | | 0.099 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.108 | 8 | 44 | 0.356 | 8 | 44 | 0.464 |
| 08:00 - 09:00 | 8 | 44 | 0.191 | 8 | 44 | 0.556 | 8 | 44 | 0.747 |
| 09:00 - 10:00 | 8 | 44 | 0.225 | 8 | 44 | 0.274 | 8 | 44 | 0.499 |
| 10:00 - 11:00 | 8 | 44 | 0.188 | 8 | 44 | 0.245 | 8 | 44 | 0.433 |
| 11:00 - 12:00 | 8 | 44 | 0.211 | 8 | 44 | 0.217 | 8 | 44 | 0.428 |
| 12:00 - 13:00 | 8 | 44 | 0.242 | 8 | 44 | 0.254 | 8 | 44 | 0.496 |
| 13:00 - 14:00 | 8 | 44 | 0.242 | 8 | 44 | 0.199 | 8 | 44 | 0.441 |
| 14:00 - 15:00 | 8 | 44 | 0.199 | 8 | 44 | 0.231 | 8 | 44 | 0.430 |
| 15:00 - 16:00 | 8 | 44 | 0.379 | 8 | 44 | 0.197 | 8 | 44 | 0.576 |
| 16:00 - 17:00 | 8 | 44 | 0.416 | 8 | 44 | 0.256 | 8 | 44 | 0.672 |
| 17:00 - 18:00 | 8 | 44 | 0.422 | 8 | 44 | 0.271 | 8 | 44 | 0.693 |
| 18:00 - 19:00 | 8 | 44 | 0.302 | 8 | 44 | 0.168 | 8 | 44 | 0.470 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.125 | | | 3.224 | | | 6.349 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.011 | 8 | 44 | 0.017 | 8 | 44 | 0.028 |
| 08:00 - 09:00 | 8 | 44 | 0.040 | 8 | 44 | 0.131 | 8 | 44 | 0.171 |
| 09:00 - 10:00 | 8 | 44 | 0.037 | 8 | 44 | 0.023 | 8 | 44 | 0.060 |
| 10:00 - 11:00 | 8 | 44 | 0.014 | 8 | 44 | 0.031 | 8 | 44 | 0.045 |
| 11:00 - 12:00 | 8 | 44 | 0.031 | 8 | 44 | 0.023 | 8 | 44 | 0.054 |
| 12:00 - 13:00 | 8 | 44 | 0.026 | 8 | 44 | 0.020 | 8 | 44 | 0.046 |
| 13:00 - 14:00 | 8 | 44 | 0.017 | 8 | 44 | 0.020 | 8 | 44 | 0.037 |
| 14:00 - 15:00 | 8 | 44 | 0.017 | 8 | 44 | 0.011 | 8 | 44 | 0.028 |
| 15:00 - 16:00 | 8 | 44 | 0.100 | 8 | 44 | 0.040 | 8 | 44 | 0.140 |
| 16:00 - 17:00 | 8 | 44 | 0.054 | 8 | 44 | 0.043 | 8 | 44 | 0.097 |
| 17:00 - 18:00 | 8 | 44 | 0.028 | 8 | 44 | 0.037 | 8 | 44 | 0.065 |
| 18:00 - 19:00 | 8 | 44 | 0.054 | 8 | 44 | 0.048 | 8 | 44 | 0.102 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.429 | | | 0.444 | | | 0.873 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.000 | 8 | 44 | 0.009 | 8 | 44 | 0.009 |
| 08:00 - 09:00 | 8 | 44 | 0.000 | 8 | 44 | 0.011 | 8 | 44 | 0.011 |
| 09:00 - 10:00 | 8 | 44 | 0.000 | 8 | 44 | 0.003 | 8 | 44 | 0.003 |
| 10:00 - 11:00 | 8 | 44 | 0.000 | 8 | 44 | 0.003 | 8 | 44 | 0.003 |
| 11:00 - 12:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 12:00 - 13:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 13:00 - 14:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 14:00 - 15:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 15:00 - 16:00 | 8 | 44 | 0.006 | 8 | 44 | 0.000 | 8 | 44 | 0.006 |
| 16:00 - 17:00 | 8 | 44 | 0.006 | 8 | 44 | 0.000 | 8 | 44 | 0.006 |
| 17:00 - 18:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 18:00 - 19:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.024 | | | 0.026 | | | 0.050 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.000 | 8 | 44 | 0.009 | 8 | 44 | 0.009 |
| 08:00 - 09:00 | 8 | 44 | 0.000 | 8 | 44 | 0.011 | 8 | 44 | 0.011 |
| 09:00 - 10:00 | 8 | 44 | 0.000 | 8 | 44 | 0.003 | 8 | 44 | 0.003 |
| 10:00 - 11:00 | 8 | 44 | 0.000 | 8 | 44 | 0.003 | 8 | 44 | 0.003 |
| 11:00 - 12:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 12:00 - 13:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 13:00 - 14:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 14:00 - 15:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 15:00 - 16:00 | 8 | 44 | 0.006 | 8 | 44 | 0.000 | 8 | 44 | 0.006 |
| 16:00 - 17:00 | 8 | 44 | 0.006 | 8 | 44 | 0.000 | 8 | 44 | 0.006 |
| 17:00 - 18:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 18:00 - 19:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.024 | | | 0.026 | | | 0.050 |

*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): 1.50

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.123 | 8 | 44 | 0.390 | 8 | 44 | 0.513 |
| 08:00 - 09:00 | 8 | 44 | 0.231 | 8 | 44 | 0.707 | 8 | 44 | 0.938 |
| 09:00 - 10:00 | 8 | 44 | 0.268 | 8 | 44 | 0.308 | 8 | 44 | 0.576 |
| 10:00 - 11:00 | 8 | 44 | 0.211 | 8 | 44 | 0.288 | 8 | 44 | 0.499 |
| 11:00 - 12:00 | 8 | 44 | 0.248 | 8 | 44 | 0.242 | 8 | 44 | 0.490 |
| 12:00 - 13:00 | 8 | 44 | 0.268 | 8 | 44 | 0.274 | 8 | 44 | 0.542 |
| 13:00 - 14:00 | 8 | 44 | 0.265 | 8 | 44 | 0.222 | 8 | 44 | 0.487 |
| 14:00 - 15:00 | 8 | 44 | 0.222 | 8 | 44 | 0.245 | 8 | 44 | 0.467 |
| 15:00 - 16:00 | 8 | 44 | 0.487 | 8 | 44 | 0.239 | 8 | 44 | 0.726 |
| 16:00 - 17:00 | 8 | 44 | 0.479 | 8 | 44 | 0.302 | 8 | 44 | 0.781 |
| 17:00 - 18:00 | 8 | 44 | 0.459 | 8 | 44 | 0.311 | 8 | 44 | 0.770 |
| 18:00 - 19:00 | 8 | 44 | 0.362 | 8 | 44 | 0.217 | 8 | 44 | 0.579 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.623 | | | 3.745 | | | 7.368 |

*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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.068 | 8 | 44 | 0.228 | 8 | 44 | 0.296 |
| 08:00 - 09:00 | 8 | 44 | 0.131 | 8 | 44 | 0.322 | 8 | 44 | 0.453 |
| 09:00 - 10:00 | 8 | 44 | 0.137 | 8 | 44 | 0.182 | 8 | 44 | 0.319 |
| 10:00 - 11:00 | 8 | 44 | 0.120 | 8 | 44 | 0.157 | 8 | 44 | 0.277 |
| 11:00 - 12:00 | 8 | 44 | 0.140 | 8 | 44 | 0.125 | 8 | 44 | 0.265 |
| 12:00 - 13:00 | 8 | 44 | 0.160 | 8 | 44 | 0.162 | 8 | 44 | 0.322 |
| 13:00 - 14:00 | 8 | 44 | 0.148 | 8 | 44 | 0.111 | 8 | 44 | 0.259 |
| 14:00 - 15:00 | 8 | 44 | 0.137 | 8 | 44 | 0.177 | 8 | 44 | 0.314 |
| 15:00 - 16:00 | 8 | 44 | 0.245 | 8 | 44 | 0.125 | 8 | 44 | 0.370 |
| 16:00 - 17:00 | 8 | 44 | 0.265 | 8 | 44 | 0.162 | 8 | 44 | 0.427 |
| 17:00 - 18:00 | 8 | 44 | 0.276 | 8 | 44 | 0.185 | 8 | 44 | 0.461 |
| 18:00 - 19:00 | 8 | 44 | 0.208 | 8 | 44 | 0.120 | 8 | 44 | 0.328 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.035 | | | 2.056 | | | 4.091 |

*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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.017 | 8 | 44 | 0.009 | 8 | 44 | 0.026 |
| 08:00 - 09:00 | 8 | 44 | 0.020 | 8 | 44 | 0.026 | 8 | 44 | 0.046 |
| 09:00 - 10:00 | 8 | 44 | 0.034 | 8 | 44 | 0.026 | 8 | 44 | 0.060 |
| 10:00 - 11:00 | 8 | 44 | 0.026 | 8 | 44 | 0.026 | 8 | 44 | 0.052 |
| 11:00 - 12:00 | 8 | 44 | 0.031 | 8 | 44 | 0.034 | 8 | 44 | 0.065 |
| 12:00 - 13:00 | 8 | 44 | 0.026 | 8 | 44 | 0.031 | 8 | 44 | 0.057 |
| 13:00 - 14:00 | 8 | 44 | 0.037 | 8 | 44 | 0.028 | 8 | 44 | 0.065 |
| 14:00 - 15:00 | 8 | 44 | 0.017 | 8 | 44 | 0.014 | 8 | 44 | 0.031 |
| 15:00 - 16:00 | 8 | 44 | 0.017 | 8 | 44 | 0.031 | 8 | 44 | 0.048 |
| 16:00 - 17:00 | 8 | 44 | 0.020 | 8 | 44 | 0.037 | 8 | 44 | 0.057 |
| 17:00 - 18:00 | 8 | 44 | 0.020 | 8 | 44 | 0.011 | 8 | 44 | 0.031 |
| 18:00 - 19:00 | 8 | 44 | 0.023 | 8 | 44 | 0.006 | 8 | 44 | 0.029 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.288 | | | 0.279 | | | 0.567 |

*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

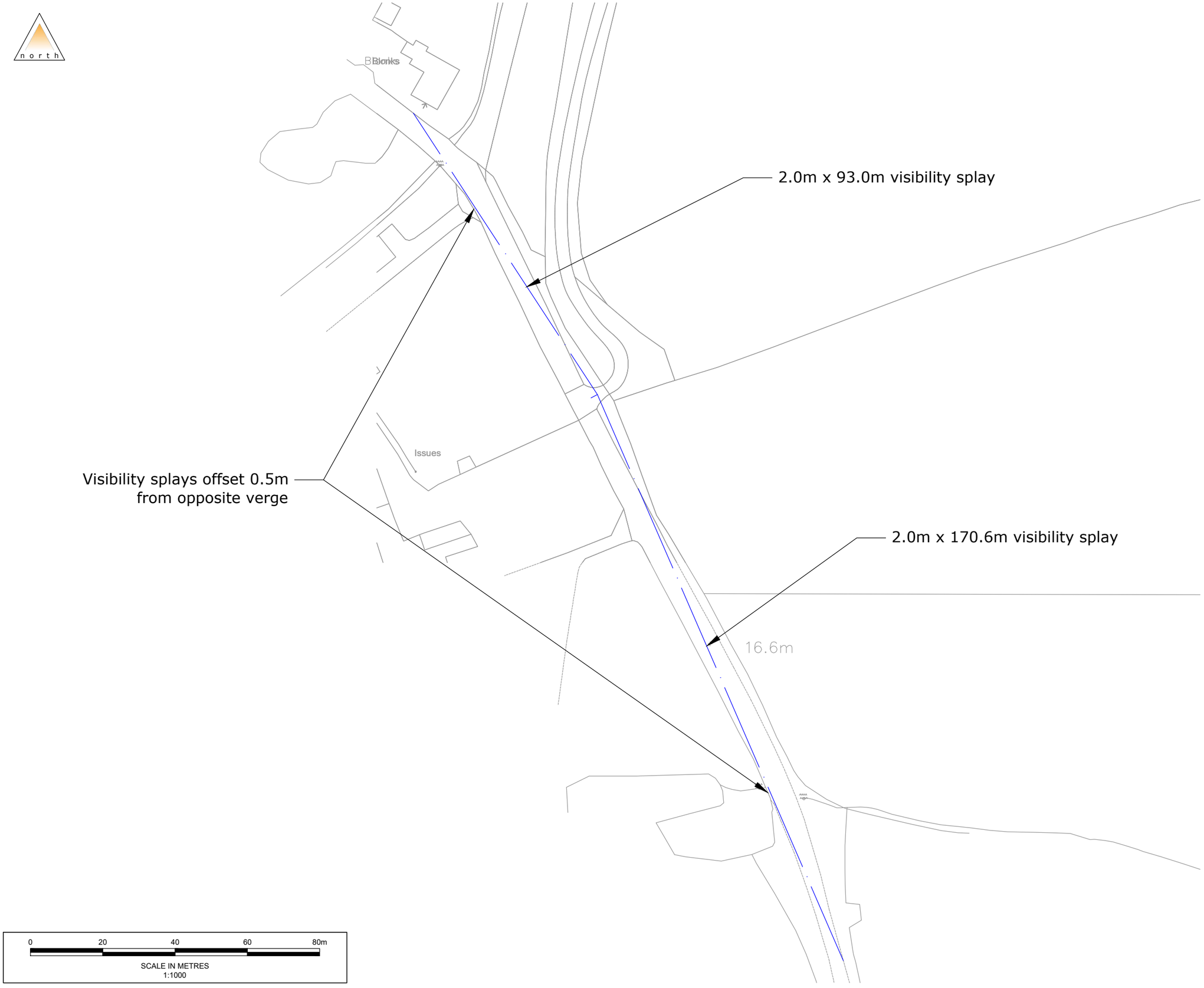
| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 8 | 44 | 0.000 | 8 | 44 | 0.003 | 8 | 44 | 0.003 |
| 08:00 - 09:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 09:00 - 10:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 10:00 - 11:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 11:00 - 12:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 12:00 - 13:00 | 8 | 44 | 0.000 | 8 | 44 | 0.003 | 8 | 44 | 0.003 |
| 13:00 - 14:00 | 8 | 44 | 0.003 | 8 | 44 | 0.000 | 8 | 44 | 0.003 |
| 14:00 - 15:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 15:00 - 16:00 | 8 | 44 | 0.000 | 8 | 44 | 0.003 | 8 | 44 | 0.003 |
| 16:00 - 17:00 | 8 | 44 | 0.003 | 8 | 44 | 0.003 | 8 | 44 | 0.006 |
| 17:00 - 18:00 | 8 | 44 | 0.006 | 8 | 44 | 0.000 | 8 | 44 | 0.006 |
| 18:00 - 19:00 | 8 | 44 | 0.000 | 8 | 44 | 0.000 | 8 | 44 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.021 | | | 0.018 | | | 0.039 |

*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

Proposed Access Arrangements – Visibility Splay




Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on survey information supplied by Manorwood Construction Ltd and OS mapping. Motion cannot guarantee the accuracy of the data provided.

Legend

Visibility Splay

| Rev. | Description | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| - | First Issue | EF | DM | DM | 24/06/2025 |

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
**www.motion.co.uk**

Client:
PROwe Planning Solutions

Project:
Bentons Place, Hooklands Lane, Shipley RH13 8PY

Title:
Proposed Access Arrangements - Visibility Splays

Scale: 1:1000 (@ A3)

Drawing: 2506039-01

Revision: -

C:\Users\eford\Motion\StaffSite - Prship 2506039\Drawings\2506039-01.dwg