

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

RIBBLE VALLEY BOROUGH COUNCIL

**PROPOSED RESIDENTIAL DEVELOPMENT
(4 DWELLINGS), ON LAND ADJACENT TO 263 PRESTON ROAD
IN ALSTON NEAR LONGRIDGE**

TRANSPORT STATEMENT

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8th February 2017

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1. Introduction

1.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed residential development of 4 dwellings on land off Preston Road in the parish of Alston near Longridge. The proposed dwellings will comprise 3 bungalows and 1 house with associated parking.

1.2 The TS has been prepared in accordance with the 'Guidelines on Transport Assessment', by the Department for Transport (Ref. 1).

1.3 During the preparation of the TS, the following investigations have been carried out :

- an examination of the existing site and the local highway network,
- a review of the road safety records for the existing highway network,
- an examination of the proposed residential development plans,
- an assessment of the traffic generation for the proposed development and the traffic impact on the existing highway network, and,
- consideration of the accessibility of the proposed residential development by sustainable transport – walking, cycling and public transport.

1.4 The following sections describe these investigations.

2. Site Location and Existing Use

2.1 The proposed development site is located off Preston Road in the parish of Alston, approximately 3 kilometres south west of Longridge in Ribble Valley, as shown in Figure 1.

2.2 The site is located to the south west of 3 existing cottages and is currently vacant.

2.3 The site can be accessed via the existing private access road onto the B6243 Preston Road or via the un-adopted access road that connects onto Back Lane.

3. Existing Highway Network

3.1 As described in Section 2, the proposed development site can be accessed from the B6243 Preston Road or via the un-adopted access road that connects onto Back Lane.

3.2 Preston Road is a single carriageway road that connects Longridge and Preston. The road has a 30 mph speed limit and a good system of street lighting in the vicinity of the access road that serves the site. There are footways on both sides of the road. The road is used as a bus route with frequent bus services operating between Preston and Longridge via Grimsargh (the No. 1 bus service operated by Stagecoach).

3.3 The existing access onto Preston Road has good visibility in both directions for drivers emerging into Preston Road. The visibility is in excess of the recommended 2.4 metres by 43 metres for a 30 mph road based on the Manual for Streets 1 (Ref. 2). The access road joins Preston Road close to the access that serves Woodfold Farm and Woodside Cottage. Both of these accesses are lightly trafficked and operate satisfactorily in close proximity to each other.

3.4 The site can also be accessed via the un-adopted access road that also serves 3 cottages and connects onto Back Lane.

- 3.5 An examination of the road safety records that are held on the Lancashire County Council website MARIO (Maps and Related Information Online), shows that there have been no recorded injury accidents on the private access road that serves the site or via Back Lane during the most recent 5 years that are displayed on the website on 7.2.2017. The website shows that there has been 1 recorded injury accident on Preston Road, near the access to the site, on the 10th January, 2014. The collision involved a car and goods vehicle and it is understood that neither vehicle was turning into, or out of, the access road (the exact details and cause(s) of the collision are not shown on the website). There have been no recorded injury accidents at the junction of Back Lane and Preston Road during the 5 year data period. Based on the recent road safety data, the highway network that serves the proposed residential development site does not have any significant road safety problems.

4. Proposed Residential Development

- 4.1 The proposed residential development is shown on the Proposed Site Layout Plan. The proposed layout shows 3 bungalows and a house to be served from the existing private access road that connects onto Preston Road.
- 4.2 The proposed dwellings will have in-curtilage parking and garden areas, as shown on the Proposed Site Layout Plan.
- 4.3 The existing access onto Preston Road will be widened for 30 metres in the vicinity of the junction to allow two cars to pass, as shown in Figure 3. There will also be a passing place provided along the access to allow two cars to pass.
- 4.4 Refuse collection will be carried out from Preston Road, as for the existing properties, with refuse containers placed in the access.

Proposed Residential Development (4 Dwellings), off Preston Road in Alston
TRANSPORT STATEMENT

5. Traffic Impact of the Proposed Development

5.1 In order to estimate the traffic generation for the proposed residential development, the Trip Rate Information Computer System (TRICS – Ref. 3), has been examined for the category of 'Residential – Houses Privately Owned. Sites in England, excluding Greater London, have been chosen from the database. The resulting TRICS output is included in Appendix 1 and summarised below in Table 1. Table 2 shows the predicted traffic generation during the weekday peak periods and on a weekday.

Time Period	Vehicles In	Vehicles Out	Total
Weekday A.M. Peak	0.165	0.358	0.523
Weekday P.M. Peak	0.346	0.184	0.530
Weekday (7 a.m. – 7 p.m.)	2.434	2.538	4.972

Table 1 – Trip Generation Rates (per dwelling)

Time Period	Vehicles In	Vehicles Out	Total
Weekday A.M. Peak	1	2	3
Weekday P.M. Peak	2	1	3
Weekday (7 a.m. – 7 p.m.)	10	10	20

Table 2 – Trip Generation (4 Dwellings)

Proposed Residential Development (4 Dwellings), off Preston Road in Alston
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- 5.2 It can be seen from Table 2 that the proposed development is predicted to generate 3 vehicle movements during each of the weekday peak hours and 20 two-way trips during a typical weekday (7 a.m. – 7 p.m.). The DfT document 'Guidance on Transport Assessment' (Ref. 1), quotes a threshold of 30 two-way trips in the peak hour below which formal assessment may not be required. Given that the maximum predicted traffic generation during the peak hours will be just 3 vehicle movements it is considered that no detailed traffic assessment should be required.

6. Accessibility of the Proposed Development

6.1 The proposed residential development will be located close to the high frequency bus corridor along Preston Road with bus stops located approximately 300 metres from the site. There are regular bus services operating along Preston Road, as summarised in Table 3, below.

Bus Service	Route	Typical Weekday Frequency
1	Preston – Ribbleton – Grimsargh – Longridge (both directions)	Approx. every 10 mins.

Table 3: Bus Service Operating Along Preston Road

6.2 The proposed residential development will be located within a reasonable (1.2 kilometre), walking, or cycling, distance of Grimsargh village which has a number of local shops and amenities including a public house and a village store.

7. Conclusions and Recommendation

- 7.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed residential development of 4 dwellings on land off Preston Road in the parish of Alston near Longridge.
- 7.2 The TS shows that the existing highway network that serves the site has a relatively good road safety record with no evidence of any significant highway safety problems.
- 7.3 The proposed dwellings will generate a low number of additional vehicle movements onto the existing highway network and these will not have a material impact on the operation, or safety, of the existing highway network. The existing access that serves the site, from Preston Road, will be widened to allow two cars to pass near the junction and a passing place will be provided on the access road.
- 7.4 The proposed residential development will be located close to the existing major bus corridor along Preston Road with regular bus services to, and from, Preston and Longridge via Grimsargh. The site will also be accessible for pedestrians and cyclists and will be close to the existing primary school and church and within a reasonable walking, or cycling, distance of Grimsargh village.
- 7.5 Overall, the proposed residential development will not have a significant or adverse traffic impact on the local highway network and will be in a sustainable transport location. It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

REFERENCES :

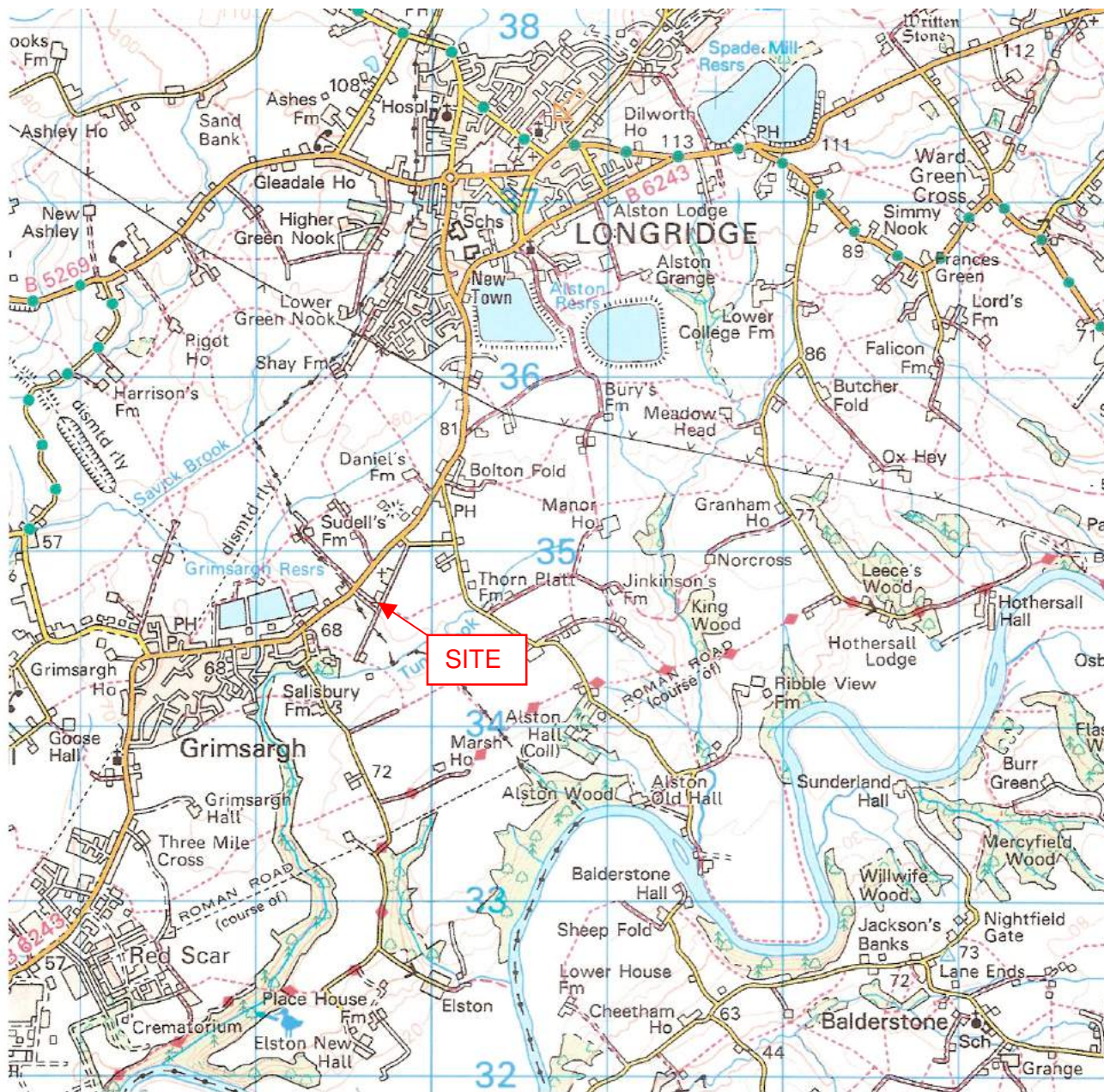
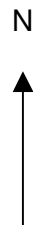
1. Guidance on Transport Assessment
Department for Transport, 2007
ISBN : 978 0 11 552856 9

2. The Manual for Streets (1)
Department for Transport, 2007
ISBN : 978 0 7277 3501 0

3. Trip Rate Information Computer System (TRICS)
JMP Consultants on behalf of the TRICS Consortium

Figure 1

Site Location Plan

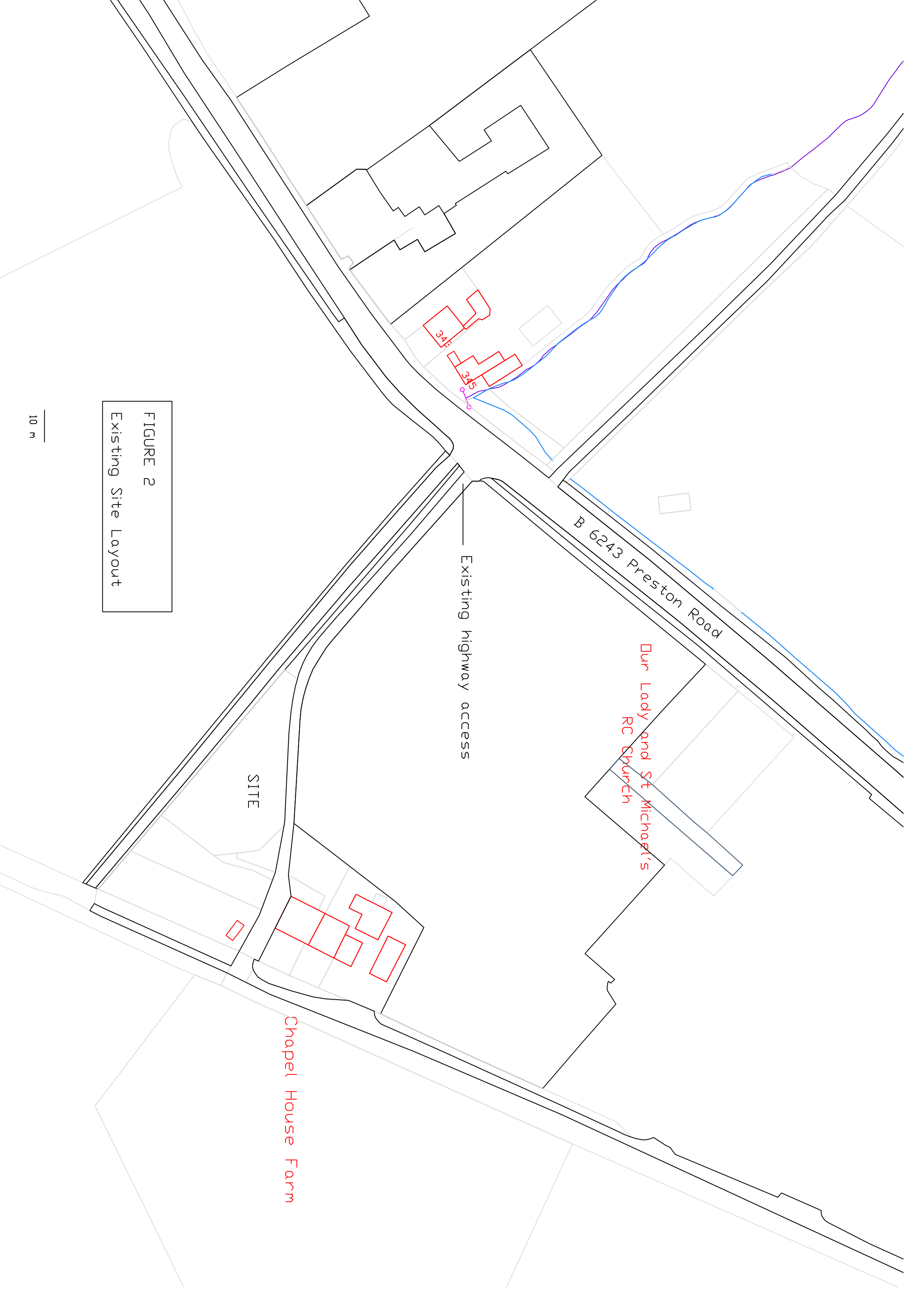


1 km

FIGURE 1
Site Location

Figure 2

Existing Site Layout



33
34
35

B 6243 Preston Road

Dur Lady and St Michael's
RC Church

SITE

Existing highway access

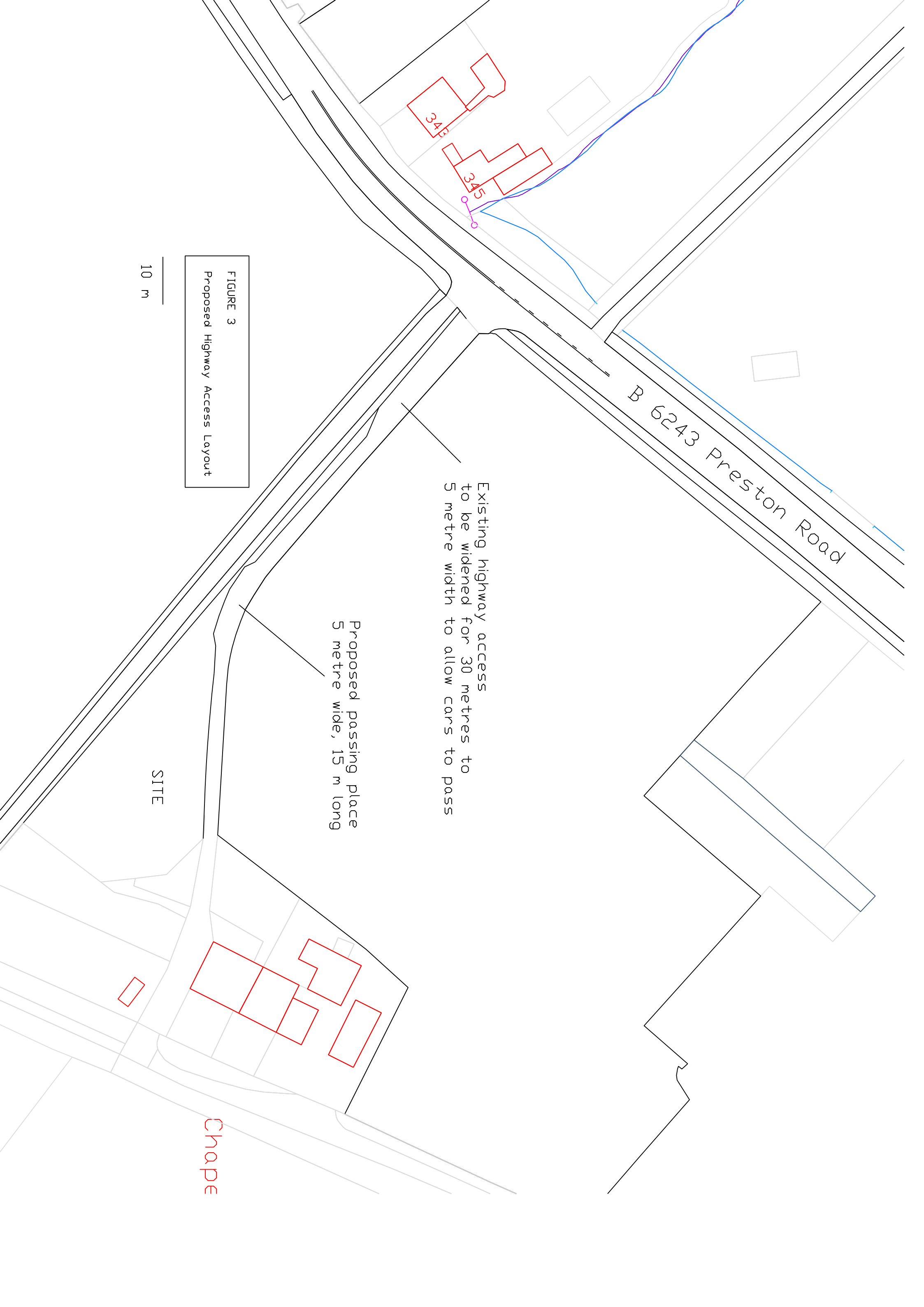
Chapel House Farm

FIGURE 2
Existing Site Layout

10 m

Figure 3

Proposed Highway Access



B 6243 Preston Road

Existing highway access to be widened for 30 metres to 5 metre width to allow cars to pass

Proposed passing place 5 metre wide, 15 m long

SITE

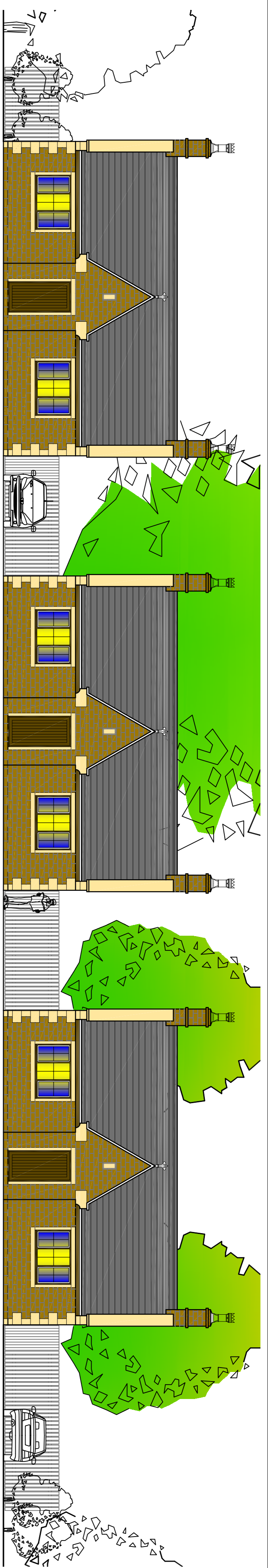
Chape

FIGURE 3
Proposed Highway Access Layout

10 m

Proposed Residential Development (4 Dwellings), off Preston Road in Alston
TRANSPORT STATEMENT

Proposed Site Layout



PROPOSED STREET SCENE SCALE 1:100



Site Schedule	
Plot	Area
Plot 1	582m ²
Plot 2	460m ²
Plot 3	438m ²
Plot 4	1305m ²
Site Area - 3459m ²	

PROPOSED SITE ENTRANCE PLAN
SCALE 1:200

PROPOSED SITE PLAN
SCALE 1:200

Notes:

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Rev	Date	Revision
B	30/01/17	Colour added to plot 4
A	21/10/15	Revised widening at site entrance and passing place outside

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Project:
HYBRID PLANNING FOR 3
BUNGALOWS AND 1 DETACHED
HOUSE AT LAND ADJACENT 253
PRESTON ROAD PRESTON PR3 3BJ

client:
LANCASTER RC DIOCESAN
TRUSTEES / OUR LADY & ST
MICHAELS RC CHURCH

drawing title:
HYBRID PLANNING
PROPOSED SITE PLAN

scale:	AS SHOWN ON A1
drawn:	CG
checked:	MBM
date:	MAY 2015
project no.	0902/11/09 001
fig. no.	001
rev:	B

Appendix 1

Traffic Generation Information

Calculation Reference: AUDIT-756701-170208-0251

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 6 to 30 (units:)
 Range Selected by User: 6 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 16/09/15

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	6 days
Tuesday	7 days
Wednesday	4 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	10

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	21
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, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	22 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	4 days
5,001 to 10,000	6 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	6 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	11 days
1.1 to 1.5	11 days
1.6 to 2.0	1 days

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

Travel Plan:

No	24 days
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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	24 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9			
2	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD SYDNEY CREWE Edge of Town Residential Zone Total Number of dwellings: 17			
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11			
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 24			
5	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28			
6	LC-03-A-30	SEMI -DETACHED		LANCASHIRE
	WATSON ROAD BLACKPOOL Edge of Town Centre Residential Zone Total Number of dwellings: 24			
7	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22			
8	LN-03-A-04	DETACHED & SEMI -DETACHED		LINCOLNSHIRE
	EGERTON ROAD LINCOLN Edge of Town Centre Residential Zone Total Number of dwellings: 30			
9	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD OTTERSPOOL LIVERPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15			

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
11	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		10	
12	NY-03-A-03	PRIVATE HOUSING		NORTH YORKSHIRE
	NEW ROW			
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		14	
13	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		23	
14	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		21	
15	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		23	
16	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
17	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		18	
18	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		10	

LIST OF SITES relevant to selection parameters (Cont.)

19	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
20	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
21	ST-03-A-06	SEMI-DET. & TERRACED		STAFFORDSHIRE
	STANFORD ROAD			
	BLAKENHALL			
	WOLVERHAMPTON			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:		17	
22	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		16	
23	WK-03-A-01	TERRACED/SEMI/DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		6	
24	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	

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
 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	24	17	0.079	24	17	0.277	24	17	0.356
08:00 - 09:00	24	17	0.165	24	17	0.358	24	17	0.523
09:00 - 10:00	24	17	0.143	24	17	0.177	24	17	0.320
10:00 - 11:00	24	17	0.174	24	17	0.172	24	17	0.346
11:00 - 12:00	24	17	0.155	24	17	0.196	24	17	0.351
12:00 - 13:00	24	17	0.208	24	17	0.203	24	17	0.411
13:00 - 14:00	24	17	0.210	24	17	0.174	24	17	0.384
14:00 - 15:00	24	17	0.174	24	17	0.205	24	17	0.379
15:00 - 16:00	24	17	0.277	24	17	0.234	24	17	0.511
16:00 - 17:00	24	17	0.274	24	17	0.196	24	17	0.470
17:00 - 18:00	24	17	0.346	24	17	0.184	24	17	0.530
18:00 - 19:00	24	17	0.229	24	17	0.162	24	17	0.391
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.434			2.538			4.972

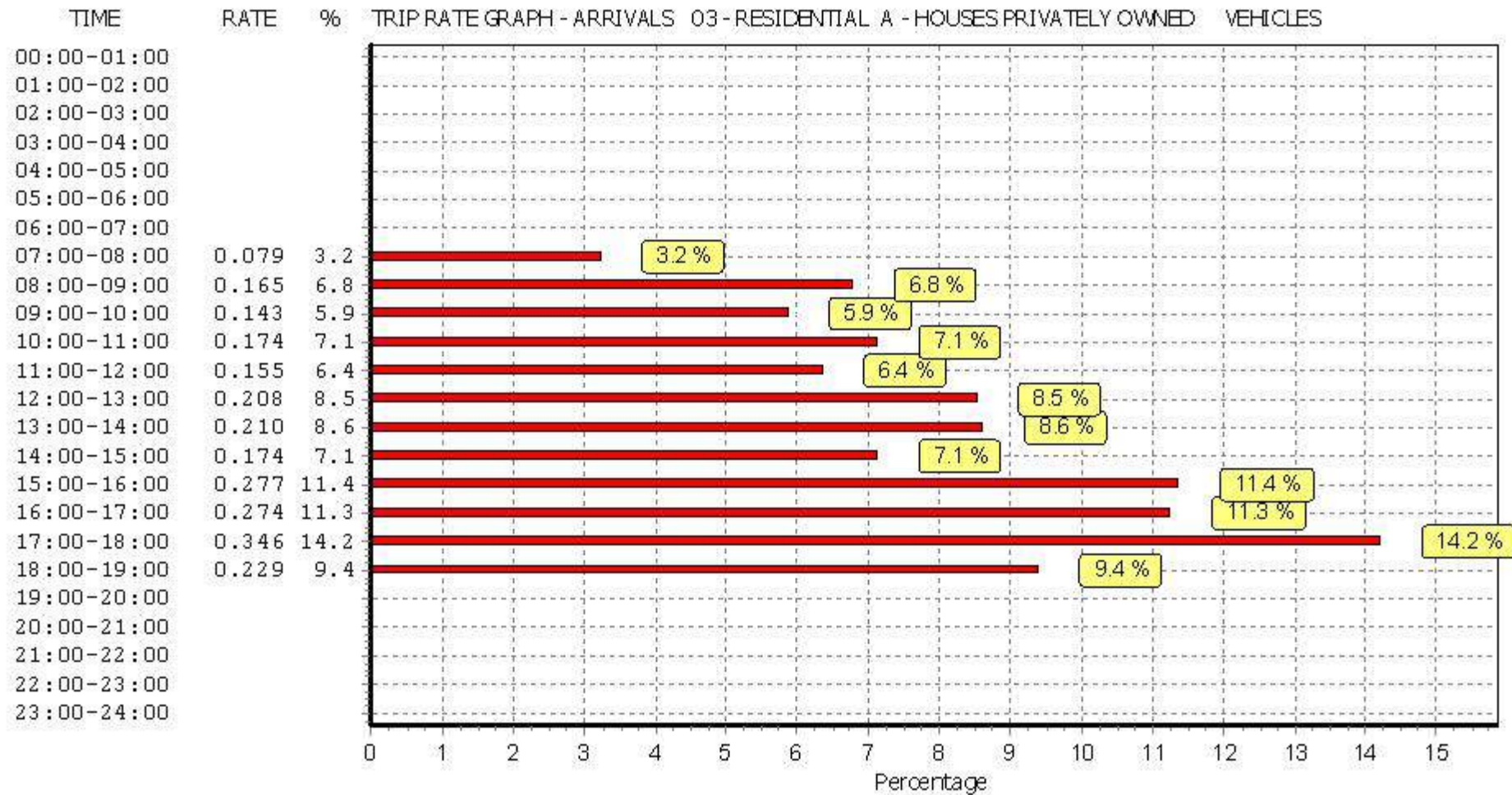
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

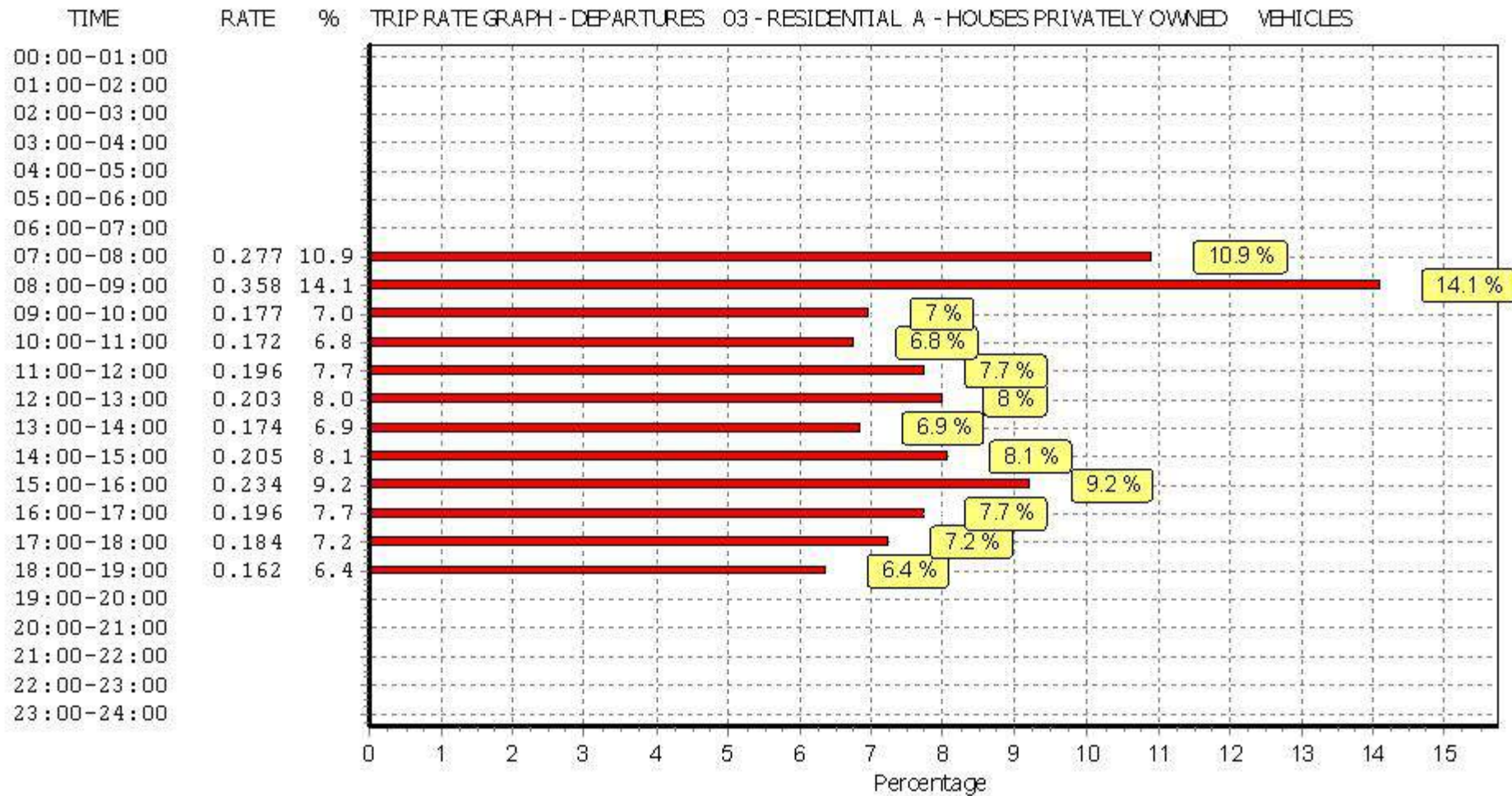
Parameter summary

Trip rate parameter range selected: 6 - 30 (units:)
 Survey date date range: 01/01/08 - 16/09/15
 Number of weekdays (Monday-Friday): 24
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

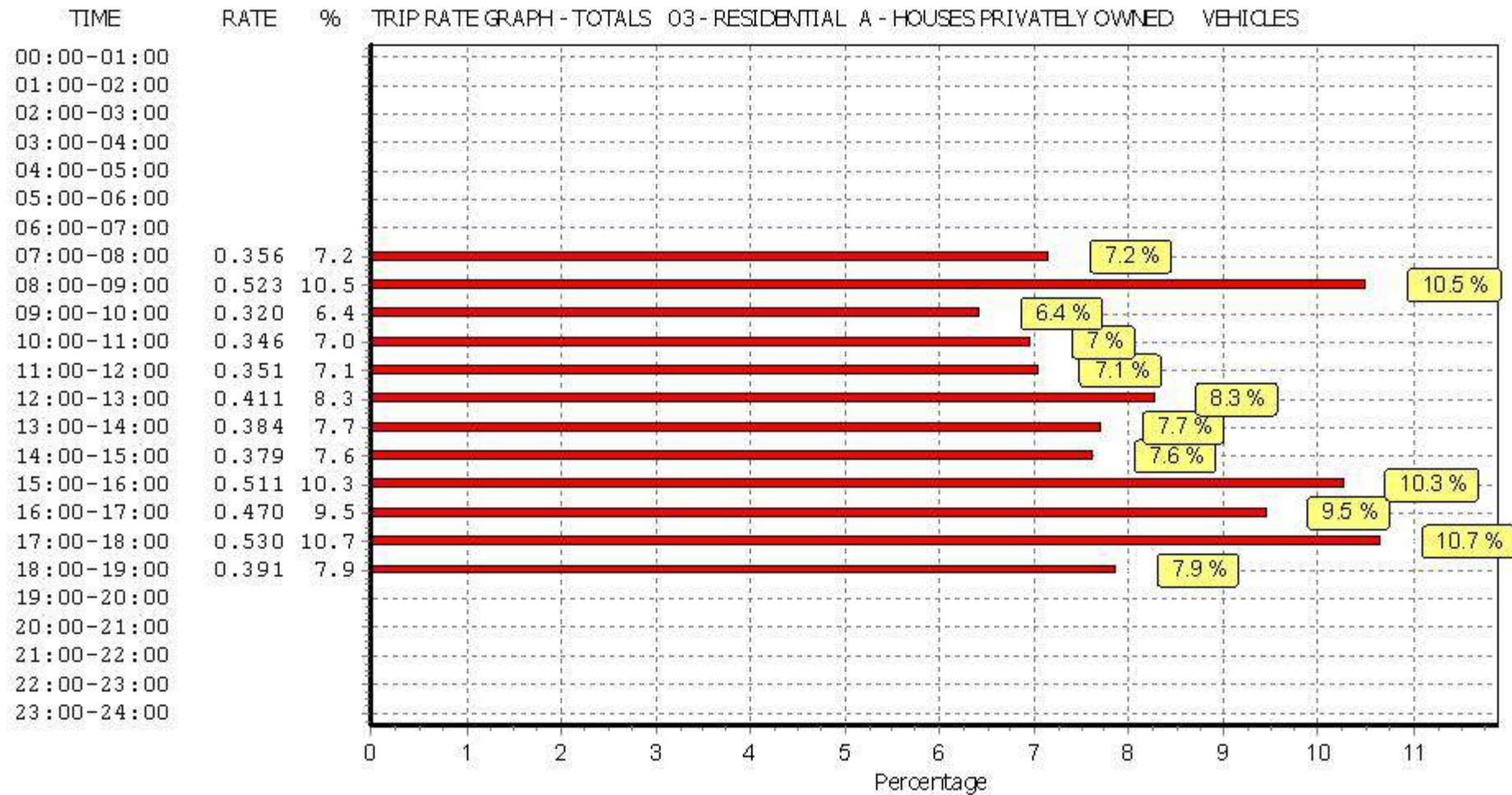
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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