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**Transvaal Terrace / Carlinghow Hill
Batley**

Transport Statement

Final Report for:

Fernbrook Associates Ltd

September 2019

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CONTENTS

1.0	INTRODUCTION	3
1.1	Introduction	3
1.2	Scope	4
2.0	SITE DESCRIPTION AND EXISTING CONDITIONS	5
2.1	Site Description	5
2.2	Accident Analysis	6
3.0	DEVELOPMENT PROPOSALS.....	7
3.1	Proposed Development	7
3.2	Access and Servicing	8
4.0	TRANSPORT POLICY AND SUSTAINABLE ACCESSIBILITY	10
4.1	National Planning Policy Framework [NPPF] 2019	10
4.2	Access by Bus	11
4.3	Access on Foot	11
4.4	Access by Cycle	13
4.5	Conclusions	13
5.0	TRAFFIC IMPACT	14
5.1	Introduction	14
5.2	Development Trips.....	14
6.0	SUMMARY AND CONCLUSION	15
6.1	Summary	15
6.2	Conclusion	15

APPENDICES

APPENDIX A – PROPOSED SITE LAYOUT

APPENDIX B – PROPOSED SITE ACCESS

APPENDIX C – TRICS DATA

1.0 INTRODUCTION

1.1 Introduction

1.1.1 Cora IHT have been instructed by Fernbrook Associates Ltd. to prepare a Transport Statement [TS] to support proposals for a residential development for 20 houses and 20 apartments on land and premises (former Batley & District Cottage Hospital) at Transvaal Terrace / Carlinghow Hill, Batley, WF17 0AA.

1.1.2 **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



1.1.3 This TS has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2 Scope

1.2.1 Following this brief introduction:

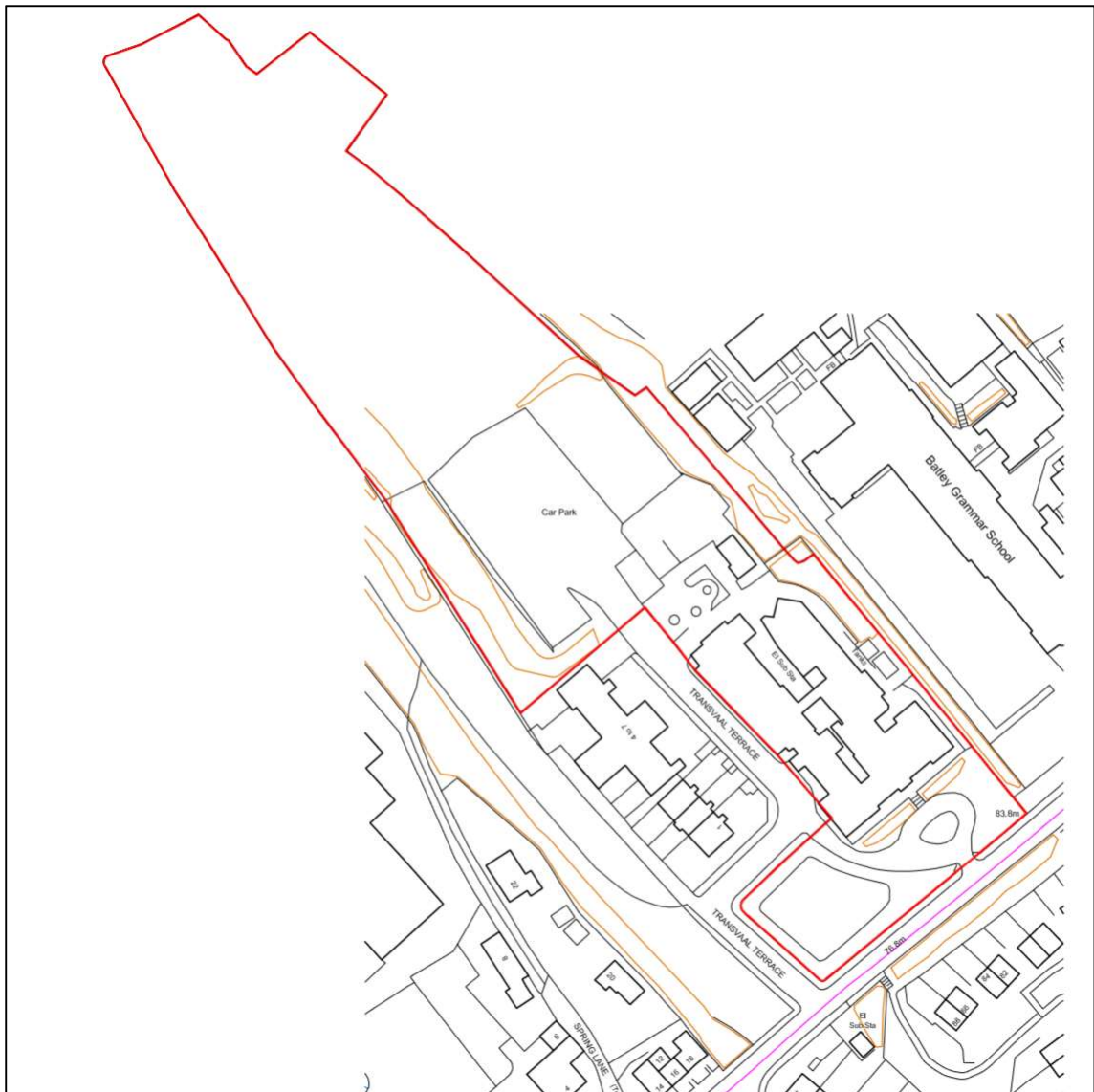
- Section 2 describes the site location and provides a review of the existing highway network;
- Section 3 then describes the development proposals;
- Section 4 reviews the site accessibility by way of non-car modes.
- Section 5 provides an assessment of the traffic impact associated with the proposed development; and
- The summary and conclusion are set out in Section 6.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The site is predominantly ‘previously developed land’ comprising a range of now vacant former hospital buildings.
- 2.1.2 The site is located to the north east of Transvaal Terrace and has a vehicular access from Carlinghow Hill.
- 2.1.3 The site is located about 1km to the north west of the centre of Batley.
- 2.1.4 Permission was granted in 2014 for the change of use of the building from the nursing home to a school (LPA ref. 2012/62/91697/E).
- 2.1.5 **Figures 2.1** shows the red line boundary plan.

Figure 2.1: Red Line Boundary Plan

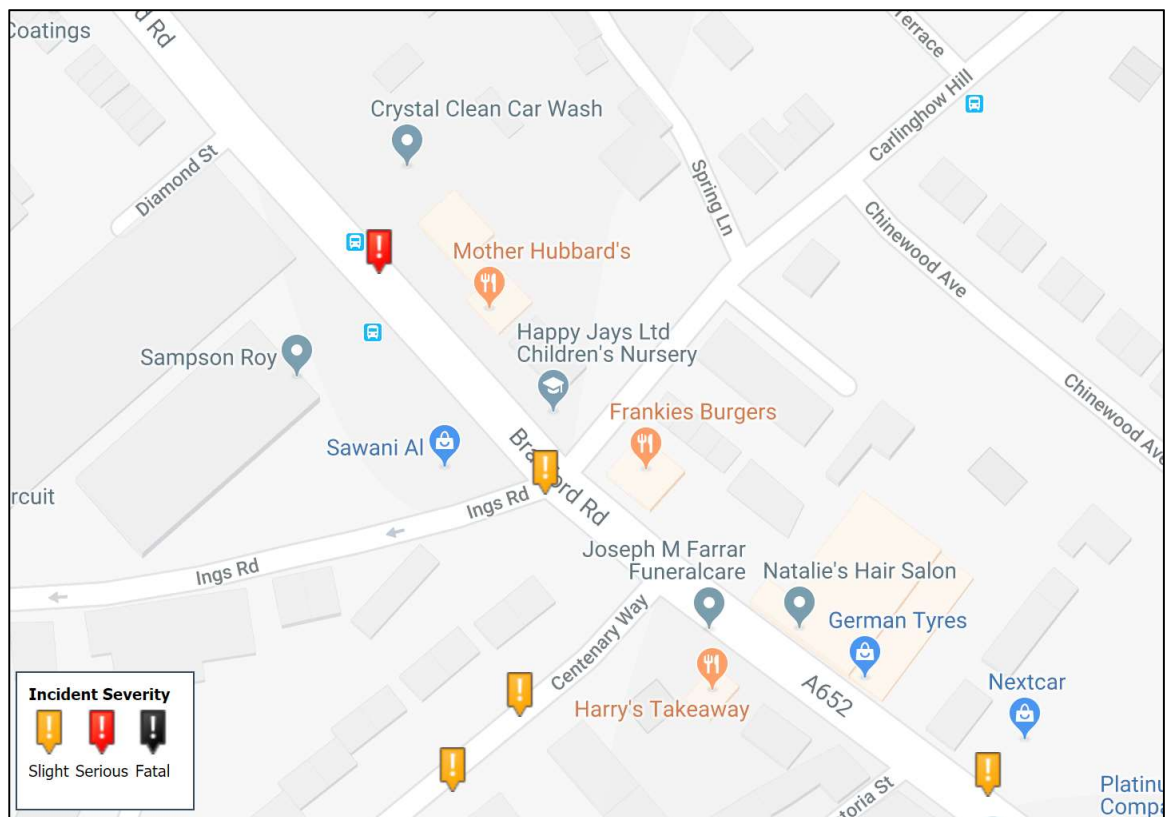


- 2.1.6 Carlinghow Hill forms a priority junction with Bradford Road to the southwest. It is a two-way single carriageway of approximately 6.0 metres in width with footways on both sides leading from the Bradford Road to the site.
- 2.1.7 The access to the main site is gained via Transvaal Terrace which forms a priority junction with Carlinghow Hill. Transvaal Terrace provides access to the site and 3 other properties. The carriageway is approximately 5.5m wide with footways along the majority of the route.

2.2 Accident Analysis

- 2.2.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2014-2018. **Figure 2.2** shows an extract of the accident plot.

Figure 2.2: Crashmap Accident Plan



- 2.2.2 As shown in the plan above, there has been no accidents along the frontage of the site within the last 5 years with 1 slight accident at the Bradford Road / Carlinghow Hill junction
- 2.2.3 It is concluded that the recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems, therefore, further detailed analysis is not required.

3.0 DEVELOPMENT PROPOSALS

3.1 *Proposed Development*

3.1.1 The development proposals are for a residential development for 20 houses and 20 apartments.

3.1.2 **Figure 3.1** provides the site layout. **Appendix A** provides the full drawing.

Figure 3.1: Proposed Site Layout

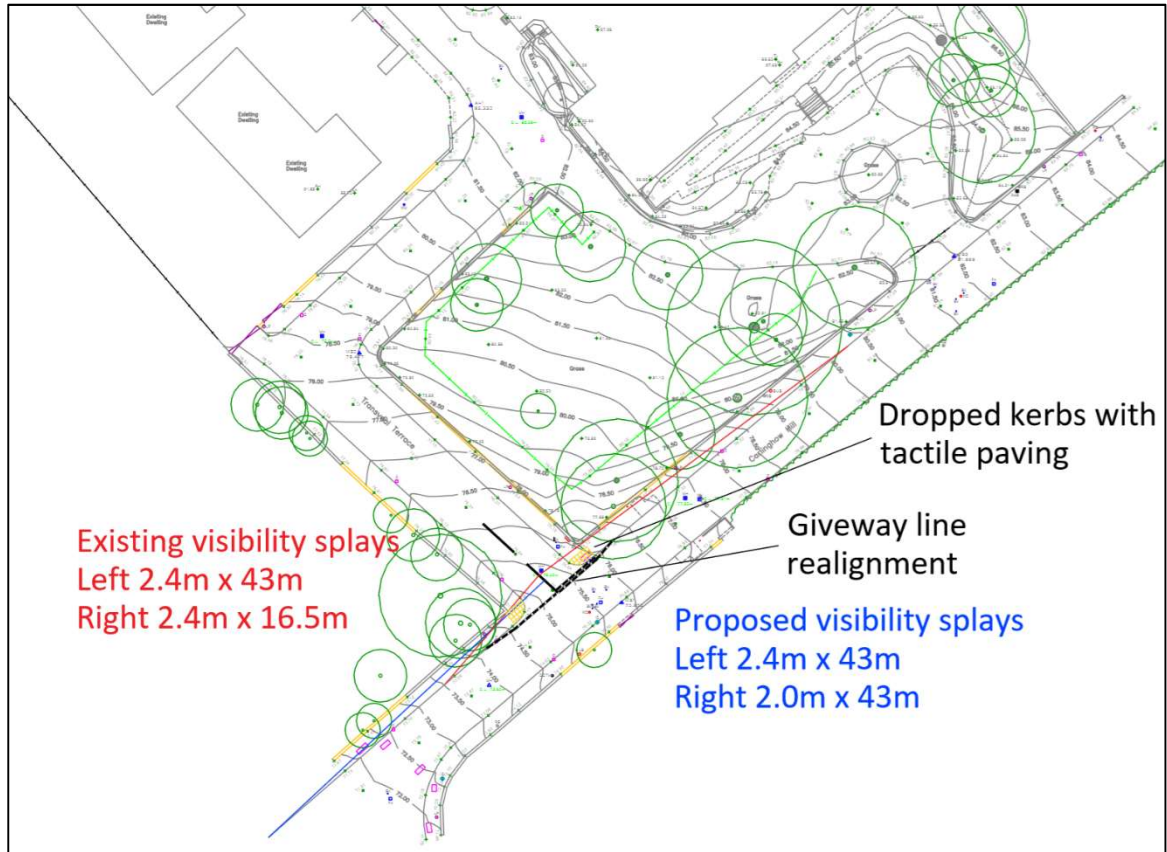


3.1.3 There will be car parking for 2 cars per housing unit whilst the apartments will provide 21 spaces.

3.2 Access and Servicing

- 3.2.1 Access to the site is proposed off Carlinghow Hill which incorporates a 6.0m carriageway, with footways on both sides of the road. The junction is to be improved to achieve 2.4m x 43m visibility splays in both directions and dropped kerbs with tactile paving as shown in **Figure 3.2**. **Appendix B** provides the full drawing.

Figure 3.2: Transvaal Terrace/Carlinghow Hill Improvement



- 3.2.2 There is a full turning head towards the rear of the housing site which would allow service vehicles to turnaround. **Figure 3.3**. shows the tracking for a 10m rigid vehicle.
- 3.2.3 A designated servicing area is provided for the apartment building. **Figure 3.4**. shows the tracking for a 10m rigid vehicle.

Figure 3.3: Housing Turning Head Tracking

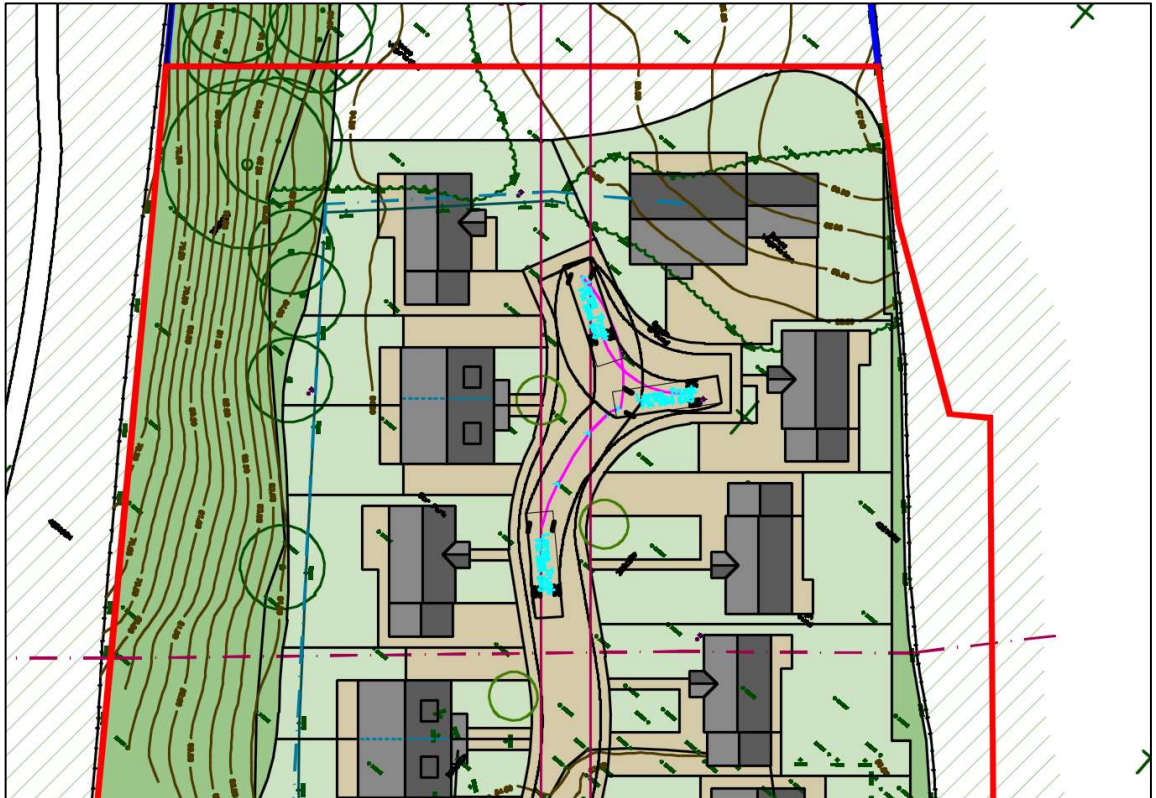
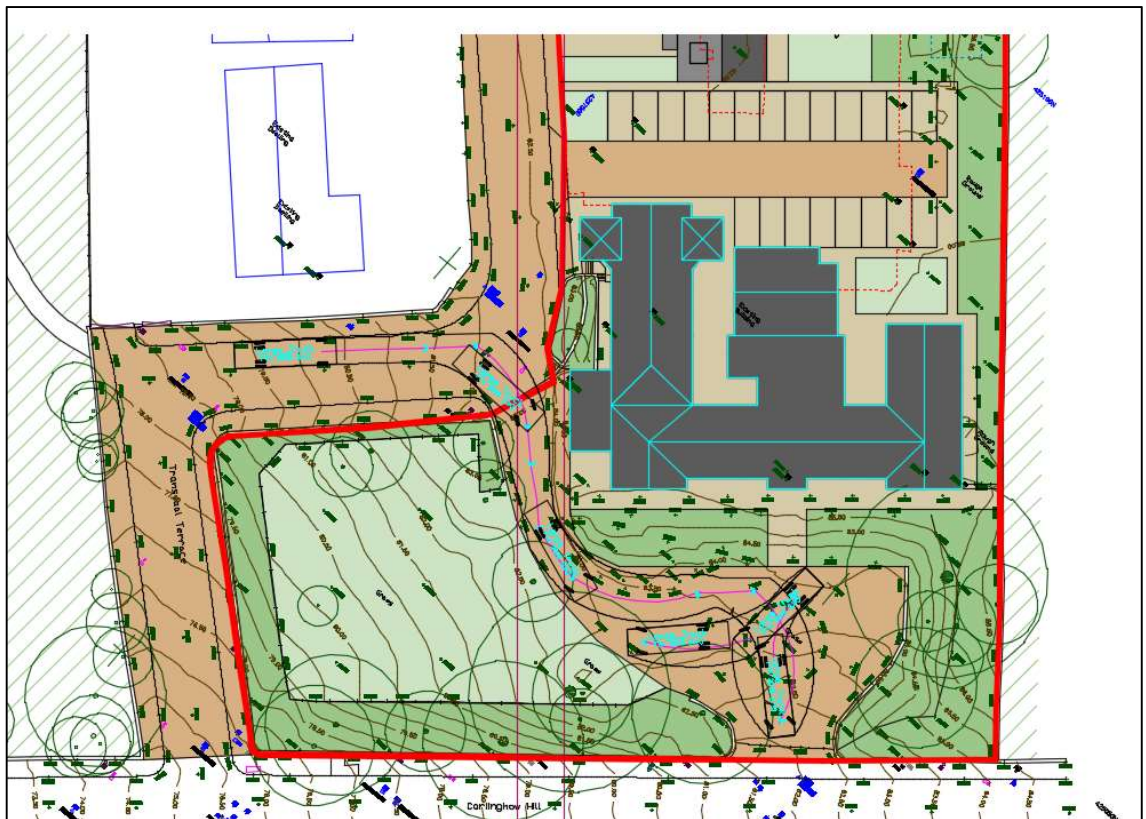


Figure 3.4: Apartment Servicing Area Tracking



4.0 TRANSPORT POLICY AND SUSTAINABLE ACCESSIBILITY

4.1 *National Planning Policy Framework [NPPF] 2019*

- 4.1.1 The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced.
- 4.1.2 Paragraph 102 sets out the transport issues which should be addressed within Development Plans and decisions so that:
- The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 4.1.3 Paragraph 103 of Chapter 9 ‘Promoting sustainable transport’ states: “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health”.
- 4.1.4 Whilst considering sites for specific development proposals, paragraph 108 outlines that it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.1.5 Paragraph 109 states 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 severe”.
- 4.1.6 Within this context Paragraph 110 finds that applications for development should:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
-

- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.

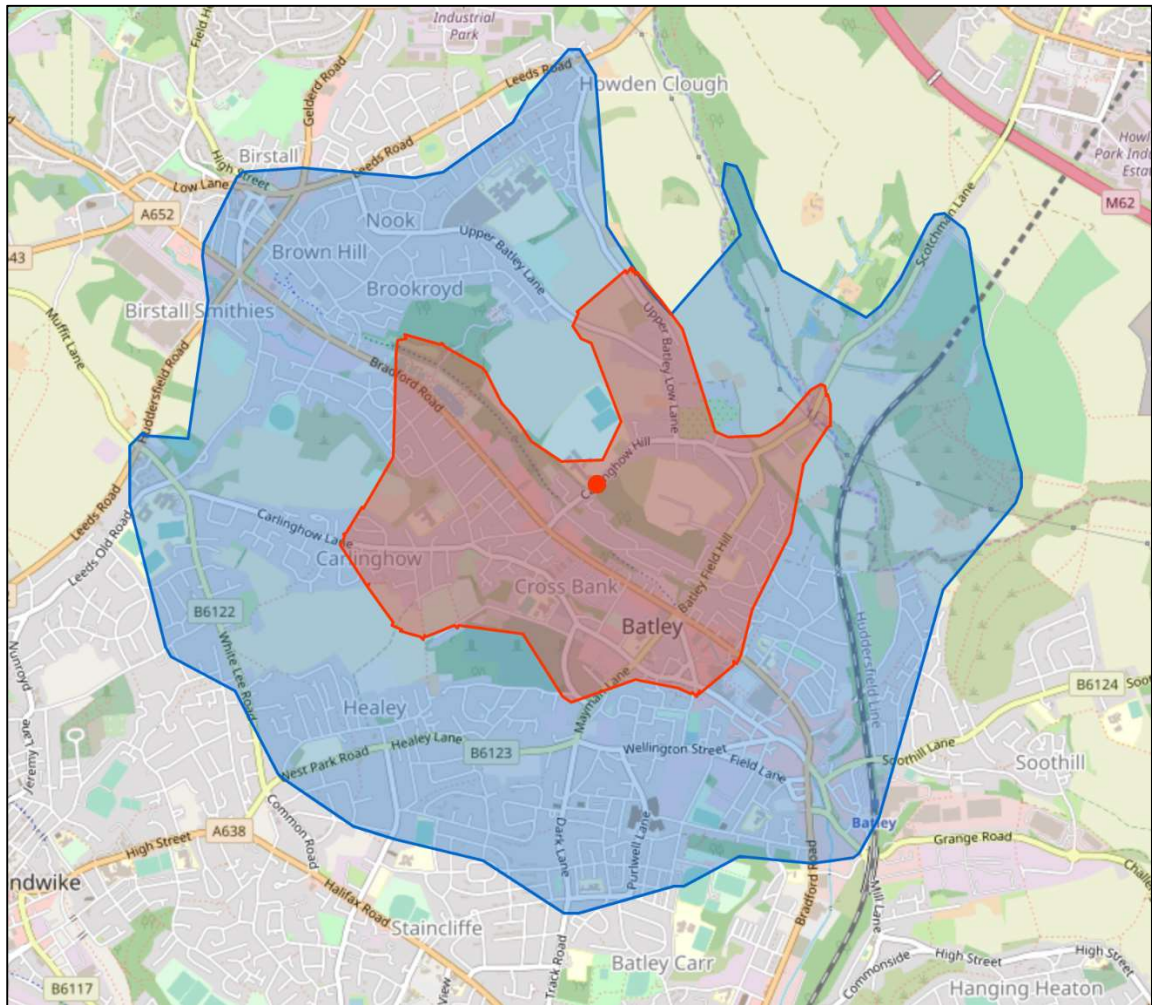
4.2 Access by Bus

- 4.2.1 The ability to readily access wider major destinations by bus provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work and consumer trips) and, as such, promotes the aim of reducing car travel.
- 4.2.2 The nearest bus stops are located directly off Carlinghow Hill opposite the Transvaal Terrace junction which provides access to the 281 bus service. Further bus stops are located on Bradford Road which are within 400m walking distance.
- 4.2.3 The Birstall Shopping Park (281) and Bradford (283) to Dewsbury via Birstall and Batley provides frequent bus travel (up to 4 services per hour in each direction) to and from the site.

4.3 Access on Foot

- 4.3.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m.
- 4.3.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1,000m and the preferred maximum is 2,000m. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 4.3.3 There are footways on Carlinghow Hill which then link to the Carlinghow Hill / Bradford Road junction which provides a safe and convenient walking environment.
- 4.3.4 **Figure 4.1** presents the 1km / 2km isochrones from the site, which illustrates the areas which lie within a reasonable walking distance.

Figure 4.1: 1km / 2km Isochrone

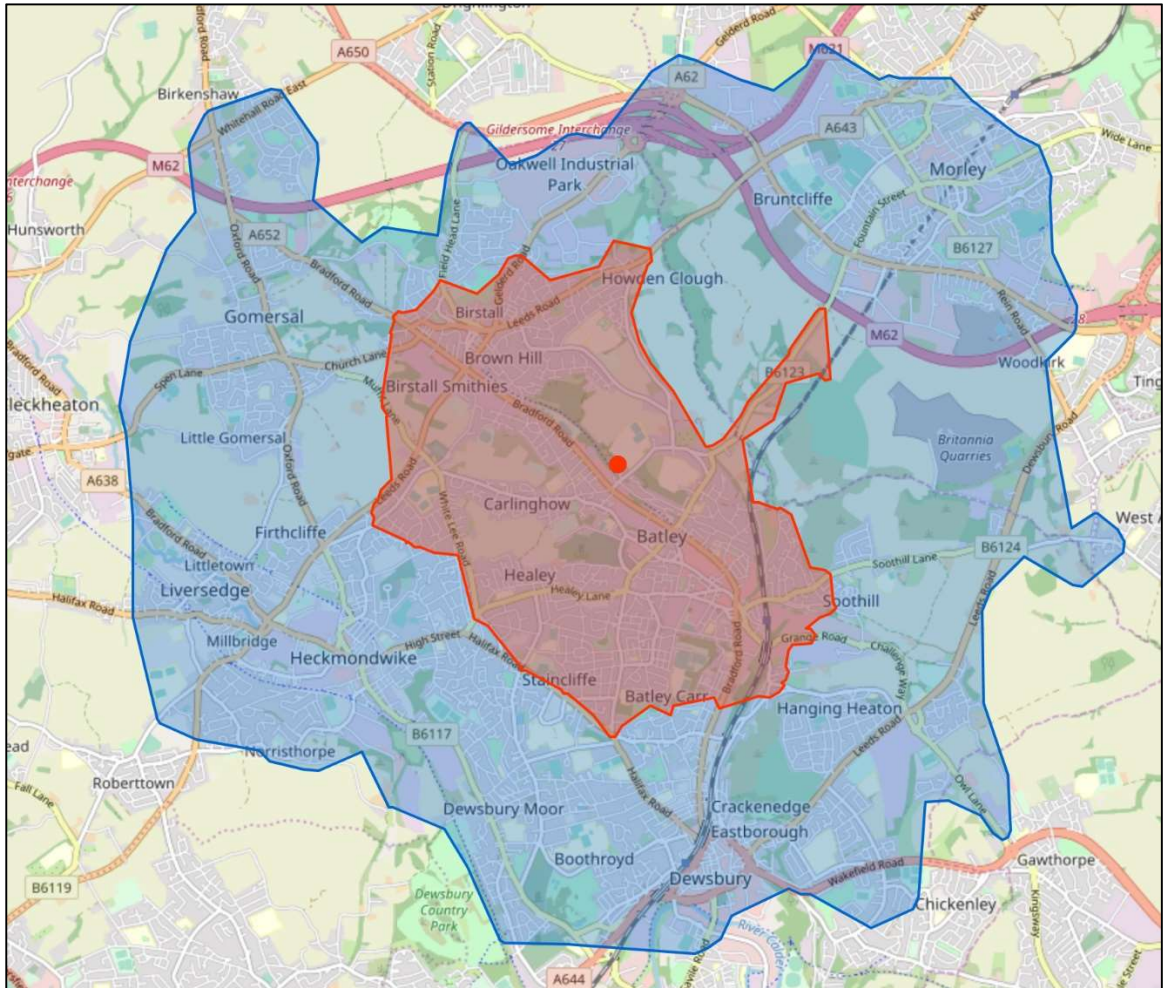


4.3.5 As can be seen from **Figure 4.1**, the majority of Batley is accessible within 2km of the site.

4.4 Access by Cycle

- 4.4.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length.
- 4.4.2 **Figure 4.2** presents the 2.5km / 5km isochrones from the site, which illustrates the areas which lie within a reasonable cycling distance.

Figure 4.2: 2.5km / 5km Isochrone



4.5 Conclusions

- 4.5.1 In summary, the proposed development site is located in an accessible location within Batley, and is well located to make use of the existing public transport links and pedestrian / cycle routes.

5.0 TRAFFIC IMPACT

5.1 Introduction

- 5.1.1 This section of the report considers the traffic impact of the proposed development on the local highway network. The primary aim is to provide an assessment of the development traffic which will be generated by the proposed residential development, and the impact it will have on the local highway network.

5.2 Development Trips

- 5.2.1 To identify the trip generation associated with the proposed development, the TRICS database has been utilised under the category “mixed private housing (flats and houses). **Table 5.1** summarises the trip rates and generations associated with the proposed residential use at the site. The TRICS outputs are provided in **Appendix C**.

Table 5.1: Proposed Trip Rates and Generation

40 Units	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.106	0.260	0.366	0.259	0.138	0.397
Proposed Trips	4	10	15	10	6	16

- 5.2.2 **Table 5.2** shows the increases in trips for the proposed development when assessed against the extant school use.

Table 5.2: Trip Comparison

	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Extant School Trips	12	6	18	9	11	20
Proposed Resi Trips	4	10	15	10	6	16
Difference	-8	+4	-4	+1	-5	-4

- 5.2.3 **Table 5.3** shows that there would only be a reduction in traffic as a result of the proposed development.
- 5.2.4 As the site has previously been acceptable from a traffic and highways perspective, the reduction in traffic, therefore, would not have an impact on the operation of the highway network.

6.0 SUMMARY AND CONCLUSION

6.1 Summary

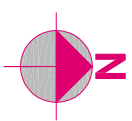
- 6.1.1 Cora IHT have been instructed by Fernbrook Associates Ltd. to prepare a Transport Statement [TS] to support proposals for a residential development for 20 houses and 20 apartments on land and premises (former Batley & District Cottage Hospital) at Transvaal Terrace / Carlinghow Hill, Batley, WF17 0AA.
- 6.1.2 Permission was granted in 2014 for the change of use of the building from the nursing home to a school (LPA ref. 2012/62/91697/E).
- 6.1.3 Access to the site is proposed off Carlinghow Hill which incorporates a 6.0m carriageway, with footways on both sides of the road. The junction is to be improved to achieve 2.4m x 43m visibility splays in both directions and dropped kerbs with tactile paving.
- 6.1.4 There will be car parking for 2 cars per housing unit whilst the apartments will provide 21 spaces.
- 6.1.5 The proposed development site is located in an accessible location within Batley and is well located to make use of the existing public transport links and pedestrian / cycle routes. The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.
- 6.1.6 The trip analysis shows that there would only be a reduction in traffic as a result of the proposed development.
- 6.1.7 As the site has previously been accepted for various developments from a traffic and highways perspective, the reduction in traffic, therefore, would not have an impact on the operation of the highway network.

6.2 Conclusion

- 6.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

APPENDIX A – PROPOSED SITE LAYOUT



Key:

- Extent of greenbelt
- Extent of previously developed land within greenbelt
- Demolition
- Soft Landscaping
- Grass
- Hard Landscaping

SCHEDULE:

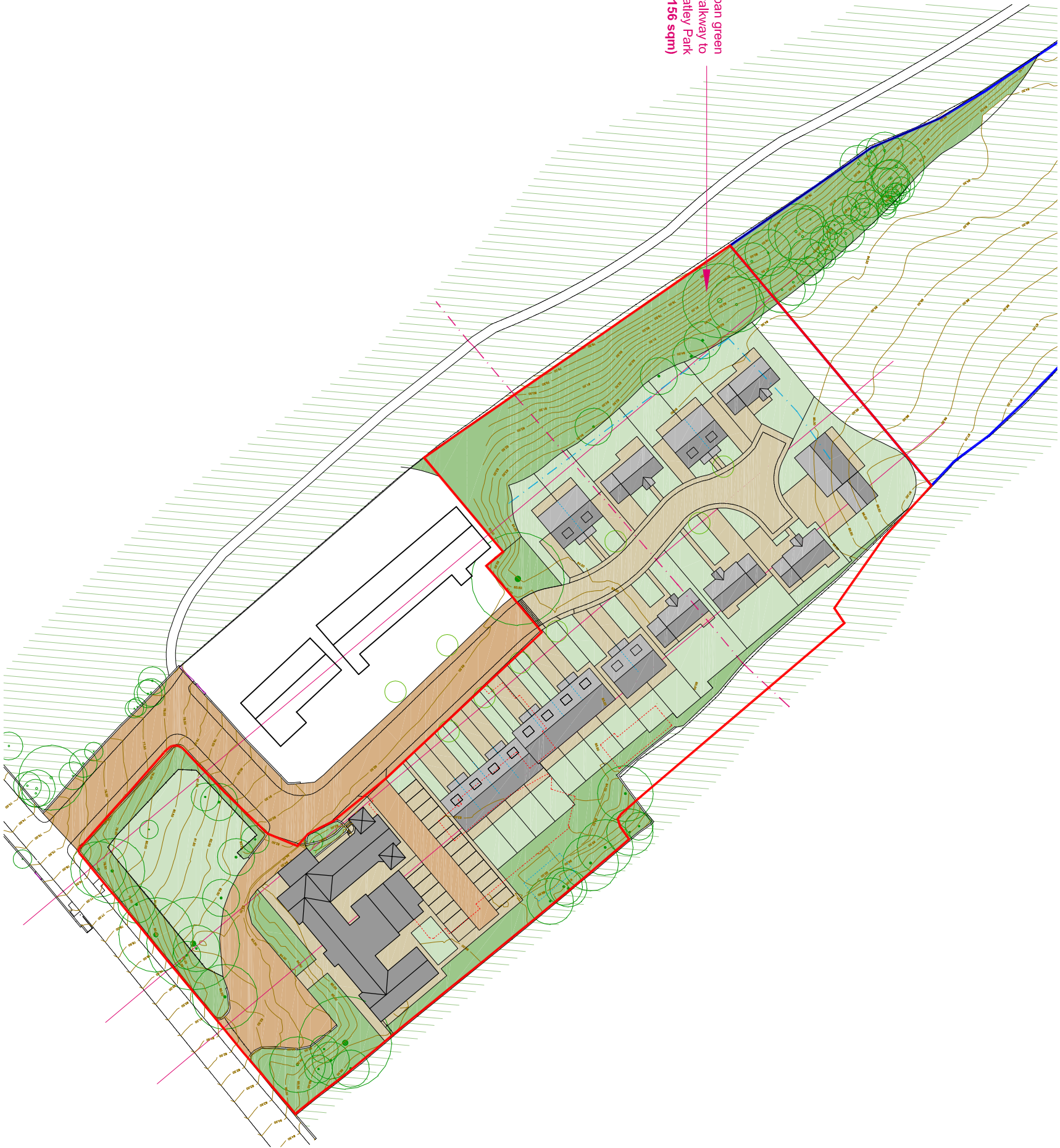
- Houses
- Detached Units - 6
 - Semi-Detached Units - 6
 - Town Houses - 8
 - Total - 20

- Flats
- 1 Bed - 9
 - 2 Bed - 6
 - 3 Bed - 5
 - Total - 20

No. of units in GB (brownfield) - 7
No. of units outside GB (brownfield) - 13+20=33

Total site area - 1.88 Ha (18786 sqm)

Existing GIA - 4062sqm
GIA lost to demolition - 2187 sqm
GIA retained as flats- 1875 sqm



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w: www.kufic.co.uk

DRAWN BY: HD STAGE: DESIGN DATE: 05/08/19

LOCATION: CARLINGHOW HILL, BATLEY

TITLE: RESIDENTIAL DEVELOPMENT

DESCRIPTION: SITE PLAN

REF:

18007-D02-A

PROPOSED SITE PLAN
SCALE 1:1000 @ A3

APPENDIX B – PROPOSED SITE ACCESS



Existing visibility splays
Left 2.4m x 43m
Right 2.4m x 16.5m

Proposed visibility splays
Left 2.4m x 43m
Right 2.0m x 43m

Dropped kerbs with
tactile paving

Giveway line
realignment

Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By
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Client
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Project
Transvaal Terrace/Carlinghow Hill, Batley

Title
Proposed Site Access Improvement

Drawing Status

Job No. **16-1113**

Drawn LB	Checked TC	Scale at A3 1:500	Date 20/08/19	Issue Date -
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Drawing No. 002	-
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APPENDIX C – TRICS DATA

Calculation Reference: AUDIT-662801-190820-0816

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	3 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	2 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: 15 to 100 (units:)
 Range Selected by User: 15 to 100 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 11/07/18

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	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	12 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	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	3
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:

Industrial Zone	1
Residential Zone	10
Village	1

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 12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	5 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	4 days
1.6 to 2.0	2 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	11 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	12 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-K-01	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	WEASANHAM LANE		
	WISBECH		
	FENLAND		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	100	
	Survey date: MONDAY	07/09/15	Survey Type: MANUAL
2	CA-03-K-02	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	ALDERMANS DRIVE		
	PETERBOROUGH		
	Town Centre		
	Residential Zone		
	Total Number of dwellings:	40	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	CA-03-K-04	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	FORDHAM ROAD		
	SOHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	65	
	Survey date: WEDNESDAY	11/07/18	Survey Type: MANUAL
4	CB-03-K-01	FLATS & TERRACED	CUMBRIA
	BRIDGE LANE		
	CARLISLE		
	Edge of Town		
	Industrial Zone		
	Total Number of dwellings:	66	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
5	CB-03-K-02	SEMI-DETACHED & FLATS	CUMBRIA
	NATLAND ROAD		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
6	DV-03-K-01	MIXED HOUSES & FLATS	DEVON
	ROYAL WAY		
	STARCROSS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	15	
	Survey date: MONDAY	17/07/17	Survey Type: MANUAL
7	ES-03-K-01	MIXED HOUSES & FLATS	EAST SUSSEX
	LEWES ROAD		
	UCKFIELD		
	RIDGEWOOD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	64	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
8	GM-03-K-02	SEMI DET. & FLATS	GREATER MANCHESTER
	ABRAM CLOSE		
	MANCHESTER		
	FALLOWFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: TUESDAY	11/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-K-06 ROMSEY ROAD SOUTHAMPTON MAYBUSH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: THURSDAY	HOUSES & FLATS 91 02/10/14	HAMPSHIRE Survey Type: MANUAL
10	NE-03-K-01 LADYSMITH ROAD CLEETHORPES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY	BLOCK OF FLATS 67 06/05/14	NORTH EAST LINCOLNSHIRE Survey Type: MANUAL
11	NY-03-K-02 HORSEFAIR BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: Survey date: MONDAY	MIXED HOUSING 19 10/10/11	NORTH YORKSHIRE Survey Type: MANUAL
12	ST-03-K-03 CLAREMONT ROAD WOLVERHAMPTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: FRIDAY	MIXED HOUSING & FLATS 28 09/05/14	STAFFORDSHIRE Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	12	50	0.066	12	50	0.212	12	50	0.278
08:00 - 09:00	12	50	0.106	12	50	0.260	12	50	0.366
09:00 - 10:00	12	50	0.093	12	50	0.114	12	50	0.207
10:00 - 11:00	12	50	0.123	12	50	0.123	12	50	0.246
11:00 - 12:00	12	50	0.123	12	50	0.114	12	50	0.237
12:00 - 13:00	12	50	0.139	12	50	0.146	12	50	0.285
13:00 - 14:00	12	50	0.143	12	50	0.118	12	50	0.261
14:00 - 15:00	12	50	0.108	12	50	0.161	12	50	0.269
15:00 - 16:00	12	50	0.196	12	50	0.143	12	50	0.339
16:00 - 17:00	12	50	0.181	12	50	0.138	12	50	0.319
17:00 - 18:00	12	50	0.259	12	50	0.138	12	50	0.397
18:00 - 19:00	12	50	0.206	12	50	0.129	12	50	0.335
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.743			1.796			3.539		

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:	15 - 100 (units:)
Survey date range:	01/01/11 - 11/07/18
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	50	0.000	12	50	0.000	12	50	0.000
08:00 - 09:00	12	50	0.005	12	50	0.005	12	50	0.010
09:00 - 10:00	12	50	0.013	12	50	0.013	12	50	0.026
10:00 - 11:00	12	50	0.005	12	50	0.005	12	50	0.010
11:00 - 12:00	12	50	0.007	12	50	0.008	12	50	0.015
12:00 - 13:00	12	50	0.005	12	50	0.003	12	50	0.008
13:00 - 14:00	12	50	0.003	12	50	0.005	12	50	0.008
14:00 - 15:00	12	50	0.005	12	50	0.003	12	50	0.008
15:00 - 16:00	12	50	0.005	12	50	0.003	12	50	0.008
16:00 - 17:00	12	50	0.005	12	50	0.005	12	50	0.010
17:00 - 18:00	12	50	0.007	12	50	0.008	12	50	0.015
18:00 - 19:00	12	50	0.008	12	50	0.008	12	50	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.066			0.134

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	12	50	0.002	12	50	0.003	12	50	0.005
08:00 - 09:00	12	50	0.003	12	50	0.000	12	50	0.003
09:00 - 10:00	12	50	0.002	12	50	0.005	12	50	0.007
10:00 - 11:00	12	50	0.005	12	50	0.003	12	50	0.008
11:00 - 12:00	12	50	0.002	12	50	0.003	12	50	0.005
12:00 - 13:00	12	50	0.003	12	50	0.000	12	50	0.003
13:00 - 14:00	12	50	0.005	12	50	0.003	12	50	0.008
14:00 - 15:00	12	50	0.003	12	50	0.007	12	50	0.010
15:00 - 16:00	12	50	0.000	12	50	0.000	12	50	0.000
16:00 - 17:00	12	50	0.000	12	50	0.000	12	50	0.000
17:00 - 18:00	12	50	0.000	12	50	0.000	12	50	0.000
18:00 - 19:00	12	50	0.000	12	50	0.000	12	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:			0.025			0.024			0.049

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	12	50	0.000	12	50	0.000	12	50	0.000
08:00 - 09:00	12	50	0.002	12	50	0.002	12	50	0.004
09:00 - 10:00	12	50	0.000	12	50	0.000	12	50	0.000
10:00 - 11:00	12	50	0.000	12	50	0.000	12	50	0.000
11:00 - 12:00	12	50	0.000	12	50	0.000	12	50	0.000
12:00 - 13:00	12	50	0.000	12	50	0.000	12	50	0.000
13:00 - 14:00	12	50	0.000	12	50	0.000	12	50	0.000
14:00 - 15:00	12	50	0.002	12	50	0.002	12	50	0.004
15:00 - 16:00	12	50	0.002	12	50	0.002	12	50	0.004
16:00 - 17:00	12	50	0.000	12	50	0.000	12	50	0.000
17:00 - 18:00	12	50	0.000	12	50	0.000	12	50	0.000
18:00 - 19:00	12	50	0.000	12	50	0.000	12	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:			0.006			0.006			0.012

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	12	50	0.005	12	50	0.020	12	50	0.025
08:00 - 09:00	12	50	0.002	12	50	0.018	12	50	0.020
09:00 - 10:00	12	50	0.002	12	50	0.007	12	50	0.009
10:00 - 11:00	12	50	0.002	12	50	0.010	12	50	0.012
11:00 - 12:00	12	50	0.005	12	50	0.000	12	50	0.005
12:00 - 13:00	12	50	0.005	12	50	0.005	12	50	0.010
13:00 - 14:00	12	50	0.007	12	50	0.003	12	50	0.010
14:00 - 15:00	12	50	0.008	12	50	0.005	12	50	0.013
15:00 - 16:00	12	50	0.012	12	50	0.010	12	50	0.022
16:00 - 17:00	12	50	0.008	12	50	0.010	12	50	0.018
17:00 - 18:00	12	50	0.012	12	50	0.005	12	50	0.017
18:00 - 19:00	12	50	0.015	12	50	0.003	12	50	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.096			0.179

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.