

Technical Note 2

Project Number: T23548

Project: Land North of A47 Normandy Way and West of A447 Ashby Road

Title: Response to Active Travel England (ATE) Consultation Comments

Date: 16.06.25

Prepared By: JP

Revision:

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Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development on Land North of A47 Normandy Way and West of A447 Ashby Road, Hinckley; this forms part of a wider development, linking with an adjacent consented residential development on land east of Stoke Road (hereby referred to as Phase 1).
- 1.2 It is intended that the proposed development will provide up to 415 residential dwellings, accessed via a 3-arm roundabout along the A47 Normandy Way, with connectivity to Phase 1 via an internal link road that also connects through to Stoke Road (serving as an additional access point).
- 1.3 This note provides a response to ATE's consultation comments dated 15th May 2025 and follow-up comments dated 29th May 2025.
- 1.4 The responses provided are set out as per the headings of the ATE consultation comments, for ease of reference.

Trip Generation and Assignment

- 1.5 ATE has requested that a multi-modal trip generation analysis is provided for all mode of transport throughout the day, in order to ensure that the analysis is not just confined to commuter-led peak hour periods, and to be able to demonstrate how the development can meet the government's objectives regarding walking, wheeling and cycling journeys.
- 1.6 The TRICS multi-modal trip generation assessment, along with the pedestrian and cycle trip generation calculations, is provided as **Appendix A** to this note.
- 1.7 The analysis demonstrates that, between 7am and 7pm on weekdays, the proposed development will generate 37 cycling trips (two-way) and 306 pedestrian trips (two-way); with a maximum of up to 54 combined two-way trips in any single hour (this highest value being between 8am and 9am).

Active Travel Route Audit

- 1.8 ATE has requested that an Active Travel Route Audit is prepared.
- 1.9 Therefore, we have undertaken this audit using an adaptation of the assessment framework provided in Appendix A of LTN 1/20.

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1.10 The routes included within the audit were as follows:

- Route 1: A47 between Stoke Road and Ashby Road;
- Route 2: A47 between Stoke Road and Dodwells Roundabout;
- Route 3: Ashby Road to Derby Road;
- Route 4: Nelson Drive/Drake Way to Netherley Road;
- Route 5: Stoke Road to Hollycroft;
- Route 6: Tudor Road; and
- Route 7: Derby Road/Hill Street to Hinckley Hospital.

1.11 In LTN 1/20, a route audit comprises “street checks” (on-road) and “path checks” (off-road). Therefore, in this instance, all routes comprise street checks, as they are present alongside carriageways and have interactions with motor vehicles at junctions.

1.12 Where bus stops are not present along a route, these have been removed from the total score and the score has been recorded as “-” in the full assessment.

1.13 A summary of the audit is provided in the Table below, with the full audit included as **Appendix B** to this note.

Key Requirement	Score	Key Comments
Route 1: A47 between Stoke Road and Ashby Road		
Accessibility	7	Gradient under 3%
Comfort	6	Consistent, good quality surface material throughout Suitable shared use available width
Directness	8	Route follows road, very direct Pedestrians and cyclists give way at minor arm junctions; however delay is likely to be low
Attractiveness	3	No wayfinding signs, places to rest and shelter, and no cycle parking available Route is lit throughout
Cohesion	6	Route is mostly separate from motor vehicles, however there is interaction at minor arms, and crossing at Ashby Road signals is uncontrolled
Overall Score	30	
Route 2: A47 between Stoke Road and Dodwells Roundabout		
Accessibility	6	Gradient is over 3% in some sections of the route Barriers at signalised crossings, with sufficient space to manoeuvre
Comfort	3	Mostly good quality surface material, some defects Generally good with available, some pavement parking which reduces this

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Key Requirement	Score	Key Comments
Directness	8	Route follows road Pedestrian crossings are positioned at locations of facilities Cyclists are required to give way to motor vehicles at junctions
Attractiveness	3	No wayfinding signs, places to rest and shelter, and no cycle parking available Route is lit throughout
Cohesion	6	Route is mostly separate from motor vehicles
Overall Score	26	
Route 3: Ashby Road to Derby Road		
Accessibility	7	Gradient under 3% Cyclists are unlikely to interact with buses at bus stops, but there is potential for interaction with pedestrians No barriers to publicly accessible spaces
Comfort	3	Surface material generally ok, some defects Generally good available width, however pavement parking reduces this in some locations
Directness	8	Cycle route is generally direct, however it does require crossing sides which could be a deterrent to cyclists
Attractiveness	2	No wayfinding signs, places to rest and shelter, and no cycle parking available Route is lit throughout Potential conflict with pedestrians on shared use routes tracks
Cohesion	4	Route is generally continuous and consistent, despite cyclists having to cross the carriageway
Overall Score	24	
Route 4: Nelson Drive/Drake Way to Netherley Road		
Accessibility	5	Gradient under 3% No barriers to publicly accessible spaces No tactile paving throughout route
Comfort	3	Surface material generally ok, some defects – route is along road mostly
Directness	5	Deviation factor against straight line over 1.2 No pedestrian crossings Cyclists share space with motor vehicles along road, and with pedestrians along shared use route
Attractiveness	2	No wayfinding signs, places to rest and shelter, and no cycle parking available Route is lit throughout Potential conflict with pedestrians on shared use routes tracks
Cohesion	3	Cyclists share space with motor vehicles Route is generally continuous
Overall Score	18	

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Key Requirement	Score	Key Comments
Route 5: Stoke Road to Hollycroft		
Accessibility	8	Gradient under 3% No barriers to publicly accessible spaces Tactile paving throughout route Cyclists will have some interaction with pedestrians at bus stops
Comfort	4	Surface material generally ok, some defects Suitable shared use available width
Directness	7	Cycle route is generally direct, however it does require crossing sides which could be a deterrent to cyclists and will cause some delay to cyclists
Attractiveness	3	No wayfinding signs, places to rest and shelter, and no cycle parking available Route is lit throughout Potential conflict with pedestrians on shared use routes tracks
Cohesion	4	Route is generally continuous and consistent, despite cyclists having to cross the carriageway
Overall Score	26	
Route 6: Tudor Road		
Accessibility	7	Gradient under 3% Tactile paving throughout most of route Cyclists will have some interaction with pedestrians at bus stops
Comfort	0	Generally poor-quality surface along route Available width minimised by pavement parking
Directness	7	Route follows road and is direct Pedestrian crossings are positioned at locations of facilities Cyclists are required to give way to motor vehicles at junctions
Attractiveness	2	No wayfinding signs, places to rest and shelter, and no cycle parking available Route is lit throughout Potential conflict with pedestrians on shared use routes tracks
Cohesion	6	Route is continuous and consistent
Overall Score	22	
Route 7: Derby Road/Hill Street to Hinckley Hospital		
Accessibility	6	Gradient under 3% High level of interaction between cyclists and pedestrians and cyclists and buses Barriers generally accessible Blue Badge Parking available
Comfort	2	Cyclists share space with motor vehicles, therefore minimum width available
Directness	6	Cyclists share space with motor vehicles and therefore delay at junctions is similar

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Key Requirement	Score	Key Comments
Attractiveness	2	Area is generally lit throughout Potential conflict with pedestrians on shared use routes tracks
Cohesion	2	No set route in area
Overall Score	18	

- 1.14 In respect of the above route assessment, the Ashby Road signals will be upgraded to provide full pedestrian/cycle crossings within them, and the proposed development will be making a contribution towards this junction improvement scheme.
- 1.15 Along the A47 itself, between the Stoke Road roundabout and Ashby Road (Route 1) along which the vast majority of pedestrians and cyclists associated with the proposed development will need to travel, the segregated pedestrian and cycle route currently gives way to traffic across the minor approach arms of all junctions.
- 1.16 In respect of potential improvements, we would suggest that priority could be given to pedestrians and cyclists across the following junctions:
- A47/Clover Field;
 - A47/Cornfield;
 - A47/Nelson Drive; and
 - A47/Drake Way.
- 1.17 The above improvements could be conditioned as part of the any planning approval for the development, with detailed designs to be agreed with the highway authority in due course.

Cycling Accessibility

- 1.18 ATE has stated that a shared pedestrian and cycle route alongside the primary access road and at the main access junction is inadequate to support large degrees of cycling journeys.
- 1.19 They also note that this site is part of a larger scheme and that must also be considered appropriately to maximise the number of future active travel trips.
- 1.20 In response, it is worth noting that the proposals for the adjacent scheme (Phase 1) incorporated shared 3.5m wide pedestrian and cycle routes, including up to the site access roundabout junction with Stoke Road and along Stoke Road itself to the junction with the A47.
- 1.21 The proposed shared routes for this development site are therefore in line with the adjacent consented scheme, as agreed with the highway authority.
- 1.22 As noted above, the multi-modal trip generation for the 415 dwellings indicates a maximum forecast two-way pedestrian and cycle trip generation of 54 per hour (between 8am and 9am); as set out in Table 6-3 of LTN

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1/20, a minimum width of 3.0m is noted as being acceptable for up to 600 two-way pedestrian and cycle trips per hour.

- 1.23 On that basis, the widths proposed, bearing in mind that these are provided on both sides of the access road and around the access junction, are considered more than adequate to accommodate the expected pedestrian and cycling movements comfortably.
- 1.24 Even if there was a four-fold increase in pedestrian and cycle trips to/from the development over time, to 270 two-way pedestrian and cycle trips per hour, this would be less than 50% of the acceptable flow for the width proposed.
- 1.25 At paragraph 6.5.8, LTN 1/20 states that *“The preferred approach for shared use routes is therefore to provide sufficient space so that cyclists can comfortably overtake groups of pedestrians and slower cyclists.”* – our view is that, given the forecast use, or even a substantial increase in the forecast use, there would be more than sufficient space afforded along these routes.
- 1.26 The routes alongside the main access road are not the only routes provided within the scheme, with connections also provided to Phase 1.

Access to Public Transport

- 1.27 ATE has requested that further details are provided of how the proposed site can improve the links to public transport and particularly the bus stops, and also the quality of these.
- 1.28 As noted in our initial response, we expect the highway authority to request upgrades of the Ashby Road bus stops to include shelters with seating and RTI, and the applicant is happy to accept an appropriate condition in this respect.
- 1.29 In terms of the connectivity to those stops, as noted above there is an improvement scheme for the Ashby Road signals that the proposed development will agree a contribution towards with the highway authority in due course; that scheme incorporates significantly improved pedestrian and cycle provision throughout the junction with widening to the routes on the approaches and dedicated crossing stages within the signals.

Off-site Transport Infrastructure/Site Permeability/Placemaking/Cycle Parking

- 1.30 ATE has requested that further detail is provided regarding the internal site layout, connectivity, internal routes; including detailed access and cross-section drawings.
- 1.31 As noted in the initial response to ATE's first set of comments, the application is in outline and, as such, the requests being made will be addressed at Reserved Matters (RM) stage, and in agreement with the highway authority who will be cognisant of ATE's comments at both the outline and RM stages.

Travel Planning

- 1.32 We note ATE's comments on the Travel Plan and that a more ambitious Travel Plan should be proposed.
- 1.33 We agree that this could be secured, implemented and monitored through the planning conditions/S106 obligations and expect the highway authority to condition a further detailed Travel Plan to be undertaken.

Appendix A

TRICS Multi-Modal Assessment

Calculation Reference: AUDIT-141301-250604-0642

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	
	HC HAMPSHIRE	2 days
	KC KENT	2 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 212 to 1146 (units:)
 Range Selected by User: 200 to 1500 (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: 01/01/15 to 12/06/24

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:

Tuesday	6 days
Wednesday	6 days
Thursday	2 days

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

Selected survey types:

Manual count	14 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	13

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	12
Out of Town	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	7 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	14 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	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	13 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	11 days
No	3 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	14 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HC-03-A-34 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: TUESDAY 14/11/23		Survey Type: MANUAL
2	HC-03-A-35 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 289 Survey date: TUESDAY 31/10/23		Survey Type: MANUAL
3	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
4	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
5	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 514 Survey date: WEDNESDAY 22/09/21		Survey Type: MANUAL
6	NF-03-A-28 ATLANTIC AVENUE NORWICH SPROWSTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 1146 Survey date: THURSDAY 22/09/22		Survey Type: MANUAL
7	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 266 Survey date: THURSDAY 23/09/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
9	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	300	
	Survey date: TUESDAY	14/09/21	Survey Type: MANUAL
10	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	790	
	Survey date: WEDNESDAY	04/05/22	Survey Type: MANUAL
11	SC-03-A-12 AARONS HILL GODALMING	MIXED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	252	
	Survey date: WEDNESDAY	12/06/24	Survey Type: MANUAL
12	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
13	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
14	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL

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

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): 1.66

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.081	14	434	0.312	14	434	0.393
08:00 - 09:00	14	434	0.151	14	434	0.384	14	434	0.535
09:00 - 10:00	14	434	0.127	14	434	0.149	14	434	0.276
10:00 - 11:00	14	434	0.104	14	434	0.129	14	434	0.233
11:00 - 12:00	14	434	0.120	14	434	0.138	14	434	0.258
12:00 - 13:00	14	434	0.142	14	434	0.134	14	434	0.276
13:00 - 14:00	14	434	0.149	14	434	0.135	14	434	0.284
14:00 - 15:00	14	434	0.144	14	434	0.167	14	434	0.311
15:00 - 16:00	14	434	0.254	14	434	0.158	14	434	0.412
16:00 - 17:00	14	434	0.274	14	434	0.159	14	434	0.433
17:00 - 18:00	14	434	0.357	14	434	0.153	14	434	0.510
18:00 - 19:00	14	434	0.287	14	434	0.152	14	434	0.439
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.190			2.170			4.360

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

212 - 1146 (units:)
01/01/15 - 12/06/24
14
0
0
3
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 TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.002	14	434	0.002	14	434	0.004
08:00 - 09:00	14	434	0.007	14	434	0.006	14	434	0.013
09:00 - 10:00	14	434	0.002	14	434	0.001	14	434	0.003
10:00 - 11:00	14	434	0.001	14	434	0.001	14	434	0.002
11:00 - 12:00	14	434	0.001	14	434	0.001	14	434	0.002
12:00 - 13:00	14	434	0.001	14	434	0.001	14	434	0.002
13:00 - 14:00	14	434	0.002	14	434	0.002	14	434	0.004
14:00 - 15:00	14	434	0.002	14	434	0.002	14	434	0.004
15:00 - 16:00	14	434	0.006	14	434	0.005	14	434	0.011
16:00 - 17:00	14	434	0.002	14	434	0.003	14	434	0.005
17:00 - 18:00	14	434	0.002	14	434	0.002	14	434	0.004
18:00 - 19:00	14	434	0.001	14	434	0.002	14	434	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.028			0.057

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.000	14	434	0.000	14	434	0.000
08:00 - 09:00	14	434	0.001	14	434	0.001	14	434	0.002
09:00 - 10:00	14	434	0.001	14	434	0.001	14	434	0.002
10:00 - 11:00	14	434	0.001	14	434	0.001	14	434	0.002
11:00 - 12:00	14	434	0.001	14	434	0.001	14	434	0.002
12:00 - 13:00	14	434	0.001	14	434	0.002	14	434	0.003
13:00 - 14:00	14	434	0.001	14	434	0.001	14	434	0.002
14:00 - 15:00	14	434	0.000	14	434	0.001	14	434	0.001
15:00 - 16:00	14	434	0.001	14	434	0.001	14	434	0.002
16:00 - 17:00	14	434	0.001	14	434	0.001	14	434	0.002
17:00 - 18:00	14	434	0.001	14	434	0.001	14	434	0.002
18:00 - 19:00	14	434	0.000	14	434	0.000	14	434	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.011			0.020

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.001	14	434	0.000	14	434	0.001
08:00 - 09:00	14	434	0.001	14	434	0.001	14	434	0.002
09:00 - 10:00	14	434	0.000	14	434	0.000	14	434	0.000
10:00 - 11:00	14	434	0.000	14	434	0.000	14	434	0.000
11:00 - 12:00	14	434	0.000	14	434	0.000	14	434	0.000
12:00 - 13:00	14	434	0.000	14	434	0.000	14	434	0.000
13:00 - 14:00	14	434	0.000	14	434	0.000	14	434	0.000
14:00 - 15:00	14	434	0.000	14	434	0.000	14	434	0.000
15:00 - 16:00	14	434	0.001	14	434	0.001	14	434	0.002
16:00 - 17:00	14	434	0.001	14	434	0.001	14	434	0.002
17:00 - 18:00	14	434	0.000	14	434	0.000	14	434	0.000
18:00 - 19:00	14	434	0.000	14	434	0.000	14	434	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.003			0.007

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.002	14	434	0.006	14	434	0.008
08:00 - 09:00	14	434	0.002	14	434	0.014	14	434	0.016
09:00 - 10:00	14	434	0.002	14	434	0.003	14	434	0.005
10:00 - 11:00	14	434	0.001	14	434	0.001	14	434	0.002
11:00 - 12:00	14	434	0.001	14	434	0.001	14	434	0.002
12:00 - 13:00	14	434	0.002	14	434	0.002	14	434	0.004
13:00 - 14:00	14	434	0.001	14	434	0.000	14	434	0.001
14:00 - 15:00	14	434	0.002	14	434	0.003	14	434	0.005
15:00 - 16:00	14	434	0.008	14	434	0.002	14	434	0.010
16:00 - 17:00	14	434	0.009	14	434	0.005	14	434	0.014
17:00 - 18:00	14	434	0.008	14	434	0.005	14	434	0.013
18:00 - 19:00	14	434	0.006	14	434	0.003	14	434	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.045			0.089

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.096	14	434	0.432	14	434	0.528
08:00 - 09:00	14	434	0.186	14	434	0.634	14	434	0.820
09:00 - 10:00	14	434	0.162	14	434	0.203	14	434	0.365
10:00 - 11:00	14	434	0.137	14	434	0.176	14	434	0.313
11:00 - 12:00	14	434	0.162	14	434	0.191	14	434	0.353
12:00 - 13:00	14	434	0.189	14	434	0.177	14	434	0.366
13:00 - 14:00	14	434	0.203	14	434	0.174	14	434	0.377
14:00 - 15:00	14	434	0.196	14	434	0.218	14	434	0.414
15:00 - 16:00	14	434	0.431	14	434	0.219	14	434	0.650
16:00 - 17:00	14	434	0.424	14	434	0.223	14	434	0.647
17:00 - 18:00	14	434	0.520	14	434	0.220	14	434	0.740
18:00 - 19:00	14	434	0.405	14	434	0.230	14	434	0.635
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.111			3.097			6.208

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.013	14	434	0.031	14	434	0.044
08:00 - 09:00	14	434	0.027	14	434	0.087	14	434	0.114
09:00 - 10:00	14	434	0.025	14	434	0.023	14	434	0.048
10:00 - 11:00	14	434	0.018	14	434	0.017	14	434	0.035
11:00 - 12:00	14	434	0.018	14	434	0.018	14	434	0.036
12:00 - 13:00	14	434	0.022	14	434	0.022	14	434	0.044
13:00 - 14:00	14	434	0.023	14	434	0.022	14	434	0.045
14:00 - 15:00	14	434	0.025	14	434	0.027	14	434	0.052
15:00 - 16:00	14	434	0.075	14	434	0.035	14	434	0.110
16:00 - 17:00	14	434	0.042	14	434	0.022	14	434	0.064
17:00 - 18:00	14	434	0.040	14	434	0.037	14	434	0.077
18:00 - 19:00	14	434	0.034	14	434	0.035	14	434	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.362			0.376			0.738

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.001	14	434	0.021	14	434	0.022
08:00 - 09:00	14	434	0.003	14	434	0.020	14	434	0.023
09:00 - 10:00	14	434	0.001	14	434	0.006	14	434	0.007
10:00 - 11:00	14	434	0.002	14	434	0.004	14	434	0.006
11:00 - 12:00	14	434	0.004	14	434	0.005	14	434	0.009
12:00 - 13:00	14	434	0.002	14	434	0.003	14	434	0.005
13:00 - 14:00	14	434	0.002	14	434	0.003	14	434	0.005
14:00 - 15:00	14	434	0.004	14	434	0.004	14	434	0.008
15:00 - 16:00	14	434	0.018	14	434	0.004	14	434	0.022
16:00 - 17:00	14	434	0.016	14	434	0.002	14	434	0.018
17:00 - 18:00	14	434	0.010	14	434	0.002	14	434	0.012
18:00 - 19:00	14	434	0.011	14	434	0.003	14	434	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.077			0.151

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.000	14	434	0.006	14	434	0.006
08:00 - 09:00	14	434	0.000	14	434	0.006	14	434	0.006
09:00 - 10:00	14	434	0.000	14	434	0.002	14	434	0.002
10:00 - 11:00	14	434	0.000	14	434	0.000	14	434	0.000
11:00 - 12:00	14	434	0.000	14	434	0.000	14	434	0.000
12:00 - 13:00	14	434	0.000	14	434	0.001	14	434	0.001
13:00 - 14:00	14	434	0.001	14	434	0.001	14	434	0.002
14:00 - 15:00	14	434	0.001	14	434	0.000	14	434	0.001
15:00 - 16:00	14	434	0.002	14	434	0.000	14	434	0.002
16:00 - 17:00	14	434	0.001	14	434	0.000	14	434	0.001
17:00 - 18:00	14	434	0.004	14	434	0.000	14	434	0.004
18:00 - 19:00	14	434	0.003	14	434	0.000	14	434	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.016			0.028

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 COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.000	14	434	0.000	14	434	0.000
08:00 - 09:00	14	434	0.000	14	434	0.001	14	434	0.001
09:00 - 10:00	14	434	0.000	14	434	0.000	14	434	0.000
10:00 - 11:00	14	434	0.000	14	434	0.000	14	434	0.000
11:00 - 12:00	14	434	0.000	14	434	0.000	14	434	0.000
12:00 - 13:00	14	434	0.000	14	434	0.000	14	434	0.000
13:00 - 14:00	14	434	0.000	14	434	0.000	14	434	0.000
14:00 - 15:00	14	434	0.000	14	434	0.000	14	434	0.000
15:00 - 16:00	14	434	0.000	14	434	0.000	14	434	0.000
16:00 - 17:00	14	434	0.000	14	434	0.000	14	434	0.000
17:00 - 18:00	14	434	0.000	14	434	0.000	14	434	0.000
18:00 - 19:00	14	434	0.000	14	434	0.000	14	434	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.001	14	434	0.027	14	434	0.028
08:00 - 09:00	14	434	0.003	14	434	0.026	14	434	0.029
09:00 - 10:00	14	434	0.001	14	434	0.008	14	434	0.009
10:00 - 11:00	14	434	0.002	14	434	0.004	14	434	0.006
11:00 - 12:00	14	434	0.004	14	434	0.006	14	434	0.010
12:00 - 13:00	14	434	0.003	14	434	0.004	14	434	0.007
13:00 - 14:00	14	434	0.003	14	434	0.003	14	434	0.006
14:00 - 15:00	14	434	0.005	14	434	0.004	14	434	0.009
15:00 - 16:00	14	434	0.020	14	434	0.004	14	434	0.024
16:00 - 17:00	14	434	0.017	14	434	0.002	14	434	0.019
17:00 - 18:00	14	434	0.014	14	434	0.002	14	434	0.016
18:00 - 19:00	14	434	0.014	14	434	0.003	14	434	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.093			0.180

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.66

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.111	14	434	0.496	14	434	0.607
08:00 - 09:00	14	434	0.218	14	434	0.761	14	434	0.979
09:00 - 10:00	14	434	0.191	14	434	0.237	14	434	0.428
10:00 - 11:00	14	434	0.157	14	434	0.199	14	434	0.356
11:00 - 12:00	14	434	0.186	14	434	0.215	14	434	0.401
12:00 - 13:00	14	434	0.216	14	434	0.204	14	434	0.420
13:00 - 14:00	14	434	0.229	14	434	0.199	14	434	0.428
14:00 - 15:00	14	434	0.228	14	434	0.252	14	434	0.480
15:00 - 16:00	14	434	0.534	14	434	0.260	14	434	0.794
16:00 - 17:00	14	434	0.492	14	434	0.251	14	434	0.743
17:00 - 18:00	14	434	0.582	14	434	0.265	14	434	0.847
18:00 - 19:00	14	434	0.460	14	434	0.272	14	434	0.732
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.604			3.611			7.215

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.066	14	434	0.278	14	434	0.344
08:00 - 09:00	14	434	0.129	14	434	0.350	14	434	0.479
09:00 - 10:00	14	434	0.105	14	434	0.129	14	434	0.234
10:00 - 11:00	14	434	0.085	14	434	0.109	14	434	0.194
11:00 - 12:00	14	434	0.099	14	434	0.115	14	434	0.214
12:00 - 13:00	14	434	0.123	14	434	0.113	14	434	0.236
13:00 - 14:00	14	434	0.127	14	434	0.112	14	434	0.239
14:00 - 15:00	14	434	0.126	14	434	0.151	14	434	0.277
15:00 - 16:00	14	434	0.230	14	434	0.132	14	434	0.362
16:00 - 17:00	14	434	0.240	14	434	0.139	14	434	0.379
17:00 - 18:00	14	434	0.326	14	434	0.139	14	434	0.465
18:00 - 19:00	14	434	0.266	14	434	0.139	14	434	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.922			1.906			3.828

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	434	0.012	14	434	0.029	14	434	0.041
08:00 - 09:00	14	434	0.013	14	434	0.021	14	434	0.034
09:00 - 10:00	14	434	0.017	14	434	0.016	14	434	0.033
10:00 - 11:00	14	434	0.015	14	434	0.015	14	434	0.030
11:00 - 12:00	14	434	0.017	14	434	0.019	14	434	0.036
12:00 - 13:00	14	434	0.015	14	434	0.016	14	434	0.031
13:00 - 14:00	14	434	0.017	14	434	0.019	14	434	0.036
14:00 - 15:00	14	434	0.015	14	434	0.014	14	434	0.029
15:00 - 16:00	14	434	0.014	14	434	0.016	14	434	0.030
16:00 - 17:00	14	434	0.027	14	434	0.014	14	434	0.041
17:00 - 18:00	14	434	0.025	14	434	0.010	14	434	0.035
18:00 - 19:00	14	434	0.015	14	434	0.009	14	434	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.202			0.198			0.400

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

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

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

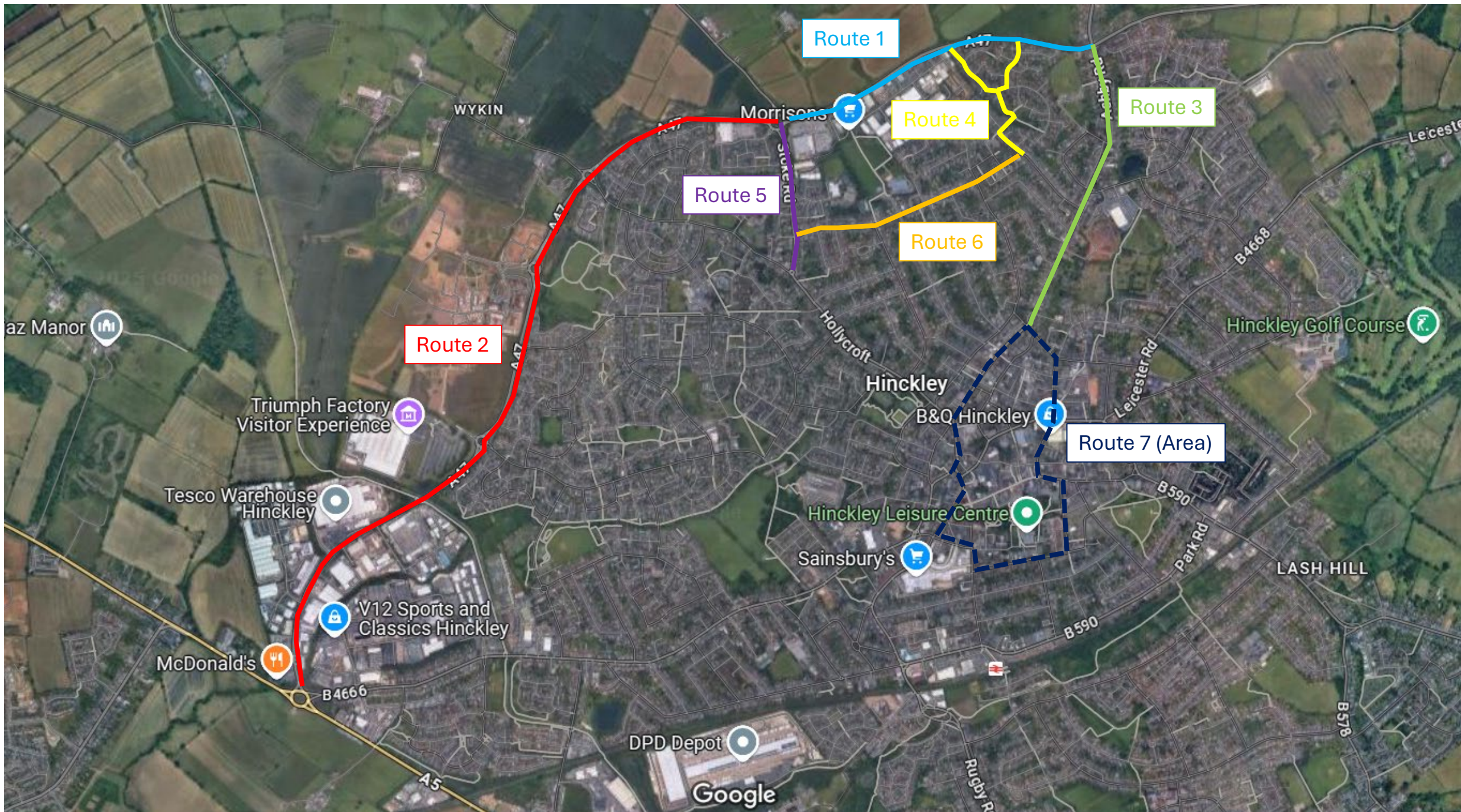
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	434	0.000	14	434	0.002	14	434	0.002
08:00 - 09:00	14	434	0.001	14	434	0.004	14	434	0.005
09:00 - 10:00	14	434	0.000	14	434	0.001	14	434	0.001
10:00 - 11:00	14	434	0.001	14	434	0.001	14	434	0.002
11:00 - 12:00	14	434	0.001	14	434	0.001	14	434	0.002
12:00 - 13:00	14	434	0.001	14	434	0.001	14	434	0.002
13:00 - 14:00	14	434	0.001	14	434	0.001	14	434	0.002
14:00 - 15:00	14	434	0.001	14	434	0.000	14	434	0.001
15:00 - 16:00	14	434	0.002	14	434	0.002	14	434	0.004
16:00 - 17:00	14	434	0.002	14	434	0.001	14	434	0.003
17:00 - 18:00	14	434	0.004	14	434	0.001	14	434	0.005
18:00 - 19:00	14	434	0.004	14	434	0.002	14	434	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

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

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

Appendix B

LTN 1/20 Active Travel Route Audit



Street Check

Metric	Mode	#	Description	Red	Amber	Green
				0	1	2
ACCESSIBILITY						
Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.

COMFORT						
Cycling Surface Material	Cycling	ST24	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.
Walking/Wheeling Surface Material	Walking / Wheeling	ST25	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.
Effective Width for Cyclists	Cycling	ST26	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.
DIRECTNESS						
Deviation of Cycle Route	Cycling	ST27	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.
Pedestrian Crossing Locations	Walking / Wheeling	ST28	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.
Cyclist Delay at Junctions	Cycling	ST29	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).
Cyclist Delay on Links	Cycling	ST30	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.
Pedestrian Delay at Junctions	Walking / Wheeling	ST31	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.
Pedestrian Delay at Standalone Signal Crossing	Walking / Wheeling	ST32	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.

ATTRACTIVENESS						
Wayfinding	Walking / Wheeling / Cycling	ST33	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.
Places to Rest	Walking / Wheeling	ST34	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.
Places to Shelter	Walking / Wheeling	ST35	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.
Lighting	Walking / Wheeling / Cycling	ST36	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.
Cycle Parking	Cycling	ST37	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.
Impact of Cycling on Walking	Walking / Wheeling / Cycling	ST38	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.
COHESION						
Impact of Motor Traffic on Pedestrians and Cyclists	Walking / Wheeling / Cycling	ST39	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.
Transitions for Cyclists	Cycling	ST40	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.
Route Continuity	Walking / Wheeling / Cycling	ST41	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.
Consistency of Route	Walking / Wheeling / Cycling	ST42	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.

Route 1

A47 between Stoke Road and Ashby Road

Street Check - Audit Categories		Score	
Accessibility			
Gradient	2		
Tactile Information and Signal Equipment	1		
Barriers	2		
Bus Stops	-		
Wheelchair Access	1		
Access to Taxis and Blue Badge Parking	0		
Access to Toilets	1		
Total Score (Out of 12)	7	58%	
Comfort			
Cycling Surface Material	2		
Walking/Wheeling Surface Material	2		
Effective Width for Cyclists	2		
Total Score (Out of 6)	6	100%	
Directness			
Deviation of Cycle Route	2		
Pedestrian Crossing Locations	2		
Cyclist Delay at Junctions	1		
Cyclist Delay on Links	1		
Pedestrian Delay at Junctions	2		
Pedestrian Delay at Standalone Signal Crossings	-		
Total Score (Out of 10)	8	80%	
Attractiveness			
Wayfinding	0		
Places to Rest	0		
Places to Shelter	0		
Lighting	2		
Cycle Parking	0		
Impact of Cycling on Walking	1		
Total Score (Out of 12)	3	25%	
Cohesion			
Impact of Motor Traffic on Pedestrians and Cyclists	1		
Transitions for Cyclists	1		
Route Continuity	2		
Consistency of Route	2		
Total Score (Out of 8)	6	75%	

0
1
2

Route Summary		
Street Check		
Criterion	Total Score	%
Accessibility	7	58%
Comfort	6	100%
Directness	8	80%
Attractiveness	3	25%
Cohesion	6	75%
	30	

Deviation Factor (Walking)

Route if walked	1290
Alternative Route	-
Crow flies distance	1240
Straight Line =	1.0
Alternative Route =	-

Deviation Factor (Cyclists)

Route if cycled	1290
Crow flies distance	1240
Straight Line =	1.0

Route 2

A47 between Stoke Road and Dodwells Roundabout

Street Check - Audit Categories		Score	
Accessibility			
Gradient		1	
Tactile Information and Signal Equipment		1	
Barriers		2	
Bus Stops		1	
Wheelchair Access		1	
Access to Taxis and Blue Badge Parking		0	
Access to Toilets		0	
Total Score (Out of 14)		6	43%
Comfort			
Cycling Surface Material		1	
Walking/Wheeling Surface Material		1	
Effective Width for Cyclists		1	
Total Score (Out of 6)		3	50%
Directness			
Deviation of Cycle Route		2	
Pedestrian Crossing Locations		2	
Cyclist Delay at Junctions		1	
Cyclist Delay on Links		1	
Pedestrian Delay at Junctions		2	
Pedestrian Delay at Standalone Signal Crossings		0	
Total Score (Out of 12)		8	67%
Attractiveness			
Wayfinding		0	
Places to Rest		0	
Places to Shelter		0	
Lighting		2	
Cycle Parking		0	
Impact of Cycling on Walking		1	
Total Score (Out of 12)		3	25%
Cohesion			
Impact of Motor Traffic on Pedestrians and Cyclists		1	
Transitions for Cyclists		1	
Route Continuity		2	
Consistency of Route		2	
Total Score (Out of 8)		6	75%

0
1
2

Route Summary		
Street Check		
Criterion	Total Score	%
Accessibility	6	43%
Comfort	3	50%
Directness	8	67%
Attractiveness	3	25%
Cohesion	6	75%
	26	

Deviation Factor (Walking)	
Route if walked	3270
Alternative Route	-
Crow flies distance	2900
Straight Line =	1.1
Alternative Route =	-

Deviation Factor (Cyclists)	
Route if cycled	3270
Crow flies distance	2900
Straight Line =	1.1

Route 3

Ashby Road to Derby Road

Street Check - Audit Categories		Score	
Accessibility			
Gradient		2	
Tactile Information and Signal Equipment		1	
Barriers		2	
Bus Stops		1	
Wheelchair Access		1	
Access to Taxis and Blue Badge Parking		0	
Access to Toilets		0	
Total Score (Out of 14)		7	50%
Comfort			
Cycling Surface Material		1	
Walking/Wheeling Surface Material		1	
Effective Width for Cyclists		1	
Total Score (Out of 6)		3	50%
Directness			
Deviation of Cycle Route		2	
Pedestrian Crossing Locations		1	
Cyclist Delay at Junctions		1	
Cyclist Delay on Links		1	
Pedestrian Delay at Junctions		2	
Pedestrian Delay at Standalone Signal Crossings		1	
Total Score (Out of 12)		8	67%
Attractiveness			
Wayfinding		0	
Places to Rest		0	
Places to Shelter		0	
Lighting		2	
Cycle Parking		0	
Impact of Cycling on Walking		0	
Total Score (Out of 12)		2	17%
Cohesion			
Impact of Motor Traffic on Pedestrians and Cyclists		1	
Transitions for Cyclists		1	
Route Continuity		1	
Consistency of Route		1	
Total Score (Out of 8)		4	50%

0
1
2

Route Summary		
Street Check		
Criterion	Total Score	%
Accessibility	7	50%
Comfort	3	50%
Directness	8	67%
Attractiveness	2	17%
Cohesion	4	50%
	24	

Deviation Factor (Walking)	
Route if walked	1150
Alternative Route	-
Crow flies distance	1110
Straight Line =	1.0
Alternative Route =	-

Deviation Factor (Cyclists)	
Route if cycled	1190
Crow flies distance	1110
Straight Line =	1.1

Route 4

Nelson Drive/Drake Way to Netherley Road

Street Check - Audit Categories		Score	
Accessibility			
Gradient	2		
Tactile Information and Signal Equipment	0		
Barriers	2		
Bus Stops	-		
Wheelchair Access	1		
Access to Taxis and Blue Badge Parking	0		
Access to Toilets	0		
Total Score (Out of 12)	5	42%	
Comfort			
Cycling Surface Material	1		
Walking/Wheeling Surface Material	1		
Effective Width for Cyclists	1		
Total Score (Out of 6)	3	50%	
Directness			
Deviation of Cycle Route	1		
Pedestrian Crossing Locations	-		
Cyclist Delay at Junctions	1		
Cyclist Delay on Links	1		
Pedestrian Delay at Junctions	2		
Pedestrian Delay at Standalone Signal Crossings	-		
Total Score (Out of 8)	5	63%	
Attractiveness			
Wayfinding	0		
Places to Rest	0		
Places to Shelter	0		
Lighting	1		
Cycle Parking	0		
Impact of Cycling on Walking	1		
Total Score (Out of 12)	2	17%	
Cohesion			
Impact of Motor Traffic on Pedestrians and Cyclists	0		
Transitions for Cyclists	1		
Route Continuity	1		
Consistency of Route	1		
Total Score (Out of 8)	3	38%	

0
1
2

Route Summary		
Street Check		
Criterion	Total Score	%
Accessibility	5	42%
Comfort	3	50%
Directness	5	63%
Attractiveness	2	17%
Cohesion	3	38%
	18	

Deviation Factor (Walking)	
Route if walked	605
Alternative Route	-
Crow flies distance	500
Straight Line =	1.2
Alternative Route =	-

Deviation Factor (Cyclists)	
Route if cycled	605
Crow flies distance	500
Straight Line =	1.2

Route 5

Stoke Road to Hollycroft

Street Check - Audit Categories		Score	
Accessibility			
Gradient		2	
Tactile Information and Signal Equipment		2	
Barriers		2	
Bus Stops		1	
Wheelchair Access		1	
Access to Taxis and Blue Badge Parking		0	
Access to Toilets		0	
Total Score (Out of 14)		8	57%
Comfort			
Cycling Surface Material		1	
Walking/Wheeling Surface Material		1	
Effective Width for Cyclists		2	
Total Score (Out of 6)		4	67%
Directness			
Deviation of Cycle Route		2	
Pedestrian Crossing Locations		1	
Cyclist Delay at Junctions		1	
Cyclist Delay on Links		1	
Pedestrian Delay at Junctions		1	
Pedestrian Delay at Standalone Signal Crossings		1	
Total Score (Out of 12)		7	58%
Attractiveness			
Wayfinding		0	
Places to Rest		0	
Places to Shelter		0	
Lighting		2	
Cycle Parking		0	
Impact of Cycling on Walking		1	
Total Score (Out of 12)		3	25%
Cohesion			
Impact of Motor Traffic on Pedestrians and Cyclists		1	
Transitions for Cyclists		1	
Route Continuity		1	
Consistency of Route		1	
Total Score (Out of 8)		4	50%

0
1
2

Route Summary		
Street Check		
Criterion	Total Score	%
Accessibility	8	57%
Comfort	4	67%
Directness	7	58%
Attractiveness	3	25%
Cohesion	4	50%
	26	

Deviation Factor (Walking)	
Route if walked	585
Alternative Route	-
Crow flies distance	570
Straight Line =	1.0
Alternative Route =	-

Deviation Factor (Cyclists)	
Route if cycled	606
Crow flies distance	570
Straight Line =	1.1

Route 6

Tudor Road

Street Check - Audit Categories		Score	
Accessibility			
Gradient		2	
Tactile Information and Signal Equipment		1	
Barriers		2	
Bus Stops		1	
Wheelchair Access		1	
Access to Taxis and Blue Badge Parking		0	
Access to Toilets		0	
Total Score (Out of 14)		7	50%
Comfort			
Cycling Surface Material		0	
Walking/Wheeling Surface Material		0	
Effective Width for Cyclists		0	
Total Score (Out of 6)		0	0%
Directness			
Deviation of Cycle Route		2	
Pedestrian Crossing Locations		2	
Cyclist Delay at Junctions		1	
Cyclist Delay on Links		1	
Pedestrian Delay at Junctions		1	
Pedestrian Delay at Standalone Signal Crossings		-	
Total Score (Out of 10)		7	70%
Attractiveness			
Wayfinding		0	
Places to Rest		0	
Places to Shelter		0	
Lighting		2	
Cycle Parking		0	
Impact of Cycling on Walking		0	
Total Score (Out of 12)		2	17%
Cohesion			
Impact of Motor Traffic on Pedestrians and Cyclists		1	
Transitions for Cyclists		1	
Route Continuity		2	
Consistency of Route		2	
Total Score (Out of 8)		6	75%

0
1
2

Route Summary		
Street Check		
Criterion	Total Score	%
Accessibility	7	50%
Comfort	0	0%
Directness	7	70%
Attractiveness	2	17%
Cohesion	6	75%
	22	

Deviation Factor (Walking)	
Route if walked	765
Alternative Route	-
Crow flies distance	745
Straight Line =	1.0
Alternative Route =	-

Deviation Factor (Cyclists)	
Route if cycled	765
Crow flies distance	745
Straight Line =	1.0

Route 7

Derby Road/Hill Street to Hinckley Hospital

Street Check - Audit Categories		Score	
Accessibility			
Gradient		2	
Tactile Information and Signal Equipment		1	
Barriers		1	
Bus Stops		0	
Wheelchair Access		1	
Access to Taxis and Blue Badge Parking		1	
Access to Toilets		0	
Total Score (Out of 14)		6	43%
Comfort			
Cycling Surface Material		1	
Walking/Wheeling Surface Material		1	
Effective Width for Cyclists		0	
Total Score (Out of 6)		2	33%
Directness			
Deviation of Cycle Route		1	
Pedestrian Crossing Locations		1	
Cyclist Delay at Junctions		1	
Cyclist Delay on Links		1	
Pedestrian Delay at Junctions		1	
Pedestrian Delay at Standalone Signal Crossings		1	
Total Score (Out of 12)		6	50%
Attractiveness			
Wayfinding		0	
Places to Rest		0	
Places to Shelter		0	
Lighting		1	
Cycle Parking		0	
Impact of Cycling on Walking		1	
Total Score (Out of 12)		2	17%
Cohesion			
Impact of Motor Traffic on Pedestrians and Cyclists		1	
Transitions for Cyclists		1	
Route Continuity		0	
Consistency of Route		0	
Total Score (Out of 8)		2	25%

0
1
2

Route Summary		
Street Check		
Criterion	Total Score	%
Accessibility	6	43%
Comfort	2	33%
Directness	6	50%
Attractiveness	2	17%
Cohesion	2	25%
	18	

Deviation Factor (Walking)	
Route if walked	-
Alternative Route	-
Crow flies distance	-
Straight Line =	-
Alternative Route =	-

Deviation Factor (Cyclists)	
Route if cycled	-
Crow flies distance	-
Straight Line =	-