



HOLLINS STRATEGIC LAND

PROPOSED RESIDENTIAL DEVELOPMENT

BERRY HILL ROAD

ADDERBURY

Transport Statement

October 2017

REPORT CONTROL

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Contributor	SM	Initialled:
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1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been commissioned by Hollins Strategic Land to produce a Transport Statement to support a planning application relating to proposals to develop a site for residential use off Berry Hill Road in the village of Adderbury in the district of Cherwell in Oxfordshire.

1.1.2 Outline planning permission is sought for the construction of up to 60 residential dwellings (Use Class C3) with associated open space, landscaping, and vehicular access taken from Berry Hill Road.

1.1.3 This report has been prepared to consider the proposed development in transport and highways terms, in order to provide the necessary reassurance to the local highway authority that the proposals can be delivered in a sustainable manner and be accommodated by the local transport network.

1.2 Structure of Report

1.2.1 Following this introduction, Section 2 of the Report details the existing site conditions, describes the adjacent highway network and provides details of the proposed development.

1.2.2 Section 3 considers the accessibility of the site by non-car modes, including walking, cycling and public transport. Section 4 considers the trip generation and traffic impact assessment of the local highway network.

1.2.3 The review of road safety and personal injury accidents in the vicinity of the site over the last 3 years is detailed in Section 5 and Section 6 draws together the Report's findings and conclusions.

2 EXISTING CONDITIONS & DEVELOPMENT PROPOSALS

2.1 Introduction

2.1.1 This section of the report provides an overview of the current conditions on the highway network within the vicinity of the site and details the proposals.

2.2 Existing Site

2.2.1 The application site is located to the south of the centre of the village of Adderbury.

2.2.2 The site is bordered to the west by existing properties off Berry Hill Road, to the north and east by undeveloped land and to the south by Berry Hill Road.

2.3 Adjacent Highway Network

2.3.1 Berry Hill Road runs along the southern boundary of the site and runs between the village centre to the north and its junction with the A4260 Oxford Road to the south-east of the site.

2.3.2 The road is around 6 to 7 metres wide with wide verges on both sides of the road. Part way along the site frontage the speed limit of the road changes from 30mph, in the northern section, to national speed limit, to the south. The road also has street lighting.

2.4 Baseline Transport Data

2.4.1 The site is undeveloped apart from a ??? facility but this does not generate much traffic movements onto the local highway network. The ??? facility has a formal vehicular access onto Berry Hill Road towards the southern end of the site frontage within the national speed limit section.

2.5 Proposed Development

- 2.5.1 It is proposed to develop the site to provide up to 60 residential dwellings, with associated car parking and landscaping. The proposed site layout is shown, in illustrative form, in **Plan 2**.
- 2.5.2 Car parking across the site will comply with Oxfordshire County Council's current residential car parking standards.
- 2.5.3 The internal layout of the site will be designed to provide a safe environment for pedestrians and cyclists with clearly defined walkways, crossing points and speed reducing features where appropriate.
- 2.5.4 The proposals will provide a new footway on the northern side of Berry Hill Road from the site access up to the junction of Berry Hill Road and Horn Hill Road. This will provide the local highway network with around 400 metres of additional footway to assist not only pedestrians travelling to and from the application site but also the existing residential properties along the northern and eastern side of Berry Hill Road. This will substantially assist in the general accessibility of this part of the village.
- 2.5.5 In addition to the above, it is worth noting that the proposed new footway along Berry Hill Road will also extend to the south-east of the site access and around the corner onto the A4260 Oxford Road, where a new crossing point with a pedestrian refuge, dropped kerbs and tactile paving will be provided. This will enhance existing pedestrian infrastructure in the area and connect the site to the existing footway provision along the southern side of the A4260 Oxford Road, thus providing a safe continuous walking route to local employment opportunities, such as Twyford Mill and Station Yard Industrial Estate, located approximately 400 metres to the north of the Berry Hill Road junction.

2.6 Vehicular Access

- 2.6.1 Vehicular access is proposed directly off Berry Hill Road, located approximately midway along the site frontage, as shown in **Plan 3**.

- 2.6.2 As already stated, the current speed limit adjacent along Berry Hill Road is split between a 30mph and national speed limit. It is part of these proposals that the speed limit will be extended to beyond the Site Access.
- 2.6.3 The plan shows that visibility splays of 2.4 metres by 43 metres can be achieved in both directions which are commensurate with traffic speeds of 30mph, as set out in Manual for Streets.

- 2.6.4 The proposed site access has a carriageway width of 5.5 metres with footways of 2 metres on both sides, which will continue through the site. As previously detailed, the proposals also include the new footway on the northern side of Berry Hill Road to allow pedestrians to travel to and from this part of the village safely.

2.7 Servicing

- 2.7.1 The internal layout will be designed to facilitate standard Cherwell refuse vehicles and allow them to enter the site, turn around and exit in a forward gear.
- 2.7.2 This will ensure there is no detrimental impact to the adjoining highway or that the impact of the proposals will result in any road safety issues.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states when making decisions, local authorities should:-

“Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.”

3.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable'*.

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

3.2 Access by Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 The proposals will provide a new footway on the northern side of Berry Hill Road from the site access up to the junction of Berry Hill Road and Horn Hill Road. This will provide the local highway network with around 400 metres of additional footway to assist not only pedestrians travelling to and from the application site but also the existing residential properties along the northern and eastern side of Berry Hill Road. This will assist in the general accessibility of this part of the village.

3.2.3 The CIHT document ‘Planning for Walking’ from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.

3.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled “Guidelines for Providing for Journeys on Foot”, Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to ‘town centres’, ‘commuting/schools’ and ‘elsewhere’. The ‘preferred maximum’ distances are shown below in Table 3.1.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 – IHT ‘Providing for Journeys on Foot’ Walk Distances

3.2.5 Reference to the 2,000 metre walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that ‘walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km’.

3.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.*

3.2.7 Table 3.2 below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 3.2 – Manual for Streets Walk Distances

3.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled ‘Home to School Travel and Transport’ statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in Table 3.3.

Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 3.3 – DfE Walk Distances to Schools

3.2.9 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, that the 85th percentile walk distance for:

- All journey purposes – 1,930 metres.
- Commuting – 2, 400 metres.
- Shopping – 1,600 metres.
- Education – 3,200 or 4,800 metres.
- Personal business – 1,600 metres.

3.2.10 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 3.4 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200/ 4,800m	1,600m	1,950m

Table 3.4 – WYG Report/NTS Data Walk Distances

3.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

- 3.2.12 Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- ‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death’.*
- 3.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 3.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, including the new footway proposed on Berry Hill Road, has been provided in **Plan 4** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 3.2.15 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities has been undertaken and the location of these is also shown in **Plan 4**.
- 3.2.16 The 2,000-metre pedestrian catchment illustrates that large areas of Adderbury can be accessed along with various amenities such as a Play Area, The Lucy Plackett Playing Fields, The Church of St Mary, Adderbury Library, Post Office, The Bell Inn, Taste Buds Food Shop, The Coach and Horses Pub, Adderbury Parish Institute, Christopher Rawlings Church of England Primary School and Fired Earth LTD.
- 3.2.17 Table 3.5 below, shows the walking distance from the centre of the site to a range of local amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria:

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Play Area	740m	1,600m	YES
The Lucy Plackett Playing Fields	1190m	1,600m	YES
Adderbury Parish Institute	1470m	1,600m	YES
The Coach & Horses	1610m	1,950m	YES
The Church of St Mary	1650m	1,950m	YES
The Bell Inn	1700m	1,950m	YES
Taste Buds Food Shop	1710m	1,950m	YES
Adderbury Library	1750m	1,950m	YES
Christopher Rawlings Church of England Primary School	1750m	3,200m	YES

Table 3.5 - Distance from Site to Local Facilities

3.2.18 As can be seen in the above table, the site is located within close proximity to a number of local amenities including shops and schools.

3.2.19 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Bodicote, Bloxham, Deddington, Clifton and Kings Sutton.

3.3.3 West Midland Route 5 is located to the immediate south-west of the site, this cycle route connects Adderbury with Stratford-upon-Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay and Bangor.

3.3.4 The site can therefore be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 The nearest bus stops to the site are located to the west of the site on Horn Hill Road, situated approximately 700 metres, around an 8 minute walk, from the centre of the site.

3.4.2 A summary of the services available from the nearest bus stops from the development site is provided in Table 3.6 below.

Service No	Route	Monday – Friday Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
S4	Banbury Town Centre - Deddington	1	2	2	0	2	4 per Sunday

Table 3.6 - Existing Bus Services Operating Close to the Site

3.4.3 As can be seen from Table 3.6, the nearest bus stops to the site provide access up to 2 services in peak periods to Banbury, Kidlington and Oxford City Centre.

3.4.4 It is noted that the above service provides a choice of how people travel with the buses operating from around 6am to 8pm, making travel by public transport a real alternative to travelling by car for commuting trips.

3.4.5 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 3.7 below.

Destination	Duration
Banbury	16 minutes
Kidlington	34 minutes
Oxford City Centre	59 minutes

Table 3.7 - Example Bus Journey Times from the Site

3.4.6 The above table demonstrates that Banbury is just a 16-minute bus journey and Oxford City Centre is a 59-minute bus journey from the site.

3.4.7 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Accessibility by Rail

3.5.1 The most accessible train station to the site is Banbury train station, although this falls outside the recommended 2-kilometre walking distance it is accessible via bus service S4 and a short walk equating to an approximate combined time of 24 minutes.

3.5.2 Banbury train station is managed by Chiltern Main Line and has 4 platforms, offering 7 services per hour to destinations throughout the UK including Birmingham Snow Hill, Newcastle, Oxford, London Marylebone and Manchester Piccadilly.

3.5.3 It is also worth noting that Banbury train station offers 795 car parking spaces and 63 cycle storage spaces.

3.5.4 This provides good opportunities for commuting/leisure opportunities from the site via rail.

3.6 Accessibility Summary

3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

3.6.2 The following conclusions can be drawn from this section of the Report:

- The site is accessible on foot and these provisions will be substantially improved as part of the works on the development site with the new footway along Berry Hill Road
- The services from the bus stops within close proximity of the site, that travel to Banbury, Kidlington and Oxford city centre, show that the proposed development is accessible by bus.
- The site is accessible via rail with Banbury train station located just a 24-minute walk and bus journey from the centre of the site.

3.6.3 In light of the above, it is considered the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the development site is accessible by modes of transport other than the private car and that the site can be satisfactorily accessed, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Proposed Residential Development

4.2.1 The proposed residential development would provide up to 60 residential dwellings, all of which will be houses.

4.2.2 To establish the level of traffic generation that the proposed residential development is likely to generate reference has been made to the latest TRICS database for all 'private housing' sites between 20 and 100 units with no Ireland or London sites.

4.2.3 The TRICS output in full is contained within **Appendix 1** whilst Table 4.1 summarises the trip generation for the proposed development using these trip rates.

Peak Hour	Trip Rates		Trip Generation	
	Arr	Dep	Arr	Dep
AM Peak	0.150	0.368	9	22
PM Peak	0.359	0.187	22	11

Table 4.1 - Forecast Trip Generation of Proposed Residential Development

- 4.2.4 The assessment shows that the proposed residential development could potentially generate in the region of 31 two-way trips during the AM peak hour period and 33 two way trips during the traditional Weekday PM peak hour periods.
- 4.2.5 This equates to around an additional two-way movement on the local highway network every two minutes even during the busiest periods of the day. This would result in a negligible impact on the operation of the junctions in the vicinity of the site, none of which suffer from any congestion or delay at present.
- 4.2.6 As such, no detailed analysis of the junctions located within the vicinity of the proposed development has been undertaken.
- 4.2.7 It is therefore concluded that the proposed development will have a minimal impact on the operation of the local highway network.

5 ACCIDENT ANALYSIS

5.1 Introduction

5.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five year period 2014 to 2016 in the vicinity of the development site.

5.2 Accident Review

5.2.1 The review of the website shows there have been only no personal injury accidents on the stretch of Berry Hill Road in the vicinity of the site although there has been one at the junction with Oxford Road in the last 3 years, as identified in Figure 5.1 below.

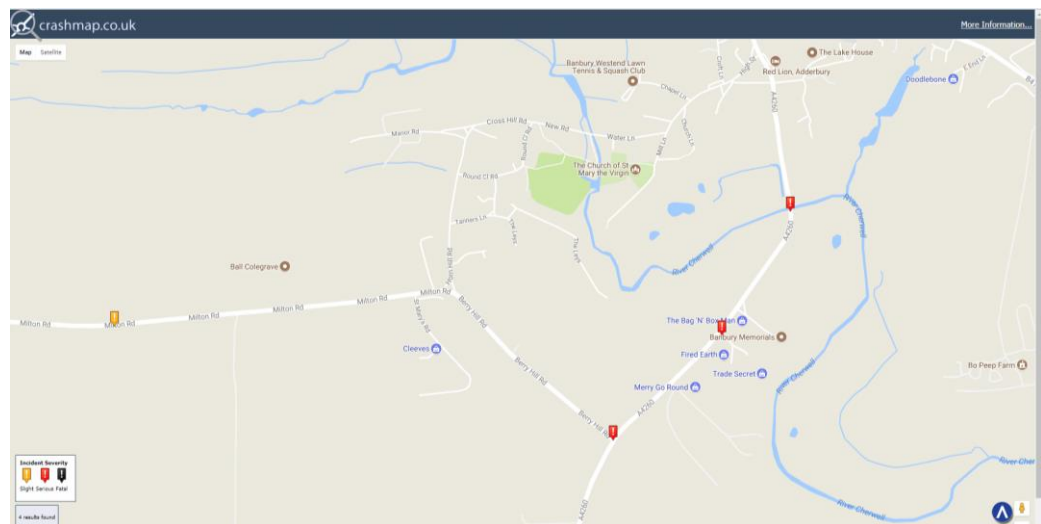


Figure 5.1 – Location of Accidents

5.3 Summary

- 5.3.1 In light of the above, it is not considered that there are specific accident or highway safety problems in the area.

- 5.3.2 On that basis, there is no evidence to suggest that the proposed development, which will have a negligible impact on the local highway network, will have an adverse effect on road safety or the number of accidents in the vicinity.

6 CONCLUSIONS

6.1.1 This Report has considered proposals relating to the provision of up to 60 residential dwellings off Berry Hill Road in the village of Adderbury in the district of Cherwell in Oxfordshire:

- The proposed development benefits from being located in a sustainable location that is easily accessible by a range of non-car modes including walking and cycling and public transport.
- The proposed site access on Berry Hill Road can achieve the required visibility splays in accordance with Manual for Streets, thus demonstrating that the site can be accessed in a safe and efficient manner.
- The proposed access will also incorporate a new footway along Berry Hill Road which will extend as far as Horn Hill Road to the north and provide a new crossing point to connect to the existing footway on Oxford Road to the south-east, thus linking the site to local employment opportunities such as Twyford Mill and Station Yard Industrial Estate, which will substantially improve access on foot.
- The traffic impact of the development has been predicted using the TRICS database and has shown the impact of the proposals will be minimal and will not have a material impact on the local highway network.
- Given the low increase in trips as a result of the proposals, it is evident that the additional traffic can be accommodated onto the local highway network and will not give rise to any traffic or highways issues.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

6.1.2 In conclusion, the proposals for a residential development will provide a sustainable development in transport terms and planning permission should be granted in accordance with the Framework.

PLANS



PLAN 1
Adderbury

 Site Location

HOLLINS STRATEGIC LAND

**PROPOSED RESIDENTIAL DEVELOPMENT
BERRY HILL ROAD
ADDERBURY
SITE LOCATION**

croft
Transport Solutions

Email: info@crofts.co.uk
Tel: 0161 667 3746
Web: www.crofts.co.uk

9 Jordan Street,
Manchester
M15 4PY

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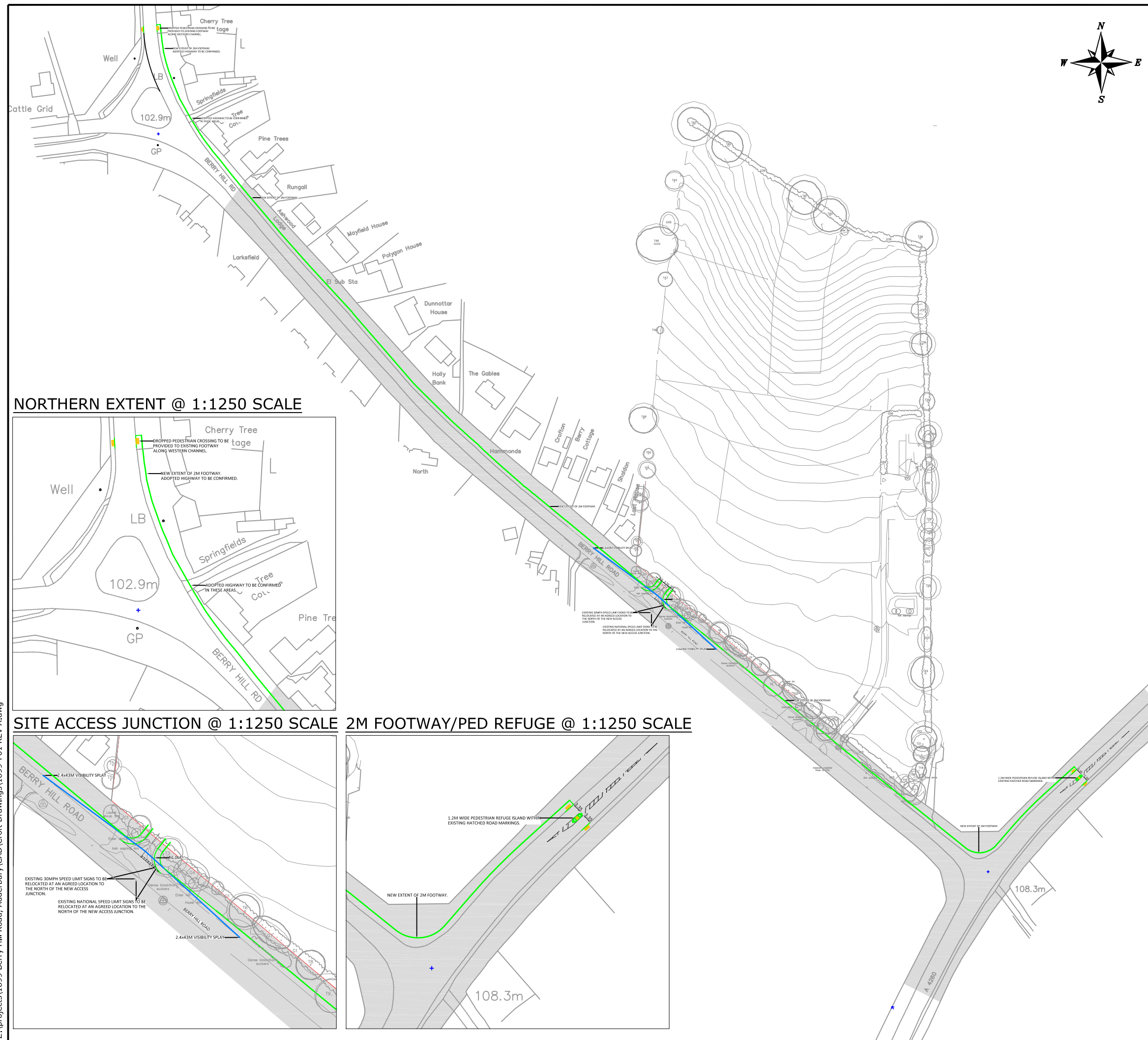
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Berry Hill Road, Adderbury - Site Plan - Rev E



Architectural
Design
Consultants

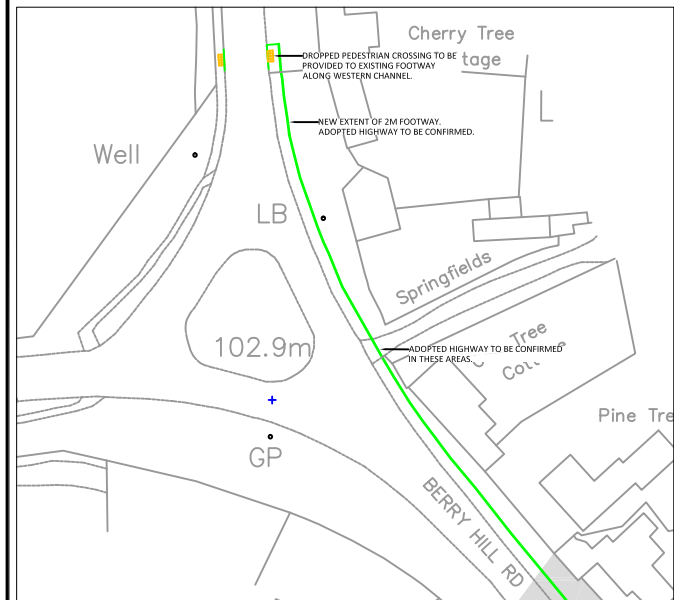


NOTES

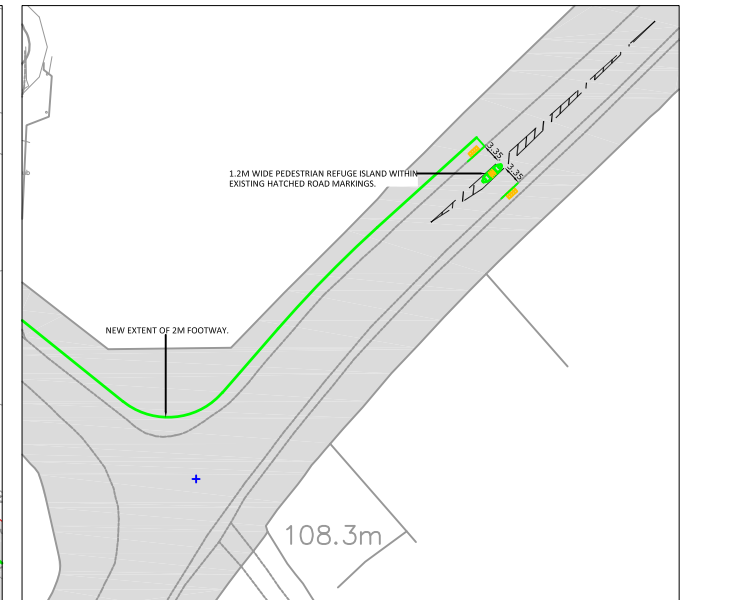
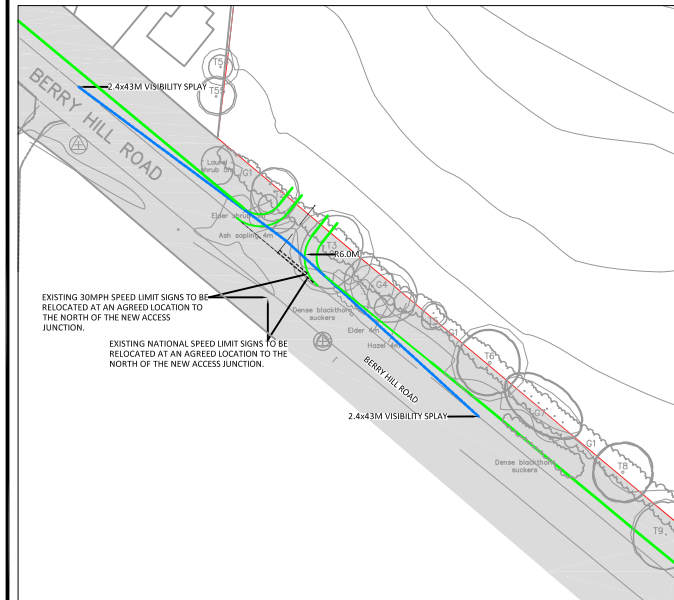
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- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

NORTHERN EXTENT @ 1:1250 SCALE



SITE ACCESS JUNCTION @ 1:1250 SCALE 2M FOOTWAY/PED REFUGE @ 1:1250 SCALE



REV.	A	ACCESS LOCATION MOVED NORTH	JC	PJW	SEP 17
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
BERRY HILL ROAD, ADDERBURY

DRAWING TITLE:
PROPOSED SITE ACCESS ARRANGEMENT

SCALES:
1:2000 @ A3

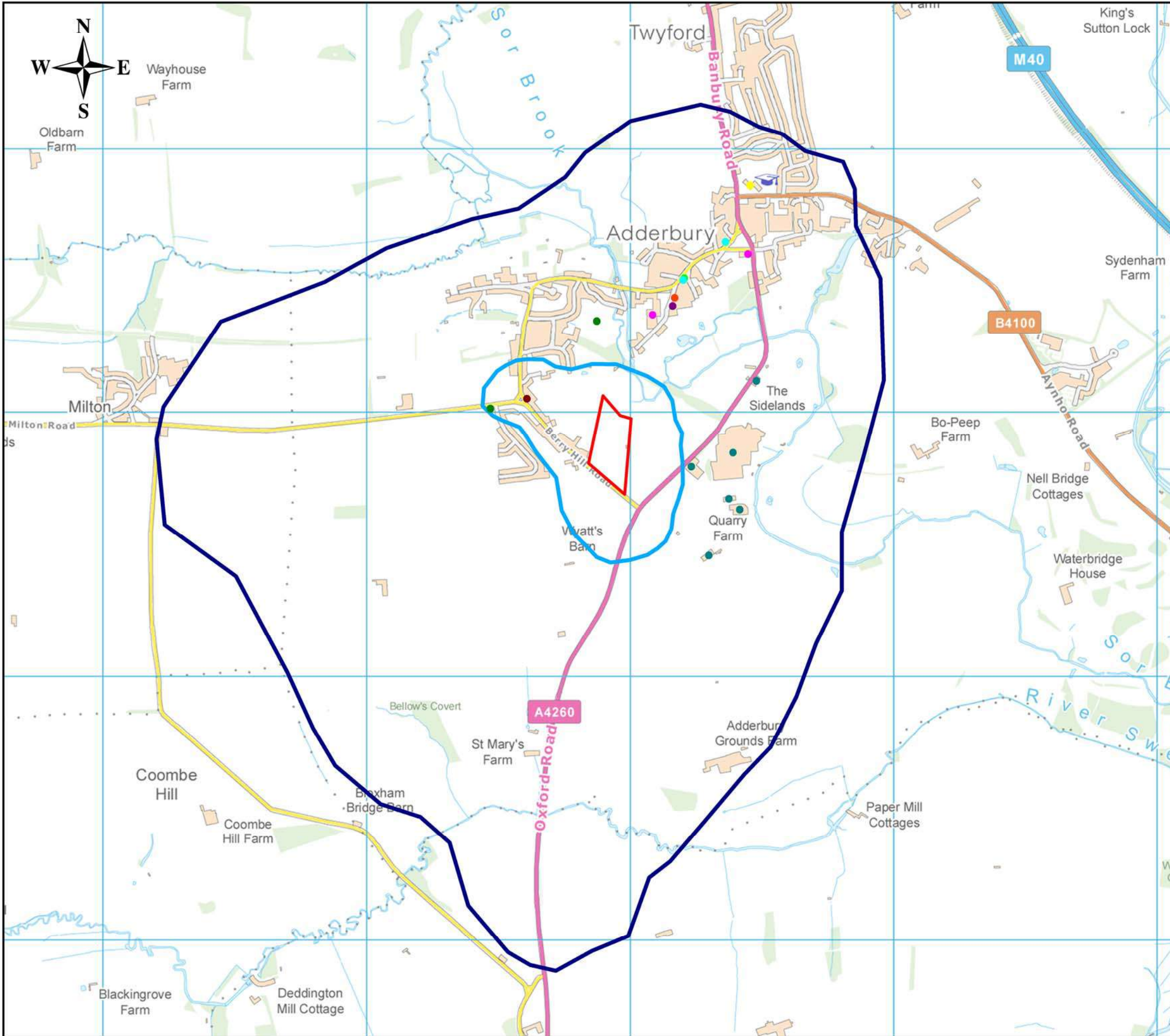
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M15 4PY
Email: info@crofts.co.uk
Tel: 0161 667 3746
Web: www.crofts.co.uk



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PLAN 4

- NOTES**
- Site Location
 - 800m Pedestrian Catchment
 - 2km Pedestrian Catchment
 - Bus_Stops
 - Education
 - Retail
 - Community Facilities
 - Business/Employment/Industrial
 - Cafe/Takeaway/Public House
 - Leisure/Sport
 - Library
 - Post Office

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
**PROPOSED RESIDENTIAL DEVELOPMENT
BERRY HILL ROAD
ADDERBURY**

DRAWING TITLE:
**800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES**

SCALE: **1:15000 @ A3**

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Manchester,
M15 4PY
Email: info@crofts.co.uk
Tel: 0161 667 3746
Web: www.crofts.co.uk

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APPENDICES

APPENDIX 1

TRICS Output for Residential Use

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days
	HI HIGHLAND	2 days
	PK PERTH & KINROSS	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: 20 to 99 (units:)
 Range Selected by User: 20 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/03/14

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	8 days
Tuesday	6 days
Wednesday	6 days
Thursday	7 days
Friday	6 days

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

Selected survey types:

Manual count	33 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	16
Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	1

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	29
No Sub Category	4

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	32 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	4 days
5,001 to 10,000	8 days
10,001 to 15,000	7 days
15,001 to 20,000	7 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	2 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	7 days
100,001 to 125,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	8 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:

0.5 or Less	1 days
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	1 days
No	32 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	AD-03-A-01 SEMI -DETACHED SPRINGFIELD ROAD	59	18/05/12	ABERDEEN CITY Survey Type: MANUAL
	ABERDEEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:			
	Survey date: FRIDAY			
2	CB-03-A-03 SEMI DETACHED HAWKSHEAD AVENUE	40	20/11/08	CUMBRIA Survey Type: MANUAL
	WORKINGTON Edge of Town Residential Zone Total Number of dwellings:			
	Survey date: THURSDAY			
3	CB-03-A-04 SEMI DETACHED MOORCLOSE ROAD SALTERBACK WORKINGTON	82	24/04/09	CUMBRIA Survey Type: MANUAL
	Edge of Town No Sub Category Total Number of dwellings:			
	Survey date: FRIDAY			
4	CF-03-A-03 DETACHED LLANTRISANT ROAD	29	08/10/07	CARDIFF Survey Type: MANUAL
	CARDIFF Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:			
	Survey date: MONDAY			
5	CW-03-A-02 SEMI D./DETACHED BOSVEAN GARDENS	73	18/09/07	CORNWALL Survey Type: MANUAL
	TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:			
	Survey date: TUESDAY			
6	DC-03-A-01 DETACHED ISAACS CLOSE	51	16/07/08	DORSET Survey Type: MANUAL
	POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:			
	Survey date: WEDNESDAY			
7	DC-03-A-08 BUNGALOWS HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH	28	24/03/14	DORSET Survey Type: MANUAL
	Edge of Town Residential Zone Total Number of dwellings:			
	Survey date: MONDAY			

LIST OF SITES relevant to selection parameters (Cont.)

8	DS-03-A-01 THE AVENUE HOLMESDALE DRONFIELD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 20 Survey date: THURSDAY 22/06/06	SEMI D./TERRACED	DERBYSHIRE	Survey Type: MANUAL
9	EA-03-A-01 TALISKER AVENUE KILMARNOCK Edge of Town Residential Zone Total Number of dwellings: 39 Survey date: THURSDAY 05/06/08	DETACHED	EAST AYRSHIRE	Survey Type: MANUAL
10	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11	PRIVATE HOUSING	EAST SUSSEX	Survey Type: MANUAL
11	FA-03-A-01 MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: THURSDAY 30/05/13	SEMI -DETACHED/TERRACED	FALKIRK	Survey Type: MANUAL
12	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED/SEMI	GREATER MANCHESTER	Survey Type: MANUAL
13	HI-03-A-11 STEVENSON ROAD INSHES INVERNESS Edge of Town Residential Zone Total Number of dwellings: 85 Survey date: MONDAY 05/06/06	BUNGALOWS	HIGHLAND	Survey Type: MANUAL
14	HI-03-A-14 CALEDONIAN ROAD DALNEIGH INVERNESS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 Survey date: FRIDAY 13/05/11	SEMI -DETACHED	HIGHLAND	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	KI-03-A-02 WOLSEY CLOSE	DETACHED		KINGSTON
	KINGSTON UPON THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20 Survey date: THURSDAY 24/06/10			
16	LC-03-A-30 WATSON ROAD	SEMI-DETACHED		LANCASHIRE Survey Type: MANUAL
	BLACKPOOL Edge of Town Centre Residential Zone Total Number of dwellings: 24 Survey date: FRIDAY 14/06/13			
17	LN-03-A-03 ROOKERY LANE BOULTHAM LINCOLN	SEMI DETACHED		LINCOLNSHIRE Survey Type: MANUAL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12			
18	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS		NORFOLK Survey Type: MANUAL
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12			
19	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS		NORFOLK Survey Type: MANUAL
	NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12			
20	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.		NORTH YORKSHIRE Survey Type: MANUAL
	BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11			
21	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES		NORTH YORKSHIRE Survey Type: MANUAL
	YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13			

LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
		GRAMMAR SCHOOL LANE		
		NORTHALLERTON		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	52	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
23	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
24	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
25	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
26	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
27	SF-03-A-01	SEMI DETACHED		SUFFOLK
		A1156 FELIXSTOWE ROAD		
		RACECOURSE		
		IPSWICH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	77	
		Survey date: WEDNESDAY	23/05/07	Survey Type: MANUAL
28	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
		SANDCROFT		
		SUTTON HILL		
		TELFORD		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
30	WL-03-A-01	SEMI D./TERRACED W. BASSETT		WILTSHIRE
	MAPLE DRIVE			
	WOOTTON BASSETT			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	99		
	Survey date: MONDAY	02/10/06		Survey Type: MANUAL
31	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	79		
	Survey date: FRIDAY	03/02/06		Survey Type: MANUAL
32	WM-03-A-03	MIXED HOUSING		WEST MIDLANDS
	BASELEY WAY			
	ROWLEYS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	84		
	Survey date: MONDAY	24/09/07		Survey Type: MANUAL
33	WO-03-A-02	SEMI DETACHED		WORCESTERSHIRE
	MEADOWHILL ROAD			
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	48		
	Survey date: TUESDAY	02/05/06		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-07	ire/ldn
BT-03-A-01	The visibility from this access can achieve 2.4 metres by 25 metres to accord wi
CS-03-A-01	ire/ldn
CS-03-A-02	ire/ldn
CV-03-A-01	ire/ldn
DL-03-A-07	ire/ldn
DL-03-A-08	ire/ldn
DO-03-A-03	ire/ldn
GA-03-A-03	ire/ldn
GA-03-A-04	ire/ldn
KD-03-A-02	ire/ldn
KK-03-A-03	ire/ldn
KK-03-A-04	ire/ldn
KN-03-A-01	ire/ldn
MA-03-A-01	ire/ldn
RO-03-A-01	ire/ldn
RO-03-A-02	ire/ldn

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WA-03-A-01	ire/ldn
WF-03-A-01	ire/ldn

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	33	50	0.070	33	50	0.273	33	50	0.343
08:00 - 09:00	33	50	0.150	33	50	0.368	33	50	0.518
09:00 - 10:00	33	50	0.158	33	50	0.205	33	50	0.363
10:00 - 11:00	33	50	0.138	33	50	0.159	33	50	0.297
11:00 - 12:00	33	50	0.163	33	50	0.167	33	50	0.330
12:00 - 13:00	33	50	0.178	33	50	0.152	33	50	0.330
13:00 - 14:00	33	50	0.177	33	50	0.178	33	50	0.355
14:00 - 15:00	33	50	0.186	33	50	0.205	33	50	0.391
15:00 - 16:00	33	50	0.234	33	50	0.178	33	50	0.412
16:00 - 17:00	33	50	0.296	33	50	0.189	33	50	0.485
17:00 - 18:00	33	50	0.359	33	50	0.187	33	50	0.546
18:00 - 19:00	33	50	0.258	33	50	0.157	33	50	0.415
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.367			2.418			4.785

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: 20 - 99 (units:)
 Survey date date range: 01/01/06 - 24/03/14
 Number of weekdays (Monday-Friday): 33
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 21

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 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	33	50	0.001	33	50	0.001	33	50	0.002
08:00 - 09:00	33	50	0.002	33	50	0.002	33	50	0.004
09:00 - 10:00	33	50	0.003	33	50	0.002	33	50	0.005
10:00 - 11:00	33	50	0.001	33	50	0.002	33	50	0.003
11:00 - 12:00	33	50	0.002	33	50	0.001	33	50	0.003
12:00 - 13:00	33	50	0.002	33	50	0.002	33	50	0.004
13:00 - 14:00	33	50	0.002	33	50	0.001	33	50	0.003
14:00 - 15:00	33	50	0.001	33	50	0.001	33	50	0.002
15:00 - 16:00	33	50	0.001	33	50	0.001	33	50	0.002
16:00 - 17:00	33	50	0.001	33	50	0.001	33	50	0.002
17:00 - 18:00	33	50	0.001	33	50	0.001	33	50	0.002
18:00 - 19:00	33	50	0.001	33	50	0.001	33	50	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

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: 20 - 99 (units:)
 Survey date date range: 01/01/06 - 24/03/14
 Number of weekdays (Monday-Friday): 33
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 21

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 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	33	50	0.000	33	50	0.000	33	50	0.000
08:00 - 09:00	33	50	0.000	33	50	0.000	33	50	0.000
09:00 - 10:00	33	50	0.000	33	50	0.000	33	50	0.000
10:00 - 11:00	33	50	0.000	33	50	0.000	33	50	0.000
11:00 - 12:00	33	50	0.001	33	50	0.001	33	50	0.002
12:00 - 13:00	33	50	0.000	33	50	0.000	33	50	0.000
13:00 - 14:00	33	50	0.000	33	50	0.000	33	50	0.000
14:00 - 15:00	33	50	0.000	33	50	0.000	33	50	0.000
15:00 - 16:00	33	50	0.000	33	50	0.000	33	50	0.000
16:00 - 17:00	33	50	0.000	33	50	0.000	33	50	0.000
17:00 - 18:00	33	50	0.000	33	50	0.000	33	50	0.000
18:00 - 19:00	33	50	0.000	33	50	0.000	33	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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: 20 - 99 (units:)
 Survey date date range: 01/01/06 - 24/03/14
 Number of weekdays (Monday-Friday): 33
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 21

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 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	33	50	0.006	33	50	0.024	33	50	0.030
08:00 - 09:00	33	50	0.006	33	50	0.030	33	50	0.036
09:00 - 10:00	33	50	0.004	33	50	0.007	33	50	0.011
10:00 - 11:00	33	50	0.005	33	50	0.007	33	50	0.012
11:00 - 12:00	33	50	0.004	33	50	0.004	33	50	0.008
12:00 - 13:00	33	50	0.007	33	50	0.007	33	50	0.014
13:00 - 14:00	33	50	0.005	33	50	0.005	33	50	0.010
14:00 - 15:00	33	50	0.008	33	50	0.007	33	50	0.015
15:00 - 16:00	33	50	0.016	33	50	0.006	33	50	0.022
16:00 - 17:00	33	50	0.026	33	50	0.022	33	50	0.048
17:00 - 18:00	33	50	0.026	33	50	0.009	33	50	0.035
18:00 - 19:00	33	50	0.013	33	50	0.006	33	50	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.134			0.260

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: 20 - 99 (units:)
 Survey date date range: 01/01/06 - 24/03/14
 Number of weekdays (Monday-Friday): 33
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 21

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.



Croft Transport Solutions

Hill Quays, 9 Jordan Street, Manchester, M15 4PY

Tel: 0161 667 3746 Email: info@croftts.co.uk www.croftts.co.uk

Registered in England Number: 7373729