



Technical Note

Hullah Farm,
Cefn Road, Wrexham

Client: Fairpark Care Limited



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1 INTRODUCTION

1.1 Preamble

- 1.1.1 Prime Transport Planning Ltd (herein referred to as 'Prime') have prepared this Technical Note (TN) on behalf of Fairpark Care Limited to support their full planning application for the:

'Change of use from Class C3 (Dwelling House) to Class C2 (Care Home) and material alterations to the external appearance of the existing two-bay garage'.

- 1.1.2 The site is located off Cefn Road on the eastern side of the town of Wrexham.
- 1.1.3 The application is currently live and was assigned the reference P/2021/1134 by Wrexham County Borough Council (WCBC), who are the Local Highway Authority (LHA) and Local Planning Authority (LPA) for the area.
- 1.1.4 WCBC Highways provided their consultation response to the application on 9th December 2021.
- 1.1.5 Within said consultation response, WCBC Highways provided comments in relation to several elements of the proposed development, which are discussed in the following text. The purpose of this TN is to address these comments.

2 LOCAL HIGHWAY NETWORK

2.1 Cefn Road

- 2.1.1 Cefn Road is a two-way single carriageway and provides a connection to north Wrexham and Wrexham Industrial Estate to the north and south-east of the site respectively. On its western side it provides frontage to a combination of residential properties, local businesses and agricultural land, while also providing access to additional roads, both minor and major in nature. On its eastern side, it predominately provides frontage to a small number of farm properties and Wrexham Container Storage. At its northern end, a short section of its eastern side provides frontage to residential properties and Abbeyfield Day Nursery, whilst also providing access to Thornleigh residential road.
- 2.1.2 Two existing access points to the site are provided on Cefn Road, both being set back from the carriageway and dropped kerbs provided. In proximity to the existing access points, the carriageway measures circa 9.0-10.0m in width with painted central hatching provided.
- 2.1.3 Adjacent to the site, the speed limit is 20mph, while wide footways measuring between circa 2.0m and 2.5m are provided on both sides of the carriageway, as well as street lighting.
- 2.1.4 The prevailing speed limit in the vicinity of the site is 20mph.

3 SCHEME PROPOSALS

3.1 Access

3.1.1 Within the consultation response, WCBC stated the following in relation to visibility splays:

‘Any proposed/existing accesses in this location would normally be required to provide visibility splays of 2.4m x 25m in both directions measured to the nearside edge of the adjoining highway’.

3.1.2 Within the consultation response, WCBC stated the following in relation to the northern access:

‘The submitted layout plan does not indicate the proposed splays from the existing access. I would recommend the applicant submits a revised layout plan indicating the proposed splays. The existing boundary wall would appear to limit the available visibility in both directions from this access’.

‘This access is approximately 3.6m wide and is gated at around 5m behind the edge of the carriageway. I would normally recommend a shared access width of 4.8m to allow the simultaneous passage of 2 vehicles. The access is paved with hard bound materials. If the proposed access is used to serve the proposed development, I would recommend the removal of these gates’.

3.1.3 Within the consultation response, WCBC stated the following in relation to the southern access:

‘The submitted layout plan does not indicate the proposed splays from the existing access. I would recommend the applicant submits a revised layout plan indicating the proposed splays. It would appear possible to provide the required splays from this access’.

‘This access is approximately 3.2m wide and is surfaced with hard bound materials. I would normally recommend a shared access width of 4.8m to allow the simultaneous passage of 2 vehicles’.

3.1.4 Finally, within the consultation response, WCBC stated the following in relation to the general access arrangements:

‘It would normally be considered preferable to serve such a development by a single access point which is a minimum of 4.8m wide that meets the above specification’.

3.1.5 The existing southern vehicular access from Cefn Road will be enhanced and utilised to serve the proposed development.

- 3.1.6 In accordance with WCBC's comments, the access road will be widened to 4.8m to enable two vehicles to pass each other in a safe and convenient manner.
- 3.1.7 To the north and south of the proposed vehicular access, visibility splays of 2.4m x 25m have been provided, these being in accordance with WCBC's comments and commensurate to MfS standards for a 20mph road. Visibility to the south on exit (less critical direction) has been measured to the centre hatching.
- 3.1.8 In relation to the existing northern vehicular access from Cefn Road, this will be converted to a dedicated pedestrian/cycle access point. The bin storage area will also be located adjacent to this access point so all bins can be pulled to the kerbside with ease.
- 3.1.9 The proposed access strategy has been illustrated on Drawing P22001-001A in Appendix A.

3.2 Traffic Generation

- 3.2.1 Within the consultation response, WCBC stated the following in relation to traffic generation:

'Could you please ask the applicant to provide details of the previous use of the buildings at the development site including details relating to the previous levels of daily vehicle movements at the site. Anticipated daily vehicle movements in respect of the proposed care home will also need to be provided'.

- 3.2.2 The following paragraphs detail the methodology used to predict the demand associated with the existing site and the proposed development.

Existing Site

- 3.2.3 In order to determine the traffic generation associated with the existing residential dwellings, the TRICS database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Ireland.

- 3.2.4 A summary of the key selections applied in order to derive the sample is as follows:

- Land use category - houses privately owned;
- Regions excluded - London, Northern Ireland and Eire;
- No. dwelling range selection - 5 to 30 units (10 to 29 actual);
- Date range - 17/06/11 to 16/06/21;
- Weekend surveys excluded;
- Selected locations - edge of town; and
- Location sub categories - residential zone.

- 3.2.5 The above selections returned a sample of 14 sites. This sample was then interrogated and three sites were removed by virtue of the surveys taking place during the Covid-19 pandemic period. The results of these surveys would have skewed the trip rates of the sample.
- 3.2.6 The full reports of the TRICS data and selection process are included in Appendix B.
- 3.2.7 The derived trip rates were then applied to the 9 dwellings resulting in the trip generation. The likely 12-hour (residential sites in TRICS are typically only surveyed between 7am and 7pm) trip generation of the site is shown in Table 1.1, with the AM and PM peak hours highlighted in bold font.

Table 1.1: 12 Hour TRICS Derived Average Trip Rates and Trip Generation for 9 Dwellings

Time	Average Trip Rates			Average Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.084	0.208	0.292	1	2	3
08:00-09:00	0.137	0.381	0.518	1	4	5
09:00-10:00	0.111	0.212	0.323	1	2	3
10:00-11:00	0.173	0.159	0.332	2	1	3
11:00-12:00	0.199	0.208	0.407	2	2	4
12:00-13:00	0.212	0.199	0.411	2	2	4
13:00-14:00	0.186	0.173	0.359	2	2	4
14:00-15:00	0.173	0.173	0.346	2	2	4
15:00-16:00	0.243	0.248	0.491	2	2	4
16:00-17:00	0.314	0.164	0.478	3	1	4
17:00-18:00	0.332	0.155	0.487	3	1	4
18:00-19:00	0.235	0.115	0.350	2	1	3
Daily (12hr)	2.399	2.395	4.794	22	23	45

- 3.2.8 As the above table shows, the existing residential dwellings are likely to generate in the region of 5 two-way trips in the typical AM peak hour (08:00-09:00) and 4 two-way trips in the typical PM peak hour (17:00-18:00).

Proposed Development

- 3.2.9 In order to determine the traffic generation associated with the proposed development, the TRICS database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Ireland.
- 3.2.10 A summary of the key selections applied in order to derive the sample is as follows:
- Land use category - care home (specific condition);
 - Regions excluded - London, Northern Ireland and Eire;
 - No. parking space range selection - 7 to 25 units (12 to 20 actual);
 - Date range - 26/06/11 to 25/06/21;
 - Weekend surveys excluded;
 - Selected locations - suburban area & edge of town; and

- Location sub categories - residential zone.

- 3.2.11 The above selections returned a sample of 6 sites. This sample was then interrogated and one site was removed by virtue of the survey taking place during the Covid-19 pandemic period. The results of this survey would have skewed the trip rates of the sample.
- 3.2.12 TRICS also provides an option of calculating the trip rates based on the number of residents associated with the proposed development, however, these trip rates were lower. As such, in order to provide a robust assessment, the trip rates based on the number of car parking spaces associated with the proposed development were utilised.
- 3.2.13 The full reports of the TRICS data and selection process are included in Appendix B.
- 3.2.14 The derived trip rates were then applied to the 9 car parking spaces resulting in the trip generation. The likely 12-hour (residential sites in TRICS are typically only surveyed between 7am and 7pm) trip generation of the site is shown in Table 1.2, with the AM and PM peak hours highlighted in **bold font**.

Table 1.2: 12 Hour TRICS Derived Average Trip Rates and Trip Generation for 9 car parking spaces

Time	Average Trip Rates			Average Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.211	0.132	0.343	2	1	3
08:00-09:00	0.250	0.053	0.303	2	1	3
09:00-10:00	0.250	0.066	0.316	2	1	3
10:00-11:00	0.105	0.053	0.158	1	0	1
11:00-12:00	0.118	0.224	0.342	1	2	3
12:00-13:00	0.158	0.145	0.303	1	1	2
13:00-14:00	0.355	0.197	0.552	3	2	5
14:00-15:00	0.211	0.237	0.448	2	2	4
15:00-16:00	0.237	0.368	0.605	2	3	5
16:00-17:00	0.105	0.368	0.473	1	3	4
17:00-18:00	0.053	0.132	0.185	1	1	2
18:00-19:00	0.132	0.132	0.264	1	1	2
Daily (12hr)	2.330	2.357	4.687	19	18	37

- 3.2.15 As the above table shows, the proposed development is likely to generate in the region of 3 two-way trips in the typical AM peak hour (08:00-09:00) and 2 two-way trips in the typical PM peak hour (17:00-18:00)
- 3.2.16 The actual peak hours of the proposed development fall outside of the typical highway network peak hours, with there being 5 two-way trips between 13:00 and 14:00 hours and between 15:00 and 16:00 hours.
- 3.2.17 A comparison of Table 1.1 and Table 1.2 demonstrates that there will be a very minimal change in the level of vehicular traffic expected to utilise the site. It is important to note that residents of the proposed development will not drive, whereby three company cars will be provided for residents on

site, which will be driven by members of staff. Further, the staff will be employed from the local area, thus, they will be expected to walk, cycle and utilise public transport to travel to and from the site.

- 3.2.18 As such, it is expected that the proposed development will not have a detrimental impact on the surrounding road network.

3.3 Parking

- 3.3.1 Within the consultation response, WCBC stated the following in relation to parking:

'It is proposed to provide 10 spaces including a space to mobility standards which would be considered acceptable. However, there would appear to be inadequate turning space behind a number of these spaces'.

- 3.3.2 The proposed development will now comprise a total of 9 car parking spaces, including 1 disabled space, 5 of which will be provided in the retained garage block.

3.4 Refuse Collection

- 3.4.1 Within the consultation response, WCBC stated the following in relation to refuse collection:

'It is important that any proposed bin store/compound is of adequate size/design to accommodate the required number/type of bins and is suitably located to serve such a development i.e. in close proximity to the adjoining highway'.

- 3.4.2 The refuse storage area will be provided at the north-western corner of the site adjacent to the northern access.

- 3.4.3 Refuse collections will take place from Cefn Road as per the existing arrangements.

4 SUMMARY AND CONCLUSION

4.1 Summary

- 4.1.1 This TN1 has been prepared on behalf of Fairpark Care Limited to support their full planning application for the:

‘Change of use from Class C3 (Dwelling House) to Class C2 (Care Home) and material alterations to the external appearance of the existing two-bay garage’.

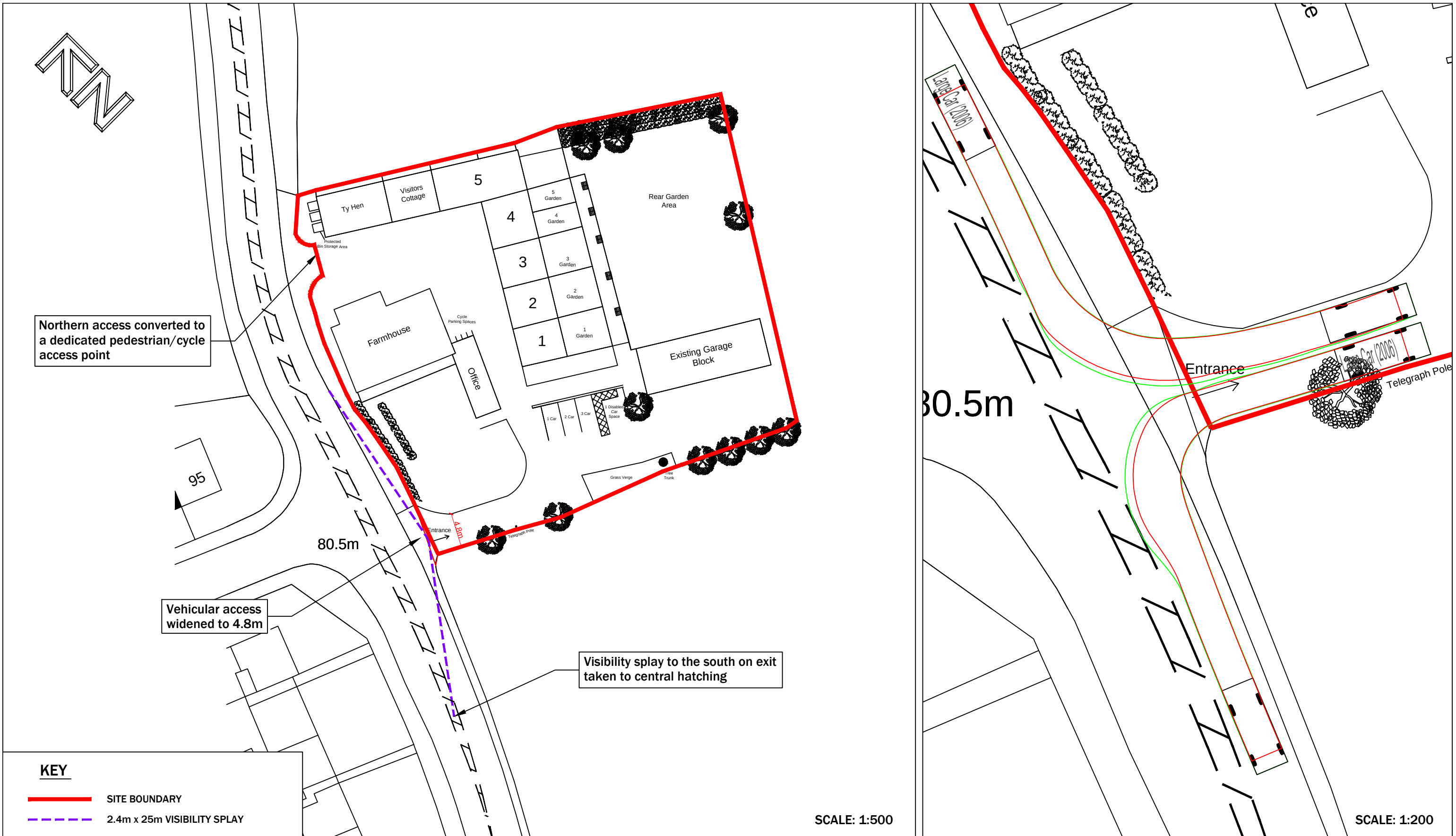
- 4.1.2 WCBC Highways provided their consultation response to the application on 9th December 2021.
- 4.1.3 The existing southern vehicular access from Cefn Road will be enhanced and utilised to serve the proposed development. Further, the access road will be widened to 4.8m to enable two vehicles to pass each other in a safe and convenient manner. The northern vehicular access from Cefn Road will be converted to a dedicated pedestrian/cycle access point.
- 4.1.4 The proposed development will result in a minimal level of vehicular traffic, similar to the level generated by the existing site. As such, it is expected that the proposed development will not have a detrimental impact on the surrounding road network.

4.2 Conclusion

- 4.2.1 It is concluded that the proposed development would not result in an *‘unacceptable impact on highway safety’* nor have a *‘severe’* impact on the operation of the highway network in terms of safety and capacity. The impact is best described as negligible to minor.
- 4.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted.

APPENDIX A

TECHNICAL DRAWINGS



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860					Project	HULLAH FARM, CEFN ROAD, WREXHAM	Drawn by VB	Issue date 08 MAR 2022
	A	24.03.22	VB	LATEST SITE PLAN			Scale(s) 1:500 @ & 1:200 @ A3	
	Rev	Date	By	Revision notes	Title	PROPOSED ACCESS STRATEGY & SWEPT PATH ANALYSIS		Drawing No P22001-001A
	Status							

APPENDIX B

TRICS OUTPUT

Calculation Reference: AUDIT-753001-220203-0253

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	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	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 10 to 29 (units:)
Range Selected by User: 5 to 30 (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: 17/06/11 to 16/06/21

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	3 days
Tuesday	1 days
Wednesday	5 days
Thursday	2 days

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

Selected survey types:

Manual count 11 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:

Edge of Town 11

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 10

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

Secondary Filtering selection:

Use Class:

C3 11 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	8 days

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

Travel Plan:

No 11 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 11 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CESHIRE	Survey Type: MANUAL
2	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 24/03/14	BUNGALOWS	DORSET	Survey Type: MANUAL
3	GM-03-A-10 BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Total No of Dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED / SEMI	GREATER MANCHESTER	Survey Type: MANUAL
4	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL
5	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total No of Dwellings: 23 Survey date: TUESDAY 18/10/11	DETACHED & SEMI DET.	NORTH YORKSHIRE	Survey Type: MANUAL
6	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 18/09/13	PRIVATE HOUSING	NORTH YORKSHIRE	Survey Type: MANUAL
7	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15	DETACHED HOUSES	SUFFOLK	Survey Type: MANUAL
8	SH-03-A-06 ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 22/05/14	BUNGALOWS	SHROPSHIRE	Survey Type: MANUAL
9	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
11	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-A-03	Covid
HF-03-A-04	Covid
KC-03-A-09	Covid

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

TOTAL VEHICLES

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	11	21	0.084	11	21	0.208	11	21	0.292
08:00 - 09:00	11	21	0.137	11	21	0.381	11	21	0.518
09:00 - 10:00	11	21	0.111	11	21	0.212	11	21	0.323
10:00 - 11:00	11	21	0.173	11	21	0.159	11	21	0.332
11:00 - 12:00	11	21	0.199	11	21	0.208	11	21	0.407
12:00 - 13:00	11	21	0.212	11	21	0.199	11	21	0.411
13:00 - 14:00	11	21	0.186	11	21	0.173	11	21	0.359
14:00 - 15:00	11	21	0.173	11	21	0.173	11	21	0.346
15:00 - 16:00	11	21	0.243	11	21	0.248	11	21	0.491
16:00 - 17:00	11	21	0.314	11	21	0.164	11	21	0.478
17:00 - 18:00	11	21	0.332	11	21	0.155	11	21	0.487
18:00 - 19:00	11	21	0.235	11	21	0.115	11	21	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.399			2.395			4.794

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: 10 - 29 (units:)
 Survey date range: 17/06/11 - 16/06/21
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 3

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

Calculation Reference: AUDIT-753001-220203-0228

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

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: Parking spaces
Actual Range: 12 to 20 (units:)
Range Selected by User: 7 to 25 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 26/06/11 to 25/06/21

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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:

0.5 or Less	1 days
0.6 to 1.0	4 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	BU-05-L-01 BELVOIR AVENUE MILTON KEYNES BLETCHLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Parking spaces: 16 Survey date: FRIDAY 11/11/11	CARE HOME	BUCKINGHAMSHIRE	Survey Type: MANUAL
2	DS-05-L-02 DOUGLAS STREET DERBY Edge of Town Centre Residential Zone Total Parking spaces: 16 Survey date: THURSDAY 25/06/15	CARE HOME	DERBYSHIRE	Survey Type: MANUAL
3	HC-05-L-01 BEACH ROAD HAYLING ISLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Parking spaces: 12 Survey date: MONDAY 23/11/15	CARE HOME	HAMPSHIRE	Survey Type: MANUAL
4	LN-05-L-01 ALTHAM TERRACE LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Parking spaces: 20 Survey date: WEDNESDAY 04/10/17	CARE HOME	LINCOLNSHIRE	Survey Type: MANUAL
5	WY-05-L-01 NORTH PARK ROAD BRADFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Parking spaces: 12 Survey date: THURSDAY 13/12/12	CARE HOME	WEST YORKSHIRE	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-05-L-01	Covid

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TOTAL VEHICLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	5	15	0.211	5	15	0.132	5	15	0.343
08:00 - 09:00	5	15	0.250	5	15	0.053	5	15	0.303
09:00 - 10:00	5	15	0.250	5	15	0.066	5	15	0.316
10:00 - 11:00	5	15	0.105	5	15	0.053	5	15	0.158
11:00 - 12:00	5	15	0.118	5	15	0.224	5	15	0.342
12:00 - 13:00	5	15	0.158	5	15	0.145	5	15	0.303
13:00 - 14:00	5	15	0.355	5	15	0.197	5	15	0.552
14:00 - 15:00	5	15	0.211	5	15	0.237	5	15	0.448
15:00 - 16:00	5	15	0.237	5	15	0.368	5	15	0.605
16:00 - 17:00	5	15	0.105	5	15	0.368	5	15	0.473
17:00 - 18:00	5	15	0.053	5	15	0.132	5	15	0.185
18:00 - 19:00	5	15	0.132	5	15	0.132	5	15	0.264
19:00 - 20:00	5	15	0.053	5	15	0.118	5	15	0.171
20:00 - 21:00	5	15	0.092	5	15	0.132	5	15	0.224
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.330			2.357			4.687

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: 12 - 20 (units:)
 Survey date range: 26/06/11 - 25/06/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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