Transport Statement

January 2026

EAS

Land North of Mill Lane

Sawston, Cambridge

CB22 3HZ

Bidwells

Document History

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The content of this report is based on information available as of January 2026, the validity of the statements made may therefore vary over time as planning guidance/policies and the evidence base change.

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1 Introduction

Introduction

1.1 EAS has been appointed to provide transport planning advice in support of the Regulation 18 stage of the South Cambridgeshire Local Plan.

1.2 The site being considered is located to the west of Sawston in the southern area of South Cambridgeshire District. A location plan is contained at **Appendix A**.

1.3 The proposals are for residential development in the region of 230 units.

1.4 This report sets out how the transport elements of the development could be delivered, having regard to the existing transport connectivity, local services, schools and employment opportunities in the vicinity of the site, which would be to the benefit of the proposed development.

Executive Summary

1.5 The site benefits from strong accessibility through sustainable modes. Footways are present along Mill Lane and routes into the village. Key facilities, including schools, shops, healthcare and community services, are within walking and cycling distance. Strategic cycling infrastructure, including the Sawston Greenway, is accessible in the vicinity of the site, providing sustainable connections to Cambridge.

1.6 Frequent bus services operate nearby with direct connections to Cambridge, and rail services are available at Whittlesford Parkway and Great Shelford stations.

1.7 A vehicular access is proposed via a priority junction off Mill Lane. A secondary access point is proposed via White Field Way. In accordance with local highway guidance, development of 100–200 dwellings can be accommodated via a primary vehicular access and secondary emergency access. An option for larger development might be investigated in consultation with emergency services or further design improvements. As such, it is expected that the maximum number of dwellings at the site would fall between 200 and 230 dwellings.

1.8 The level of traffic expected to be generated is typical of a residential scheme of this scale and would be assessed in detail at the planning application stage. Proportionate off-site improvements to support walking, cycling and public transport could also be considered as part of future proposals.

1.9 From a transport and accessibility perspective, the site is well located in relation to Sawston and the wider network, and there are no fundamental highway or connectivity constraints preventing development of up to circa 230 dwellings, subject to detailed design, assessment and localised improvements.

Aims of this Report

1.10 This report contains the following:

- Section 2 – Sets the national, regional, and local policy context;

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- Section 3 – Assessment of the local area, including existing facilities and the transport network;
- Section 4 – Development proposals, including access, parking and servicing;
- Section 5 – Expected trip generation and impact on the local highway network;
- Section 6 – Summary and Conclusions

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2 Policy Review

2.1 This section reviews the Regulation 18 policy evidence base in relation to the proposed development, alongside the relevant transport policies from the NPPF and Cambridgeshire transport policies.

2.2 The following documents have been reviewed:

- NPPF (2024)
- Draft NPPF (2025)
- South Cambridgeshire Local Plan (2018)
- Cambridgeshire County Council Local Transport Plan (2015)
- Cambridgeshire Long Term Transport Strategy (2015)
- Emerging Greater Cambridge Local Plan

National Planning Policy Framework (NPPF 2024)

2.3 The current National Planning Policy Framework was published in December 2024. This document sets out the government's planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In this regard, Paragraph 10 of the NPPF states:

> *So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** [original emphasis].*

2.7 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:

> *Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
>
> *a) Making transport consideration an important part of early engagement with local communities;*

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b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*

c) *understanding and addressing the potential impacts of development on transport networks;*

d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scaler, location or density of development that can be accommodated;*

e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.8 Paragraph 112 states that the following should be taken into account when setting local parking standards:

a) *the accessibility of the development;*

b) *the type, mix and use of development;*

c) *the availability of and opportunities for public transport;*

d) *local car ownership levels; and*

e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.9 Paragraph 113 adds that:

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.10 Paragraphs 115 states:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*

b) *safe and suitable access to the site can be achieved for all users;*

c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

2.11 Paragraphs 116 states:

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, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.12 Within that context, paragraphs 117 states that applications for development should:

a) *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

2.13 Paragraph 118 states:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Draft NPPF (December 2025)

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2.14 The Draft NPPF introduces a new national Connectivity Tool, referenced within Chapter 15 (TR1), to support the assessment of how well locations are connected to essential services by sustainable transport modes.

National Connectivity Tool

2.15 The Connectivity Tool divides England and Wales into 10m x 10m land parcels and assigns each a connectivity score based on access to essential facilities within a 60-minute journey time by sustainable modes only. Facilities are weighted according to their importance (for example, hospitals are weighted more heavily than convenience retail), and the final score is a composite measure of sustainable accessibility.

2.16 The weighting applied within the tool is as follows:

- 52% Public transport
- 40% Walking
- 8% Cycling

2.17 The highest possible score nationally is 100, with all other locations scored relative to this benchmark.

South Cambridgeshire Local Plan (2018)

2.18 The South Cambridgeshire Local Plan was adopted in September 2018, and sets out the planning policies to guide the future development within the district. It includes the LPA's policies on a wide range of topics including housing, employment, services, and the natural environment.

2.19 The Plan aims to strike the right balance between growth and conservation, valuing what makes the area unique. It is about making sure jobs are created, and new homes provided, in the right areas, and that all transport needs are considered, and people have a choice about where to live so they do not have to rely on cars for all their journeys.

2.20 Chapter 10 within the Local Plan refers to Promoting and Delivering Sustainable Transport. 'Policy TI/2: Planning for Sustainable Travel' outlines the following:

1. *"Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.*
2. *Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport.*
3. *Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts."*

2.21 'Policy TI/3: Parking Provision' outlines the following:

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1. *"Car parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11. Cycle parking should be provided to at least the minimum standards set out in Figure 11.*
2. *Car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility.*
3. *The Council will encourage innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points.*
4. *Residential garages will only be counted towards car and cycle parking provision where they meet a minimum size requirement.*
5. *All parking provision must be provided in a manner that accords with Policy HQ/1 and the developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan."*

2.22 It is worth adding that the residential use on site is classed as Use class C3, which equates to the following local parking standards policy:

- Car Parking (indicative): 2 spaces per dwelling – 1 space to be allocated within the curtilage;
- Cycle Parking (minimum): 1 space per bedroom; and
- Additional provision may be needed for visitors, service vehicles, salesmen.

Cambridgeshire County Council Local Transport Plan (2015)

2.23 The Cambridgeshire Local Transport Plan 2011-2031 ('LTP'), adopted in July 2015, also notes a number of policies in regard to Travel Planning. These include the formation of the Travel for Cambridgeshire (formerly known as the Travel for Work Partnership), which is a non-profit organisation which helps local businesses to develop initiatives promoting the use of sustainable modes of transport.

2.24 The LTP suggests a number of measures that could be adopted to promote the shift toward sustainable modes of travel, including:

- Car sharing;
- Provision of infrastructure that allows sustainable modes of travel;
- Cycle training;
- Provision of Travel Information Packs;
- Free or discounted travel passes;
- Free or discounted cycles;

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- Cycling and walking buddy groups;
- Cycling and walking pooling schemes;
- Travel planning; and
- Car sharing schemes.

2.25 New development is expected to:

Prioritise sustainable modes of travel - Development should reduce reliance on private car use and prioritise walking, cycling and public transport as the default modes for everyday journeys.

Be located in accessible and well-related locations - Growth should be directed to sites that are well related to existing settlements and transport networks, where journeys are shorter and sustainable travel choices are realistic.

Support a 'public transport first' approach - New development should be designed around high-quality, frequent and reliable public transport services, with good penetration of sites and convenient access for all users.

Provide high-quality walking and cycling infrastructure - Development must deliver safe, direct and attractive pedestrian and cycle routes that connect to existing networks and key destinations such as town centres, schools, employment and public transport interchanges.

Enable demand management and reduced car dependency - New development should support demand management measures, including parking restraint, modal filtering and layout design that discourages unnecessary car trips and rat-running.

Promote mixed-use, compact development - Co-location of homes, jobs, services and facilities is encouraged to increase trip internalisation and reduce the need for longer-distance travel.

Deliver inclusive and integrated transport solutions - Transport provision should cater for all users, including those without access to a private car, and integrate fixed-route public transport with shared mobility and demand-responsive services where appropriate.

Avoid reliance on uncommitted or uncertain infrastructure - Development should be deliverable with existing or clearly programmed infrastructure and not be dependent on major schemes with uncertain funding or timescales.

Support climate change and public health objectives - Transport strategies for new development should contribute to reduced carbon emissions, improved air quality and healthier travel choices.

2.26 These principles form the basis against which the transport performance, deliverability and sustainability of new development proposals are assessed under the LTP.

Cambridgeshire Long Term Transport Strategy (2015)

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2.27 The Long-Term Transport Strategy ('LTTS') was also adopted in 2015, and forms part of the Third Cambridgeshire Local Transport Plan. The LTTS supports the Greater Cambridge Greater Peterborough Strategic Economic Plan by identifying key strategic transport infrastructure and services needed to support the growth and local economy. It details how the transport network will be developed to:

- Support sustainable growth across Cambridgeshire to 2031 following Local Plans of Cambridgeshire's City and District Council's;
- Consider longer-term aspirations in support of sustainable growth to 2050; and
- Support the Greater Cambridge Greater Peterborough Growth Prospectus.

Emerging Greater Cambridge Local Plan

2.28 South Cambridgeshire District also now forms part of the Greater Cambridge region, which aims to combine Local Plans and the planning processes of the South Cambridgeshire District and the Cambridge City Councils.

2.29 Under this proposal, the First Proposals of the emerging Greater Cambridge Local Plan has been published in 2021, as the policy document continues its consultation and development phase. The draft Local Plan and supporting documents were scrutinised by local councillors – starting with Cambridge City Council's Performance, Assets and Strategy Overview and Scrutiny Committee on Tuesday 4 November 2025; then the South Cambridgeshire District Council Scrutiny and Overview Committee on Thursday 6 November 2025.

2.30 Cambridge City Council and South Cambridgeshire District Council are therefore currently developing a joint Local Plan for the two planning districts combined. This is their first joint Local Plan, and will ensure that a more consistent approach to planning and development across the region.

2.31 The Joint Local Plan will set out the future land use and planning policies for the plan area, including the number of new homes and employment uses that are to be planned for the area, the services and infrastructure that are required to support this, and where this new development should happen.

2.32 This emerging Local Plan document seeks to deliver sustainable and inclusive communities through the provision of effective and sufficient sustainable modes of travel to everyone. In this regard, it seeks major schemes to provide Transport Assessments, as well as Travel Plans, to minimise the impacts by the said schemes.

2.33 The emerging plan also seeks to promote the use of cleaner modes of travel, including cycle parking at homes, places of work, and at travel interchange hubs, as well as facilitating the roll-out of Electric Vehicle Charging Infrastructure to enable the transition away from combustion-powered vehicles.

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3 Existing Site Assessment

Existing Site Context

3.1 The site being considered is located to the west of Sawston in the southern area of South Cambridgeshire District.

3.2 The site is bordered to the north by undeveloped land, to the east by Sawston Village College, to the south by Mill Lane and to the west by the A1301.

3.3 The land ownership excludes the existing residential properties accessed via White Field Way. White Field Way is understood to form a private road.

3.4 A location plan is contained at **Appendix A**.

Local Road Network

3.5 Mill Lane borders the site to the south, running in an east-west alignment. The carriageway measures circa 6.0-6.5m in width and is subject to a 50mph speed limit in the vicinity of the site. At present, there is a footway on the northern side of the carriageway, directly bordering the site.

3.6 Mill Lane is bound by the junction with the A1301, which forms the southwestern extent of the site boundary. Circa 180m east of this junction the speed limit reduces to 30mph. There are uncontrolled informal pedestrian crossing points linking the abovementioned footway bordering Mill Lane to the western side of the A1301. This forms part of the National Cycle Route 11, which is discussed further in the 'Walking and Cycling' section of this report.

3.7 The A1301 runs in a north-south alignment, providing a connection to Cambridge to the north and the A505 to the south.

3.8 The A505 runs in a southwest-northeast alignment, linking the A1(M) to the southwest and the A11 to the east. In the vicinity of the site, the A505 also provides connections to the M11.

3.9 The site is also bound by the existing residential properties off White Field Way in the southeastern corner of the site. White Field Way is understood to form a private road, serving circa 8 residential units. The carriageway measures circa 5m in width. Access is gained via Mill Lane, located circa 150m east of the Mill Lane/A1301 junction.

Census Data

3.10 To determine the expected levels of car ownership at the site, 2021 census tables RM001 and TS045 were analysed.

3.11 The relevant datasheets are contained at **Appendix B**.

3.12 The proposed site falls within LSOA 'E01018280 : South Cambridgeshire 015B', as demonstrated in inset 3.1 below.

Inset 3.1 – E01018280 : South Cambridgeshire 015B

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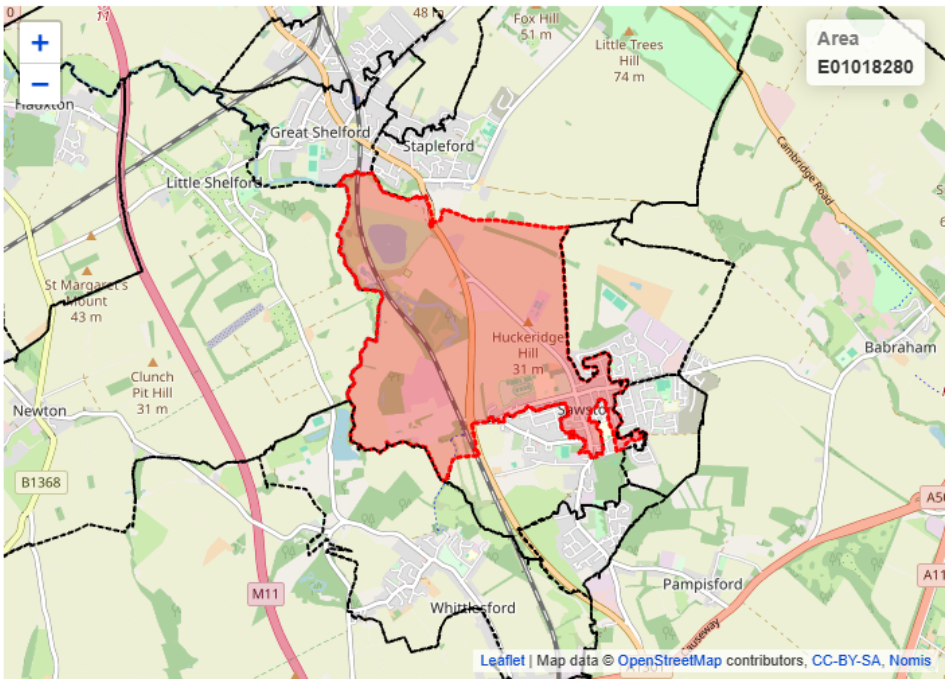

3.13 Car ownership data outlines that a 'whole house or bungalow' within the relevant output area would have ownership of 1.4 vehicles per unit.

Local Amenities

3.14 Sawston Village College forms the nearest secondary educational establishment. The college has 1,130 students between the ages of 11-16. The college directly borders the site to the east, and can be accessed via a circa 550m 8-min walk or 2-min cycle east of the site.

3.15 Primary schools in Sawston include The Bellbird Primary School and Icknield Primary School. The Bellbird Primary School can be accessed via a circa 1.2km 17-min walk or 4-minute cycle east of the site. Icknield Primary School can be accessed via a circa 1.9m 26-min walk or 6-minute cycle east of the site.

3.16 There are also a number of nursery and preschool groups within the village, including Sawston Nursery, which can be accessed via a circa 1.5km 21-min walk southeast of the site.

3.17 Sawston Medical Practice occupies a site on London Road, which can be accessed via a circa 1.8km 24-min walk or 6-min cycle southeast of the site.

3.18 The High Street forms the typical 'town-centre' of the village, and can be accessed via a circa 1.0km 13-min walk or 3-min cycle east of the site. The High Street boasts a number of typical local amenities, including but not limited to:

- A supermarket
- A post office
- Typical high street retail (e.g. WHSmith and charity shops)

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- Cafes, restaurants and takeaways
- Pubs
- A surgery
- A pharmacy
- An opticians
- Hairdressers and barbers
- A Greengrocers and butchers
- A museum

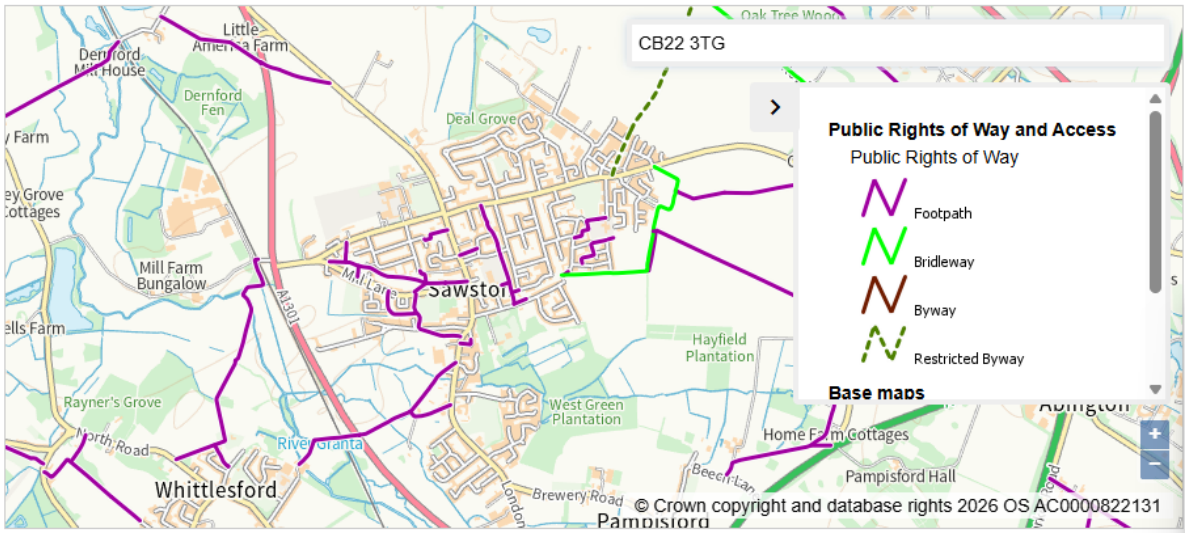
3.19 As such, it is clear that there is a wide range of facilities within walking distance that would be expected to support residents' everyday needs without reliance on private vehicles.

3.20 Sheffield stand cycle parking is available on the High Street opposite Dominos. For residents with limited mobility, there is also car parking available to the south of the Co-op supermarket.

Walking and Cycling

3.21 There are a number of Public Rights of Way (PROW) in the vicinity of the site and surrounding Sawston.

3.22 Footpath 196/20 forms the nearest PROW to the site, and can be accessed via Mill Lane, circa 200m east of the site.



Inset 3.2 – PROW Map

3.23 There are also Cambridge Greenways accessible within the vicinity of the site. The Cambridge Greenways are a network of 12 planned sustainable travel corridors (walking, cycling,

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equestrian) connecting villages in South Cambridgeshire with Cambridge city centre, aiming to reduce car use, congestion, and pollution while improving health and countryside access.

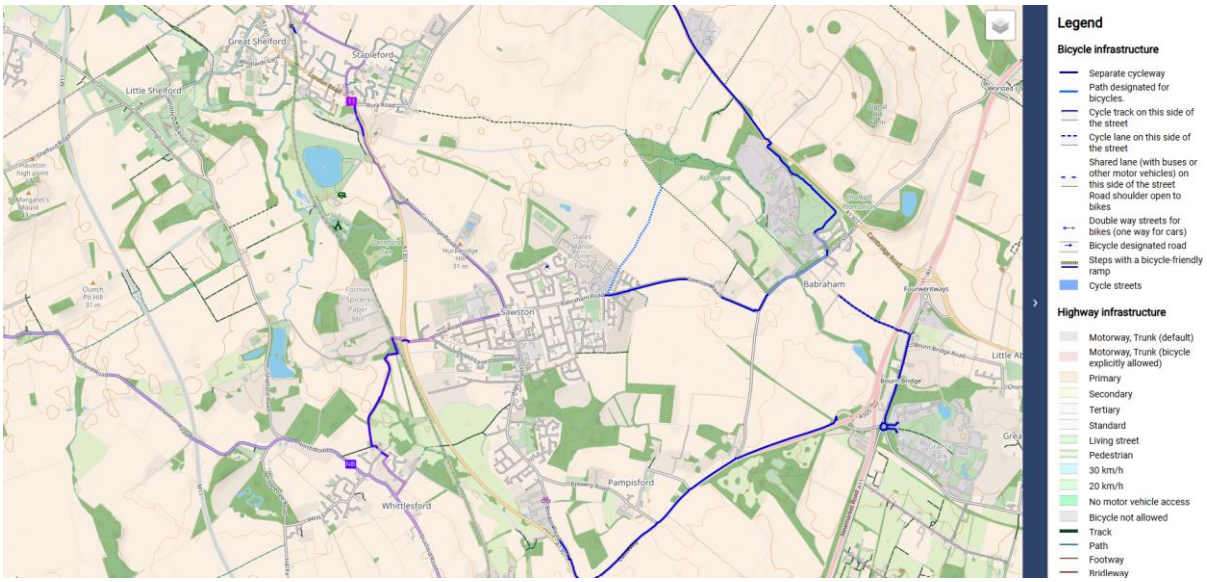
3.24 The Sawston Greenway originates to the north of Sawston on the A1301 at its junction with Cambridge Road. There is a dedicated footway on Cambridge Road, which forms the most appropriate pedestrian route from the site to the Greenway.

3.25 The Sawston Greenway navigates from northern Sawston, through Great Shelford and into the south of Cambridge.

3.26 Further details on the Sawston Greenway, and the other Greenways serving Greater Cambridge are available at the following link: https://www.greatercambridge.org.uk/sustainable-transport-programme/active-travel-projects/greater-cambridge-greenways/sawston-greenway

3.27 As per CyclOSM, Mill Lane, New Road and Cambridge Road all form suitable cycle routes. When combined, these routes extend to the north into Great Shelford via the Sawston Greenway, which extends into south Cambridge.

3.28 This route forms part of National Cycle Route 11, which extends to the west of the site, on the western side of the A1301. National Cycle Route 11 connects Harlow, Essex, with King's Lynn, Norfolk. The route is known for its scenic sections around Cambridge and extending through the East of England, linking areas like Milton Keynes, Luton, and St Albans, offering traffic-free segments along rivers, canals, and former railway lines for walkers, cyclists, and wheelers.



Inset 3.3 – CyclOSM output

Rail

3.29 Whittlesford Parkway railway station is on the West Anglia Main Line serving the village of Whittlesford in Cambridgeshire. The station can be accessed circa 3.4km south of the site, via a circa 12-minute cycle or 5-minute drive. The walking route can be shortened using bus service 7, which runs from central Sawston to the Sawston Bypass at the southern extents of Sawston. From the bypass, the station is a 20-minute walk.

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3.30 All services at Whittlesford Parkway are operated by Greater Anglia. The typical off-peak service in trains per hour (tph) is:

- 2 tph to London Liverpool Street (1 semi-fast, 1 stopping)
- 1 tph to Stansted Airport
- 2 tph to Cambridge North
- 1 tph to Norwich via Thetford

3.31 During the peak hours, the station is served by an additional 2tph to/from London Liverpool Street and Cambridge North/Ely.

3.32 Alternatively, the Great Shelford railway station is accessible to the north via a circa 3.4km 11-minute cycle along the Sawston Greenway, or 6-minute drive.

Buses

3.33 The nearest bus stop is available on New Road, via a circa 260m 4-minture walk east of the site. Alternative bus stops are also available, providing access to more frequent services such as Babraham Road, which can be accessed via a circa 800m 11-minyue walk east of the site.

3.34 Both stops are served by the Citi 7 bus route operated by Stagecoach East. Northbound services, running three times per hour Monday to Saturday and once per hour on Sunday, terminate at Emmanuel Street Bus Station (Stop E1) in Cambridge City Centre. Southbound, one bus per hour terminates at London Road Turning Circle, at the junction of London Road and Brewery Road. Monday to Saturday, one service continues further to Saffron Walden, and the other to Pampisford.

Shared and Hire Bikes

3.35 Within Cambridgeshire, 'Voi' is understood to currently operate a dockless cycle and e-scooter hire system. These provide a pay-as-you-go or subscription service to e-scooters and bikes located across the city. The service provides a flexible, sustainable transport option.

DfT Connectivity Tool

3.36 As per Chapter 15 TR1 of the draft NPPF Dec 2025, the Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant evidence.

3.37 This tool splits England and Wales into individual 100sqm parcels of land, and provides them with connectivity scores regarding access to essential facilities via sustainable transport, the process is described below:

- The score for each destination is calculated based on the importance of facilities in a 60min journey radius, and the travel time to said destinations. Facilities have different weights which contribute to the final score, e.g., hospitals carry more weight than a convenience store.

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- The final score is a culmination of sustainable transport modes **ONLY**.
- The most connected place in the UK will have a score of 100 (this is output area E00183838 – Spitalfields, within the London Borough of Tower Hamlets, England), and every other score will be in relation to this. For example, if an OA had a score of 50, it would be half as connected via sustainable transport methods than Spitalfields.
- The scores are weighted by the following: 52% Public transport, 40% Walking, 8% Cycling

3.38 The proposed site produces a National Score of 52. This would be considered slightly above average, and it would be argued to form a very reasonable score for a site in a village setting. It is noted that the site boasts an above-average National Score for all metrics, including public transport, walking and cycling.

3.39 The site achieves a National Score for public transport of 53, which is considered slightly above average. As noted above, Sawston is a major stop on the Citi 7 bus route, with a high volume of services available to neighbouring settlements and facilities. As such, it is concluded that the site provides a reasonable level of accessibility to sustainable transport links. Depending on the scale of the proposed development site, improvements could be further considered at the planning stage.

3.40 The site achieves a National Score for walking of 50, which is considered slightly above average. As noted above, the Sawston High Street is accessible within a walkable distance, providing access to a wide number of typical daily amenities without reliance on private transport modes. As such, it is concluded that the site provides a reasonable level of accessibility to sustainable transport links. Depending on the scale of the proposed development site, improvements could be further considered at the planning stage.

3.41 The site achieves a National Score for cycling of 60, which is considered above average. As noted above, both the National Cycle Route 11 and the Sawston Greenway are accessible in the vicinity of the site, providing direct cycle routes to Great Shelford and Cambridge. As such, it is concluded that the site provides a good level of accessibility to sustainable transport links. Depending on the scale of the proposed development site, improvements could be further considered at the planning stage.

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4 Site Proposals

The Proposals

4.1 The proposed development is for the development of circa 230 residential units.

The Proposed Access

4.2 Vehicular access is proposed via a priority junction off Mill Lane to the south of the site. An indicative access location and design are located at **Appendix C**.

4.3 The proposed access location will consider the visibility requirements of 2.4m x 160m as set out in Design Manual for Roads and Bridges (DMRB) standards.

4.4 Visibility splays have been prepared at the indicative access location off Mill Lane and are contained at **Appendix D**. The DMRB standard visibility splays are achievable to the east, with the visibility splays to the west extending the entire duration of Mill Lane prior to the junction with the A1301. Whilst this falls below 160m, the splay extends the entire duration of the available carriageway, and vehicles navigating this junction and the associated turn would be clearly be expected to be travelling at significantly reduced speeds. As such the indicative access location and outlined visibility splays are considered appropriate within the context of the local highway network.

4.5 Depending on the final access location, it is expected that ATC surveys would be completed as part of any future planning application to assess vehicle speeds and volumes to determine whether the full splays as outlined above would be considered necessary.

4.6 The development may also propose a relocation of the existing 30mph speed limit change, allowing for the site access to fall within a 30mph zone. Currently, the speed limit change is located circa 180m east of the junction of Mill Lane and the A1301. The potential reduction in the speed limit at the site frontage would reduce the requirements of the visibility splays and provide a more suitable environment to encourage cyclists and pedestrians.

4.7 Improvements to active transport infrastructure along the site frontage are expected to be delivered to promote pedestrian and cyclist movements from the proposed access towards facilities in Sawston. The indicative access design located at **Appendix C** demonstrates the widening if the existing footway bordering the site on the northern side of Mill Lane to a minimum of 3m. Any proposed improvements would be deliverable within the highway extents as per the mapping contained at **Appendix E**.

4.8 The access would be designed to accommodate all expected vehicle profiles, including refuse vehicles and fire tender and would be supported with the relevant swept path analysis in any future planning application. A refuse vehicle is expected to form the largest vehicle profile utilising the site, and as such all smaller vehicle profiles (e.g. fire tenders and private cars) would be expected to be able to replicate these manoeuvres.

4.9 All measurements and dimensions for the proposed access and internal layout would be proposed in line with the standards set out in the Cambridge Highway Development Management General Principles for Development (2023) document.

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Secondary Emergency Access

4.10 As per the Cambridge Highway Development Management General Principles for Development (2023) document, sites between 100 and 200 units would require a secondary emergency access.

4.11 Sites below this threshold do not require a secondary access, and site in excess of 200 units would require two full points of access. In circumstances where 2 x points of access cannot be achieved, the views of the emergency services should be sought.

4.12 As such, given the scale of the proposed development site (230 units), it is expected that a secondary emergency access will be required, and further consultation with emergency services or investigation to establish the feasibility of secondary full access would be conducted.

4.13 Noting that the properties on White Field Way, to the east of the ownership boundary, require an emergency access arrangement that would need to be safeguarded in perpetuity, this route could potentially function as a secondary emergency access. An indicative plan demonstrating this has been prepared and is contained at **Appendix F**.

4.14 The proposed secondary access would form a continuation of the existing carriageway, and as such, there are no expected concerns with regards to visibility or swept path analysis, given this forms an existing route.

4.15 The existing width of White Field Way may be the principal factor influencing its suitability; however, as land understood to be within the client's control adjoins the route, there appears to be scope to accommodate any potential widening if necessary.

4.16 Emergency service consultation and further investigation of the form of the secondary access will take place to establish a secondary access solution to support a scheme of up to 230 units.

Car & Cycle Parking

4.17 South Cambridgeshire are the parking authority, and the South Cambridgeshire Local Plan (2018) states the following standards for a C3 residential dwelling:

- 2 vehicle parking spaces per dwelling, with 1 space to be allocated within the curtilage
- 1 cycle parking space per bedroom per dwelling

4.18 Any future proposal will have car and cycle parking compliant with these policies, with EV charging capabilities provided in line with local standards and Building Regulations.

Servicing

4.19 All servicing is proposed to take place internally. The relevant swept path analysis would be provided to demonstrate the required vehicle profiles navigating the internal site layout as part of any future planning application.

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4.20 It is understood that an appropriate bin collection point will be provided in the vicinity of all proposed units, allowing for waste collection within the parameters defined in Manual for Streets (MfS) at paragraphs 6.8.8 and 6.8.9.

4.21 As per MfS paragraph 6.7.2, it will be ensured that a fire tender will be able to reach within 45m of all proposed dwellings

Off-site Improvements

4.22 Any future planning application would give due consideration to proportionate off-site transport improvements, having regard to the scale and nature of the development proposed. Such measures could include enhancements to active travel infrastructure, improvements at the site frontage, and potential contributions towards sustainable transport initiatives such as local bus service provision or shared micromobility schemes (e.g. 'voi' scooter/bike services).

4.23 The precise scope and extent of any works or financial contributions would be informed by further assessment and agreed through a Transport Assessment prepared in support of any future development proposals.

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5 Development Generated Traffic

5.1 The TRICS database was used to estimate trip rates that will be generated from the proposed development.

5.2 It should be noted that TRICS has recently published a guidance note (guidance note on the Practical Implementations of the Decide and Provide Approach). Historically, transport planners have looked to the TRICS database to estimate how much traffic any given development will generate and then create road space to accommodate it, often to the detriment of pedestrians, cyclists and public transport users.

5.3 New emphasis in transport planning pays less attention to the needs of road traffic and rebalances the requirements of sustainable modes. This approach has been termed 'Decide and Provide' to consider the needs of pedestrians, cyclist and public transport users in line with meeting reductions in CO2 from motorised transport.

5.4 A site of this scale is expected to contain a mix of private and social tenure, but for ease of calculation, just private tenure houses are considered. This is also robust, as private tenure accommodation tends to have a slightly higher trip rate.

5.5 The following selection has been undertaken:

- Selected Land Use (Private Houses);
- Multi-modal survey;
- 'Edge of Town' or 'Suburban' areas;
- Sites in England outside of London
- Unit numbers 30-350 (Private Houses)
- Surveyed on a weekday; and
- Survey undertaken from 01/01/14 - present

5.6 The full TRICS datasheets are contained at **Appendix G**.

Table 5.1 – Estimated trip rates per dwelling for privately owned houses

Private Houses	08:00 – 09:00			17:00 – 18:00		
	In	Out	Total	In	Out	Total
Total Vehicles	0.152	0.372	0.524	0.341	0.160	0.501
Pedestrians	0.043	0.114	0.157	0.053	0.036	0.089
Cyclists	0.005	0.017	0.022	0.010	0.007	0.017
Public Transport	0.002	0.036	0.038	0.021	0.002	0.023

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5.7 The maximum number of dwellings (230) has been multiplied by the trip rate to calculate the estimated level of traffic proposed for the site.

Table 6.2 – Estimated trip number for privately owned house (allow for rounding errors)

Houses (28 units)	08:00 – 09:00			17:00 – 18:00		
	In	Out	Total	In	Out	Total
Total Vehicles	35	86	121	78	37	115
Pedestrians	10	26	36	12	8	20
Cyclists	1	4	5	2	2	4
Public Transport	**1**	**8**	**9**	**5**	0	**5**

5.8 121 total vehicle trips are estimated to occur during the AM peak hour, and 115 during the PM peak hour.

5.9 It would be considered necessary to undertake traffic modelling as part of any future planning application.

5.10 In terms of assignment to the highway network, the majority of vehicle traffic would likely route to the west of the site, as this provides the most direct route to the A1301, A505 and M11. Some vehicle traffic would be expected to route to the east, predominantly for services available within Sawston, including schools and shops.

Walking, Cycling and Public Transport Trips.

5.11 There are two common ways to predict the number of non-vehicle-based trips. One is to use Census Journey to Work data and the other is to use TRICS data. Both have pitfalls. Journey to work data does not include the myriad of other journey requirements throughout the course of the day such as an education or shopping trips; and TRICS data is based on other sites that may have differences at the local level, such as proximity to a cycleway, bus system of rail station.

5.12 In this instance, TRICS data has been used to determine the likely level of non-motorised trips, i.e., those people walking, cycling and taking public transport.

5.13 In the AM peak and PM peak hour it is anticipated that there will be 36 and 20 walking trips, respectively. There are expected to be 5 and 4 cycle trips in the corresponding AM and PM peak hours. And there are expected to be 9 and 5 public transport journeys in the corresponding AM and PM peak hours.

5.14 There is expected to be no problem with accommodating these non-motorised trips. Depending on the scale of the proposed development site, improvements to active transport infrastructure could be further considered at the planning stage.

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6 Summary

Summary

6.1 The site is located on the western edge of Sawston in a position that is physically well related to the existing settlement and its services.

6.2 The site is directly bordered by Mill Lane, which provides a connection to the A1301 and the wider strategic highway network, including the A505 and M11.

6.3 A continuous footway is present along Mill Lane at the site frontage, providing safe pedestrian connectivity towards Sawston village.

6.4 The site lies within convenient walking and cycling distance of key local facilities, including schools, the High Street, shops, healthcare and community services.

6.5 Existing bus services on New Road and Babraham Road provide frequent connections to Cambridge and surrounding settlements, offering a realistic alternative to private car use.

6.6 Strategic walking and cycling infrastructure, including the Sawston Greenway and links towards Great Shelford and Cambridge, is accessible from the site.

6.7 Rail services are available at Whittlesford Parkway and Great Shelford stations, both within a reasonable cycling distance.

6.8 The scale of development proposed (circa 230 dwellings) is appropriate to be served via a priority junction access onto Mill Lane, subject to detailed design, visibility requirements and secondary access (with form to be determined).

6.9 A secondary emergency access can be accommodated in line with local highway guidance.

6.10 Car and cycle parking can be provided in accordance with South Cambridgeshire standards.

6.11 Development traffic will be distributed primarily towards the A1301 and strategic road network, limiting effects on minor residential streets.

6.12 The level of trip generation associated with the development is typical of residential development of this scale and can be assessed in detail at the planning application stage.

6.13 The site benefits from a range of sustainable transport opportunities, and proportionate off-site improvements to walking, cycling and public transport infrastructure can be considered as part of a future application.

6.14 From a transport and accessibility perspective, there are no overriding constraints that would prevent the site from being developed for residential use, subject to detailed assessment at the planning stage.

Conclusion

6.15 In transport terms, the proposed development site is expected to be deliverable in accordance with the relevant national and local policies and without a significant impact on the local transport network.

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7 Appendices

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Appendix: A - Location Plan

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Land North of Mill Lane, Sawston

Trumpington Road, Cambridge, CB2 9LD
01223 841841 - bidwells.co.uk

BIDWELLS

Scale: 1:3,000 @ A4 OS Ref: TL 4749 Drawing No: A.60,599 Date: 19/01/2026

Produced by Bidwells GIS Mapping

Appendix: B – Census Datasheets

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RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

population	All households
units	Households
date	2021
area type	2021 super output areas - lower layer
area name	E01018280 : South Cambridgeshire 015B
number of people aged 17 yea	Total

Number of cars or vans	Total	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
Total	619	571	48
No cars or vans in household	103	80	23
1 car or van in household	267	245	22
2 or more cars or vans in hous	249	246	3
Cars per Household	1.336025848	1.397991265	0.598895582

	overall	house	flat
no cars	16.63974	14.01051	47.91667

Appendix: C – Indicative Access

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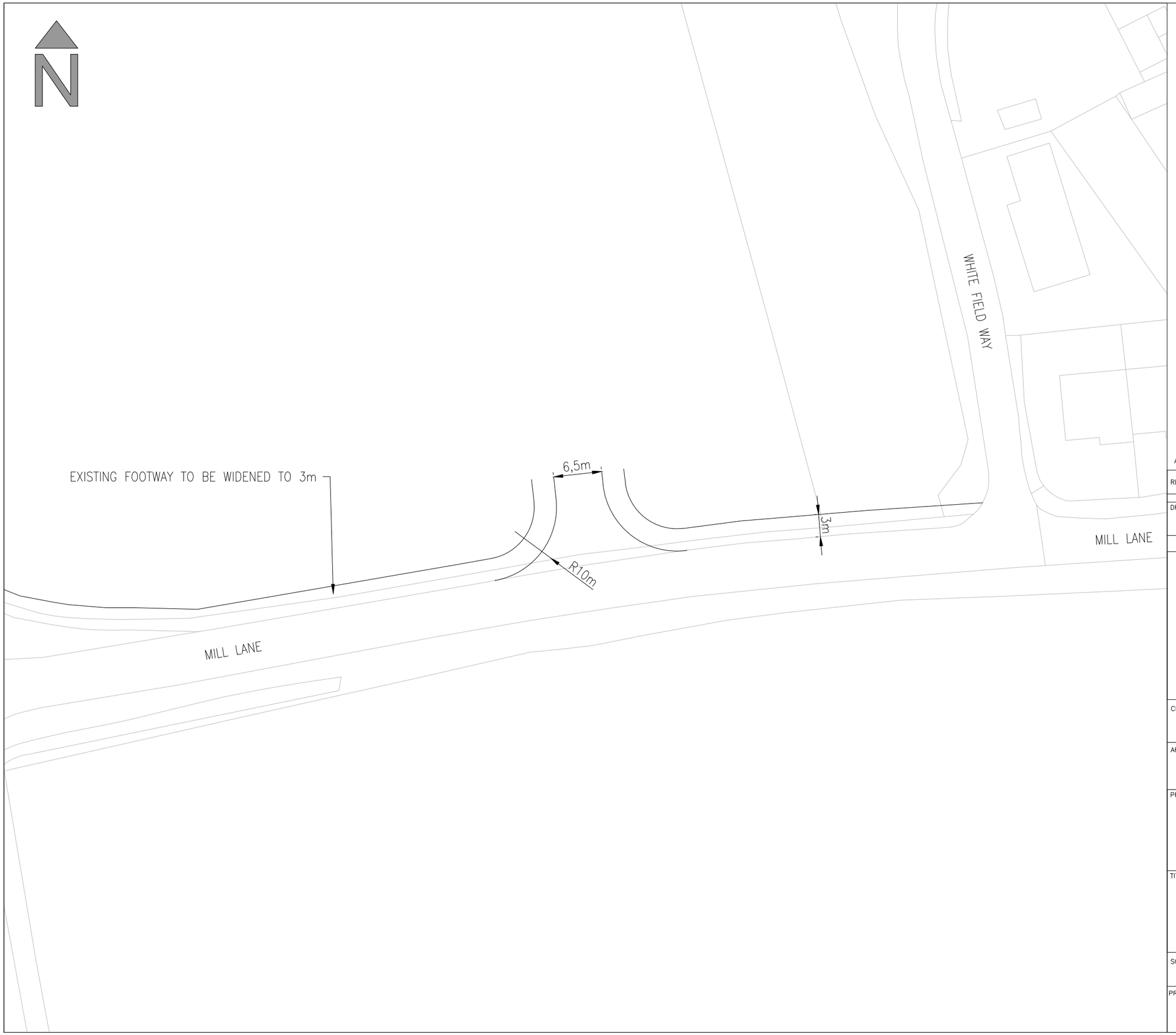

REV	DATE	BY	DESCRIPTION	CHK	APD
A	28/01/2026	MJ	FOOTWAY WIDTH INCREASED	MJ	MJ

DRAWING STATUS:

EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:
BIDWELLS

ARCHITECT:

PROJECT:
MILL LANE, SAWSTON,
SOUTH CAMBRIDGESHIRE DC

TITLE:
INDICATIVE ACCESS LOCATION

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:500	TS	27/01/2026

PROJECT No:	DRAWING No:
6510	6510–EAS–H–100–A

Appendix: D – Visibility Splays

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REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:
BIDWELLS

ARCHITECT:

PROJECT:
MILL LANE, SAWSTON,
SOUTH CAMBRIDGESHIRE DC

TITLE:
VISIBILITY SPLAY

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:1000	TS	27/01/2026

PROJECT No:	DRAWING No:
6510	6510–EAS–H–101

Appendix: E – Highway Boundary Mapping

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
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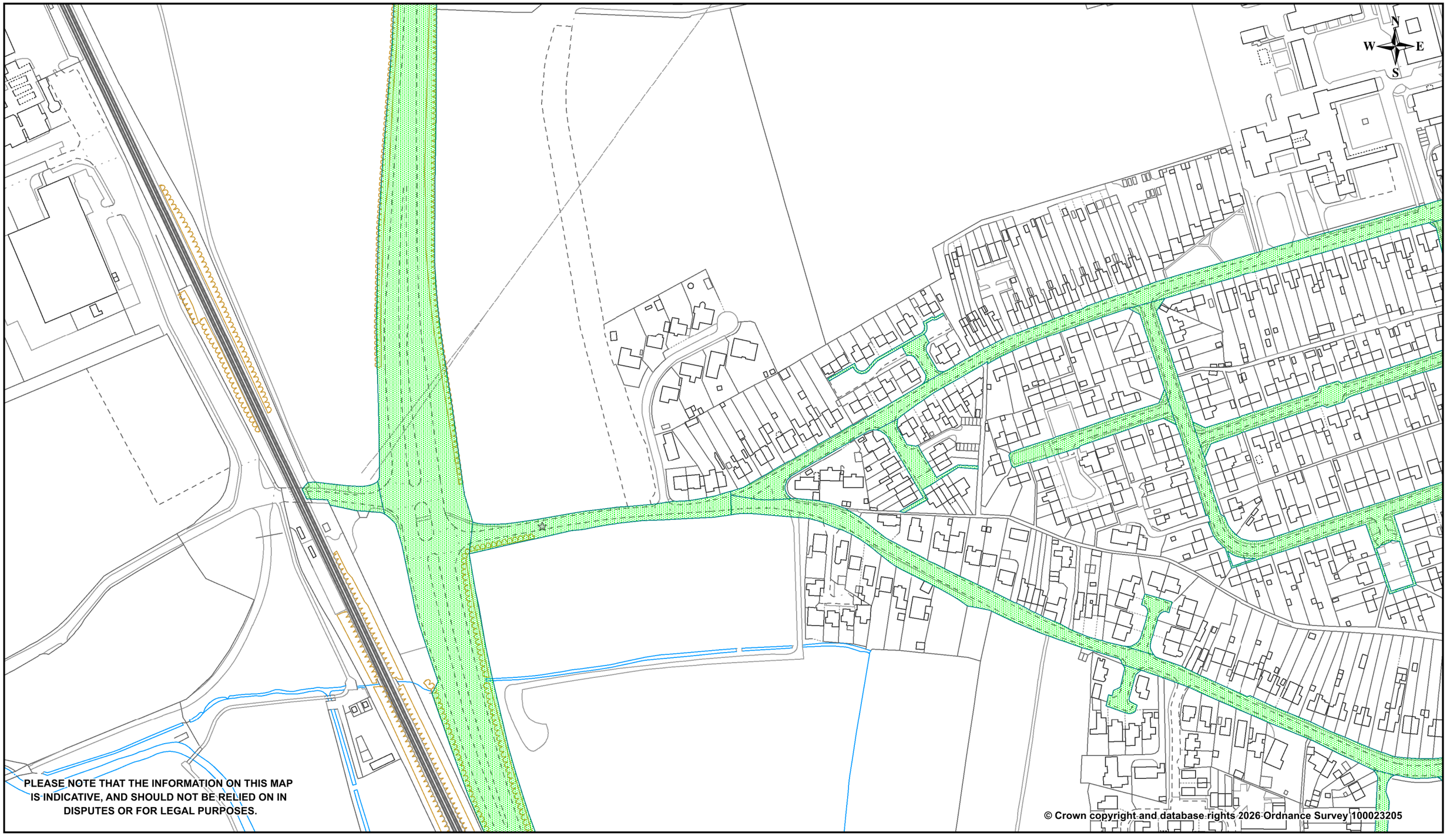
Cambridgeshire County Council



Scale: 1:2500
Date: 26/01/2026
By: CCC789591959_LCJ

Highway boundary plans are determined using Ordnance Survey (OS) mapping at a scale of 1:1250 or 1:2500. Please refer to OS's Statement of Accuracy when comparing with a site survey

Legend

Public highway (green)

The information shown in this search result is a depiction of the highway extent that has been investigated using the highway records available to the County Council. This research has been interpreted and displayed against current Ordnance Survey (OS) map data as accurately as possible. It is possible that the OS mapping for the area searched does not show features that typically form part of the highway boundary, such as (but not limited to) ditches, hedges, fences or embankments. Therefore, please note that owing to the tolerance of accuracy that must be applied to OS maps, the highway boundary 'on the ground' may not be in exactly the same position as the boundary features displayed by OS. If you require a site visit to determine the physical highway extent please contact searches@cambridgeshire.gov.uk. This service is provided on a cost-recoverable basis in accordance with our Schedule of Charges.

Appendix: F – Indicative Secondary Access

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– EXISTING CARRIAGEWAY TO BE CLOSED OFF

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:
BIDWELLS

ARCHITECT:

PROJECT:
MILL LANE, SAWSTON,
SOUTH CAMBRIDGESHIRE DC

TITLE:
INDICATIVE SECONDARY
EMERGENCY ACCESS

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:500	TS	27/01/2026

PROJECT No:	DRAWING No:
6510	6510–EAS–H–103

Appendix: G – TRICS Datasheets

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Calculation Reference: AUDIT-743101-240312-0303

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	5 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	9 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	5 days
	MW	MEDWAY	1 days
	SC	SURREY	3 days
	SP	SOUTHAMPTON	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	7 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC	DORSET	2 days
	DV	DEVON	2 days
	SD	SWINDON	1 days
	SM	SOMERSET	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	13 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	EC	CHESHIRE EAST	1 days
09	NORTH		
	DH	DURHAM	2 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	8 to 300 (units:)
Range Selected by User:	6 to 350 (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: 01/01/14 to 12/03/24

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

Selected survey days:

Monday	14 days
Tuesday	15 days
Wednesday	20 days
Thursday	15 days
Friday	7 days

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

Selected survey types:

Manual count	71 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)	12
Edge of Town	59

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	65
Village	1
Out of Town	3
No Sub Category	2

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	21 days - Selected
Servicing vehicles Excluded	58 days - Selected

Secondary Filtering selection:

Use Class:

C3	71 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	20 days
10,001 to 15,000	25 days
15,001 to 20,000	9 days
20,001 to 25,000	9 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	10 days
25,001 to 50,000	8 days
50,001 to 75,000	11 days
75,001 to 100,000	10 days
100,001 to 125,000	3 days
125,001 to 250,000	24 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	14 days
1.1 to 1.5	52 days
1.6 to 2.0	5 days

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

Travel Plan:

Yes	43 days
No	28 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	71 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 BC-03-A-02 BUNGALOWS BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

3 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *22/06/22* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

9 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

10 EC-03-A-06 TERRACED HOUSES CHESHIRE EAST
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

11 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

12 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

13 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

14 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *13/03/23* *Survey Type: MANUAL*

16 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

17 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

18 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

19 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

20 HC-03-A-24 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

21 HC-03-A-26 MIXED HOUSES & FLATS HAMPSHIRE
BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Total No of Dwellings: 270
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

22 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

23 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

24 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY *07/10/22* *Survey Type: MANUAL*

25 HC-03-A-33 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: TUESDAY *04/07/23* *Survey Type: MANUAL*

26 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

27 HF-03-A-04 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: TUESDAY *08/06/21* *Survey Type: MANUAL*

28 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

29 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

30 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

31 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

32 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

33 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

34 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

35 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

36 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

37 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

38 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

39 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

40 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

41 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

42 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

43 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

44 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

45 NF-03-A-46 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

46 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

47 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

48 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

49 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

50 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

51 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

52 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

53 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

54 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

55 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

56 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

57 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

58 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

59 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

60 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

61 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

62 TB-03-A-01 TERRACED HOUSES TORBAY
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

63 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

64 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

65 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

66 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

67 WS-03-A-12 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY 16/06/21 Survey Type: MANUAL

68 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY 23/06/21 Survey Type: MANUAL

69 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY 20/10/21 Survey Type: MANUAL

70 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY 01/03/23 Survey Type: MANUAL

71 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY 15/05/23 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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.72

	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	71	101	0.085	71	101	0.291	71	101	0.376
08:00 - 09:00	71	101	0.152	71	101	0.372	71	101	0.524
09:00 - 10:00	71	101	0.144	71	101	0.179	71	101	0.323
10:00 - 11:00	71	101	0.131	71	101	0.158	71	101	0.289
11:00 - 12:00	71	101	0.146	71	101	0.156	71	101	0.302
12:00 - 13:00	71	101	0.159	71	101	0.161	71	101	0.320
13:00 - 14:00	71	101	0.172	71	101	0.157	71	101	0.329
14:00 - 15:00	71	101	0.166	71	101	0.194	71	101	0.360
15:00 - 16:00	71	101	0.269	71	101	0.172	71	101	0.441
16:00 - 17:00	71	101	0.273	71	101	0.168	71	101	0.441
17:00 - 18:00	71	101	0.341	71	101	0.160	71	101	0.501
18:00 - 19:00	71	101	0.267	71	101	0.150	71	101	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.305			2.318			4.623

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 - 300 (units:)
Survey date date range:	01/01/14 - 12/03/24
Number of weekdays (Monday-Friday):	71
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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/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	71	101	0.004	71	101	0.010	71	101	0.014
08:00 - 09:00	71	101	0.005	71	101	0.017	71	101	0.022
09:00 - 10:00	71	101	0.002	71	101	0.004	71	101	0.006
10:00 - 11:00	71	101	0.004	71	101	0.005	71	101	0.009
11:00 - 12:00	71	101	0.002	71	101	0.003	71	101	0.005
12:00 - 13:00	71	101	0.004	71	101	0.004	71	101	0.008
13:00 - 14:00	71	101	0.003	71	101	0.003	71	101	0.006
14:00 - 15:00	71	101	0.004	71	101	0.003	71	101	0.007
15:00 - 16:00	71	101	0.012	71	101	0.006	71	101	0.018
16:00 - 17:00	71	101	0.013	71	101	0.008	71	101	0.021
17:00 - 18:00	71	101	0.010	71	101	0.007	71	101	0.017
18:00 - 19:00	71	101	0.008	71	101	0.004	71	101	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.074			0.145

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	71	101	0.018	71	101	0.040	71	101	0.058
08:00 - 09:00	71	101	0.043	71	101	0.114	71	101	0.157
09:00 - 10:00	71	101	0.040	71	101	0.038	71	101	0.078
10:00 - 11:00	71	101	0.026	71	101	0.034	71	101	0.060
11:00 - 12:00	71	101	0.031	71	101	0.033	71	101	0.064
12:00 - 13:00	71	101	0.031	71	101	0.030	71	101	0.061
13:00 - 14:00	71	101	0.030	71	101	0.027	71	101	0.057
14:00 - 15:00	71	101	0.034	71	101	0.039	71	101	0.073
15:00 - 16:00	71	101	0.103	71	101	0.053	71	101	0.156
16:00 - 17:00	71	101	0.065	71	101	0.038	71	101	0.103
17:00 - 18:00	71	101	0.053	71	101	0.036	71	101	0.089
18:00 - 19:00	71	101	0.043	71	101	0.040	71	101	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.517			0.522			1.039

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 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	71	101	0.002	71	101	0.030	71	101	0.032
08:00 - 09:00	71	101	0.002	71	101	0.036	71	101	0.038
09:00 - 10:00	71	101	0.002	71	101	0.010	71	101	0.012
10:00 - 11:00	71	101	0.005	71	101	0.007	71	101	0.012
11:00 - 12:00	71	101	0.004	71	101	0.005	71	101	0.009
12:00 - 13:00	71	101	0.005	71	101	0.006	71	101	0.011
13:00 - 14:00	71	101	0.004	71	101	0.005	71	101	0.009
14:00 - 15:00	71	101	0.007	71	101	0.004	71	101	0.011
15:00 - 16:00	71	101	0.023	71	101	0.006	71	101	0.029
16:00 - 17:00	71	101	0.019	71	101	0.003	71	101	0.022
17:00 - 18:00	71	101	0.021	71	101	0.002	71	101	0.023
18:00 - 19:00	71	101	0.019	71	101	0.003	71	101	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.117			0.230

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.*