Addendum Note by Fibre Architects on 12/02/25

We would like to highlight that, with reference to Paragraph 3.9 of this report, following a meeting with Kirklees Planning, Conservation & Highways Department on 10/10/24 to discuss the previous planning application, it was agreed with Chris Bembridge of Kirklees Highways Department that servicing for refuse and other vehicles accessing the site would be acceptable from the main road frontage on Manchester Road, instead of reversing service vehicles onto the site as was previously proposed.

This has therefore been taken into account in the revised proposals drawings submitted with this new planning application.

Limited car parking and turning arrangements for 3no. cars is still provided on site as described in Paragraphs 1.3 and 3.2, although the layout has been amended slightly as shown on the latest plans submitted.

Please also note that the total number of student study bedrooms proposed on site as part of this latest application has now been reduced to 31no. (which replaces the previous proposal of 49no. referred to in this report). The total number of covered secure cycle parking spaces is now 12no.

140A Manchester Road, Huddersfield

Combined Transport Statement & Travel Plan

April 2024

Project number 2307

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Quality Management

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1.0 Introduction

1.1 Paragon Highway Consultants have been appointed to prepare this combined Transport Statement & Travel Plan Framework relating to the construction of student accommodation at 140A Manchester Road, Huddersfield in the district of Kirklees. The plan at Figure 1.1 shows the site location in relation to the local and regional highway network.

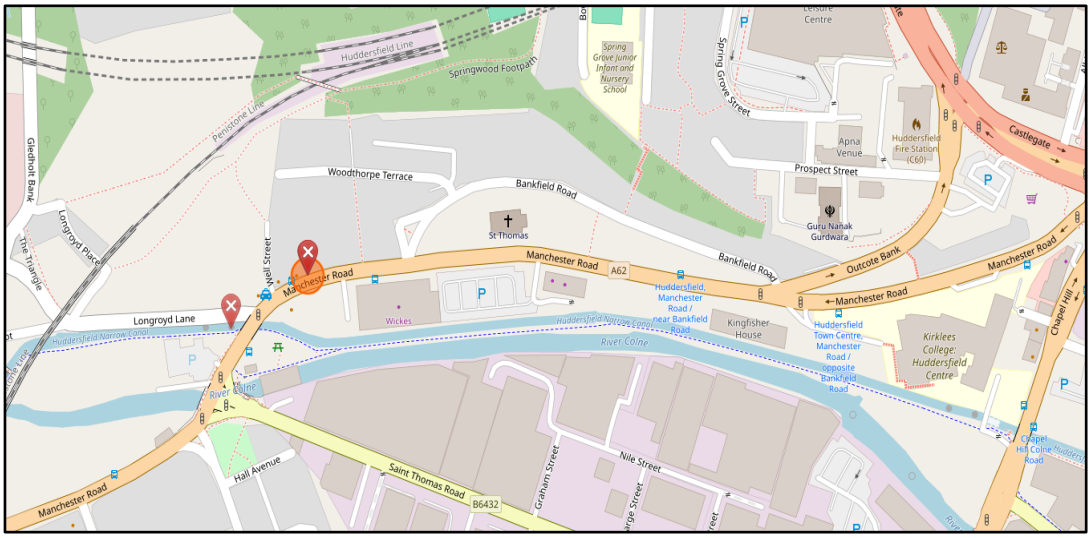


Figure 1.1 Site location plan

1.2 The site is located on the northern side of Manchester Road approximately 1.08 kilometres south west from the main University Campus and 0.8km from the town centre. There are a mix of uses surrounding the site including residential property to the west and north and commercial property to the south and east. There are taxi businesses, takeaways and public houses all within walking distance of the site. There is also inbound and outbound fare stages within less than 80 metres of the application site along the Manchester Road.

1.3 The development proposals are comprised of the demolition of the existing building on site (a former small shop and dwelling with forecourt parking for 3 vehicles) and the erection of a building to accommodate students with 49no. bedrooms and the provision of 3no. parking spaces. The development will have a gym and cycle racks to accommodate 40no. cycles.

1.4 This Transport Statement demonstrates that:

- The site aligns with relevant national and local transport policies;

- The site is readily accessible via public transport, pedestrian routes, and cycling;

- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency;

- Efficient and suitable access to the site can be established from the Manchester Road;

- The trip generation of the proposed student accommodation will not result in a significant residual impact on the local transport network.

1.5 The purpose of this Transport Statement is to bolster the proposed application.

1.6 The Travel Plan Framework (TPF) part of this report has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. The TPF is focused on the future occupants of the proposed development. The specific measures will help to provide a focused and effective TPF to encourage users to vary or change from their reliance on private car travel.

2.0 Existing Situation

Site Description

2.1 The proposed development site, as located in Figure 1.1, is approximately 100 metres or so to the northeast of the signal-controlled junction of Longroyd Lane and the Manchester Road. The site is also approximately 800m to the west of the Huddersfield inner ring road.

2.2 The application site is currently occupied by a single property that appears to have been previously retail with ancillary accommodation with forecourt parking for 3 – 4 vehicles and access to a storage facility or garage. There is a considerable amount of garden area to the east and north of the existing building.

2.3 The site currently has a dropped footway crossing onto the public highway approximately 8.5 metres in length leading to the forecourt parking area.

Figure 2.1 Site frontage to Manchester Road

Local Highway Network

2.4 The proposed development site currently forms a long-dropped crossing arrangement with the Manchester Road which is a principal road namely the A62. that provides locally a direct link to Huddersfield and Leeds to the north east and Oldham and Manchester to the south west. To the site's frontage to Manchester Road is subject to a 30-mph speed limit with a kerb-to-kerb carriageway width of

9.5 metres and provides footways of approximately 2 metres or more in width to both sides of the carriageway.

2.5 On both sides of Manchester Road on the site frontage there is a traffic regulation order controlling on street parking and waiting. The A62 at this point has a single east bound lane towards Huddersfield and two lanes approaching the signal-controlled junction with Longroyd Lane. The right-hand lane is for traffic travelling towards Paddock, Marsh and Quarmby and the inside lane for drivers continuing on the A62. On the eastern boundary of the site, the two lanes on the far side of the A62 (Huddersfield outbound) have the inside lane as a dedicated bus lane only, which changes almost at the site boundary.

2.6 The A62 is lit to main road standards and is a regular bus route.

2.7 There is permit parking only on the nearby streets of Bankfield Road and Woodthorpe Terrace.

Walking and Cycling

2.8 Facilities for pedestrians and cyclists within the vicinity of the development site include footways along the A62 Manchester Road. Two pedestrian crossing points with pedestrian islands exist to the east (towards Huddersfield) near St Thomas's church, providing a safer crossing point for students accessing services / facilities on the southern side of the highway. Further east the signal-controlled junctions leading to the town centre and the main college all have the benefit of push button facilities within the signal-controlled systems.

2.9 Pedestrian and cycling isochrones are illustrated within Figures 2.2 and 2.3 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

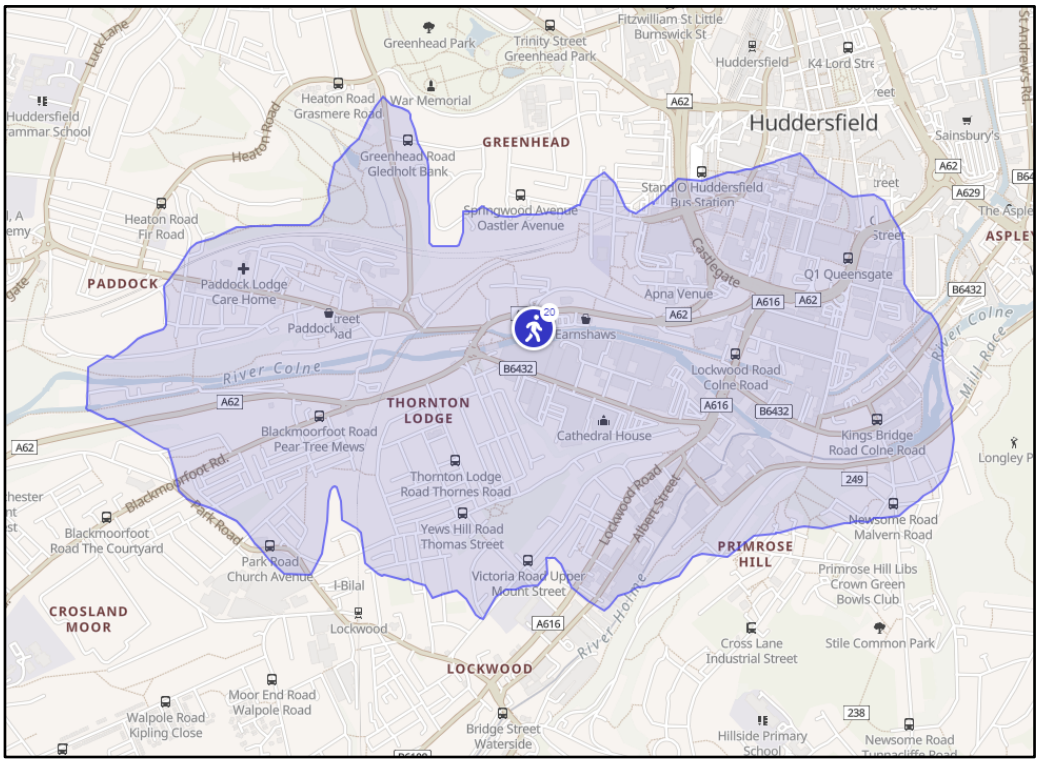


Figure 2.2 Walking Isochrone

2.10 Figure 2.2 demonstrates that the whole of Huddersfield town centre the main University building and the Queensgate Campus are all situated within walking distance of the application site. It should also be noted that the main transport hubs within the town namely the rail and bus stations are also within walking distance.

2.11 Figure 2.3 highlights that students can easily reach the town centre, the University buildings and facilities within Huddersfield by cycle. The site is also easily accessible for any staff who may wish to access the premises by foot / public transport or cycle.

2.12 The bus lane when travelling from Huddersfield towards the site along the A62 can also be used by cyclists.

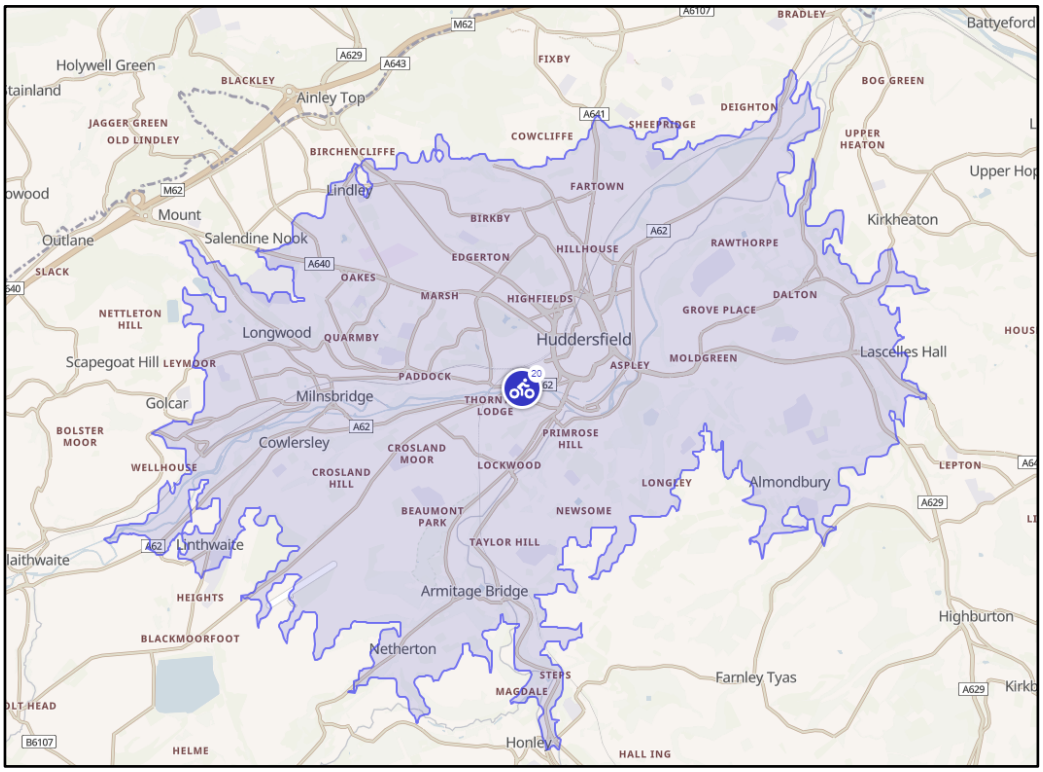


Figure 2.3 Cycling Isochrone

Public Transport

2.13 The application site is well placed in terms of access to public transportation. There are local fare stages located along the A62 Manchester Road with the closest being located approximately 50 metres (Huddersfield inbound) to the west from the proposed site access. This stop has the benefit of a passenger shelter seating and timetable case.

2.14 The Manchester bound fare stage is situated just 35 metres from the site on the opposite side of the A62. This stop has the benefit of a flag / pole and timetable case.

2.15 A summary of the services available from these bus stops is provided in the table at Figure 2.4. The table includes information on service route, frequencies, and the bus provider operating this service.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Late Evenings	Sun	
181 / 184 / 185 Combined Service	Huddersfield –Slaithwaite – Marsden	15 mins	30 mins	30 mins	First Huddersfield
303 / 304	Huddersfield -Milnsbridge Golcar	60 mins	120 mins	120 mins	Team Pennine
394 / 395	Huddersfield – Milnsbridge – Slaithwaite	60 mins	-	-	Stotts Coaches

Figure 2.4 Principal Bus Services

2.16 Rail services are also available at Huddersfield Rail station which is within a practical 10-minute cycling distance.

2.17 As mentioned above, the site benefits from access to regular public transport links with local fare stages available on the A62 Manchester Road within less than 100 metres of the site. There is also a railway and bus station within cycling and walking distance of the town.

Road Traffic Accidents

2.18 The personal injury accident records for the last 5 years up until December 2023 within the vicinity of the site have been obtained from the Crashmap website. This data encompasses any incidents that would have occurred within the development sites vicinity along the Manchester Road. Figure 2.5 provides a map showing the location of any accidents which may have occurred within this search area and the severity of each accident (yellow = slight, red = serious, black = fatal).

Figure 2.5 Crashmap Search Area

2.19 The table at Figure 2.6 provides further details regarding the results of the Crashmap search. The accident data can be viewed in full at Appendix A.

Reference	Severity	Date / Time	Description
2019136150621	Slight	5/1/19 11.40	This incident occurred during fine driving conditions with a dry carriageway surface. The accident occurred when a driver turned right into the path of an oncoming vehicle. A passenger in one of the vehicles received slight injuries.
20191364G0446	Serious	16/4/19 09.30	This incident also occurred with fine driving conditions and a dry carriageway surface. This accident involved a mini bus and a private car. The car was turning right when it collided with the mini bus. The driver of the mini bus revived slight injuries and one of the passengers received serous injuries.
20211131096059	Slight	7/2/21 11.00	Again, the incident occurred during fine driving conditions and a dry carriageway surface. The incident also involved two vehicles with one vehicle also turning right at this location. A passenger or driver of both vehicles received slight injuries.
2022131179450	Slight	20/5/20 07.42	Driving conditions were exactly as per the other incidents mentioned above. However, this accident involved only a pedal cyclist who fell from their cycle receiving slight injuries.

Figure 2.6 Injury Accident Data Summary

2.20 An analysis of the collisions in Figure 2.6 suggests that potentially visibility at local junctions and driver recklessness is to blame for the majority of the accidents. The accident data does not indicate a road safety problem or any trends of significant which would warrant treatment or be a cause for concern relative to the development proposals which are somewhat distant of where these accidents occurred.

2.21 None of the incidents occurred close to the site access or involved pedestrians.

3.0 Development Proposals

Proposed Development

3.1 The development proposals are comprised of the demolition of the existing building on site and its replacement with 49no. bedroomed student accommodation, cycle parking provision a small gym for use by resident students only and an office and bin storage facilities.

Access and Parking Provision

3.2 The proposals include the provision of drop off and pick up parking spaces i.e. for taxis etc. One of the spaces can be allocated for a disabled student should the need arise. The level of parking on site will discourage students from using their own cars. This fact will be advertised to potential residents prior to them occupying the development.

3.3 Parking controls exist on many of the streets in the vicinity of the site thus acting as a further deterrent to residents using private motor vehicles.

3.4 The existing access will be narrowed (improving pedestrian safety) but will be retained to allow for simultaneous two-way flow. The section of existing crossing not required will be reinstated as footway.

3.5 Visibility splays of 2.4m x 43m, commensurate with Manual for Streets recommended guidelines for a 30-mph road will be available. Swept path analysis of a Kirklees Highways specification refuse vehicle is also shown at Appendix B, showing that a refuse vehicle can reverse into the site a short distance and re-enter the major road in a forward gear.

3.6 An electric vehicle charging point will be provided which will be located within a practical area to allow for easy connection to electric vehicles.

Pedestrian and Cycle Provision

3.7 It is envisaged that both pedestrian and cycle traffic will gain access to the proposed site utilising the proposed site access.

3.8 In addition, the proposals shall incorporate the inclusion of secure facilities for the storage of bicycles (40 racks). These facilities are intended to promote cycling as the major means of transport to and from the site. The exact specifications, including the type of bicycle storage racks, will be established in consultation with the Local Planning Authority (LPA). This approach ensures that the facilities are appropriately integrated into the site design and meet any specific requirements or guidelines set forth by the LPA.

Servicing

3.9 In terms of servicing, the proposals allow for a refuse vehicle to reverse and then egress the proposed development site in a forward gear as shown on the drawing at Appendix B.

4.0 Transport Policy

4.1 When considering transport compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Combined Transport Statement/ Travel Plan and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Policy

National Planning Policy Framework – Promoting Sustainable Transport

4.2 The National Planning Policy Framework (NPPF) was first published by the Ministry of Housing, Communities and Local Government in March 2012 and was updated most recently in December 2023. The Framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for the development with regards to Transport should:

Considerations	Proposals
Consider the potential impacts of the development on the highway network	This matter will be dealt with as part of Section 3 – Development Proposals and Section 5 – Traffic Impact
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site drop off and pick up facilities will be provided as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access will allow for safe access within the site, and suitable access and egress onto the major road
Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient places	A charging points for a plug-in vehicle will be provided as part of the overall scheme

Figure 4.1 Transport Considerations

Leeds City Region Transport Strategy

4.3 The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3 August 2017 and replaces the Local Transport Plan. The Transport Strategy includes the period up to 2040. The following objectives are identified in the overall vision for the Transport Strategy:

- Economy – create a more reliable, less congested, better connected transport network, increasing business productivity and access to wider labour markets.
- Environment – have a positive impact on our built and natural environment and increase resilience against climate change.
- People and Place – put people first to create a strong sense of place; increasing in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

The Kirklees Local Plan

4.4 Local transport policy is set out in the Kirklees Council's Local Plan which covers the period between 2013 and 2031. Policies relating to Transport are contained within Section 10 of the Local Plan.

4.5 Policy LP20 of Sustainable Travel states, "New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car."

4.6 Policy LP21 of Highways and Access states, "Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users."

4.7 Policies LP22 and LP24 relate to parking provision and design for new developments.

4.8 The proposed development is in a sustainable location close to good public transport facilities and provides a suitable access arrangement and design. Therefore, the proposals generally meet the requirements of Local and National policy.

5.0 Traffic Impact

Proposed Traffic

5.1 The development proposals include the construction of 49 student study bedrooms and ancillary gymnasium, bin and cycle storage areas. The TRICS database has been used to derive the peak hour generation rates for this level of student accommodation development.

5.2 The table below provides the typical peak hour trip rates (morning peak 0800 – 0900 and evening peak 1700 – 1800) and likely traffic generation of the proposed student accommodation. The TRICS data can be found at Appendix C.

Student Accommodation	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.004	0.002	0.006	0.002	0.007	0.009
Traffic Generations	0.196	0.098	0.294	0.098	0.343	0.441

Figure 5.1 Proposed Trip Rates and Traffic Generations (Student Accommodation)

5.3 As can be seen from the above, the TRICS data which is based upon surveys from similar sites shows that the proposed development could potentially generate around 1 trip during the morning peak hours and evening peak hours.

5.4 The development would generate overall, based upon the available TRICs data, just 14no. vehicle trips per day i.e. between 07.00 – 22.00hrs. It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network.

5.5 The TRICS database has been interrogated and shows that the proposed development would generate 147 two way person trips per day which can be divided by mode of transport as below:

	% Modal Split	Forecast Two Way Person Trip – 49 Bed Student Accommodation
Pedestrians	51.7%	76
Cyclists	1.4%	2
Public Transport	34.7%	51
Vehicle Occupants	12.2%	18
Total	100%	147

Figure 5.2 Weekday Multi Modal Trips Data

5.6 Whilst the above traffic is new to the network the traffic impact assessment above determined that for this level of development there would be no capacity or road safety problems created at any junctions on the local road network.

5.7 Given the existing parking controls within the vicinity of the site, and that no parking is generally allowed within the site other than for the purpose of dropping off and picking up, then the above vehicle occupants are likely to be passengers in taxis.

5.8 The peak traffic use is likely to be at the start and end of the academic terms when residents arrive / depart the accommodation and may need to be dropped off / picked up by parents / taxis with their belongings. This will be managed by the operator of the accommodation to allocate time slots for the activities thus preventing indiscriminate parking within the site and the overspill of parking on to the adjacent highway network.

5.9 It is considered that the anticipated level of traffic generated by the proposed development would not be significantly discernible from the daily fluctuations in flows that could be expected on the highway network. The level of traffic generated by the proposals can be accommodated and as such will not significantly add to any congestion at the peak times on the local network.

6.0 Travel Plans

6.1 Introduction to Travel Plans

6.2 A Travel Plan (TP) is typically a package of practical measures to encourage students and their visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with their education, for recreation and shopping.

6.3 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. setting up a car sharing scheme, providing cycle facilities and restraining car parking. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to students and their visitors.

6.4 The Benefits of a Travel Plan

6.5 The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through climate change. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers.

6.6 It is necessary to look at the way students and their visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage students to reconsider how they make regular journeys.

6.7 An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance, by potentially reducing the demand for parking spaces.

6.8 Table 2 summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

Benefit	Students/ Visitors	Community/ Environment
Cost Savings	√	
Healthier lifestyle	√	
Improved site access	√	√
Reduced Congestion	√	√
Reduced accidents	√	√
Time savings	√	√
Improved quality of life	√	√
Reduced stress	√	
Improved local air quality		√
Reduced noise		√

Figure 6.1 The Benefits of the Travel Plan

6.9 TPs can produce indirect but significant benefits, such as improving the punctuality of people attending college. Students who cycle or walk to / from the development will promote a healthier lifestyle. By having a TP, the developer will demonstrate a more responsible and caring attitude to students and their visitors and the local community.

6.10 The applicant is highly committed to providing a development that is accessible to all. One of the key elements of the proposals is to reduce the reliance on private car use by delivering a number of both 'hard' and 'soft' initiatives to promote sustainable travel choices.

6.11 Huddersfield provides a wide range of services typical of Urban Town Centres including retail centres (shops, supermarkets and a market), banking and post office facilities. The town centre is located approximately 800m to the west of the development site. The Kirklees College (at the Waterfront) and the main University campus are both about 1400m from the development site. Thus, the development is considered to be within the acceptable walking distances.

6.12 **Travel Questionnaire**

6.13 To provide a focused Travel Plan with effective measures to promote sustainable travel, an understanding of the transport impact of the development and travel characteristics is required. This is achieved by carrying out a survey of staff and students travel characteristics when they move to the site. The survey will be based upon the suggested questions in Section 9 of this report**.**

6.14 **Travel Plan Initiatives**

6.15 The following paragraphs detail both 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on the private car and promote more sustainable travel choices.

6.16 The following paragraphs will first detail the physical infra-structure measures that will be implemented in this development proposal. Details of the management 'soft' measures that will be used are then provided.

6.17 **Infrastructure Improvements**

6.18 The site layout will provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway. Appropriate levels of lighting will be provided along the route within the site**.**

6.19 Safe and convenient access through the site for cyclists will be provided.

6.20 On site secure cycle parking facilities that can accommodate 40 cycles will be provided within a cycle store on the ground floor. This exceeds the likely demand derived from the TRICS database but if actual demand is greater than this, then more storage areas will be provided.

6.21 The management company will consider the provision of pool bikes for residents on site

6.22 **'Soft' Measures**

6.23 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of the travel choices through marketing initiatives such as poster campaigns, personal travel plans, internet sites and accessible information.

6.24 Travel information and initiatives will be promoted to all staff and residents. This will be achieved via the Travel Information Welcome Pack and thereafter by producing posters and leaflets, newsletters, the internet and communication sessions. This activity will need to be coordinated properly by a nominated individual or company.

Travel Plan Co-ordinate (TPC)

6.25 To deliver the 'soft' measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. This appointment will be made prior to the marketing of the residential units and will be maintained throughout the life of the development. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of the Council.

6.26 The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer including monitoring and reporting (via the annual travel surveys). They will also act as the main point of contact for all organisations outside the development site.

6.27 One of the first tasks of the TPC on their appointment will be to ensure that their contact details are included in the marketing campaign for the development, on communal notice boards within the development and within marketing literature and the Travel Information Welcome Pack. These details will also be provided to the local authority and will be kept up to date should they change. The TPC will also ensure the hard and soft measures are implemented.

6.28 The TPC will promote each form of sustainable travel in the following ways.

Initiatives to Promote Walking

6.29 The health, environmental and financial benefits of walking will be promoted to residents and visitors.

6.30 Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will liaise with the local authority on behalf of residents to relay any concerns about the local footpath network, accessibility and personal safety issues. The TPC will also promote walk buddying.

6.31 Information in respect of walking routes to the site will be made available to residents and visitors. This information will be displayed on communal notice boards and will be included on maps to be produced and made available in the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions. Reference to the walking journey planner will also be provided in promotional and marketing material.

Measures to Promote and Facilitate Cycling

6.32 The TPC will promote cycling, particularly for those residents who have a place of education within a 5km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to residents. Initiatives such as bike buddy service will be promoted and the TPC will liaise with the Council's cycling officer about such schemes and other area wide initiatives.

6.33 Information on local cycle network routes will be made available to residents and visitors. This information will be displayed on communal notice boards and will be included on maps to be produced and made available through the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions. Details of DfT/KMC cycling promotion and assistance initiatives will also be disseminated via these methods.

Measures to Promote Public Transport

6.34 The TPC will liaise with Metro and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for the dissemination of this information and to promote the use of these services via promotional and marketing material displayed on communal notice boards and the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions.

6.35 The TPC will make arrangements to demonstrate to residents and visitors (if requested) how to access online real-time bus information and Journey Planner on Metro's website and also the "your next bus" service from Metro, by mobile phone. Visitors will also be made aware of all relevant on-line websites administered by public transport operators, and will include the following:

Journey planner: www.wymetro.com

Timetables and ticket information: www.wymetro.com

Measures for Residents

6.36 On occupation of each unit, the residents will be provided with a Travel Information Welcome Pack. The Welcome Pack will be provided in all rooms and copies made available at reception areas. Details of the on-site facilities will be provided in the Pack which if residents are fully aware of, will assist with a reduction in travel demand.

6.37 The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:

- The Travel Plan, its objectives and the role of the TPC
- Local public transport facilities including maps, timetables and location of nearby bus stops
- Cycle path network maps for the local area and beyond
- Local bicycle users groups and cycle shops
- Local footpath network
- Car parking arrangements
- Car sharing and car club schemes
- Local taxi services
- Local amenities including access options

Management of Start / End of Academic Terms

6.38 The management of the peak traffic demands that developments such as this place on the local road network at the start and finish of the academic terms is a key issue to address prior to first occupation of the development.

6.39 Many operators / management companies for such forms of development have developed booking systems which can be accessed on line. These allow future residents or ones leaving the development to pick a timeslot to allow them to load / unload their belongings to / from a vehicle which is allowed to use a designated parking space for that purpose.

6.40 A scheme such as described above shall be implemented at this development site.

7.0 Targets

7.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed).

7.2 A commitment to specific targets is difficult to achieve at this stage, however indicative targets have been identified to monitor the effects of the TP. It is not considered possible to identify a true base level of travel behaviour until the development is occupied substantially and resident travel surveys have been undertaken.

Surveys

7.3 Given the good location of the site with respect to public transport facilities then it would be reasonable to expect future targets to be more ambitious in terms of reducing single occupancy vehicle movements.

7.4 It is not considered possible to identify a true base level of travel behaviour until the development is 40% occupied and the travel questionnaire survey has been undertaken. The survey would include the following questions:

- Where people study (for residents)
- Where people live (for staff)
- What mode of transport they generally use for the trip to / from the proposed development
- Facilities / initiatives which would be welcomed
- Opinions on transport

7.5 The Travel Plan will then be reviewed and updated as necessary within 3 months of the completion of this survey.

Targets

7.6 The baseline data resulting from the residents travel survey will influence the setting of SMART targets and the latter shall be agreed between the developer and Council.

8.0 Responsibility/ Ownership

8.1 The developer will be responsible for implementing the initial infrastructure measures detailed in this report in liaison with the Local Planning and Highways Authority. The developer will appoint a TPC and this will be maintained whilst the site is being marketed / developed and then the operating / management company shall maintain this role throughout the life of the development.

8.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with Kirklees Council's Travel Plan Officer, the local community and other interested parties for the continuing progression of the Travel Plan. The TPC will provide their contact details to Kirklees Council's Travel Plan Officer.

8.3 Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer and set out preliminary dates for delivery and monitoring of this Travel Plan. The TPC will liaise with the Travel Plan Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the local authority.

8.4 The TPC will be provided with a suitable budget to fund the provision of travel information, marketing and promotional activities etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results and discussing targets with the local authority and relaying this information to all residents involved. The TPC will agree at the onset with the council how the outcomes will be reviewed.

9.0 Implementation

9.1 The infrastructure provision outlined above will be carried out as part of the construction of the site, being incorporated into the site layout and design. These works will be complete prior to occupation of the building.

9.2 The TPC will carry out a questionnaire survey of staff and residents travel characteristics once 40% of the rooms have been occupied. Whilst the primary reason for the survey is to gather data on travel behaviour and to refine the initial targets, it will also be used to inform the residents of the new sites aims and objectives regarding the Travel Plan and sustainable travel.

9.3 The survey work will provide an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the Travel Plan and initiatives amongst the residents. The results of this survey and the refined targets will be submitted to the Council for approval.

9.4 The TPC shall advise residents on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for a resident, if requested.

9.5 The Travel Plan will be continually marketed through the provision and updating of travel information, leaflets, internet and communication sessions. This will be the responsibility of the TPC.

9.6 As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Week, In Town without My Car, World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.

9.7 A suggested framework for the Actions is however provided in the Table below and will be monitored and updated as the Travel Plan progresses.

ACTION	DELIVERY PERIOD
Infrastructure Provision (cycle, pedestrian, highway improvements)	Post planning permission, prior to first occupation
Appointment of TPC	Prior to the marketing of the development
Travel Questionnaire	On 40% occupation (yearly thereafter)
'Soft' Measures / Promotional Material	Prior to first occupation
Monitor and Review	Annually
Action Plan	Prepared at start of year and then implemented during that period

Figure 9.1 Action Plan Framework

10.0 Monitoring and Review

10.1 An objective of this Travel Plan is that there will be an on-going improvement process including periodic monitoring, where necessary. The whole Travel Plan will then be reviewed in consultation with the Council's Travel Plan Officer.

10.2 The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will be communicated to residents and visitors via leaflets, newsletters, the internet and communication sessions. The TPC will liaise with the Travel Plan Officer to agree the surveys to be undertaken, the monitoring procedure and reporting.

10.3 Following the initial travel surveys, repeat travel surveys will be undertaken. The survey will be based upon the suggested questions in Section 9 of this report. A written analysis of the results of the survey will be provided to the Local Authority within one month of completion. The survey results will be used to identify the targets mentioned in section 9. The results of the monitoring will be fed back to the Travel Plan Officer.

10.4 The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met. This will be done in liaison with the Travel Plan Officer and will identify measures to improve on the targets.

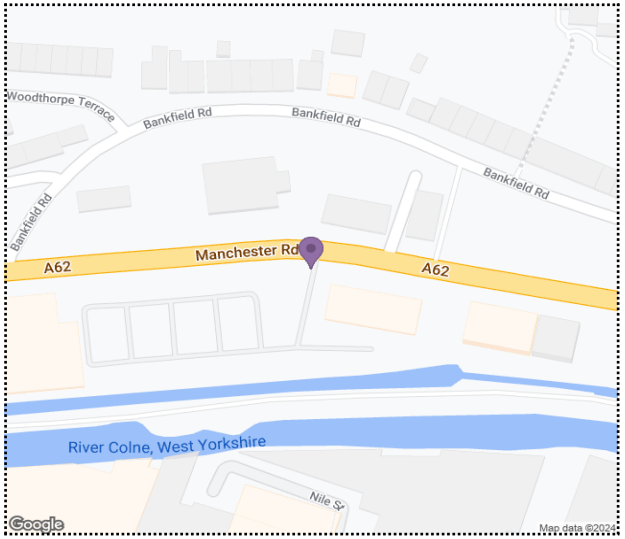
Appendix A

Accident Data

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, April 16, 2019	**Time of Crash:**	09:30:00	**Crash Reference:**	20191364G0446
Highest Injury Severity:	Serious	**Road Number:**	A62	**Casualties:**	2
Highway Authority:	Kirklees			**Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	413854 416192
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Tuesday, April 16, 2019 **Time of Crash:** 09:30:00 **Crash Reference:** 20191364G0446

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Minibus (8 - 16 passenger seats)	14	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	16	Male	21 - 25	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Serious	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

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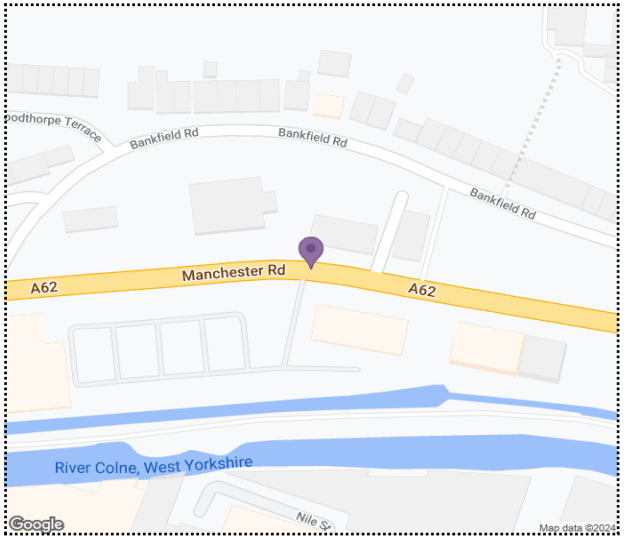
Validated Data

Crash Date:	Saturday, January 5, 2019	**Time of Crash:**	11:40:00	**Crash Reference:**	2019136150621
Highest Injury Severity:	Slight	**Road Number:**	A62	**Casualties:**	1
Highway Authority:	Kirklees			**Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	413859 416200
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Saturday, January 5, 2019 **Time of Crash:** 11:40:00 **Crash Reference:** 2019136150621

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	Over 75	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Car (excluding private hire)	6	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	Over 75	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Thursday, October 7, 2021	**Time of Crash:**	11:00:00	**Crash Reference:**	2021131096059
Highest Injury Severity:	Slight	**Road Number:**	A62	**Casualties:**	2
Highway Authority:	Kirklees			**Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	413864 416191
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				

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Crash Date: Thursday, October 7, 2021 **Time of Crash:** 11:00:00 **Crash Reference:** 2021131096059

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	26 - 35	Vehicle is passing another vehicle (moving or stationary) on its nearside	Front	Unknown	None	None
2	Car (excluding private hire)	20	Male	66 - 75	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

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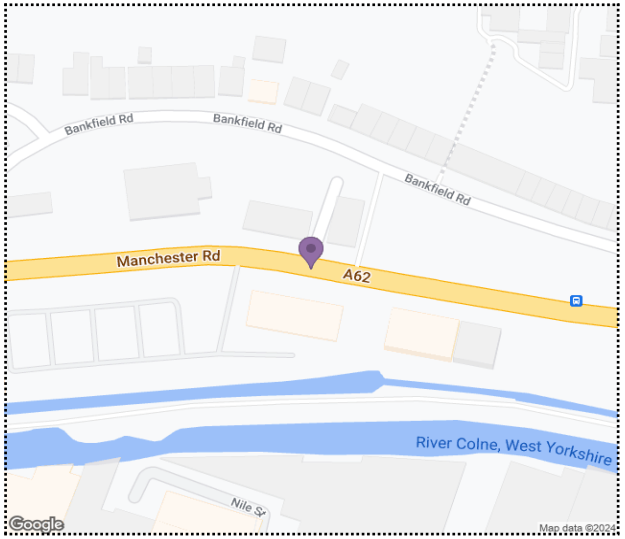
Validated Data

Crash Date:	Friday, May 20, 2022	**Time of Crash:**	07:42:00	**Crash Reference:**	2022131179450
Highest Injury Severity:	Slight	**Road Number:**	A62	**Casualties:**	1
Highway Authority:	Kirklees			**Vehicles:**	1
Local Authority:	Kirklees			**OS Grid Reference:**	413883 416196
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Friday, May 20, 2022 **Time of Crash:** 07:42:00 **Crash Reference:** 2022131179450

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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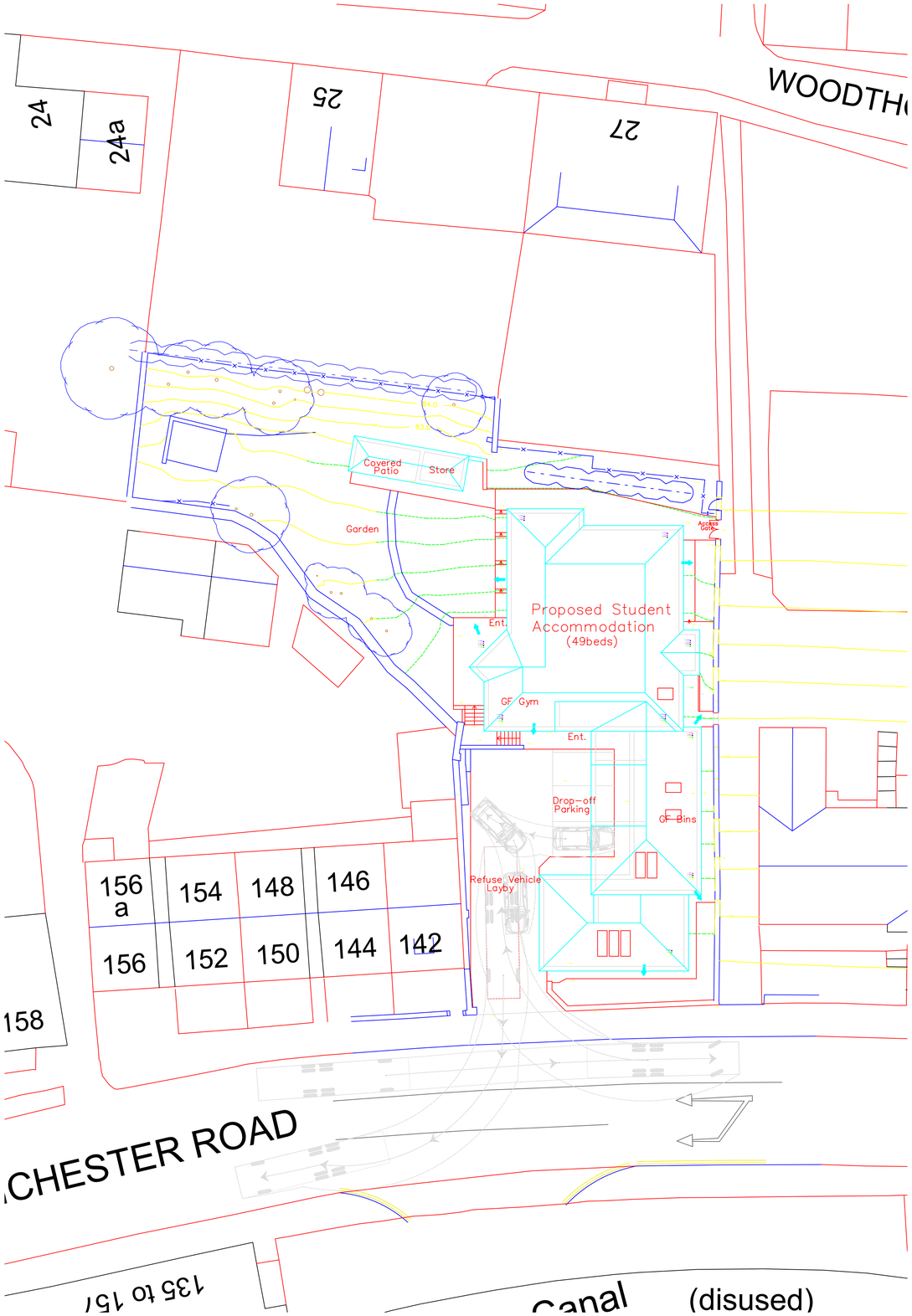
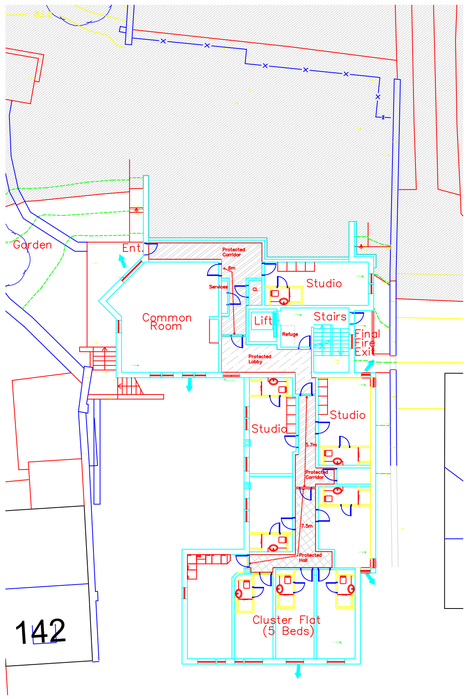
Appendix B

Development Proposals

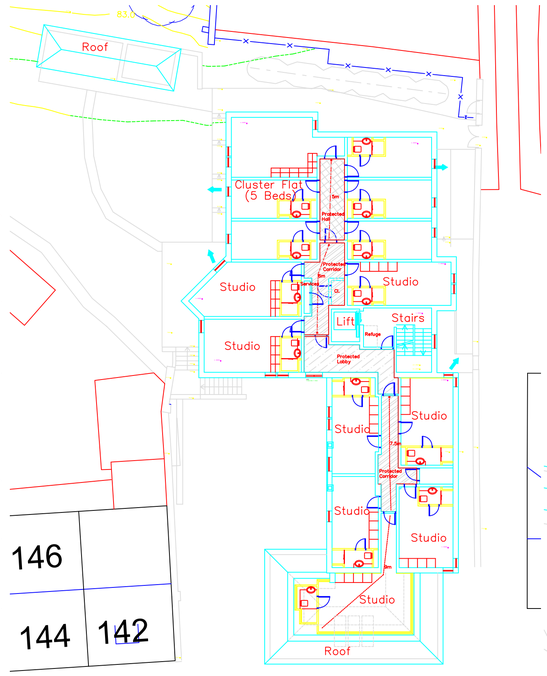


SITE/ROOF PLAN

AS PROPOSED



FLOOR 2 PLAN



FLOOR 4 PLAN

Do not scale from this drawing. Use figured dimensions only.

Contractors to verify all dimensions on site before commencing any work or shop drawings.

If drawings or specifications exceed the quantities taken in any way, Fibre Architects are to be informed before the work is initiated.

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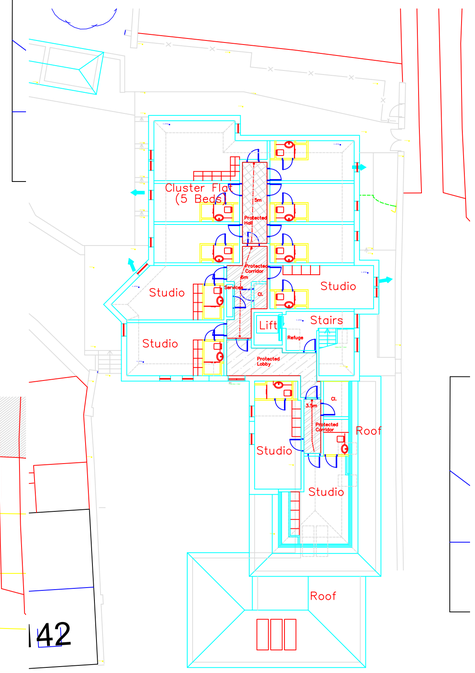
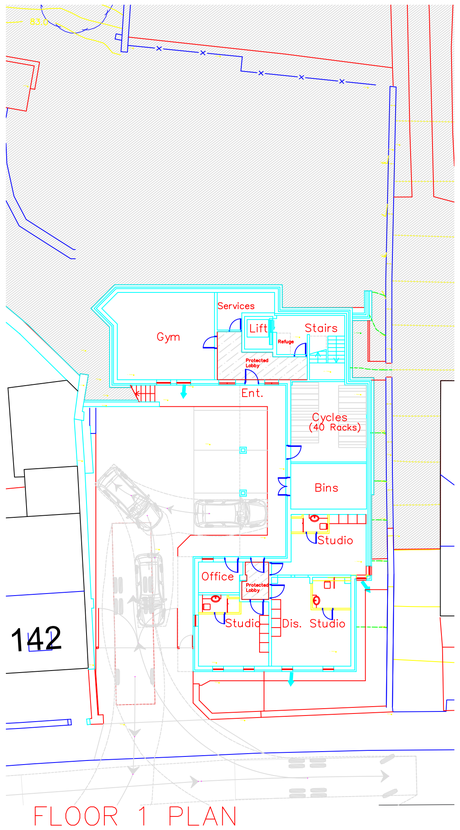
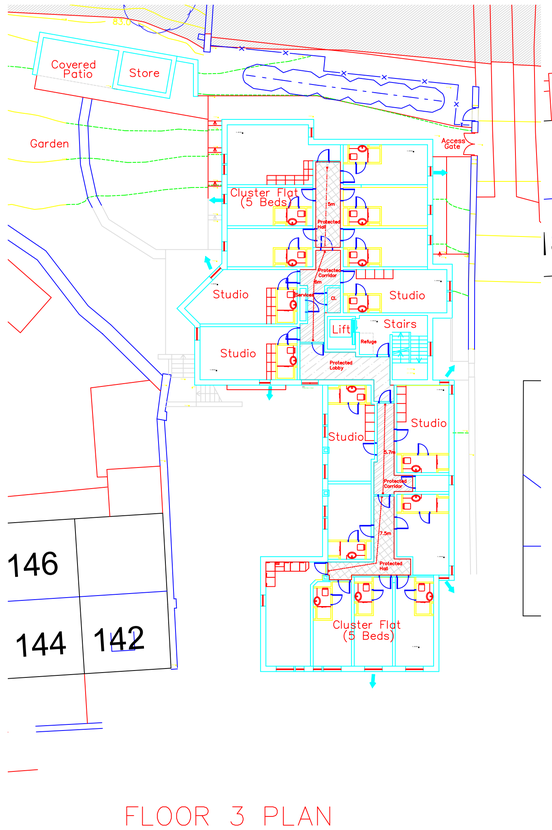
Gross Floor Areas (m2) –	
FL1	– 212m2
FL2	– 295m2
FL3	– 406m2
FL4	– 346m2
FL5	– 275m2
Total	– 1534m2



FLOOR 5 PLAN



FLOOR 1 PLAN



FLOOR 3 PLAN

N

Scale 1:200 0 5m 10m 20m

Rev	Description	Date	By	App'd
A	General Updates	13/03/24	MO	–

Project: Proposed Student Accommodation 140A Manchester Road		Project no: 23–003	Date: 25/02/24
Drawing Title: General Information as Proposed		Scale @ A1: As Shown	Drawn by: MO / Appr. by: –
Client: Manchester Road Projects Ltd.		Drawing no: AL0010	Rev: A

Fibre ARCHITECTS

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8 Thornhill Road

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www.fibrearchitects.co.uk
Email: info@fibrearchitects.co.uk

Appendix C
TRICS Data

Calculation Reference: AUDIT-742101-240404-0441

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
09	NORTH		
	DH	DURHAM	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:	Number of residents
Actual Range:	168 to 291 (units:)
Range Selected by User:	15 to 700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 25/09/19

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:
Thursday 2 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:
Residential Zone 1
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
15,001 to 20,000 1 days
25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

100,001 to 125,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 BA-03-G-01 STUDENT FLATS BATH & NORTH EAST SOMERSET
LOWER BRISTOL ROAD
BATH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 291
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

2 DH-03-G-01 STUDENT FLATS DURHAM
ASHWOOD
DURHAM
GILESGATE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 168
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 10.86

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.004	2	230	0.007	2	230	0.011
08:00 - 09:00	2	230	0.004	2	230	0.002	2	230	0.006
09:00 - 10:00	2	230	0.009	2	230	0.004	2	230	0.013
10:00 - 11:00	2	230	0.015	2	230	0.013	2	230	0.028
11:00 - 12:00	2	230	0.017	2	230	0.022	2	230	0.039
12:00 - 13:00	2	230	0.009	2	230	0.007	2	230	0.016
13:00 - 14:00	2	230	0.009	2	230	0.007	2	230	0.016
14:00 - 15:00	2	230	0.004	2	230	0.009	2	230	0.013
15:00 - 16:00	2	230	0.011	2	230	0.017	2	230	0.028
16:00 - 17:00	2	230	0.009	2	230	0.007	2	230	0.016
17:00 - 18:00	2	230	0.002	2	230	0.007	2	230	0.009
18:00 - 19:00	2	230	0.004	2	230	0.007	2	230	0.011
19:00 - 20:00	2	230	0.011	2	230	0.009	2	230	0.020
20:00 - 21:00	2	230	0.020	2	230	0.017	2	230	0.037
21:00 - 22:00	1	168	0.012	1	168	0.012	1	168	0.024
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.*

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Parameter summary

Trip rate parameter range selected:	168 - 291 (units:)
Survey date date range:	01/01/16 - 25/09/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/G - STUDENT ACCOMMODATION
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.000	2	230	0.000	2	230	0.000
08:00 - 09:00	2	230	0.000	2	230	0.000	2	230	0.000
09:00 - 10:00	2	230	0.000	2	230	0.000	2	230	0.000
10:00 - 11:00	2	230	0.002	2	230	0.002	2	230	0.004
11:00 - 12:00	2	230	0.002	2	230	0.002	2	230	0.004
12:00 - 13:00	2	230	0.002	2	230	0.002	2	230	0.004
13:00 - 14:00	2	230	0.000	2	230	0.000	2	230	0.000
14:00 - 15:00	2	230	0.002	2	230	0.002	2	230	0.004
15:00 - 16:00	2	230	0.002	2	230	0.002	2	230	0.004
16:00 - 17:00	2	230	0.002	2	230	0.002	2	230	0.004
17:00 - 18:00	2	230	0.000	2	230	0.000	2	230	0.000
18:00 - 19:00	2	230	0.000	2	230	0.000	2	230	0.000
19:00 - 20:00	2	230	0.007	2	230	0.007	2	230	0.014
20:00 - 21:00	2	230	0.007	2	230	0.007	2	230	0.014
21:00 - 22:00	1	168	0.000	1	168	0.000	1	168	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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/G - STUDENT ACCOMMODATION
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.000	2	230	0.000	2	230	0.000
08:00 - 09:00	2	230	0.000	2	230	0.000	2	230	0.000
09:00 - 10:00	2	230	0.000	2	230	0.000	2	230	0.000
10:00 - 11:00	2	230	0.007	2	230	0.007	2	230	0.014
11:00 - 12:00	2	230	0.000	2	230	0.000	2	230	0.000
12:00 - 13:00	2	230	0.000	2	230	0.000	2	230	0.000
13:00 - 14:00	2	230	0.000	2	230	0.000	2	230	0.000
14:00 - 15:00	2	230	0.000	2	230	0.000	2	230	0.000
15:00 - 16:00	2	230	0.000	2	230	0.000	2	230	0.000
16:00 - 17:00	2	230	0.000	2	230	0.000	2	230	0.000
17:00 - 18:00	2	230	0.000	2	230	0.000	2	230	0.000
18:00 - 19:00	2	230	0.000	2	230	0.000	2	230	0.000
19:00 - 20:00	2	230	0.000	2	230	0.000	2	230	0.000
20:00 - 21:00	2	230	0.000	2	230	0.000	2	230	0.000
21:00 - 22:00	1	168	0.000	1	168	0.000	1	168	0.000
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/G - STUDENT ACCOMMODATION
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.000	2	230	0.000	2	230	0.000
08:00 - 09:00	2	230	0.000	2	230	0.002	2	230	0.002
09:00 - 10:00	2	230	0.000	2	230	0.007	2	230	0.007
10:00 - 11:00	2	230	0.000	2	230	0.000	2	230	0.000
11:00 - 12:00	2	230	0.002	2	230	0.000	2	230	0.002
12:00 - 13:00	2	230	0.000	2	230	0.002	2	230	0.002
13:00 - 14:00	2	230	0.000	2	230	0.002	2	230	0.002
14:00 - 15:00	2	230	0.000	2	230	0.002	2	230	0.002
15:00 - 16:00	2	230	0.002	2	230	0.000	2	230	0.002
16:00 - 17:00	2	230	0.002	2	230	0.000	2	230	0.002
17:00 - 18:00	2	230	0.007	2	230	0.000	2	230	0.007
18:00 - 19:00	2	230	0.000	2	230	0.000	2	230	0.000
19:00 - 20:00	2	230	0.002	2	230	0.000	2	230	0.002
20:00 - 21:00	2	230	0.002	2	230	0.002	2	230	0.004
21:00 - 22:00	1	168	0.006	1	168	0.000	1	168	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.017			0.040

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/G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.004	2	230	0.009	2	230	0.013
08:00 - 09:00	2	230	0.004	2	230	0.002	2	230	0.006
09:00 - 10:00	2	230	0.011	2	230	0.002	2	230	0.013
10:00 - 11:00	2	230	0.017	2	230	0.015	2	230	0.032
11:00 - 12:00	2	230	0.028	2	230	0.033	2	230	0.061
12:00 - 13:00	2	230	0.009	2	230	0.009	2	230	0.018
13:00 - 14:00	2	230	0.013	2	230	0.007	2	230	0.020
14:00 - 15:00	2	230	0.004	2	230	0.009	2	230	0.013
15:00 - 16:00	2	230	0.015	2	230	0.031	2	230	0.046
16:00 - 17:00	2	230	0.009	2	230	0.002	2	230	0.011
17:00 - 18:00	2	230	0.002	2	230	0.009	2	230	0.011
18:00 - 19:00	2	230	0.004	2	230	0.013	2	230	0.017
19:00 - 20:00	2	230	0.015	2	230	0.009	2	230	0.024
20:00 - 21:00	2	230	0.026	2	230	0.017	2	230	0.043
21:00 - 22:00	1	168	0.024	1	168	0.012	1	168	0.036
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.185			0.179			0.364

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/G - STUDENT ACCOMMODATION
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.002	2	230	0.002	2	230	0.004
08:00 - 09:00	2	230	0.002	2	230	0.048	2	230	0.050
09:00 - 10:00	2	230	0.022	2	230	0.065	2	230	0.087
10:00 - 11:00	2	230	0.013	2	230	0.033	2	230	0.046
11:00 - 12:00	2	230	0.037	2	230	0.039	2	230	0.076
12:00 - 13:00	2	230	0.052	2	230	0.057	2	230	0.109
13:00 - 14:00	2	230	0.068	2	230	0.072	2	230	0.140
14:00 - 15:00	2	230	0.059	2	230	0.050	2	230	0.109
15:00 - 16:00	2	230	0.074	2	230	0.078	2	230	0.152
16:00 - 17:00	2	230	0.111	2	230	0.041	2	230	0.152
17:00 - 18:00	2	230	0.068	2	230	0.081	2	230	0.149
18:00 - 19:00	2	230	0.133	2	230	0.087	2	230	0.220
19:00 - 20:00	2	230	0.061	2	230	0.050	2	230	0.111
20:00 - 21:00	2	230	0.046	2	230	0.050	2	230	0.096
21:00 - 22:00	1	168	0.042	1	168	0.012	1	168	0.054
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.790			0.765			1.555

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/G - STUDENT ACCOMMODATION
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.000	2	230	0.004	2	230	0.004
08:00 - 09:00	2	230	0.002	2	230	0.033	2	230	0.035
09:00 - 10:00	2	230	0.004	2	230	0.068	2	230	0.072
10:00 - 11:00	2	230	0.000	2	230	0.052	2	230	0.052
11:00 - 12:00	2	230	0.026	2	230	0.057	2	230	0.083
12:00 - 13:00	2	230	0.044	2	230	0.033	2	230	0.077
13:00 - 14:00	2	230	0.039	2	230	0.065	2	230	0.104
14:00 - 15:00	2	230	0.041	2	230	0.076	2	230	0.117
15:00 - 16:00	2	230	0.033	2	230	0.048	2	230	0.081
16:00 - 17:00	2	230	0.076	2	230	0.015	2	230	0.091
17:00 - 18:00	2	230	0.070	2	230	0.046	2	230	0.116
18:00 - 19:00	2	230	0.048	2	230	0.024	2	230	0.072
19:00 - 20:00	2	230	0.015	2	230	0.020	2	230	0.035
20:00 - 21:00	2	230	0.022	2	230	0.004	2	230	0.026
21:00 - 22:00	1	168	0.018	1	168	0.000	1	168	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.438			0.545			0.983

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/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.000	2	230	0.004	2	230	0.004
08:00 - 09:00	2	230	0.002	2	230	0.044	2	230	0.046
09:00 - 10:00	2	230	0.004	2	230	0.074	2	230	0.078
10:00 - 11:00	2	230	0.000	2	230	0.052	2	230	0.052
11:00 - 12:00	2	230	0.026	2	230	0.057	2	230	0.083
12:00 - 13:00	2	230	0.044	2	230	0.035	2	230	0.079
13:00 - 14:00	2	230	0.041	2	230	0.070	2	230	0.111
14:00 - 15:00	2	230	0.044	2	230	0.083	2	230	0.127
15:00 - 16:00	2	230	0.037	2	230	0.048	2	230	0.085
16:00 - 17:00	2	230	0.092	2	230	0.015	2	230	0.107
17:00 - 18:00	2	230	0.070	2	230	0.048	2	230	0.118
18:00 - 19:00	2	230	0.050	2	230	0.024	2	230	0.074
19:00 - 20:00	2	230	0.015	2	230	0.020	2	230	0.035
20:00 - 21:00	2	230	0.024	2	230	0.007	2	230	0.031
21:00 - 22:00	1	168	0.018	1	168	0.000	1	168	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.467			0.581			1.048

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 10.86

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.007	2	230	0.015	2	230	0.022
08:00 - 09:00	2	230	0.009	2	230	0.096	2	230	0.105
09:00 - 10:00	2	230	0.037	2	230	0.148	2	230	0.185
10:00 - 11:00	2	230	0.031	2	230	0.100	2	230	0.131
11:00 - 12:00	2	230	0.094	2	230	0.129	2	230	0.223
12:00 - 13:00	2	230	0.105	2	230	0.102	2	230	0.207
13:00 - 14:00	2	230	0.122	2	230	0.150	2	230	0.272
14:00 - 15:00	2	230	0.107	2	230	0.144	2	230	0.251
15:00 - 16:00	2	230	0.129	2	230	0.157	2	230	0.286
16:00 - 17:00	2	230	0.214	2	230	0.059	2	230	0.273
17:00 - 18:00	2	230	0.146	2	230	0.137	2	230	0.283
18:00 - 19:00	2	230	0.187	2	230	0.124	2	230	0.311
19:00 - 20:00	2	230	0.094	2	230	0.078	2	230	0.172
20:00 - 21:00	2	230	0.098	2	230	0.076	2	230	0.174
21:00 - 22:00	1	168	0.089	1	168	0.024	1	168	0.113
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.469			1.539			3.008

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/G - STUDENT ACCOMMODATION
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.002	2	230	0.007	2	230	0.009
08:00 - 09:00	2	230	0.004	2	230	0.002	2	230	0.006
09:00 - 10:00	2	230	0.004	2	230	0.002	2	230	0.006
10:00 - 11:00	2	230	0.002	2	230	0.002	2	230	0.004
11:00 - 12:00	2	230	0.009	2	230	0.011	2	230	0.020
12:00 - 13:00	2	230	0.004	2	230	0.000	2	230	0.004
13:00 - 14:00	2	230	0.002	2	230	0.000	2	230	0.002
14:00 - 15:00	2	230	0.000	2	230	0.004	2	230	0.004
15:00 - 16:00	2	230	0.007	2	230	0.011	2	230	0.018
16:00 - 17:00	2	230	0.007	2	230	0.004	2	230	0.011
17:00 - 18:00	2	230	0.002	2	230	0.007	2	230	0.009
18:00 - 19:00	2	230	0.004	2	230	0.007	2	230	0.011
19:00 - 20:00	2	230	0.004	2	230	0.002	2	230	0.006
20:00 - 21:00	2	230	0.011	2	230	0.009	2	230	0.020
21:00 - 22:00	1	168	0.012	1	168	0.012	1	168	0.024
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.080			0.154

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.002	2	230	0.000	2	230	0.002
08:00 - 09:00	2	230	0.000	2	230	0.000	2	230	0.000
09:00 - 10:00	2	230	0.004	2	230	0.002	2	230	0.006
10:00 - 11:00	2	230	0.004	2	230	0.002	2	230	0.006
11:00 - 12:00	2	230	0.007	2	230	0.009	2	230	0.016
12:00 - 13:00	2	230	0.002	2	230	0.004	2	230	0.006
13:00 - 14:00	2	230	0.007	2	230	0.007	2	230	0.014
14:00 - 15:00	2	230	0.002	2	230	0.002	2	230	0.004
15:00 - 16:00	2	230	0.002	2	230	0.004	2	230	0.006
16:00 - 17:00	2	230	0.000	2	230	0.000	2	230	0.000
17:00 - 18:00	2	230	0.000	2	230	0.000	2	230	0.000
18:00 - 19:00	2	230	0.000	2	230	0.000	2	230	0.000
19:00 - 20:00	2	230	0.000	2	230	0.000	2	230	0.000
20:00 - 21:00	2	230	0.002	2	230	0.002	2	230	0.004
21:00 - 22:00	1	168	0.000	1	168	0.000	1	168	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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.*