



DBA Estates

Transport Statement

Proposed residential development, Pen y Bont, Chirk

661712

MAY 2018

RSK

RSK GENERAL NOTES

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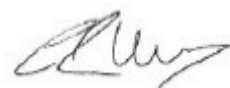
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Date: 14.05.18

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Date: 14.05.18

Project Manager D. Horrocks



Signature

Date: 14.01.18

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This work has been undertaken in accordance with the quality management system of RSK Environment Ltd.

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1 INTRODUCTION

RSK has been instructed by DBA Estates to produce a Transport Statement (TS), in relation to their proposals for a residential development on land north of B5605, Pen y Bont, Chirk, Wales.

1.1 Site location

The potential development site was formerly a quarry and has most recently been used as a landfill site, known as Pen y Bont. The development site covers an area of 2.6 ha and is located just north of the A5 near Wrexham, north Wales. To the east of the site is a small village called Newbridge, part of the larger village of Cefn Mawr, and which is connected with Pen y Bont landfill site via the B5605, (this is the main access road to the site). The River Dee, a 100 km long river that flows through parts of Wales and England, encircles the site area.

The development site lies 12.5 km south of Wrexham town centre, the nearest large town to the site and an administrative, commercial, retail and educational centre. The small town of Chirk lies 5 km to the south of the development site.

The proposed development comprises the construction of up to 60 residential units on 2.6 ha of land, with vehicular access from the B5605. This Transport Statement has been prepared to support the planning application for the development.

The site location can be seen in **Figure 1.1**.

Figure 1.1 - Site location plan



Source: Google Maps 2017

1.2 Structure of report

The following chapters describe the work that has been undertaken as part of this study. The report is structured as follows:

- Chapter 2 describes the existing transport context and baseline traffic in the vicinity of the site;
- Chapter 3 details the development proposals;
- Chapter 4 investigates the likely trip generation of the development and associated distribution;
- Chapter 5 assesses the impact on the highway network; and
- Chapter 6 provides our summary and conclusions.

2 EXISTING TRANSPORT CONDITIONS

2.1 Site location

The development site is located just north of the B5605, which links to the south with the A5, leading in a southerly direction to the small town of Chirk. The town of Wrexham, 12.5 km north of the site, can be accessed via the B5605 to the north, which connects with the A483 to Wrexham town centre.

The proposed development site is located within Wrexham County Borough Council area; a unitary planning and highway authority. The extent of the application site is shown in **Figure 1.1** and is currently a disused landfill site, with an existing access onto the B5605.

2.2 Surrounding highway network

2.2.1 B5605/Access road

The B5605 is a two-way single carriageway road, running along the south-westerly edge of the development site and provides the primary access to the site. It connects to Newbridge Road at the north-western end and proceeds south to the A5.

The road is bordered by tall and dense vegetation/hedgerows and is approximately 7 metres wide, street lit and with a single footway running along the south-westerly side of the road in the vicinity of the site. The B5605 is subject to 50mph speed limit. Upon crossing the River Dee and linking onto Newbridge Road, the B5605 curves to the south and enters the residential area of Newbridge, where the speed limit decreases to 30mph.

The site access onto the B5605 is currently represented by a wide concrete apron that extends for some 17.5 metres, which is suitable for use by the former quarry and landfill uses which generate significant volumes of HGVs.

2.2.2 A5/B5070

The A5 is a single carriageway road that runs in a north-westerly to south-easterly direction, to the south of the development site. At its junction with the B5605, the single carriageway widens to accommodate a turning lane for a priority junction. There is a single shared footway/cycleway with dropped kerbs at junctions on the northern side of the road, which is streetlit in the area surrounding the B5605 junction. The road is subject to the national speed limit of 60 mph.

Directly south of the site, the A5 joins the B5070 at a three-arm roundabout. The B5070 runs in a north to south direction to link with Chirk. The road features street lighting and shared footway/cycleways, with dropped kerbs at junctions on both sides of the road for the majority of its length. The speed limit of the B5070 is 50 mph, until the road reaches the residential areas on the outskirts of Chirk where it reduces to a 30 mph zone.

2.2.3 A483/A5152

The B5605 access road to the site loops round and heads in a northerly direction to the A483 via the A539 at Ruabon.

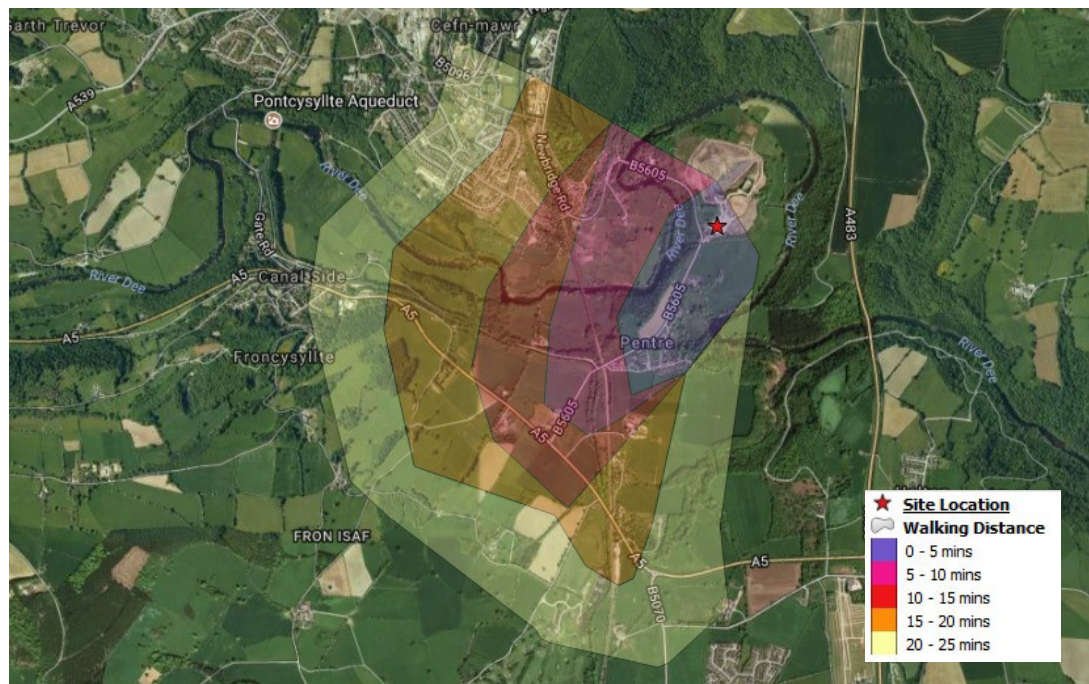
The A483 is a dual carriageway with no street lights or footways and a 70 mph speed limit that runs in a northerly direction towards Wrexham. Junction 3 of the A483 links onto the A5152, which heads directly into Wrexham town centre.

2.3 Pedestrian network

The existing highway network caters for pedestrians well. From the site access, a footway is present on the western side of the carriageway through to the village of Newbridge, where the speed limit of the road reduces to 30mph and the footways extend to both sides as well as becoming street lit with dropped kerbs at junctions. This pedestrian-friendly connection between Newbridge and the development site provides safe access for the potential residents walking between the village and the site.

Figure 2.1 below shows the walk accessibility area isochrones for 25 minutes walking distance, proving that parts of Newbridge village are easily accessible on foot.

Figure 2.1 Walking accessibility map



(C) Google 2018

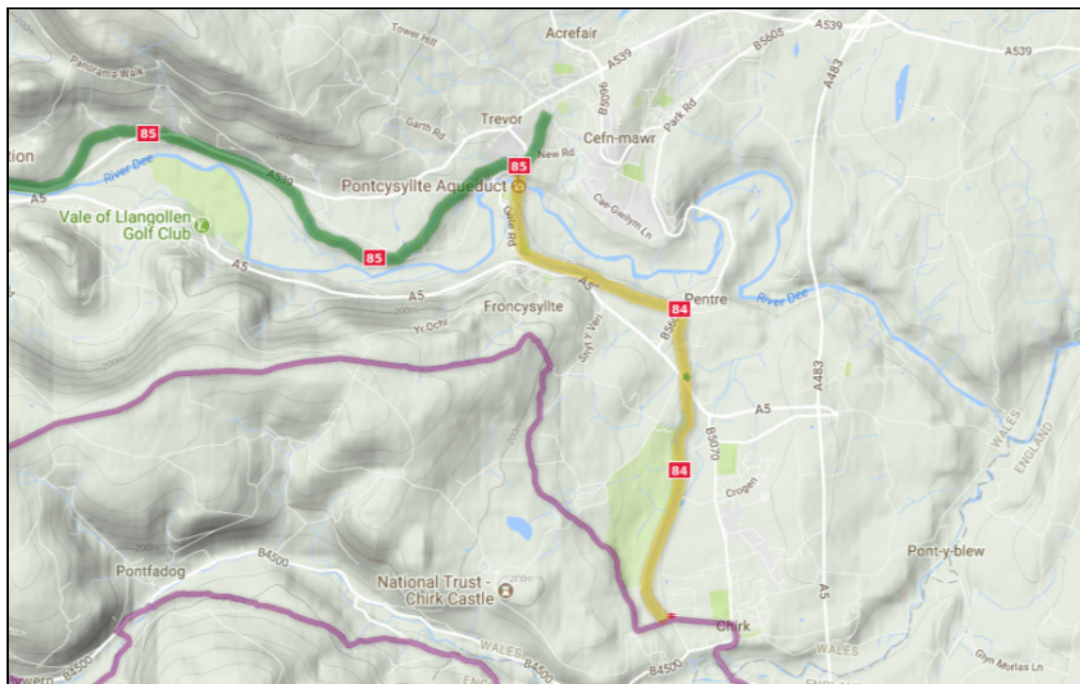
2.4 Cycle network

As shown in **Figure 2.2**, National Cycle Network (NCN) Route 84 passes over the B5605 approximately 1 km south west of the development site. This route is undergoing some development to eventually connect Rhyl to Oswestry via the Vale of Clwyd and the Llangollen Canal.

As described in **Section 2.5** of this report, the cycle route provides a link between the development site and Chirk railway station. With Chirk, a potential location for employment for residents of the potential site, only 5 km and approximately 20 minutes cycling distance away from the site, cycling offers a sustainable and practical alternative to driving for travelling to and from the site.

NCN Route 84 connects with Route 85 to the north west of the site. When the ongoing work is completed, NCN Route 85 will run south from Chester to Wrexham and then west towards Bala, providing safe cycle links to a number of key surrounding destinations. The location of the completed sections of Route 84 and 85 can be identified in **Figure 2.2**.

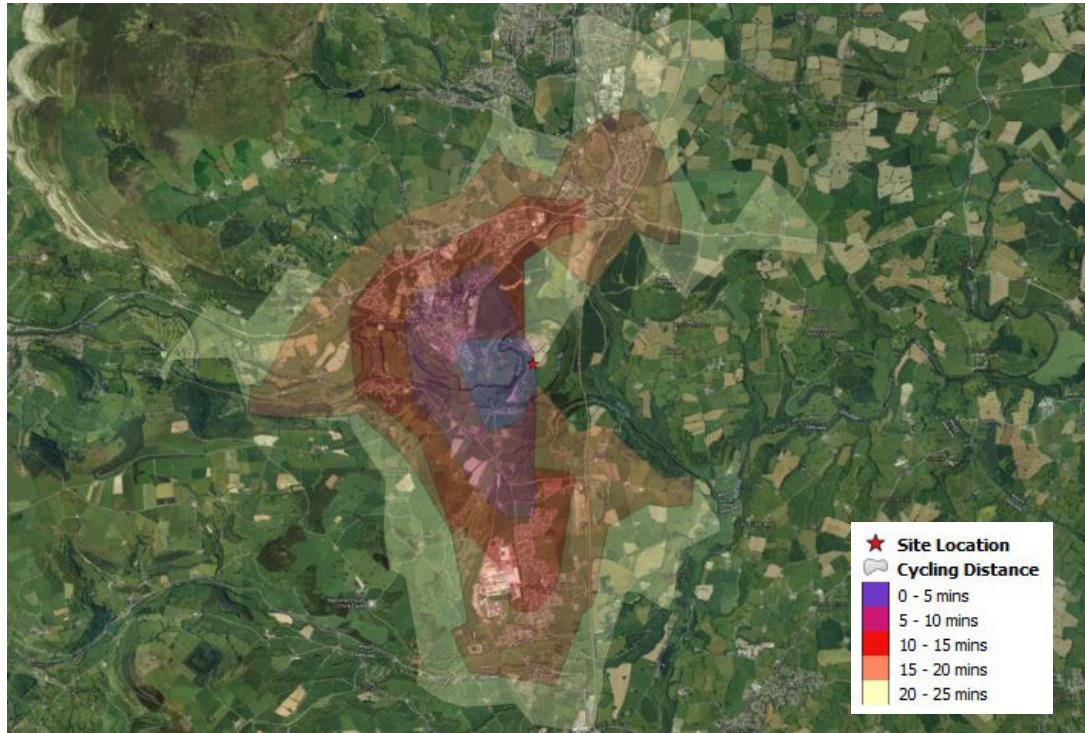
Figure 2.2 – NCN cycle route map



Source: Sustrans website

In order to gain a general view of the potential to cycle to local destinations from the site, **Figure 2.3** below shows a cycle accessibility plan isochrone for 25 minutes cycling distance.

Figure 2.3 Cycle accessibility plan



(C) Google 2018

As seen in **Figure 2.3**, many nearby villages containing local amenities such as: schools, a post office, shops and a pharmacy can easily be reached from the site within a 25 minute cycle.

2.5 Public transport

2.5.1 Bus services

Bus stops are located within 30 metres of the site access. To the north of the site is a stop which serves the southbound bus services. The northbound bus stop is located opposite the access and features a flag and road markings, and serves the northbound services.

The stop name is 'Pentre Penybont' and both stops are served by the number 2 bus service, currently operated by Arriva, which runs between Cefn Mawr and Wrexham. The service is currently operating on an hourly service, seven days a week during the daytime, and therefore providing a service for a range of trip purposes.

This bus service links the proposed development site with key destinations such as Newbridge, Chirk and Wrexham. With regular services providing easy access to these areas, it is likely residents of the proposed development site will travel by bus for employment and therefore this presents a feasible alternative to the private car.

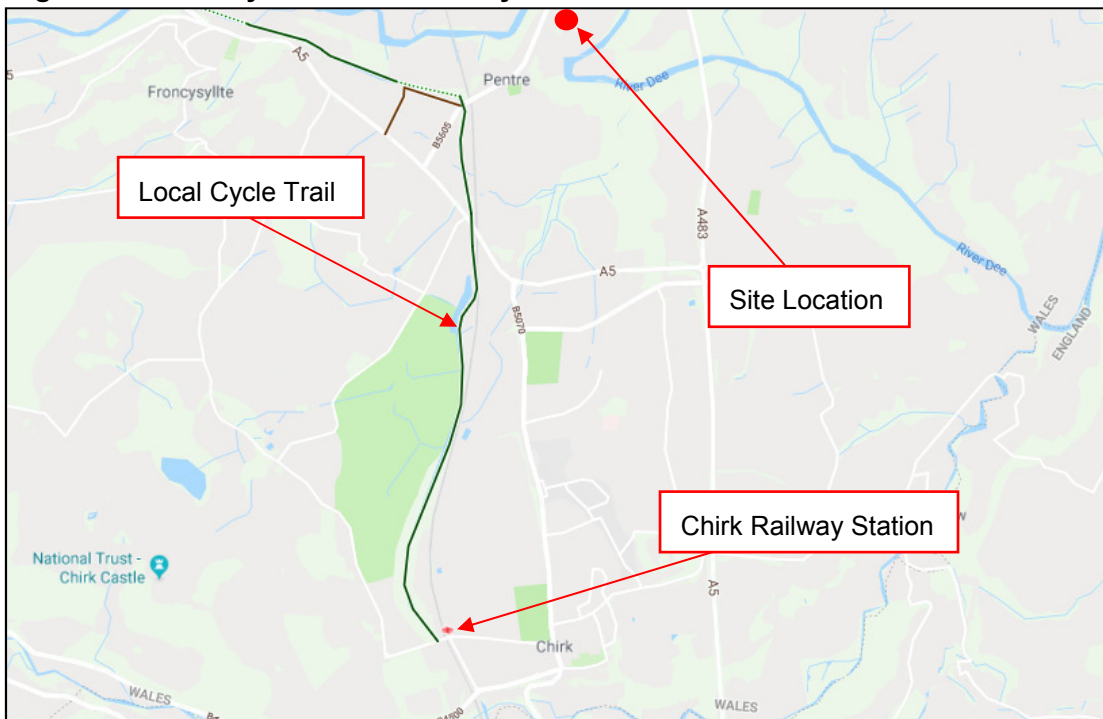
2.5.2 Rail services

Ruabon railway station is situated 4.5 km to the north of the site and Chirk railway station is situated 5 km to the south. Both stations are currently served by Arriva Trains Wales, with services running regularly throughout the day, providing links to key destinations in Wales and England, such as Cardiff Central and Birmingham New Street.

As both stations are within 5 km of the site, an opportunity exists for residents of the development to cycle from the development to either station, and use the train to access employment or leisure facilities in surrounding areas, as an alternative option to the private car.

As shown in **Figure 2.4** below, there is a designated off-road cycle route that runs in a north-south direction to Chirk railway station. From the development site, a resident would only be required to travel a short distance on the B5605 to link with this cycle route and have a safe journey to reach Chirk railway station.

Figure 2.4 Local cycle route to railway station



Source: Google Maps 2017

2.6 Access to services

The site is adjacent to the small village of Newbridge to the west which is part of the larger village of Cefn Mawr. Within the built-up area of these villages, (both within 2 km of the development site), are various local amenities, which can easily be reached using the existing footway network or other sustainable modes of travel such as cycling or bus. The amenities include; local shops supermarket, medical centre, public library, post office, pharmacy, pubs, various restaurants and speciality shops.

Cefn Mawr primary school is located just off Plas Kynaston Lane to the south and the Cefn Mawr Library is located adjacent to the school. This is approximately 2km from the potential development site. It is also important to note that there is a bus stop directly

outside the entrance to the school, which is served by the Arriva bus service number 2, with hourly services, Monday to Friday.

An assessment of the potential walk catchment of the application site has been undertaken based on a maximum walk distance of 2 km, which is equivalent to a 25 minute journey. **Figure 2.1** illustrates the area considered to be within easy walking distance of the proposed site access. This demonstrates that a significant proportion of the village of Cefn Mawr is within easy reach of the site, including a range of local facilities such as shops, schools and health services.

An assessment of the potential cycle catchment of the application site has been undertaken based on a maximum cycle distance equivalent to a 25 minute journey. **Figure 2.3** illustrates the area considered to be within easy (25 minute) cycling distance of the proposed site access. This demonstrates that the entire settlements of Cefn Mawr, Chirk, and Ruabon, as well as parts of Rhosllanerchrugog are within easy reach of the site by cycle.

2.7 Accident analysis

A review of accident data covering the most recent five year period has been undertaken using data available from the DfT (via the Crashmap website). This covers the years of 2012-2016 and provides the user with map-based data including the date of the accident, the number of vehicles involved, number of casualties and the severity of any injuries resulting from the accident.

The area reviewed encompasses the access road and a short section of the B5605 in the vicinity of the junction to the potential development site.

As shown below in **Figure 2.5**, the data demonstrates that during the last five years there have been two accidents at the site access junction with the B5605. One of the accidents occurred in the February 2013 and was categorised as 'slight', involving one vehicle and one casualty. The other accident occurred in the May 2015 and was categorised as 'serious', involving three vehicles and one casualty.

With the previous uses of the site as a landfill and quarry, both involving HGVs, the proposed development of residential units on the site will virtually eliminate the volume of goods vehicles accessing the site. This, along with a site access junction design that provides a clear and predictable layout will reduce the potential for conflict between road users. Overall, the accident record does not demonstrate any existing pattern of incidents or trends that could be affected by the development proposals.

Figure 2.5 Details of collisions in the vicinity of the proposed site



Source: Crashmap website, December 2017

3 PROPOSED DEVELOPMENT

The proposals for the site include up to 60 C3 residential units with access from the B5605 for all users and associated internal infrastructure.

3.1 Parking

Allocated parking will be provided within the curtilage of each property, consistent with the Wrexham Borough Council Local Planning Guidance Note No.16 (LPG16), as shown in the table below:

C3 Dwellings	1 bedroom	1.5 car space per unit	Sufficient space to provide at least 2 secure cycle parking spaces per dwelling.
	2 bedrooms	2 car space per unit	
	3/4 bedrooms	3 car space per unit	
	5 or more bedrooms	4 car space per unit	

Cycle parking will be provided as per LPG16 with a minimum of two secure cycle parking spaces per dwelling. The cycle parking will be provided within a covered, lockable enclosure, within sheds or garages where these are provided.

The proposed site layout plan is presented at **Appendix 2**

3.2 Site access arrangements

An improvement to the existing vehicular access priority junction onto the B5605 will be provided. This improved access will include new street lighting and a shared use cycle/footway that provides a continuous link to the existing footway via a dropped kerb and crossing point on the B5605 and safe access into the development site. The section of the B5605 road along the site frontage is currently subject to 50mph speed limit.

The access road has been designed as a 5.5m wide carriageway, which is adequate to serve the quantum of development currently proposed. A 3.0m wide shared footway/cycleway will be constructed along the southern side of the internal access road, while the junction will be formed with 6.0m radii.

The B5605 is a classified road (i.e. not a trunk road) under the control of Wrexham County Borough Council. On this basis the guidance contained within Manual for Streets is appropriate when considering the design of the site access junction. The guidance is clear in its application that *“The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume.”*

The layout of the site access as a simple priority junction without a right turn ghost island facility is in keeping with the character of the local road network, avoiding the need for unnecessary highway widening. Manual for Streets provides the following guidance in relation to such facilities:

TD42/95 recommends that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively low flow, and junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion.

The vehicular access benefits from a wide highway verge in both directions, ensuring that reasonable visibility can be achieved for drivers emerging from the development. The drawing enclosed at **Appendix 2**, illustrates the achievable visibility splays from the site access. Although these visibility splays do not meet the desirable distances for a 60mph speed limit, the access will be significantly improved from the existing layout and the overall traffic generation will be of a similar scale, including the removal of slower moving HGVs from the access road. In addition, given the layout of the road, it is likely that vehicles will be travelling below the speed limit.

4 TRIP GENERATION

In order to assess the potential impacts of the proposed development, the number of trips by all modes generated by the development has been estimated using an industry standard database. This section sets out the methodology for the calculation of the predicted trips and, subsequently, how these trips will be distributed onto the transport network.

4.1 Trip generation

The TRICS database has been utilised to derive the likely numbers of trips expected for the proposed residential units, with the selection criteria for the comparator sites being as follows:

- Land use, 'Residential', sub-category, 'Houses privately owned';
- London and Ireland sites excluded;
- Edge of town locations only
- Weekday surveys only; and
- Selection by number of dwellings: 6-100 units.

A summary of the trip rates is shown below in Table 4.1 with the full TRICS output provided in **Appendix 3**

Table 4.1 Trip generation rates: all modes

	Vehicles		Walking		Cycling		Public Transport		People	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak 08:00-09:00	0.165	0.397	0.063	0.149	0.004	0.028	0.004	0.006	0.287	0.796
PM Peak 17:00-18:00	0.355	0.140	0.068	0.044	0.018	0.004	0.007	0.004	0.586	0.233
Daily Total Trip Rate	4.820		1.275		0.190		0.109		7.958	

Source: TRICS version 7.4.3

Application of these trip rates to the proposed development of up to 60 dwellings will generate trips as summarised in Table 4.2

Table 4.2 Trip Generation: All Modes (60 dwellings)

	Vehicles		Walking		Cycling		Public Transport		People	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak 08:00-09:00	10	24	4	9	0	2	0	0	17	48
PM Peak 17:00-18:00	21	8	4	3	1	0	0	0	35	14
Daily Total Trip Rate	289		77		11		7		477	

4.2 Trip distribution

The assignment of development related traffic onto the network has been based upon data derived from the 2011 Census origin-destination data 'location of usual residence and place of work'.

The Census collects information on the place of work of each household. Commuter travel represents the highest proportion of traffic during the AM and PM peak hours and is therefore a reasonable guide for assigning traffic to specific destinations for a residential development.

The data uses MSOA level locations and those covering the site and the village of Newbridge have been interrogated. Locations of workplaces with 0-1 trips have been excluded and the likely routing has been allocated along the main routes from the site.

A summary of these trips and how they have been assigned to the local road network is provided in Table 4.3.

Table 4.3 Trip distribution

Road	Proportion
B5605 north	17%
A483	49%
B5605 south	13%
A5 west	6%
A5 south	15%
Total	100%

It is anticipated that the majority of those travelling to Wrexham and those destinations further north along the A483 would likely join the A483 via Ruabon to the north of the site. Those using the A5 in both directions would be heading south from the site.

This amounts to approximately 34% of development traffic turning left out of the site, with the remaining 66% travelling north on the B5605.

The net change from the use of the site for landfill to residential will have an impact on traffic flows. As a broad estimate, based on experience of other quarries and landfills the site previously would have the ability to generate approximately 100 HGV movements per day plus 12 car movements, resulting in around 212 PCUs. With the change of use to residential, the traffic flows will increase to 289 per day, as shown in **Table 4.2** above, which represents a marginal increase in PCUs. The proposals will remove slower moving HGVs while the development traffic is likely to pose less risk than HGVs and have a lesser environmental impact. Furthermore, the overall traffic generation at the site access will be less than one vehicle every 3 minutes in any given direction.

5 SUMMARY AND CONCLUSIONS

RSK has been commissioned by DBA estates to prepare a Transport Statement in support of the proposed residential development on land at Pen y Bont, nr Cefn Mawr, Wrexham.

The proposed development will contain up to 60 residential units on land previously used as a quarry/landfill site. Vehicular and pedestrian/cycle access will be taken from the B5605. This report has considered the traffic and transport aspects of the proposals to support a planning application for the development.

The location of the site benefits from a good level of accessibility to a range of everyday facilities within walking distance in Cefn Mawr, including shops, schools and health facilities. There are also a range of sustainable transport options local to the site, including a bus service through the neighbouring villages.

The traffic predicted to be generated by the development will be dispersed across the local highway network with a choice of routes to use.

The anticipated traffic generation will be of a similar scale to that of the previous uses of a quarry and landfill and will remove slower HGVs from turning in and out of the site access.

5.1 Conclusions

Based on the above, the proposed development is considered to be within a sustainable location and can be adequately served by the proposed access arrangements and off-site improvements to facilitate active travel.

The overall traffic impact of the development proposals will be negligible. With just 24 departures in the AM peak and 21 arrivals in the PM peak, it is considered that the proposed development would not have a significant impact on the local highway network.

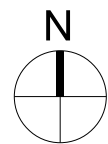
On the above basis, the proposed development is acceptable from a transport perspective.

APPENDIX 1

SITE LAYOUT PLAN



- NOTE
1. THIS DRAWING IS COPYRIGHT GSDA LTD
 2. THE CONTRACTOR MUST NOT SCALE FROM THE DRAWING ALL DIMENSIONS TO BE TAKEN FROM DIMENSION STRINGS.
 3. WHERE ANY DISCREPANCIES ARE FOUND BETWEEN DIMENSIONS THESE MUST BE BROUGHT TO THE ATTENTION OF THE ARCHITECTS FOR RESOLUTION.
 4. WHERE DISCREPANCIES EXIST BETWEEN REFERENCE OR ASSEMBLY DRAWINGS & DETAIL DRAWINGS, THE LATTER TAKE PREFERENCE.



LEGEND

- Application Boundary TBC
- Ownership Boundary (Drawing 450M252 Environmental Monitoring Plan)
- Landfill Restoration Boundary
- HVU Cable
- Acoustic Fence
- River Dee
- Low Risk of Flooding from Rivers & Sea
- High Risk of Flooding from Rivers & Sea
- Low Surface Water Flood Risk
- High Surface Water Flood Risk
- Existing Woodland
- Proposed Woodland
- Access Routes
- Leisure facilities including camping
- Leisure facilities including Eco Lodges
- Recreation space for leisure facilities

A	17.08.30	Issued for information
-	17.08.18	Issued for information

FOR INFORMATION

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PEN-Y-BONT		
PROJECT		
Proposed Site Zoning		
DRAWING		
1:2000@A1 170830		
SCALE	DATE	
1354 SK003	A	GS
DWG. NO.	REVISION	CHECKED

APPENDIX 2

SITE ACCESS ARRANGEMENTS



B5605

R23.0

R6.0

9.0

3.0

R6.0

Existing
bus stop

Scale: 1:250

90

Penybont

Penybont
Cottage

B5605

200

Ty-maen

Scale: 1:1000

Legend

Rev.	Date	Amendment	Drawn	Chkd.	Appd.



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Client

DBA ESTATES

Project Title

PEN Y BONT
RESIDENTIAL DEVELOPMENT

Drawing Title

PROPOSED SITE ACCESS
ARRANGEMENTS

Drawn	Date	Checked	Date	Approved	Date
MQ	JAN/18	IW	JAN/18	IW	JAN/18
Scale	Orig Size	Dimensions			
AS SHOWN	A3	MM			

Project No.
661712

Drawing File

Drawing No.	Rev.
—	—

Scale

APPENDIX 3

TRICS OUTPUTS

Calculation Reference: AUDIT-453201-171221-1257

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 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
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 9 to 82 (units:)
 Range Selected by User: 6 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

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	4 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	17 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 17

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	14
No Sub Category	3

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,

Secondary Filtering selection:Use Class:

C1	1 days
C3	16 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 1 mile:

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

5,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 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	4 days
1.1 to 1.5	13 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	1 days
No	16 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	17 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
3	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
4	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
5	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
6	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
7	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
8	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
9	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
11	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
12	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
13	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
14	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
15	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
16	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
17	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number 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.

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

MULTI-MODAL 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	17	32	0.094	17	32	0.279	17	32	0.373
08:00 - 09:00	17	32	0.165	17	32	0.397	17	32	0.562
09:00 - 10:00	17	32	0.138	17	32	0.208	17	32	0.346
10:00 - 11:00	17	32	0.153	17	32	0.164	17	32	0.317
11:00 - 12:00	17	32	0.173	17	32	0.199	17	32	0.372
12:00 - 13:00	17	32	0.178	17	32	0.180	17	32	0.358
13:00 - 14:00	17	32	0.171	17	32	0.171	17	32	0.342
14:00 - 15:00	17	32	0.188	17	32	0.175	17	32	0.363
15:00 - 16:00	17	32	0.263	17	32	0.191	17	32	0.454
16:00 - 17:00	17	32	0.301	17	32	0.160	17	32	0.461
17:00 - 18:00	17	32	0.355	17	32	0.140	17	32	0.495
18:00 - 19:00	17	32	0.230	17	32	0.147	17	32	0.377
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.409			2.411			4.820		

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:	9 - 82 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

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	17	32	0.004	17	32	0.017	17	32	0.021
08:00 - 09:00	17	32	0.004	17	32	0.028	17	32	0.032
09:00 - 10:00	17	32	0.000	17	32	0.007	17	32	0.007
10:00 - 11:00	17	32	0.000	17	32	0.017	17	32	0.017
11:00 - 12:00	17	32	0.004	17	32	0.006	17	32	0.010
12:00 - 13:00	17	32	0.009	17	32	0.006	17	32	0.015
13:00 - 14:00	17	32	0.013	17	32	0.006	17	32	0.019
14:00 - 15:00	17	32	0.007	17	32	0.004	17	32	0.011
15:00 - 16:00	17	32	0.013	17	32	0.002	17	32	0.015
16:00 - 17:00	17	32	0.017	17	32	0.000	17	32	0.017
17:00 - 18:00	17	32	0.018	17	32	0.004	17	32	0.022
18:00 - 19:00	17	32	0.004	17	32	0.000	17	32	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.097			0.190

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:	9 - 82 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 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	17	32	0.096	17	32	0.360	17	32	0.456
08:00 - 09:00	17	32	0.217	17	32	0.614	17	32	0.831
09:00 - 10:00	17	32	0.169	17	32	0.267	17	32	0.436
10:00 - 11:00	17	32	0.182	17	32	0.210	17	32	0.392
11:00 - 12:00	17	32	0.241	17	32	0.241	17	32	0.482
12:00 - 13:00	17	32	0.232	17	32	0.224	17	32	0.456
13:00 - 14:00	17	32	0.210	17	32	0.211	17	32	0.421
14:00 - 15:00	17	32	0.239	17	32	0.210	17	32	0.449
15:00 - 16:00	17	32	0.403	17	32	0.265	17	32	0.668
16:00 - 17:00	17	32	0.421	17	32	0.215	17	32	0.636
17:00 - 18:00	17	32	0.493	17	32	0.182	17	32	0.675
18:00 - 19:00	17	32	0.300	17	32	0.191	17	32	0.491
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.203			3.190			6.393

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:	9 - 82 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 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	17	32	0.013	17	32	0.040	17	32	0.053
08:00 - 09:00	17	32	0.063	17	32	0.149	17	32	0.211
09:00 - 10:00	17	32	0.026	17	32	0.057	17	32	0.083
10:00 - 11:00	17	32	0.042	17	32	0.037	17	32	0.079
11:00 - 12:00	17	32	0.031	17	32	0.037	17	32	0.068
12:00 - 13:00	17	32	0.035	17	32	0.039	17	32	0.074
13:00 - 14:00	17	32	0.044	17	32	0.028	17	32	0.072
14:00 - 15:00	17	32	0.051	17	32	0.042	17	32	0.093
15:00 - 16:00	17	32	0.136	17	32	0.086	17	32	0.222
16:00 - 17:00	17	32	0.072	17	32	0.051	17	32	0.123
17:00 - 18:00	17	32	0.068	17	32	0.044	17	32	0.112
18:00 - 19:00	17	32	0.057	17	32	0.028	17	32	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.637			0.638			1.275

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:	9 - 82 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 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	17	32	0.000	17	32	0.009	17	32	0.009
08:00 - 09:00	17	32	0.004	17	32	0.004	17	32	0.008
09:00 - 10:00	17	32	0.000	17	32	0.007	17	32	0.007
10:00 - 11:00	17	32	0.002	17	32	0.009	17	32	0.011
11:00 - 12:00	17	32	0.002	17	32	0.002	17	32	0.004
12:00 - 13:00	17	32	0.006	17	32	0.002	17	32	0.008
13:00 - 14:00	17	32	0.000	17	32	0.000	17	32	0.000
14:00 - 15:00	17	32	0.002	17	32	0.002	17	32	0.004
15:00 - 16:00	17	32	0.006	17	32	0.002	17	32	0.008
16:00 - 17:00	17	32	0.018	17	32	0.006	17	32	0.024
17:00 - 18:00	17	32	0.006	17	32	0.004	17	32	0.010
18:00 - 19:00	17	32	0.006	17	32	0.002	17	32	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.049			0.101

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:	9 - 82 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 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	17	32	0.000	17	32	0.000	17	32	0.000
08:00 - 09:00	17	32	0.000	17	32	0.002	17	32	0.002
09:00 - 10:00	17	32	0.000	17	32	0.002	17	32	0.002
10:00 - 11:00	17	32	0.000	17	32	0.000	17	32	0.000
11:00 - 12:00	17	32	0.000	17	32	0.000	17	32	0.000
12:00 - 13:00	17	32	0.000	17	32	0.002	17	32	0.002
13:00 - 14:00	17	32	0.000	17	32	0.000	17	32	0.000
14:00 - 15:00	17	32	0.000	17	32	0.000	17	32	0.000
15:00 - 16:00	17	32	0.000	17	32	0.000	17	32	0.000
16:00 - 17:00	17	32	0.000	17	32	0.000	17	32	0.000
17:00 - 18:00	17	32	0.002	17	32	0.000	17	32	0.002
18:00 - 19:00	17	32	0.002	17	32	0.000	17	32	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.006			0.010

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:	9 - 82 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 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	17	32	0.000	17	32	0.009	17	32	0.009
08:00 - 09:00	17	32	0.004	17	32	0.006	17	32	0.010
09:00 - 10:00	17	32	0.000	17	32	0.009	17	32	0.009
10:00 - 11:00	17	32	0.002	17	32	0.009	17	32	0.011
11:00 - 12:00	17	32	0.002	17	32	0.002	17	32	0.004
12:00 - 13:00	17	32	0.006	17	32	0.004	17	32	0.010
13:00 - 14:00	17	32	0.000	17	32	0.000	17	32	0.000
14:00 - 15:00	17	32	0.002	17	32	0.002	17	32	0.004
15:00 - 16:00	17	32	0.006	17	32	0.002	17	32	0.008
16:00 - 17:00	17	32	0.018	17	32	0.006	17	32	0.024
17:00 - 18:00	17	32	0.007	17	32	0.004	17	32	0.011
18:00 - 19:00	17	32	0.007	17	32	0.002	17	32	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.055			0.109

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:	9 - 82 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 TOTAL PEOPLE**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	17	32	0.112	17	32	0.426	17	32	0.538
08:00 - 09:00	17	32	0.287	17	32	0.796	17	32	1.083
09:00 - 10:00	17	32	0.195	17	32	0.340	17	32	0.535
10:00 - 11:00	17	32	0.226	17	32	0.272	17	32	0.498
11:00 - 12:00	17	32	0.278	17	32	0.285	17	32	0.563
12:00 - 13:00	17	32	0.281	17	32	0.272	17	32	0.553
13:00 - 14:00	17	32	0.267	17	32	0.244	17	32	0.511
14:00 - 15:00	17	32	0.300	17	32	0.257	17	32	0.557
15:00 - 16:00	17	32	0.557	17	32	0.355	17	32	0.912
16:00 - 17:00	17	32	0.528	17	32	0.272	17	32	0.800
17:00 - 18:00	17	32	0.586	17	32	0.233	17	32	0.819
18:00 - 19:00	17	32	0.368	17	32	0.221	17	32	0.589
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.985			3.973			7.958

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.

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Parameter summary

Trip rate parameter range selected:	9 - 82 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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