



# Moldgreen Top Club, Church Street, Huddersfield Highway Statement

November 2019

Project 285B

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# Quality Management

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## **1.0 Introduction**

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the proposed redevelopment of the Moldgreen Top Club site into a 12-apartment residential development on Church Street, Moldgreen. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The site is bounded by Church Street to the east, Highroyd Crescent to the north and west, and Aspley Heights apartments to the south.
- 1.1.3 The proposals are to demolish Moldgreen Top Club and erect 12 apartments. The development will have parking provision in general accordance with Kirklees Councils requirements. The access and parking arrangements for the site are proposed to allow private cars to enter and leave in a forward gear. Servicing will be conducted off Church Street.
- 1.1.4 This Highway Statement considers matters such as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

## **2.0 EXISTING CONDITIONS**

### **2.1.1 Site Description**

2.1.2 The site is currently occupied by the vacant Moldgreen Top Club, associated stewards' accommodation, and small car park / servicing area to the west of Church Street, Moldgreen, opposite Moldgreen Community Primary School.

2.1.3 Existing vehicular access to the site is gained from Highroyd Crescent via a junction arrangement that does not meet current standards in terms of visibility and its proximity to a nearby junction. Visibility for egressing drivers is severely restricted to the left by the proximity of the Moldgreen Top Club building and the substandard footway width on the site frontage. The sight line to the right (critical direction) is restricted by the junction alignment and the retaining wall on the site frontage to Church Street. The general width of Highroyd Crescent also does not allow for adequate two-way flow and for emergency vehicle access / egress.

2.1.4 The site is in a predominantly residential area within the district of Moldgreen in the large town of Huddersfield and is approximately 1.38km to the east of Huddersfield town centre. The site is located within easy reach of public transport services located on Wakefield Road and Broad Lane.

### **2.2 Local Highway Network**

2.2.1 The development will be accessed via Church Street which is laid out as a local estate road approximately 250m in length serving predominantly residential dwellings, further residential streets and cul-de-sacs, and the rear access to Moldgreen Community Primary School. Church Street connects Church Lane to the north with the junction of Chapel Street and Kilner Bank to the south. Church Street provides access to residential streets, individually served residential properties, and the rear access to a primary school however is estimated to only be lightly trafficked throughout the day.

2.2.2 Church Street is a two-way single carriageway with a footway provided on both sides. The carriageway width is approximately 6.9m, with footways averaging widths of 1.45m to the west and 1.85m to the east. Street lighting is to residential road standards and the highway is subject to a 30mph speed limit. There are traffic regulation orders to the site frontage with keep clear "zig-zag" markings on both sides of the carriageway (see Photograph 1).



**Photograph 1 - "Zig-zag" markings at site frontage**



**Photograph 2 - TRO sign showing enforcement times**

- 2.2.3 Highroyd Crescent is a residential street with a narrow carriageway averaging some 3.6m with a nearside footway of 1.1m in width. The gable and boundary walls of 17 Church Street immediately abut the carriageway on the far side of Highroyd Crescent opposite the site entrance point. Highroyd Crescent is also the subject of a 30mph speed limit and is lit to side road standards. It has a relatively steep gradient of approximately 1 in 10 with a substandard junction arrangement with Church Street in relation to junction radii / platform, general

gradient, pedestrian provision, carriageway width, and visibility. Highroyd Crescent is estimated to be lightly trafficked throughout the day.



**Photograph 3 - Existing access arrangement onto Highroyd Crescent**

2.2.4 The site is located within easy reach of the bus services available on Wakefield Road and Broad Lane. Further details of the bus services available from the local fare stages are shown in section 2.4.

### **2.3 Road Traffic Accidents**

2.3.1 The information available on the crashmap.co.uk website, which is approved by the National Statistics Authority and reported on by the Department for Transport, identifies that there have been no recorded injury accidents on Church Street nor within 100m of any of the junctions along its length. A map showing the results of the crashmap search is shown at Diagram 1.



Diagram 1 - Crashmap incident summary

2.3.2 The good injury accident record in the vicinity of the site does not indicate road safety problems or any trends of any significance which would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposals.

## 2.4 Transport Sustainability

2.4.1 The application site is within a sustainable location being within a shorting walking distance of bus services and the local shops and services within the areas of Moldgreen and Huddersfield town centre. The sustainability elements are discussed in more detail in the paragraphs below.

2.4.2 The revised National Planning Policy Framework was published in February 2019 and sets out the governments planning policies for England and how these are expected to be applied. It

recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context applications for development regarding transport should:

- Consider the potential impacts of development on the transport network;
- Provide opportunities to promote cycling, walking and public transport use are identified;
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;
- Allow for the efficient delivery of goods and access by service and emergency vehicles;
- Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations.

2.4.3 However, the guidance within PPG13 is still useful as a reference and the relevant policies within the Council Local Plan still apply.

2.4.4 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well places for residents to walk to shops, bus services, as well as local places of employment.

2.4.5 The pedestrian catchment at Appendix B includes Moldgreen and a large swathe of Huddersfield town centre. Supermarkets, banks, hairdressers, schools, GP surgeries, dentists, pharmacies, other local shops and services, and significant employment opportunities are all located well within walking distance of the proposed site.

2.4.6 With regards to cycling PPG 13 Transport states that "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport". The plan at Appendix B also shows the 5km cycle catchment are from the site. Within the cycle catchment is the whole of Huddersfield town centre, as well as the smaller settlements of Almondbury, Gawthorpe, and Brackenhall. Many of these locations contain service centres that consist of local services, shops, and employment opportunities. There is also access to National Cycle Network Route 69 within cycling distance.

2.4.7 Huddersfield Rail Station is also within cycling distance of the proposed site, allowing for onward travel to a variety of locations both local and regional. Timetables for Huddersfield

station include Manchester to Stalybridge and Huddersfield, Huddersfield to Sheffield (Penistone Line), and Leeds to Hebden Bridge and Huddersfield.

- 2.4.8 The site is accessible by several services which run along both Wakefield Road and Broad Lane. All these fare stages are within 350m of the site and have the benefit of passenger shelters. The services available from these points are shown in Table 1.

Service Number	Route	Frequency Monday to Saturday daytime	Frequency Late evenings and Sundays
<b>83 / 83A</b>	Huddersfield - Denby Dale	120 mins	n/a
<b>84 / 84A</b>	Huddersfield - Denby Dale	120 mins	n/a
<b>231</b>	Huddersfield - Wakefield	60 mins	120 mins
<b>232</b>	Huddersfield - Wakefield	60 mins	120 mins
<b>233</b>	Huddersfield - Denby Dale	30 mins	60 mins
<b>241</b>	Huddersfield - Houses Hill	60 mins	n/a
<b>262</b>	Huddersfield - Brighouse / Upper Heaton	30 mins	60 mins
<b>341</b>	Huddersfield - Stocksmoor	120 mins	n/a
<b>370</b>	Rawthorpe - Lindley	20 mins	60 mins
<b>371</b>	Dalton - Lindley	20 mins	60 mins
<b>372</b>	Almondbury - Lindley	12 mins	20 mins
<b>374</b>	Huddersfield - Dalton Circular	120 mins	n/a
<b>375</b>	Huddersfield - Woodedged Ave Circular	120 mins	n/a

**Table 1 - Bus Services**

- 2.4.9 The regular bus services highlighted in Table 1 show that there is are on average 9.5 services to the large town of Huddersfield every hour with similar high frequency services to the settlements of Rawthorpe, Dalton, Lindley, and Almondbury. There is also a regular service to the city of Wakefield, averaging around 2 buses per hour.
- 2.4.10 As an extra incentive to use public transport, future residents of the apartments will be offered subsidised metro cards which will be provided with a 100% subsidy for the first year, 50% in the second, and 25% in the third year after completion.
- 2.4.11 The site is in a very sustainable location being within proximity of the bus stops on Wakefield Road and Broad Lane which provide excellent connectivity to the large town of Huddersfield, the local settlements of Rawthorpe, Lindley, Dalton, Denby Dale, Brighouse, Stocksmoor, and Almondbury, and the city of Wakefield. Huddersfield Station being within cycling distance also

allows for onward travel to further locations including Liverpool, Scarborough, Manchester, Castleford, Sheffield, Newcastle, and Hull. All these locations provide a multitude of amenities, facilities, transport, and employment opportunities. Therefore, the site conforms to current Government directives for ensuring development are in a sustainable location.

- 2.4.12 From the above it is evident that the site benefits from being in proximity to a very good frequency of public transport links for travelling around the local and regional area.

## **3.0 DEVELOPMENT PROPOSALS**

### **3.1 Proposed Development**

3.1.1 The proposals are for the erection of 12 apartment buildings on the site of the Moldgreen Top Club off Church Lane, Moldgreen.

3.1.2 The development consists of a mixture of 12 one and two-bedroom apartments. Parking provision will consist of 14 parking spaces which will be situated within a parking courtyard in the basement floor of the proposed building which will be accessed via a new access arrangement off Church Lane.

### **3.2 Vehicular Access**

3.2.1 Vehicular access to the development will be via a new simple priority junction with suitable kerb radii and return footways which extend to the site access. The existing vehicular access off Highroyd Crescent will be permanently closed and the crossing reinstated as footway to the satisfaction of the Local Highway Authority.

3.2.2 The new access will be sufficiently wide to accommodate two-way flow with visibility for emerging drivers commensurate with the estimated traffic speeds on the major road.

### **3.3 Parking Provision**

3.3.1 The level of parking provision will provide a minimum of 1 parking space per dwelling, with 2 visitor parking spaces also provided.

3.3.2 Given the above, the parking provision for the development is therefore considered appropriate.

3.3.3 Secure cycle parking provision will be provided within the site; however, they can be re-sited at the discretion of the Local Planning and Highway Authority.

3.3.4 At least 1 space will benefit from an electric vehicle charging point. This will be in a practical location to allow for easy connection to the residents' vehicle.

### 3.4 Trip Generations

3.4.1 It is anticipated that the level of traffic generated by the proposed development can be accommodated on the local network and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

3.4.2 The TRICs database has been used to derive the peak hour generation rates for this level of residential development. The derived rates are given in Table 2.

	Arrive	Depart	Two-way
<b>AM Peak</b>	0.044	0.192	0.236
<b>PM Peak</b>	0.185	0.073	0.258

**Table 2 - Generation Rates**

3.4.3 Using generations rates in the table above for 12 units the traffic flows shown in Table 3 can be calculated for the proposed development.

	Arrive	Depart	Two-way
<b>AM Peak</b>	0.528	2.304	2.832
<b>PM Peak</b>	2.220	0.876	3.096

**Table 3 - Estimated Traffic Generations**

3.4.4 As is evident from Table 3, the development is anticipated to generate some 3 trips at the network peaks based upon current guidance within TRICs.

3.4.5 However, Kirklees Council HDM currently considers that residential development has the potential to generate 0.4 trips per apartment at the peak periods. Utilising this trip rate then the development could generate 4.8 trips during the network peaks which is only a minor increase above the TRICs database predicted rates.

3.4.6 It is considered that the anticipated minor increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the major highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

## **4.0 TRANSPORT POLICY**

4.1.1 When considering transport policy compliance for planning applications the main thrust of local, regional, and national policy is that new development should be conveniently accessible by a range of sustainable transport modes including public transport, cycling, and walking. This policy therefore sets out the framework for this Transport Statement and the projects compliance with the policy objectives. Further details of the relevant policy documents are set out below.

### **4.1.2 National Planning Policy Framework - Promoting Sustainable Transport**

4.1.3 The revised National Planning Policy Framework was published in February 2019 and sets out the governments planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development regarding transport should:

- Consider the potential impacts of development on the transport network;
- Provide opportunities to promote cycling, walking, and public transport use are identified;
- Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles;
- Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations.

4.1.4 Paragraph 109 of the NPPF states "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be significant.

**4.1.5 Local Transport Plan**

4.1.6 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period of 2011 to 2026. The key objectives of LTP3 include:

- Improve access to jobs, education, and other key services for everyone;
- Reduce delays to the movement of people and goods;
- Improve safety for all highway users;
- Limit transport emissions of air pollutants, greenhouse gases, and noise;
- Improve the condition of transport infrastructure.

4.1.7 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards. With regards to walking the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security, and environment quality.

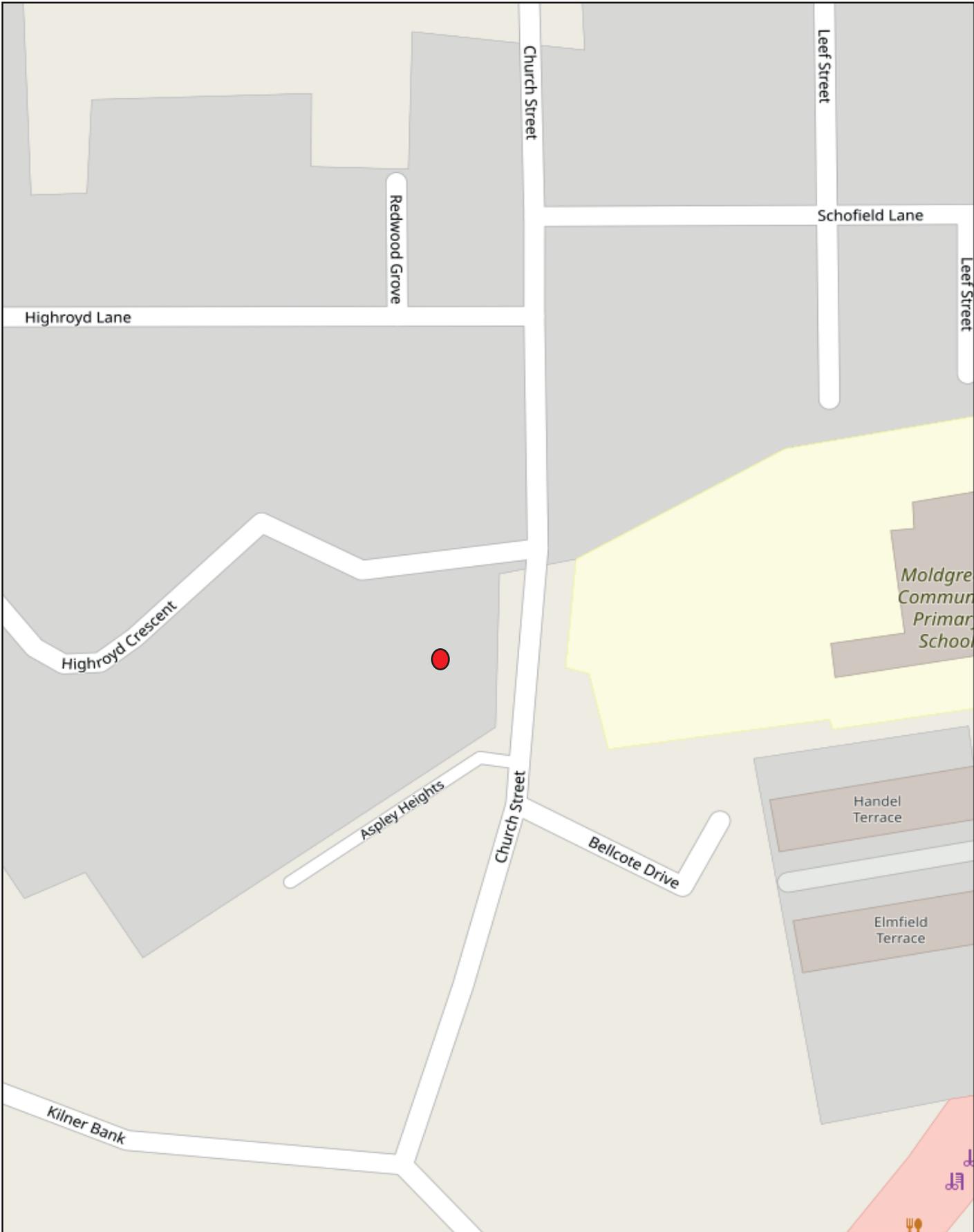
4.1.8 The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus, and away from the car.

## **5.0 CONCLUSIONS**

- 5.1.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are the presented. The traffic impact of the development of 12 apartments is also assessed, and provides data on the traffic generations, highway safety, and access proposals.
- 5.1.2 The site is in a very sustainable location being within proximity of the bus stops on Wakefield Road and Broad Lane, which provide an excellent connection to the large town of Huddersfield, the local settlements of Rawthorpe, Lindley, Dalton, and the large towns of Brighouse, Denby Dale and the city of Wakefield. These all provide a multitude of amenities, facilities, and transport opportunities. With Huddersfield Rail Station also being within cycling distance of the site providing further opportunities of onward travel to the likes of Liverpool, Scarborough, Manchester, Castleford, Sheffield, Newcastle, and Hull, the site fully conforms to current Government directives for ensuring developments are in a sustainable location.
- 5.1.3 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway network and will not significantly add to any congestion at the peak times on the local network.
- 5.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

# Appendix A

Site Location



**Legend:**

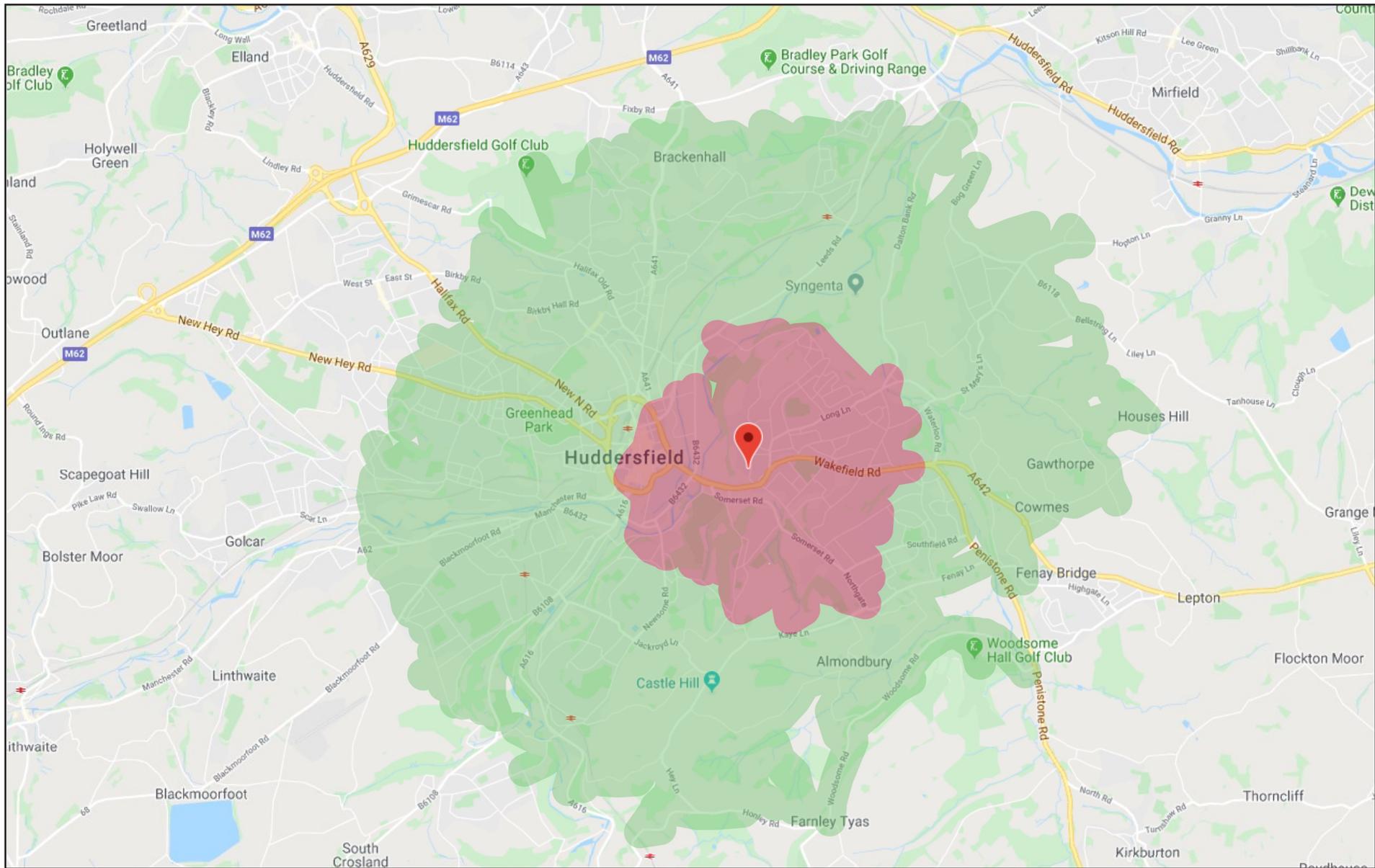
- Site Location



Unit 6 The Office Campus  
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# Appendix B

**Walking and Cycle Catchment**

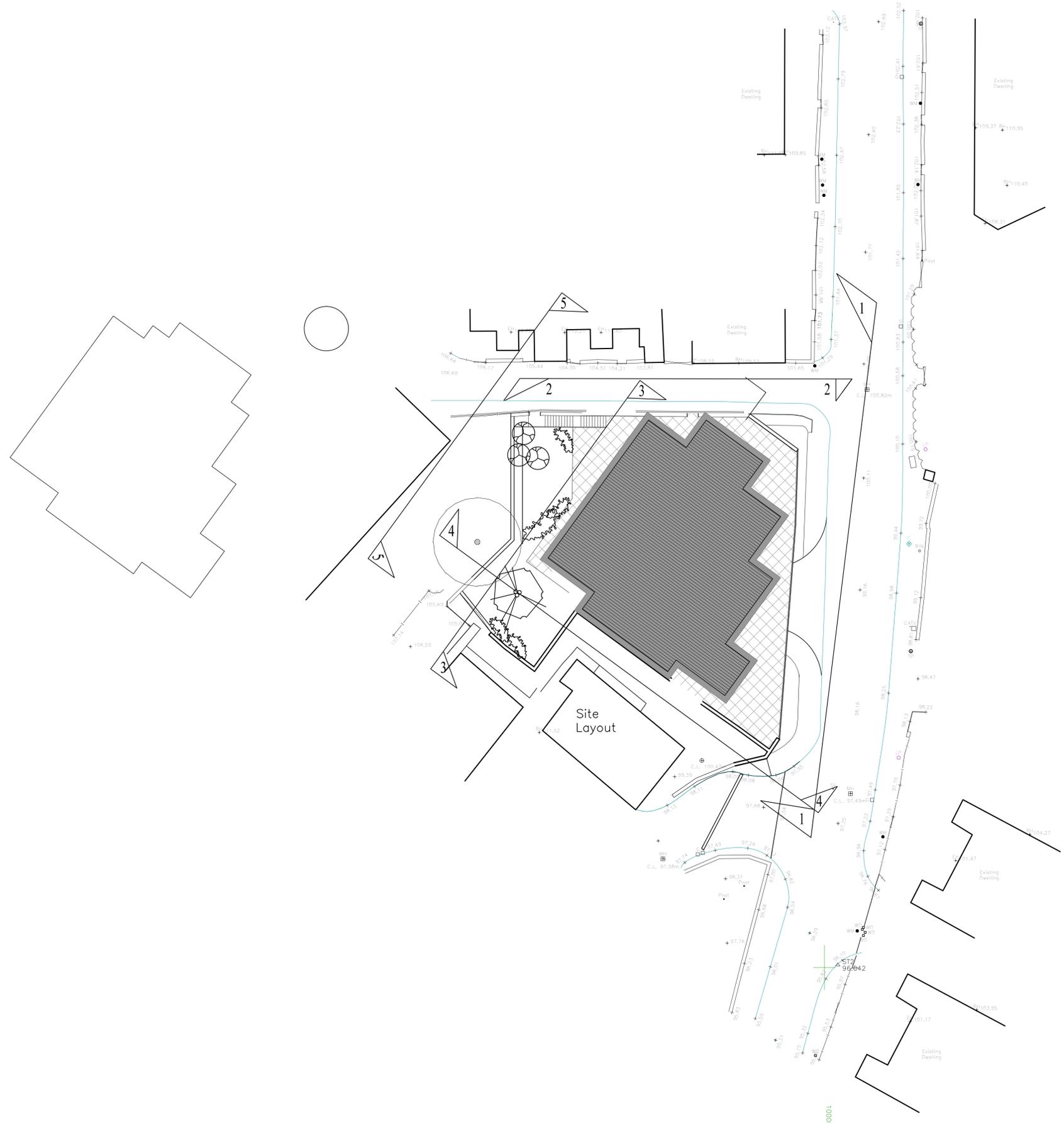


**Legend:**

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

# Appendix C

Site Proposals



PROPOSED SITE LAYOUT

PLANNING

Revision:



**acumen**  
 designers & architects

acumenarchitects.co.uk 01484 546000  
 Headrow House, Old Leeds Road, Huddersfield, HD1 1SG

CLIENT:  
**PARAGRAM LTD**

JOB TITLE:  
**PROPOSED DEVELOPMENT AT  
 MOLDGREEN TOP CLUB  
 MOLDGREEN  
 HUDDERSFIELD**

DRAWING TITLE:  
**SITE LAYOUT  
 AS PROPOSED**

DRAWN: **JF** DATE: **JUN '19**

CHECKED: **JC** SCALE: **1:200 @ A1**

DRAWING NUMBER: **2596 - 08**

# Appendix D

TRICs Data

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	2 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TV TEES VALLEY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days
12	CONNAUGHT	
	GA GALWAY	1 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	LU LOUTH	3 days
15	GREATER DUBLIN	
	DL DUBLIN	6 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	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 340 (units: )  
Range Selected by User: 6 to 100 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/07/18

*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	5 days
Tuesday	12 days
Wednesday	8 days
Thursday	8 days
Friday	5 days
Saturday	1 days

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

Selected survey types:

Manual count	39 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:

Town Centre	3
Edge of Town Centre	14
Suburban Area (PPS6 Out of Centre)	22

*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
Built-Up Zone	6
No Sub Category	8

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

## Secondary Filtering selection:

Use Class:

C3	38 days
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*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	5 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	16 days
50,001 to 100,000	2 days

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

## Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 75,000	7 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	9 days
500,001 or More	8 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	14 days
1.1 to 1.5	25 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	38 days

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

PTAL Rating:

No PTAL Present	39 days
-----------------	---------

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



LIST OF SITES relevant to selection parameters (Cont.)

9	DL-03-C-14 BLOCKS OF FLATS BALLINTEER ROAD DUBLIN DUNDRUM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 140 <i>Survey date: TUESDAY 10/09/13</i>	DUBLIN	<i>Survey Type: MANUAL</i>
10	DL-03-C-15 BLOCKS OF FLATS MONKSTOWN ROAD DUBLIN MONKSTOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20 <i>Survey date: WEDNESDAY 01/10/14</i>	DUBLIN	<i>Survey Type: MANUAL</i>
11	DL-03-C-16 BLOCKS OF FLATS BOTANIC AVENUE DUBLIN DRUMCONDRA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 31 <i>Survey date: TUESDAY 22/11/16</i>	DUBLIN	<i>Survey Type: MANUAL</i>
12	DS-03-C-02 FLATS BURTON ROAD DERBY NEW NORMANTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: SATURDAY 09/07/11</i>	DERBYSHIRE	<i>Survey Type: MANUAL</i>
13	DV-03-C-01 BLOCK OF FLATS BONHAY ROAD EXETER  Edge of Town Centre Residential Zone Total Number of dwellings: 27 <i>Survey date: MONDAY 10/07/17</i>	DEVON	<i>Survey Type: MANUAL</i>
14	EB-03-C-01 BLOCKS OF FLATS MYRESIDE ROAD EDINBURGH CRAIGLOCKHART Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 32 <i>Survey date: TUESDAY 26/05/15</i>	CITY OF EDINBURGH	<i>Survey Type: MANUAL</i>
15	EN-03-C-03 BLOCKS OF FLATS NORTH CIRCULAR ROAD PALMERS GREEN  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 18 <i>Survey date: WEDNESDAY 08/11/17</i>	ENFIELD	<i>Survey Type: MANUAL</i>
16	ES-03-C-01 BLOCK OF FLATS OLD SHOREHAM RD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 71 <i>Survey date: TUESDAY 26/09/17</i>	EAST SUSSEX	<i>Survey Type: MANUAL</i>
17	EX-03-C-01 FLATS WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Total Number of dwellings: 6 <i>Survey date: TUESDAY 22/10/13</i>	ESSEX	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
19	GA-03-C-01	FLATS	GALWAY
	BALLYLOUGHANE ROAD		
	GALWAY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	34	
	Survey date: THURSDAY	31/10/13	Survey Type: MANUAL
20	GM-03-C-02	BLOCK OF FLATS	GREATER MANCHESTER
	WHITWORTH STREET W.		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	154	
	Survey date: THURSDAY	13/10/11	Survey Type: MANUAL
21	GM-03-C-03	BLOCK OF FLATS	GREATER MANCHESTER
	FAIRFIELD STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	20	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
22	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
23	HC-03-C-02	FLATS	HAMPSHIRE
	WORTING ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	21/10/10	Survey Type: MANUAL
24	LU-03-C-01	BLOCKS OF FLATS	LOUTH
	DONORE ROAD		
	DROGHEDA		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: THURSDAY	12/09/13	Survey Type: MANUAL
25	LU-03-C-02	BLOCK OF FLATS	LOUTH
	NICHOLAS STREET		
	DUNDALK		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
26	LU-03-C-03	BLOCK OF FLATS	LOUTH
	NICHOLAS STREET		
	DUNDALK		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

27	MG-03-C-01 MALL ROAD MONAGHAN	BLOCK OF FLATS		MONAGHAN
	Edge of Town Centre No Sub Category Total Number of dwellings:		28	
	<i>Survey date: FRIDAY</i>		<i>06/09/13</i>	<i>Survey Type: MANUAL</i>
28	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:		51	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
29	NT-03-C-01 LAWRENCE WAY NOTTINGHAM	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		56	
	<i>Survey date: TUESDAY</i>		<i>08/11/16</i>	<i>Survey Type: MANUAL</i>
30	NT-03-C-02 CASTLE MARINA ROAD NOTTINGHAM	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		135	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/16</i>	<i>Survey Type: MANUAL</i>
31	OX-03-C-01 OXFORD ROAD OXFORD COWLEY	BLOCK OF FLATS		OXFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		14	
	<i>Survey date: WEDNESDAY</i>		<i>20/10/10</i>	<i>Survey Type: MANUAL</i>
32	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS		SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings:		51	
	<i>Survey date: TUESDAY</i>		<i>16/09/14</i>	<i>Survey Type: MANUAL</i>
33	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:		85	
	<i>Survey date: THURSDAY</i>		<i>18/12/14</i>	<i>Survey Type: MANUAL</i>
34	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>03/12/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

35	SR-03-C-01 FORTHSTIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total Number of dwellings: 80 <i>Survey date: WEDNESDAY 18/06/14</i>			
	<i>Survey Type: MANUAL</i>			
36	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total Number of dwellings: 48 <i>Survey date: WEDNESDAY 18/06/14</i>			
	<i>Survey Type: MANUAL</i>			
37	TV-03-C-02 ACKLAM ROAD MIDDLESBROUGH LINTHORPE	FLATS		TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 85 <i>Survey date: WEDNESDAY 29/06/11</i>			
	<i>Survey Type: MANUAL</i>			
38	WA-03-C-01 UPPER YELLOW ROAD WATERFORD	BLOCKS OF FLATS		WATERFORD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 <i>Survey date: TUESDAY 12/05/15</i>			
	<i>Survey Type: MANUAL</i>			
39	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total Number of dwellings: 55 <i>Survey date: FRIDAY 11/11/16</i>			
	<i>Survey Type: MANUAL</i>			

*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/C - FLATS PRIVATELY OWNED  
VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	39	63	0.040	0.000	39	63	0.143	0.000	39	63	0.183	0.000
08:00 - 09:00	39	63	0.044	0.000	39	63	0.192	0.000	39	63	0.236	0.000
09:00 - 10:00	39	63	0.064	0.000	39	63	0.101	0.000	39	63	0.165	0.000
10:00 - 11:00	39	63	0.055	0.000	39	63	0.070	0.000	39	63	0.125	0.000
11:00 - 12:00	39	63	0.066	0.000	39	63	0.072	0.000	39	63	0.138	0.000
12:00 - 13:00	39	63	0.086	0.000	39	63	0.075	0.000	39	63	0.161	0.000
13:00 - 14:00	39	63	0.080	0.000	39	63	0.087	0.000	39	63	0.167	0.000
14:00 - 15:00	39	63	0.086	0.000	39	63	0.081	0.000	39	63	0.167	0.000
15:00 - 16:00	39	63	0.099	0.000	39	63	0.064	0.000	39	63	0.163	0.000
16:00 - 17:00	39	63	0.119	0.000	39	63	0.074	0.000	39	63	0.193	0.000
17:00 - 18:00	39	63	0.185	0.000	39	63	0.073	0.000	39	63	0.258	0.000
18:00 - 19:00	39	63	0.136	0.000	39	63	0.070	0.000	39	63	0.206	0.000
19:00 - 20:00	3	16	0.333	0.000	3	16	0.250	0.000	3	16	0.583	0.000
20:00 - 21:00	3	16	0.146	0.000	3	16	0.042	0.000	3	16	0.188	0.000
21:00 - 22:00	2	15	0.133	0.000	2	15	0.100	0.000	2	15	0.233	0.000
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			1.672	0.000			1.494	0.000			3.166	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.*

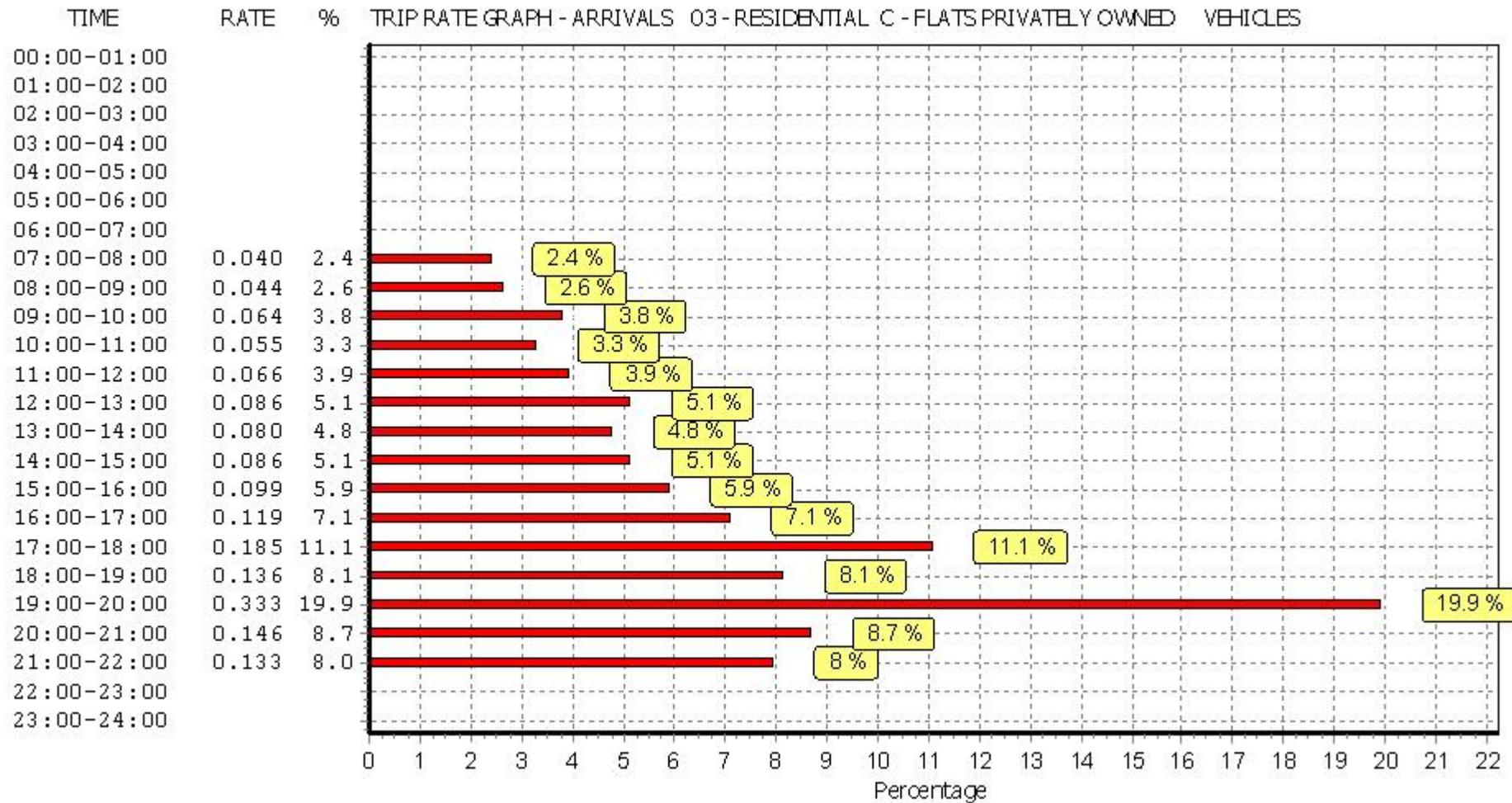
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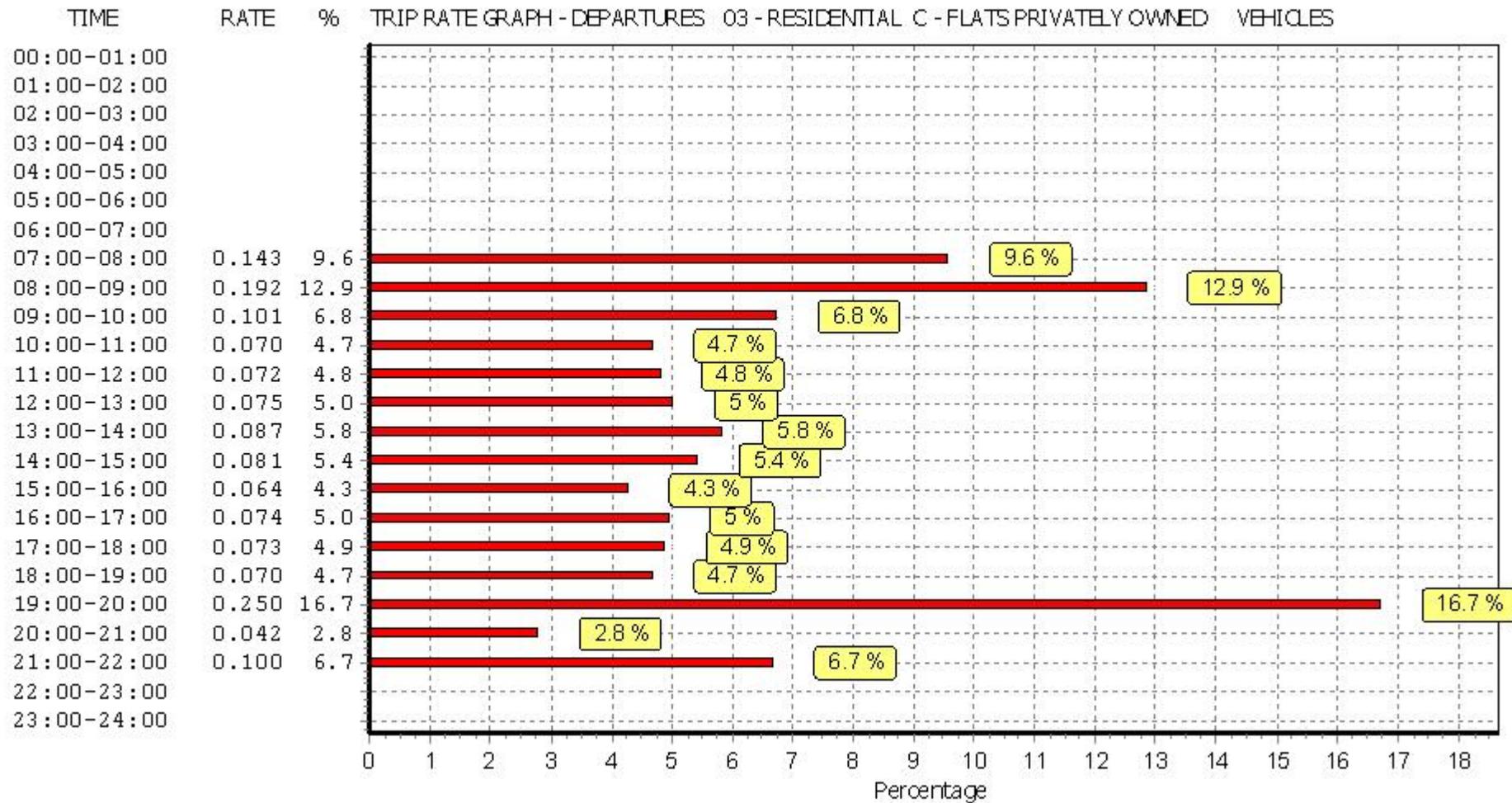
#### Parameter summary

Trip rate parameter range selected:	6 - 340 (units: )
Survey date date range:	01/01/10 - 03/07/18
Number of weekdays (Monday-Friday):	38
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

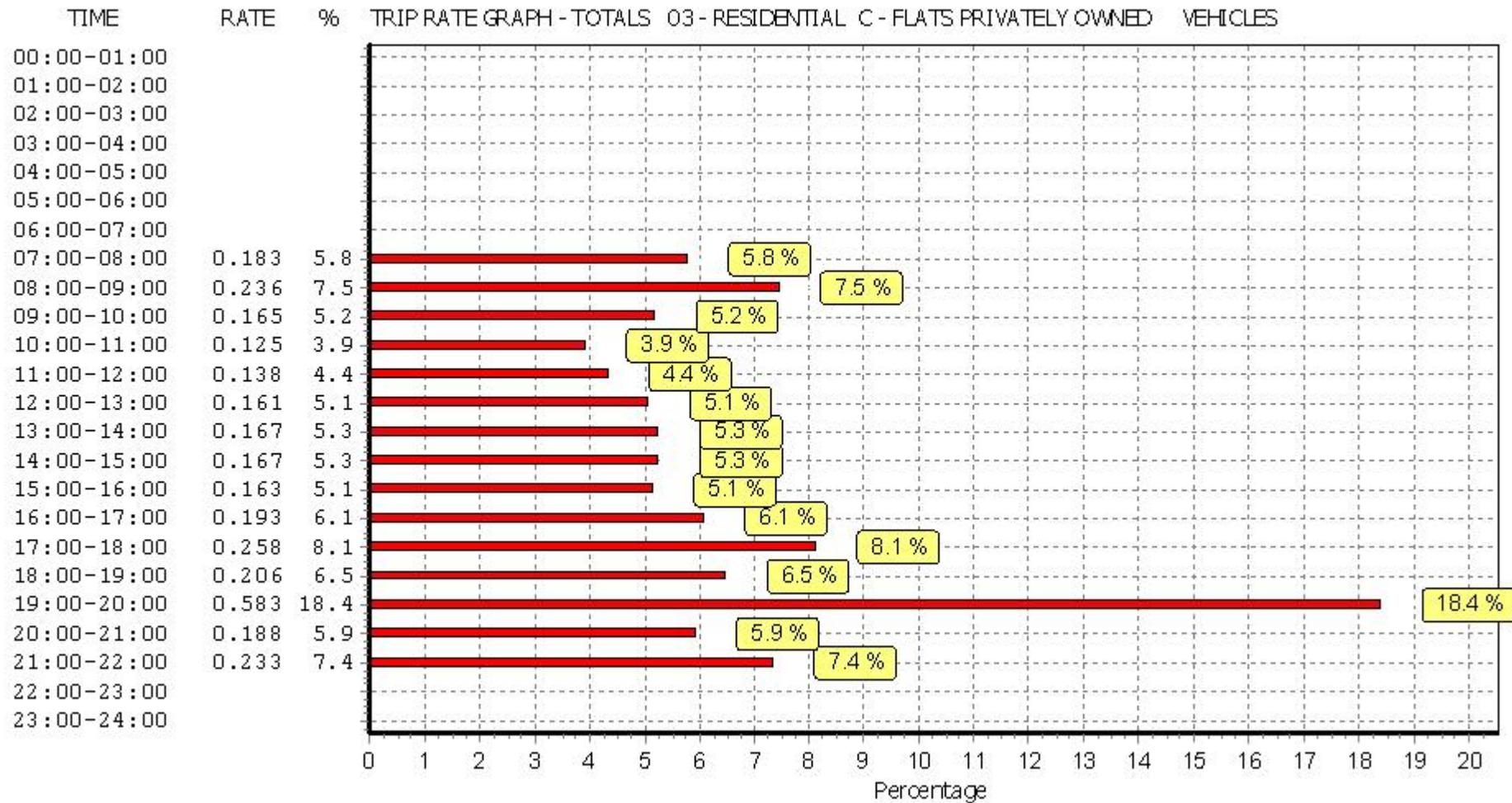
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



*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.*



*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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

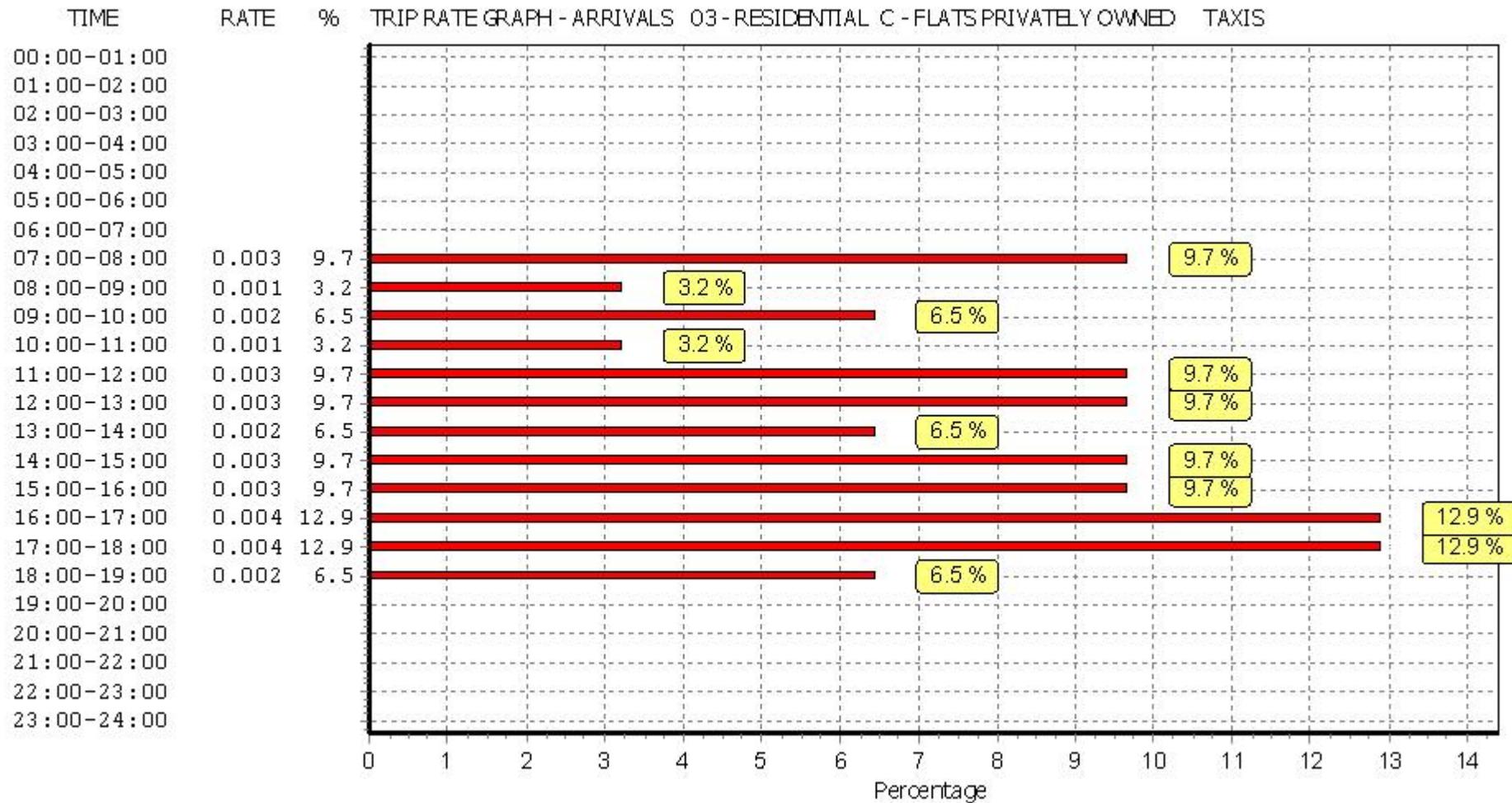
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

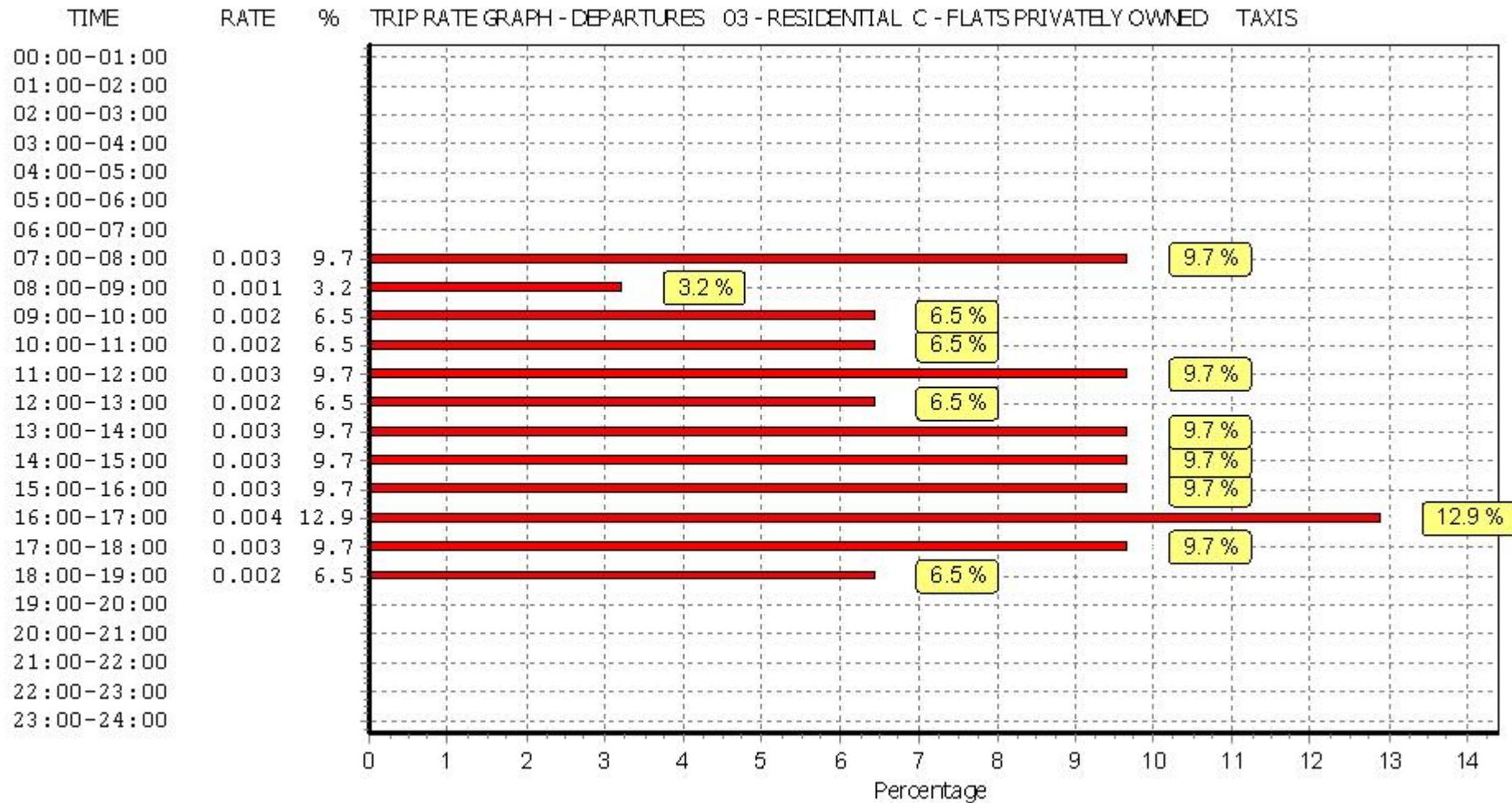
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	63	0.003	0.000	39	63	0.003	0.000	39	63	0.006	0.000
08:00 - 09:00	39	63	0.001	0.000	39	63	0.001	0.000	39	63	0.002	0.000
09:00 - 10:00	39	63	0.002	0.000	39	63	0.002	0.000	39	63	0.004	0.000
10:00 - 11:00	39	63	0.001	0.000	39	63	0.002	0.000	39	63	0.003	0.000
11:00 - 12:00	39	63	0.003	0.000	39	63	0.003	0.000	39	63	0.006	0.000
12:00 - 13:00	39	63	0.003	0.000	39	63	0.002	0.000	39	63	0.005	0.000
13:00 - 14:00	39	63	0.002	0.000	39	63	0.003	0.000	39	63	0.005	0.000
14:00 - 15:00	39	63	0.003	0.000	39	63	0.003	0.000	39	63	0.006	0.000
15:00 - 16:00	39	63	0.003	0.000	39	63	0.003	0.000	39	63	0.006	0.000
16:00 - 17:00	39	63	0.004	0.000	39	63	0.004	0.000	39	63	0.008	0.000
17:00 - 18:00	39	63	0.004	0.000	39	63	0.003	0.000	39	63	0.007	0.000
18:00 - 19:00	39	63	0.002	0.000	39	63	0.002	0.000	39	63	0.004	0.000
19:00 - 20:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
20:00 - 21:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.031	0.000			0.031	0.000			0.062	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.

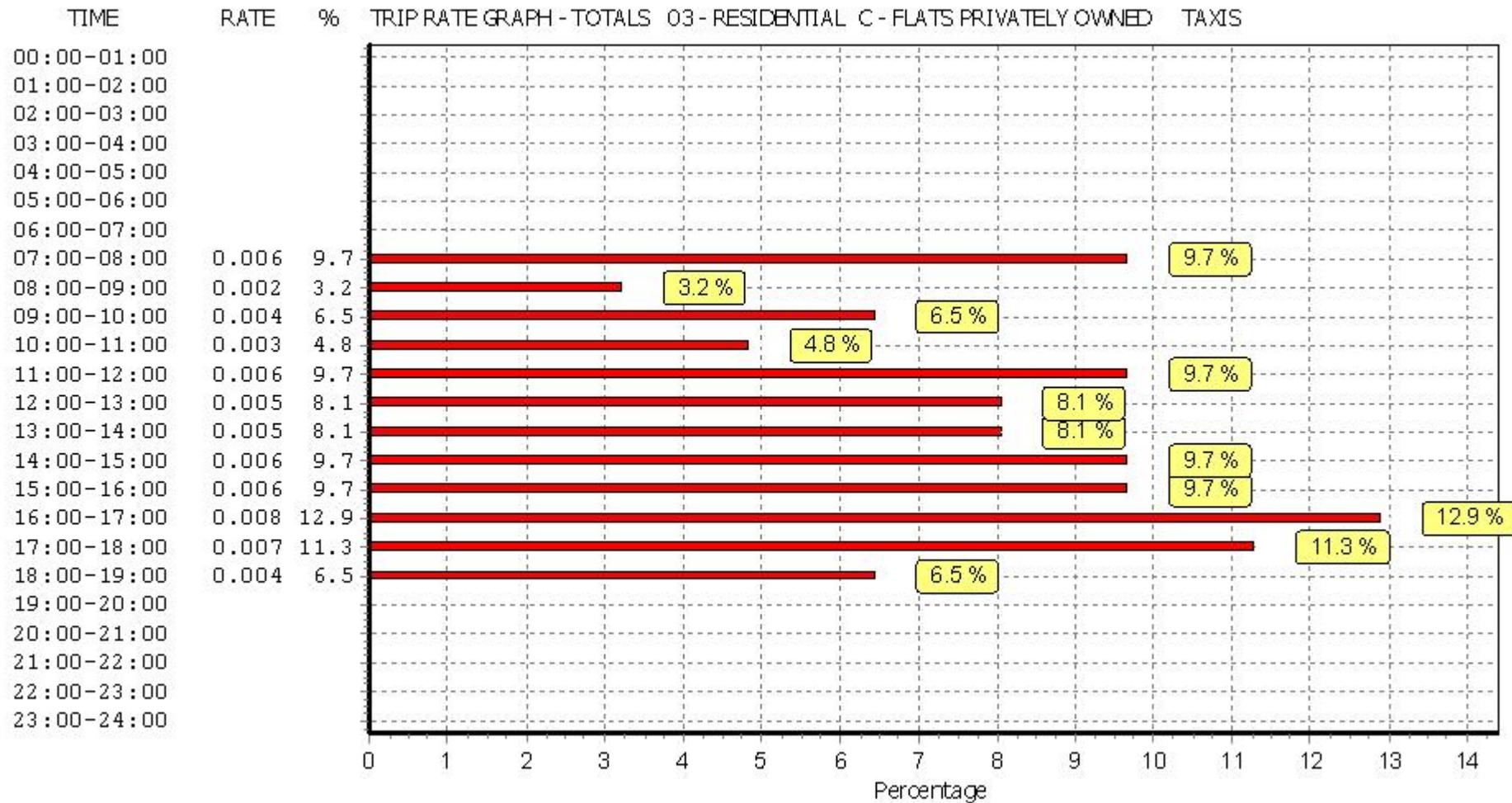
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

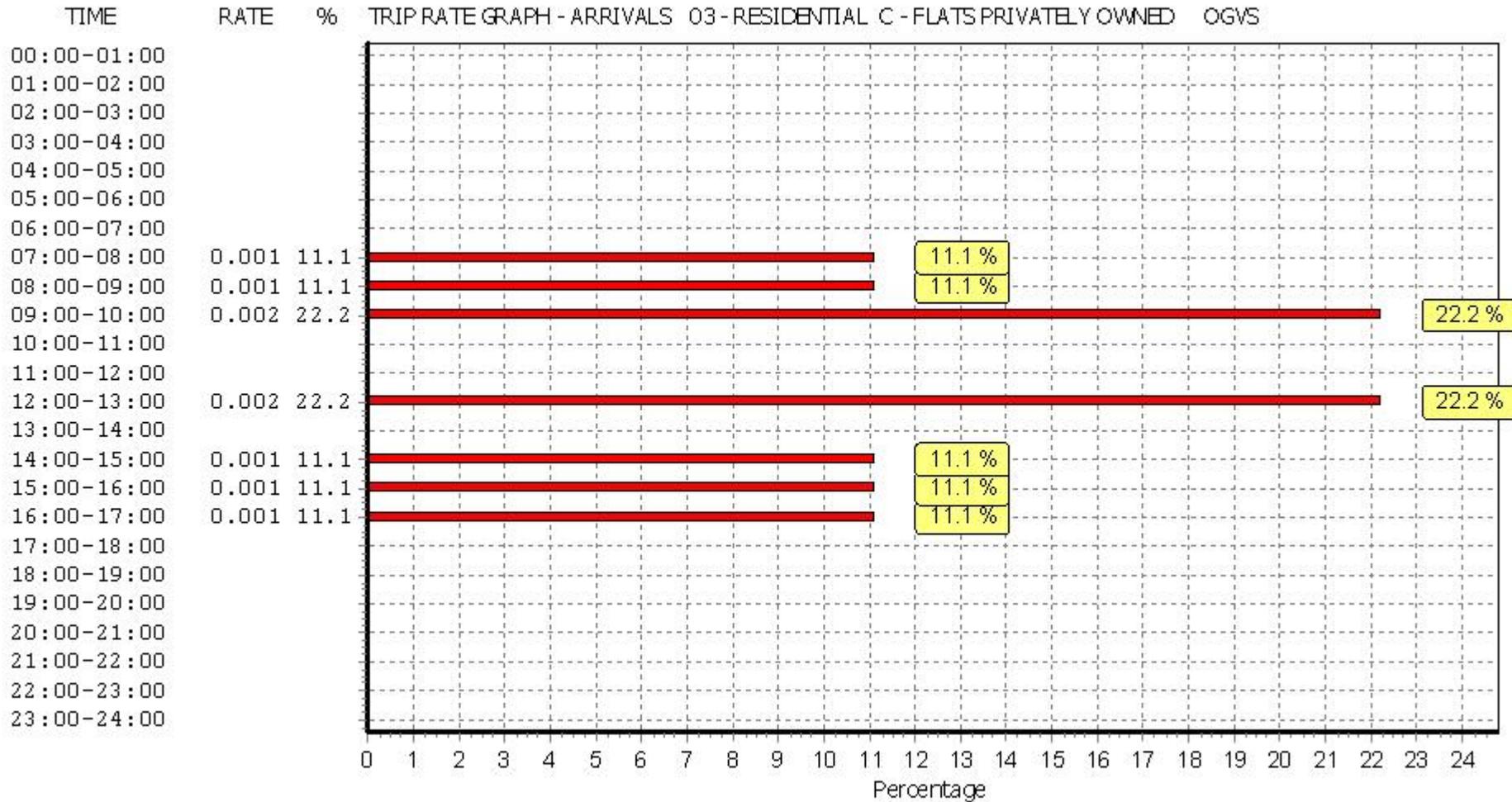
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

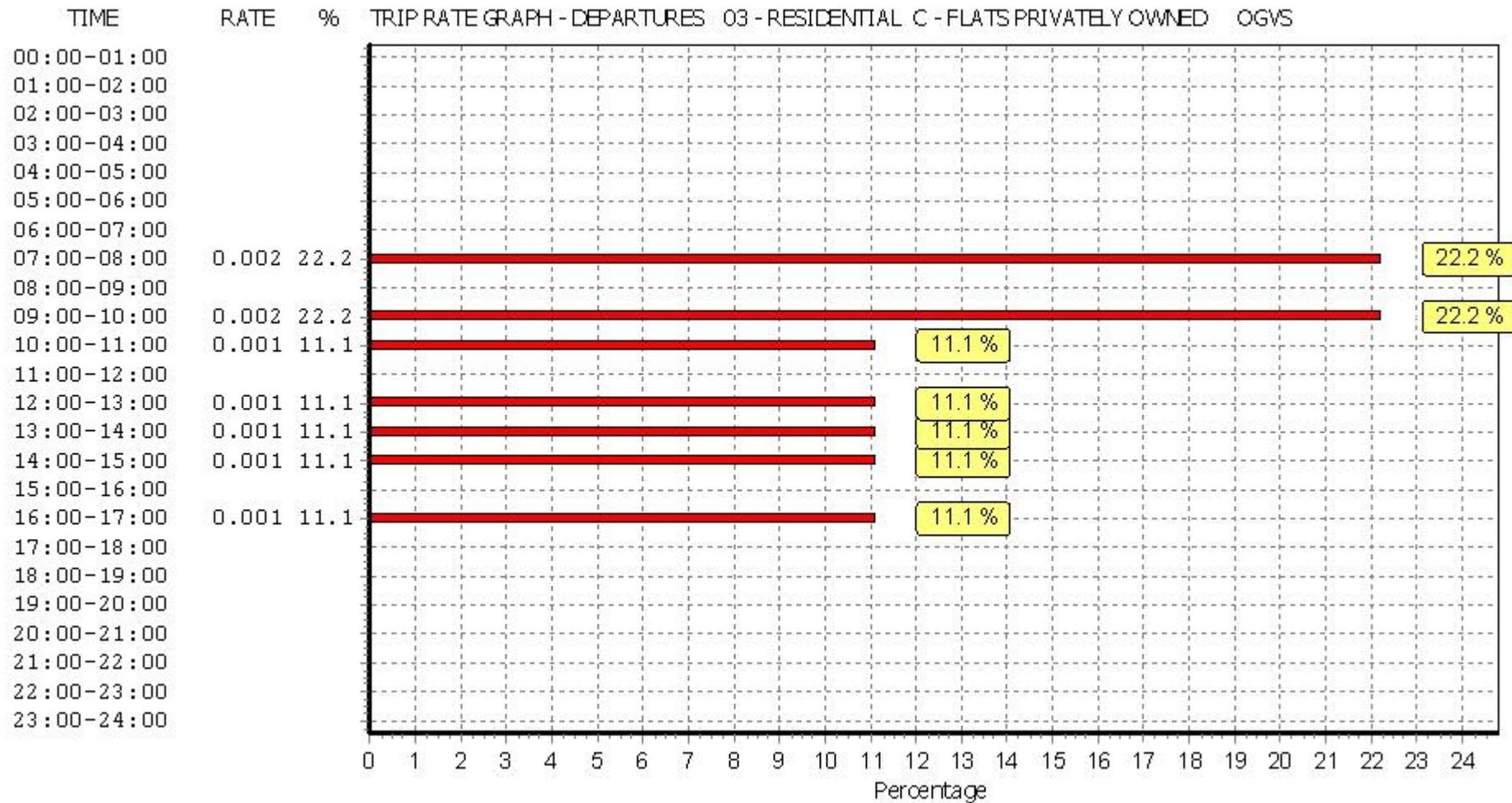
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	63	0.001	0.000	39	63	0.002	0.000	39	63	0.003	0.000
08:00 - 09:00	39	63	0.001	0.000	39	63	0.000	0.000	39	63	0.001	0.000
09:00 - 10:00	39	63	0.002	0.000	39	63	0.002	0.000	39	63	0.004	0.000
10:00 - 11:00	39	63	0.000	0.000	39	63	0.001	0.000	39	63	0.001	0.000
11:00 - 12:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
12:00 - 13:00	39	63	0.002	0.000	39	63	0.001	0.000	39	63	0.003	0.000
13:00 - 14:00	39	63	0.000	0.000	39	63	0.001	0.000	39	63	0.001	0.000
14:00 - 15:00	39	63	0.001	0.000	39	63	0.001	0.000	39	63	0.002	0.000
15:00 - 16:00	39	63	0.001	0.000	39	63	0.000	0.000	39	63	0.001	0.000
16:00 - 17:00	39	63	0.001	0.000	39	63	0.001	0.000	39	63	0.002	0.000
17:00 - 18:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
18:00 - 19:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
19:00 - 20:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
20:00 - 21:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.009	0.000			0.009	0.000			0.018	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.

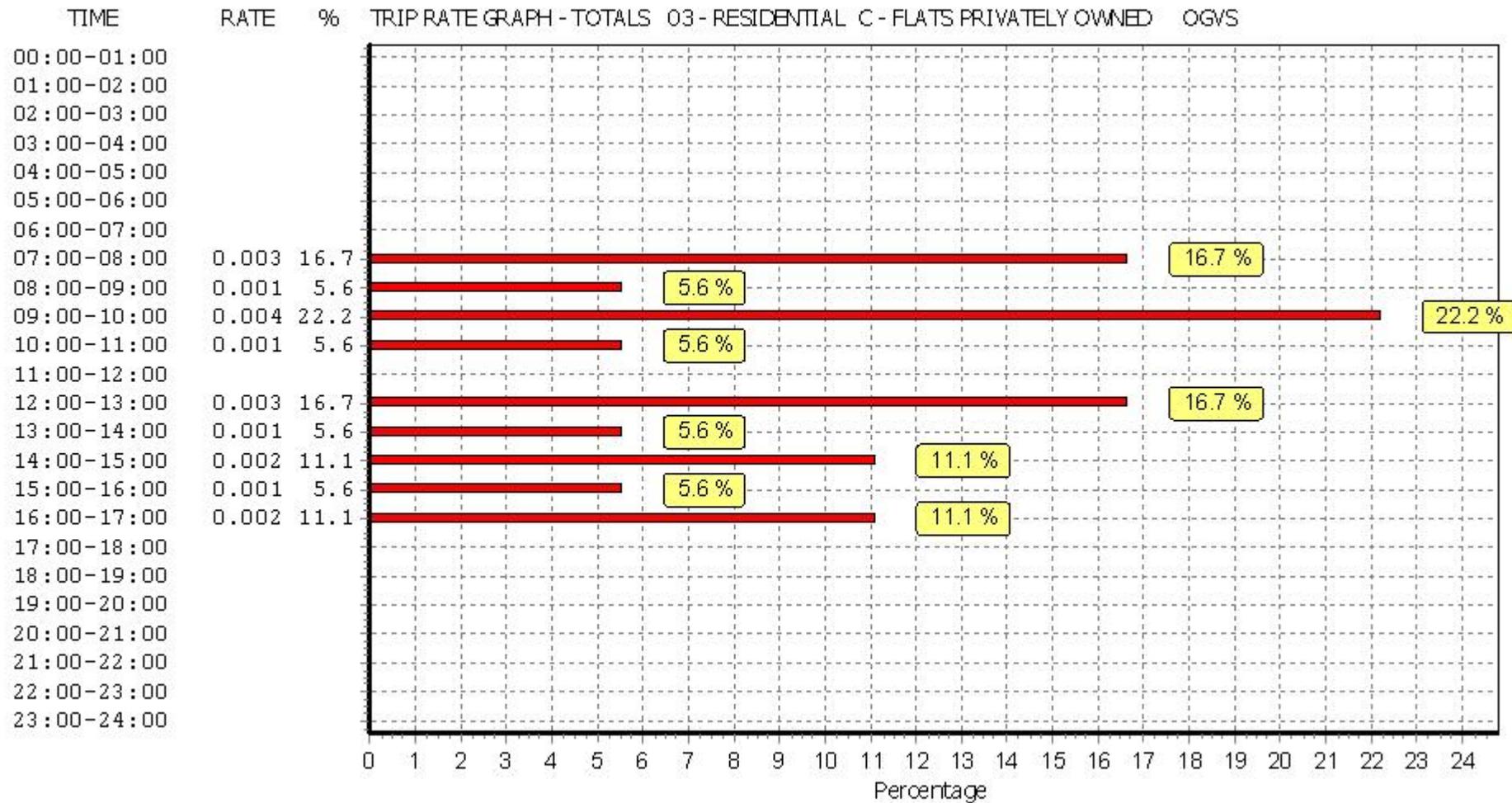
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

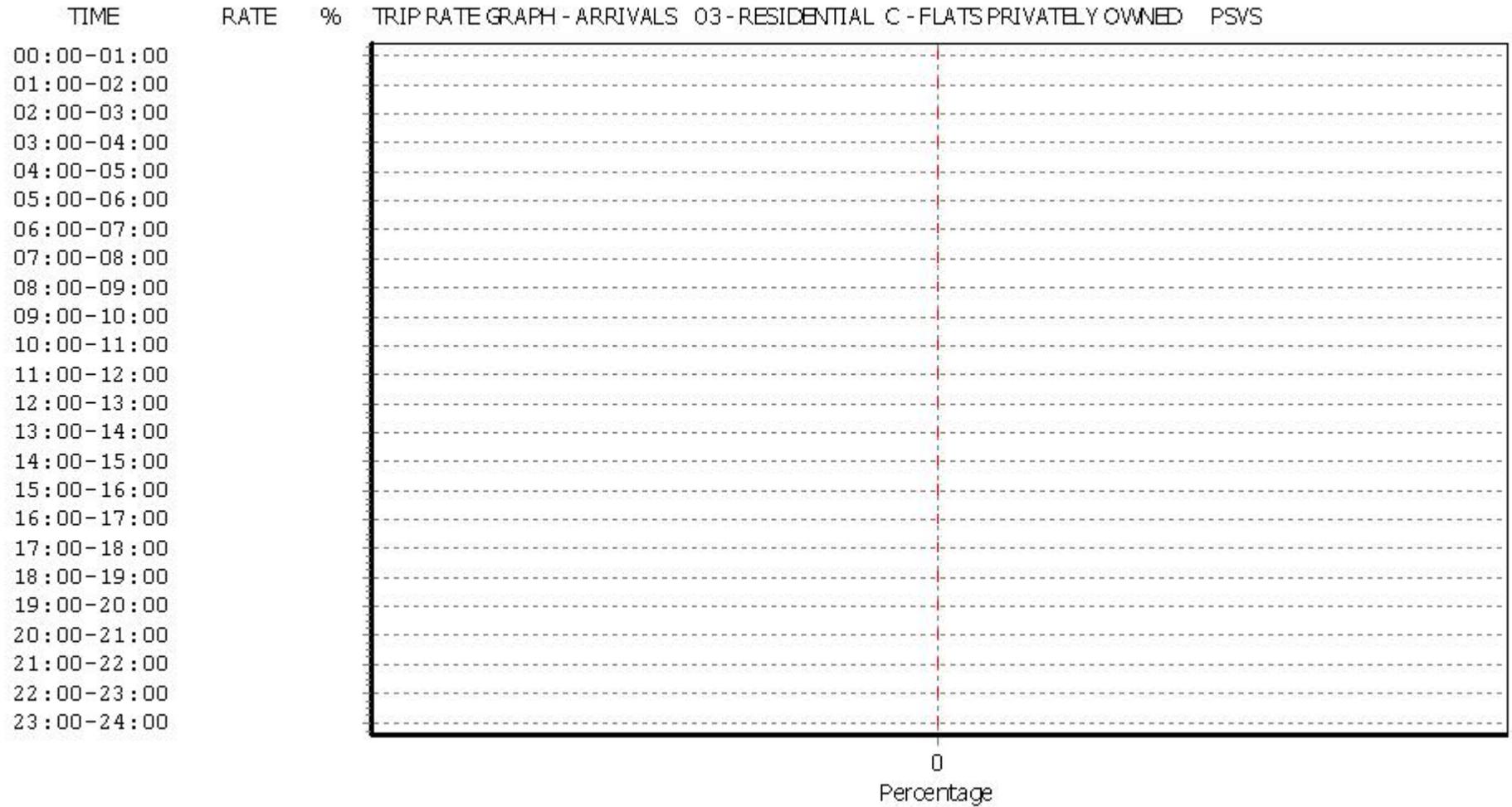
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

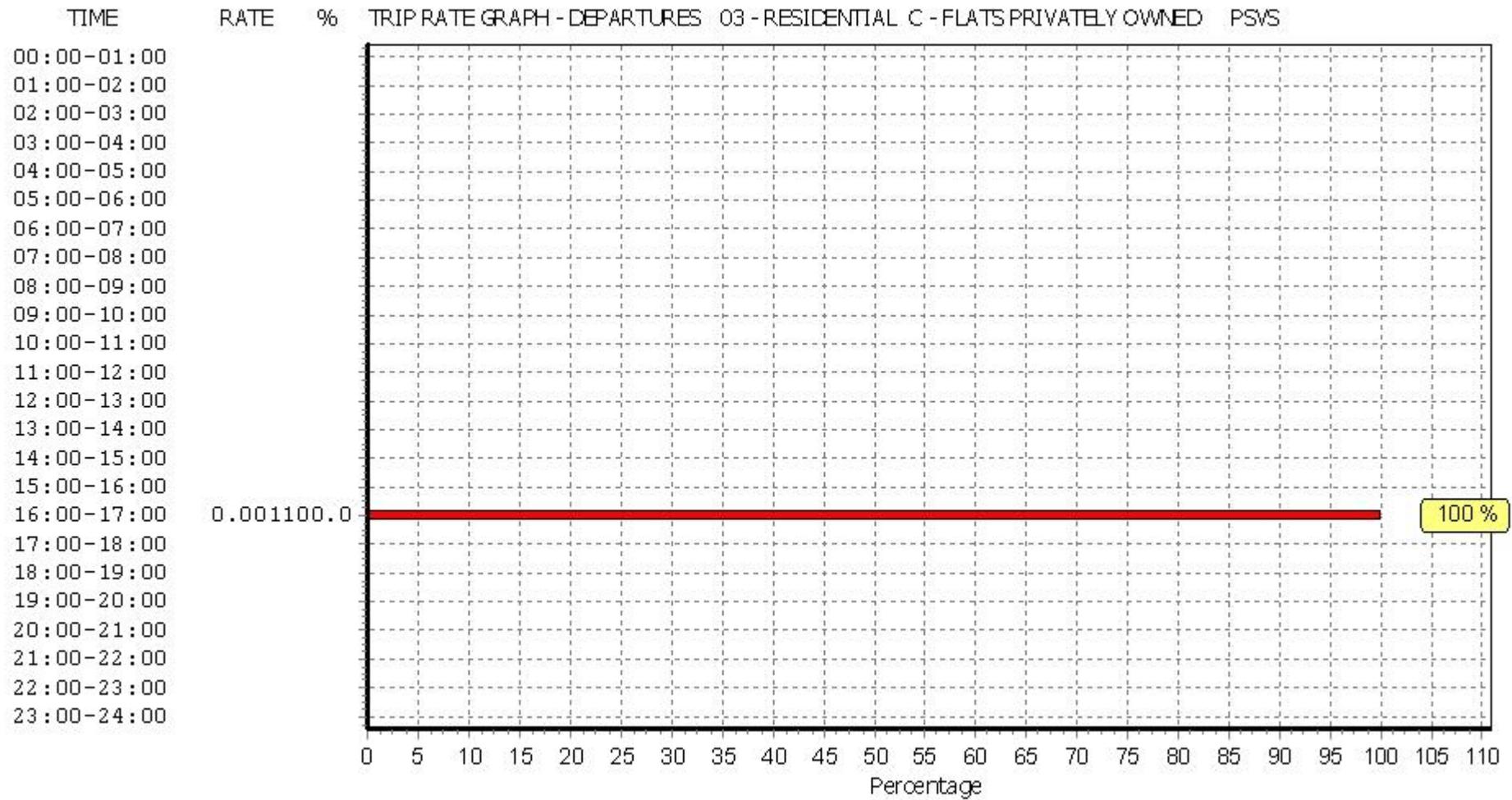
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
08:00 - 09:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
09:00 - 10:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
10:00 - 11:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
11:00 - 12:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
12:00 - 13:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
13:00 - 14:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
14:00 - 15:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
15:00 - 16:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
16:00 - 17:00	39	63	0.000	0.000	39	63	0.001	0.000	39	63	0.001	0.000
17:00 - 18:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
18:00 - 19:00	39	63	0.000	0.000	39	63	0.000	0.000	39	63	0.000	0.000
19:00 - 20:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
20:00 - 21:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.001	0.000			0.001	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.

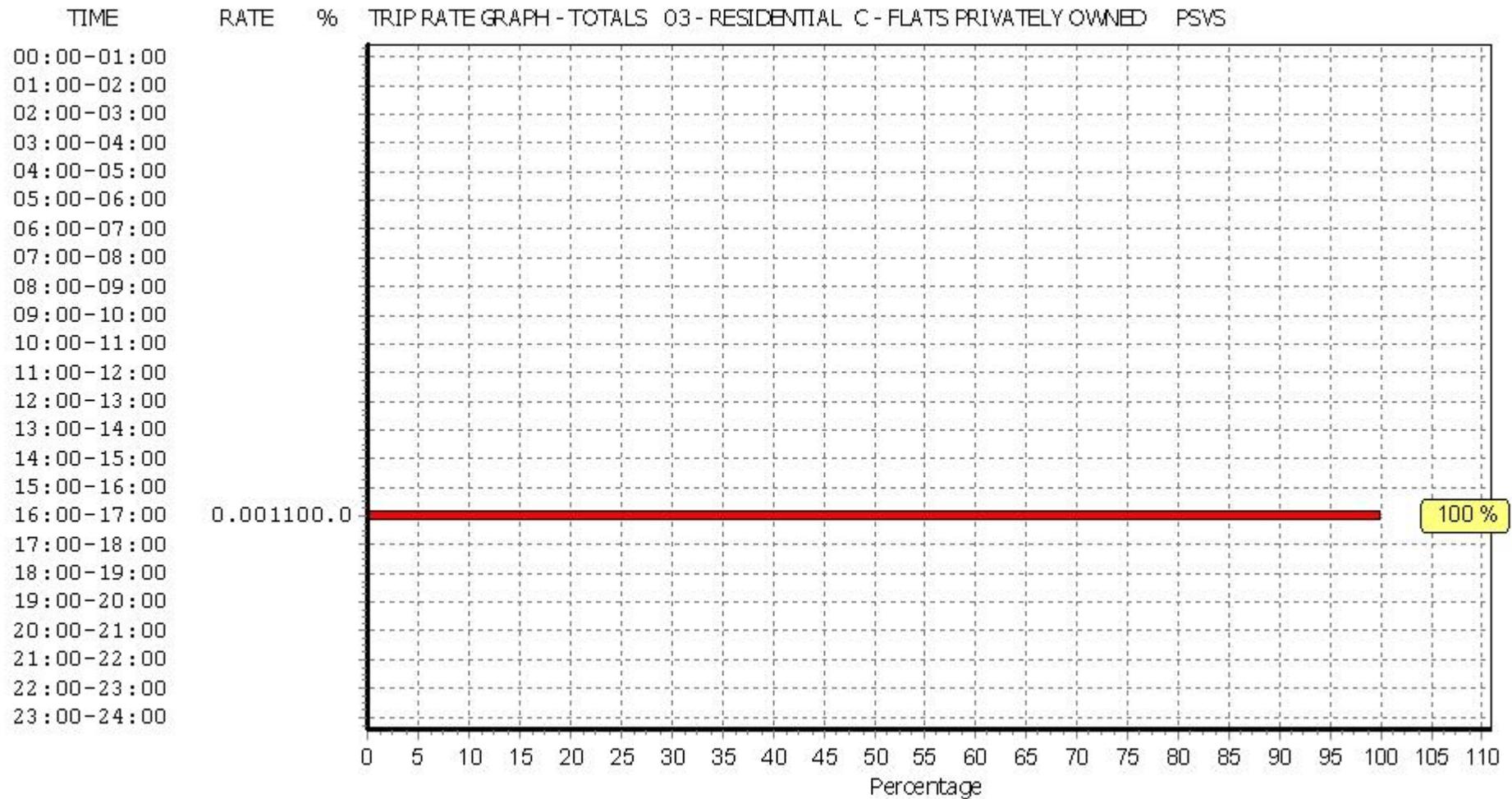
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
CYCLISTS

Calculation factor: 1 DWELLS

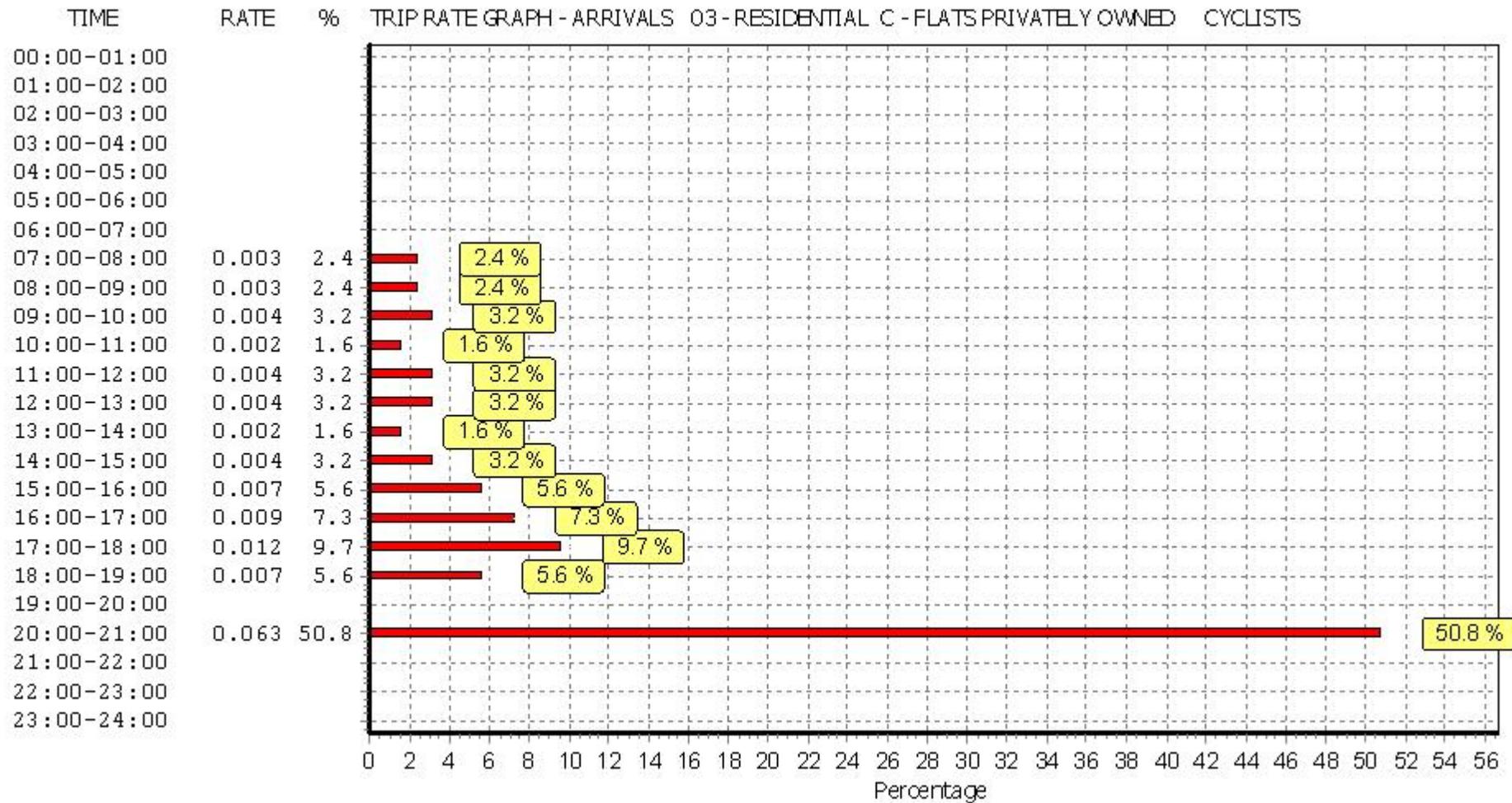
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

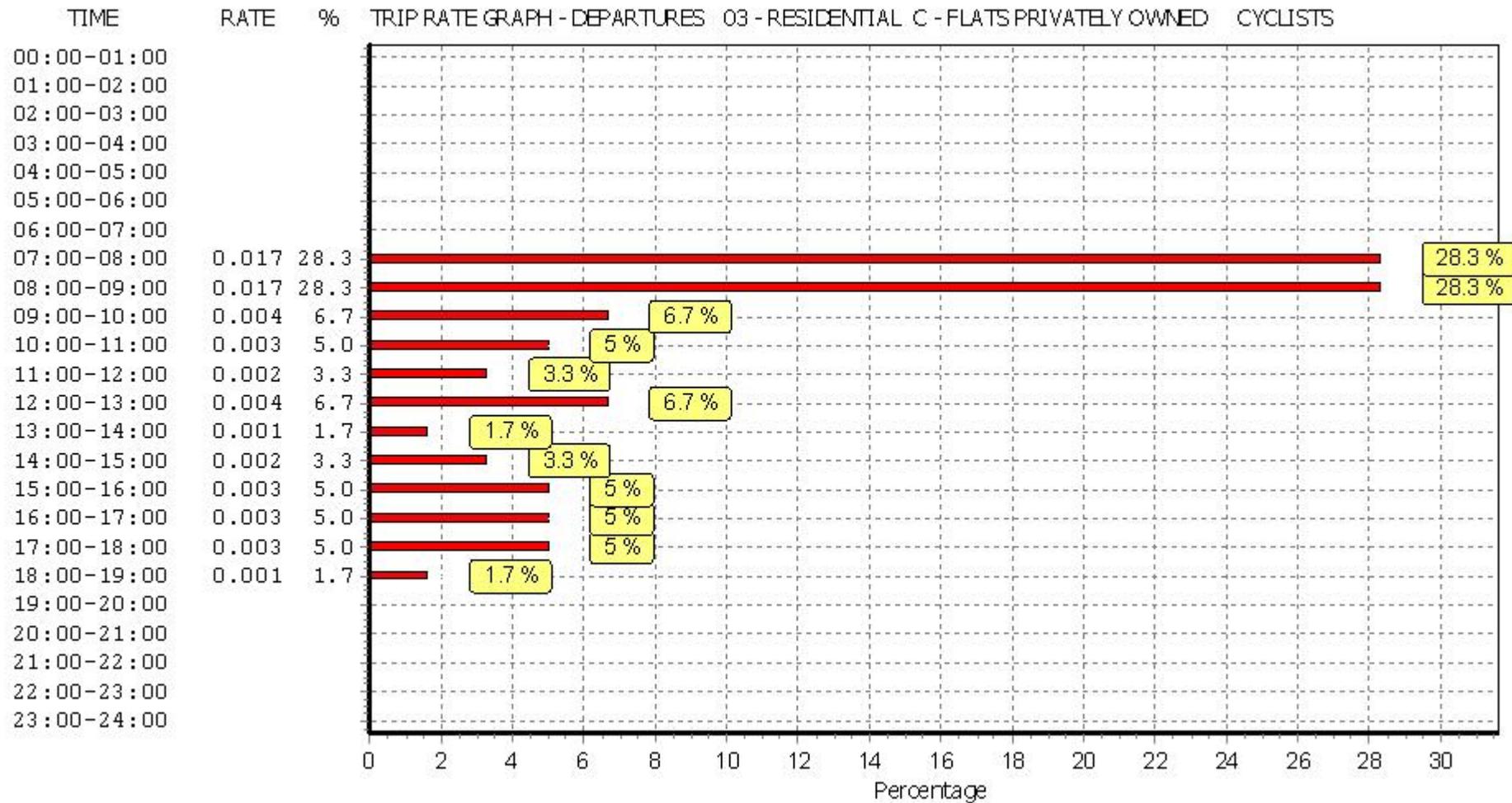
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	63	0.003	0.000	39	63	0.017	0.000	39	63	0.020	0.000
08:00 - 09:00	39	63	0.003	0.000	39	63	0.017	0.000	39	63	0.020	0.000
09:00 - 10:00	39	63	0.004	0.000	39	63	0.004	0.000	39	63	0.008	0.000
10:00 - 11:00	39	63	0.002	0.000	39	63	0.003	0.000	39	63	0.005	0.000
11:00 - 12:00	39	63	0.004	0.000	39	63	0.002	0.000	39	63	0.006	0.000
12:00 - 13:00	39	63	0.004	0.000	39	63	0.004	0.000	39	63	0.008	0.000
13:00 - 14:00	39	63	0.002	0.000	39	63	0.001	0.000	39	63	0.003	0.000
14:00 - 15:00	39	63	0.004	0.000	39	63	0.002	0.000	39	63	0.006	0.000
15:00 - 16:00	39	63	0.007	0.000	39	63	0.003	0.000	39	63	0.010	0.000
16:00 - 17:00	39	63	0.009	0.000	39	63	0.003	0.000	39	63	0.012	0.000
17:00 - 18:00	39	63	0.012	0.000	39	63	0.003	0.000	39	63	0.015	0.000
18:00 - 19:00	39	63	0.007	0.000	39	63	0.001	0.000	39	63	0.008	0.000
19:00 - 20:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
20:00 - 21:00	3	16	0.063	0.000	3	16	0.000	0.000	3	16	0.062	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.123	0.000			0.060	0.000			0.183	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.

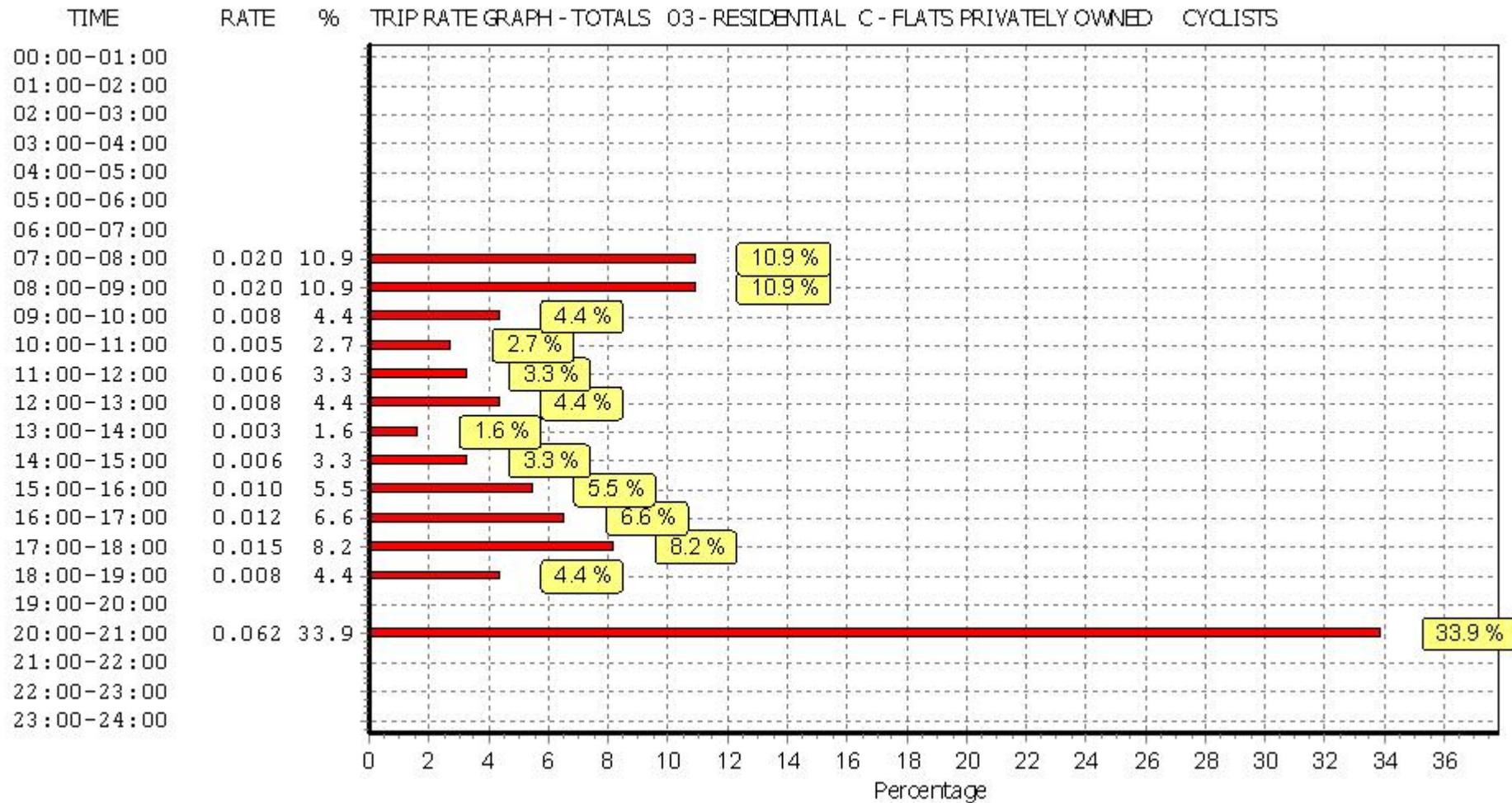
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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