PHASE 1 STRATEGIC SPREADSHEET MODELLING







PURBECK DISTRICT TRAFFIC MODELLING

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1. INTRODUCTION

- 1.1.1 SYSTRA has been instructed by Purbeck District Council (PDC) to undertake traffic modelling to test the traffic impact of a range of potential growth scenarios relating to additional housing and employment within the village of Bere Regis.
- 1.1.2 This report sets out the scope, methodology, results and conclusions of the modelling work.

1.2 Background

- 1.2.1 As part of the Review of the Purbeck Local Plan Part 1 (PLP1), PDC commissioned Dorset County Council (DCC) in June 2016 to undertake a spatial transport model which considered impacts of the two extreme options of the Review; the option that focussed development in the north-east of the District and the option that focussed development in the south-west of the District.
- 1.2.2 The DCC modelling did not consider additional residential and employment growth in Bere Regis beyond that included in PLP1.
- 1.2.3 With the continued pressure for development across Purbeck District, it has become necessary to test the traffic impact of additional growth options in Bere Regis.
- 1.2.4 The first phase of the modelling work is to determine the traffic generation, distribution and broad impact across the highway network of the potential development sites; including the growth sites that form the two options of the Partial Review, and the potential additional growth in Bere Regis.
- 1.2.5 The second phase will be to undertake junction capacity assessments of five junctions on the Strategic Road Network (SRN), if identified as being necessary from the outcomes of this first phase, through consultation with Highways England who has responsibility for the SRN.

1.3 Scope of the Report

- 1.3.1 Following this Introduction chapter, the remainder of this report is structured as follows:
 - Chapter 2: Scope
 - Chapter 3: Methodology
 - Chapter 4: Results
 - Chapter 5: Analysis



2. SCOPE

2.1 Type of modelling

- 2.1.1 Through discussions with Highways England, PDC set the brief to comprise spreadsheet modelling to enable the predicted individual and cumulative impact of each of the potential growth sites to be identified on identified links and junctions.
- 2.1.2 The modelling considers development traffic alone; no background traffic is included at this stage.

2.1 Extent of modelled area

- 2.1.1 The geographical extent of the modelling work includes the road network within the whole of Purbeck District and extends west beyond the District boundary to include part of the A35 Dorchester Bypass, and to the east to include parts of Poole and the A31 Wimborne Bypass.
- 2.1.2 The study area includes the five SRN junctions that are of interest to Highways England namely:
 - Bere Regis Roundabout (A31/A35)
 - Max Gate (A35/A352, Dorchester)
 - Stinsford Roundabout (A35/Stinsford Hill/Hollow Hill, Dorchester)
 - Roundhouse Roundabout (A31/A350)
 - Lake Gates (A31/B3078, Wimborne)

2.2 Modelling scenarios

- 2.2.1 The spreadsheet modelling considers the number and distribution of the predicted traffic movements associated with the potential development sites in the weekday morning and afternoon peak traffic periods.
- 2.2.2 Two potential growth scenarios from the Purbeck Local Plan Partial Review form two 'reference case' scenarios:
 - Alternative Option 2 of the Purbeck Local Plan Review (maximise housing in south west Purbeck);
 - Alternative Option 3 of the Purbeck Local Plan Review (maximise housing in north east Purbeck);
- 2.2.3 On top of each of the two reference case scenarios four sequentially increasing residential extensions to Bere Regis have been added, in combination with two levels of employment development in the village:
 - 77 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
 - 100 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
 - 166 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
 - 244 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
 - Original employment site from PLP1 (approximately 0.7ha) at the top end of North Street, accessible from the roundabout, under B1 (office) use and mixed B1 (office), A5 (retail fast food) and C1 (tourist accommodation);



- Extended employment site (up to 1.9ha not all developable due to steep slope up to the by-pass), being considered as part of the neighbourhood plan, at the top end of North Street, accessible from the roundabout, under B1 (office) use and mixed B1 (office), A5 (retail fast food) and C1 (tourist accommodation)
- 2.2.4 This results in a total of 16 assessment scenarios; four levels of residential growth in Bere Regis, each in combination with two levels of employment growth, each of which in combination with the two reference case scenarios.
- 2.2.5 Two sensitivity test scenarios have also been modelled to assess the scenarios with:
 - 100 new homes in Bere Regis with no employment development.
 - 244 new homes in Bere Regis with no employment development.

2.3 Consideration of Summer Peak Traffic Levels

2.3.1 Using traffic flow data from Highways England's TRIS website, Figure 1 demonstrates that at a data collection point on the A31 approximately one kilometre north-east of Bere Regis the annual traffic flows peak significantly in the summer months. During June, July and August, traffic flows on this section of the SRN are recorded as being in the region of 7,000 vehicles per day greater than during the winter months.



2.3.2 Figure 2 shows the summer weekday profile of traffic flows against the profile of a neutral

weekday. The summer profile has been generated from the average of Tuesday 2nd, Wednesday 3rd and Thursday 4th August 2016 and the neutral profile from Tuesday 4th, Wednesday 5th and Thursday 6th April 2017, from the same data location as the annual profile.

- 2.3.3 The graph shows that while the summer traffic flow is generally greater across the middle of the day, when considering the morning and evening peak hours the difference between the summer and neutral flows is not so great.
- 2.3.4 Between 08:00 and 09:00 the neutral traffic flow is recorded as 1,242 vehicles; during the summer period it is 1,320 vehicles, representing a summer increase of approximately 6%.



2.3.5 Between 17:00 and 18:00 the neutral traffic flow is recorded as 1,554 vehicles; during the summer period it is 1,684 vehicles, representing a summer increase of approximately 8%.

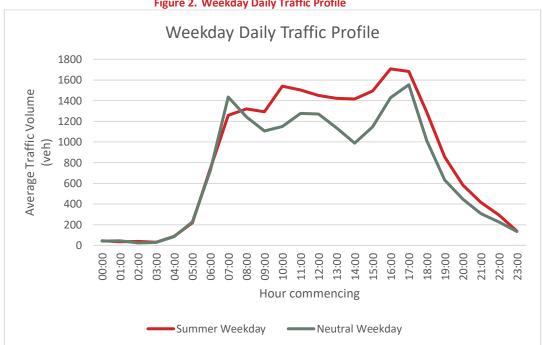


Figure 2. Weekday Daily Traffic Profile

2.3.6 On the basis of the minimal seasonal fluctuation of peak hour traffic flows, it is not considered necessary to undertake an assessment of the development traffic against the summer peak traffic levels.

2.4 Data sources

- 2.4.1 The locations of the potential development sites have been taken from the maps presented within the "Purbeck Local Plan Partial Review Options Consultation", June 2016, under Alternative Option 2 and Alternative Option 3.
- 2.4.2 The locations of the potential development sites within Bere Regis have been taken from maps provided to SYSTRA by PDC.
- 2.4.3 The predicted trip generation of the potential development sites has been derived from the TRICS database, the industry-standard database of trip generation data.
- 2.4.4 Journey times and journey purposes have been derived from the Department for Transport's (DfT) National Travel Survey (NTS) data.
- 2.4.5 Mode of travel for commuting purposes has been derived from 2011 Census 'Method of Travel to Work' data at the Lower Super Output Area level, while mode of travel for education and shopping purposes has been derived from NTS data.
- 2.4.6 The origins and destinations of commuting trips have been derived from the Census 2011 Journey to Work (JtW) data at Middle Super Output Area (MSOA) level, as well as from a list of the locations of major employers within the District, provided by PDC.
- 2.4.7 The destinations of education-based trips have been derived from internet research into schools in and around the study area.



- 2.4.8 The destinations of shopping-based trips have been derived from internet research into key retail centres and locations in and around the study area.
- 2.4.9 The distribution and assignment of development trips on the road network has been derived from Geographical Information System (GIS) software and route-planning applications.



3. METHODOLOGY

3.1 Reference case scenarios

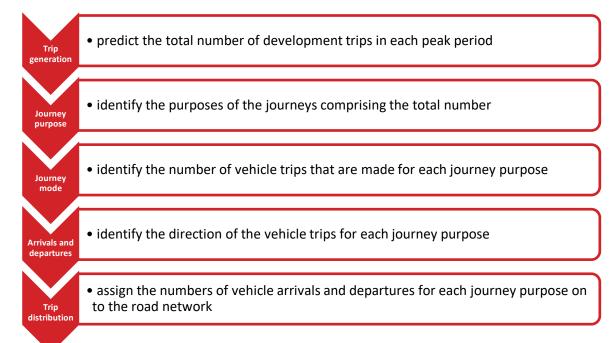
- 3.1.1 As set out above, two potential growth scenarios from the Purbeck Local Plan Review will form two 'reference case' scenarios;
 - Alternative Option 2 (maximise housing in south west Purbeck)
 - Alternative Option 3 (maximise housing in north east Purbeck)
- 3.1.2 The following table presents the potential housing growth numbers for each settlement comprising the two reference cases. The data has been taken from the June 2016 Purbeck Local Plan Partial Review Options Consultation.

Table 1. Housing growth by settlement comprising the two reference cases

SETTLEMENT	APPROXIMATE NUMBER OF HOMES		
	Alternative Option 2 3,205 homes	Alternative Option 3 3,083 homes	
Wool	1,000	1,000	
Lytchett Minster	650	650	
Moreton Station	600	0	
Wareham Town	500	500	
North Wareham	205	205	
Upton	100	100	
Lytchett Matravers	90	600	
Langton Matravers	40	28	
Harmans Cross	20	0	

- 3.1.3 The locations of the various development sites have been assumed to be consistent with those presented in the "Purbeck Local Plan Partial Review Options Consultation", June 2016.
- 3.1.4 In order to understand how much and where the development traffic will be distributed around the road network, a sequence of data analysis and processing has been followed, as illustrated below, and as set out in more detail in the following sections.





Trip generation

- 3.1.5 The TRICS database has been used to predict the number of 'multi-modal total people' trips generated by the development sites during the AM peak hour (0800-0900) and the PM peak hour (1700-1800).
- 3.1.6 This provides the total number (arrivals and departures) of AM peak and PM peak trips generated by each individual development site.
- 3.1.7 A summary of the trip rates used for the purposes of this assessment is shown in Table 2. The full TRICS output data is presented in **Appendix A**.

 PERSON TRIP RATE (TRIPS PER DWELLING)

 AM Peak hour
 PM Peak Hour

 Arrivals
 0.189
 0.521

 Departures
 0.628
 0.197

 Two-way
 0.817
 0.718

Table 2. Trip Rates

Journey purpose

- 3.1.8 In order to understand the distribution of development traffic on the road network, we needed to understand the purposes and the associated destinations of the journeys that comprise the total number of AM and PM peak development trips. To understand the journey purposes, data from the NTS has been used.
- 3.1.9 NTS table NTS0502 2011-2015 "Start time by trip purpose" provides data on the trip purposes by each hour of the day. The data table is presented in **Appendix B**.



- 3.1.10 For the purposes of this modelling exercise, some assumptions have been made with regard to the raw data.
- 3.1.11 We have assumed that trips classified as 'commuting' and 'business' in the NTS data table will follow the same distribution patterns in the context of this modelling exercise, and we have therefore grouped both purposes together as 'commuting'.
- 3.1.12 In the absence of any other origin-destination data, we have assumed that the 'Other escort', 'Personal business', 'Leisure', and 'Other including just walk' journeys will follow the same distribution patterns across the road network as the commuter trips. This assumption is based on the premise that the largest and most reliable dataset available for trip origins and destinations is the Census Journey to Work data. As such, these journey purposes have also been grouped under the 'commuting' category.
- 3.1.13 Table 3 shows the resultant proportionate split of journey purposes during the two peak hours.

Table 3. Proportionate split of journey purposes during the peak hours

JOURNEY PURPOSE	PROPORTION OF TRIPS		
	AM peak	PM peak	
Commuting	46%	83%	
Education	50%	4%	
Shopping	4%	12%	
Total	100%	100%	

3.1.14 The total number of trips by all modes of transport made for each of these three categories of journey purposes has been calculated for each of the development sites.

Journey mode

3.1.15 In order to understand the number of vehicle trips generated for commuting purposes, data from the 2011 Census 'Method of Travel to Work' tables has been used, from the lower super output area level. The output areas which have been applied to each growth area is shown in Table 4. This has also been included in **Appendix D** for reference.



Table 4. Proportion of commuting trips undertaken by vehicle

GROWTH AREA	APPLICABLE LOWER SUPER OUTPUT AREA(S)	PROPORTION OF JOURNEYS BY VEHICLE
Wool	Purbeck 004C, 004D	77%
Lytchett Minster	Purbeck 004D	74%
Moreton Station	Purbeck 004B	78%
Wareham Town	Purbeck 004C, 003D, 003E, 003F	69%
North Wareham	Purbeck 004C, 003D, 003E, 003F	69%
Upton	Purbeck 002A, 002B, 002C, 002E	78%
Lytchett Matravers	Purbeck 001B, 001C	84%
Langton Matravers	Purbeck 005C	74%
Harmans Cross	Purbeck 005C	74%
Bere Regis	Purbeck 001A	81%

- 3.1.16 The data table shows that across the Purbeck area the proportion of commuting trips that are undertaken by vehicle varies between 69% and 84%.
- 3.1.17 NTS table NTS0409 2015 "NTS0409 Average Number of Trips by purpose and main mode" has been used to derive the proportion of vehicle trips for education and shopping trips; 22% of all education-based trips and 46% of all shopping trips are made by vehicle. Full data has been included in **Appendix C.**
- 3.1.18 The total number of vehicle trips made for each of the three journey purposes has been calculated for each of the development sites.

Arrivals and Departures

3.1.19 During each of the peak hours there will be trips both inbound and outbound from the development sites. In order to identify the split of arrivals and departures, the total number of vehicle trips made for each of the three journey purposes for each of the growth sites has been separated into arrivals (inbound) and departures (outbound) based on the respective proportionate split presented in the TRICS trip generation data.

Total Vehicle Trips

3.1.20 Table 5 shows the resulting total number of vehicle trips in the AM and PM peak hour for each development site across both Alternative Option 2 and Alternative Option 3.



Table 5. Total Vehicle Trips

				I TRIPS	ALL VEH	TRIPS
SETTLEMENT	APPROXIMATE DWELLINGS		Alt Opt 2		Alt Opt 3	
	Option 2	Option 3	AM	PM	AM	PM
Wool	1000	1000	394	504	394	504
Lytchett Minster	650	650	249	316	249	316
Moreton Station	600	0	239	306	0	0
Wareham Town	500	500	182	228	182	228
North Wareham	205	205	75	94	75	94
Upton	100	100	40	51	40	51
Lytchett Matravers	90	600	38	49	252	328
Langton Matravers	40	28	15	19	11	14
Harmans Cross	20	0	8	10	0	0
	77	77	32	41	32	41
Bere Regis	100	100	41	53	41	53
	166	166	68	88	68	88
	244	244	100	129	100	129

Trip distribution

3.1.21 The modelling assumes that the distribution and assignment of development trips on the road network remains the same for arrivals and departures in both peak hours; the trip numbers and direction of flow will vary, however the proportions on the road network remain consistent.



Commuting trips

- 3.1.22 The distribution of the commuting trips on the road network has been derived from Census 2011 JtW data. This dataset, presented in **Appendix D**, has been used to identify the destinations of commuting vehicle journeys, for each of the development sites.
- 3.1.23 The GIS application "Network Analyst", a tool in ArcMap v10.3.1, has been used to generate the shortest network route between each of the development sites and the 534 JtW destinations of residents within Purbeck MSOAs 001, 002, 003, 004 and 005. **Appendix E** contains a series of maps showing the geographical extent of the Purbeck MSOAs.
- 3.1.24 Population-weighted centroids for all MSOAs in England and Wales have been used to represent point locations for each of the commuting destinations. These centroids represent the spatial distribution of the population within each of the MSOAs, as recorded in the 2011 Census, as a single summary reference point on the ground as a proxy for the employment locations.
- 3.1.25 Network routes were then calculated between each of the development sites and the JtW destinations. The JtW data was assigned to these routes to show the proportion of the commuting trips that would travel on the study-area roads to reach their destination. These routes have been sense-checked using internet-based route-planning applications.
- 3.1.26 The Census JtW data shows that there are proportions of the population that live and work in the same MSOA, and that therefore make 'internal' trips within the origin MSOA. To account for these instances we have referred to data supplied by PDC listing the major employers' locations within the district and surrounding area. This enabled us to consider the locations of the major employment sites, as an indicator of where future residents may be likely to work, in relation to the locations of the residential development sites and the routes between them.
- 3.1.27 The aim and scope of this modelling exercise is to understand at a strategic level the magnitude of traffic impact across the District's road network, and in particular the impact at five junctions on the SRN. With this in mind, having considered the quantity and routeing of potential 'internal' (within the same MSOA) traffic movements between the residential developments and the major employment locations, we have concluded that such movements will not have a material effect on the wider strategic-level picture nor on the movements at the SRN junctions.
- 3.1.28 Therefore it is considered appropriate to exclude the 'internal' trips from the modelling.

Education trips

- 3.1.29 The NTS data identifies education-based trips as a significant proportion of the morning peak journeys. For the purposes of this modelling exercise we have interpreted these trips as being journeys to schools and colleges. To help identify the distribution of these trips, we have undertaken internet research to find the locations of all schools in and around Purbeck District that will likely include the development sites within their catchments.
- 3.1.30 We have excluded private schools and special schools. We have also excluded first schools and infant schools on the assumption that these schools will be local to the development sites and the trips will therefore not be 'strategic-level' trips.
- 3.1.31 Using web-based route-planning applications to consider journey time and distance, we have predicted the proportions of residents from each development site that will travel to each of the nearby schools, and the most likely routes that would be taken to each. A table showing



the respective proportions of education-based development trips to each of the schools is presented in **Appendix F**.

Shopping trips

- 3.1.32 The NTS data identifies shopping trips as a proportion of the AM and PM peak-hour journeys. For the purposes of this modelling exercise we assumed these are trips to the nearest location in which there is a reasonable choice of shopping, excluding local convenience stores or similar.
- 3.1.33 To help identify the distribution of these trips, we have undertaken internet research to identify the most likely shopping destinations for residents of the potential developments. Using web-based route-planning applications to consider journey time and distance, we have predicted the proportions of residents from each development site that will travel to each, and the most likely routes that would be used. A table showing the respective proportions of shopping-related development trips to each of the locations is presented in **Appendix G.**

Spreadsheet network model

- 3.1.34 A schematic highway network diagram was constructed on a Microsoft Excel spreadsheet, covering the extent of the study area. The network diagram represents all of the roads identified through the distribution and assignment process. This represents the main routes within the District; it does not necessarily include all minor routes.
- 3.1.35 A master copy of the network diagram was duplicated for each individual development site, and again for each journey purpose in each peak period.
- 3.1.36 The network diagrams show all possible turning movements at each junction within the network, and have been annotated to show the relative locations on the network of each of the development sites, each of the schools, and each of the shopping destinations.
- 3.1.37 The development traffic flows for each journey purpose, as identified through the trip generation calculations, were then assigned to the relevant turning movements on the network diagram, as identified by the trip distribution calculations.
- 3.1.38 This was done for each development site, and the respective constituent elements (i.e. JtW trips, education trips and shopping trips) were summed to result in a 'total development trips' network diagram for each development site.
- 3.1.39 A cumulative Alternative Option 2 network diagram was then created by summing the respective 'total development trips' of the constituent developments. The same was done for Alternative Option 3 to produce the two reference case scenario network diagrams.
- 3.1.40 The resultant reference case network diagrams are presented in **Appendix H**. The Excel files including the full calculations are available in electronic format accompanying this report.

3.2 Bere Regis assessment scenarios

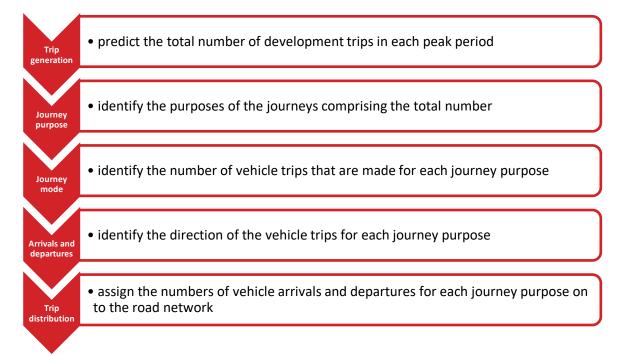
- 3.2.1 In addition to the two reference case scenarios four sequentially increasing residential extensions to Bere Regis have been tested, in combination with two levels of employment development in the village:
 - 77 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
 - 100 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;



- 166 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1:
- 244 new homes in a settlement extension, including original settlement extension allocation of 50 homes in PLP1;
- Original employment site from PLP1 (approximately 0.7ha) at the top end of North Street, accessible from the roundabout, under B1 (office) use and mixed B1 (office), A5 (retail fast food) and C1 (tourist accommodation);
- Extended employment site (up to 1.9ha not all developable due to steep slope up to the by-pass), being considered as part of the neighbourhood plan, at the top end of North Street, accessible from the roundabout, under B1 (office) use and mixed B1 (office), A5 (retail fast food) and C1 (tourist accommodation)
- 3.2.2 This results in a total of 18 assessment scenarios; four levels of residential growth in Bere Regis, each in combination with two levels of employment growth, each of which in combination with the two reference case scenarios. Additionally, two levels of residential-only development have been considered in combination with the Alternative Option 2 reference case.

Residential growth

- 3.2.3 The potential residential growth in Bere Regis comprises varying numbers of homes on individual parcels of land within the village. In order to understand the traffic impact of these growth options on the roads through Bere Regis itself, we have considered each parcel of land separately.
- 3.2.4 A separate 'Bere Regis only' network diagram was created to enable a greater level of detail in the village to be included.
- 3.2.5 For each parcel of residential development that comprises the four levels of growth for Bere Regis, we have followed the same process as for the reference case scenarios;



3.2.6 As with the reference case developments, by summing the constituent elements of each individual parcel, and by summing each constituent parcel, we have compiled the network traffic distribution for each of the Bere Regis residential growth options.



Employment development

- 3.2.7 The assessment options include two levels of growth at an existing employment site in Bere Regis; one at 0.7 hectares (ha) and one at 1.9ha. Both levels of growth apply to the same site location and are both described as comprising;
 - O B1 (office) use and mixed B1 (office)
 - A5 (retail fast food)
 - C1 (tourist accommodation)

Trip Rate Assumptions

- 3.2.8 In order to calculate the predicted number of development trips for the employment site options, we have made a number of assumptions with regard to the constituent land uses.
- 3.2.9 We have assumed that half of the employment site will be B1 office use while the remaining half will accommodate a roadside fast food outlet and a budget hotel.

B1 Office

- 3.2.10 In land use planning a general rule of thumb is that approximately 40 percent of a site's area is occupied by the footprints of buildings; the remaining 60 percent comprising landscaping, car parking, open space, roads/footways etc.
- 3.2.11 On this basis, for the 0.7ha option:

Half of the site is assumed to accommodate B1 Offices = 0.35ha

40% of the 0.35ha is assumed to be office buildings = 0.14ha = 1,400 square metres (sqm)

3.2.12 For the 1.9ha option:

Half of the site is assumed to accommodate B1 Offices = 0.95ha

40% of the 0.95ha is assumed to be office buildings = 0.38ha = 3,800sqm

3.2.13 The TRICS database has again been used to derive the predicted trip numbers generated by the B1 Offices, based on the gross floor areas calculated above. This has provided vehicle arrival and departure numbers for both the AM and the PM peak hours. The full TRICS output data is presented in **Appendix I**.

A5 Retail Fast Food

- 3.2.14 Based on experience and knowledge of development sites elsewhere, we consider that for the 0.7ha development option, 400sqm is a reasonable assumption of the gross floor area of a roadside fast-food outlet in this location.
- 3.2.15 For the 1.9ha development option we have assumed a pro-rata increase in the gross floor area of this land use; either as a larger single outlet or as multiple outlets. This results in an assumed 1,086sqm of A5 retail fast food.
- 3.2.16 The TRICS database has again been used to derive the predicted trip numbers generated by the fast food outlet/s, based on the gross floor areas calculated above. We have used the TRICS land-use class "Hotel, food & drink" and category "Road-side food (eg. Little Chef)", which we consider is the most relevant for this site.



3.2.17 This has provided vehicle arrival and departure numbers for both the AM and the PM peak hours. The full TRICS output data is presented in **Appendix J**.

C1 Tourist Accommodation

- 3.2.18 Based on experience and knowledge of development sites elsewhere, we consider that for the 0.7ha development option, a 50-bed two-storey budget hotel is a reasonable assumption of the potential 'tourist accommodation' in this location.
- 3.2.19 For the 1.9ha development option we have assumed a pro-rata increase in the number of bedrooms. This results in an assumed 135-bedroom hotel.
- 3.2.20 The TRICS database has again been used to derive the predicted trip numbers generated by the hotel, based on the assumed room numbers described above. We have used the TRICS category "Hotels".
- 3.2.21 This has provided vehicle arrival and departure numbers for both the AM and the PM peak hours. The full TRICS output data is presented in **Appendix K**.

Total Vehicle Trips

3.2.22 Table 6 shows the total number of vehicle trips related to the employment site at Bere Regis.

EMPLOYMENT SCENARIO	АМ РЕАК	PM PEAK
Scenario e) (0.7ha)	70	83
Scenario f) (1.9ha)	189	225

Table 6. Total Vehicle Trips – Bere Regis Employment

Trip Distribution

- 3.2.23 The process of calculating the distribution of employment development traffic on the road network is the same as for the residential developments. The modelling assumes that the distribution and assignment of development trips on the road network remains the same for arrivals and departures in both peak hours; the trip numbers and direction of flow vary, however the proportions on the road network remain consistent.
- 3.2.24 The distribution of the employment development trips on the road network has been derived from Census 2011 JtW data for journey destinations in the MSOA "Purbeck 001", which contains Bere Regis,.
- 3.2.25 Population-weighted centroids for all MSOAs in England and Wales have been used to represent point locations for the origins of journeys to the employment site.
- 3.2.26 Network routes were then calculated between each origin and the employment site using the "Network Analyst" GIS application. The JtW data was assigned to these routes to show the proportion of the employment development trips that would travel on the study-area roads. These routes have been sense-checked using internet-based route-planning applications.

Spreadsheet network model – Bere Regis excerpt

3.2.27 An excerpt from the full highway network diagram was created, covering the Bere Regis area on an enlarged scale. This is to enable the individual development sites within the village to be included.



- 3.2.28 The Bere Regis excerpt is electronically linked to the full network diagram to maintain connection with the strategic traffic movements beyond the limits of the excerpt.
- 3.2.29 As with the reference case modelling, a master copy of the Bere Regis excerpt was duplicated for each individual development site, and again for each of the residential journey purposes in each peak period. It was also duplicated for each of the employment site options.
- 3.2.30 The development traffic flows, as identified through the trip generation calculations, were then assigned to the relevant turning movements on the network diagram, as identified by the trip distribution calculations.
- 3.2.31 This was done for each individual development site, and the respective constituent elements (i.e. JtW, education, and shopping trips for the residential trips, and commuting trips for the employment site) were summed to result in a 'total development trips' network diagram for each of the 18 Bere Regis scenarios.
- 3.2.32 No discount has been applied to the employment site trip generation with regard to 'internalised' trips between the Bere Regis employment sites and the Bere Regis residential growth sites.



4. RESULTS

4.1 Outputs

- 4.1.1 The outputs of the spreadsheet modelling are highway network diagrams showing the level of impact of the cumulative development traffic comprising each of the two reference case scenarios and each of the 18 Bere Regis assessment scenarios. The various outputs are summarised in Table 5, which shows the reference code for each scenario.
- 4.1.2 Each scenario is coded according to the following principles:
 - Option 2 or Alternative Option 3)
 - Lowercase Letter a to d: referring to the corresponding level of residential growth in Bere Regis
 - Lowercase Letter e or f: referring to the corresponding level of employment growth in Bere Regis.

Therefore '2ae AM' refers to the scenario of Alternative Option 2 (reference case) with 77 new homes and 0.7ha employment site in Bere Regis.

ALTERNATIVE OPTION 3: REFERENCE **ALTERNATIVE OPTION 2:** maximise housing in north **CASE** maximise housing in south west Purbeck east Purbeck **2 AM 3 AM** 2 PM **3 PM e:** 0.7ha **f:** 1.9ha g: zero **e:** 0.7ha **f:** 1.9ha **ASSESSMENT** employment employment employment employment employment **SCENARIOS** site site growth site site **a**: 77 new 2ae AM 2af AM 3ae AM 3af AM homes 2ae PM 2af PM 3ae PM 3af PM **b**: 100 new 2be AM 2bf AM 2bg AM 3be AM 3b+ AM homes 2be PM 2bf PM 2bg PM 3be PM 3bf PM **c**: 166 new 3cf AM 2ce AM 2cf AM 3ce AM homes 2cf PM 3cf PM 2ce PM 3ce PM **d**: 244 new 2de AM 2df AM 2dg AM 3de AM 3df AM 3de PM 3df PM homes 2de PM 2df PM 2dg PM

Table 7. Summary of modelling scenario outputs

4.2 Traffic impact

- 4.2.1 The network diagrams showing the traffic generation, distribution and broad impact of each of the modelled Bere Regis scenarios are presented in **Appendix L.**
- 4.2.2 The traffic increase at each of the five junctions on the SRN is summarised in the tables below, in terms of total additional traffic predicted to travel through each junction in each scenario.



Table 8. Summary of total traffic increase at Bere Regis Roundabout

BERE REGIS ROUNDABOUT		ALTERNATIVE OPTION 2: maximise housing in south west Purbeck	ALTERNATIVE OPTION 3: maximise housing in north east Purbeck
Reference	AM	39	18
Case	PM	61	28

ASSESSM	ENT SCENARIOS	e: 0.7ha employment site	f: 1.9ha employment site	e: 0.7ha employment site	f: 1.9ha employment site
a : 77 new	AM	112	232	92	211
homes	PM	149	290	115	257
b : 100	AM	115	235	95	214
new homes	PM	150	292	117	258
c : 166	AM	119	238	98	218
new homes	PM	152	294	119	261
d : 244	АМ	127	246	107	226
new homes	PM	161	303	128	269



Table 9. Summary of total traffic increase at Max Gate, Dorchester

MAX GATE, DORCHESTER		ALTERNATIVE OPTION 2: maximise housing in south west Purbeck	ALTERNATIVE OPTION 3: maximise housing in north east Purbeck
Reference Case	AM	129	60
	PM	- 117	60

ASSESSMEN	NT SCENARIOS	e: 0.7ha employment site	f: 1.9ha employment site	e: 0.7ha employment site	f: 1.9ha employment site
a : 77 new	AM	134	138	65	69
homes	PM	122	127	65	70
b : 100	AM	135	139	66	70
new homes	PM	123	128	66	71
c : 166	AM	137	141	68	72
new homes	PM	125	130	68	73
d : 244	AM	137	141	68	72
new homes	PM	125	130	68	73



Table 10. Summary of total traffic increase at Stinsford Roundabout

STINSFORD R	ROUNDABOUT	ALTERNATIVE OPTION 2: maximise housing in south west Purbeck	ALTERNATIVE OPTION 3: maximise housing in north east Purbeck
Reference	AM	6	16
Case	PM	- 9	26

ASSESSMI	ENT SCENARIOS	e: 0.7ha employment site	f: 1.9ha employment site	e: 0.7ha employment site	f: 1.9ha employment site
a : 77 new	AM	16	26	27	36
homes	PM	21	32	38	49
b : 100	AM	17	27	28	38
new homes	PM	22	34	39	51
c : 166	АМ	21	31	32	41
new homes	PM	26	38	43	55
d: 244 new homes	АМ	23	32	33	43
	PM	28	39	45	56



Table 11. Summary of total traffic increase at Roundhouse Roundabout

ROUNDHOUSE ROUNDABOUT ALTERNATIVE OPTION 2: maximise housing in south west Purbeck Reference AM 83 ALTERNATIVE OPTION 3: maximise housing in north east Purbeck 123

Case			
Case	PM	132	195

ASSESSME	NT SCENARIOS	e: 0.7ha employment site	f: 1.9ha employment site	e: 0.7ha employment site	f: 1.9ha employment site
a : 77 new	AM	107	143	147	183
homes	PM	151	178	213	241
b : 100	AM	108	144	148	184
new homes	PM	152	179	214	242
c : 166	AM	111	147	151	187
new homes	PM	154	181	217	244
d : 244	AM	114	150	154	190
new homes	PM	157	184	220	247



Table 12. Summary of total traffic increase at Lake Gates Roundabout, Wimborne

ALTERNATIVE OPTION 2:

LAKE GATES ROUNDABOUT, **WIMBORNE**

maximise housing in south west Purbeck

ALTERNATIVE OPTION 3: maximise housing in north east Purbeck

71

85

AM Reference Case PM

114

136

ASSESSMEN	T SCENARIOS	e: 0.7ha employment site	f: 1.9ha employment site	e: 0.7ha employment site	f: 1.9ha employment site
a : 77 new	AM	82	94	96	108
homes	PM	126	140	148	162
b : 100	AM	83	95	97	109
new homes	PM	126	141	148	163
c : 166	AM	85	98	99	112
new homes	PM	129	143	151	165
d : 244	AM	89	101	103	115
new homes	PM	132	146	154	168



- 4.2.3 In addition to the development traffic increase shown in the tables above, two sensitivity test scenarios have been assessed in which there is no employment growth in Bere Regis; only 100 new homes and 244 new homes have been assessed. These sensitivity tests use Alternative Option 2 as a reference case. These are scenarios 2bg (AM & PM) and 2dg (AM & PM) shown in Table 5.
- 4.2.4 The result of these sensitivity tests are shown in Table 11 and Table 12 below for 100 homes and 244 homes respectively. The overall increase in vehicles predicted at each of the five junctions is shown, as well as the difference from the respective 'with-employment' scenarios.

Table 13. Summary of traffic increase through junctions, with no employment growth (Scenario 2bg)

ALTERNATIVE OPTION 2 SCENARIO 2bg		b: 100 NEW HOMES IN BERE REGIS			
		g: zero employment growth	Difference from Employment Growth Scenario 2be (0.7ha)	Difference from Employment Growth Scenario 2bf (1.9ha)	
Bere Regis	AM	53	-62	-182	
Roundabout	PM	70	-80	-222	
Max Gate	AM	132	-2	-7	
	PM	120	-3	-8	
Stinsford	AM	11	-6	-15	
Roundabout	PM	15	-7	-18	
Roundhouse	AM	87	-21	-57	
Roundabout	PM	136	-16	-43	
Lake Gates	AM	75	-7	-20	
Roundsbout	PM	118	-9	-23	



Table 14. Summary of traffic increase through junctions, with no employment growth (Scenario 2dg)

ALTERNATIVE OPTION 2 SCENARIO 2dg		d: 244 NEW HOMES			
		g: No Employment Growth	Difference from Employment Growth Scenario 2de (0.7ha)	Difference from Employment Growth Scenario 2df (1.9ha)	
Bere Regis	AM	- 53	-74	-158	
Roundabout	PM	81	-80	-176	
Max Gate	AM	135	-2	-7	
iviax Gate -	PM	122	-3	-8	
Stinsford	AM	 17	-6	-15	
Roundabout	PM	21	-7	-18	
Roundhouse	AM	93	-21	-57	
Roundabout	PM	141	-16	-43	
Lake Gates	AM	82	-7	-20	
Roundsbout	PM	123	-9	-23	

4.3 Impact on the C6 Southbrook / Rye Hill in Bere Regis

4.3.1 Table 13 shows the impact on Southbrook / Rye Hill to the south of Bere Regis. This is a minor road which is situated to the south of Bere Regis. Within the village it is referred to as Southbrook, and is referred to as Rye Hill further to the south.



Table 15. Development traffic increase on the C6 Southbrook/Rye Hill

LAKE GATES ROUNDABOUT, WIMBORNE		ALTERNATIVE OPTION 2: maximise housing in south west Purbeck		ALTERNATIVE OPTION 3: maximise housing in north east Purbeck	
Reference	AM	1	.8	1	9
Case	PM	28		31	
ASSESSME	NT SCENARIOS	e: 0.7ha employment site	f: 1.9ha employment site	e: 0.7ha employment site	f: 1.9ha employment site
a : 77 new	AM	25	35	26	36
homes	PM	36	38	39	51
b : 100	AM	25	35	27	37
new homes	PM	37	38	39	51
c : 166	AM	26	36	28	38
new homes	PM	37	39	40	52
d : 244	AM	28	38	29	39
new homes	PM	39	40	41	53

- 4.3.2 Considering the scenario of maximum housing and employment growth in Bere Regis, as well as Alternative Option 3 growth across PDC there is forecasted to be an increase of 39 additional vehicles on the C6 Southbrook/Rye Hill in the AM peak hour and 53 additional vehicles in the PM peak hour.
- 4.3.3 Considering the scenario of minimum housing and employment growth in Bere Regis, as well as Alternative Option 2 growth across PDC there is forecasted to be an increase of 25 additional vehicles on the C6 Southbrook/Rye Hill in the AM peak hour and 36 additional vehicles in the PM peak hour.
- 4.3.4 Between the maximum and minimum growth in Bere Regis there is an increase of 13 in the AM peak, and four in the PM peak with Alternative Option 2 growth across PDC. Between the maximum and minimum growth in Bere Regis there is an increase of 13 in the AM peak, and 14 in the PM peak with Alternative Option 3 growth across PDC.



5. CONCLUSION

- 5.1.1 SYSTRA has been instructed by Purbeck District Council (PDC) to undertake traffic modelling to test the traffic impact of a range of potential growth scenarios relating to additional housing and employment within the village of Bere Regis.
- 5.1.2 The brief was set to comprise spreadsheet modelling to enable the predicted individual and cumulative impact of each of the potential growth sites to be identified on identified links and junctions.
- 5.1.3 The spreadsheet modelling considers the number and distribution of the predicted traffic movements associated with the potential development sites in the weekday morning and afternoon peak traffic periods.
- 5.1.4 The modelling considers development traffic alone; no background traffic is included at this stage.
- 5.1.5 The geographical extent of the modelling work includes the road network within the whole of Purbeck District and extends west beyond the District boundary to include part of the A35 Dorchester Bypass, and to the east to include parts of Poole and the A31 Wimborne Bypass.
- 5.1.6 The study area includes the five SRN junctions that are of interest to Highways England namely:
 - Bere Regis Roundabout (A31/A35)
 - Max Gate (A35/A352, Dorchester)
 - Stinsford Roundabout (A35/Stinsford Hill/Hollow Hill, Dorchester)
 - O Roundhouse Roundabout (A31/A350)
 - Lake Gates (A31/B3078, Wimborne)
- 5.1.7 Two potential growth scenarios from the Purbeck Local Plan Partial Review form two 'reference case' scenarios:
 - Alternative Option 2 of the Purbeck Local Plan Partial Review (maximise housing in south west Purbeck);
 - Alternative Option 3 of the Purbeck Local Plan Partial Review (maximise housing in north east Purbeck);
- 5.1.8 On top of each of the two reference case scenarios four sequentially increasing residential extensions to Bere Regis have been added, in combination with two levels of employment development in the village.
- 5.1.9 This report has set out the scope, methodology and assumptions, and the results of the modelling.
- 5.1.10 The results are presented in the form of area-wide highway network diagrams showing the predicted turning movements of development traffic in the two reference case scenarios (in **Appendix H**) and the 16 Bere Regis assessment scenarios (in **Appendix L**).
- 5.1.11 These results can be used to help understand how the predicted additional traffic will impact upon the highway network in and around Purbeck District.
- 5.1.12 Summary tables for each of the five SRN junctions show the respective traffic increases in each of the scenarios.



5.1.13 These summary tables can be used to understand the predicted level of impact at these key junctions in the context of the existing background traffic levels. This will form Phase 2 of this study.



APPENDICES



Appendix A

Appendix A – TRICS outputs for Private Dwellings

SYSTRA Ltd 10 Victoria Street Bristol Licence No: 700704

Calculation Reference: AUDIT-700704-170403-0426

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

WS WEST SUSSEX 1 days

03 SOUTH WEST

SM SOMERSET 1 days

04 EAST ANGLIA

NF NORFOLK 1 days
SF SUFFOLK 1 days

06 WEST MIDLANDS

SH SHROPSHIRE 2 days

07 YORKSHIRE & NORTH LINCOLNSHIRE

NY NORTH YORKSHIRE 2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings Actual Range: 10 to 151 (units:) Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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

Selected survey days:

Tuesday 1 days Wednesday 3 days Thursday 4 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 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.

SYSTRA Ltd 10 Victoria Street Bristol Licence No: 700704

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
20,001 to 25,000	1 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	2 days
50,001	to 75,000	2 days
75,001	to 100,000	3 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	6 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.

SYSTRA Ltd 10 Victoria Street Bristol Licence No: 700704

LIST OF SITES relevant to selection parameters

1 NF-03-A-03 DETACHED HOUSES NORFOLK

HALING WAY

THETFORD Edge of Town Residential Zone

Total Number of dwellings: 10

Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE

BOROUGHBRIDGE ROAD

RIPON Edge of Town No Sub Category

Total Number of dwellings: 71

Survey date: TUESDAY 17/09/13 Survey Type: MANUAL NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE

HORSEFAIR

3

BOROUGHBRIDGE Edge of Town Residential Zone

Total Number of dwellings: 23

Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

4 SF-03-A-05 DETACHED HOUSES SUFFOLK

VALE LANE

BURY ST EDMUNDS Edge of Town Residential Zone

Total Number of dwellings: 18

Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

5 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE

SANDCROFT SUTTON HILL TELFORD Edge of Town Residential Zone

Total Number of dwellings: 54

Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

6 SH-03-A-06 BUNGALOWS SHROPSHIRE

ELLESMERE ROAD

SHREWSBURY Edge of Town Residential Zone

Total Number of dwellings: 16

Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

7 SM-03-A-01 DETACHED & SEMI SOMERSET

WEMBDON ROAD NORTHFIELD BRIDGWATER Edge of Town Residential Zone

Total Number of dwellings: 33

Survey date: THÜRSDAY 24/09/15 Survey Type: MANUAL

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SYSTRA Ltd 10 Victoria Street Bristol Licence No: 700704

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-03-A-04 MIXED HOUSES WEST SUSSEX

HILLS FARM LANE BROADBRIDGE HEATH HORSHAM Edge of Town Residential Zone

Total Number of dwellings: 151

Survey date: THURSDAY 11/12/14 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
GM-03-A-10	Conurbation
SC-03-A-04	Proximity to M25
WK-03-A-02	Large City

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

MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.088	8	47	0.263	8	47	0.351
08:00 - 09:00	8	47	0.128	8	47	0.343	8	47	0.471
09:00 - 10:00	8	47	0.136	8	47	0.170	8	47	0.306
10:00 - 11:00	8	47	0.138	8	47	0.144	8	47	0.282
11:00 - 12:00	8	47	0.128	8	47	0.154	8	47	0.282
12:00 - 13:00	8	47	0.133	8	47	0.128	8	47	0.261
13:00 - 14:00	8	47	0.149	8	47	0.144	8	47	0.293
14:00 - 15:00	8	47	0.133	8	47	0.160	8	47	0.293
15:00 - 16:00	8	47	0.226	8	47	0.197	8	47	0.423
16:00 - 17:00	8	47	0.261	8	47	0.144	8	47	0.405
17:00 - 18:00	8	47	0.322	8	47	0.117	8	47	0.439
18:00 - 19:00	8	47	0.199	8	47	0.144	8	47	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.041			2.108			4.149

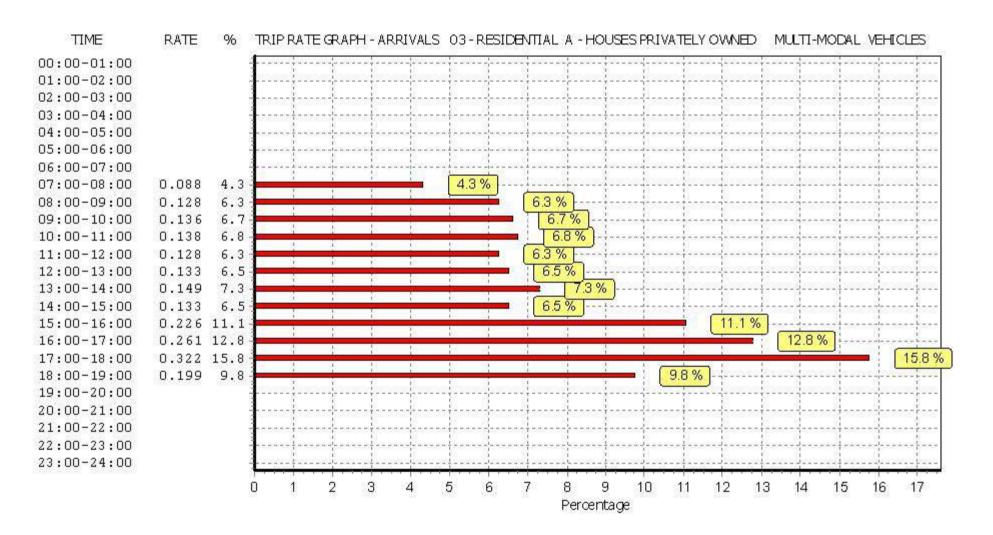
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

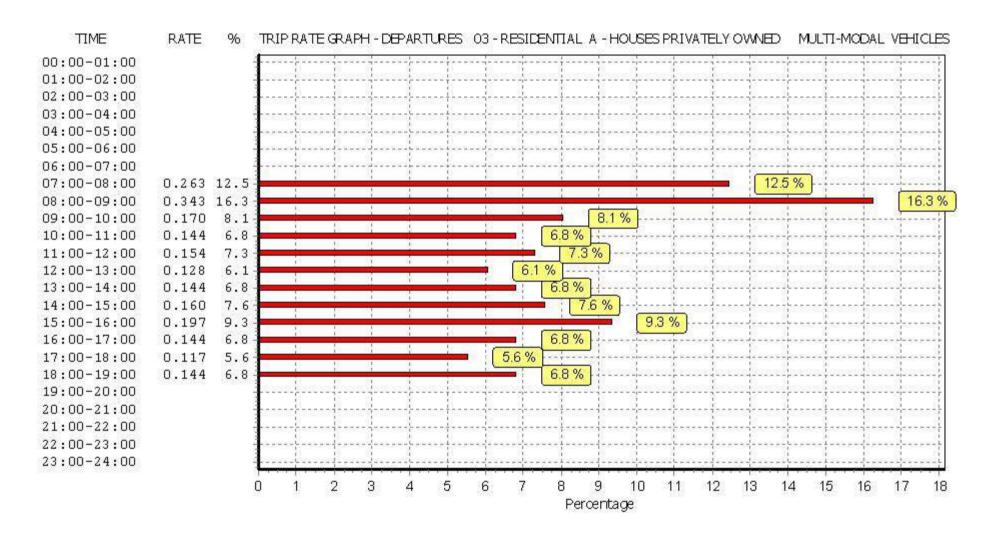
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

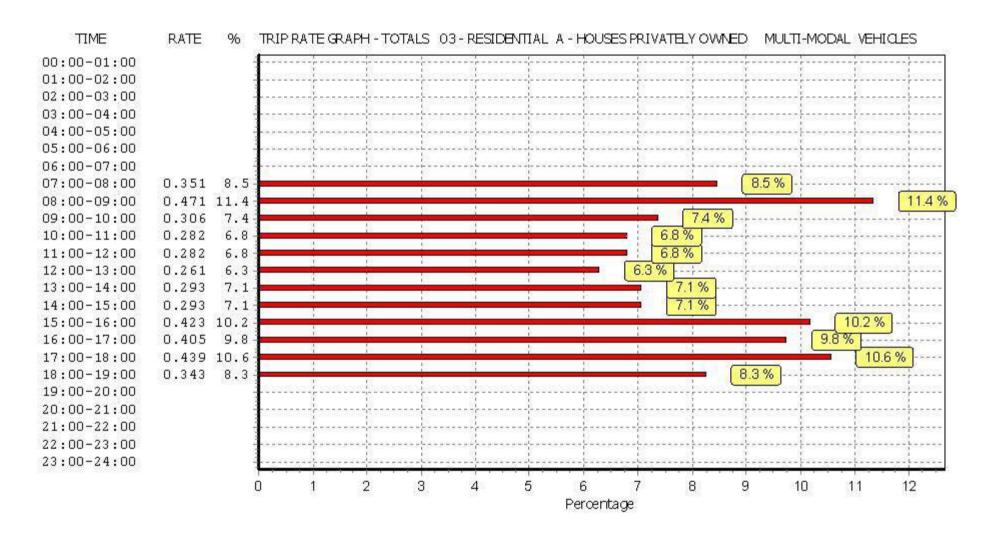
Parameter summary

Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3







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	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.013	8	47	0.013	8	47	0.026
08:00 - 09:00	8	47	0.005	8	47	0.005	8	47	0.010
09:00 - 10:00	8	47	0.003	8	47	0.003	8	47	0.006
10:00 - 11:00	8	47	0.003	8	47	0.003	8	47	0.006
11:00 - 12:00	8	47	0.005	8	47	0.005	8	47	0.010
12:00 - 13:00	8	47	0.003	8	47	0.003	8	47	0.006
13:00 - 14:00	8	47	0.003	8	47	0.003	8	47	0.006
14:00 - 15:00	8	47	0.005	8	47	0.005	8	47	0.010
15:00 - 16:00	8	47	0.019	8	47	0.016	8	47	0.035
16:00 - 17:00	8	47	0.000	8	47	0.003	8	47	0.003
17:00 - 18:00	8	47	0.003	8	47	0.003	8	47	0.006
18:00 - 19:00	8	47	0.003	8	47	0.003	8	47	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.065			0.130

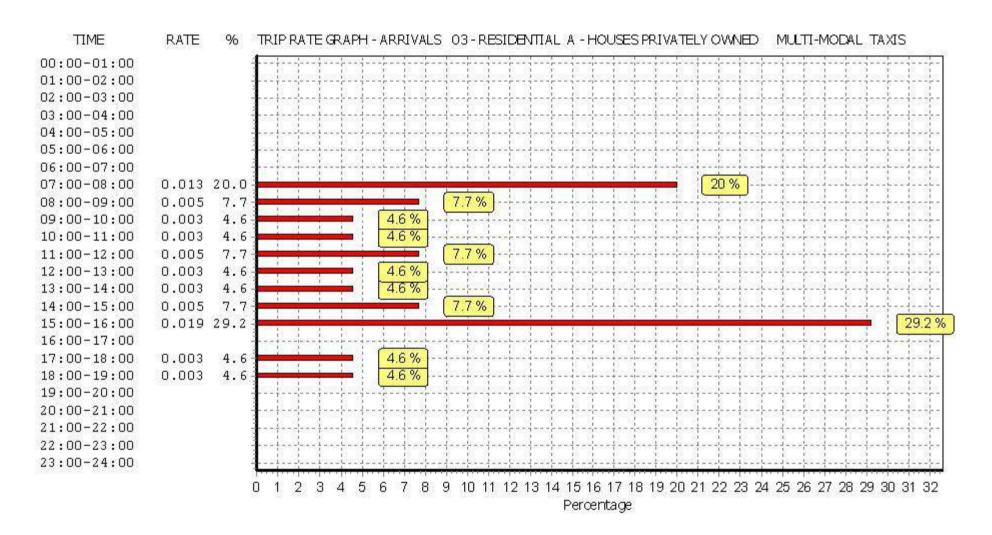
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

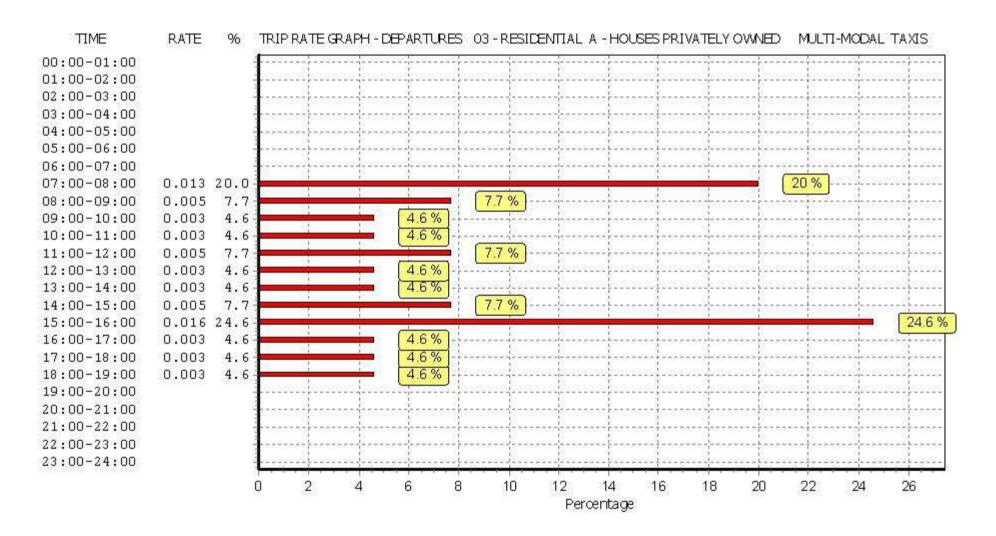
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

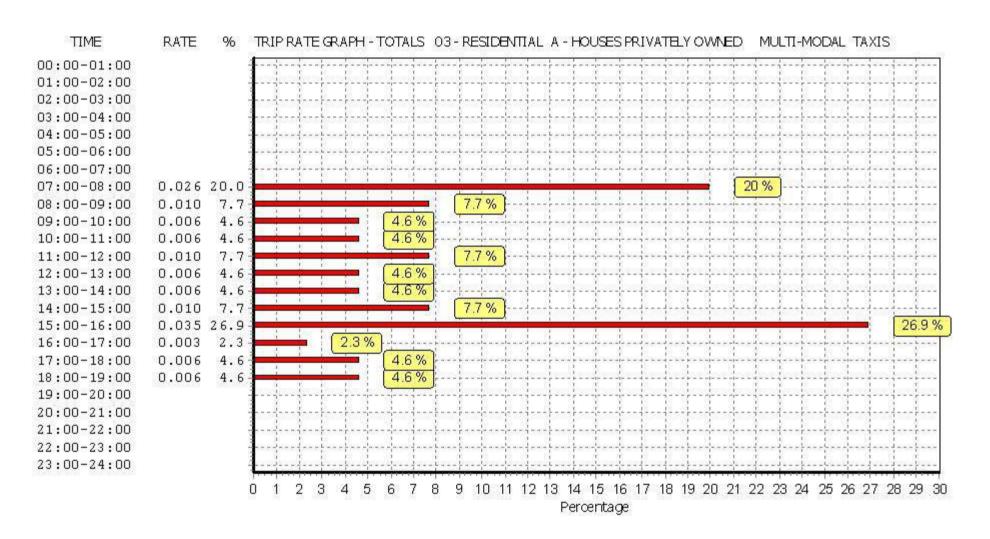
Parameter summary

Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3







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		ĺ	DEPARTURES	ò		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.000	8	47	0.000	8	47	0.000
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.003	8	47	0.000	8	47	0.003
10:00 - 11:00	8	47	0.005	8	47	0.003	8	47	0.008
11:00 - 12:00	8	47	0.003	8	47	0.003	8	47	0.006
12:00 - 13:00	8	47	0.000	8	47	0.003	8	47	0.003
13:00 - 14:00	8	47	0.003	8	47	0.000	8	47	0.003
14:00 - 15:00	8	47	0.000	8	47	0.003	8	47	0.003
15:00 - 16:00	8	47	0.003	8	47	0.000	8	47	0.003
16:00 - 17:00	8	47	0.000	8	47	0.003	8	47	0.003
17:00 - 18:00	8	47	0.003	8	47	0.003	8	47	0.006
18:00 - 19:00	8	47	0.000	8	47	0.000	8	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

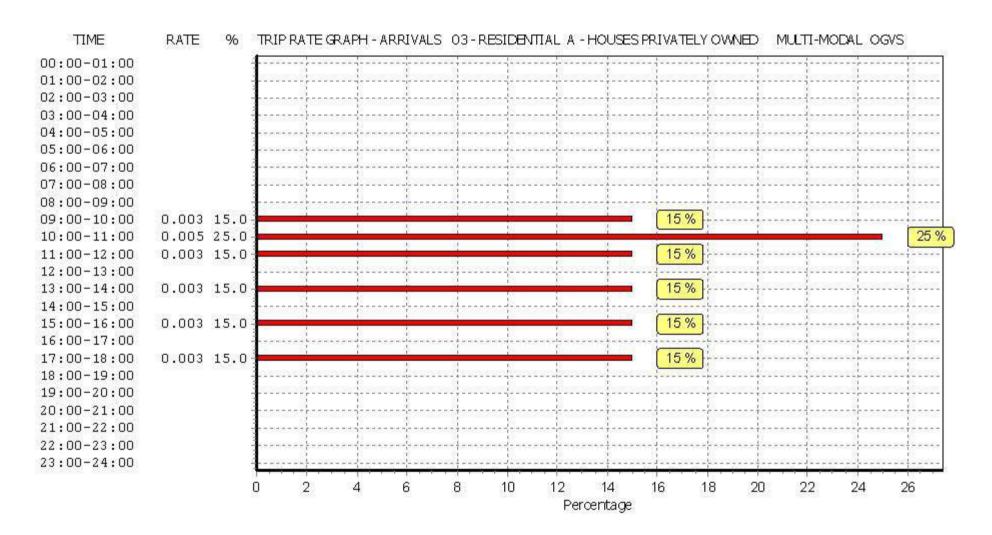
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

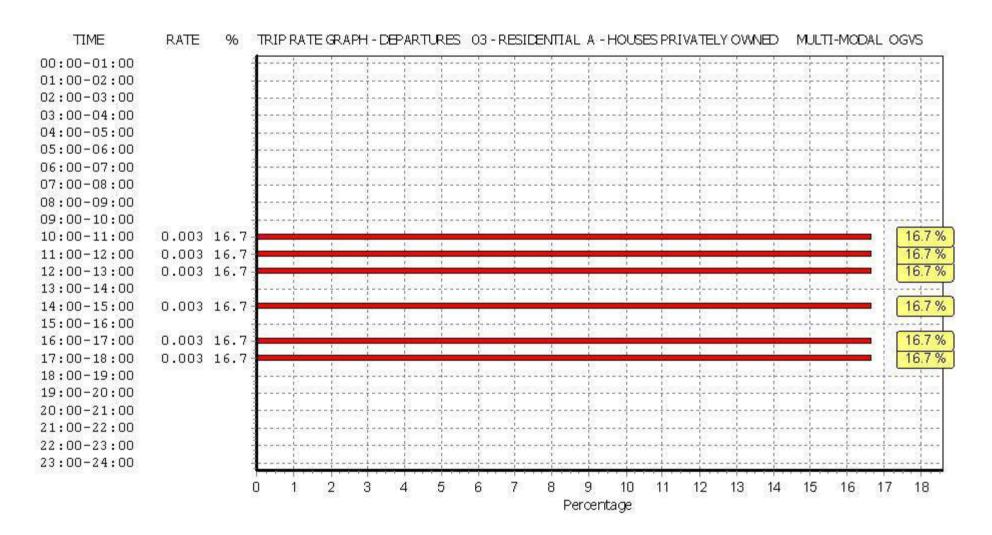
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

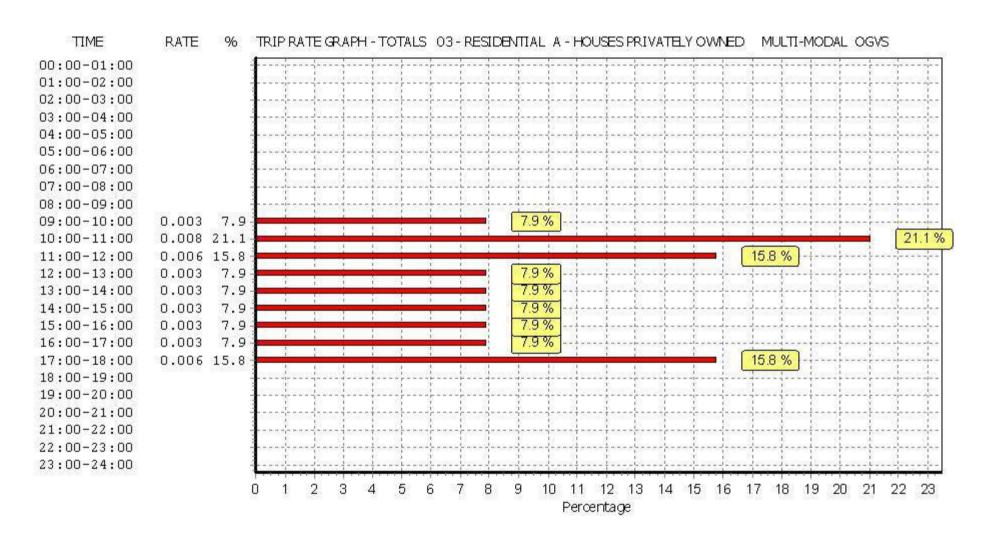
Parameter summary

Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3







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

IVIOLIT-IVIODAL F3V3

Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	ò		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.000	8	47	0.000	8	47	0.000
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.000	8	47	0.000
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.005	8	47	0.005	8	47	0.010
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.000	8	47	0.000	8	47	0.000
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.000	8	47	0.000	8	47	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			0.005			0.010

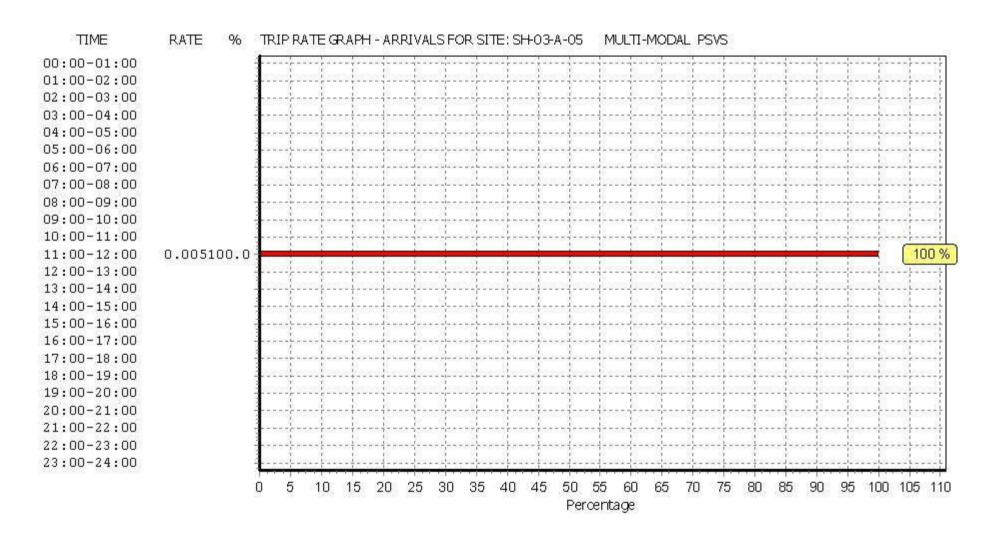
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

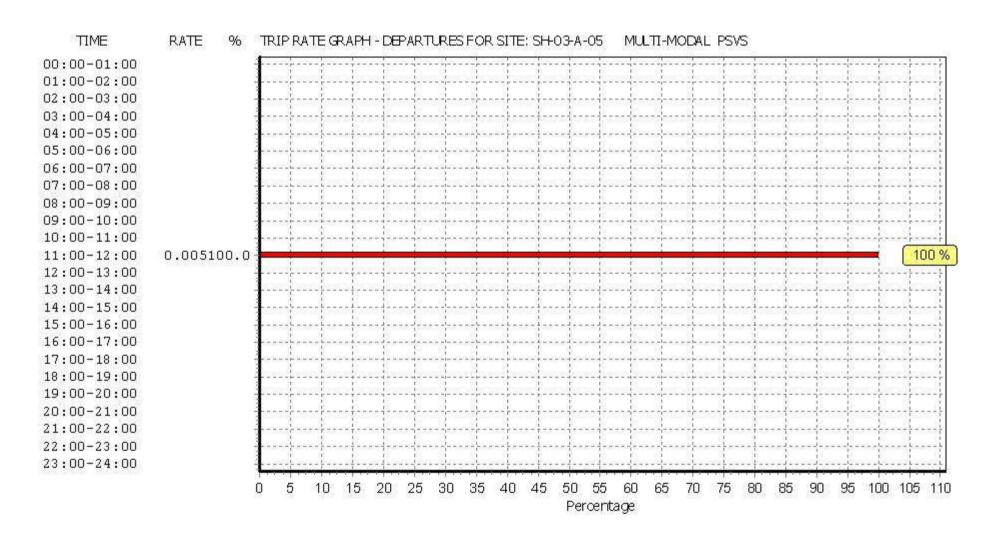
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

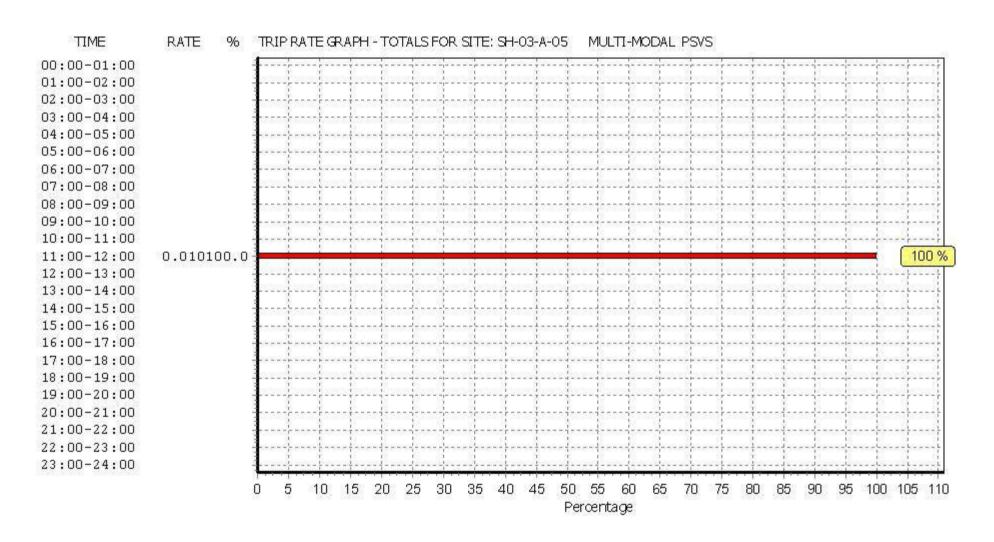
Parameter summary

Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3







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	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.008	8	47	0.013	8	47	0.021
08:00 - 09:00	8	47	0.000	8	47	0.032	8	47	0.032
09:00 - 10:00	8	47	0.000	8	47	0.008	8	47	0.008
10:00 - 11:00	8	47	0.005	8	47	0.013	8	47	0.018
11:00 - 12:00	8	47	0.000	8	47	0.005	8	47	0.005
12:00 - 13:00	8	47	0.013	8	47	0.005	8	47	0.018
13:00 - 14:00	8	47	0.011	8	47	0.003	8	47	0.014
14:00 - 15:00	8	47	0.008	8	47	0.003	8	47	0.011
15:00 - 16:00	8	47	0.013	8	47	0.005	8	47	0.018
16:00 - 17:00	8	47	0.021	8	47	0.011	8	47	0.032
17:00 - 18:00	8	47	0.029	8	47	0.008	8	47	0.037
18:00 - 19:00	8	47	0.005	8	47	0.003	8	47	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00			<u> </u>	<u> </u>					·
23:00 - 24:00				<u> </u>					
Total Rates:			0.113			0.109			0.222

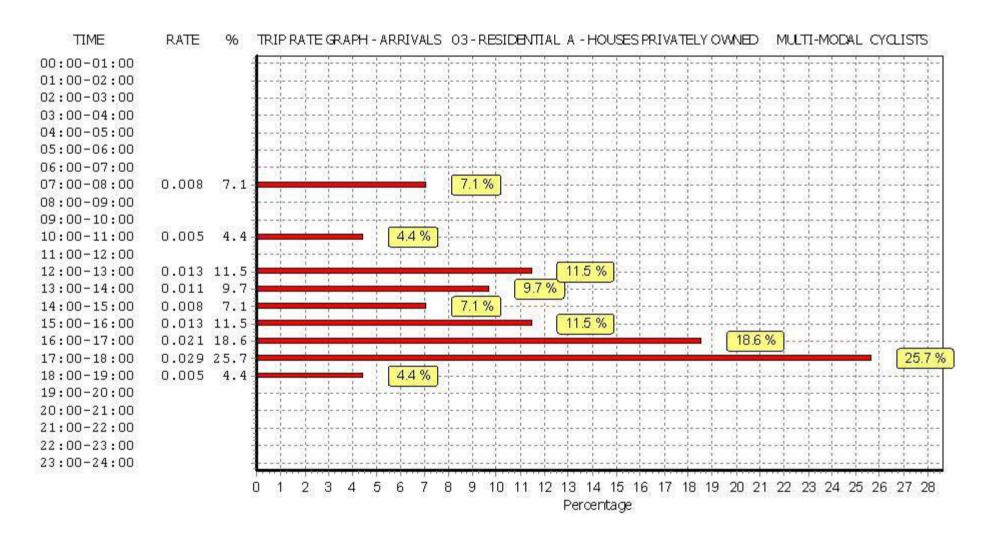
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

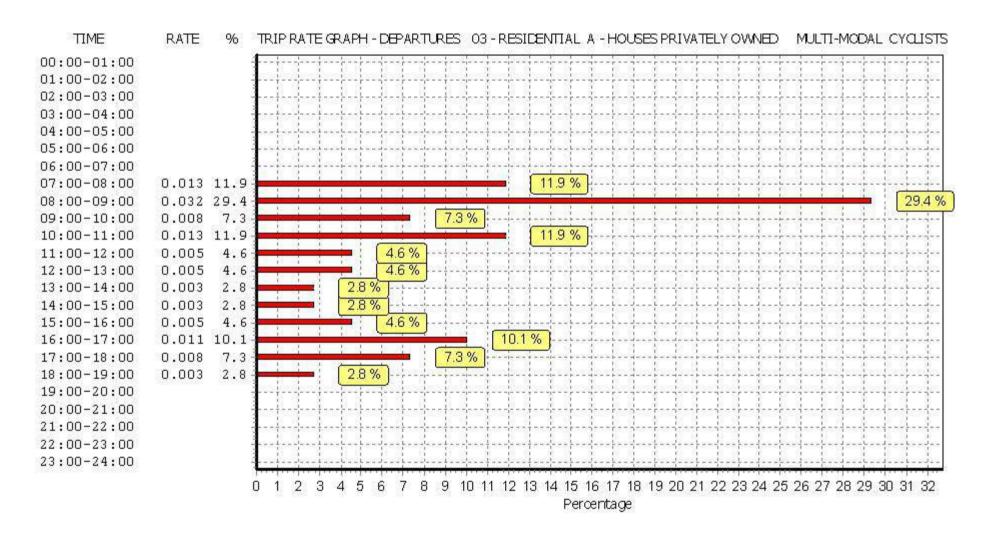
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

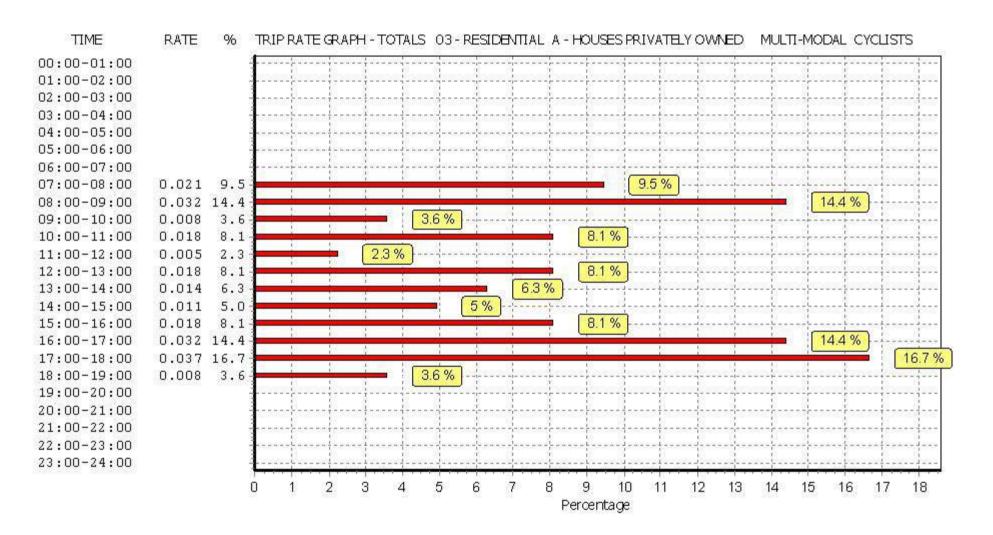
Parameter summary

Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3







SYSTRA Ltd 10 Victoria Street Bristol

Licence No: 700704

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	ò		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.090	8	47	0.367	8	47	0.457
08:00 - 09:00	8	47	0.152	8	47	0.521	8	47	0.673
09:00 - 10:00	8	47	0.176	8	47	0.223	8	47	0.399
10:00 - 11:00	8	47	0.168	8	47	0.189	8	47	0.357
11:00 - 12:00	8	47	0.186	8	47	0.194	8	47	0.380
12:00 - 13:00	8	47	0.176	8	47	0.170	8	47	0.346
13:00 - 14:00	8	47	0.205	8	47	0.194	8	47	0.399
14:00 - 15:00	8	47	0.173	8	47	0.199	8	47	0.372
15:00 - 16:00	8	47	0.338	8	47	0.234	8	47	0.572
16:00 - 17:00	8	47	0.359	8	47	0.173	8	47	0.532
17:00 - 18:00	8	47	0.436	8	47	0.149	8	47	0.585
18:00 - 19:00	8	47	0.237	8	47	0.197	8	47	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.696			2.810			5.506

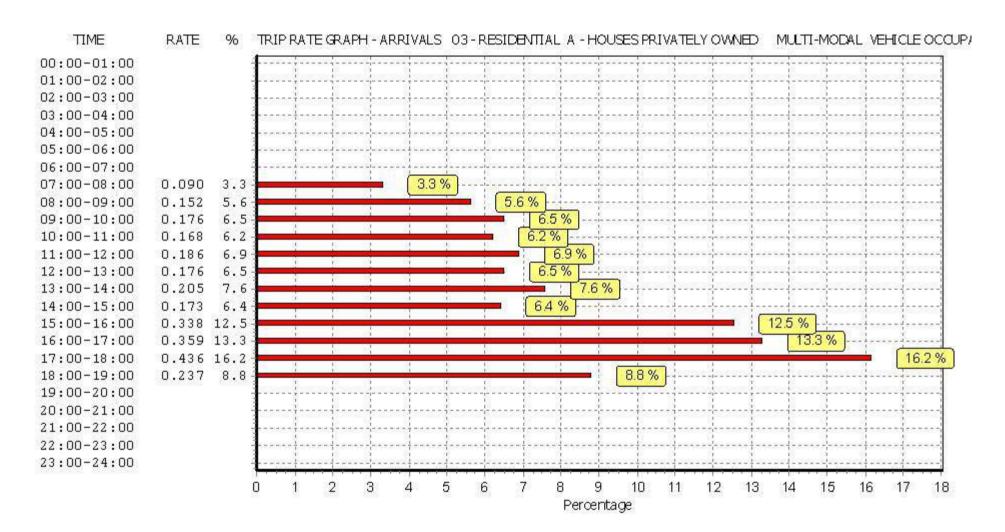
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

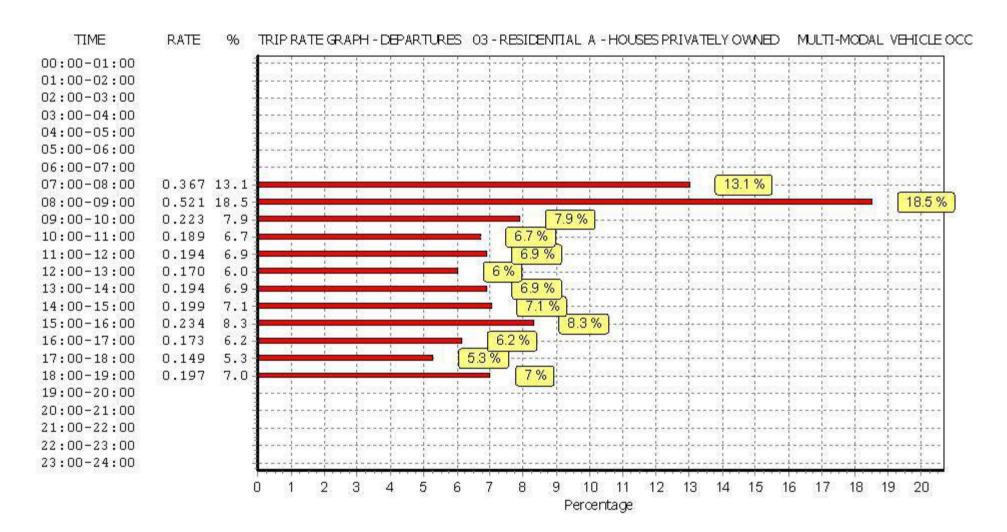
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

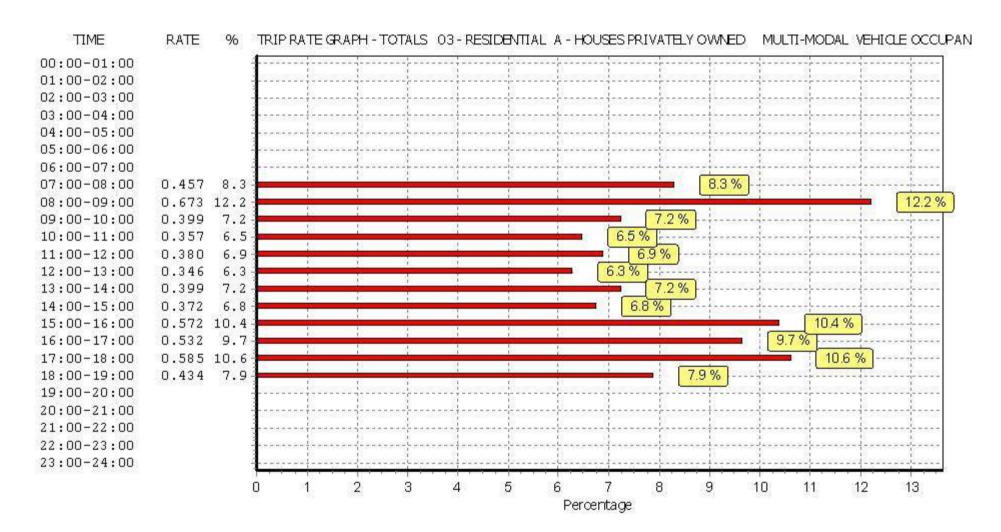
Parameter summary

Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3







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

BOLD print indicates peak (busiest) period

Calculation factor: 1 DWELLS

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.032	8	47	0.056	8	47	0.088
08:00 - 09:00	8	47	0.037	8	47	0.074	8	47	0.111
09:00 - 10:00	8	47	0.019	8	47	0.053	8	47	0.072
10:00 - 11:00	8	47	0.059	8	47	0.045	8	47	0.104
11:00 - 12:00	8	47	0.021	8	47	0.019	8	47	0.040
12:00 - 13:00	8	47	0.013	8	47	0.021	8	47	0.034
13:00 - 14:00	8	47	0.045	8	47	0.027	8	47	0.072
14:00 - 15:00	8	47	0.059	8	47	0.051	8	47	0.110
15:00 - 16:00	8	47	0.096	8	47	0.040	8	47	0.136
16:00 - 17:00	8	47	0.077	8	47	0.056	8	47	0.133
17:00 - 18:00	8	47	0.056	8	47	0.040	8	47	0.096
18:00 - 19:00	8	47	0.048	8	47	0.045	8	47	0.093
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.562			0.527			1.089

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: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

Number of weekdays (Monday-Friday):

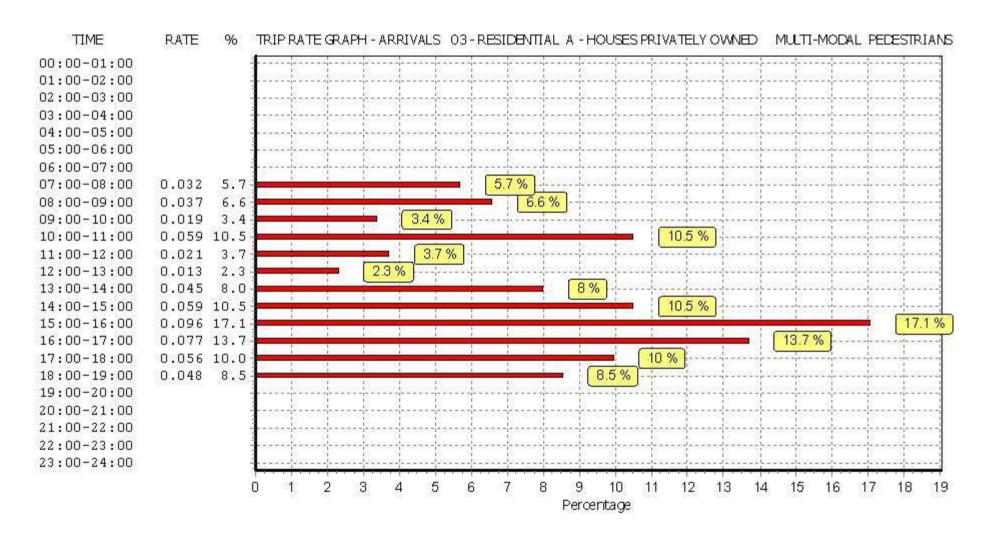
Number of Saturdays:

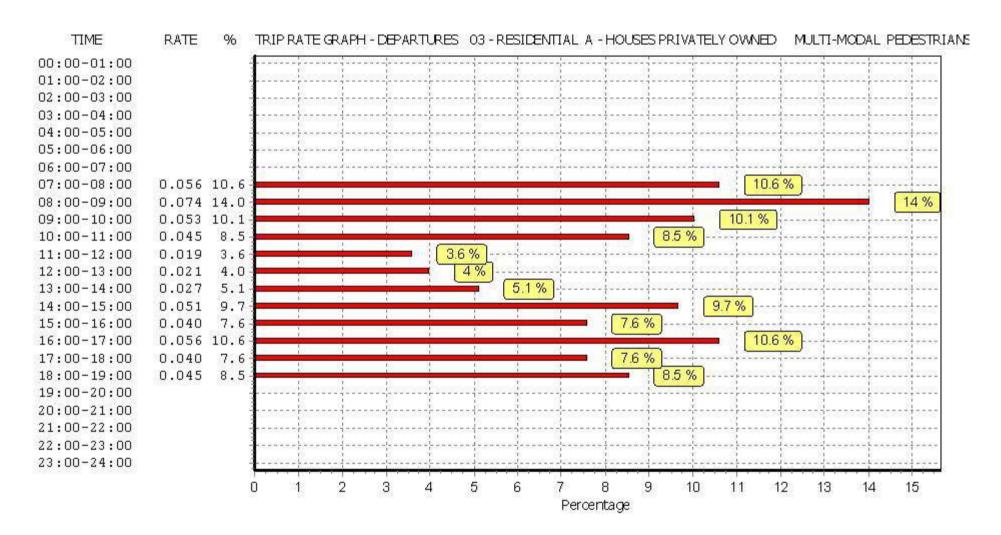
Number of Sundays:

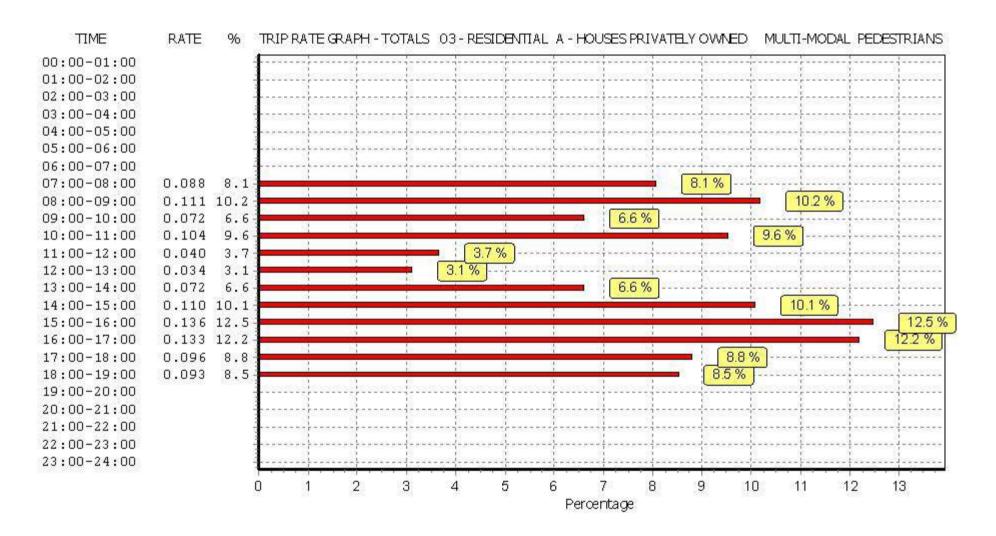
Surveys automatically removed from selection:

Surveys manually removed from selection:

3







SYSTRA Ltd 10 Victoria Street Bristol

Licence No: 700704

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	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.000	8	47	0.003	8	47	0.003
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.003	8	47	0.003
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.000	8	47	0.000	8	47	0.000
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.005	8	47	0.000	8	47	0.005
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.003	8	47	0.000	8	47	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.006			0.014

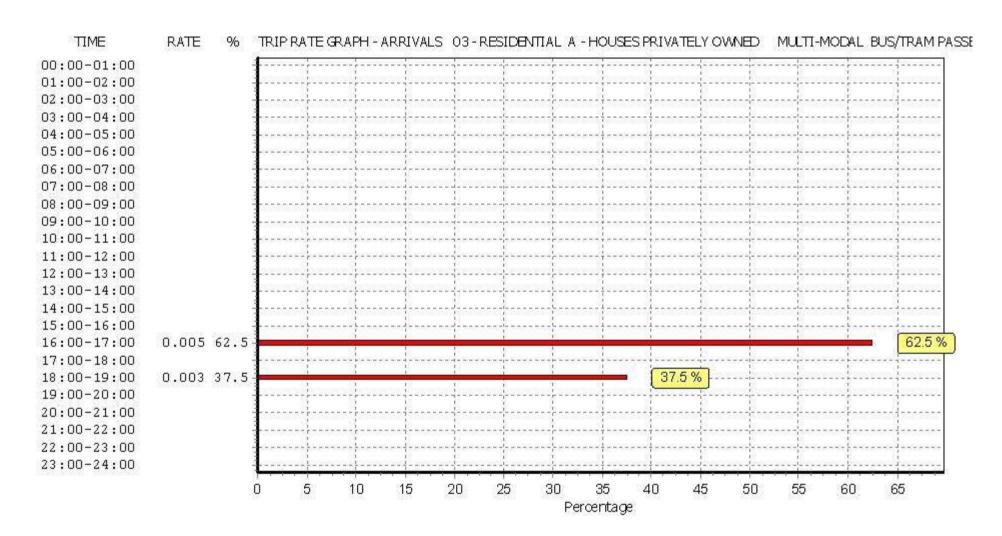
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

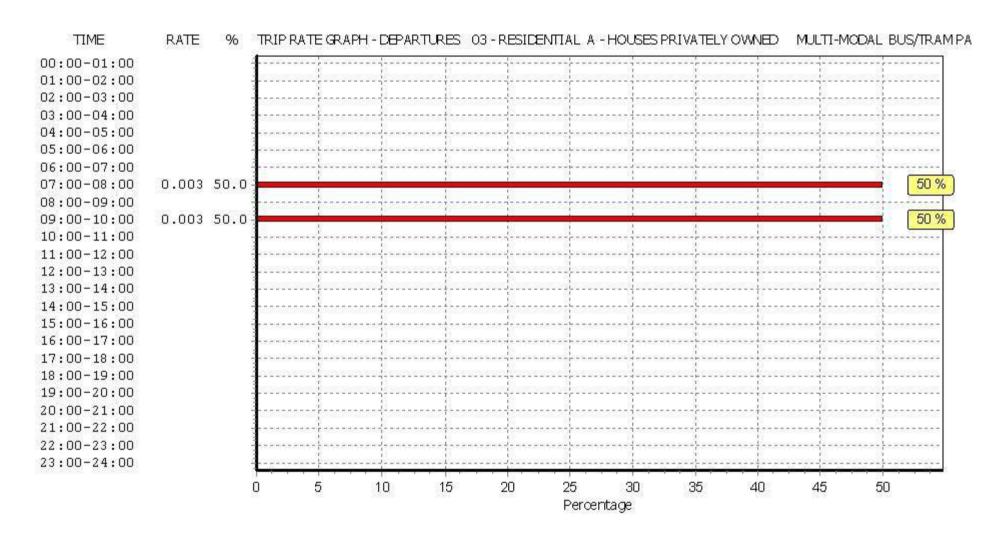
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

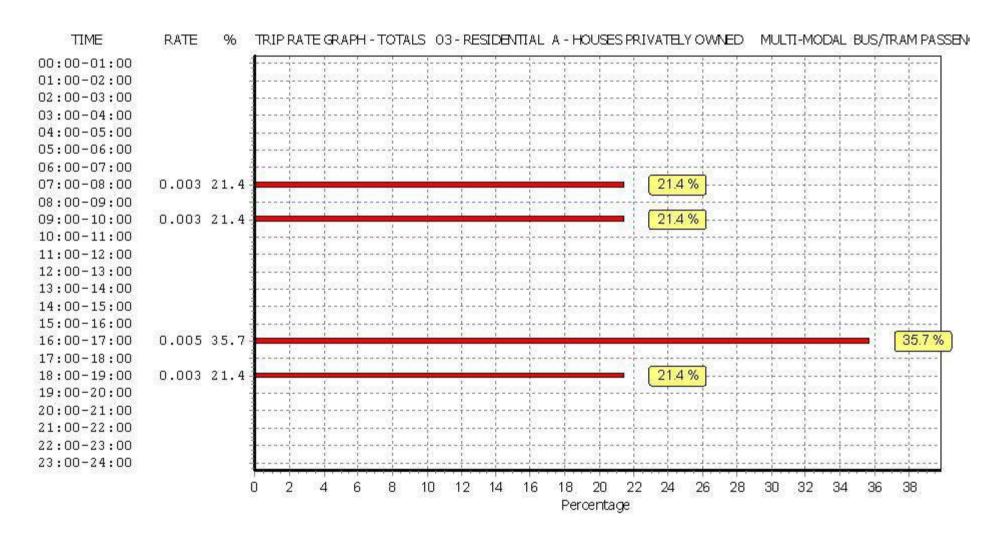
Parameter summary

Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3







SYSTRA Ltd 10 Victoria Street Bristol

Licence No: 700704

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	ò		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.000	8	47	0.000	8	47	0.000
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.000	8	47	0.000
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.000	8	47	0.000	8	47	0.000
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.000	8	47	0.000	8	47	0.000
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.000	8	47	0.000	8	47	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			0.000

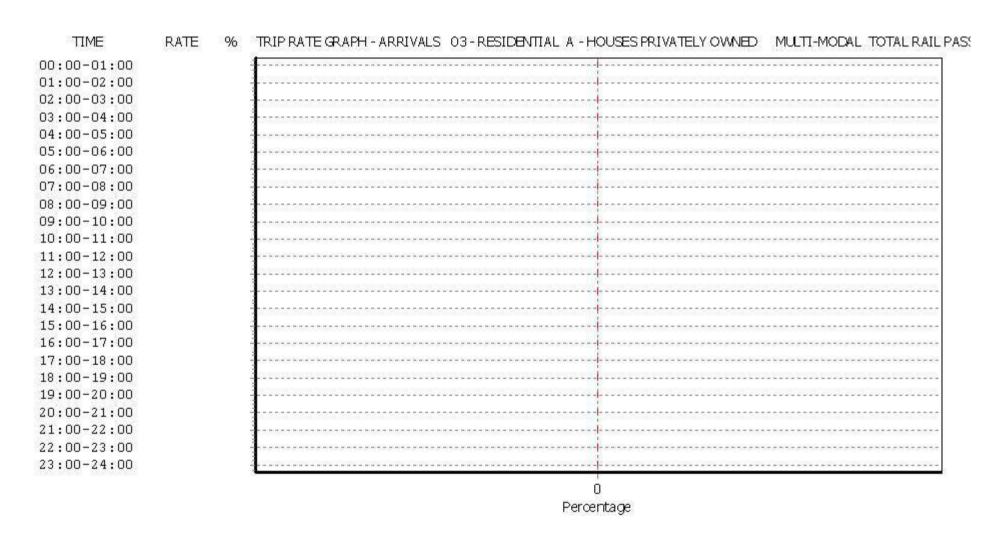
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

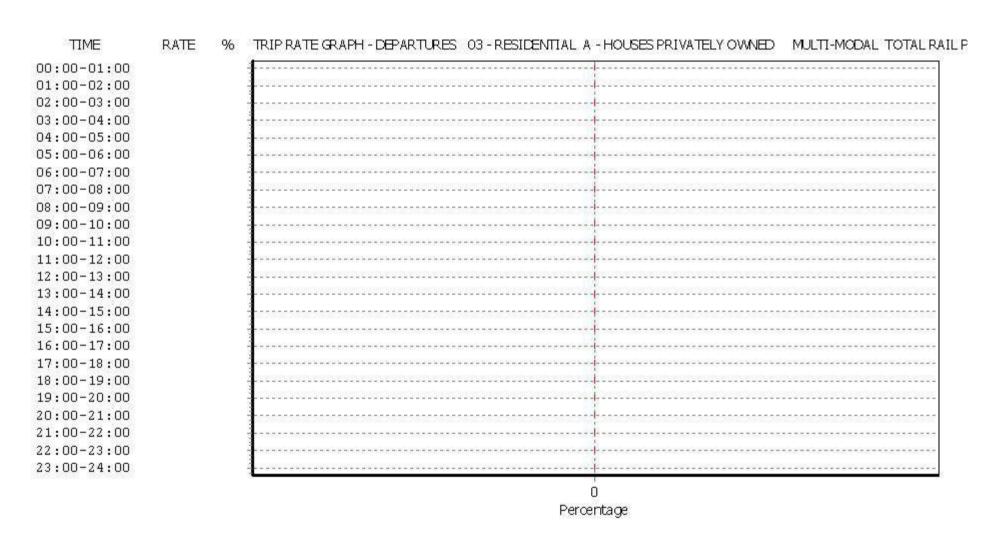
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

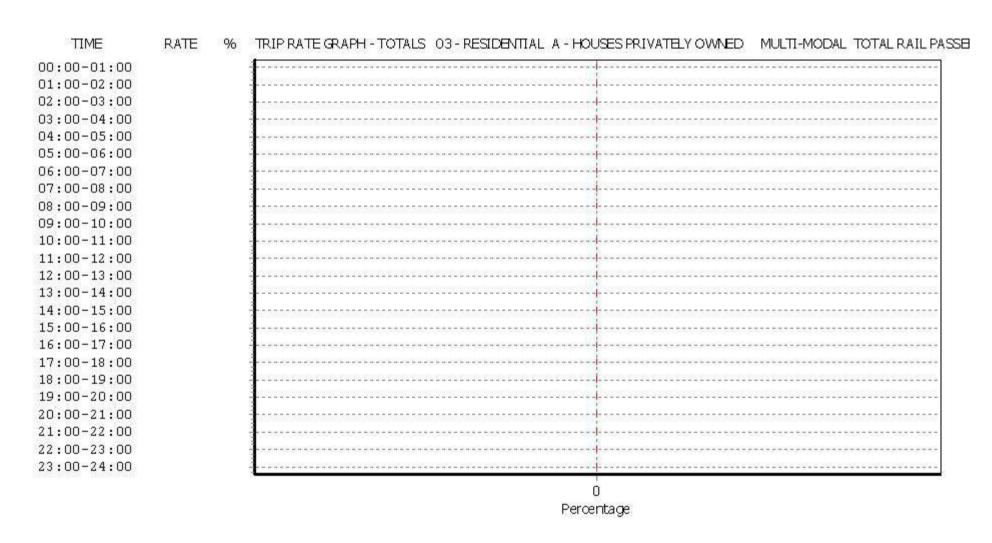
Parameter summary

Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3







TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.000	8	47	0.000	8	47	0.000
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.000	8	47	0.000
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.000	8	47	0.000	8	47	0.000
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.000	8	47	0.000	8	47	0.000
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.000	8	47	0.000	8	47	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			0.000

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.

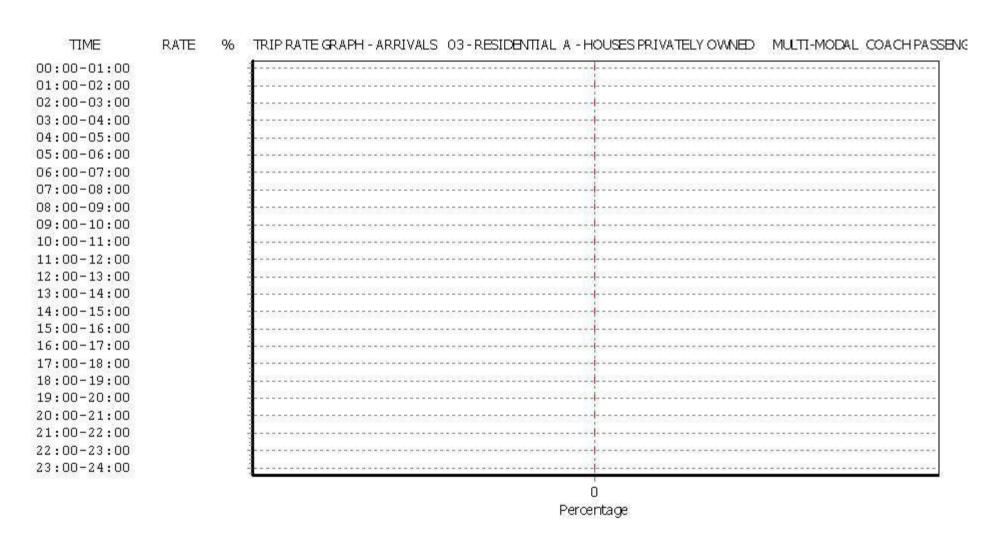
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

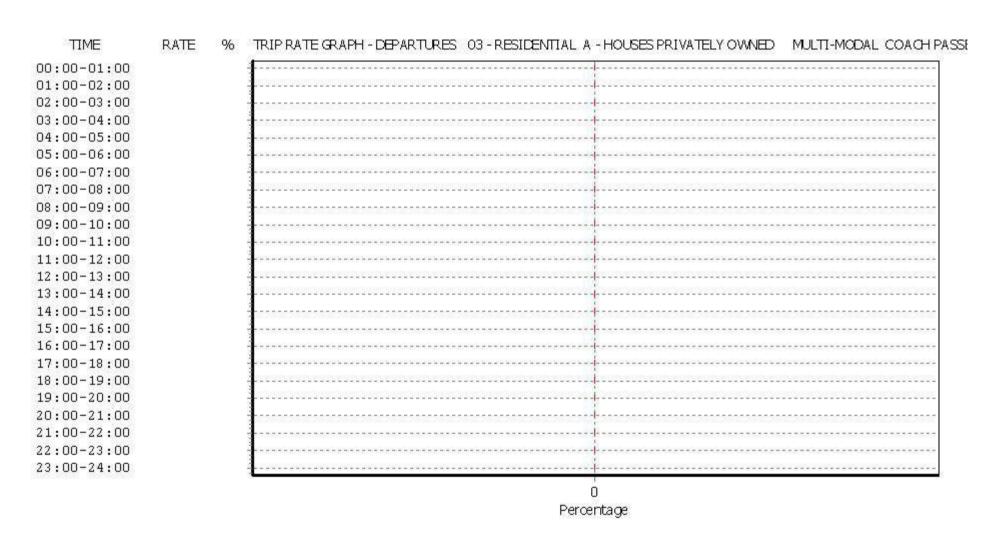
Parameter summary

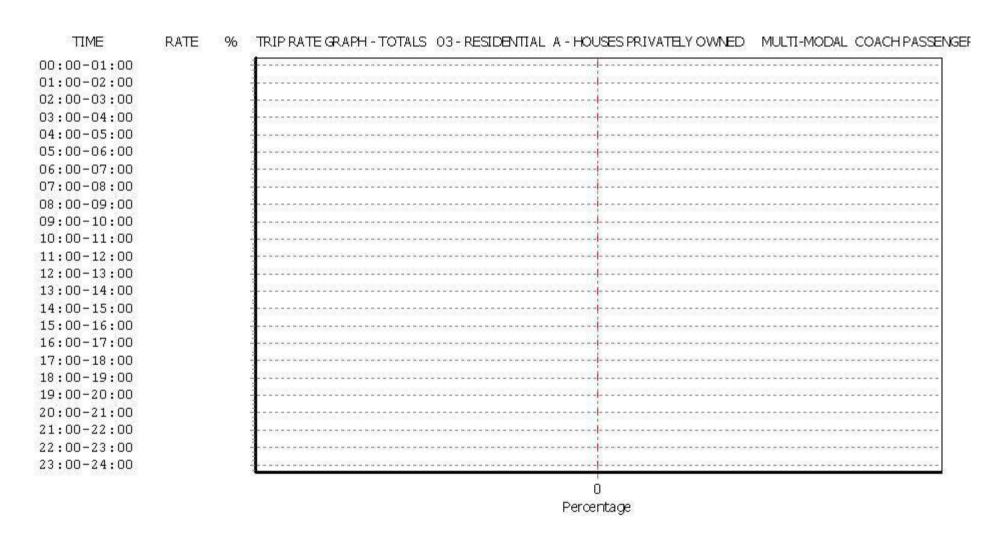
Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3

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 PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.000	8	47	0.003	8	47	0.003
08:00 - 09:00	8	47	0.000	8	47	0.000	8	47	0.000
09:00 - 10:00	8	47	0.000	8	47	0.003	8	47	0.003
10:00 - 11:00	8	47	0.000	8	47	0.000	8	47	0.000
11:00 - 12:00	8	47	0.000	8	47	0.000	8	47	0.000
12:00 - 13:00	8	47	0.000	8	47	0.000	8	47	0.000
13:00 - 14:00	8	47	0.000	8	47	0.000	8	47	0.000
14:00 - 15:00	8	47	0.000	8	47	0.000	8	47	0.000
15:00 - 16:00	8	47	0.000	8	47	0.000	8	47	0.000
16:00 - 17:00	8	47	0.005	8	47	0.000	8	47	0.005
17:00 - 18:00	8	47	0.000	8	47	0.000	8	47	0.000
18:00 - 19:00	8	47	0.003	8	47	0.000	8	47	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.006			0.014

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

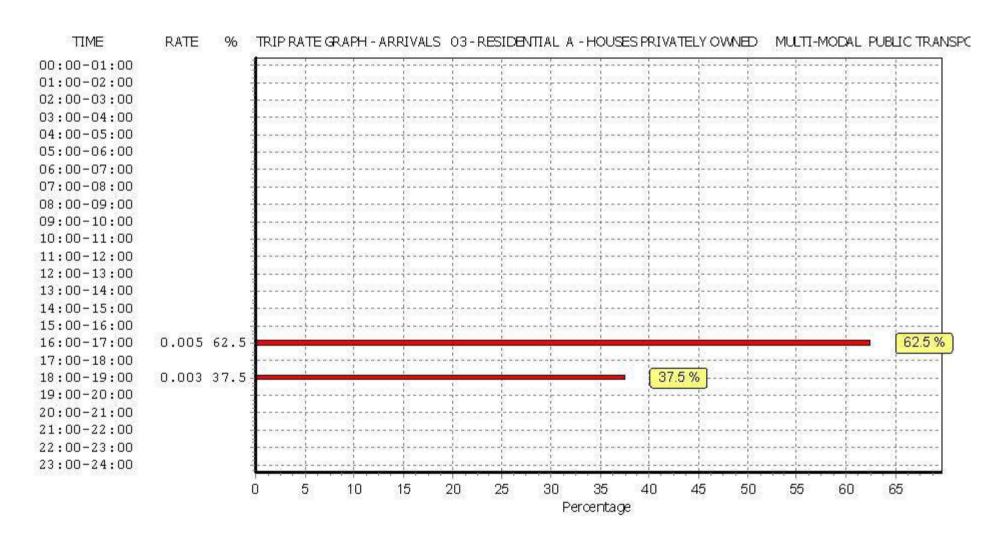
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

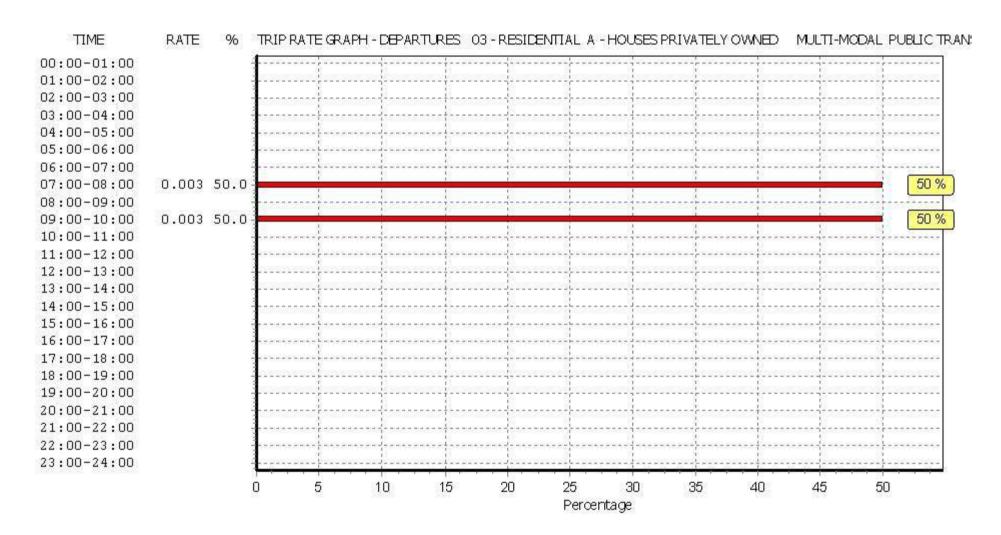
Parameter summary

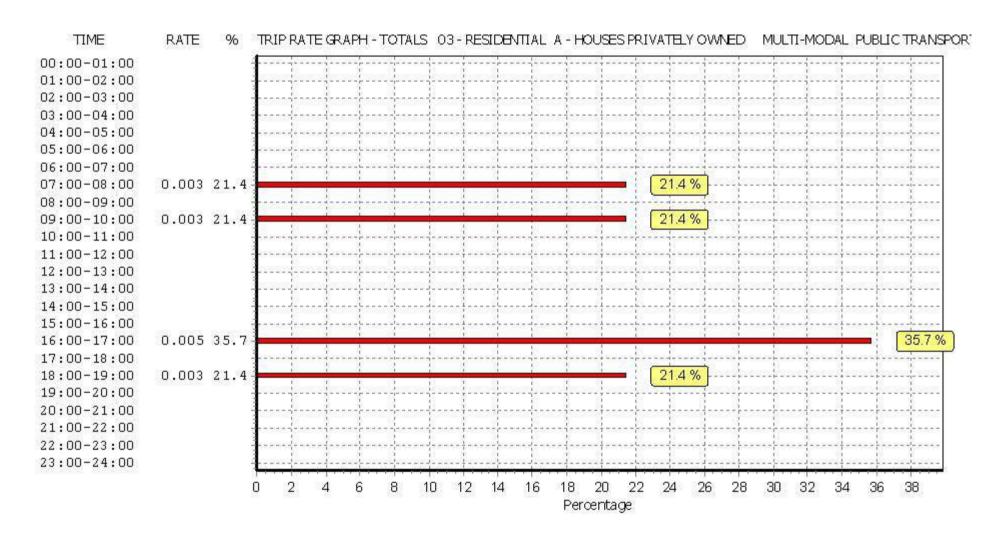
Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3

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.







SYSTRA Ltd 10 Victoria Street Bristol

Licence No: 700704

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

		ARRIVALS			DEPARTURES	ò		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	47	0.130	8	47	0.439	8	47	0.569
08:00 - 09:00	8	47	0.189	8	47	0.628	8	47	0.817
09:00 - 10:00	8	47	0.194	8	47	0.287	8	47	0.481
10:00 - 11:00	8	47	0.231	8	47	0.247	8	47	0.478
11:00 - 12:00	8	47	0.207	8	47	0.218	8	47	0.425
12:00 - 13:00	8	47	0.202	8	47	0.197	8	47	0.399
13:00 - 14:00	8	47	0.261	8	47	0.223	8	47	0.484
14:00 - 15:00	8	47	0.239	8	47	0.253	8	47	0.492
15:00 - 16:00	8	47	0.447	8	47	0.279	8	47	0.726
16:00 - 17:00	8	47	0.463	8	47	0.239	8	47	0.702
17:00 - 18:00	8	47	0.521	8	47	0.197	8	47	0.718
18:00 - 19:00	8	47	0.293	8	47	0.245	8	47	0.538
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.377			3.452			6.829

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.

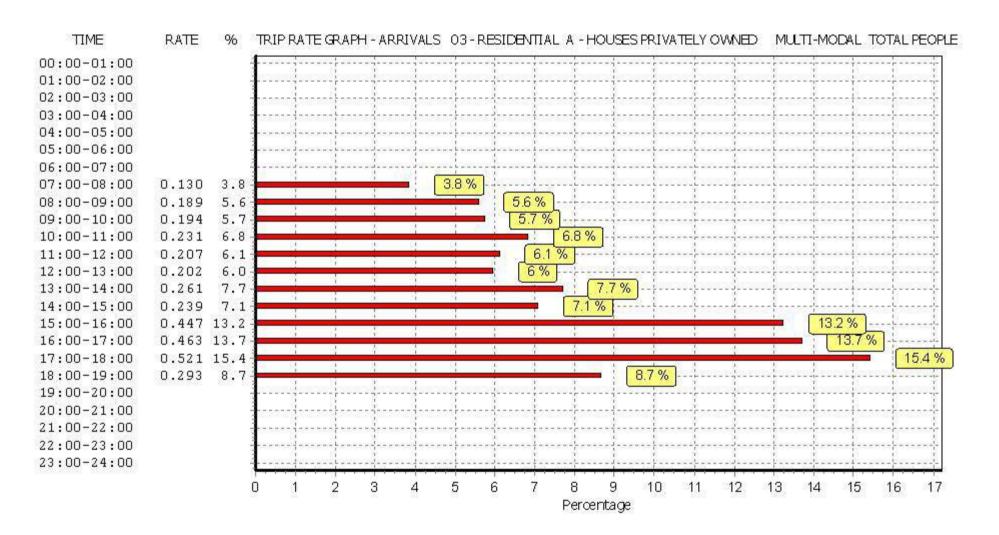
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

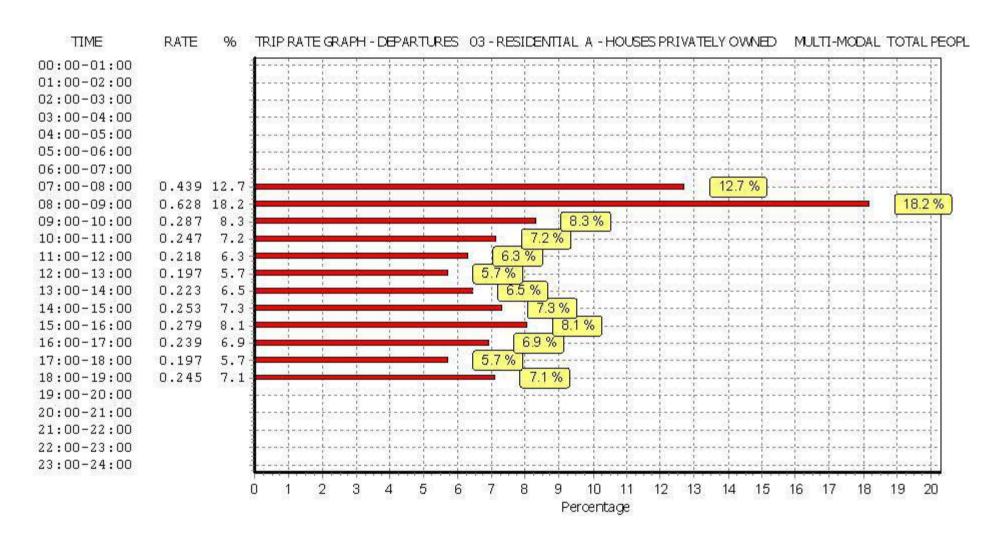
Parameter summary

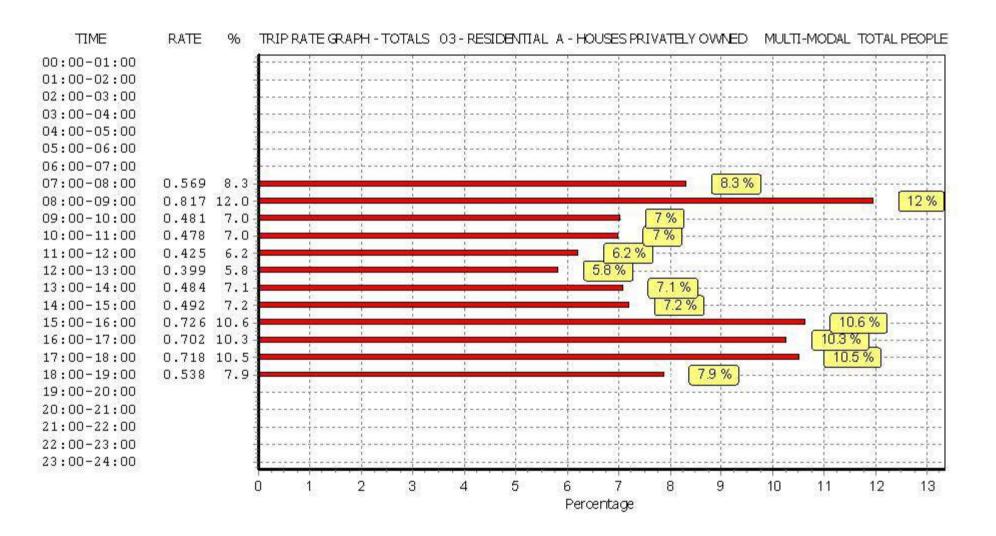
Trip rate parameter range selected: 10 - 151 (units:) Survey date date range: 01/01/09 - 29/11/16

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: 3

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.









Appendix B

Appendix B – NTS data "Start time by trip purpose"

Department for Transport statistics

National Travel Survey

Table NTS0502

Trip start time by trip purpose (Monday to Friday only): England, 2011/15¹

					Percentage					
Start time	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	Unweighted sample size (trips '000s)
0000 - 0059	34	4	-	-	2	11	43	5	100	1
0100 - 0159	49	3	1	0	3	8	32	4	100	1
0200 - 0259	59	3	0	-	1	8	23	7	100	-
0300 - 0359	58	6	-	2	1	8	17	8	100	1
0400 - 0459	71	8	-	-	1	9	3	8	100	1
0500 - 0559	77	6	-	-	1	7	2	6	100	7
0600 - 0659	69	7	1	-	2	8	4	8	100	19
0700 - 0759	52	6	13	4	3	14	4	4	100	56
0800 - 0859	22	3	29	21	4	14	3	3	100	123
0900 - 0959	11	5	3	8	22	27	14	9	100	61
1000 - 1059	5	4	2	1	35	26	16	11	100	63
1100 - 1159	5	4	2	2	35	25	18	9	100	66
1200 - 1259	7	5	3	2	31	25	20	8	100	63
1300 - 1359	11	5	2	1	30	24	19	8	100	59
1400 - 1459	10	4	4	10	26	21	18	9	100	65
1500 - 1559	7	3	25	21	13	14	12	6	100	118
1600 - 1659	22	4	6	4	16	22	18	8	100	81
1700 - 1759	34	4	3	2	12	20	19	6	100	81
1800 - 1859	22	3	1	1	15	18	32	8	100	59
1900 - 1959	12	2	1	-	15	19	42	9	100	40
2000 - 2059	12	2	1	1	13	18	45	8	100	26
2100 - 2159	14	3	1	-	8	17	51	7	100	18
2200 - 2259	20	3	-	-	4	12	56	5	100	12
2300 - 2359	20	2	-	-	3	11	58	5	100	7
All day	19	4	9	7	17	19	18	7	100	1,029

¹ Five survey years combined: 2011 to 2015.

Telephone: 020 7944 3097 Email: national.travelsurvey@dft.gsi.gov.uk Notes & definitions

The figures in this table are National Statistics

Source: National Travel Survey Last updated: 8 September 2016 Next update: Summer 2017

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.



Appendix C

Appendix C – NTS data "Average Number of Trips by purpose and main mode"

Department for Transport statistics

National Travel Survey

Table NTS0409

Average number of trips (trip rates) by purpose and main mode: England, 2015

					Trips p	er person per y	/ear				
			Car / van	Car / van		Other private		London		Other public	
Purpose	Walk	Bicycle	driver	passenger	Motorcycle	transport1	Local bus	Underground	Surface rail ²	transport ³	All modes
Commuting	16	6	79	12	2	-	12	4	9	2	142
Business	2	-	22	2	*	-	1	1	2	-	31
Education / escort education	42	2	24	26	-	2	11	1	1	1	111
Shopping	37	2	81	37	-	1	16	-	1	2	177
Other escort	9	-	47	24	-	-	2	-	-	1	83
Personal business	18	1	39	22	-	1	6	1	1	2	89
Leisure ⁴	33	5	89	81	-	2	13	2	5	6	237
Other including just walk	43	0	-	-	0	0	0	0	0	0	43
All purposes	200	17	381	204	3	7	61	9	20	13	914
Unweighted sample size:											
trips ('000s)	58	5	108	58	1	2	17	2	5	4	259

¹ Mostly private hire bus (including school buses).

Telephone: 020 7944 3097

Email: national.travelsurvey@dft.gsi.gov.uk

Notes & definitions

Source: National Travel Survey Last updated: 8 September 2016 Next update: Summer 2017

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

² Surface rail includes London Overground.

³ Non-local bus, taxi / minicab and other public transport (air, ferries, light rail, trams).

⁴ Visit friends at home and elsewhere, entertainment, sport, holiday and day trip.



Appendix D

Appendix D – Census 2011 Journey to Work data

Appendix D – Census 2011 Method of Travel to Work data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level) ONS Crown Copyright Reserved [from Nomis on 18 April 2017]

population units All usual residents aged 16 and over in employment the week before the census

population All usual residents aged to all diver in employment the week units date 2011 method of travel to All categories: Method of travel to work (2001 specification)

Bere Regis Option

E02004263:
Bere Regis Purbeck 001 Alternative Option 2 Alternative Option 3 E02004266 : Purbeck 004 E02004266 : Purbeck 004 Bere Regis
 Wool
 E02002466 : Purbeck 002

 Lychett Minster
 E02002466 : Purbeck

 Lychett Matravers
 001

 Wareham Town
 E02004655 : Purbeck 003

 North Wareham
 E02004656 : Purbeck 003

 Upton
 E02004265 : Purbeck 003
 E02004264 : Purbeck 002 | Local Control Contro
 Moreton Sation
 E02002456 : Purbeck 003

 Wareham Town
 E02002455 : Purbeck 003

 North Wareham
 E02002425 : Purbeck 003

 Upton
 E02002426 : Purbeck 002

 Lychett Matravers
 E02004263 : Purbeck 005

 Langton Matravers
 E02004267 : Purbeck 005

 Harmans Cross
 E02004267 : Purbeck 005
 Langton Matravers E02004267 : Purbeck 005

usual residence

						usual residence							
mlana of more		Purbeck 001 E	02004263	Purbeck 002	E02004264	Purbeck 003	B E02004265	Purbeck 00-	4 E02004266	Purbeck 00	5 E02004267	All Purb	eck MSOAs
place of work : 2011 super		Total	%	Total	%	Total	%	Total	%	Total	%	Total	Percentage
Purbeck 003	E02004265	192	9%	215	7%	1,019	33%	319	10%	213		1,959	15%
Purbeck 004 Poole 015	E02004266 E02003208	91 260	4% 12%	72 543	2% 17%	276 214	9% 7%	1,346 134	41% 4%	73 80		1,859	14%
Purbeck 005	E02004267	33	2%	26	1%	138	4%	59	2%	340		1,231 596	9% 4%
West Dorset 009	E02004277	87	4%	32	1%	84	3%	236	7%	38		477	4%
Purbeck 006	E02004268	21	1%	33	1%	121	4%	60	2%	196		431	3%
Poole 004	E02003197	63	3%	166	5%	78	3%	43	1%	11	1%	361	3%
Poole 006	E02003199	70	3%	164	5%	78	3%	23	1%	12		347	3%
Purbeck 002	E02004264	51	2%	225	7%	32	1%	12		11		331	2%
Poole 014	E02003207	46	2%	184	6%	41	1%	22		11		304	2%
Purbeck 001	E02004263	167	8%	42	1%	35	1%	34	1%	14		292	2%
Poole 011 Poole 008	E02003204 E02003201	70 37	3% 2%	104 90	3% 3%	53 43	2% 1%	23 17	1% 1%	20 17		270	2%
Bournemouth 017		36	2%	59	2%	45	1%	32		14		204 186	2% 1%
North Dorset 006	E02004260	47	2%	22	1%	18	1%	76		15		178	1%
Poole 016	E02003209	23	1%	102	3%	18	1%	13	0%	10		166	1%
East Dorset 009	E02004251	31	1%	61	2%	35	1%	24	1%	9	1%	160	1%
Poole 012	E02003205	34	2%	65	2%	36	1%	11	0%	11	1%	157	1%
Bournemouth 021		26	1%	42	1%	52	2%	17	1%	17		154	1%
East Dorset 010	E02004252	39	2%	57	2%	18	1%	18	1%	12		144	1%
Poole 009	E02003202	21	1%	39	1%	39	1%	18		14		131	1%
Poole 018 West Dorset 004	E02003211 E02004272	23 19	1% 1%	60 12	2% 0%	21 16	1% 1%	16 64	0% 2%	10		130	1%
North Dorset 007	E02004272	40	2%	20	1%	17	1%	21	1%	14		120 112	1% 1%
Poole 003	E02003196	24	1%	54	2%	15	0%	8	0%	6		107	1%
East Dorset 012	E02004254	24	1%	30	1%	24	1%	9	0%	4		91	1%
Poole 007	E02003200	14	1%	47	1%	14	0%	11	0%	4		90	1%
Bournemouth 011	E02003182	26	1%	30	1%	16	1%	11	0%	6	0%	89	1%
Poole 002	E02003195	24	1%	31	1%	20	1%	9	0%	3		87	1%
North Dorset 008	E02004262	43	2%	5	0%	8	0%	31	1%	0		87	1%
West Dorset 011	E02004279	12	1%	4	0%	14	0%	48	1%	8		86	1%
East Dorset 005 Poole 017	E02004247	25 14	1%	25 40	1%	14	0% 1%	7 2	0%	12		83	1%
Bournemouth 002	E02003210 E02003173	10	1% 0%	33	1% 1%	18 17	1%	7	0% 0%	8		82 71	1% 1%
Poole 013	E02003175	11	1%	26	1%	8	0%	4	0%	1	0%	50	0%
Bournemouth 005		10	0%	8	0%	14	0%	11	0%	1		44	0%
Poole 005	E02003198	8	0%	19	1%	7	0%	7	0%	2		43	0%
Christchurch 001	E02004236	10	0%	15	0%	12	0%	3	0%	3	0%	43	0%
West Dorset 012	E02004280	5	0%	6	0%	6	0%	22	1%	4		43	0%
East Dorset 008	E02004250	13	1%	18	1%	6	0%	1	0%	4		42	0%
Bournemouth 019		10	0%	10	0%	10	0%	5	0%	6		41	0%
West Dorset 010	E02004278	10	0%	0	0%	3 7	0%	23 7		5		41	0%
Westminster 018	E02000977 E02004790	9	0% 0%	9 13	0% 0%	9	0% 0%	2	0% 0%	1		37	0%
New Forest 012 Weymouth and Po		4	0%	3	0%	3	0%	21	1%	4		35 35	0% 0%
East Dorset 007	E02004249	11	1%	2	0%	10	0%	7	0%	3		33	0%
Bournemouth 024	E02006885	6	0%	10	0%	6	0%	2		5		29	0%
Poole 001	E02003194	8	0%	13	0%	2	0%	5	0%	1	0%	29	0%
West Dorset 003	E02004271	3	0%	2	0%	7	0%	16	0%	1		29	0%
Christchurch 006	E02004241	9	0%	11	0%	1	0%	4	0%	2		27	0%
Bournemouth 023		3	0%	12	0%	6	0%	4	0%	0		25	0%
Poole 010	E02003203 E02004257	5 4	0% 0%	14 4	0% 0%	5 5	0% 0%	1 2	0% 0%	0		25	0%
North Dorset 003 North Dorset 005	E02004257 E02004259	6	0%	4	0%	5	0%	3	0%	4	-,-	22 22	0% 0%
West Dorset 006	E02004274	1	0%	4	0%	0	0%	17	1%	0		22	
Weymouth and Po		2	0%	1	0%	8	0%	10	0%	1		22	
		3	0%	13	0%	2	0%	1	0%	2		21	0%
East Dorset 002	E02004244	6	0%	6	0%	4	0%	3	0%	1	0%	20	0%
East Dorset 004	E02004246	0	0%	10	0%	7	0%	2	0%	1	0%	20	0%
North Dorset 001	E02004255	9	0%	2	0%	1	0%	0	0%	8		20	0%
West Dorset 008	E02004276	0	0%	5	0%	5	0%	9	0%	1		20	0%
Weymouth and Po New Forest 010	E02004283 E02004788	5 2	0% 0%	3 8	0% 0%	4	0% 0%	7	0% 0%	1 2	0% 0%	20	0%
East Dorset 006	E02004788	4	0%	5	0%	2	0%	6	0%	2		19 19	0% 0%
Bournemouth 016		3	0%	8	0%	5	0%	0	0%	2		18	0%
East Dorset 003	E02004245	3	0%	7	0%	6	0%	2		0		18	0%
North Dorset 004	E02004258	4	0%	4	0%	6	0%	3	0%	1	0%	18	
Bournemouth 012	E02003183	6	0%	6	0%	1	0%	2	0%	2	0%	17	0%
Weymouth and Po		2	0%	1	0%	4	0%	10		0		17	0%
Bournemouth 006		2	0%	8	0%	3	0%	2		1		16	
Bournemouth 009		3	0%	4	0%	6	0%	1	0%	1		15	0%
Bournemouth 010		1	0%	7	0%	3	0%	1	0%	3		15	0%
Bournemouth 015		5 1	0%	3	0%	3	0%	4	0%	0		15	0%
Wiltshire 041 City of London 001	E02006643	3	0% 0%	1	0% 0%	1	0% 0%	12	0% 0%	0		15 14	0% 0%
Southampton 023		4	0%	3	0%	2	0%	4	0%	1		14	0%
West Dorset 007	E02004275	1	0%	0	0%	3	0%	9		1		14	0%
Eastleigh 003	E02004714	7	0%	6	0%	0	0%	0		0	0%	13	0%
Christchurch 004	E02004239	4	0%	6	0%	0	0%	1	0%	2		13	0%
East Dorset 011	E02004253	3	0%	6	0%	3	0%	0		1		13	
Weymouth and Po		0	0%	1	0%	2	0%	10		0		13	
Stroud 002	E02004652	1	0%	2	0%	1	0%	9		0		13	
Southampton 029		2	0%	3	0%	2	0%	2		3		12	
North Dorset 002	E02004256	2	0%	3	0%	1	0%	1		5		12	
Wiltshire 042 Westminster 013	E02006692 E02000972	0	0% 0%	2	0% 0%	1	0% 0%	8		0 4		11 10	
New Forest 001	E02000972 E02004779	3	0%	4	0%	1	0%	2		0		10	0%
Bournemouth 013		3	0%	4	0%	2	0%	1	0%	0		10	
Bournemouth 020		3	0%	2	0%	4	0%	1	0%	0		10	
			- 70	-	370		-70		- 70		-70		

West Dorset 001 E02004269	1	0%	3	0%	2	0%	2	0%	2	0%	10 0%
Weymouth and Por E02004289	0	0%	0	0%	2	0%	8	0%	0		10 0%
Southampton 010 E02003558	4	0%	0	0%	1	0%	3	0%	1		9 0%
New Forest 017 E02004795	0	0%	2	0%	4	0%	2	0%	1		9 0%
New Forest 020 E02004798	2	0%	4	0%	1	0%	1	0%	1		
	0		-				1				
Bournemouth 018 E02003189		0%	6	0%	2	0%		0%	0		9 0%
Christchurch 005 E02004240	5	0%	4	0%	0	0%	0	0%	0		9 0%
East Dorset 001 E02004243	5	0%	2	0%	2	0%	0	0%	0		9 0%
New Forest 008 E02004786	1	0%	0	0%	1	0%	6	0%	0		8 0%
Bournemouth 001 E02003172	2	0%	4	0%	2	0%	0	0%	0	0%	8 0%
Bournemouth 007 E02003178	2	0%	5	0%	1	0%	0	0%	0	0%	8 0%
Wiltshire 049 E02006664	1	0%	0	0%	2	0%	5	0%	0	0%	8 0%
Southampton 009 E02003557	1	0%	0	0%	2	0%	2	0%	2	0%	7 0%
Southampton 019 E02003567	1	0%	3	0%	1	0%	2	0%	0		7 0%
Eastleigh 007 E02004718	0	0%	1	0%	6	0%	0	0%	0		7 0%
New Forest 021 E02004799	0	0%	2	0%	2	0%	3	0%	0		7 0%
	3	0%		0%	1	0%	1	0%			
			1						1		7 0%
Wiltshire 061 E02006676	2	0%	1	0%	1	0%	3	0%	0		7 0%
Christchurch 003 E02004238	2	0%	1	0%	4	0%	0	0%	0		7 0%
West Dorset 002 E02004270	0	0%	2	0%	1	0%	4	0%	0	0%	7 0%
South Somerset 00 E02006080	0	0%	0	0%	0	0%	6	0%	1	0%	7 0%
Tower Hamlets 033 E02006854	3	0%	0	0%	1	0%	0	0%	2	0%	6 0%
Hillingdon 031 E02000524	2	0%	1	0%	0	0%	2	0%	1	0%	6 0%
Southampton 022 E02003570	3	0%	0	0%	0	0%	2	0%	1	0%	6 0%
Vale of White Horse E02005992	1	0%	3	0%	0	0%	1	0%	1	0%	6 0%
Bournemouth 003 E02003174	3	0%	3	0%	0	0%	0	0%	0		6 0%
Bournemouth 004 E02003175	1	0%	3	0%	2	0%	0	0%	0		6 0%
Wiltshire 055 E02006670	1	0%	1	0%	0	0%	0	0%	4		6 0%
South Somerset 00 E02006079	3	0%	1	0%	0	0%	2	0%	0		6 0%
Three Rivers 009 E02004964	0	0%	0	0%	4	0%	0	0%	1		
	0	- 7.0			0		5				
St Edmundsbury 0(E02006274		0%	0	0%		0%		0%	0		5 0%
Westminster 019 E02000978	0	0%	0	0%	0	0%	3	0%	2		5 0%
Windsor and Maide E02003432	0	0%	0	0%	0	0%	5	0%	0		5 0%
Aylesbury Vale 024 E02003675	4	0%	0	0%	1	0%	0	0%	0		5 0%
Eastleigh 006 E02004717	0	0%	4	0%	1	0%	0	0%	0		5 0%
New Forest 007 E02004785	0	0%	2	0%	1	0%	2	0%	0		5 0%
Test Valley 015 E02004828	1	0%	1	0%	1	0%	1	0%	1		5 0%
Winchester 013 E02004841	0	0%	2	0%	2	0%	1	0%	0		5 0%
Plymouth 014 E02003135	2	0%	0	0%	0	0%	1	0%	2	0%	5 0%
Wiltshire 050 E02006665	2	0%	1	0%	1	0%	0	0%	1		5 0%
Wiltshire 057 E02006672	1	0%	1	0%	1	0%	2	0%	0		5 0%
Weymouth and Por E02004286	0	0%	1	0%	0	0%	3	0%	1		5 0%
South Somerset 01 E02006089	1	0%	1	0%	1	0%	2	0%	0		5 0%
South Somerset 01 E02006092	0	0%	1	0%	1	0%	1	0%	2		5 0%
Taunton Deane 013 E02006111	2	0%	1	0%	Ö	0%	0	0%	2		
Harrogate 002 E02005762	0	0%	0	0%	0	0%	4	0%	0		4 0%
Islington 022 E02000575	0	0%	0	0%	1	0%	1	0%	2		4 0%
Portsmouth 004 E02003527	0	0%	3	0%	0	0%	0	0%	1		4 0%
Portsmouth 013 E02003536	2	0%	2	0%	0	0%	0	0%	0		4 0%
Reading 011 E02003399	1	0%	0	0%	3	0%	0	0%	0		4 0%
Reading 017 E02003405	0	0%	2	0%	0	0%	1	0%	1	0%	4 0%
West Berkshire 011 E02003377	2	0%	0	0%	0	0%	1	0%	1	0%	4 0%
Hart 011 E02004761	0	0%	3	0%	0	0%	1	0%	0	0%	4 0%
New Forest 006 E02004784	0	0%	0	0%	3	0%	0	0%	1	0%	4 0%
New Forest 014 E02004792	1	0%	1	0%	1	0%	1	0%	0	0%	4 0%
New Forest 016 E02004794	1	0%	2	0%	1	0%	0	0%	0	0%	4 0%
Test Valley 005 E02004818	1	0%	1	0%	0	0%	1	0%	1		4 0%
Winchester 005 E02004833	2	0%	2	0%	0	0%	0	0%	0	0%	4 0%
Winchester 009 E02004837	0	0%	0	0%	1	0%	1	0%	2	0%	4 0%
Bath and North Eas E02003002	1	0%	0	0%	3	0%	0	0%	0		4 0%
Bournemouth 014 E02003185	1	0%	1	0%	2	0%	0	0%	0	0%	
	-	- 7.0									4 0%
Wiltshire 062 E02006677	0	0%	2	0%	0	0%	2	0%	0	0%	4 0%
East Devon 014 E02004142	0	0%	1	0%	1	0%	1	0%	1		4 0%
West Dorset 005 E02004273	0	0%	0	0%	2	0%	2	0%	0		4 0%
South Somerset 01 E02006086	0	0%	1	0%	0	0%	2	0%	1		4 0%
South Somerset 02 E02006095	0	0%	0	0%	0	0%	4	0%	0		4 0%
Thurrock 002 E02003297	1	0%	2	0%	0	0%	0	0%	0	0%	3 0%
Camden 027 E02000192	0	0%	1	0%	0	0%	1	0%	1	0%	3 0%
Islington 023 E02000576	0	0%	0	0%	0	0%	1	0%	2	0%	3 0%
Southwark 003 E02000809	0	0%	0	0%	1	0%	0	0%	2	0%	3 0%
Brent 014 E02000106	0	0%	1	0%	2	0%	0	0%	0	0%	3 0%
Croydon 007 E02000200	0	0%	0	0%	3	0%	0	0%	0		3 0%
Greenwich 038 E02006931	1	0%	0	0%	0	0%	0	0%	2		3 0%
Hillingdon 027 E02000520	0	0%	0	0%	0	0%	3	0%	0		3 0%
Portsmouth 016 E02003539	1	0%	0	0%	1	0%	1	0%	0		3 0%
Southampton 015 E02003563	0	0%	3	0%	0	0%	0	0%	0		3 0%
Basingstoke and Dt E02004685	0	0%	1	0%	1	0%	1	0%	0		3 0%
Fareham 002 E02004728	1	0%	1	0%	o o	0%	1	0%	0		3 0%
Fareham 008 E02004734	2	0%	0	0%	0	0%	0	0%	1		3 0%
New Forest 023 E02004801	0	0%	1	0%	1	0%	1	0%	0		3 0%
Test Valley 013 E02004826	2	0%	0	0%	o o	0%	1	0%	0		3 0%
Elmbridge 012 E02006328	0	0%	2	0%	1	0%	0	0%	0		3 0%
Tandridge 003 E02006430	3	0%	0	0%	0	0%	0	0%	0		3 0%
Crawley 004 E02006578	0	0%	0	0%	0	0%	2	0%	1		3 0%
	0	0%	3	0%	0	0%	0	0%	0		
				0%			1				3 0%
South Gloucestersh E02003106	0	0%	0		1	0%		0%	1		3 0%
Wiltshire 045 E02006661	0	0%	0	0%	1	0%	2	0%	0		3 0%
Wiltshire 058 E02006673	1	0%	0	0%	0	0%	1	0%	1		3 0%
Wiltshire 047 E02006695	0	0%	1	0%	0	0%	2	0%	0		3 0%
Weymouth and Por E02004281	0	0%	1	0%	0	0%	1	0%	1		3 0%
Mendip 006 E02006052	1	0%	0	0%	2	0%	0	0%	0		3 0%
South Somerset 00 E02006082	0	0%	0	0%	1	0%	2	0%	0		3 0%
Warrington 004 E02002593	0	0%	0	0%	1	0%	1	0%	0		2 0%
Wirral 024 E02001490	0	0%	0	0%	0	0%	2	0%	0		2 0%
East Riding of York E02002693	0	0%	0	0%	1	0%	0	0%	1		2 0%
Richmondshire 002 E02005783	1	0%	0	0%	o	0%	1	0%	0		2 0%
Richmondshire 004 E02005785	1	0%	0	0%	0	0%	1	0%	0		2 0%
Rotherham 026 E02001603	0	0%	2	0%	0	0%	0	0%	0		2 0%
	0			0%	0	0%		0%	0		
Sheffield 018 E02001628 Warwick 012 E02006530		0%	2				0				2 0%
Warwick 012 E02006530	1	0%	0	0%	0	0%	1	0%	0		2 0%
Chelmsford 008	0	0%	0	0%	1	0%	1	0%	0		2 0%
Welwyn Hatfield 00 E02004983	1	0%	1	0%	0	0%	0	0%	0		2 0%
Welwyn Hatfield 01 E02004993	2	0%	0	0%	0	0%	0	0%	0		2 0%
Hackney 027 E02000371	0	0%	1	0%	0	0%	1	0%	0		2 0%
Hammersmith and E02000384	0	0%	0	0%	0	0%	0	0%	2		2 0%
Islington 021 E02000574	0	0%	1	0%	0	0%	0	0%	1	0%	2 0%
Kensington and Ch E02000595	1	0%	0	0%	0	0%	0	0%	1		2 0%
Lambeth 003 E02000620	0	0%	0	0%	0	0%	0	0%	2		2 0%
Lambeth 036 E02006801	0	0%	0	0%	1	0%	1	0%	0		2 0%
Southwark 006 E02000812	0	0%	0	0%	0	0%	0	0%	2		2 0%
Southwark 014 E02000820	0	0%	0	0%	0	0%	2	0%	0		2 0%
Tower Hamlets 021 E02000884	1	0%	0	0%	0	0%	1	0%	0		2 0%
Westminster 015 E02000974	0	0%	0	0%	0	0%	0	0%	2		
. 7 COMMISSION OF TO LUZUUU9/4	U	U /o	U	070	U	0 /0	U	0 /0	2	076	2 0%

Westminster 020 E02000979	1	0%	1	0%	0	0%	0 0%	0 0%	2	0%
Barking and Dagen E02000016	0	0%	0	0% 0%	2	0% 0%		0 0%	2	0%
Croydon 024 E02000217 Hillingdon 016 E02000509	0	0% 0%	0	0%	0	0%	0 0%	0 0%	2	0%
Hillingdon 016 E02000509 Hounslow 005 E02000530	0	0%	2	0%	0	0%	1 0% 0 0%	0 0%	2	0% 0%
Hounslow 029 E02006792	2	0%	0	0%	0	0%		0 0%	2	0%
Merton 009 E02000697	0	0%	1	0%	0	0%		0 0%	2	0%
Merton 025 E02000713	0	0%	0	0%	0	0%		0 0%	2	0%
Portsmouth 002 E02003525	0	0%	1	0%	0	0%	0 0%	1 0%	2	0%
Portsmouth 022 E02003545	0	0%	0	0%	1	0%	0 0%	1 0%	2	0%
Slough 014 E02003420	0	0%	0	0%	0	0%	0 0%	2 0%	2	0%
Aylesbury Vale 022 E02003673	1	0%	0	0%	1	0%		0 0%	2	0%
South Bucks 001 E02003688 Basingstoke and Dr E02004683	0	0% 0%	0	0% 0%	0	0% 0%	1 0%	0 0%	2	0% 0%
Basingstoke and Dt E02004694	2	0%	0	0%	o o	0%		0 0%	2	0%
Fareham 011 E02004737	1	0%	0	0%	0	0%	1 0%	0 0%	2	0%
New Forest 015 E02004793	0	0%	2	0%	0	0%	0 0%	0 0%	2	0%
Rushmoor 005 E02004806	1	0%	0	0%	0	0%	1 0%	0 0%	2	0%
Rushmoor 007 E02004808	0	0%	0	0%	1	0%	0 0%	1 0%	2	0%
Winchester 007 E02004835	0	0%	0	0%	1	0%	1 0%	0 0%	2	0%
Winchester 014 E02004842	0	0%	0	0%	0	0%		0 0%	2	0%
Canterbury 010 E02005019 Dover 013 E02005053	0	0% 0%	0	0% 0%	2	0% 0%	0 0%	0 0%	2	0% 0%
Maidstone 018 E02005085	0	0%	0	0%	0	0%		2 0%	2	0%
South Oxfordshire (E02005968	0	0%	2	0%	0	0%	0 0%	0 0%	2	0%
Vale of White Horst E02006886	0	0%	0	0%	1	0%	1 0%	0 0%	2	0%
Runnymede 006 E02006398	0	0%	1	0%	0	0%	1 0%	0 0%	2	0%
Runnymede 008 E02006400	0	0%	0	0%	0	0%		0 0%	2	0%
Spelthorne 004 E02006406	0	0%	0	0%	0	0%	2 0%	0 0%	2	0%
Waverley 001 E02006439	0	0%	2	0%	0	0%		0 0%	2	0%
Arun 003 E02006544 Bath and North Eas E02003009	0	0%	0	0% 0%	0	0% 0%		0 0%	2	0% 0%
North Somerset 00t E02003070	1	0%	0	0%	0	0%		0 0%	2	0%
North Somerset 01' E02003075	0	0%	1	0%	0	0%		0 0%	2	0%
South Gloucestersh E02003097	0	0%	2	0%	0	0%	0 0%	0 0%	2	0%
South Gloucestersh E02003100	1	0%	1	0%	0	0%	0 0%	0 0%	2	0%
Wiltshire 024 E02006636	0	0%	0	0%	0	0%	2 0%	0 0%	2	0%
Wiltshire 038 E02006642	0	0%	0	0%	1	0%	1 0%	0 0%	2	0%
Wiltshire 048 E02006663	0	0%	1	0%	0	0%	1 0%	0 0%	2	0%
Wiltshire 053 E02006668	1	0%	0	0%	0	0%	0 0%	1 0%	2	0%
Wiltshire 059 E02006674 Wiltshire 031 E02006684	0	0% 0%	0	0% 0%	1	0% 0%	1 0% 0 0%	0 0%	2	0% 0%
Wiltshire 039 E02006690	0	0%	0	0%	0	0%		0 0%	2	0%
East Devon 005 E02004133	0	0%	0	0%	0	0%	1 0%	1 0%	2	0%
Exeter 009 E02004157	0	0%	0	0%	2	0%	0 0%	0 0%	2	0%
North Devon 005 E02004179	0	0%	0	0%	1	0%	1 0%	0 0%	2	0%
Weymouth and Por E02004287	0	0%	0	0%	1	0%	1 0%	0 0%	2	0%
Cheltenham 004 E02004603 Cheltenham 009 E02004608	0	0% 0%	1	0% 0%	0	0% 0%	0 0%	1 0%	2	0%
Forest of Dean 009 E02004634	0	0%	0	0%	2	0%	0 0%	0 0%	2	0% 0%
South Somerset 00 E02006076	0	0%	0	0%	1	0%	1 0%	0 0%	2	0%
South Somerset 01 E02006085	0	0%	0	0%	0	0%	2 0%	0 0%	2	0%
South Somerset 01 E02006091	0	0%	0	0%	0	0%	2 0%	0 0%	2	0%
South Somerset 02 E02006096	0	0%	0	0%	2	0%	0 0%	0 0%	2	0%
South Somerset 02 E02006097	0	0%	1	0%	0	0%	0 0%	1 0%	2	0%
Taunton Deane 014 E02006112 The Vale of Glamor W02000250	2	0%	0	0% 0%	0	0% 0%	0 0%	0 0%	2	0% 0%
Monmouthshire 004 W02000339	0	0%	0	0%	1	0%	1 0%	0 0%	2	0%
Darlington 008 E02002566	0	0%	0	0%	0	0%		0 0%	1	0%
County Durham 02/ E02004310	1	0%	0	0%	0	0%	0 0%	0 0%	1	0%
Middlesbrough 014 E02002509	0	0%	0	0%	1	0%	0 0%	0 0%	1	0%
Cheshire East 038 E02003829	0	0%	0	0%	1	0%	0 0%	0 0%	1	0%
Cheshire East 047 E02003836 Cheshire West and E02003878	0	0% 0%	0	0% 0%	0	0% 0%	0 0%	0 0%	1	0%
Warrington 002 E02002591	0	0%	0	0%	0	0%	0 0%	1 0%	1	0% 0%
Warrington 024 E02002613	0	0%	1	0%	0	0%	0 0%	0 0%	1	0%
Carlisle 007 E02003993	0	0%	1	0%	0	0%	0 0%	0 0%	1	0%
Bolton 034 E02001017	0	0%	0	0%	0	0%	0 0%	1 0%	1	0%
Manchester 050 E02001094	0	0%	0	0%	0	0%	1 0%	0 0%	1	0%
Manchester 057 E02006914 South Ribble 012 E02005298	0	0% 0%	0	0% 0%	1	0% 0%	0 0%	0 0%	1	0%
West Lancashire 0' E02005313	1	0%	0	0%	0	0%		0 0%	1	0% 0%
East Riding of York E02002719	0	0%	0	0%	1	0%	0 0%	0 0%	1	0%
Kingston upon Hull E02002671	0	0%	0	0%	0	0%	1 0%	0 0%	1	0%
Craven 004 E02005745	0	0%	1	0%	0	0%		0 0%	1	0%
Selby 005 E02005813	0	0%	0	0%	0	0%	0 0%	1 0%	1	0%
Sheffield 023 E02001633 Sheffield 032 E02001642	0	0% 0%	0	0% 0%	0	0% 0%		0 0%	1	0% 0%
Bradford 038 E02002220	0	0%	0	0%	0	0%		0 0%	1	0%
Calderdale 015 E02002258	0	0%	0	0%	1	0%	0 0%	0 0%	1	0%
Leeds 091 E02002420	0	0%	1	0%	0	0%		0 0%	1	0%
Nottingham 002 E02002869 South Kesteven 01: E02005486	0	0%	0	0%	1	0%		0 0%	1	0%
Herefordshire 014 E02002918	0	0% 0%	0	0% 0%	1	0% 0%		0 0%	1	0% 0%
Herefordshire 021 E02002915	0	0%	0	0%	1	0%	0 0%	0 0%	1	0%
Stoke-on-Trent 015 E02002965	0	0%	0	0%	1	0%	0 0%	0 0%	1	0%
Stoke-on-Trent 030 E02002980	0	0%	0	0%	0	0%		0 0%	1	0%
Telford and Wrekin E02002950	0	0%	0	0%	0	0%	1 0%	0 0%	1	0%
Staffordshire Moorl; E02006209	0	0%	0	0% 0%	0	0% 0%	1 0% 0 0%	0 0%	1	0%
Warwick 005 E02006523 Birmingham 013 E02001839	0	0% 0%	0	0%	0	0%	0 0%	1 0%	1	0% 0%
Birmingham 053 E02001879	0	0%	1	0%	0	0%		0 0%	1	0%
Birmingham 138 E02006899	0	0%	1	0%	0	0%	0 0%	0 0%	1	0%
Dudley 012 E02002011	0	0%	0	0%	1	0%		0 0%	1	0%
Sandwell 020 E02002062	0	0%	1	0%	0	0%		0 0%	1	0%
Walsall 018 E02002127	0	0%	0	0%	0	0%	0 0%	1 0% 0 0%	1	0%
Bromsgrove 014 E02006709 Worcester 010 E02006743	0	0% 0%	0	0% 0%	0	0% 0%	1 0%	0 0%	1	0% 0%
Luton 014 E02003271	0	0%	0	0%	0	0%	0 0%	1 0%	1	0%
Luton 019 E02003276	0	0%	1	0%	0	0%		0 0%	1	0%
Southend-on-Sea 0 E02003283	0	0%	0	0%	0	0%	0 0%	1 0%	1	0%
South Cambridgest E02003778	1	0%	0	0%	0	0%		0 0%	1	0%
Basildon 012 E02004435	0	0%	0	0%	0	0%		0 0%	1	0%
Harlow 004 E02004547 Rochford 007 E02004569	1	0% 0%	0	0% 0%	0	0% 0%		0 0%	1	0%
Broxbourne 010 E02004852	1	0%	0	0%	0	0%		0 0%	1	0% 0%
Dacorum 015 E02004832	0	0%	1	0%	0	0%		0 0%	1	0%
Dacorum 018 E02004873	0	0%	0	0%	1	0%		0 0%	1	0%
Hertsmere 002 E02004897	1	0%	0	0%	0	0%		0 0%	1	0%
Hertsmere 009 E02004904	0	0%	0	0%	0	0%	1 0%	0 0%	1	0%
St Albans 011 E02004934 St Albans 020 F02004943	0	0%	0	0%	0	0%	0 0%	1 0%	1	0%
St Albans 020 E02004943 Three Rivers 006 E02004961	0	0% 0%	0	0% 0%	0	0% 0%	0 0%	0 0%	1	0% 0%
								2.3	-	0,0

Breckland 001 E020055	5503	0%	1	0%	0	0%	0	0%	0 0%	1	0%
Great Yarmouth 00 E020055	5543 0	0%	0	0%	1	0%	0	0%	0 0%	1	0%
King's Lynn and Wt E020055	5564 0	0%	1	0%	0	0%	0	0%	0 0%	1	0%
Suffolk Coastal 007 E020062	6293 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Waveney 005 E020063	6306 0	0%	1	0%	0	0%	0	0%	0 0%	1	0%
Camden 008 E020001	0173 1	0%	0	0%	0	0%	0	0%	0 0%	1	0%
Camden 026 E020001	0191 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Camden 028 E020001	0193 0	0%	1	0%	0	0%	0	0%	0 0%	1	0%
Hackney 026 E020003	0370 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Hammersmith and E020003	0394 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Haringey 007 E020004	0403 0	0%	0	0%	1	0%	0	0%	0 0%	1	0%
Haringey 012 E020004	0408	0%	0	0%	0	0%	0	0%	1 0%	1	0%
Haringey 015 E020004	0411 0	0%	0	0%	1	0%	0	0%	0 0%	1	0%
Kensington and Ch E020005	0587 0	0%	0	0%	0	0%	0	0%	1 0%	1	0%
Kensington and Ch E020005	0588 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Kensington and Ch E020005		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Lambeth 008 E020006	0625 0	0%	0	0%	0	0%	0	0%	1 0%	1	0%
Lambeth 011 E020006	0628	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Newham 020 E020007		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Newham 033 E020007		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Southwark 021 E020008		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Tower Hamlets 015 E020008		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Wandsworth 006 E020009		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Wandsworth 024 E020009		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Westminster 010 E020009		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Westminster 011 E020009		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Westminster 016 E020009		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Westminster 021 E020009		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Westminster 024 E020009		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Barking and Dagen E020067		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Barnet 016 E020000		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Brent 003 E020000		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Brent 017 E020001		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Bromley 014 E020001		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Ealing 011 E020002		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Ealing 012 E020002		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Ealing 029 E020002		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Enfield 012 E020002		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Greenwich 036 E020069		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Harrow 007 E020004		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Harrow 016 E020004		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Hillingdon 015 E020005		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Hillingdon 025 E020005		0%	0	0%	o	0%	1	0%	0 0%	1	0%
Hounslow 018 E020005		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Kingston upon Thai E020006		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Richmond upon Th: E020007		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Richmond upon Th: E020007		0%	0	0%	o	0%	1	0%	0 0%	1	0%
Bracknell Forest 00 E020033		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Brighton and Hove E020035		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Isle of Wight 008 E020035		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Isle of Wight 013 E020035		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Isle of Wight 014 E020035		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Isle of Wight 018 E020035		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Medway 001 E020033	3314 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Milton Keynes 014 E020034	3472 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Portsmouth 009 E020035	3532 0	0%	1	0%	0	0%	0	0%	0 0%	1	0%
Portsmouth 010 E020035	3533 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Portsmouth 012 E020035	3535 0	0%	0	0%	0	0%	0	0%	1 0%	1	0%
Portsmouth 015 E020035	3538 0	0%	0	0%	1	0%	0	0%	0 0%	1	0%
Reading 010 E020033		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Slough 003 E020034		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Slough 008 E020034		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Southampton 001 E020035		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Southampton 012 E020035		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Southampton 020 E020035		0%	0	0%	1	0%	0	0%	0 0%	1	0%
West Berkshire 002 E020033		0%	1	0%	0	0%	0	0%	0 0%	1	0%
West Berkshire 015 E020033		0%	0	0%	0	0%	0	0%	0 0%	1	0%
West Berkshire 019 E020033		0%	0	0%	0	0%	1	0%	0 0%	1	0%
West Berkshire 021 E020033		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Windsor and Maide E020034		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Aylesbury Vale 005 E020036		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Chiltern 010 E020036		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Chiltern 012 E020036		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Chiltern 013 E020068		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Wycombe 016 E020037		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Wycombe 021 E020037		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Eastbourne 004 E020043		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Rother 004 E020043 Wealden 009 E020044		0% 0%	0	0% 0%	0	0% 0%	1	0% 0%	0 0%	1	0%
Basingstoke and D ₁ E020046		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Basingstoke and Dr E020046		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Basingstoke and Dt E020046		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Basingstoke and D ₁ E020046		0%	0	0%	0	0%	0	0%	0 0%	1 1	0%
East Hampshire 00 E020046		0%	0	0%	1	0%	0	0%	0 0%	1	0% 0%
East Hampshire 00 E020047		0%	0	0%	0	0%	1	0%	0 0%	1	0%
East Hampshire 00 E020047		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Eastleigh 004 E020047		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Eastleigh 011 E020047		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Eastleigh 015 E020047		0%	1	0%	o	0%	0	0%	0 0%	1	0%
Fareham 001 E020047		0%	1	0%	o	0%	0	0%	0 0%	1	0%
Fareham 004 E020047		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Fareham 012 E020047		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Fareham 013 E020047		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Gosport 002 E020047		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Gosport 007 E020047		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Gosport 010 E020047		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Hart 005 E020047		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Hart 006 E020047		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Havant 005 E020047		0%	1	0%	0	0%	0	0%	0 0%	1	0%
Havant 014 E020047		0%	o o	0%	1	0%	0	0%	0 0%	1	0%
New Forest 003 E020047		0%	0	0%	0	0%	0	0%	0 0%	1	0%
New Forest 004 E020047		0%	1	0%	0	0%	0	0%	0 0%	1	0%
New Forest 018 E020047		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Test Valley 004 E020048	4817 0	0%	0	0%	0	0%	0	0%	1 0%	1	0%
Test Valley 007 E020048	4820 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Test Valley 011 E020048	4824 0	0%	0	0%	1	0%	0	0%	0 0%	1	0%
Winchester 002 E020048		0%	0	0%	1	0%	0	0%	0 0%	1	0%
Winchester 006 E020048		0%	0	0%	0	0%	0	0%	1 0%	1	0%
Winchester 010 E020048	4838 0	0%	0	0%	0	0%	1	0%	0 0%	1	0%
Cherwell 016 E020059		0%	0	0%	0	0%	1	0%	0 0%	1	0%
Oxford 013 E020059		0%	0	0%	0	0%	0	0%	0 0%	1	0%
Oxford 018 E020059		0%	0	0%	1	0%	0	0%	0 0%	1	0%
South Oxfordshire (E020059	5973 0	0%	0	0%	0	0%	0	0%	1 0%	1	0%

South Oxfordshire (E02005974 Vale of White Horst E02005980	0	0% 0%	0	0% 0%	0	0% 0%	0	0% 0%	0	0% 0%	1	0%
West Oxfordshire 0 E02006002	0	0%	1	0%	o	0%	0	0%	0	0%	1	0% 0%
West Oxfordshire 0 E02006002 West Oxfordshire 0 E02006006	0	0%	0	0%	0	0%	1	0%	0	0%		
Elmbridge 015 E02006331	0	0%	0	0%	0	0%	1	0%	0	0%	1	0% 0%
Elmbridge 017 E02006333	0	0%	1	0%	o	0%	Ö	0%	0	0%	1	0%
Epsom and Ewell 0 E02006339	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Guildford 003 E02006346	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Guildford 007 E02006350	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Guildford 017 E02006360	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Mole Valley 003 E02006364	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Reigate and Banste E02006381	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Reigate and Banste E02006386	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Runnymede 010 E02006402	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Spelthorne 006 E02006408	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Surrey Heath 004 E02006419	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Surrey Heath 005 E02006420	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Surrey Heath 010 E02006425	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Surrey Heath 012 E02006427	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Waverley 003 E02006441	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Waverley 012 E02006450	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Woking 011 E02006466	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Arun 006 E02006547	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Arun 008 E02006549	0	0% 0%	0	0%	0	0% 0%	0	0% 0%	1	0%	1	0%
Arun 014 E02006555 Arun 017 E02006558	0	0%	0	0% 0%	1	0%	0	0%	0	0%	1	0%
Chichester 006 E02006566	0	0%	0	0%	o	0%	0	0%	1	0%	1	0% 0%
Chichester 011 E02006571	0	0%	0	0%	o	0%	1	0%	Ö	0%	1	0%
Crawley 011 E02006585	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Horsham 004 E02006591	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Horsham 014 E02006601	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Worthing 004 E02006624	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Worthing 010 E02006630	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Worthing 011 E02006631	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Bath and North Eas E02002991	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Bath and North Eas E02002996	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Bath and North Eas E02003006	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Bath and North Eas E02003010	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Bath and North Eas E02003011	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Bristol 014 E02003025	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Bristol 016 E02003027	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Bristol 034 E02003045	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Bristol 035 E02003046	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Bristol 038 E02003049	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Bristol 045 E02003056 Cornwall 043 E02003909	0	0% 0%	0	0% 0%	0	0% 0%	0	0% 0%	1	0% 0%	1	0% 0%
North Somerset 02: E02003085	0	0%	1	0%	0	0%	0	0%	Ö	0%	1	0%
North Somerset 02- E02003088	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
North Somerset 02f E02006845	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Plymouth 031 E02003152	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
South Gloucestersh E02003090	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
South Gloucestersh E02003092	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
South Gloucestersh E02003105	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Swindon 005 E02003216	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Swindon 012 E02003223	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Swindon 022 E02003233	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Swindon 025 E02003236	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Wiltshire 010 E02006653	0	0% 0%	0	0% 0%	1	0% 0%	0	0% 0%	0	0% 0%	1	0%
Wiltshire 054 E02006669	0		0		0	0%	0		1		1	0%
Wiltshire 023 E02006681 Wiltshire 030 E02006683	0	0% 0%	0	0% 0%	0	0%	1	0% 0%	0	0% 0%	1	0% 0%
Wiltshire 037 E02006689	0	0%	0	0%	1	0%	Ö	0%	0	0%	1	0%
Wiltshire 040 E02006691	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
East Devon 007 E02004135	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
East Devon 019 E02004147	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Exeter 001 E02004149	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Exeter 011 E02004159	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Mid Devon 001 E02004164	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
North Devon 011 E02004185	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
South Hams 001 E02004189	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
South Hams 007 E02004195	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Teignbridge 002	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Teignbridge 004 E02004204 Teignbridge 013 E02004213	0	0% 0%	0	0% 0%	1	0% 0%	0	0% 0%	0	0% 0%	1	0% 0%
Teignbridge 013 E02004213 Teignbridge 017 E02004217	1	0%	0	0%	0	0%	0	0%	0	0%		
West Devon 001 E02004217	1	0%	0	0%	0	0%	0	0%	0	0%	1	0% 0%
West Devon 004 E02004232	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Christchurch 002 E02004237	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Christchurch 007 E02004242	0	0%	1	0%	o O	0%	0	0%	o	0%	1	0%
Gloucester 014 E02004649	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Stroud 004 E02004654	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Stroud 006 E02004656	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Stroud 015 E02004665	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Tewkesbury 007 E02004672	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Mendip 001 E02006047	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Mendip 005 E02006051	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Mendip 010 E02006056	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
South Somerset 01 E02006081	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
South Somerset 01 E02006087 South Somerset 01 E02006088	0	0% 0%	0	0% 0%	1	0% 0%	0	0% 0%	0	0% 0%	1	0% 0%
South Somerset 01 E02006088 South Somerset 01 E02006093	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Taunton Deane 00€ E02006104	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Taunton Deane 007 E02006105	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Taunton Deane 008 E02006106	0	0%	0	0%	o	0%	0	0%	1	0%	1	0%
Taunton Deane 012 E02006110	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
West Somerset 004 E02006116	1	0%	0	0%	0	0%	0	0%	o	0%	1	0%
Wrexham 004 W02000081	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Swansea 027 W02000194	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Cardiff 032 W02000398	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Cardiff 049 W02000423	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Merthyr Tydfil 006 W02000288	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Caerphilly 006 W02000295	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Monmouthshire 007 W02000342	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Monmouthshire 008 W02000343 Newport 001 W02000347	1	0% 0%	0	0% 0%	0	0% 0%	0	0% 0%	0	0% 0%	1	0% 0%
Newport 001 W02000347 Newport 020 W02000366	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
port 020	2,143	100%	3,282	100%	3,093	100%	3,323	100%	1,465		3,310	100%
	,											

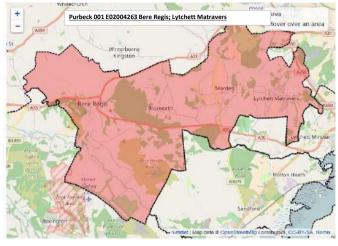
2011 super output area - lower layer	All categories: Method of travel to work	All Travelling	All Travelling by Vehicle	% Travel to Work by Vehicle
E01020465 : Purbeck 001A	1,451	928	754	81%
E01020469 : Purbeck 001B	1,347	894	748	84%
E01020470 : Purbeck 001C	1,353	779	661	85%
E01020471 : Purbeck 002A	993	671	517	77%
E01020472 : Purbeck 002B	998	632	486	77%
E01020473 : Purbeck 002C	1,084	705	547	78%
E01020474 : Purbeck 002D	1,234	765	620	81%
E01020475 : Purbeck 002E	1,477	998	796	80%
E01020485 : Purbeck 003C	1,004	554	343	62%
E01020486 : Purbeck 003D	916	533	339	64%
E01020487 : Purbeck 003E	965	635	495	78%
E01020488 : Purbeck 003F	1,059	665	474	71%
E01020490 : Purbeck 004B	1,209	730	571	78%
E01020491 : Purbeck 004C	1,147	738	583	79%
E01020492 : Purbeck 004D	812	479	355	74%
E01020468 : Purbeck 005C	1,051	542	402	74%

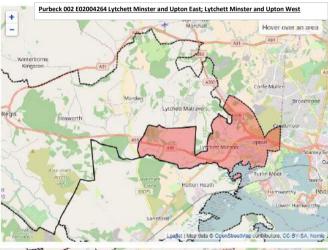


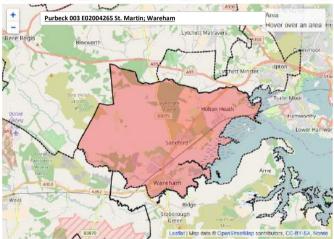
Appendix E

Appendix E – Purbeck District Middle Super Output Areas maps

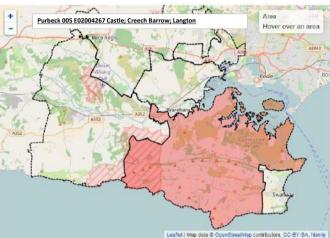
Appendix E – Purbeck District Super Output Areas (Lower Layer) maps



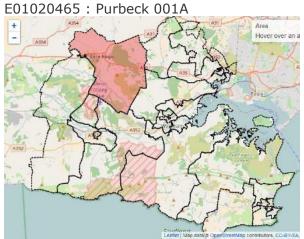




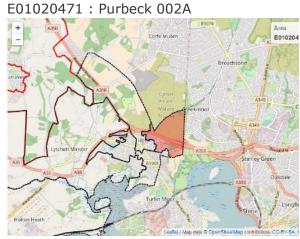






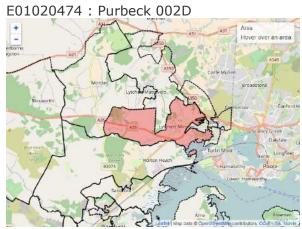


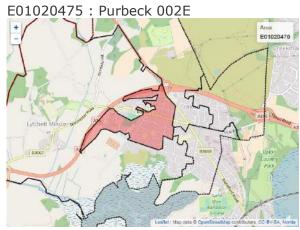


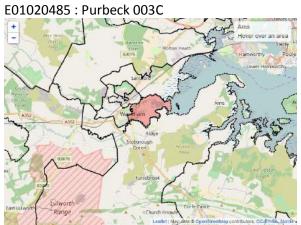


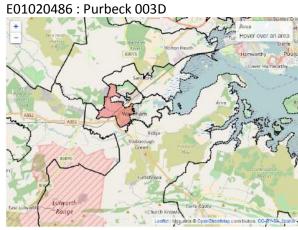


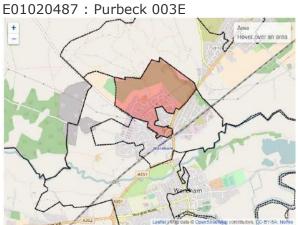


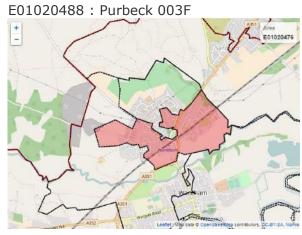




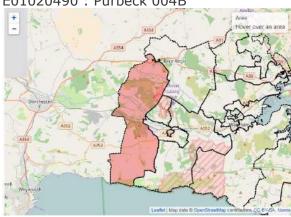




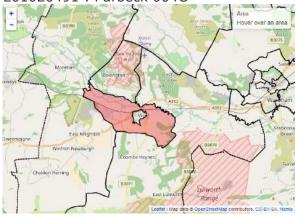




E01020490 : Purbeck 004B



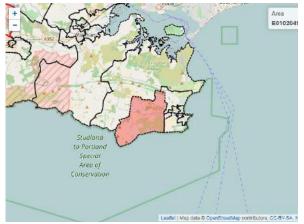
E01020491: Purbeck 004C



E01020492: Purbeck 004D



E01020468 : Purbeck 005C





Appendix F

Appendix F – Distribution of education-based journeys

Proportion of education trips from origin development location

Schools	Location	Moreton Station	Bere Regis	Wool	North Wareham	Wareham	Harmans Cross	Langton Matravers	Lytchett Matravers	Lytchett Minster	Upton
Purbeck School	Wareham		18%	22%	46%	46%	27%	17%	67%	17%	
Swanage School	Swanage			19%	26%	26%	73%	83%	33%		
Lynchett Minster School	Lytchett Minster		16%	19%	28%	28%				20%	22%
The Dorchester Middle School	Dorchester	25%	16%								
The Thomas Hardye School	Dorchester	24%	16%	19%							
Yarells Prep School	Upton									18%	24%
Hamworthy Middle School	Hamworthy										20%
Poole High School	Poole									14%	16%
Parkstone Grammer School	Waterloo									15%	18%
St Osmunds CE Middle School	Dorchester		16%								
Corfe Hills School	Broadstone									17%	
Sunninghill Prep	Dorchester	26%	17%								
Weymouth College	Weymouth	24%		20%							
	!	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Not including specilist schools e.g. performaing arts



Appendix G

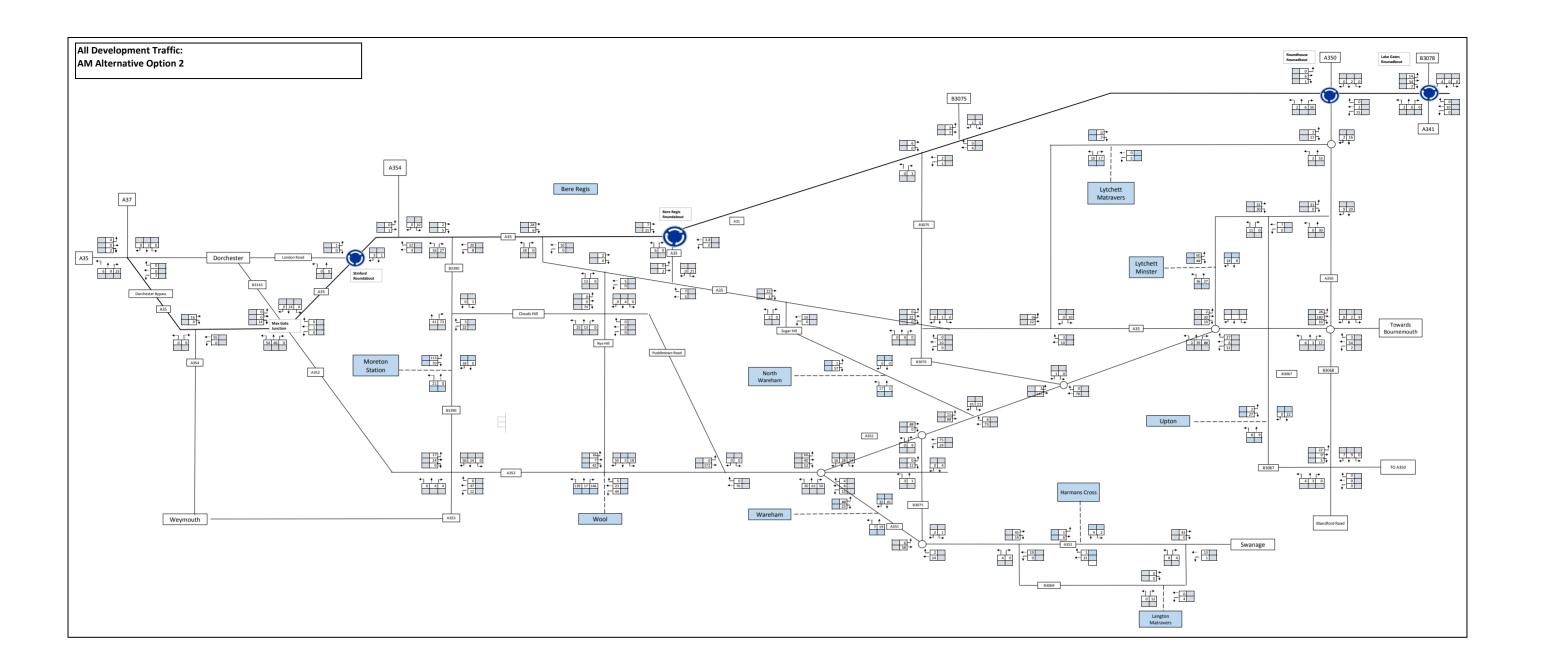
Appendix G – Distribution of shopping-based journeys

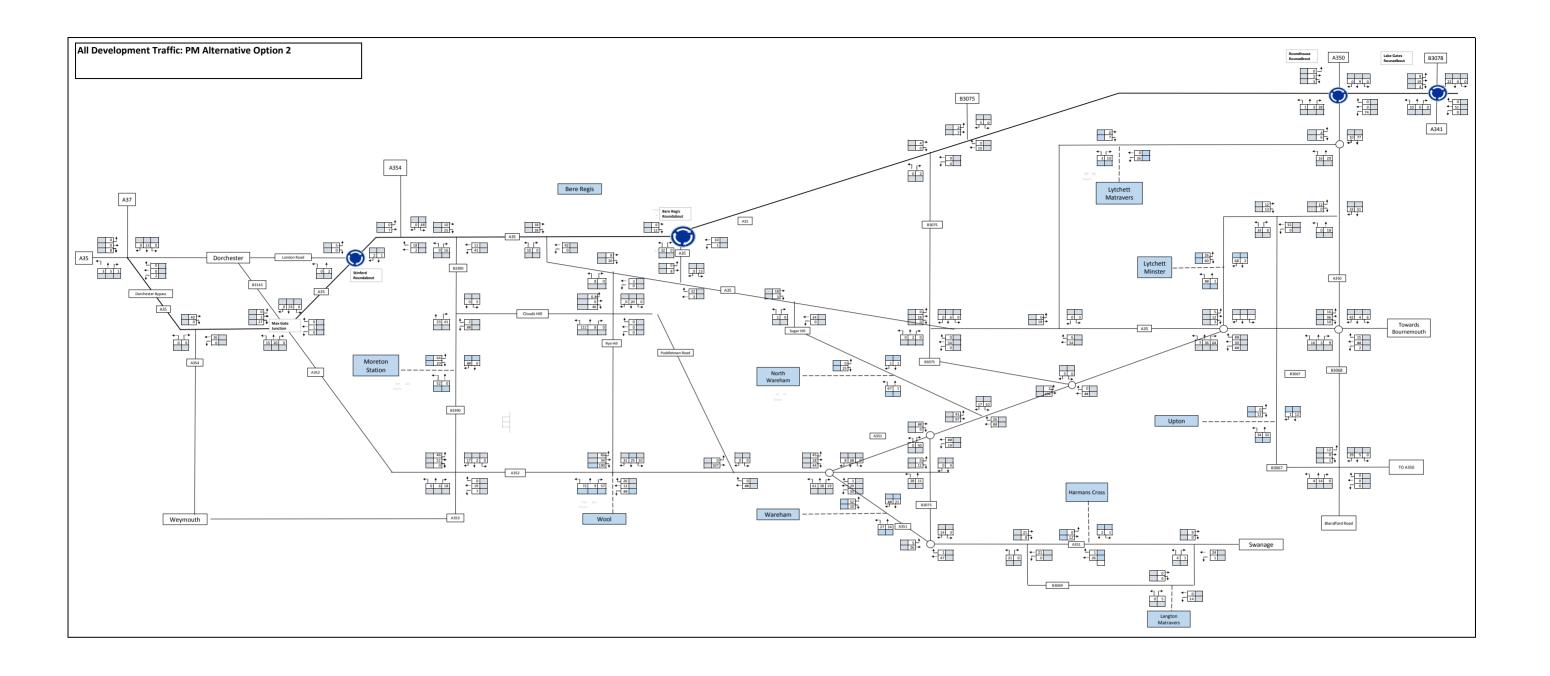
Shopping centres			Proportion of shopping-related development trips									
Name	Location	Moreton Station	Bere Regis	Wool	North Wareham	Wareham	Harmans Cross	Langton Matravers	Lytchett Matravers	Lytchett Minster	Upton	
Sainsburys	Wareham		100%	100%	100%	100%			50%	50%		
Tesco	Parkstone								50%	50%	100%	
Tesco	Dorchester	100%										
Со-ор	Swanage						100%	100%				

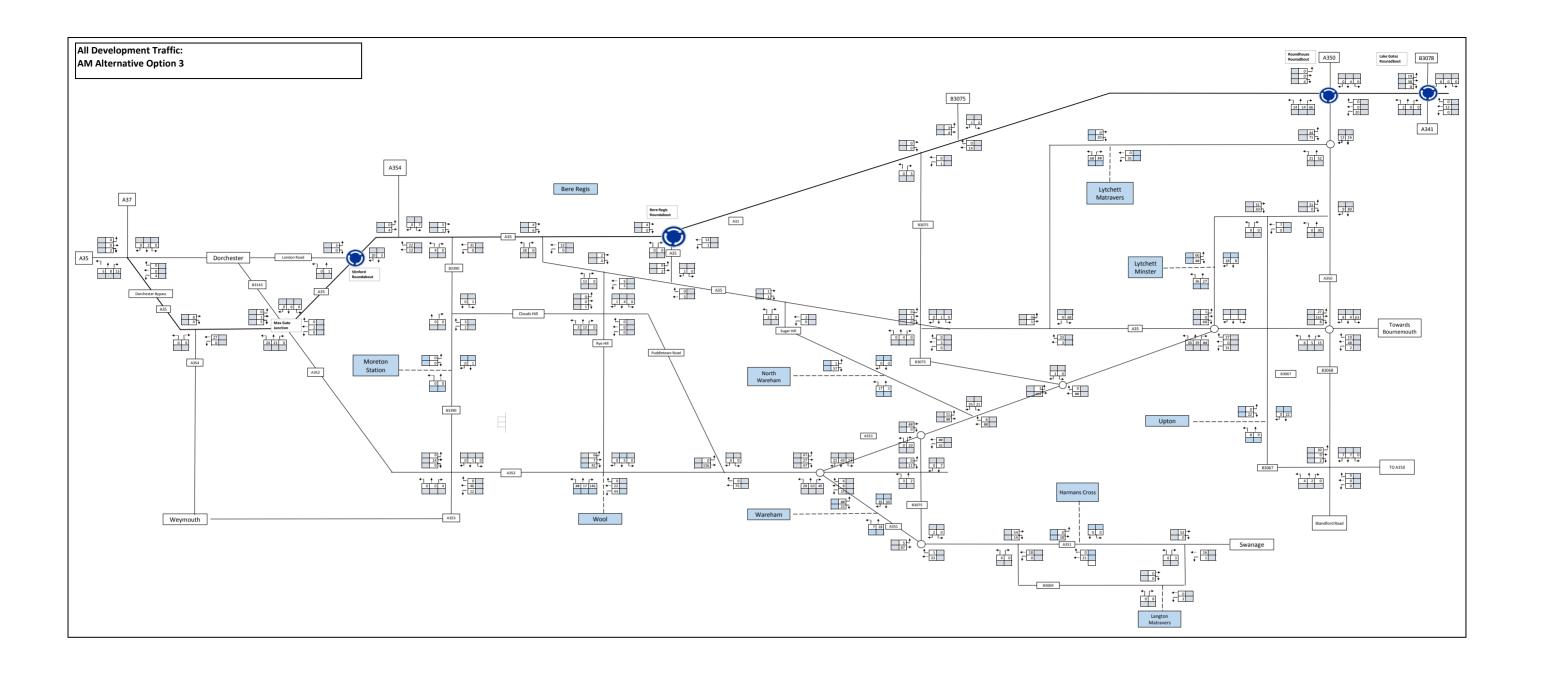


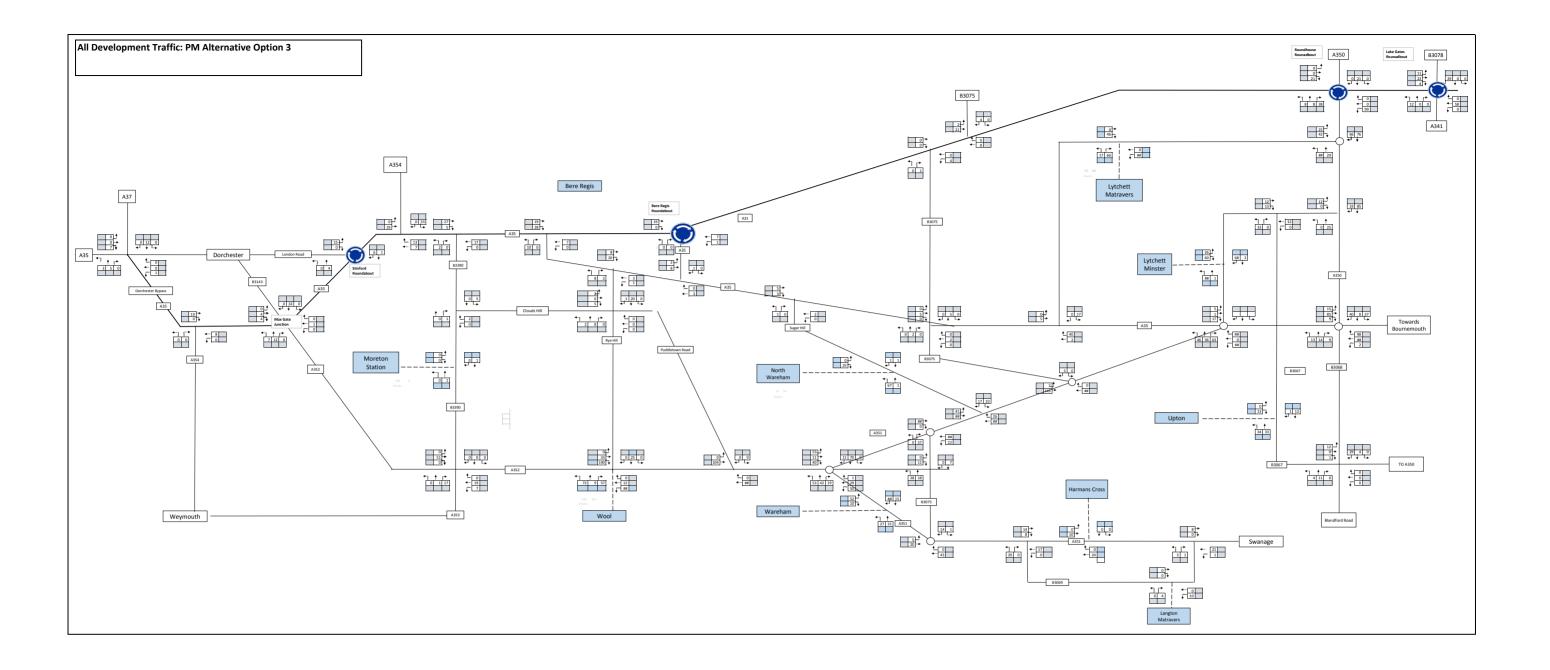
Appendix H

Appendix H – Reference Case highway network diagrams











Appendix I

Appendix I – TRICS outputs: Office

Calculation Reference: AUDIT-700704-170515-0513

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

SOUTH EAST BD **BEDFORDSHIRE** 1 days ES **EAST SUSSEX** 1 days HF **HERTFORDSHIRE** 1 days KC 1 days **KENT** SC **SURREY** 1 days

09 NORTH

DH DURHAM 1 days TW TYNE & WEAR 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 186 to 2000 (units: sqm)
Range Selected by User: 186 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/11/15

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 4 days Wednesday 2 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3
Suburban Area (PPS6 Out of Centre) 3
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	1
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:

B1 7 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 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:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 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	4 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	5 days

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

PTAL Rating:

No PTAL Present 7 days

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

LIST OF SITES relevant to selection parameters

1 BD-02-A-03 OFFICES BEDFORDSHIRE

BROMHAM ROAD

BEDFORD

Edge of Town Centre No Sub Category

Total Gross floor area: 1469 sqm

Survey date: MONDAY 14/10/13 Survey Type: MANUAL

2 DH-02-A-02 CONSTRUCTION COMPANY DURHAM

DURHAM ROAD BOWBURN NEAR DURHAM Edge of Town Industrial Zone

Total Gross floor area: 2000 sqm

Survey date: TUESDAY 27/11/12 Survey Type: MANUAL

3 ES-02-A-11 HOUSING COMPANY EAST SUSSEX

THE SIDINGS ORE VALLEY HASTINGS

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 186 sqm

Survey date: TUESDAY 17/11/15 Survey Type: MANUAL
4 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

5 KC-02-A-09 COUNCIL OFFICES KENT

SANDLING ROAD

MAIDSTONE

Edge of Town Centre

Built-Up Zone

Total Gross floor area: 1500 sqm

Survey date: WEDNESDAY 19/10/11 Survey Type: MANUAL

S SC-02-A-15 ACCOUNTANTS SURREY

BOXGROVE ROAD

GUILDFORD

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 1896 sqm

Survey date: TUESDAY 05/10/10 Survey Type: MANUAL

TW-02-A-05 TELEVISION CO. TYNE & WEAR

DELTA BANK ROAD METRO RIVERSIDE PARK

GATESHEAD

Suburban Area (PPS6 Out of Centre)

Commercial Zone

Total Gross floor area: 1500 sgm

Survey date: TUESDAY 29/09/09 Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES)		TOTALS	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.720	7	1309	0.164	7	1309	0.884		
08:00 - 09:00	7	1309	2.085	7	1309	0.229	7	1309	2.314		
09:00 - 10:00	7	1309	1.375	7	1309	0.306	7	1309	1.681		
10:00 - 11:00	7	1309	0.568	7	1309	0.469	7	1309	1.037		
11:00 - 12:00	7	1309	0.317	7	1309	0.393	7	1309	0.710		
12:00 - 13:00	7	1309	0.579	7	1309	0.611	7	1309	1.190		
13:00 - 14:00	7	1309	0.720	7	1309	0.404	7	1309	1.124		
14:00 - 15:00	7	1309	0.568	7	1309	0.371	7	1309	0.939		
15:00 - 16:00	7	1309	0.262	7	1309	0.426	7	1309	0.688		
16:00 - 17:00	7	1309	0.317	7	1309	1.517	7	1309	1.834		
17:00 - 18:00	7	1309	0.360	7	1309	2.500	7	1309	2.860		
18:00 - 19:00	7	1309	0.131	7	1309	0.633	7	1309	0.764		
19:00 - 20:00											
20:00 - 21:00											
21:00 - 22:00											
22:00 - 23:00											
23:00 - 24:00				<u> </u>			<u> </u>	<u> </u>			
Total Rates:			8.002			8.023			16.025		

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

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

MULTI-MODAL TAXIS
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	ò		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.000	7	1309	0.000	7	1309	0.000
08:00 - 09:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
09:00 - 10:00	7	1309	0.022	7	1309	0.011	7	1309	0.033
10:00 - 11:00	7	1309	0.000	7	1309	0.011	7	1309	0.011
11:00 - 12:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
12:00 - 13:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
13:00 - 14:00	7	1309	0.033	7	1309	0.033	7	1309	0.066
14:00 - 15:00	7	1309	0.022	7	1309	0.011	7	1309	0.033
15:00 - 16:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
16:00 - 17:00	7	1309	0.022	7	1309	0.033	7	1309	0.055
17:00 - 18:00	7	1309	0.022	7	1309	0.022	7	1309	0.044
18:00 - 19:00	7	1309	0.022	7	1309	0.022	7	1309	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.187			0.187			0.374

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

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

MULTI-MODAL OGVS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.000	7	1309	0.000	7	1309	0.000
08:00 - 09:00	7	1309	0.011	7	1309	0.000	7	1309	0.011
09:00 - 10:00	7	1309	0.011	7	1309	0.022	7	1309	0.033
10:00 - 11:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
11:00 - 12:00	7	1309	0.022	7	1309	0.011	7	1309	0.033
12:00 - 13:00	7	1309	0.000	7	1309	0.011	7	1309	0.011
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
15:00 - 16:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
16:00 - 17:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
17:00 - 18:00	7	1309	0.022	7	1309	0.022	7	1309	0.044
18:00 - 19:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.099			0.198

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.000	7	1309	0.000	7	1309	0.000
08:00 - 09:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
09:00 - 10:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
10:00 - 11:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
11:00 - 12:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
12:00 - 13:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
15:00 - 16:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
16:00 - 17:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
17:00 - 18:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
18:00 - 19:00	7	1309	0.000	7	1309	0.000	7	1309	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			0.000

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

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

MULTI-MODAL CYCLISTS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES)		TOTALS	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.011	7	1309	0.000	7	1309	0.011		
08:00 - 09:00	7	1309	0.022	7	1309	0.000	7	1309	0.022		
09:00 - 10:00	7	1309	0.000	7	1309	0.000	7	1309	0.000		
10:00 - 11:00	7	1309	0.011	7	1309	0.000	7	1309	0.011		
11:00 - 12:00	7	1309	0.000	7	1309	0.000	7	1309	0.000		
12:00 - 13:00	7	1309	0.011	7	1309	0.011	7	1309	0.022		
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000		
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000		
15:00 - 16:00	7	1309	0.000	7	1309	0.011	7	1309	0.011		
16:00 - 17:00	7	1309	0.011	7	1309	0.033	7	1309	0.044		
17:00 - 18:00	7	1309	0.011	7	1309	0.022	7	1309	0.033		
18:00 - 19:00	7	1309	0.000	7	1309	0.000	7	1309	0.000		
19:00 - 20:00											
20:00 - 21:00											
21:00 - 22:00											
22:00 - 23:00											
23:00 - 24:00											
Total Rates:			0.077			0.077			0.154		

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES)		TOTALS	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.797	7	1309	0.186	7	1309	0.983		
08:00 - 09:00	7	1309	2.391	7	1309	0.186	7	1309	2.577		
09:00 - 10:00	7	1309	1.506	7	1309	0.437	7	1309	1.943		
10:00 - 11:00	7	1309	0.579	7	1309	0.535	7	1309	1.114		
11:00 - 12:00	7	1309	0.371	7	1309	0.448	7	1309	0.819		
12:00 - 13:00	7	1309	0.720	7	1309	0.688	7	1309	1.408		
13:00 - 14:00	7	1309	0.797	7	1309	0.448	7	1309	1.245		
14:00 - 15:00	7	1309	0.644	7	1309	0.415	7	1309	1.059		
15:00 - 16:00	7	1309	0.306	7	1309	0.491	7	1309	0.797		
16:00 - 17:00	7	1309	0.306	7	1309	1.626	7	1309	1.932		
17:00 - 18:00	7	1309	0.415	7	1309	2.838	7	1309	3.253		
18:00 - 19:00	7	1309	0.153	7	1309	0.699	7	1309	0.852		
19:00 - 20:00											
20:00 - 21:00											
21:00 - 22:00											
22:00 - 23:00											
23:00 - 24:00											
Total Rates:			8.985			8.997			17.982		

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

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Licence No: 700704

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

MULTI-MODAL PEDESTRIANS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES)		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.076	7	1309	0.022	7	1309	0.098
08:00 - 09:00	7	1309	0.404	7	1309	0.044	7	1309	0.448
09:00 - 10:00	7	1309	0.611	7	1309	0.196	7	1309	0.807
10:00 - 11:00	7	1309	0.317	7	1309	0.317	7	1309	0.634
11:00 - 12:00	7	1309	0.120	7	1309	0.240	7	1309	0.360
12:00 - 13:00	7	1309	0.720	7	1309	1.386	7	1309	2.106
13:00 - 14:00	7	1309	1.102	7	1309	0.633	7	1309	1.735
14:00 - 15:00	7	1309	0.349	7	1309	0.207	7	1309	0.556
15:00 - 16:00	7	1309	0.098	7	1309	0.087	7	1309	0.185
16:00 - 17:00	7	1309	0.065	7	1309	0.338	7	1309	0.403
17:00 - 18:00	7	1309	0.186	7	1309	0.437	7	1309	0.623
18:00 - 19:00	7	1309	0.022	7	1309	0.098	7	1309	0.120
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.070			4.005			8.075

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	ò	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.087	7	1309	0.000	7	1309	0.087	
08:00 - 09:00	7	1309	0.262	7	1309	0.011	7	1309	0.273	
09:00 - 10:00	7	1309	0.284	7	1309	0.087	7	1309	0.371	
10:00 - 11:00	7	1309	0.164	7	1309	0.022	7	1309	0.186	
11:00 - 12:00	7	1309	0.076	7	1309	0.120	7	1309	0.196	
12:00 - 13:00	7	1309	0.044	7	1309	0.044	7	1309	0.088	
13:00 - 14:00	7	1309	0.033	7	1309	0.120	7	1309	0.153	
14:00 - 15:00	7	1309	0.055	7	1309	0.087	7	1309	0.142	
15:00 - 16:00	7	1309	0.055	7	1309	0.076	7	1309	0.131	
16:00 - 17:00	7	1309	0.000	7	1309	0.251	7	1309	0.251	
17:00 - 18:00	7	1309	0.000	7	1309	0.207	7	1309	0.207	
18:00 - 19:00	7	1309	0.011	7	1309	0.044	7	1309	0.055	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			1.071			1.069			2.140	

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

SYSTRA Ltd 10 Victoria Street Bristol

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		Ţ	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.033	7	1309	0.000	7	1309	0.033
08:00 - 09:00	7	1309	0.087	7	1309	0.000	7	1309	0.087
09:00 - 10:00	7	1309	0.065	7	1309	0.011	7	1309	0.076
10:00 - 11:00	7	1309	0.011	7	1309	0.011	7	1309	0.022
11:00 - 12:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
12:00 - 13:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000
15:00 - 16:00	7	1309	0.000	7	1309	0.011	7	1309	0.011
16:00 - 17:00	7	1309	0.000	7	1309	0.109	7	1309	0.109
17:00 - 18:00	7	1309	0.000	7	1309	0.033	7	1309	0.033
18:00 - 19:00	7	1309	0.000	7	1309	0.011	7	1309	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.196			0.186			0.382

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

SYSTRA Ltd 10 Victoria Street Bristol

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.000	7	1309	0.000	7	1309	0.000	
08:00 - 09:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
09:00 - 10:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
10:00 - 11:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
11:00 - 12:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
12:00 - 13:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
13:00 - 14:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
14:00 - 15:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
15:00 - 16:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
16:00 - 17:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
17:00 - 18:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
18:00 - 19:00	7	1309	0.000	7	1309	0.000	7	1309	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00	<u> </u>		<u> </u>						·	
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	0.120	7	1309	0.000	7	1309	0.120
08:00 - 09:00	7	1309	0.349	7	1309	0.011	7	1309	0.360
09:00 - 10:00	7	1309	0.349	7	1309	0.098	7	1309	0.447
10:00 - 11:00	7	1309	0.175	7	1309	0.033	7	1309	0.208
11:00 - 12:00	7	1309	0.076	7	1309	0.120	7	1309	0.196
12:00 - 13:00	7	1309	0.044	7	1309	0.044	7	1309	0.088
13:00 - 14:00	7	1309	0.033	7	1309	0.120	7	1309	0.153
14:00 - 15:00	7	1309	0.055	7	1309	0.087	7	1309	0.142
15:00 - 16:00	7	1309	0.055	7	1309	0.087	7	1309	0.142
16:00 - 17:00	7	1309	0.000	7	1309	0.360	7	1309	0.360
17:00 - 18:00	7	1309	0.000	7	1309	0.240	7	1309	0.240
18:00 - 19:00	7	1309	0.011	7	1309	0.055	7	1309	0.066
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00				·					<u> </u>
Total Rates:			1.267			1.255			2.522

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

SYSTRA Ltd 10 Victoria Street Bristol

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

MULTI-MODAL TOTAL PEOPLE Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	7	1309	1.004	7	1309	0.207	7	1309	1.211
08:00 - 09:00	7	1309	3.166	7	1309	0.240	7	1309	3.406
09:00 - 10:00	7	1309	2.467	7	1309	0.731	7	1309	3.198
10:00 - 11:00	7	1309	1.081	7	1309	0.884	7	1309	1.965
11:00 - 12:00	7	1309	0.568	7	1309	0.808	7	1309	1.376
12:00 - 13:00	7	1309	1.495	7	1309	2.129	7	1309	3.624
13:00 - 14:00	7	1309	1.932	7	1309	1.201	7	1309	3.133
14:00 - 15:00	7	1309	1.048	7	1309	0.710	7	1309	1.758
15:00 - 16:00	7	1309	0.458	7	1309	0.677	7	1309	1.135
16:00 - 17:00	7	1309	0.382	7	1309	2.358	7	1309	2.740
17:00 - 18:00	7	1309	0.611	7	1309	3.537	7	1309	4.148
18:00 - 19:00	7	1309	0.186	7	1309	0.851	7	1309	1.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.398			14.333			28.731

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: 186 - 2000 (units: sqm) Survey date date range: 01/01/09 - 17/11/15

Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0



Appendix J

Appendix J – TRICS outputs: Hotel, food & drink > Road-side food (eg. Little Chef)

Calculation Reference: AUDIT-700704-170515-0537

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : E - ROAD-SIDE FOOD (eg. Little Chef)

VEHIČLES

Selected regions and areas:

04 EAST ANGLIA

CA CAMBRIDGESHIRE 1 days

06 WEST MIDLANDS

WM WEST MIDLANDS 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE

NY NORTH YORKSHIRE 2 days

09 NORTH

TW TYNE & WEAR 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 289 to 375 (units: sqm)
Range Selected by User: 130 to 400 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/11/12

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

Selected survey days:

Friday 3 days Saturday 2 days

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

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2
Neighbourhood Centre (PPS6 Local Centre) 1
Free Standing (PPS6 Out of Town) 2

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

Selected Location Sub Categories:

Residential Zone 1
Village 1
Out of Town 3

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

Page 2 Licence No: 700704

Secondary Filtering selection:

10 Victoria Street

Use Class:

SYSTRA Ltd

Not Known 1 days A3 4 days

Bristol

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

Population within 1 mile:

 1,000 or Less
 2 days

 1,001 to 5,000
 2 days

 5,001 to 10,000
 1 days

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

Population within 5 miles:

 5,001 to 25,000
 2 days

 25,001 to 50,000
 1 days

 125,001 to 250,000
 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:

1.1 to 1.5 3 days 1.6 to 2.0 2 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

I CA-06-E-01 L. CHEF/BURG. KING CAMBRIDGESHIRE

CAMBRIDGE ROAD FENSTANTON NEAR ST IVES

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 375 sgm

Survey date: SATURDAY 17/10/09 Survey Type: MANUAL NY-06-E-01 LITTLE CHEF NORTH YORKSHIRE

A1 SKEEBY RICHMOND

Free Standing (PPS6 Out of Town)

Out of Town

Total Gross floor area: 300 sqm

Survey date: FRIDAY 10/06/11 Survey Type: MANUAL NY-06-E-02 LITTLE CHEF NORTH YORKSHIRE

3 NY-06-E-02 I TOPLIFFE COMMON

TOPCLIFFE NEAR THIRSK

Free Standing (PPS6 Out of Town)

Out of Town

Total Gross floor area: 289 sqm

Survey date: FRIDAY 21/10/11 Survey Type: MANUAL

4 TW-06-E-02 LITTLE CHEF & BURGER KING TYNE & WEAR

A194 WARDLEY GATESHEAD Edge of Town Out of Town

Total Gross floor area: 320 sqm

Survey date: SATURDAY 17/11/12 Survey Type: MANUAL WM-06-E-01 LITTLE CHEF WEST MIDLANDS

KIDD'MINSTER RD. SOUTH

HAGLEY STOURBRIDGE Edge of Town Residential Zone

Total Gross floor area: 350 sqm

Survey date: FRIDAY 05/06/09 Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES)	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	305	0.657	2	305	0.493	2	305	1.150
07:00 - 08:00	5	327	1.714	5	327	1.346	5	327	3.060
08:00 - 09:00	5	327	2.815	5	327	2.632	5	327	5.447
09:00 - 10:00	5	327	3.917	5	327	3.917	5	327	7.834
10:00 - 11:00	5	327	5.508	5	327	4.590	5	327	10.098
11:00 - 12:00	5	327	5.814	5	327	5.875	5	327	11.689
12:00 - 13:00	5	327	8.140	5	327	7.650	5	327	15.790
13:00 - 14:00	5	327	7.711	5	327	8.629	5	327	16.340
14:00 - 15:00	5	327	7.283	5	327	6.916	5	327	14.199
15:00 - 16:00	5	327	5.508	5	327	6.304	5	327	11.812
16:00 - 17:00	5	327	5.630	5	327	5.386	5	327	11.016
17:00 - 18:00	5	327	4.529	5	327	4.774	5	327	9.303
18:00 - 19:00	5	327	4.957	5	327	4.468	5	327	9.425
19:00 - 20:00	5	327	3.978	5	327	3.733	5	327	7.711
20:00 - 21:00	5	327	3.060	5	327	3.794	5	327	6.854
21:00 - 22:00	5	327	1.224	5	327	1.346	5	327	2.570
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			72.445			71.853			144.298

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: 289 - 375 (units: sqm) Survey date date range: 01/01/09 - 17/11/12

Number of weekdays (Monday-Friday):3Number of Saturdays:2Number of Sundays:0Surveys automatically removed from selection:1Surveys manually removed from selection:0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip			
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	305	0.000	2	305	0.000	2	305	0.000			
07:00 - 08:00	5	327	0.000	5	327	0.000	5	327	0.000			
08:00 - 09:00	5	327	0.000	5	327	0.000	5	327	0.000			
09:00 - 10:00	5	327	0.000	5	327	0.000	5	327	0.000			
10:00 - 11:00	5	327	0.061	5	327	0.000	5	327	0.061			
11:00 - 12:00	5	327	0.122	5	327	0.122	5	327	0.244			
12:00 - 13:00	5	327	0.122	5	327	0.184	5	327	0.306			
13:00 - 14:00	5	327	0.184	5	327	0.184	5	327	0.368			
14:00 - 15:00	5	327	0.367	5	327	0.306	5	327	0.673			
15:00 - 16:00	5	327	0.245	5	327	0.306	5	327	0.551			
16:00 - 17:00	5	327	0.122	5	327	0.061	5	327	0.183			
17:00 - 18:00	5	327	0.306	5	327	0.306	5	327	0.612			
18:00 - 19:00	5	327	0.551	5	327	0.612	5	327	1.163			
19:00 - 20:00	5	327	0.428	5	327	0.367	5	327	0.795			
20:00 - 21:00	5	327	1.040	5	327	1.102	5	327	2.142			
21:00 - 22:00	5	327	0.122	5	327	0.122	5	327	0.244			
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.670			3.672			7.342			

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: 289 - 375 (units: sqm) Survey date date range: 01/01/09 - 17/11/12

Number of weekdays (Monday-Friday):3Number of Saturdays:2Number of Sundays:0Surveys automatically removed from selection:1Surveys manually removed from selection:0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	ò		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	305	0.000	2	305	0.000	2	305	0.000
07:00 - 08:00	5	327	0.000	5	327	0.000	5	327	0.000
08:00 - 09:00	5	327	0.000	5	327	0.000	5	327	0.000
09:00 - 10:00	5	327	0.061	5	327	0.000	5	327	0.061
10:00 - 11:00	5	327	0.061	5	327	0.122	5	327	0.183
11:00 - 12:00	5	327	0.061	5	327	0.061	5	327	0.122
12:00 - 13:00	5	327	0.061	5	327	0.061	5	327	0.122
13:00 - 14:00	5	327	0.061	5	327	0.061	5	327	0.122
14:00 - 15:00	5	327	0.061	5	327	0.000	5	327	0.061
15:00 - 16:00	5	327	0.000	5	327	0.061	5	327	0.061
16:00 - 17:00	5	327	0.000	5	327	0.000	5	327	0.000
17:00 - 18:00	5	327	0.061	5	327	0.061	5	327	0.122
18:00 - 19:00	5	327	0.000	5	327	0.000	5	327	0.000
19:00 - 20:00	5	327	0.000	5	327	0.000	5	327	0.000
20:00 - 21:00	5	327	0.000	5	327	0.000	5	327	0.000
21:00 - 22:00	5	327	0.000	5	327	0.000	5	327	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.427			0.427			0.854

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: 289 - 375 (units: sqm) Survey date date range: 01/01/09 - 17/11/12

Number of weekdays (Monday-Friday):3Number of Saturdays:2Number of Sundays:0Surveys automatically removed from selection:1Surveys manually removed from selection:0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	ò		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	305	0.164	2	305	0.164	2	305	0.328
07:00 - 08:00	5	327	0.000	5	327	0.000	5	327	0.000
08:00 - 09:00	5	327	0.000	5	327	0.000	5	327	0.000
09:00 - 10:00	5	327	0.000	5	327	0.000	5	327	0.000
10:00 - 11:00	5	327	0.000	5	327	0.000	5	327	0.000
11:00 - 12:00	5	327	0.000	5	327	0.000	5	327	0.000
12:00 - 13:00	5	327	0.000	5	327	0.000	5	327	0.000
13:00 - 14:00	5	327	0.000	5	327	0.000	5	327	0.000
14:00 - 15:00	5	327	0.000	5	327	0.000	5	327	0.000
15:00 - 16:00	5	327	0.000	5	327	0.000	5	327	0.000
16:00 - 17:00	5	327	0.000	5	327	0.000	5	327	0.000
17:00 - 18:00	5	327	0.000	5	327	0.000	5	327	0.000
18:00 - 19:00	5	327	0.000	5	327	0.000	5	327	0.000
19:00 - 20:00	5	327	0.000	5	327	0.000	5	327	0.000
20:00 - 21:00	5	327	0.000	5	327	0.000	5	327	0.000
21:00 - 22:00	5	327	0.000	5	327	0.000	5	327	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.164			0.164			0.328

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: 289 - 375 (units: sqm) Survey date date range: 01/01/09 - 17/11/12

Number of weekdays (Monday-Friday):3Number of Saturdays:2Number of Sundays:0Surveys automatically removed from selection:1Surveys manually removed from selection:0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES)	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	305	0.000	2	305	0.000	2	305	0.000
07:00 - 08:00	5	327	0.000	5	327	0.000	5	327	0.000
08:00 - 09:00	5	327	0.000	5	327	0.000	5	327	0.000
09:00 - 10:00	5	327	0.000	5	327	0.000	5	327	0.000
10:00 - 11:00	5	327	0.000	5	327	0.000	5	327	0.000
11:00 - 12:00	5	327	0.000	5	327	0.000	5	327	0.000
12:00 - 13:00	5	327	0.000	5	327	0.000	5	327	0.000
13:00 - 14:00	5	327	0.000	5	327	0.000	5	327	0.000
14:00 - 15:00	5	327	0.000	5	327	0.000	5	327	0.000
15:00 - 16:00	5	327	0.000	5	327	0.000	5	327	0.000
16:00 - 17:00	5	327	0.000	5	327	0.000	5	327	0.000
17:00 - 18:00	5	327	0.000	5	327	0.000	5	327	0.000
18:00 - 19:00	5	327	0.000	5	327	0.000	5	327	0.000
19:00 - 20:00	5	327	0.000	5	327	0.000	5	327	0.000
20:00 - 21:00	5	327	0.000	5	327	0.000	5	327	0.000
21:00 - 22:00	5	327	0.000	5	327	0.000	5	327	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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: 289 - 375 (units: sqm) Survey date date range: 01/01/09 - 17/11/12

Number of weekdays (Monday-Friday):3Number of Saturdays:2Number of Sundays:0Surveys automatically removed from selection:1Surveys manually removed from selection:0



Appendix K

Appendix K – TRICS outputs: Hotels

Monday 15/05/17 Page 1

SYSTRA Ltd 10 Victoria Street Bristol Licence No: 700704

Calculation Reference: AUDIT-700704-170515-0528

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE

WY WEST YORKSHIRE 1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms Actual Range: 24 to 24 (units:) Range Selected by User: 24 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 11/06/10

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

Selected survey days:

Friday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 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:

C1 1 days

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

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Monday 15/05/17 Page 2

SYSTRA Ltd 10 Victoria Street Bristol Licence No: 700704

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 1 days

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

Population within 5 miles:

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 1 days

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

Travel Plan:

No 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

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SYSTRA Ltd 10 Victoria Street Bristol Licence No: 700704

LIST OF SITES relevant to selection parameters

1 WY-06-A-02 HOTEL WEST YORKSHIRE

CLIFF ROAD HEADINGLEY LEEDS

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of bedrooms: 24

Survey date: FRIDAY 11/06/10 Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES)	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.167	1	24	0.125	1	24	0.292	
08:00 - 09:00	1	24	0.083	1	24	0.083	1	24	0.166	
09:00 - 10:00	1	24	0.083	1	24	0.208	1	24	0.291	
10:00 - 11:00	1	24	0.083	1	24	0.000	1	24	0.083	
11:00 - 12:00	1	24	0.000	1	24	0.042	1	24	0.042	
12:00 - 13:00	1	24	0.000	1	24	0.042	1	24	0.042	
13:00 - 14:00	1	24	0.083	1	24	0.083	1	24	0.166	
14:00 - 15:00	1	24	0.125	1	24	0.083	1	24	0.208	
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000	
16:00 - 17:00	1	24	0.125	1	24	0.125	1	24	0.250	
17:00 - 18:00	1	24	0.083	1	24	0.083	1	24	0.166	
18:00 - 19:00	1	24	0.042	1	24	0.000	1	24	0.042	
19:00 - 20:00	1	24	0.000	1	24	0.042	1	24	0.042	
20:00 - 21:00	1	24	0.083	1	24	0.000	1	24	0.083	
21:00 - 22:00	1	24	0.000	1	24	0.042	1	24	0.042	
22:00 - 23:00			·	<u> </u>						
23:00 - 24:00				<u> </u>					<u> </u>	
Total Rates:			0.957			0.958			1.915	

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: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

SYSTRA Ltd 10 Victoria Street Bristol

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL TAXIS

Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	ò		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.042	1	24	0.042	1	24	0.084
08:00 - 09:00	1	24	0.000	1	24	0.042	1	24	0.042
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.042	1	24	0.042	1	24	0.084
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.042	1	24	0.042	1	24	0.084
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.168			0.294

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: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.000	1	24	0.000	1	24	0.000
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.000	1	24	0.000	1	24	0.000	
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000	
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000	
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000	
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000	
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000	
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000	
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000	
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000	
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000	
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000	
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000	
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000	
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000	
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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: 24 - 24 (units:) Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection:

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.000	1	24	0.000	1	24	0.000	
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000	
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000	
10:00 - 11:00	1	24	0.000	1	24	0.042	1	24	0.042	
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000	
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000	
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000	
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000	
15:00 - 16:00	1	24	0.042	1	24	0.000	1	24	0.042	
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000	
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000	
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000	
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000	
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000	
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000	
22:00 - 23:00										
23:00 - 24:00							·		·	
Total Rates:			0.042			0.042			0.084	

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

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

Parameter summary

Trip rate parameter range selected: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.167	1	24	0.083	1	24	0.250	
08:00 - 09:00	1	24	0.125	1	24	0.083	1	24	0.208	
09:00 - 10:00	1	24	0.125	1	24	0.333	1	24	0.458	
10:00 - 11:00	1	24	0.083	1	24	0.000	1	24	0.083	
11:00 - 12:00	1	24	0.000	1	24	0.042	1	24	0.042	
12:00 - 13:00	1	24	0.000	1	24	0.083	1	24	0.083	
13:00 - 14:00	1	24	0.083	1	24	0.125	1	24	0.208	
14:00 - 15:00	1	24	0.292	1	24	0.083	1	24	0.375	
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000	
16:00 - 17:00	1	24	0.167	1	24	0.125	1	24	0.292	
17:00 - 18:00	1	24	0.083	1	24	0.042	1	24	0.125	
18:00 - 19:00	1	24	0.042	1	24	0.000	1	24	0.042	
19:00 - 20:00	1	24	0.000	1	24	0.042	1	24	0.042	
20:00 - 21:00	1	24	0.083	1	24	0.000	1	24	0.083	
21:00 - 22:00	1	24	0.000	1	24	0.083	1	24	0.083	
22:00 - 23:00										
23:00 - 24:00									·	
Total Rates:			1.250			1.124			2.374	

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: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

Licence No: 700704

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL PEDESTRIANS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.042	1	24	0.000	1	24	0.042	
08:00 - 09:00	1	24	0.042	1	24	0.208	1	24	0.250	
09:00 - 10:00	1	24	0.042	1	24	0.083	1	24	0.125	
10:00 - 11:00	1	24	0.000	1	24	0.125	1	24	0.125	
11:00 - 12:00	1	24	0.125	1	24	0.042	1	24	0.167	
12:00 - 13:00	1	24	0.000	1	24	0.042	1	24	0.042	
13:00 - 14:00	1	24	0.000	1	24	0.042	1	24	0.042	
14:00 - 15:00	1	24	0.083	1	24	0.167	1	24	0.250	
15:00 - 16:00	1	24	0.042	1	24	0.083	1	24	0.125	
16:00 - 17:00	1	24	0.042	1	24	0.000	1	24	0.042	
17:00 - 18:00	1	24	0.000	1	24	0.042	1	24	0.042	
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000	
19:00 - 20:00	1	24	0.125	1	24	0.000	1	24	0.125	
20:00 - 21:00	1	24	0.000	1	24	0.042	1	24	0.042	
21:00 - 22:00	1	24	0.042	1	24	0.000	1	24	0.042	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.585			0.876			1.461	

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: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

Licence No: 700704

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.000	1	24	0.000	1	24	0.000
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000
11:00 - 12:00	1	24	0.000	1	24	0.042	1	24	0.042
12:00 - 13:00	1	24	0.000	1	24	0.042	1	24	0.042
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.084			0.084

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

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

Parameter summary

Trip rate parameter range selected: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

Licence No: 700704

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES)	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.000	1	24	0.000	1	24	0.000	
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000	
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000	
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000	
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000	
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000	
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000	
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000	
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000	
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000	
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000	
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000	
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000	
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000	
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

Licence No: 700704

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES	ò		TOTALS	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.000	1	24	0.000	1	24	0.000	
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000	
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000	
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000	
11:00 - 12:00	1	24	0.000	1	24	0.000	1	24	0.000	
12:00 - 13:00	1	24	0.000	1	24	0.000	1	24	0.000	
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000	
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000	
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000	
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000	
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000	
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000	
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000	
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000	
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.000	1	24	0.000	1	24	0.000	
08:00 - 09:00	1	24	0.000	1	24	0.000	1	24	0.000	
09:00 - 10:00	1	24	0.000	1	24	0.000	1	24	0.000	
10:00 - 11:00	1	24	0.000	1	24	0.000	1	24	0.000	
11:00 - 12:00	1	24	0.000	1	24	0.042	1	24	0.042	
12:00 - 13:00	1	24	0.000	1	24	0.042	1	24	0.042	
13:00 - 14:00	1	24	0.000	1	24	0.000	1	24	0.000	
14:00 - 15:00	1	24	0.000	1	24	0.000	1	24	0.000	
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000	
16:00 - 17:00	1	24	0.000	1	24	0.000	1	24	0.000	
17:00 - 18:00	1	24	0.000	1	24	0.000	1	24	0.000	
18:00 - 19:00	1	24	0.000	1	24	0.000	1	24	0.000	
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000	
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000	
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.084			0.084	

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

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

Parameter summary

Trip rate parameter range selected: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

Licence No: 700704

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	1	24	0.208	1	24	0.083	1	24	0.291
08:00 - 09:00	1	24	0.167	1	24	0.292	1	24	0.459
09:00 - 10:00	1	24	0.167	1	24	0.417	1	24	0.584
10:00 - 11:00	1	24	0.083	1	24	0.167	1	24	0.250
11:00 - 12:00	1	24	0.125	1	24	0.125	1	24	0.250
12:00 - 13:00	1	24	0.000	1	24	0.167	1	24	0.167
13:00 - 14:00	1	24	0.083	1	24	0.167	1	24	0.250
14:00 - 15:00	1	24	0.375	1	24	0.250	1	24	0.625
15:00 - 16:00	1	24	0.083	1	24	0.083	1	24	0.166
16:00 - 17:00	1	24	0.208	1	24	0.125	1	24	0.333
17:00 - 18:00	1	24	0.083	1	24	0.083	1	24	0.166
18:00 - 19:00	1	24	0.042	1	24	0.000	1	24	0.042
19:00 - 20:00	1	24	0.125	1	24	0.042	1	24	0.167
20:00 - 21:00	1	24	0.083	1	24	0.042	1	24	0.125
21:00 - 22:00	1	24	0.042	1	24	0.083	1	24	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.874			2.126			4.000

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: 24 - 24 (units:)
Survey date date range: 01/01/09 - 11/06/10

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0



Appendix L

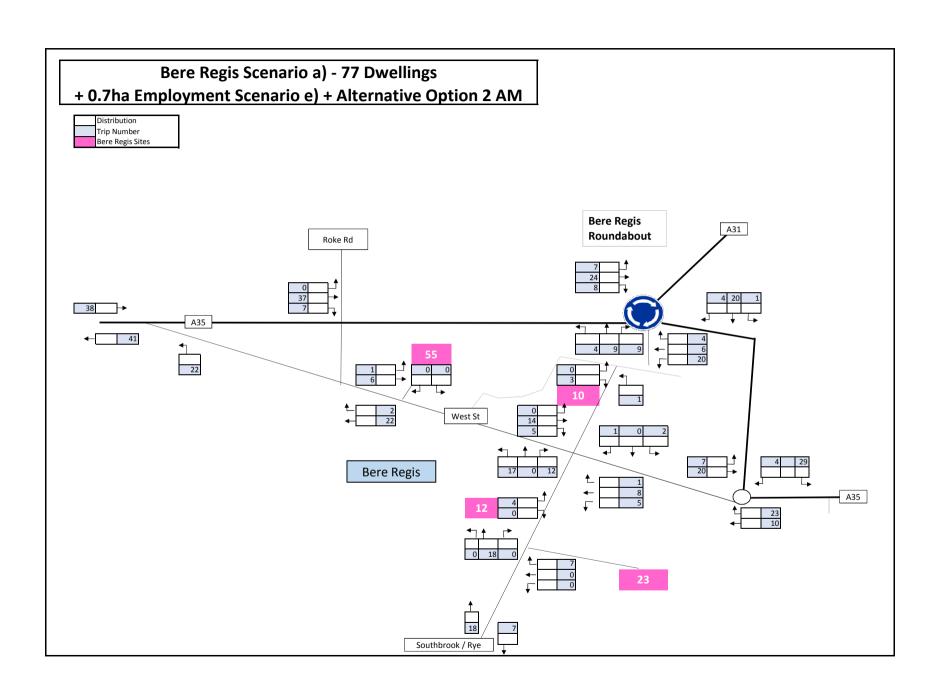
Appendix L – Network diagrams of the Bere Regis scenarios

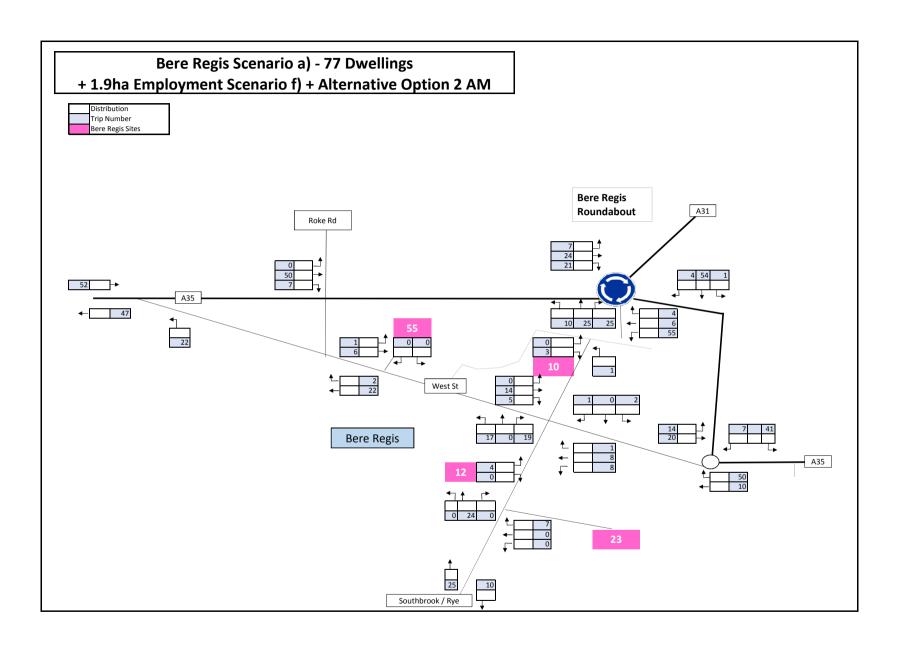
Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 AM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd 38 → A35 West St 7 16 Bere Regis A35 18 Southbrook / Rye

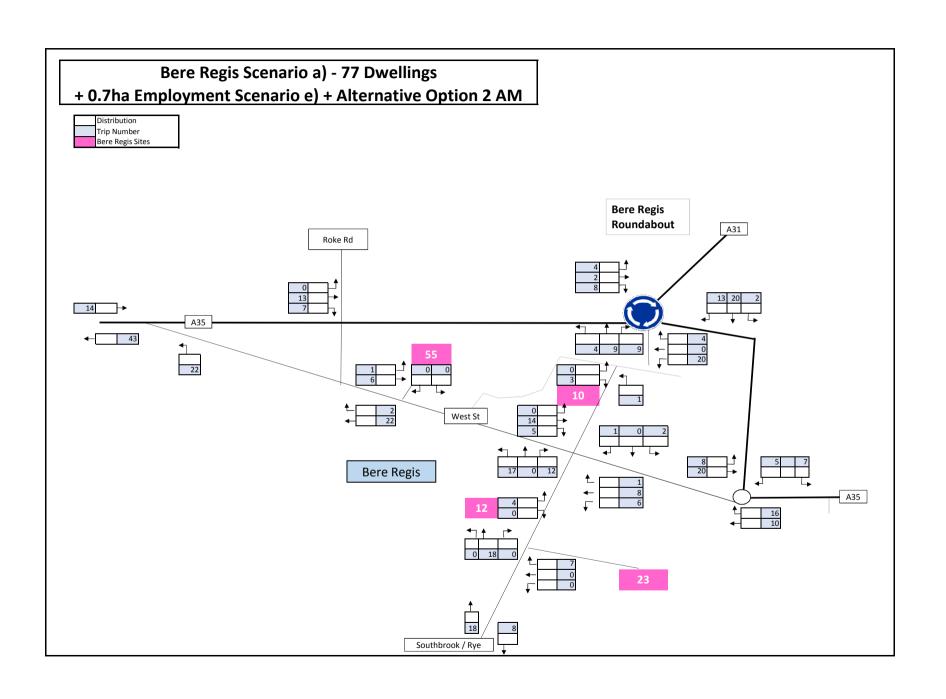
Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario e) + Alternative Option 2 AM Distribution Trip Number Bere Regis Sites **Bere Regis** Roundabout A31 Roke Rd 51 A35 West St 14 16 Bere Regis A35 25 Southbrook / Rye

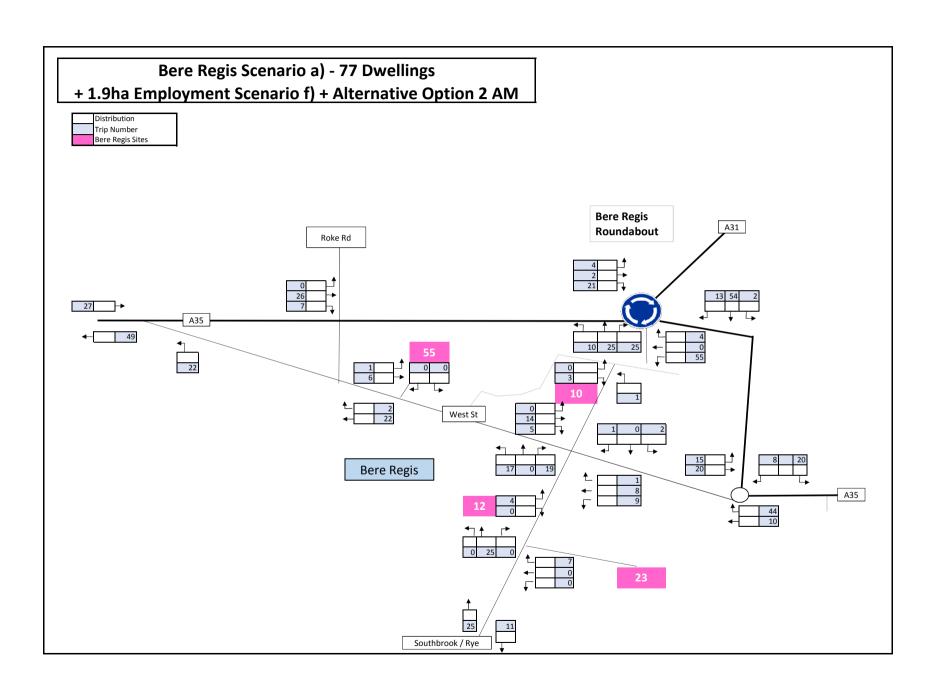
Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 3 AM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd 14 A35 West St 7 16 Bere Regis A35 18 Southbrook / Rye

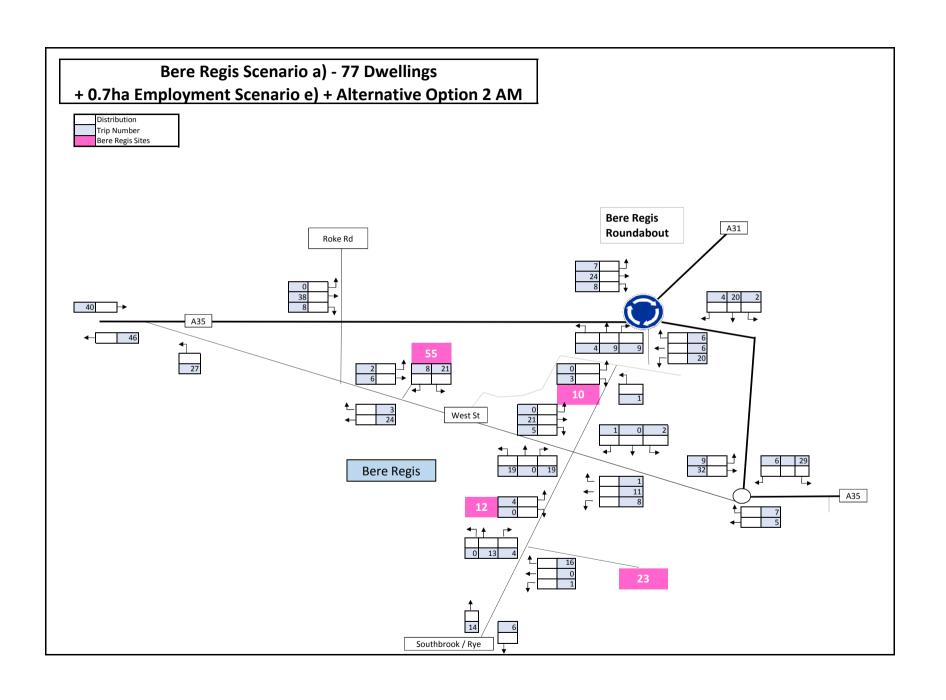
Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 3 AM Distribution Trip Number Bere Regis Sites **Bere Regis** Roundabout A31 Roke Rd 27 A35 47 West St 14 16 Bere Regis A35 25 Southbrook / Rye

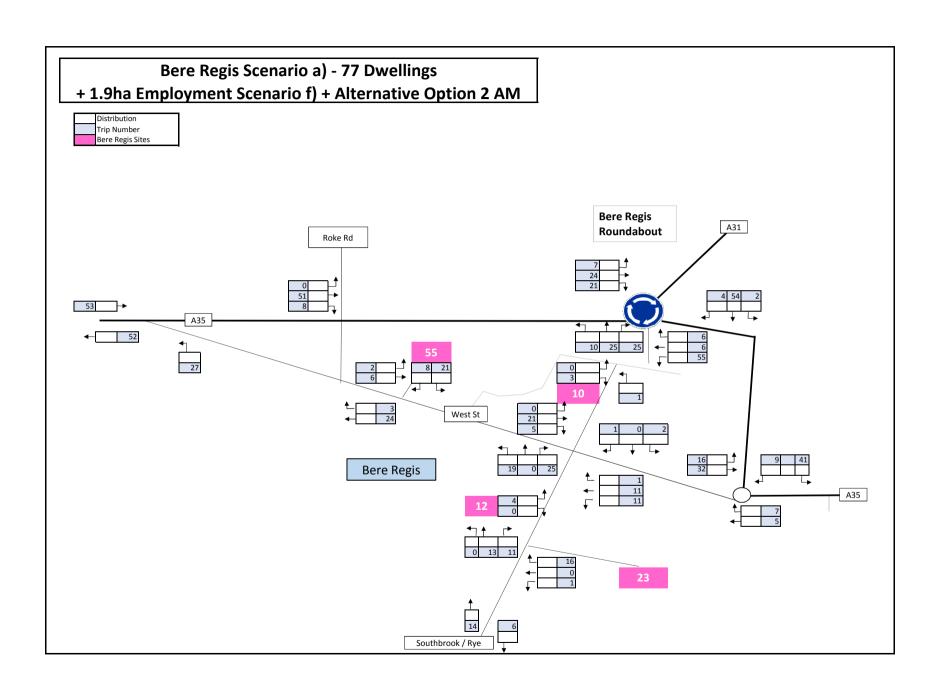


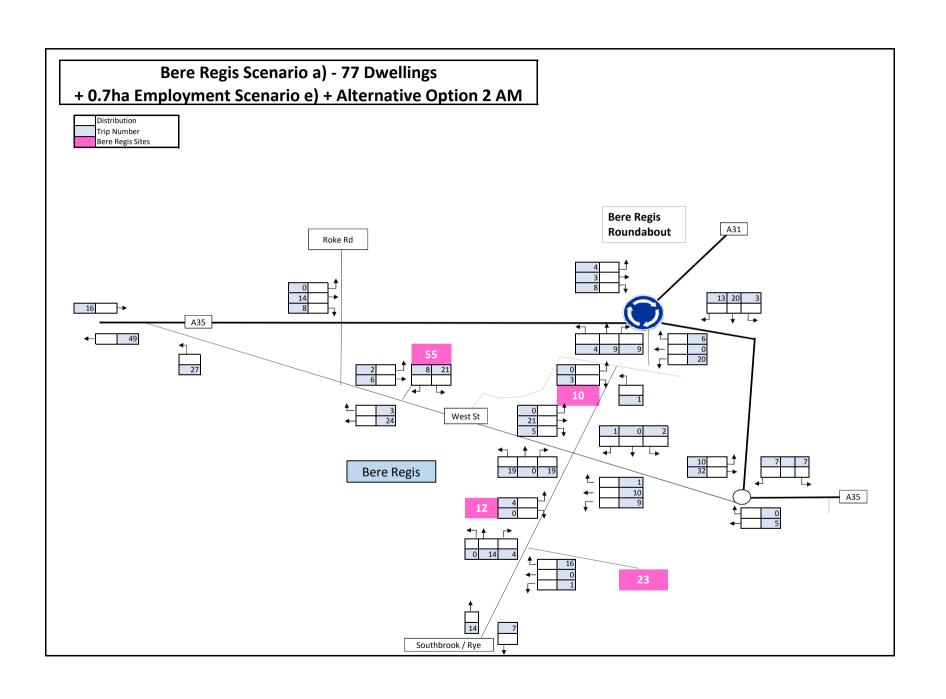


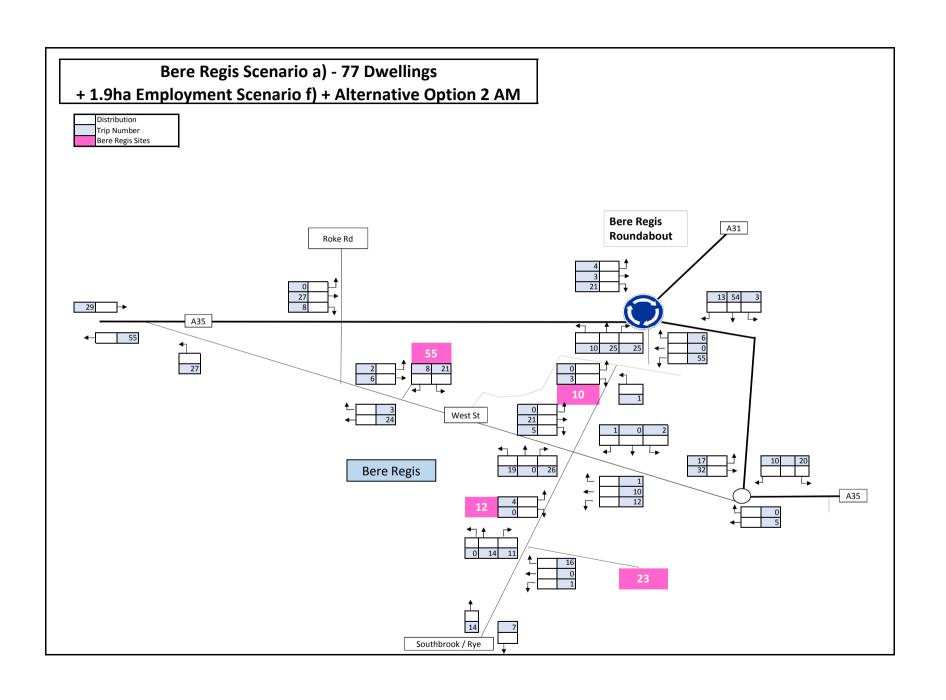


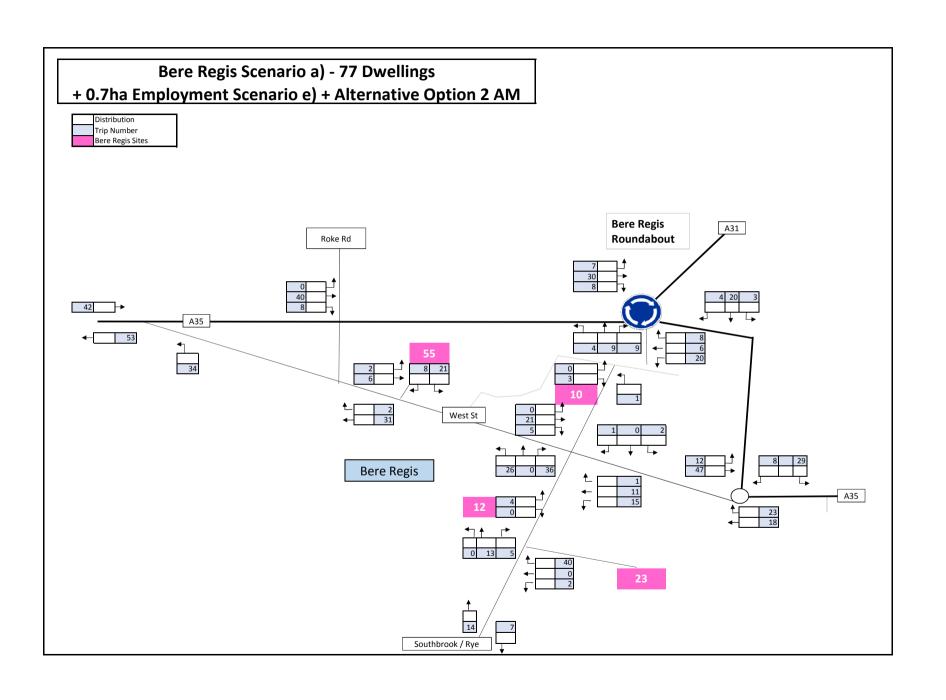


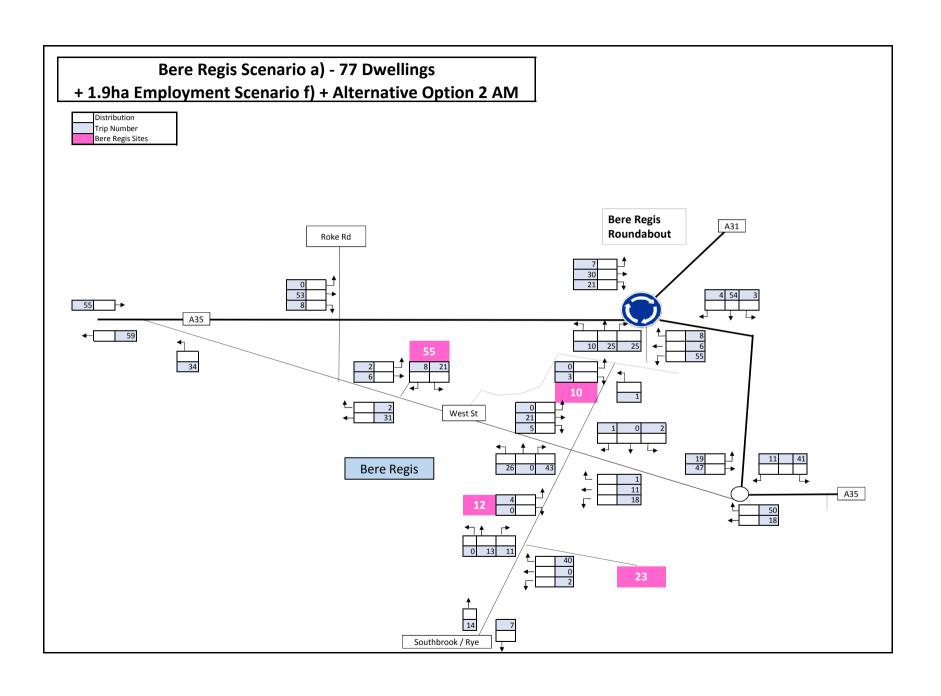


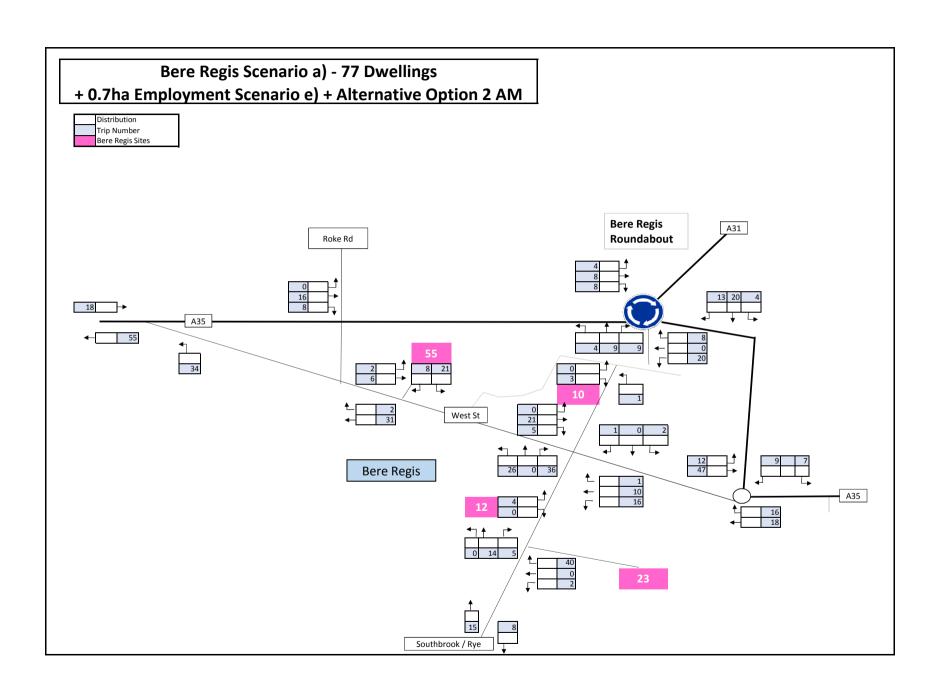


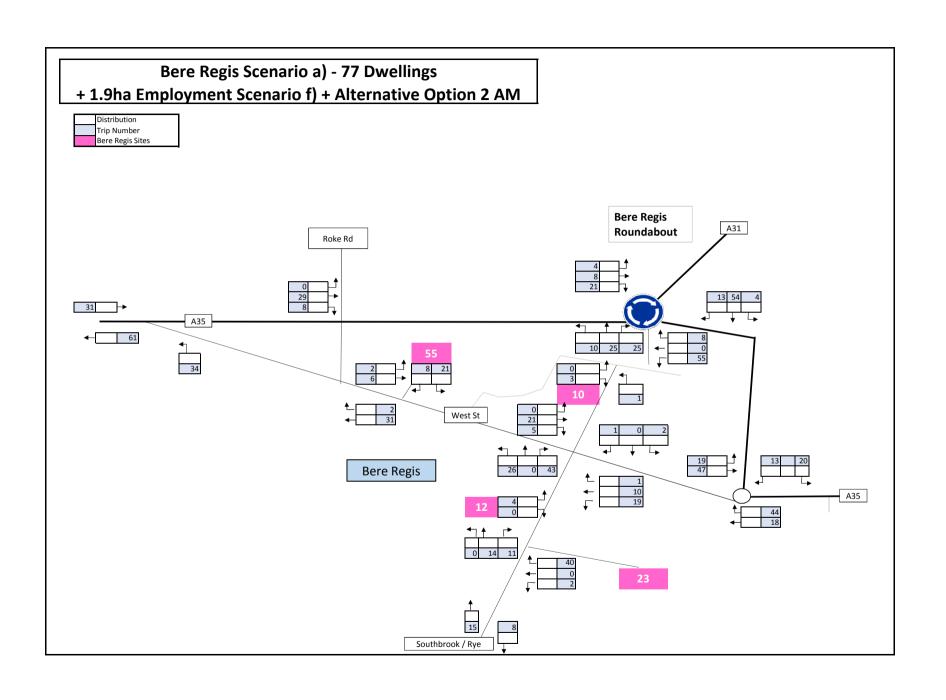












Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd A35 10 10 West St Bere Regis A35 Southbrook / Rye

Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd 35 A35 10 10 West St Bere Regis 13 16 A35 Southbrook / Rye

Bere Regis Scenario a) - 77 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 3 PM Distribution Trip Number Bere Regis Sites **Bere Regis** Roundabout A31 Roke Rd A35 10 0 11 20 West St Bere Regis A35 Southbrook / Rye

Bere Regis Scenario a) - 77 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 3 PM Distribution Trip Number Bere Regis Sites **Bere Regis** Roundabout A31 Roke Rd 36 A35 65 10 10 West St Bere Regis A35 Southbrook / Rye

Bere Regis Scenario b) - 100 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 PM Distribution Trip Number Bere Regis Sites **Bere Regis** Roundabout A31 Roke Rd A35 65 0 11 West St 4 13 Bere Regis A35 0 10 23 11 Southbrook / Rye

Bere Regis Scenario b) - 100 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd 37 A35 80 10 0 11 West St 7 13 Bere Regis A35 23 14 Southbrook / Rye

Bere Regis Scenario b) - 100 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 3 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd A35 30 10 0 11 West St 5 13 Bere Regis A35 0 12 23 12 Southbrook / Rye

Bere Regis Scenario b) - 100 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 3 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd 38 A35 45 10 0 11 West St 9 13 Bere Regis A35 0 16 23 16 Southbrook / Rye

Bere Regis Scenario c) - 166 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roke Rd Roundabout 26 A35 12 10 West St 4 17 Bere Regis A35 23 Southbrook / Rye

Bere Regis Scenario c) - 166 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd 39 A35 82 West St 8 17 Bere Regis A35 23 16 Southbrook / Rye

Bere Regis Scenario c) - 166 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 3 PM Distribution Trip Number Bere Regis Sites Bere Regis A31 Roke Rd Roundabout 33 A35 31 West St 6 17 Bere Regis A35 0 12 23 14 Southbrook / Rye

Bere Regis Scenario c) - 166 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 3 PM Distribution Trip Number Bere Regis Sites Bere Regis A31 Roundabout Roke Rd A35 47 10 West St Bere Regis A35 0 16 23 17 Southbrook / Rye

Bere Regis Scenario d) - 244 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 2 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd A35 14 10 West St 5 22 Bere Regis A35 23 Southbrook / Rye

Bere Regis Scenario d) - 244 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 2 PM Distribution Trip Number Bere Regis Sites **Bere Regis** Roundabout A31 Roke Rd 47 A35 84 10 West St 9 22 Bere Regis A35 23 16 Southbrook / Rye

Bere Regis Scenario d) - 244 Dwellings + 0.7ha Employment Scenario e) + Alternative Option 3 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd A35 33 West St 7 22 Bere Regis A35 0 12 23 14 Southbrook / Rye

Bere Regis Scenario d) - 244 Dwellings + 1.9ha Employment Scenario f) + Alternative Option 3 PM Distribution Trip Number Bere Regis Sites **Bere Regis** A31 Roundabout Roke Rd 48 A35 49 West St 10 22 Bere Regis A35 0 16 23 18 Southbrook / Rye

