

Rural Solutions  
Ribblesdale View, Chatburn

## Transport Statement

13 September 2016  
Version 1.1  
Issue





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# 1 Introduction

## 1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by Rural Solutions to provide highways and transport advice, including the preparation of a Transport Statement, in relation to the development of up to 18 dwellings on a site off Ribblesdale View, Chatburn.

## 1.2 Purpose of this Report

This report is the Transport Statement for the development proposals. The report has been commissioned to provide a full and robust assessment of the transportation impacts of the development proposals and to identify any necessary mitigation required.

The intention is to provide the necessary information to assist Ribble Valley Borough Council (RVBC) and Lancashire County Council (LCC) as Local Planning and Highway Authorities respectively, in determining the planning application.

## 1.3 Structure of the Report

The Report is structured as follows:

- Chapter 2 describes the existing transport networks in the vicinity of the proposed development.
- Chapter 3 identifies how the proposed development accords with the national and local transport planning context.
- Chapter 4 presents an outline of the proposed development and describes in detail how the development will be accessed by all modes of transport.
- Chapter 5 details the methodology for estimating traffic generation and vehicle trip distribution associated with the proposed development.
- Chapter 6 summarises and concludes the outcomes of the Transport Statement.

## 2 Existing Situation

### 2.1 Introduction

This Chapter provides a general overview of the site and a context to the proposed development. A detailed description of the existing situation on the local transport network is provided.

### 2.2 Site Location, Land Use and Vehicular Access

The site is located in Chatburn village, approximately 13km northwest of Burnley. The site is located on the eastern side of the village, to the north of Ribblesdale View. The site is located to the north of residential dwellings on Ribblesdale View and is bound by rail tracks to the north and west, and by agricultural land to the east. The location of the site is shown in Figure 1.

The site is currently agricultural land and, as such, generates minimal traffic movements. Access to the site is taken from a gated farm access off Ribblesdale View.

### 2.3 Pedestrian Access

There are local amenities and destinations within Chatburn that are likely to attract walking trips to and from the proposed development site. Although walking distances vary between individuals and circumstances, standard distances that are often used to describe short, medium and long walks are 0.5km, 1.0km and 2.0km, respectively<sup>1</sup>. Figure 2 presents isochrones for these walk distance thresholds measured from the vehicular and pedestrian site access points.

This demonstrates:

- Within a 500m walking distance of the site access is Chatburn Church of England school and a number of local retail facilities including a food store on Ribble Lane.
- To the south of the site located within a 2.0km walk is an employment area, situated off Clitheroe Road.

Walking routes to these facilities would be along Ribblesdale View or Downham Road. Both routes comprise sections where the existing footway is narrow, or that no footway is available, due to the proximity of historic property boundaries. In all instances, the sections of narrow footway (or no footway) are relatively short (at less than 20m), and a footway is available on the opposite side of the road.

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<sup>1</sup> Chartered Institution of Highways and Transportation, 'Guidelines for Providing Journeys on Foot' (2000)

It is however noted that no accidents have been recorded in the last five years on Ribblesdale View or Downham Road between the development site and Sawley Road<sup>2</sup>. On this basis it is considered that there is no specific safety issue associated with the existing configuration of footways in the vicinity of the site.

## 2.4 Cycle Facilities

It is generally considered that most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For commuting purposes, a distance of 5 miles [8 km] could be assumed<sup>3</sup>.

Figure 3 shows the 8.0km cycling catchment, demonstrating that Clitheroe is within convenient cycling distance as well as many small rural settlements.

## 2.5 Public Transport

### 2.5.1 Bus Services

It is generally accepted that the walking distance to a bus stop should not exceed 400m and preferably be no more than 300m<sup>4</sup>. On this basis, Figure 4 shows the location of those bus stops within 400m from a pedestrian or vehicle access to the proposed site. A summary of the bus services available from these bus stops is shown in Table 1.

**Table 1: Existing Bus Services**

No.	Operator	Destinations Served	Approx. Frequency (each way)		
			Weekday / Saturday		Sunday
			Daytime	Evening after 6pm	Daytime
7	Pilkingtonbus	Clitheroe - Chatburn - Nelson	0.5	-	-
7A		Clitheroe - Chatburn - Sawley	4 a day	-	-
180 / X80	Prestonbus	Clitheroe - Chatburn - Preston	1	-	4 a day

<sup>2</sup> [www.crashmap.co.uk](http://www.crashmap.co.uk), at the time of writing on 12 September 2016.

<sup>3</sup> Cycling England, 'Integrating Cycling into Development Proposals' (2009)

<sup>4</sup> CIHT, 'Planning for Public Transport in Developments' (2000)

There are a number of school buses which also run through Chatburn, including the 510,621,626, 628. 686, 890, 915(Sawley), 631(Clitheroe), 809(Billington), 900 (Barrowford).

The summary table indicates that the site is served by a few regular buses throughout the day to Clitheroe. The site is extremely well served by school buses.

### 2.5.2 Rail Services

The nearest railway station is Clitheroe which is located approximately 3.8km southwest of the site. The station runs an hourly service to Manchester via Blackburn, with extra services in the morning and evening peak.

## 2.6 Local Highway Network

Ribblesdale View is a residential road which runs to the south of the site, with an approximate carriageway width of 6.3m. Street light is provided along both sides of the carriageway along with a pedestrian footway of approximately 1.2m. The road is subject to a 20mph speed limit.

To the west of the site Ribblesdale View meets Sawley Road in the form of a priority controlled crossroads junction, with Sawley Road forming the major road. The other arm of the crossroads is an access road to the church and sports field.

To the east of the site Ribblesdale View meets Downham Road in the form of a priority controlled junction, with Downham Road forming the major road. Downham Road is subject to a 30mph speed limit in the vicinity of the junction, approximately 10m east of the junction this changes to the national speed limit of 60mph

Sawley Road runs to the west of the site and runs north to the A59 and south through Chatburn centre and onto Clitheroe. In the vicinity of the site the road is subject to a 30mph speed limit.



## 3 Transport and Planning Policy

### 3.1 National Planning Policy Framework

The ‘*National Planning Policy Framework*’ (NPPF) was published by the Department for Communities and Local Government (DCLG) in March 2012 and came in to effect in March 2013. The Framework sets out how the planning system is to contribute to achieving sustainable development by performing the following three roles:

- An economic role, by building a strong, responsive and competitive economy.
- A social role, by supporting strong, vibrant and healthy communities.
- An environmental role, by protecting and enhancing the natural, built and historic environment.

The NPPF sets out a presumption in favour of sustainable development. This effectively means that development proposals that accord with the development plan should be approved without delay. Where the development plan is out-of-date or absent, proposals should be approved unless the adverse impacts would significantly, and demonstrably, outweigh the benefits when assessed against the NPPF, or specific policies in the NPPF indicate development should be restricted (for example, if the site is subject to certain environmental designations).

The NPPF sets out twelve core land-use planning principles that should be taken into account when making planning decisions. Paragraph 17 of NPPF includes bullet point 11 which reads:

*“planning should... actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”*

In particular, Paragraph 32 of the NPPF states that:

*“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and,*

- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.”*

### 3.1.1 National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) was launched by the Department for Communities and Local Government on 6 March 2014. It brings together many areas of English planning guidance into a new stream-lined format, which is linked to the National Planning Policy Framework.

The NPPG replaces previous planning practice guidance documents. The guidance will therefore be a key material consideration in the decision making process, set within the overarching National Planning Policy Framework.

The NPPG provides advice on when Transport Assessments and Transport Statements are required, and what they should contain<sup>5</sup>:

*“Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).”*

Furthermore, it states that:

*“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.”*

And:

*“The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts.”*

## 3.2 Local Policy

The Core Strategy forms the central document of the Local Development Framework (LDF), establishing the vision, underlying objectives and key principle that will guide development in the Ribble Valley area to 2028. The document was formally adopted by the Council in December 2016. According to the Core Strategy Key Statement DM12:

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<sup>5</sup> *Travel plans, transport assessments and statements in decision-taking*, National Planning Practice Guidance, Department for Communities and Local Government, 2014.

“New development should be located to minimise the need to travel. Also it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car. In general, schemes offering opportunities for more sustainable means of transport and sustainable travel improvements will be supported”

### 3.3 Summary

There is a clear emphasis on ensuring that sites for new development are well located to encourage sustainable modes of travel and a reduced reliance on the private car. The policy review has demonstrated that the proposals for the site accord with transport policy, at a local and national level.

## 4 Development Proposals

This Chapter presents a description of the proposed development and how the development will be accessed by all modes of transport. Particular consideration is given to ensure that the proposed development is accessible by a range of sustainable travel modes.

### 4.1 The Development

A proposed site plan has been prepared by Rural Solutions and is provided at Appendix A. The proposals comprise a residential development consisting of 18 dwellings.

### 4.2 Vehicle Access

It is considered that a single point of vehicular access will be adequate for accessing approximately 18 dwellings on the site safely and efficiently.

Access will be taken from Ribblesdale View, bringing the carriageway up to adoptable standards and creating a priority controlled T-junction with Ribblesdale View. A 5.5m carriageway with a 2.4m footway provided along the eastern side can be achieved. A preliminary layout of the possible access junction is demonstrated on Fore Consulting Drawing 4047/SK001/001. This demonstrates that although visibility from the access road is limited, given the research presented in Manual for Streets 2 it is considered that this should not necessarily increase the risk of collisions or represent a road safety issue.

Fore Consulting Drawing 4047/SK001/002 demonstrates that the swept path of a standard large refuse vehicle would be satisfactorily accommodated. It also shows that two large vehicles would satisfactorily be accommodated whilst simultaneously entering and exiting the site access road.

### 4.3 Pedestrian and Cycle Access

It is intended that the number of access points to the development for pedestrians and cyclists is maximised, so as to ensure convenient links to local facilities and cycle networks and thereby encouraging local journeys to be undertaken on foot or by cycle, rather than by car.

It is proposed that as well as a footpath along the vehicular access to the development there will be an additional pedestrian access to connect with Ribblesdale View, approximately 50m west of the vehicular access. As such, the main pedestrian desire lines from the development south to the west and east can be accommodated satisfactorily.

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## 4.4 Public Transport

The site is located within 400m walking distance of five bus stops, which are served by the 7, 7A, 180 and X80 services, as well as a number of school buses. The bus services provide a regular connection to Clitheroe, Preston and Nelson.

## 5 Trip Generation and Mode Share

This Chapter sets out an initial estimate of the likely trip generation and mode share associated with the development proposals and the methodology used.

### 5.1 Trip Generation

Trip generation associated with the development proposals has been estimated based on a residential development of 18 dwellings. Weekday peak hour average person trip rates have been taken from the TRICS database, for sites based on the criteria identified in Table 2.

**Table 2: TRICS Search Criteria**

Proposed Land Use	TRICS Land Use	TRICS Category	Location
Residential	03 - Residential	A - Houses Privately Owned	Edge of Town

The resulting outputs from the TRICS database are attached as Appendix B, and summarised in Table 3 for the weekday AM and PM development peak hours (08:00 to 09:00 and 17:00 to 18:00 respectively). The trip rates are multiplied by the number of dwellings to derive the number of person trips.

**Table 3: Weekday Peak Hour Person Trip Rates**

	AM Peak Hour 08:00-09:00		PM Peak Hour 17:00-18:00	
	Arrivals	Departures	Arrivals	Departures
Person Trip Rates (Person Trips/per dwelling)	0.239	0.823	0.599	0.343
Person Trips	4	15	11	6

### 5.2 Trip Generation by Mode Share

Mode share has been calculated based on 2011 Census data<sup>6</sup> for Lower Layer Super Output Area Ribble Valley 005A which covers Chatburn and the proposed site area. Therefore, the likely travel characteristics of future residents of the site have been considered, based on the accessibility of the site by existing public transport and highway networks.

<sup>6</sup> QS701EW - Method of travel to work

The mode share and resulting person trip generation by mode is summarised in Table 4. The categories ‘Work mainly at or from home’, ‘Other method of travel to work’ and ‘Not in employment’ have been excluded. In addition, the category ‘Underground, metro, light rail, tram’ has also been removed, due to an absence of these types of facilities within the vicinity of the site.

**Table 4: Trip Generation by Mode**

Mode	Mode Share %	AM Peak Hour 08:00-09:00			PM Peak Hour 17:00-18:00		
		Arr	Dep	Total	Arr	Dep	Total
Train	1%	0	0	0	0	0	0
Bus or coach	3%	0	0	0	0	0	0
Taxi	0%	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0
Car driver	77%	3	11	14	8	5	13
Car passenger	5%	0	1	1	1	0	1
Bicycle	4%	0	1	1	0	0	0
On foot	8%	0	1	1	1	1	2
<b>Total</b>	<b>100%</b>	<b>4</b>	<b>15</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>17</b>

*Rounding for presentation causes slight discrepancies in the totals.*

### 5.3 Impact on the Local Highway Network

It is anticipated that the proposals will result in 14 and 13 vehicle movements during the AM and PM peak hours respectively. Once distributed on the wider highway network the traffic impacts are likely to be relatively limited; on average the impact at the site access junction with Ribblesdale View equates to less than one vehicle every three minutes.

Such an impact is likely to be satisfactorily accommodated by the existing highway network and on this basis it is considered that further examination of the traffic impacts of the development is not necessary.

## 6 Summary

This Transport Statement has been prepared to support a planning application for the development of a site off Ribblesdale View, Chatburn. The proposal is for a residential development of 18 dwellings.

In accordance with national and local planning guidance, this report has examined the existing transport networks in the vicinity of the site, considered relevant national and local transport planning policy, outlined the proposed development and the access arrangements by all modes of transport, and considered the resulting impact on the local transport network.

Based on the work undertaken, it is considered that the proposals can be safely accessed and that there are no transport or highway reasons to justify refusal of the planning application. In particular:

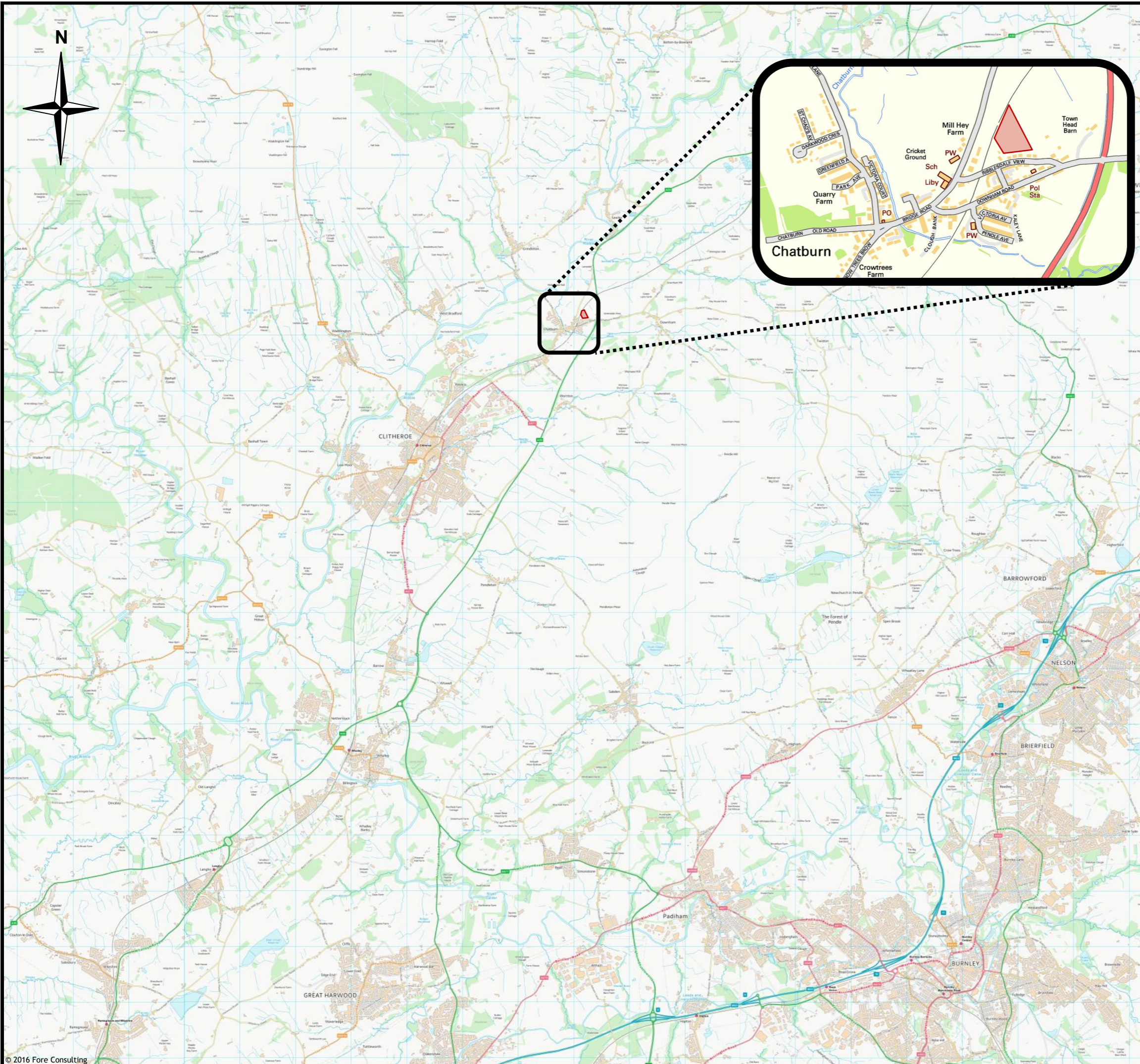
- Vehicular access can be provided safely from Ribblesdale View. The carriageway will be brought up to adoptable standards, with a footway provided on the eastern side of the carriageway.
- Vehicular traffic associated with the proposed development can be adequately accommodated on the local road network without adverse impact on the safe and free flow of traffic.
- An alternative pedestrian route can be provided to Ribblesdale View to the west which would satisfactorily accommodate key pedestrian desire lines from the development.
- The site is located on the route of a number of bus services provided access to a number of villages/towns, including Clitheroe and Preston.
- The proposals fully accord with the provisions set out in the NPPF. In particular, future residents of the proposed development would be able to access local facilities by non-car modes and utilise existing public transport services, and any additional vehicular traffic would not have a detrimental impact on the adjacent highway network. The residual cumulative impacts of the development are not considered to be severe, in the context of paragraph 32 of the NPPF.

Considering all of the above, it is concluded that the development proposals are acceptable and should be supported from a transport perspective.




## Figures

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Key:

 Indicative Site Boundary

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 Mr R. Assheton

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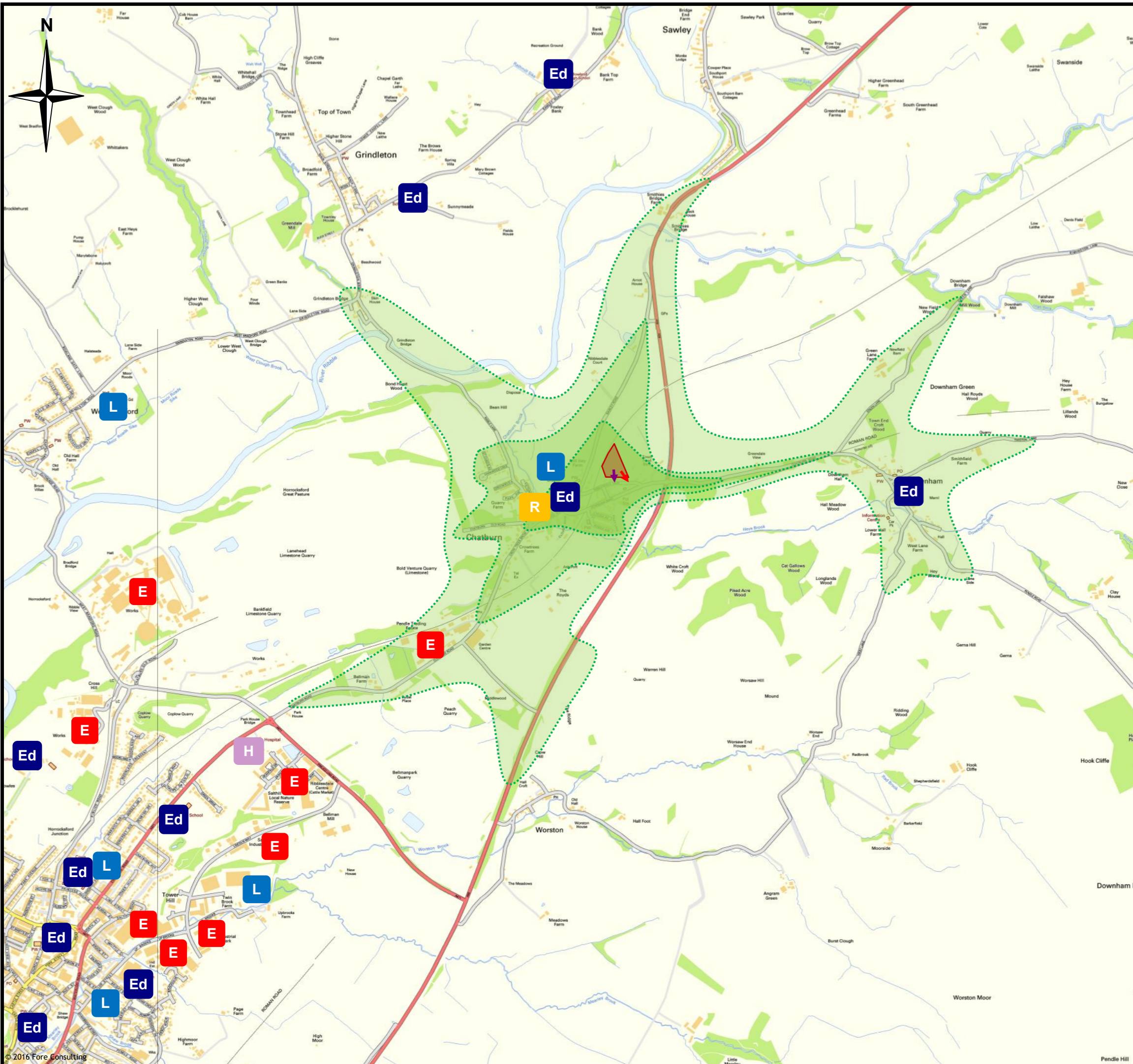
Figure Title:  
 Site Location

Scale:  
 Not to Scale










Figure Status:  
 Issue

Job Number:  
 4047

Figure Number:  
 Figure 1



**Key:**

-  Site Boundary
-  Indicative Vehicle Access
-  Indicative Pedestrian Access
-  2.0km, 1.0km, 0.5km Walking Isochrone
-  Education Site
-  Employment Site
-  Leisure Site
-  Retail Site
-  Health Site

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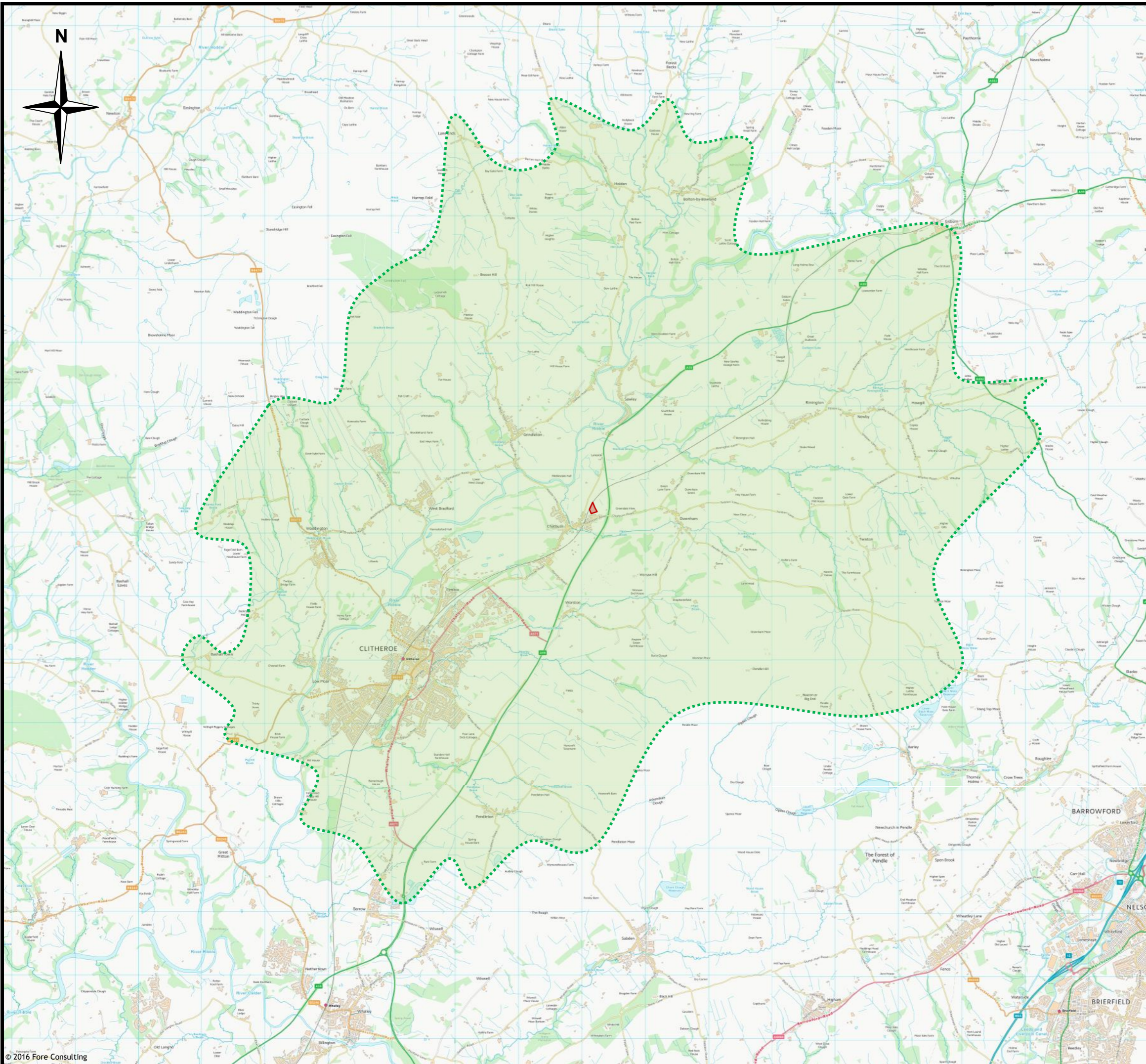
Figure Title:  
**Pedestrian Catchment and Local Land Uses**

Scale:  
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Figure Status:  
 Issue


Job Number:  
 4047

Figure Number:  
 Figure 2



**Key:**

 Indicative Site Boundary

 8.0km Cycle Distance Isochrone (Indicative)

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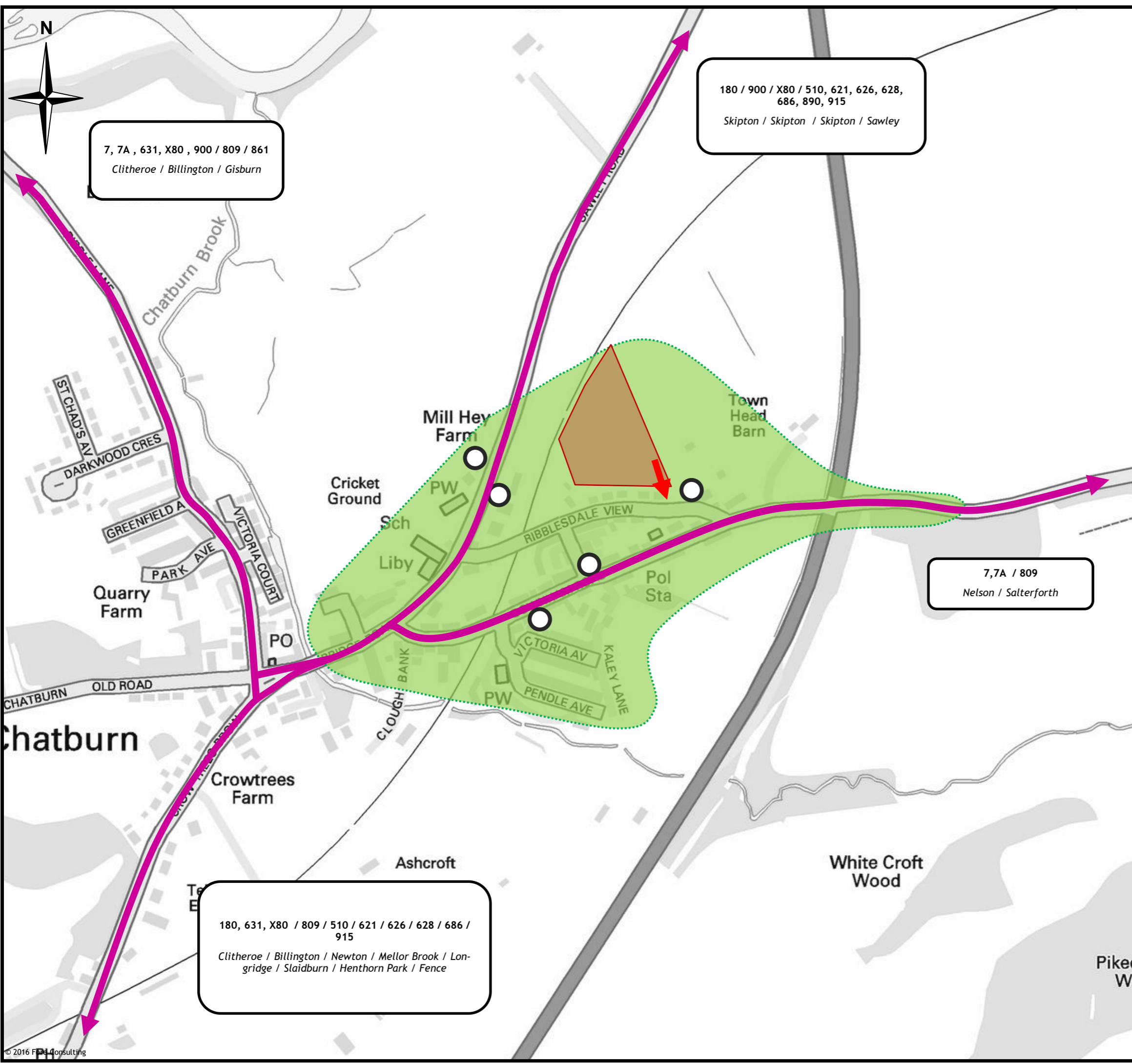
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**Cycle Catchment**






Scale:  
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Figure Status:  
Issue

Job Number:  
3419

Figure Number:  
Figure 3



- Key:**
-  Site Boundary
  -  Indicative Site Access
  -  0.4km Walking Distance Isochrone (Indicative)
  -  Bus Route
  -  Bus stop

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Figure Title:  
 Public Transport

Scale:  
 Not to Scale

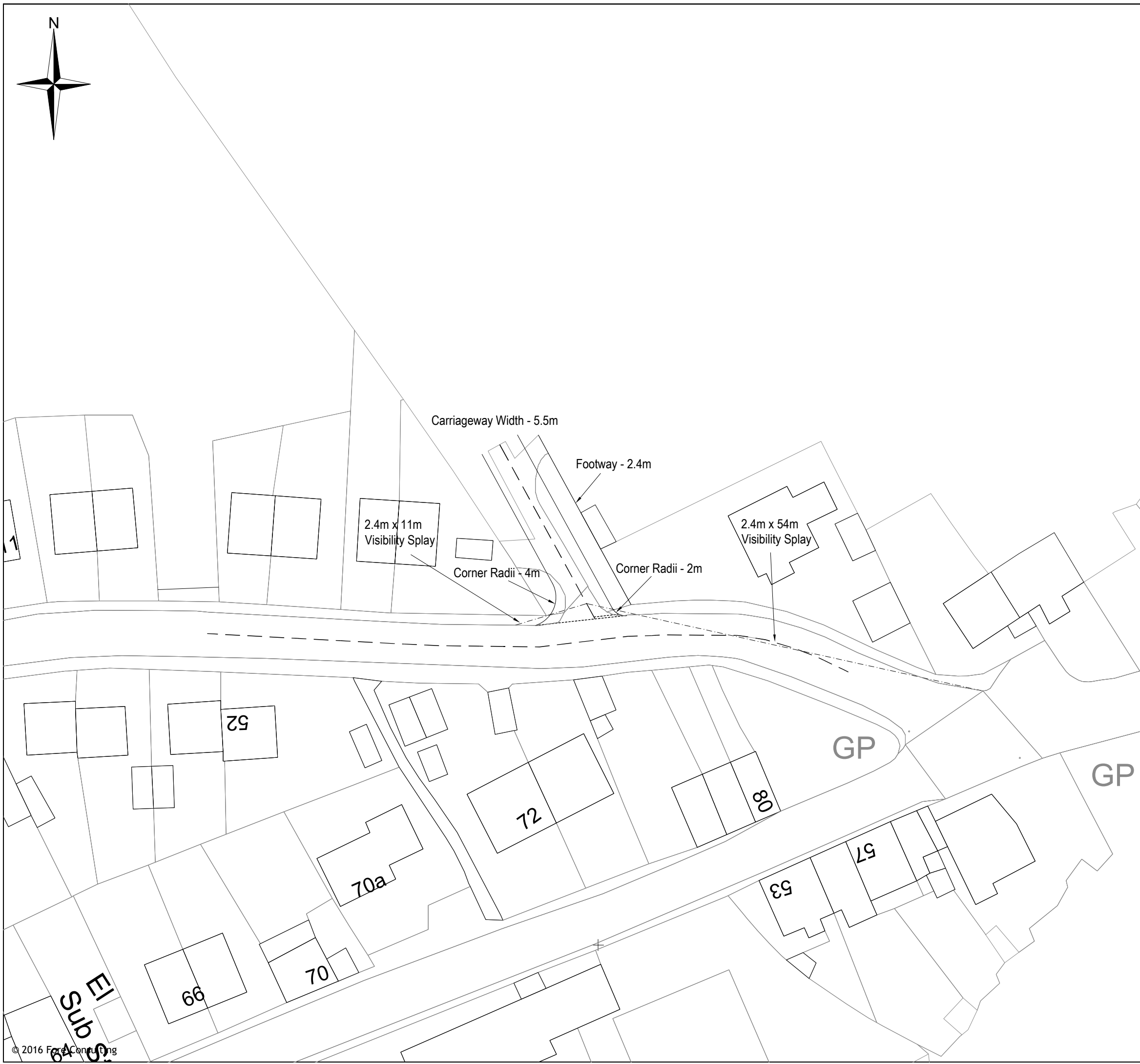
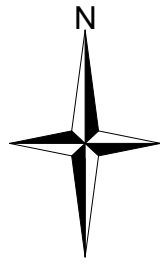
Figure Status:  
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Job Number:  
 4047

Figure Number:  
 Figure 4

## Drawings

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**Notes**

1. Preliminary layout subject to full topographical survey & detailed design including CDM compliance, statutory undertakers search, diversion requirements, highway drainage provision, land availability and local authority approval.

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Client:

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Project:

Ribblesdale View, Chatburn

Drawing Title:

Proposed Access Arrangement

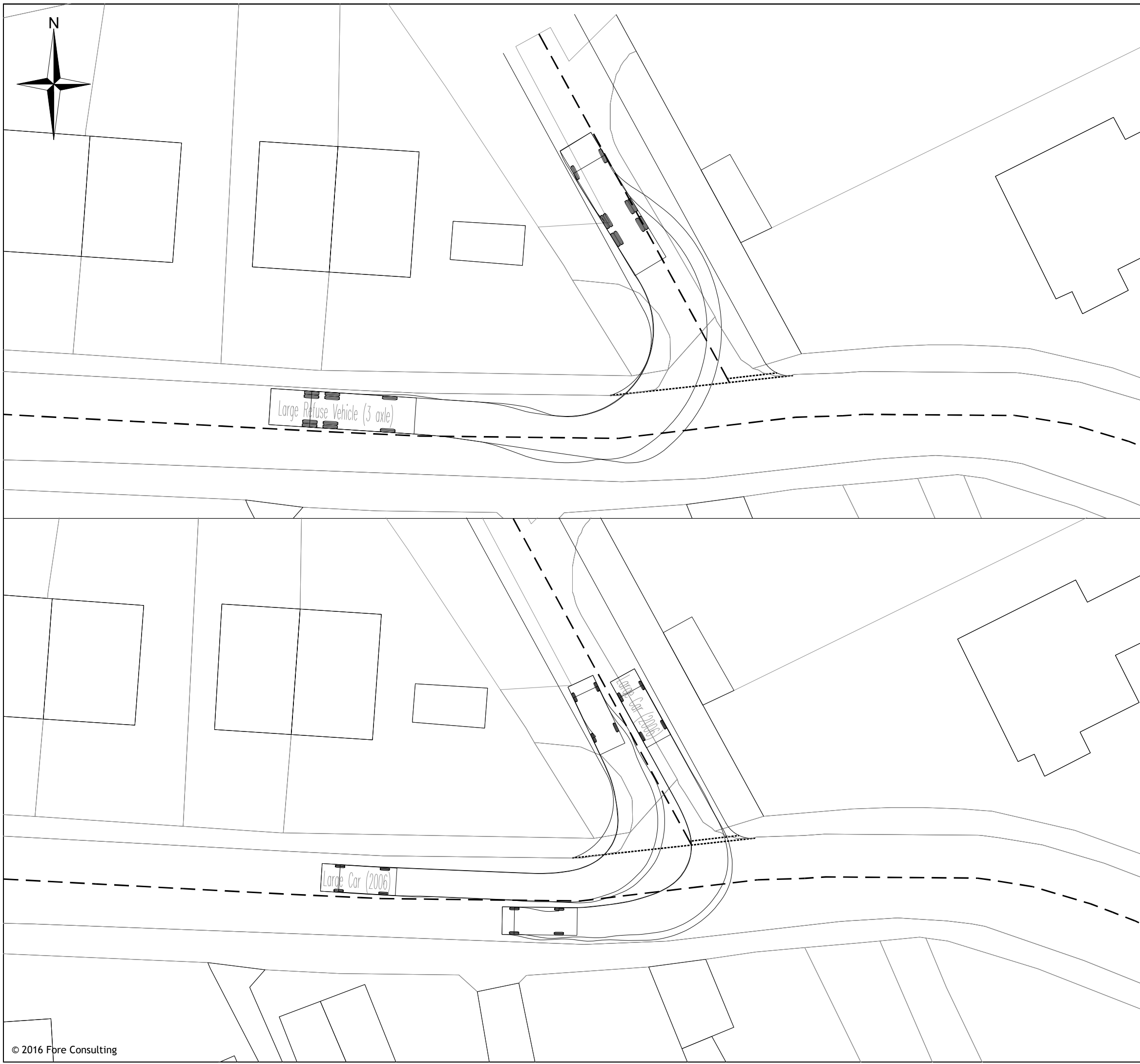
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Drawing Status:  
Issue

Job Number:  
4047

Drawing Number:  
4047/SK001/001

Revision:



**Notes**

1. Preliminary layout subject to full topographical survey & detailed design including CDM compliance, statutory undertakers search, diversion requirements, highway drainage provision, land availability and local authority approval.

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Project:

Ribblesdale View, Chatburn

Drawing Title:

Site Access Swept Path Analysis  
 Large Refuse Vehicle (11.3m x 2.5)  
 Large car (5.1m x 1.9m)

Scale:

1:500 @ A3

Drawing Status:

Issue

Job Number:

4047

Drawing Number:

4047/SK001/002

Revision:

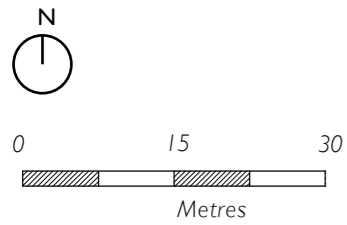


## Appendix A

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### Proposed Site Layout

# PROPOSED SITE PLAN: 1:750 @ A3



Proposed Site Plan  
1:750@A3

- 1. Railway cutting
- 2. Existing bridge
- 3. Public open green space
- 4. Occasional farm vehicle access and pedestrians only
- 5. Proposed bungalows
- 6. Community parking spaces
- 7. Proposed footpath connection with landscaping either side
- 8. Existing houses
- 9. Fields
- 10. Existing footpath

## Appendix B

---

TRICS Output

Calculation Reference: AUDIT-752701-160518-0539

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	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	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	2 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	HI HIGHLAND	1 days
12	CONNAUGHT	
	RO ROSCOMMON	2 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	KK KILKENNY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	3 days
17	ULSTER (NORTHERN IRELAND)	
	AR ARMAGH	1 days
	DO DOWN	1 days

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

## Filtering Stage 2 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: 7 to 432 (units: )  
 Range Selected by User: 4 to 491 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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	6 days
Wednesday	6 days
Thursday	12 days
Friday	5 days

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

Selected survey types:

Manual count	32 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	32
--------------	----

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	25
No Sub Category	7

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.

## Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	31 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®.

## Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	6 days
10,001 to 15,000	10 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	10 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 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	9 days
1.1 to 1.5	23 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	2 days
No	30 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.

LIST OF SITES relevant to selection parameters

1	AR-03-A-01	MIXED HOUSES		ARMAGH
		BIRCHDALE MANOR		
		LURGAN		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	153	
		Survey date: TUESDAY	15/06/10	Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
		HAWKSHEAD AVENUE		
		WORKINGTON		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	40	
		Survey date: THURSDAY	20/11/08	Survey Type: MANUAL
3	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
4	CH-03-A-05	DETACHED		CHESHIRE
		SYDNEY ROAD		
		SYDNEY		
		CREWE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	17	
		Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
5	CV-03-A-01	DETACHED		CAVAN
		DUBLIN ROAD		
		CAVAN		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	37	
		Survey date: TUESDAY	18/12/12	Survey Type: MANUAL
6	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
7	DL-03-A-06	DETACHED		DUBLIN
		UPPER KILMACUD ROAD		
		DUNDRUM		
		DUBLIN		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	147	
		Survey date: FRIDAY	30/04/10	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DN-03-A-02 GLENFIN ROAD	DETACHED		DONEGAL
	BALLYBOFEY Edge of Town Residential Zone			
	Total Number of dwellings:	7		
	Survey date: THURSDAY	05/09/13		Survey Type: MANUAL
9	DN-03-A-03 THE GRANGE GLENCAR IRISH LETTERKENNY	DETACHED/SEMI -DETACHED		DONEGAL
	Edge of Town Residential Zone			
	Total Number of dwellings:	50		
	Survey date: MONDAY	01/09/14		Survey Type: MANUAL
10	DN-03-A-04 GORTLEE ROAD GORTLEE LETTERKENNY	SEMI -DETACHED		DONEGAL
	Edge of Town Residential Zone			
	Total Number of dwellings:	83		
	Survey date: FRIDAY	26/09/14		Survey Type: MANUAL
11	DO-03-A-03 OLD MILL HEIGHTS DUNDONALD BELFAST	DETACHED/SEMI DETACHED		DOWN
	Edge of Town Residential Zone			
	Total Number of dwellings:	79		
	Survey date: WEDNESDAY	23/10/13		Survey Type: MANUAL
12	EA-03-A-01 TALISKER AVENUE	DETACHED		EAST AYRSHIRE
	KILMARNOCK Edge of Town Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL
13	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING		EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
14	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE	SEMI -DET.		ESSEX
	Edge of Town Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

15	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone	DETACHED/SEMI		GREATER MANCHESTER
	Total Number of dwellings:		29	
	Survey date:	WEDNESDAY	12/10/11	Survey Type: MANUAL
16	HI-03-A-13 KINGSMILLS ROAD	HOUSING		HIGHLAND
	INVERNESS Edge of Town Residential Zone			
	Total Number of dwellings:		9	
	Survey date:	THURSDAY	21/05/09	Survey Type: MANUAL
17	KK-03-A-03 FRESHFORD ROAD FRIARSINCH KILKENNY Edge of Town Residential Zone	MIXED HOUSING		KILKENNY
	Total Number of dwellings:		70	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
18	NE-03-A-02 HANOVER WALK	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE Edge of Town No Sub Category			
	Total Number of dwellings:		432	
	Survey date:	MONDAY	12/05/14	Survey Type: MANUAL
19	NF-03-A-03 HALING WAY	DETACHED HOUSES		NORFOLK
	THETFORD Edge of Town Residential Zone			
	Total Number of dwellings:		10	
	Survey date:	WEDNESDAY	16/09/15	Survey Type: MANUAL
20	NY-03-A-10 BOROUGHBRIDGE ROAD	HOUSES AND FLATS		NORTH YORKSHIRE
	RIPON Edge of Town No Sub Category			
	Total Number of dwellings:		71	
	Survey date:	TUESDAY	17/09/13	Survey Type: MANUAL
21	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING		NORTH YORKSHIRE
	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.)

22	RO-03-A-01 GALWAY ROAD	MIXED HOUSES		ROSCOMMON
	ROSCOMMON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	80		
	Survey date: THURSDAY	07/05/09		Survey Type: MANUAL
23	RO-03-A-03 N61 GREATMEADOW BOYLE	DETACHED HOUSES		ROSCOMMON
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: THURSDAY	25/09/14		Survey Type: MANUAL
24	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED		SURREY
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
25	SF-03-A-05 VALE LANE	DETACHED HOUSES		SUFFOLK
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
26	SH-03-A-03 SOMERBY DRIVE BICTON HEATH SHREWSBURY	DETACHED		SHROPSHIRE
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
27	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD	SEMI-DETACHED/TERRACED		SHROPSHIRE
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
28	SH-03-A-06 ELLESMERE ROAD	BUNGALOWS		SHROPSHIRE
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SM-03-A-01 WEMBDON ROAD NORTHFIELD BRIDGWATER Edge of Town Residential Zone	DETACHED & SEMI		SOMERSET
	Total Number of dwellings:		33	
	Survey date:	THURSDAY	24/09/15	Survey Type: MANUAL
30	WA-03-A-04 MAYPARK LANE	DETACHED		WATERFORD
	WATERFORD Edge of Town Residential Zone			
	Total Number of dwellings:		280	
	Survey date:	TUESDAY	24/06/14	Survey Type: MANUAL
31	WK-03-A-02 NARBERTH WAY POTTERS GREEN COVENTRY Edge of Town Residential Zone	BUNGALOWS		WARWICKSHIRE
	Total Number of dwellings:		17	
	Survey date:	THURSDAY	17/10/13	Survey Type: MANUAL
32	WS-03-A-04 HILLS FARM LANE BROADBRIDGE HEATH HORSHAM Edge of Town Residential Zone	MIXED HOUSES		WEST SUSSEX
	Total Number of dwellings:		151	
	Survey date:	THURSDAY	11/12/14	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	32	76	0.068	32	76	0.255	32	76	0.323
08:00 - 09:00	32	76	0.147	32	76	0.440	32	76	0.587
09:00 - 10:00	32	76	0.164	32	76	0.226	32	76	0.390
10:00 - 11:00	32	76	0.137	32	76	0.168	32	76	0.305
11:00 - 12:00	32	76	0.160	32	76	0.182	32	76	0.342
12:00 - 13:00	32	76	0.211	32	76	0.191	32	76	0.402
13:00 - 14:00	32	76	0.213	32	76	0.198	32	76	0.411
14:00 - 15:00	32	76	0.231	32	76	0.240	32	76	0.471
15:00 - 16:00	32	76	0.319	32	76	0.242	32	76	0.561
16:00 - 17:00	32	76	0.346	32	76	0.205	32	76	0.551
17:00 - 18:00	32	76	0.399	32	76	0.219	32	76	0.618
18:00 - 19:00	32	76	0.302	32	76	0.221	32	76	0.523
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.697</b>			<b>2.787</b>			<b>5.484</b>

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

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

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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 TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.005	32	76	0.005	32	76	0.010
08:00 - 09:00	32	76	0.005	32	76	0.005	32	76	0.010
09:00 - 10:00	32	76	0.002	32	76	0.003	32	76	0.005
10:00 - 11:00	32	76	0.002	32	76	0.002	32	76	0.004
11:00 - 12:00	32	76	0.003	32	76	0.003	32	76	0.006
12:00 - 13:00	32	76	0.002	32	76	0.002	32	76	0.004
13:00 - 14:00	32	76	0.002	32	76	0.002	32	76	0.004
14:00 - 15:00	32	76	0.003	32	76	0.002	32	76	0.005
15:00 - 16:00	32	76	0.007	32	76	0.007	32	76	0.014
16:00 - 17:00	32	76	0.006	32	76	0.005	32	76	0.011
17:00 - 18:00	32	76	0.007	32	76	0.006	32	76	0.013
18:00 - 19:00	32	76	0.005	32	76	0.005	32	76	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.049</b>			<b>0.047</b>			<b>0.096</b>

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

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

#### Parameter summary

Trip rate parameter range selected:	7 - 432 (units: )
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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 OGVS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.001	32	76	0.001	32	76	0.002
08:00 - 09:00	32	76	0.001	32	76	0.001	32	76	0.002
09:00 - 10:00	32	76	0.004	32	76	0.002	32	76	0.006
10:00 - 11:00	32	76	0.003	32	76	0.003	32	76	0.006
11:00 - 12:00	32	76	0.001	32	76	0.002	32	76	0.003
12:00 - 13:00	32	76	0.003	32	76	0.004	32	76	0.007
13:00 - 14:00	32	76	0.002	32	76	0.002	32	76	0.004
14:00 - 15:00	32	76	0.002	32	76	0.003	32	76	0.005
15:00 - 16:00	32	76	0.002	32	76	0.001	32	76	0.003
16:00 - 17:00	32	76	0.001	32	76	0.002	32	76	0.003
17:00 - 18:00	32	76	0.000	32	76	0.001	32	76	0.001
18:00 - 19:00	32	76	0.000	32	76	0.000	32	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.020			0.022			0.042

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

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

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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 PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.000	32	76	0.000	32	76	0.000
08:00 - 09:00	32	76	0.004	32	76	0.004	32	76	0.008
09:00 - 10:00	32	76	0.001	32	76	0.001	32	76	0.002
10:00 - 11:00	32	76	0.000	32	76	0.000	32	76	0.000
11:00 - 12:00	32	76	0.002	32	76	0.002	32	76	0.004
12:00 - 13:00	32	76	0.000	32	76	0.000	32	76	0.000
13:00 - 14:00	32	76	0.000	32	76	0.000	32	76	0.000
14:00 - 15:00	32	76	0.001	32	76	0.001	32	76	0.002
15:00 - 16:00	32	76	0.002	32	76	0.002	32	76	0.004
16:00 - 17:00	32	76	0.001	32	76	0.001	32	76	0.002
17:00 - 18:00	32	76	0.000	32	76	0.000	32	76	0.000
18:00 - 19:00	32	76	0.000	32	76	0.000	32	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.011			0.011			0.022

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

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

#### Parameter summary

Trip rate parameter range selected:	7 - 432 (units: )
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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	32	76	0.003	32	76	0.007	32	76	0.010
08:00 - 09:00	32	76	0.002	32	76	0.016	32	76	0.018
09:00 - 10:00	32	76	0.002	32	76	0.004	32	76	0.006
10:00 - 11:00	32	76	0.002	32	76	0.008	32	76	0.010
11:00 - 12:00	32	76	0.004	32	76	0.003	32	76	0.007
12:00 - 13:00	32	76	0.005	32	76	0.003	32	76	0.008
13:00 - 14:00	32	76	0.005	32	76	0.004	32	76	0.009
14:00 - 15:00	32	76	0.004	32	76	0.005	32	76	0.009
15:00 - 16:00	32	76	0.012	32	76	0.008	32	76	0.020
16:00 - 17:00	32	76	0.010	32	76	0.004	32	76	0.014
17:00 - 18:00	32	76	0.014	32	76	0.009	32	76	0.023
18:00 - 19:00	32	76	0.007	32	76	0.004	32	76	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.070</b>			<b>0.075</b>			<b>0.145</b>

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

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

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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	32	76	0.072	32	76	0.307	32	76	0.379
08:00 - 09:00	32	76	0.192	32	76	0.657	32	76	0.849
09:00 - 10:00	32	76	0.198	32	76	0.296	32	76	0.494
10:00 - 11:00	32	76	0.159	32	76	0.208	32	76	0.367
11:00 - 12:00	32	76	0.197	32	76	0.230	32	76	0.427
12:00 - 13:00	32	76	0.260	32	76	0.239	32	76	0.499
13:00 - 14:00	32	76	0.267	32	76	0.260	32	76	0.527
14:00 - 15:00	32	76	0.319	32	76	0.298	32	76	0.617
15:00 - 16:00	32	76	0.494	32	76	0.342	32	76	0.836
16:00 - 17:00	32	76	0.506	32	76	0.284	32	76	0.790
17:00 - 18:00	32	76	0.518	32	76	0.295	32	76	0.813
18:00 - 19:00	32	76	0.389	32	76	0.297	32	76	0.686
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.571</b>			<b>3.713</b>			<b>7.284</b>

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

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

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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	32	76	0.017	32	76	0.041	32	76	0.058
08:00 - 09:00	32	76	0.040	32	76	0.116	32	76	0.156
09:00 - 10:00	32	76	0.032	32	76	0.051	32	76	0.083
10:00 - 11:00	32	76	0.032	32	76	0.039	32	76	0.071
11:00 - 12:00	32	76	0.028	32	76	0.029	32	76	0.057
12:00 - 13:00	32	76	0.028	32	76	0.025	32	76	0.053
13:00 - 14:00	32	76	0.040	32	76	0.034	32	76	0.074
14:00 - 15:00	32	76	0.050	32	76	0.039	32	76	0.089
15:00 - 16:00	32	76	0.105	32	76	0.050	32	76	0.155
16:00 - 17:00	32	76	0.065	32	76	0.036	32	76	0.101
17:00 - 18:00	32	76	0.055	32	76	0.034	32	76	0.089
18:00 - 19:00	32	76	0.049	32	76	0.041	32	76	0.090
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.541			0.535			1.076

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

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

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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	32	76	0.000	32	76	0.009	32	76	0.009
08:00 - 09:00	32	76	0.005	32	76	0.029	32	76	0.034
09:00 - 10:00	32	76	0.002	32	76	0.009	32	76	0.011
10:00 - 11:00	32	76	0.002	32	76	0.005	32	76	0.007
11:00 - 12:00	32	76	0.005	32	76	0.005	32	76	0.010
12:00 - 13:00	32	76	0.006	32	76	0.004	32	76	0.010
13:00 - 14:00	32	76	0.005	32	76	0.004	32	76	0.009
14:00 - 15:00	32	76	0.004	32	76	0.004	32	76	0.008
15:00 - 16:00	32	76	0.014	32	76	0.003	32	76	0.017
16:00 - 17:00	32	76	0.008	32	76	0.002	32	76	0.010
17:00 - 18:00	32	76	0.012	32	76	0.005	32	76	0.017
18:00 - 19:00	32	76	0.018	32	76	0.004	32	76	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.081</b>			<b>0.083</b>			<b>0.164</b>

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

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

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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	32	76	0.000	32	76	0.000	32	76	0.000
08:00 - 09:00	32	76	0.000	32	76	0.000	32	76	0.000
09:00 - 10:00	32	76	0.000	32	76	0.000	32	76	0.000
10:00 - 11:00	32	76	0.000	32	76	0.000	32	76	0.000
11:00 - 12:00	32	76	0.000	32	76	0.000	32	76	0.000
12:00 - 13:00	32	76	0.000	32	76	0.000	32	76	0.000
13:00 - 14:00	32	76	0.000	32	76	0.000	32	76	0.000
14:00 - 15:00	32	76	0.000	32	76	0.000	32	76	0.000
15:00 - 16:00	32	76	0.000	32	76	0.000	32	76	0.000
16:00 - 17:00	32	76	0.000	32	76	0.000	32	76	0.000
17:00 - 18:00	32	76	0.000	32	76	0.000	32	76	0.000
18:00 - 19:00	32	76	0.000	32	76	0.000	32	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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 COACH PASSENGERS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.000	32	76	0.000	32	76	0.000
08:00 - 09:00	32	76	0.000	32	76	0.004	32	76	0.004
09:00 - 10:00	32	76	0.000	32	76	0.001	32	76	0.001
10:00 - 11:00	32	76	0.000	32	76	0.000	32	76	0.000
11:00 - 12:00	32	76	0.000	32	76	0.000	32	76	0.000
12:00 - 13:00	32	76	0.000	32	76	0.000	32	76	0.000
13:00 - 14:00	32	76	0.000	32	76	0.000	32	76	0.000
14:00 - 15:00	32	76	0.002	32	76	0.000	32	76	0.002
15:00 - 16:00	32	76	0.003	32	76	0.000	32	76	0.003
16:00 - 17:00	32	76	0.000	32	76	0.000	32	76	0.000
17:00 - 18:00	32	76	0.000	32	76	0.000	32	76	0.000
18:00 - 19:00	32	76	0.000	32	76	0.000	32	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.005			0.005			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.

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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	32	76	0.000	32	76	0.009	32	76	0.009
08:00 - 09:00	32	76	0.005	32	76	0.033	32	76	0.038
09:00 - 10:00	32	76	0.002	32	76	0.010	32	76	0.012
10:00 - 11:00	32	76	0.002	32	76	0.005	32	76	0.007
11:00 - 12:00	32	76	0.005	32	76	0.005	32	76	0.010
12:00 - 13:00	32	76	0.006	32	76	0.005	32	76	0.011
13:00 - 14:00	32	76	0.005	32	76	0.004	32	76	0.009
14:00 - 15:00	32	76	0.005	32	76	0.004	32	76	0.009
15:00 - 16:00	32	76	0.016	32	76	0.003	32	76	0.019
16:00 - 17:00	32	76	0.008	32	76	0.002	32	76	0.010
17:00 - 18:00	32	76	0.012	32	76	0.005	32	76	0.017
18:00 - 19:00	32	76	0.018	32	76	0.004	32	76	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.084			0.089			0.173

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

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

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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	32	76	0.093	32	76	0.364	32	76	0.457
08:00 - 09:00	32	76	0.239	32	76	0.823	32	76	1.062
09:00 - 10:00	32	76	0.234	32	76	0.361	32	76	0.595
10:00 - 11:00	32	76	0.195	32	76	0.261	32	76	0.456
11:00 - 12:00	32	76	0.234	32	76	0.266	32	76	0.500
12:00 - 13:00	32	76	0.298	32	76	0.273	32	76	0.571
13:00 - 14:00	32	76	0.317	32	76	0.301	32	76	0.618
14:00 - 15:00	32	76	0.378	32	76	0.346	32	76	0.724
15:00 - 16:00	32	76	0.627	32	76	0.403	32	76	1.030
16:00 - 17:00	32	76	0.589	32	76	0.326	32	76	0.915
17:00 - 18:00	32	76	0.599	32	76	0.343	32	76	0.942
18:00 - 19:00	32	76	0.463	32	76	0.345	32	76	0.808
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>4.266</b>			<b>4.412</b>			<b>8.678</b>

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

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

#### Parameter summary

Trip rate parameter range selected: 7 - 432 (units: )  
 Survey date date range: 01/01/08 - 12/11/15  
 Number of weekdays (Monday-Friday): 32  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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.

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