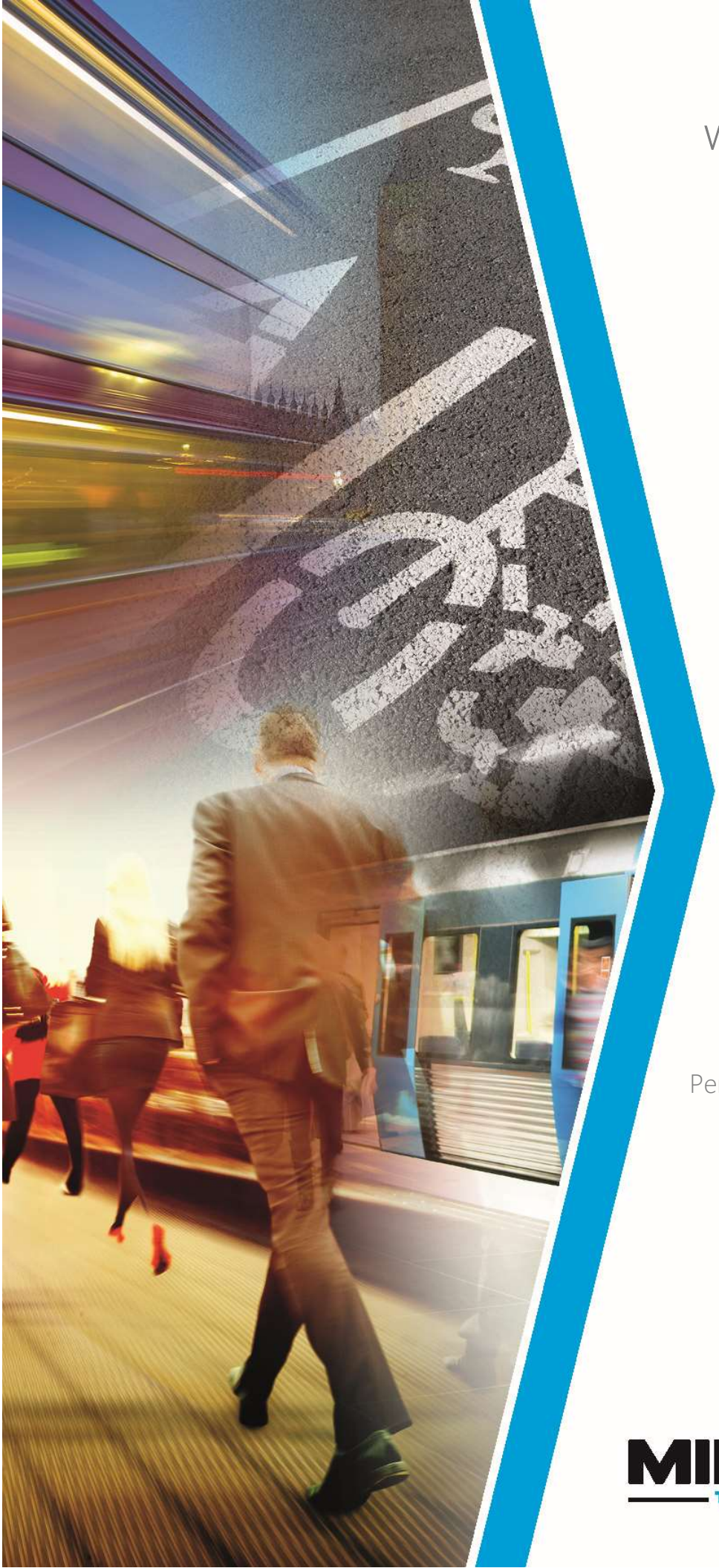

Land at Camp Road, Wyke Regis, Weymouth

Movement & Access Strategy

Prepared on behalf of
Persimmon Homes South Coast

May 2020

MILESTONE
TRANSPORT PLANNING

Land at Camp Road, Wyke Regis, Weymouth

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-	28/05/2020	Movement & Access Strategy (First Draft)	O. Hennessy	T. Wares	T. Wares
-	26/06/2020	Movement & Access Strategy (Final)	O. Hennessy	T. Wares	T. Wares

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1. Introduction

Scope of Movement and Access Strategy

1.1 Milestone Transport Planning Ltd (MTP) have been instructed by Persimmon Homes South Coast (PHSC) to prepare this Movement & Access Strategy (MAS) to provide initial highways and access advice in support of an emerging development proposal comprising of circa 120 residential units (Use Class C3) of mixed size, type and tenure on land at Camp Road, Wyke Regis, Weymouth.

1.2 The purpose of this report is to examine the key transport planning and highways aspects of the emerging development proposal, particularly in identifying opportunities and constraints. The MAS highlights the site's positive attributes, specifically in regard to assessing:

- The site's location in context with the local area and highway network, most notably its accessibility by non-car modes and potential for future households and visitors to adopt sustainable travel patterns and behaviour for various journey purposes. Most notably, this will examine connectivity with the existing Public Rights of Way (PRoW) network.
- The baseline operational and safety characteristics of the local highway network, through examining personal injury accident data from the '*Crashmap*' website.
- A design for achieving access to the site in accordance with national, regional, and local planning best practice guidance, most notably in respect of geometric design and visibility splay requirements.
- The proposed parking, and delivery / servicing arrangements in light of national and local planning policy best practice guidance.
- The multi-modal trip generating potential of the development proposals and associated impact on the local highway and transport networks over the course of a typical weekday and AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods.

1.3 The preparation of this report has been informed by various local, regional and national design guidance including the Department for Transport's (DfT's) '*Manual for Streets 1*' (MfS1) and '*Manual for Streets 2 Wider Application of the Principles*' (MfS2) publications, which were adopted in March 2007 and September 2010 respectively, and '*The Bournemouth, Poole and Dorset Residential Car Parking Study*' (May 2011).

Report Structure

1.4 The remainder of this report is structured as follows:

- Section 2 provides a description of the promoted site in context with the local area / highway network as well as evaluates its accessibility by a variety of modes, to establish the potential for future households to adopt sustainable travel patterns and behaviour for various journey purposes.
- Section 3 describes the proposed movement and access strategy for the residential development including a consideration of the site's access design, parking, and delivery / servicing arrangements in light of national, regional, and local planning best practice guidance.

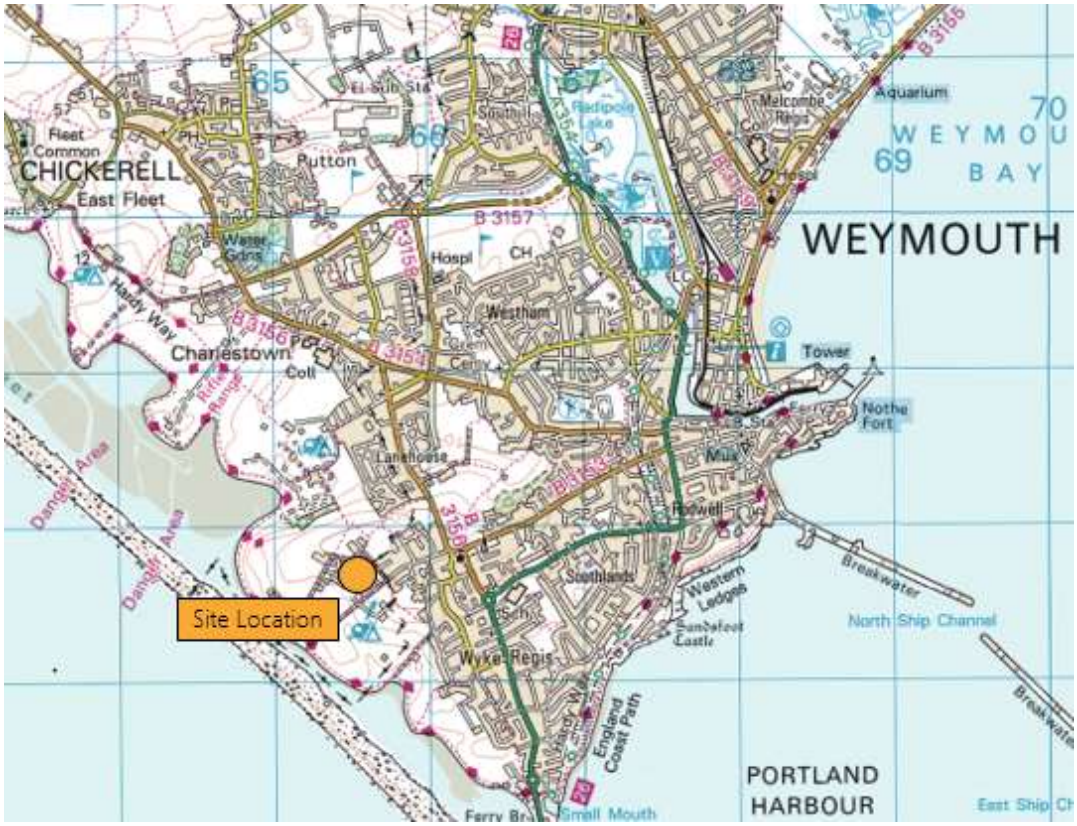
- Section 4 presents the multi-modal trip generating of an emerging development proposal comprising of circa 120 units and associated impact on the local highway and transport networks over the course of a typical weekday, including the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods.
- Section 5 presents a summary of the main conclusions and recommendations, clearly demonstrating that the site is accessible on-foot to public transport infrastructure / services and a range of amenities, in compliance with the National Planning Policy Framework (NPPF) and the West Dorset, Weymouth and Portland Local Plan (October 2015).

2. Baseline Conditions

Site Location and Context

2.1 The brownfield site encompasses an area of 8.11 hectares located off the south-western side of Mandeville Road and north-western side of Camp Road, on the north-western periphery of Wyke Regis. The site in context with the local area and highway network is shown in Figure 1.

Figure 1 Site Location Plan



2.2 The site boundaries are formed by Mandeville Road to the north-east; Value House Home and Garden Store and access road to Little Bridge and Lower Bridge Farms to the north, north-west and west; open land including the South West Coast Path to the south-west; and Camp Road to the south-east.

2.3 The brownfield site, which overlooks Chesil Beach was previously owned by the Ministry of Defence (MOD) for a 65-year period up to 2005. It was primarily used to accommodate an army campsite for up to 450 personnel under canvas and 58 permanent bed spaces in buildings. Further to this, it was used as a field hospital and recuperation during the First World War.

Local Highway Network

2.4 Mandeville Road is a cul-de-sac publicly maintained highway, approximately 300-metres in length and 5.5-metres in width. It operates as a two-way single carriageway road that is subject to a 30-mph posted speed limit. It is aligned in a north-west to south-east direction and facilitates direct access to Mandeville Close, Little Bridge and Lower Bridge Farms, single residential dwelling, and a commercial enterprise (Value House Home and Garden Store).

2.5 A 1.5-metre footway with street lighting runs along the north-eastern side of the carriageway for approximately 260-metres in length. A shorter section of footway measuring circa 35-metres in length is present along the south-western side and extends to the give-way priority junction of Camp Road / Mandeville Road.

2.6 The south-eastern end of Mandeville Road connects with Camp Road via a give-way priority junction with tight radii. Due to the presence of a property (No. 88 Camp Road) immediately adjacent to the carriageway, car driver inter-visibility to the right (leading traffic direction) is restricted. Further, visibility to the left (trailing traffic direction) appears to stray over third-party land (brick wall and front garden of No. 86 Camp Road). At present, visibility splays measuring 2.4-metres (X-distance) x 35-metres and 2.4-metres (X-distance) x 35-metres can be achieved to the right and left of the junction.

2.7 Camp Road is a two-way single carriageway road that measures circa 6.0-metres in width and is fronted by residential dwellings on either side. It is subject to a 30-mph posted speed limit and to the south-west (towards '*The Fleet*') operates as a private road (with public bridleway rights) leading to the site's main access and Pebble Bank and Shack Car Park. A narrow (circa 1.0-metre wide) lit footway extends along the north-western side of the carriageway with a grass verge / embankment present along the south-eastern edge, which extends for circa 135-metres in a north-easterly direction, prior to adjoining footway infrastructure at the junction with Barrow Rise.

2.8 To the north-east, Camp Road intersects with the B3156 Lanehouse Rocks Road / Wyke Road at a give-way priority junction. The Camp Road arm of the junction is segregated by a pedestrian refuge / traffic island, which benefits from the provision of dropped kerbs, supporting north to south pedestrian movements.

2.9 The B3156 Lanehouse Rocks Road connects with Chickerell Road, which provides an east to west route connecting Weymouth to Chickerell. The B3156 Wyke Road adjoins with the B3156 Portland Road at a 3-arm min-roundabout and heads in a southerly direction, where it intersects with the A354 Buxton Road, directly connecting Wyke Regis to Weymouth and Portland, north-east and south respectively.

Highway Safety

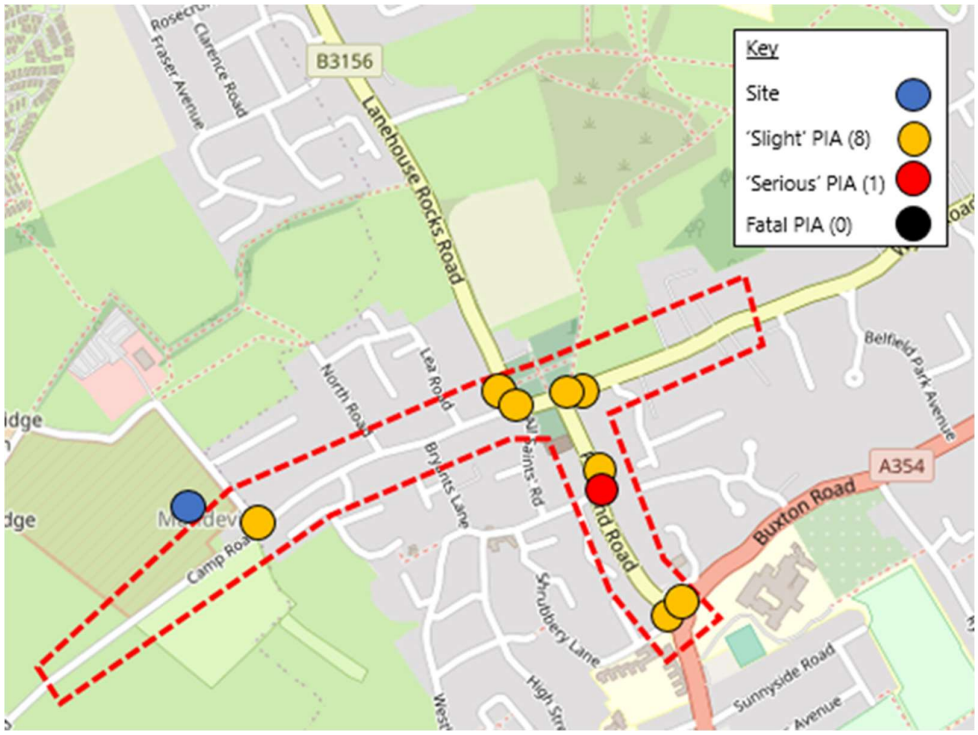
2.10 To establish the road safety record in the immediate vicinity of the site, Personal Injury Accident (PIA) data has been assessed using data from the '*crashmap*' website (www.crashmap.co.uk). PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained.

2.11 As shown in Figure 2, a total of 9 incidents were recorded on the local highway network within the vicinity of the site. Of the incidents, one was classified as '*serious*' and the remaining 8 as '*slight*'. There were no '*fatal*' incidents. Of the recorded PIAs, one of the incidents resulted in a slight injury to a pedestrian and one to a cyclist.

2.12 It is evident that a collision involving a vehicle and motorcyclist occurred at the junction of Camp Road and Mandeville Road on the 2nd July 2015. From reviewing the description accompanying the PIA, it is clear that the motorcyclist was undertaking a right turn manoeuvre and collided with a vehicle proceeding along the carriageway, in-turn causing them to sustain '*slight*' injuries. The incident was due to human / driver error and not due to the geometric design of the junction.

2.13 A plan showing the location and severity of the recorded PIAs in context with the site is shown in Figure 2.

Figure 2 PIA Plan



2.14 In order to gain a detailed understanding of the likely causation factors for each of the recorded PIAs, PIA data (latest 5-year period) will be sought from DC to inform the baseline conditions section of a Transport Assessment in support of a forthcoming planning application.

Baseline Traffic Data

2.15 Following a review of the West Dorset District Council (WDDC) planning portal, it is noted that an outline planning application (Reference: WD/D/18/002146) for a development proposal comprising of up to 91 units (Use Class C3) was proposed on land east of Mandeville Road, directly opposite the site.

2.16 As part of the Transport Assessment, prepared by Paul Basham Associates (PBA) in support of the planning application, an Automatic Traffic Counter (ATC) speed survey was undertaken between 12th and 15th November 2018 to establish the 85th percentile speeds along Mandeville Road, within the vicinity of the site's access.

2.17 The results of the speed survey revealed that the observed 85th percentile speeds were 23.0-mh and 26.0-mph in a south-east (leading traffic direction) and north-west bound (trailing traffic direction) respectively, well-below the 30-mph posted speed limit. When applying the DfT's MfS1 stopping sight distance parameters to the observed 85th percentile speeds, the calculated visibility splay requirement would be 2.4-metres (X-distance) x 29.8-metres (Y-distance) and 2.4-metres (X-distance) x 35.1-metres (Y-distance) respectively.

2.18 In addition, as part of a Transport Statement submitted in support of a planning application (Reference WD/D/19/000770) for a development proposal involving the demolition of existing buildings and the erection of 37-units (Use Class C3), a manual classified count survey was undertaken of Camp Road and Mandeville Road on a neutral day (Wednesday 10th June 2015) for a 12-hour period (07:00 – 19:00). The results of this survey revealed that the majority of vehicular traffic turns right into Mandeville Road from Camp Road and left of Mandeville Road into Camp Road.

2.19 Following liaison with Dorset Council's (DC) Highways Officer it is understood that additional baseline traffic data in the form of Manual Classified Counts (MCCs) is available for parts of the local highway network and includes: -

- Wyke Road/Portland Road – 12-hour counts on Thursday 21st November 2019;
- Foords Corner Roundabout (Portland Road / Buxton Road) – AM (08:00 – 09:00) and PM (17:00 – 18:00) Peak Hours on Thursday 24th August 2017; and 12-hour (07:00 – 19:00) on Saturday 26th August 2017;

2.20 Given the government's lockdown in response to the COVID 19 pandemic and the impact on travel behaviour / patterns, it is unlikely that DC's Highways Officer would not consider the results of additional MCC surveys undertaken in 2020 as being representative. Consequently, for the purposes of preparing a Transport Assessment in support of a future planning application, no additional baseline survey data will need to be gathered.

Accessibility by Foot & Cycle

2.21 In the vicinity of the site, Camp Road takes the form of a rural, unlit carriageway with a width of circa 6.0-metres, with no footways provided. Approximately 75-metres north-east of the site's south-eastern access, at the junction with Mandeville Road, Camp Road becomes more residential in nature with street lighting and a narrow 1.0-metre footway present along the northern side of the carriageway.

2.22 Approximately 135-metres further north-east, at the junction with Barrow Rise, a continuous footway is present on the southern side of Camp Road. These footways connect with the wider footway network providing a continuous walking route to local bus stops and local amenities in Wyke Regis village centre.

2.23 In addition to the formal provision of footways, the site further benefits from being accessible to the Public Right of Way (PRoW) network. As shown in Figure 3, Camp Road in the vicinity of the site is classified as Bridleway Route No. 35, continuing south-west to the 'South West Coast Footpath'. The presence of the PRoW network provides an alternative, traffic-free walking route for pedestrians likely to be used for leisure purposes.

2.24 Of particular significance, PRoW route S16/51 runs along Mandeville Road from its junction with Camp Road, for circa 270-metres to the north-west, where the route runs north-east providing a traffic-free, shorter route to the B3156 Lanehouse Rocks Road.

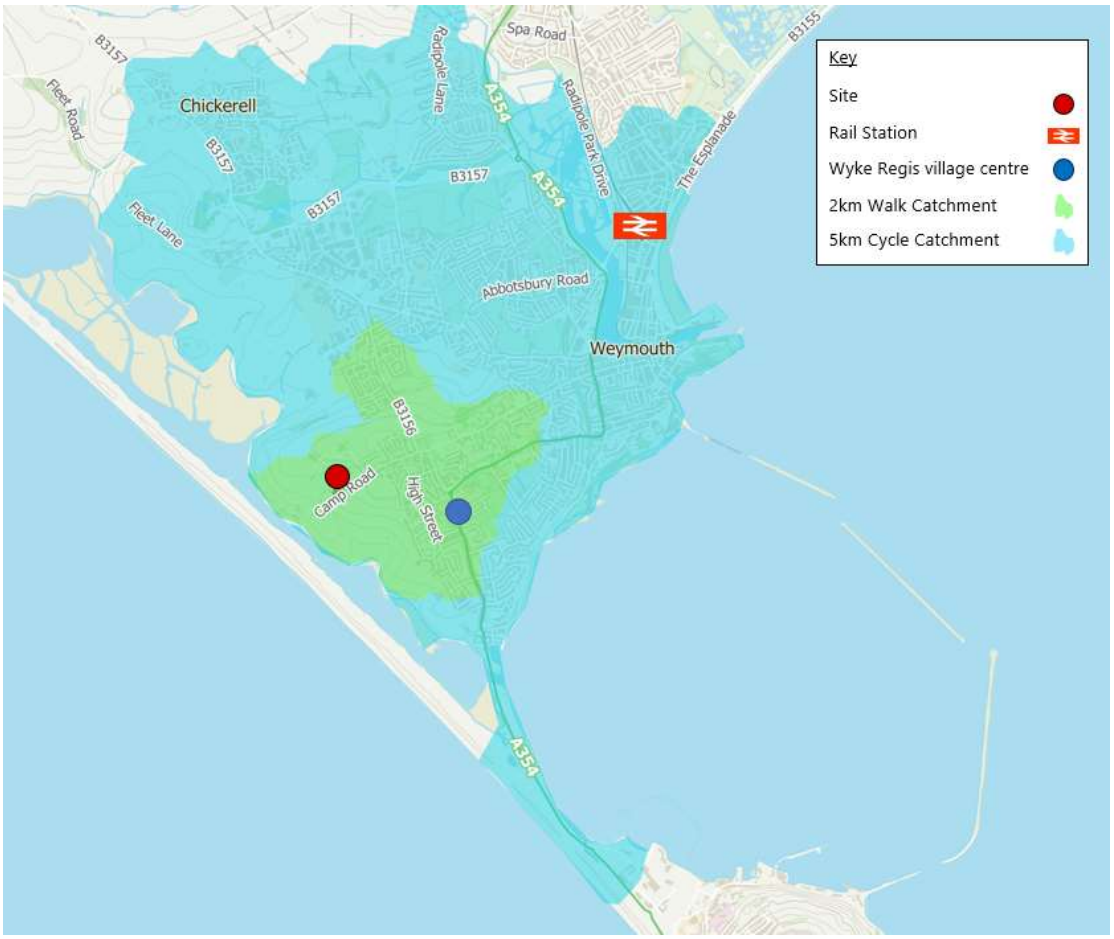
Figure 3 Public Rights of Way Network Plan

2.25 The Chartered Institute of Highways and Transportation's (CIHT's) publication '*Providing for Journeys on Foot*' (2000), states the average length of a walk journey is 1.0-kilometre. It further suggests a preferred maximum walking distance of 2.0-kilometres for commuting / school journeys and 1.2-kilometres for other journey destinations.

2.26 Other national planning guidance / best practice publications have previously recommended a maximum distance of 5.0-kilometres for reasonably fit individuals to cycle to / from workplace destinations. However, it is noteworthy that this guidance does not take account of gradients, which in light of the topography of the surrounding area may place a constraint on cycle distances.

2.27 As shown in Figure 4, Wyke Regis village centre is accessible on-foot, within the preferred maximum distance of 2.0-km from the site. In addition, Weymouth town centre and Chickerell are accessible by cycle within the maximum recommended cycle distance of 5.0-kilometres, thereby offering significant potential for future households to access a wide range of amenities.

Figure 4 Walk and Cycle Catchment Plan



2.28 In relation to cycling, the site benefits from being accessible to a number of dedicated and advisory cycle routes. As shown in Figure 5, Camp Road is recognised as an '*advisory cycle route*'. This route connects with a number of recognised routes, providing a connection to Wyke Regis village centre and to National Cycle Network (NCN) Route 26, a dedicated cycle route connecting Portland to Glastonbury, via Weymouth and Dorchester.

Figure 5 Cycle Map (Source: Dorset Council)

Public Transport Accessibility

Bus Services

2.29 The nearest bus stops are located along the B3156 Lanehouse Rocks Road (stop Camp Road) circa 600-metres to the east of the site (equating to a 7-minute walk or 3-minute cycle). These stops benefit from the provision of a flagpole and timetable information. The stops are served by 2 services (No.'s 206 and 701).

2.30 Additional bus stops are located along the A354, circa 1.1-kilometre distance from the site (equating to a 14-minute walk or 4-minute cycle). The stop is served by bus service No. 1. A summary of local bus services is presented in Table 2.1.

Table 2.1 Summary of Local Bus Services

Service No.	Route	Frequency (buses per hour)		
		Monday – Friday	Saturday	Sunday
1	Southwell – Wyke Regis – Weymouth	2	2	2
206	Weymouth – Wyke Regis Circular	1 – 2	1 – 2	No service
701	Southwell – Preston – Dorchester – Kingston Maurward, Dorset College of Agriculture	School Service	No service	No service

2.31 As shown in Table 2.1, these stops are served by up to 2 frequent services, which provide a reasonable level of connectivity to several local destinations, in particular to Weymouth and Portland over the course of a typical weekday. Interchange with rail services operating to / from Weymouth rail station can be achieved via the No. 1 and 206 bus services.

2.32 It is noted that bus service No. 1 operates between 05:39 and 23:45 to and from Weymouth. These times coincide with anticipated working hours of future households and therefore provides a number of service options to various workplace destinations in Weymouth.

Rail

2.33 Weymouth rail station is operated by South Western Railway and is located approximately 3.6-kilometres north-east of the site (i.e. a 14-minute cycle journey time).

2.34 The station provides access to frequent direct rail services, operated by South Western Railway and Great Western Railway to a range of local, regional, and national destinations including Bournemouth, Dorchester, Poole, Gloucester, London Waterloo, Southampton, Bristol, and Bath.

2.35 The station is staffed and provided with 42 secure cycle parking spaces in the form of lockers and wheel racks. Consequently, there is potential for future households to travel by cycle and rail as part of a multimodal journey to / from various workplace destinations. Additionally, 2 bus services (No.'s 1 and 206) in the vicinity of the site provide routes to Weymouth rail station.

2.36 It is evident from the review of the site's accessibility credentials that future households and visitors would have the potential to travel by alternatives to the private car for journeys to and from the proposed residential development.

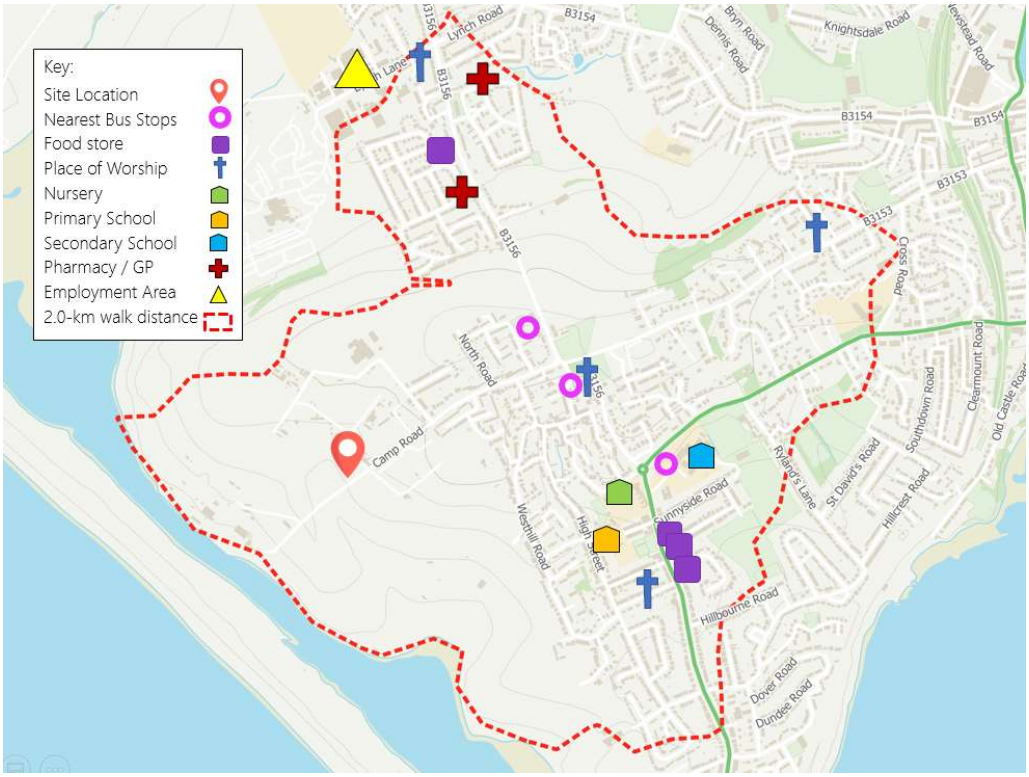
Accessibility to Local Amenities

2.37 As shown in Table 2.2, the site is located within walk and cycle distance of a range of local amenities likely to cater for the everyday needs of future households, which are available and accessible in Wyke Regis village centre and Weymouth town centre. Figure 5 shows the range of amenities available within the recommended 2.0-kilometre walk distance from the site.

Table 2.2 Summary of Local Amenities

Type of Amenity	Destination	Distance	Walk Journey Time	Cycle Journey Time
Convenience	Co-op Food – Wyke Regis	1.2 kilometres	14 minutes	4 minutes
	Tesco Express	1.2 kilometres	14 minutes	4 minutes
	Martin McColl Wyke Regis – Post Office	1.2 kilometres	14 minutes	4 minutes
Faith	All Saints' Church	700 meters	9 minutes	4 minutes
	Convent of Our Lady of Mercy	1.4 kilometres	18 minutes	7 minutes
Healthcare	Wessex Pharmacy	1.1 kilometres	14 minutes	5 minutes
	MyDentist Portland Road Wyke Regis	1.1 kilometres	14 minutes	4 minutes
	Wyke Regis Medical Practice	1.1 kilometres	14 minutes	4 minutes
	The Westhaven Hospital	2.6 kilometres	-	11 minutes
Leisure and Fitness	Haven Littlesea Holiday Park	2.5 kilometres	-	9 minutes
	Chesil Beach	700 metres	8 minutes	3 minutes
	Weymouth Swimming Pool & Fitness Centre	3.2 kilometres	-	12 minutes
	Wyke Regis Community & Sports Association	1.5 kilometres	17 minutes	4 minutes
Education	Wyke Regis Infant School & Nursery	1.0 kilometre	12 minutes	3 minutes
	Wyke Regis C of E Junior School	1.0 kilometre	12 minutes	3 minutes
	All Saints Church of England Academy	1.3 kilometres	16 minutes	5 minutes
Employment	Granby Industrial Estate	2.0 kilometres	25 minutes	8 minutes
	Weymouth Town Centre	3.8 kilometres	-	15 minutes
Retail	Jubilee Close Retail Park	4.0 kilometres	-	20 minutes

Figure 5 Local Amenities Plan



Summary

2.38 The review of the baseline conditions reveals:

- The site is situated within a mixed commercial / residential area that comprises the north-western suburb of Wyke Regis and as such benefits from being accessible on-foot and by cycle to public transport infrastructure / services a range of local amenities available in Wyke Regis village centre. The site further benefits from being accessible to the extensive PRoW network. Consequently, future households would be afforded opportunities to adopt sustainable travel patterns and behaviour for various journey purposes to and from the site.
- A small number of PIAs largely comprising of '*slight*' incidents have occurred in proximity to the site. As part of the preparation of a Transport Assessment in support of a future planning application, detailed analysis of recorded PIAs will be undertaken, based on data obtained from DC, to establish the severity, location, and causation factors.
- The 85th percentile speeds observed along Mandeville Road were substantially below the 30-mph posted speed limit.

3. Movement and Access Strategy

3.1 This section of the report presents the proposed access and movement strategy for an emerging residential development comprising circa 120-units (Use Class C3) of mixed size, type and tenure, as well as considers the parking, and delivery / servicing arrangements in light of national, regional and local planning best practice guidance.

3.2 A proposed Sketch Site Plan (Drawing No. SK02), prepared by PHSC is attached at Appendix 1 of this report.

Proposed Access Arrangements

3.3 There are two options for achieving access to the promoted site, which include the provision of priority give-way junctions, off the site's north-eastern and south-eastern frontages with Mandeville Road and Camp Road, respectively.

3.4 The design of the potential access has been informed by topographical survey data and highway boundary information.

Option 1 – Proposed Vehicular Access off Mandeville Road

3.5 Option 1 proposes the creation of a bellmouth access off the south-western side of Mandeville Road, approximately 84.0-metres north-west and 33.0-metres south-east of the priority give-way junctions with Camp Road and Mandeville Close, respectively.

3.6 As shown on Drawing No. 20053/001 (attached), the geometric design of the proposed access would take the form of a two-way priority give-way junction with a 5.5-metre wide carriageway and 8.0-metre kerb radii, to facilitate the simultaneous entry and exit of vehicles in a safe and convenient manner.

3.7 Potential exists to provide a 2.0-metre wide footway with dedicated crossing points on either side of the proposed access to enhance pedestrian connectivity to the wider footway and PRoW network. This will provide direct and continuous walking routes to local bus stops and amenities, which are likely to cater for the everyday needs of future households.

3.8 Having regard to the results of the observed 85th percentile speeds observed along Mandeville Road in a south-east and north-west direction, which were substantially below the 30-mph posted speed limit, it is considered appropriate to apply the desirable minimum stopping sight distance (SSD) values, as set out in the DfT's MfS1 guidance for establishing visibility splay requirements.

3.9 As shown on Drawing No. 20053/001, the design of the proposed access can achieve visibility splays of 2.4-metres (X-distance) x 43.0-metres (Y-distance) tangential to kerb to the right (leading traffic direction) and 2.4-metres (X-distance) x 43.0-metres (Y-distance) to the left (trailing traffic direction) edge of carriageway. Crucially, these splays can be achieved within land under the ownership of PHSC and extent of publicly maintainable highway, a copy of which is attached at Appendix 2 of this report.

3.10 The ability of the proposed access to achieve visibility splays in accordance with MfS1 SSD parameters would provide car drivers with an appropriate level of inter-visibility with other motorised and non-motorised users, thereby enabling safe manoeuvres to be undertaken at the proposed bellmouth access off the south-western side of Mandeville Road.

Option 2– Proposed Vehicular Access off Camp Road

3.11 Option 2 proposes the creation of a priority give-way junction off the north-western side of Camp Road, approximately 48.0-metres south-west of the site's existing access.

3.12 As shown on Drawing No. 20053/002 (attached), the geometric design of the proposed access would take the form of a two-way priority junction with a 5.5-metre wide carriageway and 8.0-metre kerb radii, to facilitate the simultaneous entry and exit of vehicles in a safe and convenient manner.

3.13 A 2.0-metre wide footway would be provided on either side of the proposed access. On reaching the site's boundary, this would continue as a virtual / on-carriageway footway, connecting with existing infrastructure at the give-way junction of Camp Road / Mandeville Road. The provision of this link in conjunction with new footway infrastructure along the south-eastern side of Camp Road (described in greater detail below) would provide a direct and continuous walking route to local bus stops and amenities available in Wyke Regis (i.e. the main pedestrian desire line).

3.14 As shown on Drawing No. 20053/002, the proposed access can achieve visibility splays of 2.4-metres (X-distance) x 43.0-metres (Y-distance) can be achieved to the right (leading traffic direction) and left (trailing traffic direction) of the access. However, given that this section of Camp Road is a private road and the uncertainty on whether the former owners of the site (MOD) benefit from having access rights over the south-western section of Camp Road, which lies outside of the publicly maintainable highway. Clarification on this aspect would be required prior to proceeding with this access option.

3.15 The ability of the proposed access to achieve visibility splays in accordance with MfS SSD parameters would provide car drivers with an appropriate level of inter-visibility with other motorised and non-motorised users, thereby enabling safe manoeuvres to be undertaken.

3.16 It is noteworthy that the provision of a virtual footway would enable a visibility splay in excess of 2.4-metres (X-distance) x 43.0-metres (Y-distance) to be achieved to the right of the priority give-way junction of Mandeville Road / Camp Road, thereby resolving a constraint and potential highway safety concern.

Internal Layout

3.17 In line with best practice design guidance, the internal access road would have a minimum carriageway width of 4.8-metres with 2.0-metre wide footways on either side.

3.18 Whilst a separate emergency access is proposed off the north-western side of Camp Road, there is potential for this to be served off the south-western side of Mandeville Road.

Proposed Pedestrian Enhancement

3.19 To facilitate the safe and convenient movement of pedestrians to and from the development, and to cater for the main desire line (north-east) towards local bus stops and amenities available in Wyke Regis village centre, a new section of footway infrastructure is proposed along the south-eastern side of Camp Road.

3.20 As mentioned previously, the footway along the north-western side is narrow (circa 1.0-metre) and provides insufficient width for mobility impaired individuals. A steep grass verge / embankment containing telegraph poles and other stats is present along the south-eastern side of the carriageway. To overcome this constraint, the new section of footway would connect the existing PRoW to existing infrastructure at the junction of Barrow Rise.

3.21 As shown on Drawing No. 20053/003 (attached), it is proposed that the existing retaining wall and section of the grass verge / embankment is removed, to accommodate a footway measuring 2.0-metres in width and 150.0-metres in length to be provided, all of which would be within the publicly maintainable highway.

3.22 The new footway would provide a direct and continuous walking route to local bus stops and amenities, which are likely to cater for the everyday needs of future households.

Proposed Parking Arrangements

3.23 Car and cycle parking standards applicable to residential (Use Class C3) development proposals are set out in the '*Bournemouth, Poole and Dorset Residential Car Parking Study*'. Residential Car Parking Provision. Local Guidance for Dorset' document (May 2011). Table 3.1 reproduces the minimum car and cycle parking standards for new houses in Suburban West Dorset, as defined in the Inset Map 3 in Appendix A of the document.

Table 3.1 West Dorset Houses Unallocated Residential Parking Standards

Number of Bedrooms	Unallocated Demand Figures - Suburban			Cycle Parking Per Dwelling
	0	1	2	
1	1.1	0.3	-	1
2	1.1	0.3	0.0	1
3	1.5	0.5	0.1	1
4+	1.9	0.9	0.2	1

3.24 In line with the adopted car parking standards, it is proposed that the masterplan / schedule would comprise: -

- 1-bed flat = 1 car parking space;
- 2-3-bed house = 2 car parking spaces;
- 4 + bed houses = 3 car parking spaces.
- 32 visitor (unallocated) spaces.

3.25 When applying this to the proposed accommodation schedule, a total of 269 car parking spaces (237 allocated and 32 unallocated) would be required.

3.26 To determine the existing car ownership of households in the local area, 2011 Census data on '*car or van availability*' for West Dorset Lower Layer Super Output Area (LSOA), in which the site is located within, has been extracted from the Nomis website. The car ownership is presented in Table 3.2, while a copy of the 2011 Census output is attached as Appendix 3 of this report.

Table 3.2 2011 Car Ownership Data (West Dorset 012E) LOSA

Cars	Number of cars	%
All categories: Car or Van availability	674	100%
No cars or vans in household	126	19%
1 car or van in household	308	46%
2 cars or vans in household	185	27%
3 cars or vans in household	41	6%
4 or more cars or vans in household	14	2%

3.27 Analysis of the 2011 Census car ownership data reveals that the average number of cars per household is 1.30. Based on the reasonable assumption that future residents would adopt similar levels of car ownership, a total of 156 car parking spaces would be required to satisfy potential demand.

3.28 However, as part of a Transport Assessment prepared in support of a future planning application, the precise number of parking spaces will be established once details of the proposed masterplan / accommodation schedule have been fixed.

Cycle

3.29 To ensure compliance with WDC's adopted cycle parking standards, it is envisaged that the emerging masterplan for a development proposal of circa 120-units (Use Class C3) would provide sufficient space for the storage of cycles within the curtilage of each residential unit, in the form of garages / garden sheds for each of the houses. For flats / apartments, a dedicated sheltered cycle store will be provided to accommodate the cycle parking space requirement.

Proposed Delivery and Servicing Arrangements

3.30 In line with national, regional, and local planning policy best practice, the proposed masterplan would be designed to facilitate on-site servicing including waste refuse and household collections.

3.31 Drawing No.'s 20054/TK01 (attached) demonstrate that a large refuse truck can enter and exit the proposed access arrangements off Mandeville Road and Camp Road in a safe and convenient manner. Detailed analysis will be undertaken once the masterplan layout has been fixed.

Proposed Highway Enhancements

3.32 As part of the Transport Statement prepared in support of the approved planning application (Reference WD/D/19/000770) for the erection of 37 residential units, refuse / cycle storage and associated car parking on land at Value House Home and Garden Store, a proposed improvement scheme to the Mandeville Road / Camp Road was proposed. In response to local concerns, the applicant / consultant examined a number of options including: -

- A change of junction priority;
- The installation of a mini-roundabout;
- The installation of a raised table junction; and
- Improving signing and lining.

3.33 The review concluded that the addition of signing and lining on the Camp Road approaches to the junction would represent the only feasible option. More specifically, the signage would comprise the erection of '*Side Road Ahead*' signs mounted on yellow backing boards in accordance with TSRGD diag. 506.1 on the two approaches to the junction on Camp Road and implement '*SLOW*' markings on the highway at the same locations in advance of the junction, in accordance with TSRGD diag. 1024.

3.34 In addition, it was proposed to implement a '*Give-Way*' making in the Camp Road (west) arm of the junction in accordance with TSRGD diags. 1003 and 1023. This would reduce the speeds of north-east bound vehicular traffic movements on approach to the give-way priority junction, as well as raise car driver's awareness to the junction.

3.35 Notwithstanding the above, DC's Highways Officer did not consider the proposed improvements to be acceptable, and on the basis that the proposed residential development would result in the intensification of the Camp Road / Mandeville Road junction, there was no requirement / justification for proposed improvements / enhancements.

3.36 However, in support of the emerging development proposal, which would generate a material increase in vehicular traffic movements at the Camp Road / Mandeville Road junction over the course of a typical weekday, this aspect would need to be revisited.

Opportunities and Constraints

3.37 Drawing No. 20053/004 (attached) summarises opportunities and constraints from a transport planning and highways perspective.

4. Multi-Modal Trip Generation

4.1 This section of the report presents the methodology for assessing the multi-modal trip generating potential of the development proposals (Use Class C3) and associated impact on the surrounding local highway and transport networks during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods.

Existing Operation

4.2 As mentioned previously, the brownfield site was previously owned by the MOD as an army campsite accommodating circa 508 personnel in canvas tents and buildings. Historically, the site would have generated a quantum of vehicular traffic movements over the course of a typical weekday. However, given the length of time (15-years) that has elapsed since the site was used as an army camp, it is not possible to derive an accurate person / vehicular trip generation assessment for the site's existing operation.

4.3 Consequently, for the purposes of presenting a '*robust*' assessment, all person / vehicular movements associated with the development proposal would be '*new*' to the local highway and transport networks over the course of a typical weekday.

Proposed Operation

4.4 An initial assessment has been undertaken to determine the potential weekday daily and peak hourly person trip generation arising from the proposed residential development. The TRICS database (Version 7.7.1) was interrogated to identify sites with similar characteristics in regards to location, accessibility to public transport services and on-site parking provision, under the land use category *'03 Residential – A - Houses Privately Owned*' for the purposes of establishing the anticipated person / multi-modal trip generation of the development proposals.

4.5 The following search parameters were applied to further ensure compliance with TRICS:

- Selected Geographical Regions and Area – Whole of England, excluding Greater London.
- Number of Dwellings – 6 to 70 dwellings.
- Selected Survey Days – Weekdays only.
- Selected Date Range – 01/01/11 to 05/06/18.
- Selected Locations – Neighbourhood Centre – Village.

4.6 A summary of the total person trip rates and corresponding movements throughout a typical weekday (07:00 – 19:00) as well as during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods for the proposed 13-unit residential development is presented in Table 4.1, while a copy of the TRICS output is attached at Appendix 4 of this report.

4.7 Table 4.1 reveals that the development proposals would have the potential to generate in the region of 806 two-way person trips over the course of a typical weekday including 97 and 85 during the AM and PM peak hour periods, respectively.

Table 4.1 Person Trip Rates / Generation (Houses Privately Owned – 120-Units)

Time Period	Trip Rates (Per Unit)			Total Person Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	0.194	0.611	0.805	23	73	97
PM Peak (17:00 – 18:00)	0.493	0.215	0.708	59	26	85
Daily (07:00 – 19:00)	3.256	3.458	6.714	391	415	806

4.8 To determine the likely multi-modal trip generating potential of the development proposals, the total person movements for the residential use have been cross referenced with '*Method of Travel to Work*' data from the 2011 Census for the West Dorset 012E Lower Layer Super Output Area (LSOA). This is shown in Table 4.2 and is included at Appendix 5 of this report.

Table 4.2 2011 Census Method of Travel to Work Modal Split (LSOA West Dorset 012E)

Mode	Percentage	Mode	Percentage
Car Driver	69%	Pedestrians	15%
Car Passenger	6%	Cyclists	2%
Public Transport Users	5%	Other	3%

4.9 Table 4.2 reveals that circa 69% of households living within the area surrounding the site are dependent on travelling by private car for journeys to and from work. Approximately 5% regularly travel by public transport services. An additional 17% travel by the '*active*' modes of walking and cycling.

4.10 The multi-modal person trip rates and corresponding person movements, which are likely to be generated by the privately-owned houses over the course of a typical weekday, as well as during the AM and PM peak hour periods, are presented in Tables 4.3 and 4.4.

4.11 As shown in Table 4.3, the development proposals would have the potential to generate circa 808 two-way person movements over the course of a typical weekday, including 558 by private car, 42 by public transport and 132 by the '*active*' modes of walking and cycling.

Table 4.3 Daily (07:00 – 19:00) Person Trip Generation – Houses Privately Owned (120-Units)

Mode	Arrivals		Departures		Total	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	2.256	271	2.396	288	4.653	558
Car Passenger	0.199	24	0.211	25	0.410	49
Public Transport Users	0.169	20	0.180	22	0.349	42
Pedestrians	0.485	58	0.515	62	1.000	120
Cyclists	0.049	6	0.052	6	0.101	12
Other	0.098	12	0.104	12	0.201	24
TOTAL	3.266	392	3.469	416	6.735	808

4.12 As shown in Table 4.4, it is anticipated that the development proposals would have the potential to generate in the order of 97 and 85 two-way person movements during both weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively. Of these, 67 and 59 would be undertaken by private car, 5 and 4 by public transport and 15 and 14 by the '*active*' modes of walking and cycling.

Table 4.4 AM & PM Peak Hour Trip Generation – Houses Privately Owned (120-Units)

Mode	AM Peak (08:00 – 09:00)				PM Peak (17:00 – 18:00)			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	0.134	16	0.423	51	0.342	41	0.149	18
Car Passenger	0.012	1	0.037	4	0.030	4	0.013	2
Public Transport Users	0.010	1	0.032	4	0.026	3	0.011	1
Pedestrians	0.029	3	0.091	11	0.073	9	0.032	4
Cyclists	0.003	0	0.009	1	0.007	1	0.003	0
Other	0.006	1	0.018	2	0.015	2	0.006	1
TOTAL	0.195	23	0.613	74	0.495	59	0.216	26

4.13 The immaterial increase in traffic generation on the access road and adjoining highway network would not result in residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network.

Proposed Highway Impact Assessment

4.14 Detailed analysis on the impact of the development-related vehicular trips on the operation of the surrounding highway and transport networks would be presented within a Transport Assessment, prepared in support of a future planning application.

Distribution

4.15 The distribution of the development proposal trips will be based on the 2011 dataset '*location of usual residence and place of work*' data for the MSOA West Dorset 012. A copy of the output is summarised in Table 4.5 and attached at Appendix 6 of this report.

Table 4.5 Development Distribution

Link	% Distribution	Link	% Distribution
Mandeville Road (South) / Camp Road (East)	100%	B3156 Lanehouse Rocks Road (North)	30.1%
Wyke Road (East)	62.6%	B3156 Portland Road (South)	7.3%

4.16 The routing assignment has been based on peak hour journey times and distances and where similar times and / or distances for multiple routes are available for a destination this has been assigned accordingly to reflect driver choice. It is therefore considered that the distribution represents a robust approach where driver choice has been considered.

4.17 Based on the turning movement data gained from the census data, the projected vehicular trip generation of the proposed development will be distributed along Mandeville Road with 100% turning right out of the site access and 100% turning left onto Camp Road. At the junction between Camp Road and the B3156, 30.1% will turn left out of Camp Road travelling north along Lanehouse Rocks Road and 69.9% will turn right travelling east along Wyke Road.

Committed Development

4.18 Details of committed development in the local area will be established following pre-application discussion with DC's Highways Officer, to inform a cumulative impact assessment.

4.19 It is noted that a planning application (Reference: WD/D/19/000770) for a development proposal involving the demolition of existing buildings and the erection of 37 residential units with associated works, including garages, parking, landscaping, open space, footpath links and junction improvements at the junction of Mandeville Road and Camp Road was approved by WDC / DC on 13th May 2020.

4.20 A further outline planning application (Reference: WD/D/18/002146) for a development proposal comprising the erection of 91 residential units on land off Mandeville Road (opposite the site) was refused planning consent by WDC / DC on 25th March 2019.

Future Forecast Year

4.21 The future year of 2025 will be adopted representing 5-years post application. The growth factors will be obtained from the TEMPRO database (v.7.2) with alternative assumptions applied to reflect the committed development.

Junction Capacity Analysis

4.22 Junction modelling analysis will be undertaken at a number of junctions in the vicinity of the site to make a comparison between '*Base*' and '*Base + Development*' traffic conditions for the proposed future assessment year of 2025. The purpose of this analysis is to establish the potential impact of the additional traffic flows associated with the proposed development on the operation of the surrounding highway network during the weekday AM and PM peak periods.

5. Conclusions and Recommendations

Summary

5.1 This Movement & Access Strategy (MAS) has been prepared by MTP on behalf of PHSC to provide initial highways and access in support of an emerging development proposal comprising of circa 120 residential units (Use Class C3) on land at Camp Road, Wyke Regis, Weymouth.

5.2 In summary, the report demonstrates: -

- The site is situated within a mixed commercial / residential area that comprises the north-western suburb of Wyke Regis and as such benefits from being accessible on-foot and by cycle to public transport infrastructure / services a range of local amenities available in Wyke Regis village centre. The site further benefits from being accessible to the extensive PRoW network. Consequently, future households would be afforded opportunities to adopt sustainable travel patterns and behaviour for various journey purposes to and from the proposed development.
- The existing give-way junction of Mandeville Road / Camp Road has restricted visibility to the right and left, due to the presence of a private dwelling (No. 88 Camp Road) and brick wall (No. 86 Camp Road). In light of the anticipated vehicular traffic movements, which are likely to be generated by the emerging development proposals, the Local Highway Authority, DC may require the junction to be enhanced.
- Baseline traffic survey data in the form of MCCs of local junctions during the weekday AM and PM peak hour periods can be obtained from DC.
- There are two potential options for achieving access to the site, which include the provision of priority give-way junctions, off the site's north-eastern and south-eastern frontages with Mandeville Road and Camp Road, respectively. The design of the proposed access options of Mandeville Road and Camp Road can achieve visibility splays in accordance with observed / likely speeds of vehicles travelling in each direction, thereby enabling safe manoeuvres to be undertaken. However, it is unclear whether the former owners of the site (MOD) benefit from having access rights over the south-western section of Camp Road, which lies outside of the publicly maintainable highway.
- To enhance pedestrian connectivity to local bus stops and amenities available and accessible on-foot in Wyke Regis village centre, a new section of footway measuring circa 150.0-metres in length and 2.0-metres in width would be provided along the south-eastern side of Camp Road. This would connect to the PRoW network and provide a direct and continuous walking route.
- The proposed development will provide parking requirements for cars, disabled user, powered two-wheelers, electric vehicles and cycle parking in accordance with the "*Bournemouth, Poole and Dorset Residential Car Parking Study. Residential Car Parking Provision. Local Guidance for Dorset*" document (May 2011).
- Trip generation analysis shows that the emerging development proposals would have the potential to generate a total of 97 and 85 two-way person movements in the AM peak hour and PM peak hour periods, respectively. Of these movements, 67 and 59 would be undertaken by private car.
- The cumulative impact of vehicular traffic movements on local junctions will be assessed as part of a Transport Assessment prepared in support of a future planning application.

- A Residential Travel Plan (RTP) detailing a long-term strategy for encouraging sustainable travel patterns and behaviour amongst future households and visitors would be prepared. A framework of effective measures and smarter choices will be identified to achieve an overall goal of reducing the impact of traffic generated by the proposed development and to improve accessibility for the site and the wider area.

Recommendations

5.3 The main recommendations for PHSC are as follows: -

- Seek pre-application advice from WDC and DC on the emerging development proposals.
- Seek confirmation on rights of access over Camp Road.

Appendix 1

Rev	Date	Revision Details	Dr	Ch

PERSIMMON
Together, we make a home

Job Title
Camp Road, Wyke Regis, Weymouth

Drawing Title
Sketch Site Plan

Job No	Drawing No	Rev
-	SK02	-
Drawn	**Checked**	**Date**
ia	mc	Dec '19

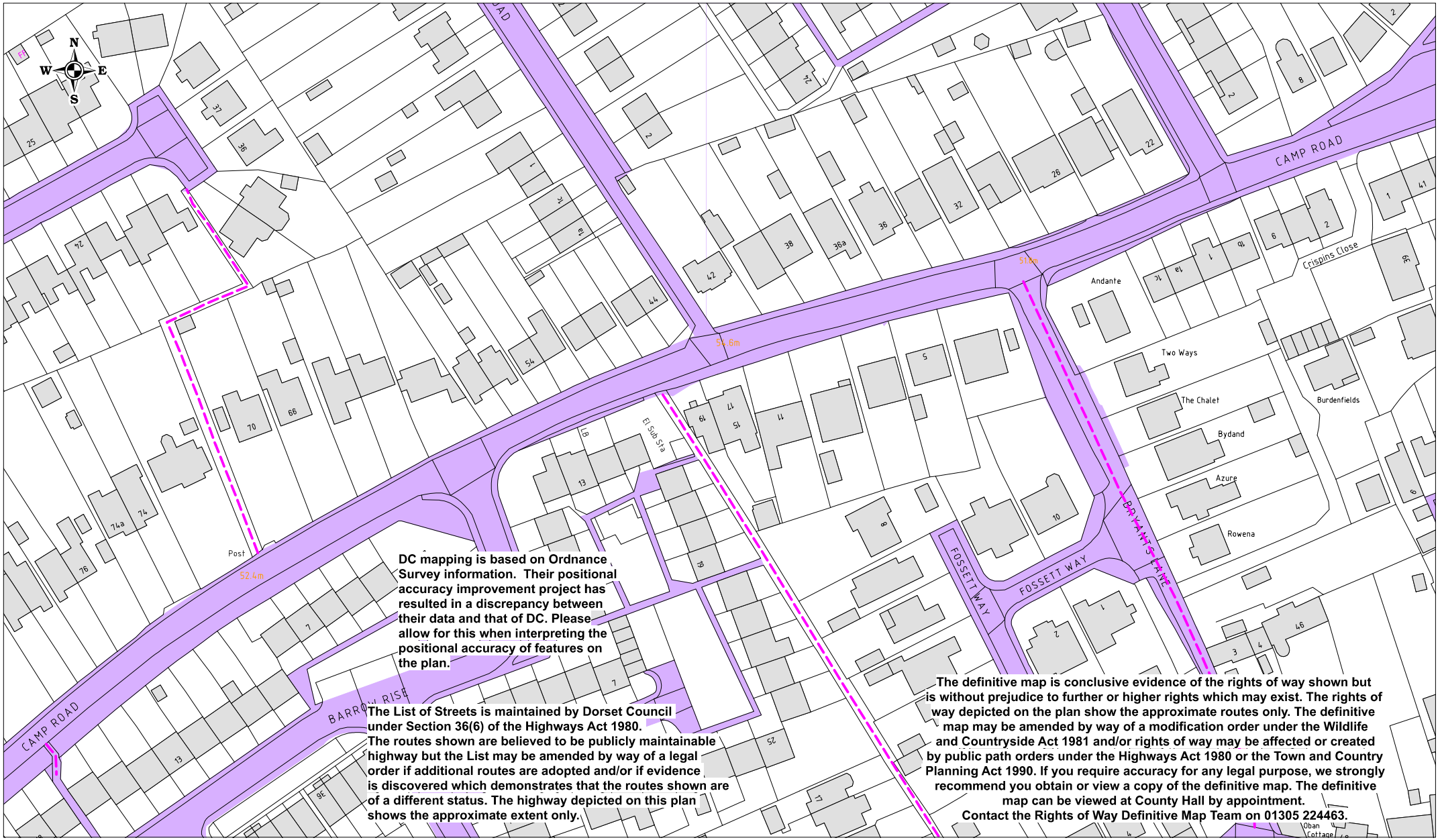
Scale
1:1000 @ A1 / 1:2000 @ A3

metres 20 40 60 80 100

Status
PRELIMINARY

File Location: s:\technical\feasibility site layout plans\camp road, weymouth\site layout

Appendix 2



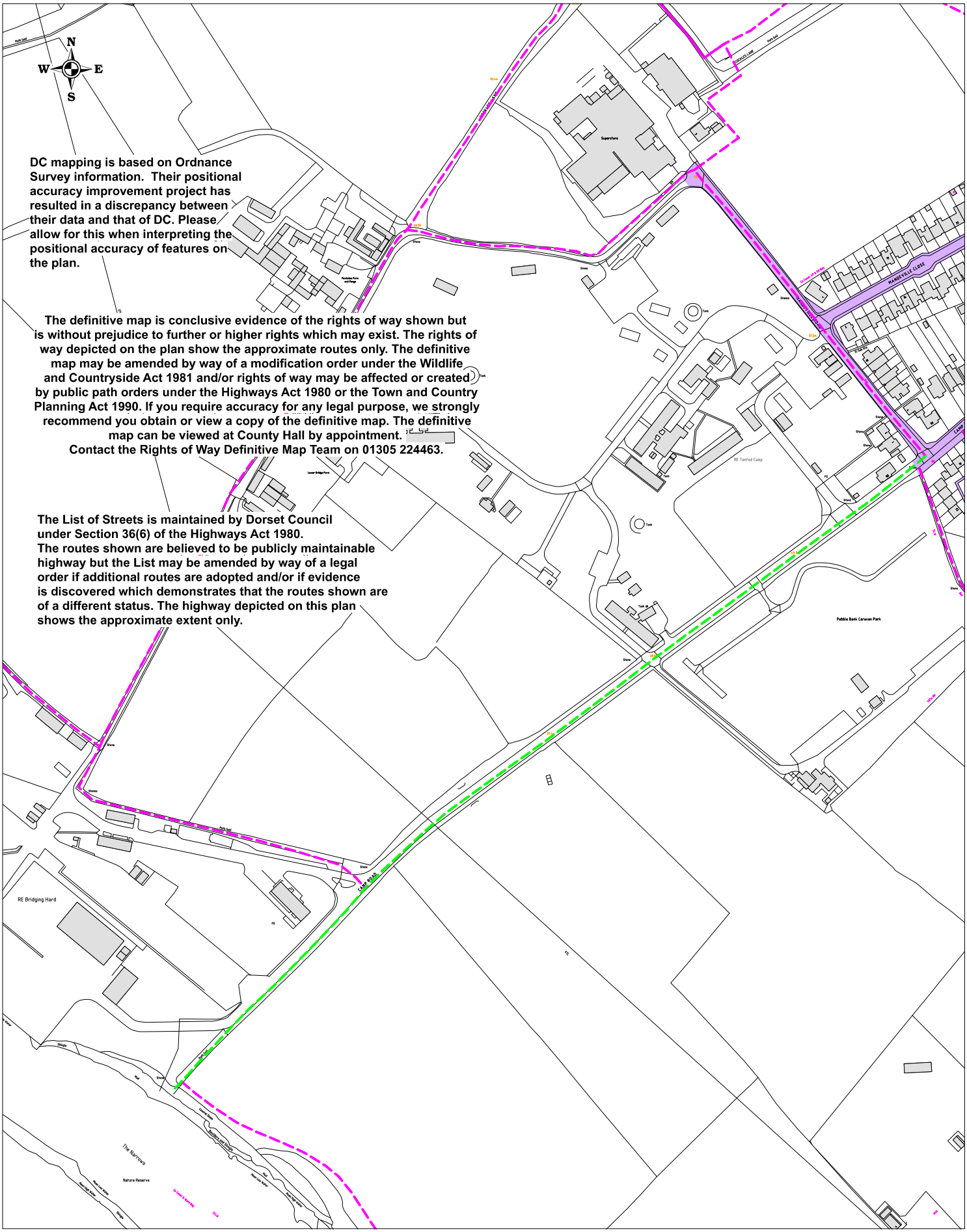
Camp Road

Plan 2

THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS

Ref:
Date: 30/03/2020
Scale 1:1250
Drawn By: AM
Cent X: 365931
Cent Y: 77758

Dorset Council



Camp Road

Plan 1

THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS

Ref:

Date: 26/03/2020

Scale 1:3500

Drawn By: AM

Cent X: 365424

Cent Y: 77547

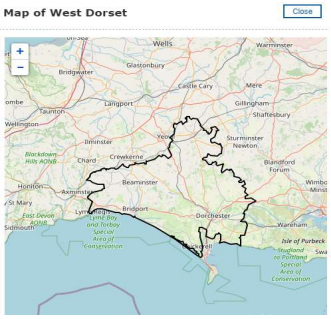
Dorset Council

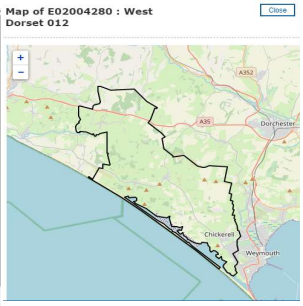
Appendix 3

KS404EW - Car or van availability

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	ualad09:West Dorset		lsoa2011:E01020516 : West Dorset 012E		msoa2011:E02004280 : West Dorset 012	
All categories: Car or van availability	44,386	100%	674	100%	3,324	100%
No cars or vans in household	6,961	16%	126	19%	468	14%
1 car or van in household	19,937	45%	308	46%	1,464	44%
2 cars or vans in household	12,960	29%	185	27%	1,058	32%
3 cars or vans in household	3,319	7%	41	6%	249	7%
4 or more cars or vans in household	1,209	3%	14	2%	85	3%
Average no. of cars per household	1.4		1.3		1.4	





Appendix 4

Calculation Reference: AUDIT-740101-200505-0520

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 57 (units:)
Range Selected by User: 6 to 70 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 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:

Neighbourhood Centre (PPS6 Local Centre)	4

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:

Village	4

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.

LIST OF SITES relevant to selection parameters

1 KC-03-A-05 DETACHED & SEMI-DETACHED KENT
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

2 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

3 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

4 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *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
SM-03-A-02	parking ratio

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.069	4	36	0.271	4	36	0.340
08:00 - 09:00	4	36	0.118	4	36	0.229	4	36	0.347
09:00 - 10:00	4	36	0.125	4	36	0.160	4	36	0.285
10:00 - 11:00	4	36	0.167	4	36	0.174	4	36	0.341
11:00 - 12:00	4	36	0.076	4	36	0.160	4	36	0.236
12:00 - 13:00	4	36	0.125	4	36	0.139	4	36	0.264
13:00 - 14:00	4	36	0.104	4	36	0.125	4	36	0.229
14:00 - 15:00	4	36	0.181	4	36	0.181	4	36	0.362
15:00 - 16:00	4	36	0.118	4	36	0.083	4	36	0.201
16:00 - 17:00	4	36	0.215	4	36	0.111	4	36	0.326
17:00 - 18:00	4	36	0.264	4	36	0.090	4	36	0.354
18:00 - 19:00	4	36	0.222	4	36	0.111	4	36	0.333
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.784			1.834			3.618

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:	8 - 57 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.014	4	36	0.007	4	36	0.021
08:00 - 09:00	4	36	0.000	4	36	0.007	4	36	0.007
09:00 - 10:00	4	36	0.000	4	36	0.000	4	36	0.000
10:00 - 11:00	4	36	0.000	4	36	0.000	4	36	0.000
11:00 - 12:00	4	36	0.000	4	36	0.000	4	36	0.000
12:00 - 13:00	4	36	0.000	4	36	0.000	4	36	0.000
13:00 - 14:00	4	36	0.000	4	36	0.000	4	36	0.000
14:00 - 15:00	4	36	0.000	4	36	0.000	4	36	0.000
15:00 - 16:00	4	36	0.000	4	36	0.000	4	36	0.000
16:00 - 17:00	4	36	0.000	4	36	0.000	4	36	0.000
17:00 - 18:00	4	36	0.007	4	36	0.007	4	36	0.014
18:00 - 19:00	4	36	0.000	4	36	0.000	4	36	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.000	4	36	0.000	4	36	0.000
08:00 - 09:00	4	36	0.000	4	36	0.000	4	36	0.000
09:00 - 10:00	4	36	0.000	4	36	0.000	4	36	0.000
10:00 - 11:00	4	36	0.000	4	36	0.000	4	36	0.000
11:00 - 12:00	4	36	0.007	4	36	0.000	4	36	0.007
12:00 - 13:00	4	36	0.000	4	36	0.007	4	36	0.007
13:00 - 14:00	4	36	0.000	4	36	0.000	4	36	0.000
14:00 - 15:00	4	36	0.000	4	36	0.000	4	36	0.000
15:00 - 16:00	4	36	0.000	4	36	0.000	4	36	0.000
16:00 - 17:00	4	36	0.000	4	36	0.000	4	36	0.000
17:00 - 18:00	4	36	0.000	4	36	0.000	4	36	0.000
18:00 - 19:00	4	36	0.000	4	36	0.000	4	36	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.000	4	36	0.000	4	36	0.000
08:00 - 09:00	4	36	0.000	4	36	0.000	4	36	0.000
09:00 - 10:00	4	36	0.000	4	36	0.000	4	36	0.000
10:00 - 11:00	4	36	0.000	4	36	0.000	4	36	0.000
11:00 - 12:00	4	36	0.000	4	36	0.000	4	36	0.000
12:00 - 13:00	4	36	0.000	4	36	0.000	4	36	0.000
13:00 - 14:00	4	36	0.000	4	36	0.000	4	36	0.000
14:00 - 15:00	4	36	0.000	4	36	0.000	4	36	0.000
15:00 - 16:00	4	36	0.000	4	36	0.000	4	36	0.000
16:00 - 17:00	4	36	0.000	4	36	0.000	4	36	0.000
17:00 - 18:00	4	36	0.007	4	36	0.007	4	36	0.014
18:00 - 19:00	4	36	0.000	4	36	0.000	4	36	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.000	4	36	0.014	4	36	0.014
08:00 - 09:00	4	36	0.014	4	36	0.056	4	36	0.070
09:00 - 10:00	4	36	0.000	4	36	0.021	4	36	0.021
10:00 - 11:00	4	36	0.014	4	36	0.000	4	36	0.014
11:00 - 12:00	4	36	0.000	4	36	0.014	4	36	0.014
12:00 - 13:00	4	36	0.007	4	36	0.000	4	36	0.007
13:00 - 14:00	4	36	0.000	4	36	0.000	4	36	0.000
14:00 - 15:00	4	36	0.014	4	36	0.000	4	36	0.014
15:00 - 16:00	4	36	0.035	4	36	0.014	4	36	0.049
16:00 - 17:00	4	36	0.035	4	36	0.000	4	36	0.035
17:00 - 18:00	4	36	0.007	4	36	0.028	4	36	0.035
18:00 - 19:00	4	36	0.014	4	36	0.000	4	36	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.147			0.287

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.076	4	36	0.375	4	36	0.451
08:00 - 09:00	4	36	0.118	4	36	0.340	4	36	0.458
09:00 - 10:00	4	36	0.160	4	36	0.243	4	36	0.403
10:00 - 11:00	4	36	0.215	4	36	0.271	4	36	0.486
11:00 - 12:00	4	36	0.090	4	36	0.194	4	36	0.284
12:00 - 13:00	4	36	0.160	4	36	0.188	4	36	0.348
13:00 - 14:00	4	36	0.125	4	36	0.160	4	36	0.285
14:00 - 15:00	4	36	0.243	4	36	0.243	4	36	0.486
15:00 - 16:00	4	36	0.201	4	36	0.125	4	36	0.326
16:00 - 17:00	4	36	0.313	4	36	0.167	4	36	0.479
17:00 - 18:00	4	36	0.396	4	36	0.118	4	36	0.514
18:00 - 19:00	4	36	0.299	4	36	0.167	4	36	0.466
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.395			2.591			4.986

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.007	4	36	0.035	4	36	0.042
08:00 - 09:00	4	36	0.063	4	36	0.194	4	36	0.256
09:00 - 10:00	4	36	0.090	4	36	0.049	4	36	0.139
10:00 - 11:00	4	36	0.014	4	36	0.028	4	36	0.042
11:00 - 12:00	4	36	0.021	4	36	0.063	4	36	0.083
12:00 - 13:00	4	36	0.076	4	36	0.063	4	36	0.138
13:00 - 14:00	4	36	0.069	4	36	0.021	4	36	0.090
14:00 - 15:00	4	36	0.000	4	36	0.000	4	36	0.000
15:00 - 16:00	4	36	0.139	4	36	0.083	4	36	0.222
16:00 - 17:00	4	36	0.069	4	36	0.056	4	36	0.125
17:00 - 18:00	4	36	0.063	4	36	0.042	4	36	0.104
18:00 - 19:00	4	36	0.049	4	36	0.028	4	36	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.658			0.660			1.318

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.000	4	36	0.000	4	36	0.000
08:00 - 09:00	4	36	0.000	4	36	0.021	4	36	0.021
09:00 - 10:00	4	36	0.000	4	36	0.000	4	36	0.000
10:00 - 11:00	4	36	0.000	4	36	0.007	4	36	0.007
11:00 - 12:00	4	36	0.007	4	36	0.000	4	36	0.007
12:00 - 13:00	4	36	0.000	4	36	0.000	4	36	0.000
13:00 - 14:00	4	36	0.000	4	36	0.000	4	36	0.000
14:00 - 15:00	4	36	0.007	4	36	0.000	4	36	0.007
15:00 - 16:00	4	36	0.000	4	36	0.000	4	36	0.000
16:00 - 17:00	4	36	0.014	4	36	0.007	4	36	0.021
17:00 - 18:00	4	36	0.028	4	36	0.028	4	36	0.056
18:00 - 19:00	4	36	0.007	4	36	0.000	4	36	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.063			0.126

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.083	4	36	0.424	4	36	0.507
08:00 - 09:00	4	36	0.194	4	36	0.611	4	36	0.805
09:00 - 10:00	4	36	0.250	4	36	0.313	4	36	0.562
10:00 - 11:00	4	36	0.243	4	36	0.306	4	36	0.549
11:00 - 12:00	4	36	0.118	4	36	0.271	4	36	0.389
12:00 - 13:00	4	36	0.243	4	36	0.250	4	36	0.493
13:00 - 14:00	4	36	0.194	4	36	0.181	4	36	0.375
14:00 - 15:00	4	36	0.264	4	36	0.243	4	36	0.507
15:00 - 16:00	4	36	0.375	4	36	0.222	4	36	0.597
16:00 - 17:00	4	36	0.431	4	36	0.229	4	36	0.660
17:00 - 18:00	4	36	0.493	4	36	0.215	4	36	0.708
18:00 - 19:00	4	36	0.368	4	36	0.194	4	36	0.562
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.256			3.458			6.714

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.042	4	36	0.236	4	36	0.278
08:00 - 09:00	4	36	0.097	4	36	0.201	4	36	0.298
09:00 - 10:00	4	36	0.090	4	36	0.139	4	36	0.229
10:00 - 11:00	4	36	0.139	4	36	0.160	4	36	0.299
11:00 - 12:00	4	36	0.063	4	36	0.125	4	36	0.187
12:00 - 13:00	4	36	0.104	4	36	0.104	4	36	0.208
13:00 - 14:00	4	36	0.097	4	36	0.111	4	36	0.208
14:00 - 15:00	4	36	0.132	4	36	0.153	4	36	0.285
15:00 - 16:00	4	36	0.111	4	36	0.069	4	36	0.180
16:00 - 17:00	4	36	0.188	4	36	0.083	4	36	0.271
17:00 - 18:00	4	36	0.222	4	36	0.063	4	36	0.284
18:00 - 19:00	4	36	0.208	4	36	0.104	4	36	0.312
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.492			1.547			3.039

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.014	4	36	0.028	4	36	0.042
08:00 - 09:00	4	36	0.021	4	36	0.021	4	36	0.042
09:00 - 10:00	4	36	0.028	4	36	0.014	4	36	0.042
10:00 - 11:00	4	36	0.028	4	36	0.014	4	36	0.042
11:00 - 12:00	4	36	0.007	4	36	0.028	4	36	0.035
12:00 - 13:00	4	36	0.021	4	36	0.021	4	36	0.042
13:00 - 14:00	4	36	0.007	4	36	0.014	4	36	0.021
14:00 - 15:00	4	36	0.042	4	36	0.028	4	36	0.070
15:00 - 16:00	4	36	0.007	4	36	0.014	4	36	0.021
16:00 - 17:00	4	36	0.028	4	36	0.028	4	36	0.056
17:00 - 18:00	4	36	0.028	4	36	0.014	4	36	0.042
18:00 - 19:00	4	36	0.014	4	36	0.007	4	36	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.245			0.231			0.476

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.000	4	36	0.000	4	36	0.000
08:00 - 09:00	4	36	0.000	4	36	0.000	4	36	0.000
09:00 - 10:00	4	36	0.007	4	36	0.007	4	36	0.014
10:00 - 11:00	4	36	0.000	4	36	0.000	4	36	0.000
11:00 - 12:00	4	36	0.000	4	36	0.007	4	36	0.007
12:00 - 13:00	4	36	0.000	4	36	0.007	4	36	0.007
13:00 - 14:00	4	36	0.000	4	36	0.000	4	36	0.000
14:00 - 15:00	4	36	0.007	4	36	0.000	4	36	0.007
15:00 - 16:00	4	36	0.000	4	36	0.000	4	36	0.000
16:00 - 17:00	4	36	0.000	4	36	0.000	4	36	0.000
17:00 - 18:00	4	36	0.000	4	36	0.000	4	36	0.000
18:00 - 19:00	4	36	0.000	4	36	0.000	4	36	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.021			0.035

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

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

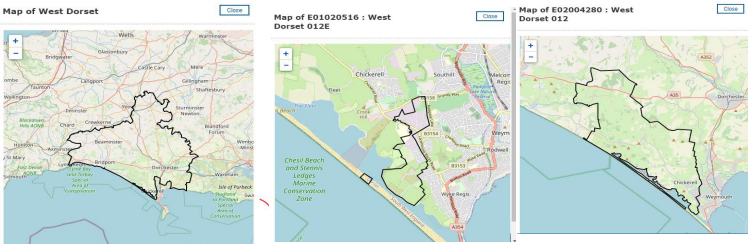
Appendix 5

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	ualad09:West Dorset		lsoa2011:E01020516 : West Dorset 012E		msoa2011:E02004280 : West Dorset 012	
All categories: Method of travel to work	70,359		1,095		5,452	
Total	41,107	100%	658	100%	3,341	100%
Underground, metro, light rail, tram	96	0%	1	0%	8	0%
Train	571	1%	3	0%	17	1%
Bus, minibus or coach	771	2%	30	5%	144	4%
Taxi	139	0%	3	0%	12	0%
Motorcycle, scooter or moped	421	1%	15	2%	62	2%
Driving a car or van	27,781	68%	456	69%	2,419	72%
Passenger in a car or van	2,041	5%	40	6%	207	6%
Bicycle	1,130	3%	10	2%	83	2%
On foot	7,780	19%	98	15%	356	11%
Other method of travel to work	377	1%	2	0%	33	1%
Work mainly at or from home	4,607		30		283	
Not in employment	24,645		407		1,828	

LSOA	No	
Car Driver	456	69.3%
Car Passenger	40	6.1%
Public Transport User	34	5.2%
Pedestrian	98	14.9%
Cyclist	10	1.5%
Other	20	3.0%
ToTAL	658	100.0%



Appendix 6

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel	Driving a car or van

place of work		No.	%	Primary Route B3156	Secondary Route
West Dorset	1	4	0.2%	East	
	2	3	0.1%	East	
	3	8	0.4%	North	
	4	52	2.6%	East	
	5	3	0.1%	North	
	6	39	1.9%	North	
	7	28	1.4%	North	
	8	38	1.9%	North	
	9	384	18.8%	East	
	10	29	1.4%	East	
	11	48	2.4%	East	
	12	432	21.2%	North	
Weymouth and Portland	1	11	0.5%	East	
	2	34	1.7%	East	
	3	72	3.5%	East	
	4	240	11.8%	East	
	5	81	4.0%	East	
	6	14	0.7%	East	
	7	31	1.5%	East	South
	8	80	3.9%	East	South
	9	38	1.9%	East	South
South West	Bath and North East Some	0	0.0%	East	
	Bournemouth	14	0.7%	East	
	Bristol, City of	2	0.1%	East	
	Cheltenham	0	0.0%	East	
	Christchurch	3	0.1%	East	
	Cornwall,Isles of Scilly	0	0.0%	North	
	Cotswold	0	0.0%	East	
	East Devon	12	0.6%	North	
	East Dorset	8	0.4%	East	
	Exeter	6	0.3%	North	
	Forest of Dean	0	0.0%	East	
	Gloucester	1	0.0%	East	
	Mendip	0	0.0%	East	
	Mid Devon	0	0.0%	North	
	North Devon	1	0.0%	North	
	North Dorset	22	1.1%	East	
	North Somerset	0	0.0%	East	
	Plymouth	1	0.0%	North	
	Poole	43	2.1%	North	
	Purbeck	106	5.2%	East	
	Sedgemoor	0	0.0%	East	
	South Gloucestershire	1	0.0%	East	
	South Hams	1	0.0%	North	
	South Somerset	69	3.4%	East	
	Stroud	0	0.0%	East	
	Swindon	1	0.0%	East	
	Taunton Deane	0	0.0%	East	
	Teignbridge	2	0.1%	North	
	Tewkesbury	0	0.0%	East	
	Torbay	0	0.0%	North	
	Torridge	0	0.0%	North	
	West Devon	0	0.0%	North	
	West Somerset	0	0.0%	East	
	Wiltshire	7	0.3%	East	
East		7	0.3%	East	
East Midlands		2	0.1%	East	
London		6	0.3%	East	
North East		0	0.0%	East	
North West		3	0.1%	East	
Scotland		0	0.0%	East	
South East		40	2.0%	East	
Wales		1	0.0%	East	
West Midlands		9	0.4%	East	
Yorkshire and The Humber		1	0.0%	East	
TOTAL		2,038	100.0%		

Primary Route	Wyke Road (East)	1,424	69.9%
	B3156 (North)	614	30.1%

Secondary Route	Wyke Road (East)	1,275	62.6%
	B3156 (South)	149	7.3%

Drawings

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.

Highway Boundary Information

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	OH	22/05/2020	First issue	TW

Client

Persimmon Homes South Coast

Project

Land at Camp Road, Wyke Regis, Weymouth

Title

Proposed Access Arrangement - Option 1

MILESTONE TRANSPORT PLANNING

Drawing Number:

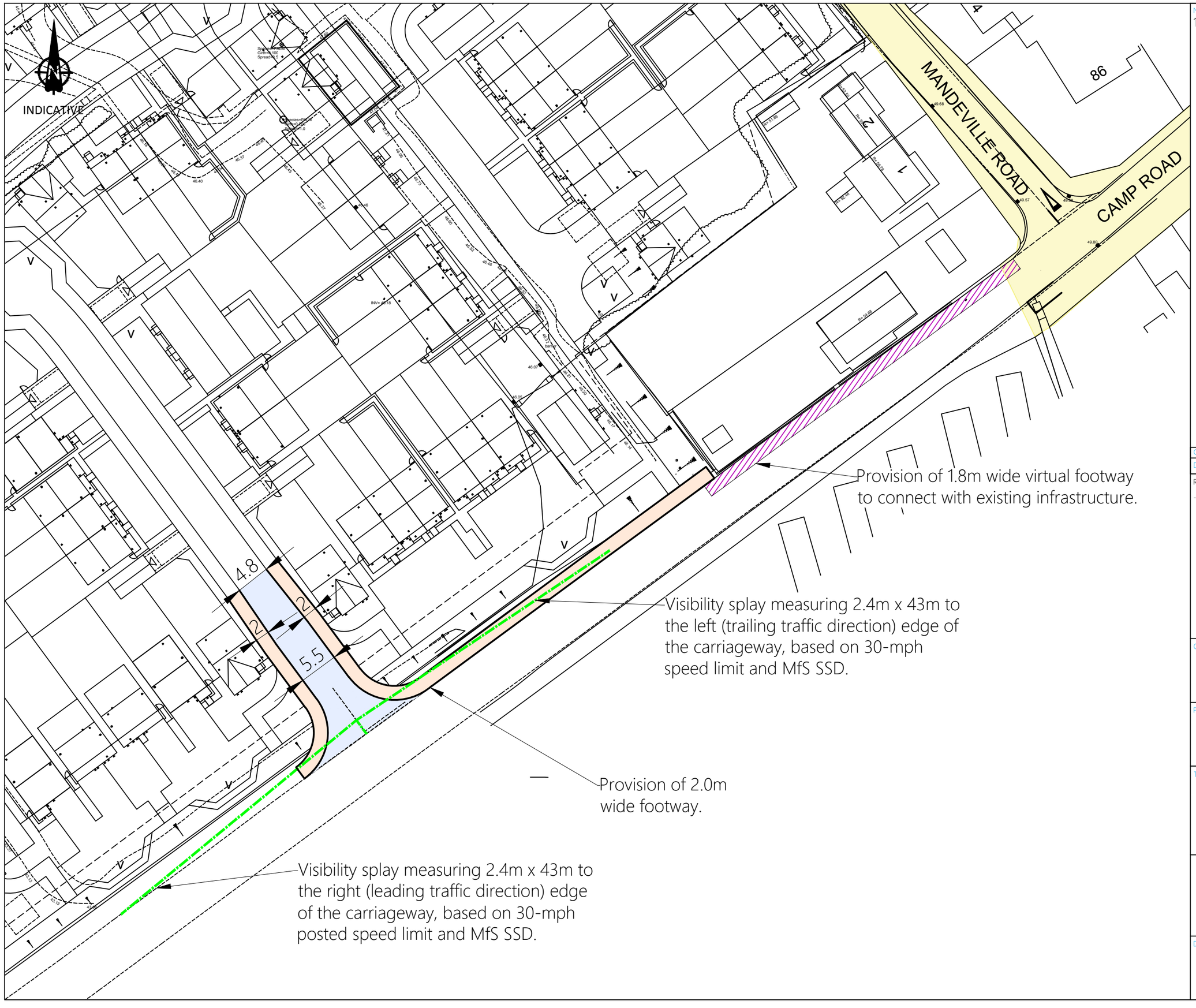
20053/001

Scale:

1:500 @ A3

Revision:

-



Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.

Highway Boundary Information

Virtual Footway

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	OH	22/05/2020	First issue	TW

Client

Persimmon Homes South Coast

Project

Land at Camp Road, Wyke Regis, Weymouth

Title

Proposed Access Arrangement - Option 2

MILESTONE TRANSPORT PLANNING

[redacted]

Drawing Number:

20053/002

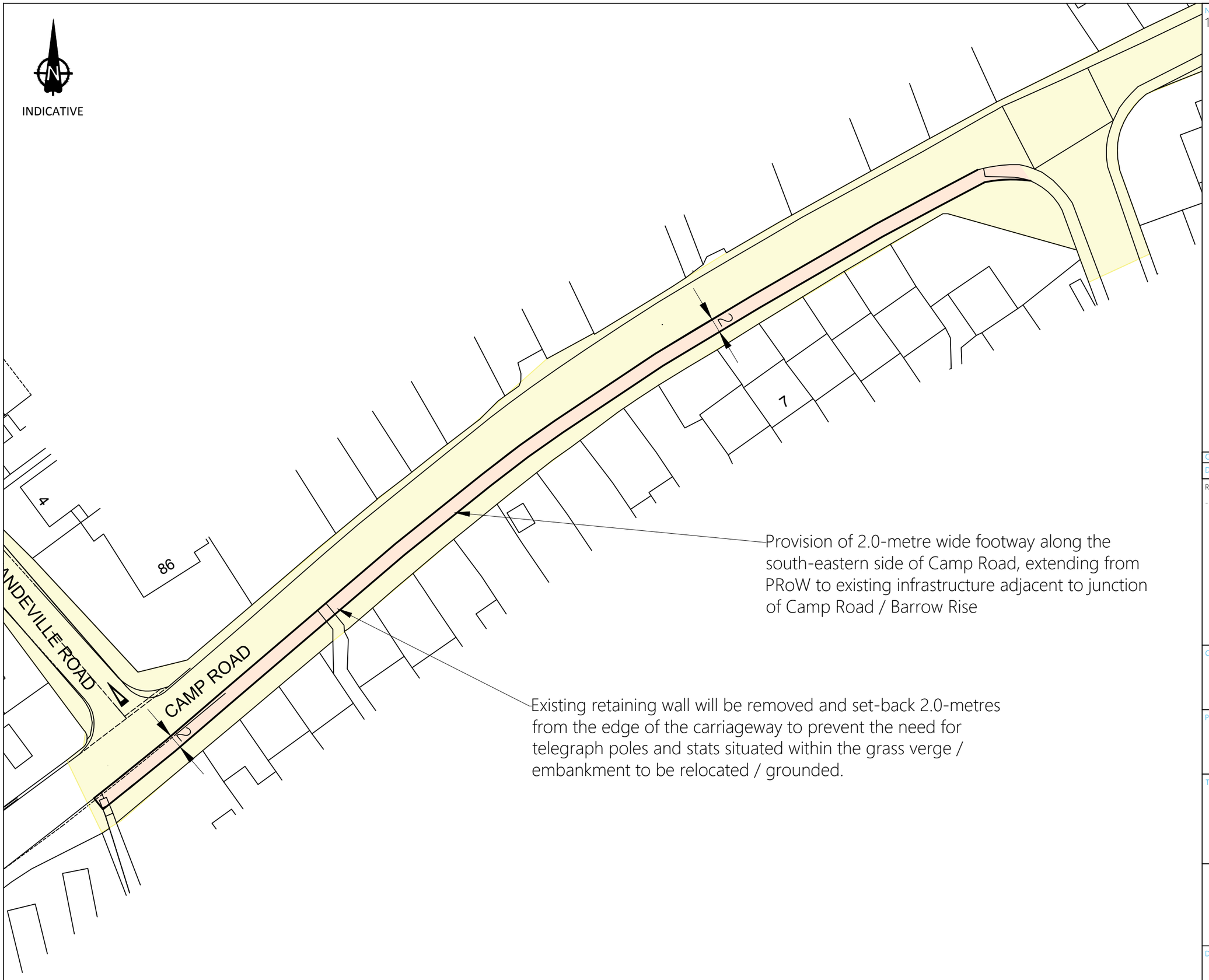
Scale:

1:500 @ A3

Revision:

-

INDICATIVE



Provision of 2.0-metre wide footway along the south-eastern side of Camp Road, extending from PRoW to existing infrastructure adjacent to junction of Camp Road / Barrow Rise

Existing retaining wall will be removed and set-back 2.0-metres from the edge of the carriageway to prevent the need for telegraph poles and stats situated within the grass verge / embankment to be relocated / grounded.

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.

Highway Boundary Information

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	OH	22/05/2020	First issue	TW

Client
Persimmon Homes South Coast

Project
Land at Camp Road, Wyke Regis, Weymouth

Title
Proposed Footway Enhancements

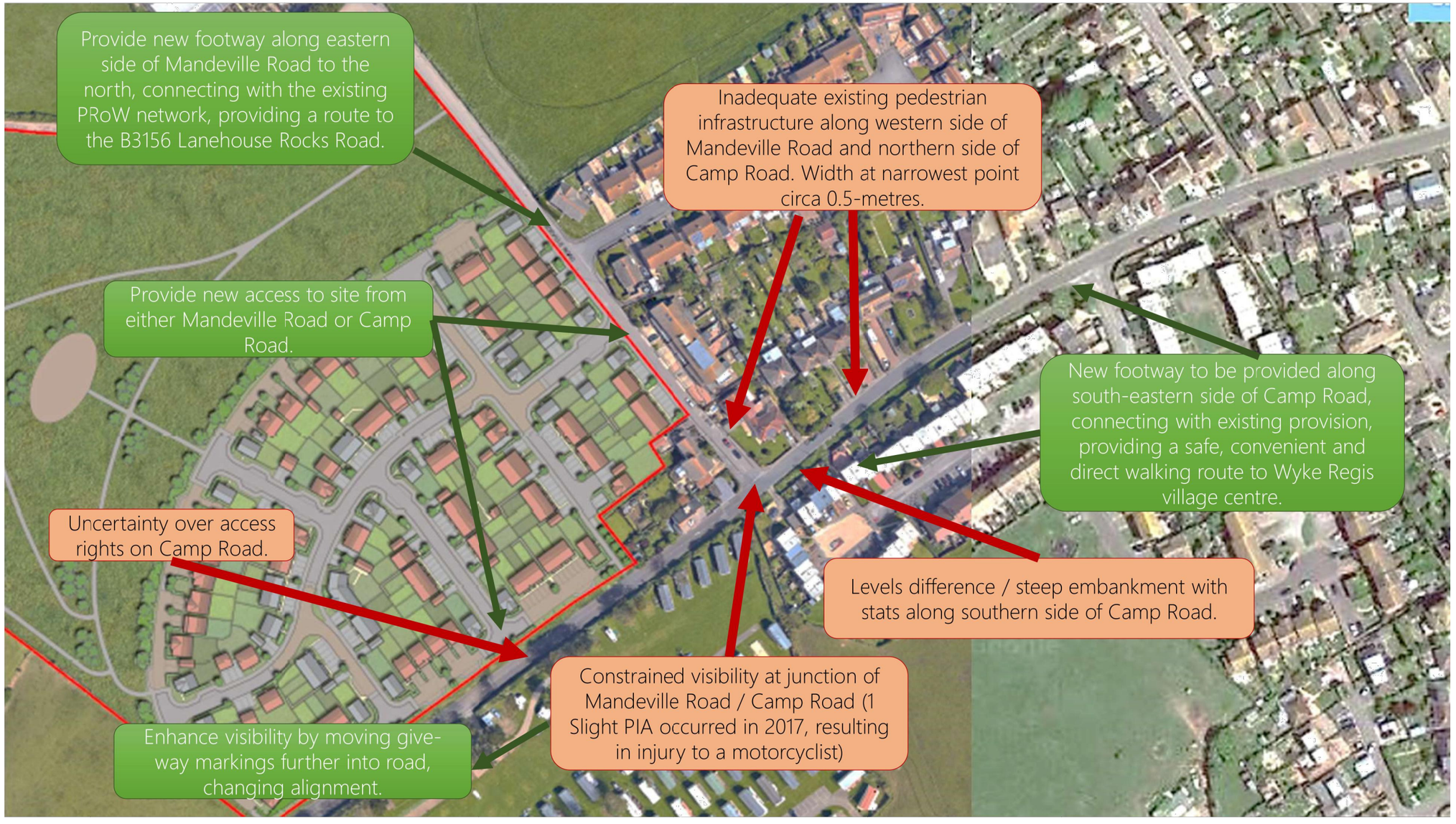
MILESTONE TRANSPORT PLANNING

Drawing Number:
20053/003

Scale:
1:500 @ A3

Revision:
-

INDICATIVE



Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.

Opportunities

Constraints

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	OH	22/05/2020	First issue	TW

Client

Persimmon Homes South Coast

Project

Land at Camp Road, Wyke Regis, Weymouth

Title

Opportunities and Constraints Plan

MILESTONE TRANSPORT PLANNING

[redacted]

Drawing Number:

20053/004

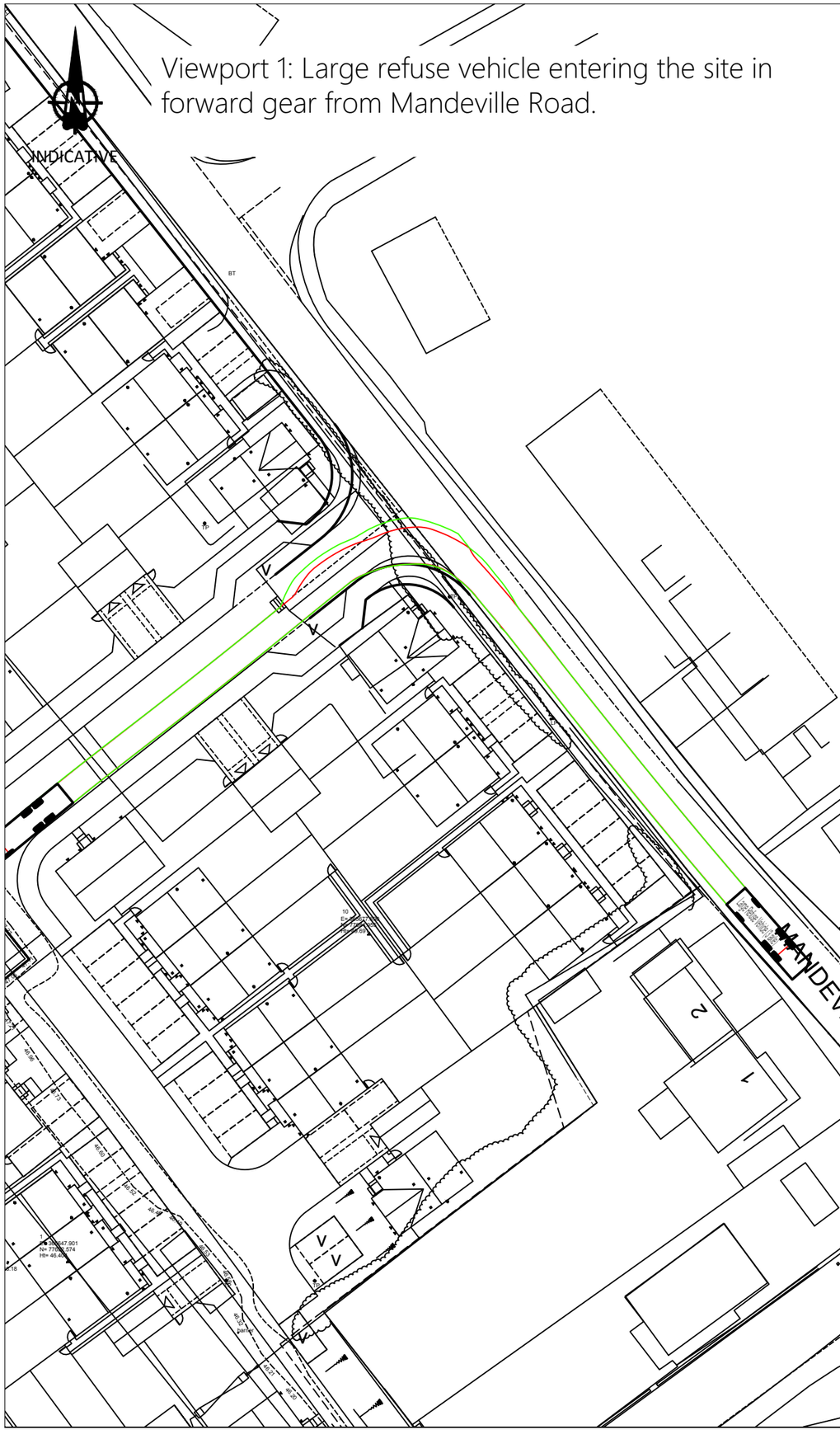
Scale:

-

Revision:

-

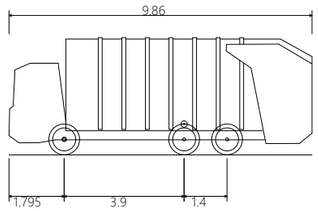
Viewport 1: Large refuse vehicle entering the site in forward gear from Mandeville Road.



Viewport 2: Large refuse vehicle exiting the site in forward gear.

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	OH	22/05/2020	First issue	TW

Client

Persimmon Homes South Coast

Project

Land at Camp Road, Wyke Regis, Weymouth

Title

Swept Path Analysis - Refuse Vehicle (Sheet 1 of 2)

MILESTONE TRANSPORT PLANNING

Drawing Number:

20053/TK01

Scale:

1:500 @ A3

Revision:

-

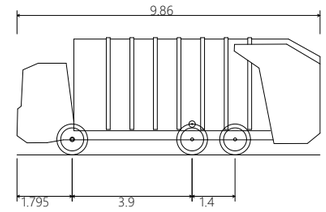
Viewport 1: Large refuse vehicle entering the site in forward gear from Camp Road.

INDICATIVE

Viewport 2: Large refuse vehicle exiting the site in forward gear.

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.



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Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	OH	22/05/2020	First issue	TW

Client

Persimmon Homes South Coast

Project

Land at Camp Road, Wyke Regis, Weymouth

Title

Swept Path Analysis - Refuse Vehicle (Sheet 2 of 2)

MILESTONE TRANSPORT PLANNING

Drawing Number:

20053/TK01

Scale:

1:500 @ A3

Revision:

-