



CBO
TRANSPORT

Project: Proposed Mill 5 Replacement Development
Parkwood Mills, Stoney Lane, Longwood, Huddersfield

Client: P J Livesey Living Space (North) Ltd

Document: Transport Note



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1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by P J Livesey Living Space (North) Ltd to undertake an assessment of the transport matters associated with a proposed replacement of Mill 5 at the Parkwood Mills development, Stoney Lane, Longwood, Huddersfield. This Transport Note represents a culmination of this work and is submitted with the planning application for the scheme.
- 1.2 The Parkwood Mills development is located on the Longwood area to the west of Huddersfield and is bound by Grove Street, open space and Stoney Lane to the northeast, Parkwood Road to the northwest, residential properties to the southeast and open space to the southwest. The location of the development is shown in **Figure 1.1**.
- 1.3 The Parkwood Mills development, which was granted planning permission back in July 2006 (planning reference 2005/62/93391/W1), comprises the redevelopment of 7 former mills and 3 historic buildings, together with the delivery of a number of new structures, to provide a total of 194 residential dwellings. These dwellings largely comprise 1 and 2 bed apartments, along with a small number of 3 bed apartments and houses. These dwellings are to be served by a total of 275 parking spaces provided in a number of locations. A copy of the approved site plan is included at **Appendix A**.
- 1.4 Since the granting of planning permission, 4 of the Mills have been converted and sold, along with the new building structures. However, 3 of the Mills remain undeveloped.
- 1.5 One of the undeveloped Mills is Mill 5, which provided 21 dwellings in the consented scheme comprising a mix of 1 and 2 bed apartments. However, this is the least significant Mill in the complex, is structurally beyond repair and is currently only standing as it is held up by scaffolding. It is therefore proposed to demolish this Mill and construct 8 new houses in its place. Access to these 8 houses would be provided by the same, existing access from Stoney Lane that already serves part of the development and which would have served the 21 apartments in Mill 5.
- 1.6 Given that Mill 5 already has consent for residential use a part of the consented (and partially completed) development, it is considered that there is no requirement to consider the accessibility of Mill 5 by the sustainable modes. As a result, this note is limited to considering access to Mill 5, parking provision and changes to consented traffic flows.
- 1.7 The development is located in Longwood, with Kirklees Council [KC] being both the planning authority and the highway authority for the local roads in the vicinity of the development.

Scope of Note

- 1.8 In light of the above, the purpose of this report is to provide KC as the planning and highway authority with the necessary information to support the proposals and consider their transport implications. In order to provide this information, this report has been produced in 5 sections including this introduction.
- 1.9 Section 2 reviews the consented and proposed development of Mill 5.
- 1.10 Section 3 then considers access arrangements to, and parking provision at, Mill 5 under the revised proposals.
- 1.11 Section 4 goes on to provide details of the potential traffic generation associated with the consented apartments and proposed houses and considers the resultant traffic impact of the proposals.
- 1.12 The conclusions and recommendations of the note are included in Section 5.

2 Consented and Proposed Mill 5 Development

Consented Mill 5 Development

- 2.1 As set out in the introduction, Mill 5 has planning consent for 21 apartments. These apartments comprise:
- 13 No. 1 bed apartments; and
 - 8 No. 2 bed apartments.
- 2.2 Under the consented scheme, Mill 5 would have been accessed via an access from Stoney Lane. This access, which is now built and in use, also serves Mills 1, 2 and 3 and a number of other buildings, along with their 119 associated car parking spaces. At its junction with Stoney Lane, the access is circa 5.5 metres wide and joins Stoney Lane via 6 metre radii to both sides. There is also a footway on the northern side of the access which runs from Stoney Lane and into the development.
- 2.3 Once in the development, this access runs west for a distance of approximately 6 metres, where it is joined on its northern side by an access road to 34 parking spaces serving Mill 1 and a number of other buildings. West of this access, the access road continues southwest at a width of circa 4.5 metres and for a distance of approximately 25 metres, where it then heads northwest to access the 85 parking spaces serving Mills 2 and 3 southeast to the existing parking area to the rear of Mill 5.
- 2.4 All of the roads within the development are private and do not form part of the adopted highway.

Proposed Replacement Mill 5 Development

- 2.5 As set out in the introduction, Mill 5 is structurally beyond repair and is currently only standing as it is held up by scaffolding. It is therefore proposed to demolish this Mill and construct 8 new houses in its place. These would comprise:
- 4 No. 3 bed houses; and
 - 4 No. 4 bed houses.
- 2.6 As with the consented scheme, these proposed houses would be served by the access from Stoney Lane and the section of access running west then southwest to the 119 parking spaces serving Mills 1, 2 and 3 and a number of other buildings. The only change would therefore be around the internal access arrangements to the Mill 5 area itself, which instead of being accessed via the existing access to the rear of the area, would instead be accessed via a new access from the main internal access road. This alternative access arrangement is discussed in more detail in Section 3.
- 2.7 All of the roads within the development would continue to remain private under the proposed changes.
- 2.8 A copy of the proposed site layout for the replacement Mill 5 development is included at **Appendix B**.

3 Proposed Access Arrangements and Parking Provision

Proposed Access Arrangements

- 3.1 As set out in Section 2, it is proposed that the 8 houses that would form the replacement Mill 5 development would continue to be served by the access from Stoney Lane and the section of access running west then southwest to the 119 parking spaces serving Mills 1, 2 and 3 and a number of other buildings. The only change would therefore be around the internal access arrangements to the Mill 5 area itself, which instead of being accessed via the existing access to the rear of the area, would instead be accessed via a new access from the main internal access road.
- 3.2 As shown in the proposed site layout drawing at **Appendix B**, this access would effectively be a parking court serving the proposed 8 houses.
- 3.3 The access would be located approximately 20 metres into the development from the main internal access roads junction with Stoney Lane. It would be 6 metres wide over the first circa 20 metres and would join the main internal access road via 1 metre and 12 metre radii to the east and an 8.5 metre radius to the west. Approximately 25 metres from its junction with the main internal access road, the access would reduce to 3.7 metres in width where it would provide access to just 2 properties.

Servicing

- 3.4 The Kirklees Council "Kirklees Highway Design Guide" Supplementary Planning Document (dated November 2019) states at paragraph 6.9 that:

"Where practicable, highways should be designed to accommodate a refuse vehicle with the following dimensions:

Length = 11.85m

Width = 2.50m

Width when Loading = 4.10m

Height = 6.00m (including toploader arms)

Turning circle (wall to wall) = 22.07m

Turning circle (between kerbs) = 17.88m

Gross Vehicle Weight = 32 tonnes

Note: good practice should be followed when undertaking swept path analysis, including using appropriate design/ driven speeds and other parameters appropriate to the context of the analysis."

- 3.5 There is not a vehicle in the database that meets all of these dimensions. However, there is a vehicle that measures 11.997m in length and 2.5m in width, with a wall to wall turning circle of 24.0m and a kerb to kerb turning circle of 21.6m. These parameters exceed those listed above.
- 3.6 Based on this vehicle, **Figure 3.1** shows how a refuse vehicle could enter the development using the main internal access road, reverse into the parking area between the houses to collect the bins and then leave in a forward gear.

Emergency access

- 3.7 In addition to the above, **Figure 3.2** shows how a fire appliance could undertake the same manoeuvre to reach the proposed houses.

Summary

- 3.8 Taking account of the above and given the minimal change in traffic generation as a result of the proposals and the absence of a recorded highway safety issue as set out later in Section 4, the use of the existing access from Stoney Lane and the amended internal access arrangements are considered acceptable and appropriate from a design, safety and operational perspective.

Parking Provision

Parking standards

- 3.9 The Kirklees Council "Kirklees Highway Design Guide" Supplementary Planning Document (dated November 2019) states at paragraph 5.4 that:

“Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para.5.1), it is considered that new:

- 2 to 3 bedroom dwellings provide a minimum of two offstreet car parking spaces
- 4+ bedroom dwellings provide three off-street spaces.
- 1-2 bedroom apartments provide one space (3+ bed two spaces)

In most circumstances, one visitor space per 4 dwellings is considered appropriate. One cycle space per unit is recommended.”

Proposed car parking provision

- 3.10 Based on the above Supplementary Planning Document and the 8 houses proposed, a total of 20 spaces should be provided to serve these dwellings, plus 2 visitor spaces. The 18 spaces shown on the proposed site layout plan at **Appendix B**, which shows 2 spaces per dwelling plus 2 visitor spaces, are therefore 4 spaces short.
- 3.11 However, it is the case that the approved site plan included in **Appendix A** provides a total of 275 spaces to serve 194 dwellings. Based on these 194 dwellings comprising 130 No. 1 bed apartments, 48 No. 2 bed apartments, 5 No. 3 bed apartments and 11 houses, this provision exceeds the 259 spaces required based on the SPD by 16 spaces. The 4 space shortfall for the proposed houses is therefore provided elsewhere in the wider development, most likely in the 37 space external car park accessed off Grove Street.
- 3.12 More locally to the Mill 5 area, the consented site plan shows 24 internal spaces within Mills 2 and 3 and 61 external spaces to the rear of these buildings. With 2 of these spaces given over to one of the proposed houses in the Mill 5 area as shown in the proposed site layout plan at **Appendix B**, this equates to a total provision of 83 spaces in this area. Based on Mills 2 and 3 including 67 No. 1 bed apartments, 10 No. 2 bed apartments and 1 No. 3 bed apartment, and excluding visitor spaces, this provision exceeds the 79 spaces required based on the SPD by 4 spaces. It could therefore be that the 4 space shortfall for the proposed houses is available in this area, with any shortfall in visitor parking in this area then being required to use the 37 space external car park accessed off Grove Street.
- 3.13 In light of the above, it is considered that the parking provision included in the replacement Mill 5 development is sufficient and that, in the context of the wider development, it meets the requirements of the “Kirklees Highway Design Guide” Supplementary Planning Document.

Proposed cycle parking provision

- 3.14 With regard to cycle parking, it is proposed to provide 2 cycle parking spaces per dwelling through the inclusion of an outdoor store within the curtilage of each plot. This provision therefore meets the recommendations of the “Kirklees Highway Design Guide” Supplementary Planning Document.

4 Traffic Generation and Impact

General

- 4.1 As set out in the Introduction, Mill 5 has consent for 21 apartments. These apartments could therefore be delivered in Mill 5 without the need for planning permission.
- 4.2 In light of the above, it is appropriate to consider the traffic generations associated with the consented apartments and the proposed houses, together with the changes in traffic movement at the development as a result of the proposals.

Traffic Generation: Consented Apartments

- 4.3 The TRICS database has been interrogated for the sub land use of 'Flats privately owned' in order to determine the trip rates associated with the consented 21 apartments at Mill 5. To achieve a broad dataset and be comparable to the scheme, sites from London and Ireland have been removed and the sites chosen based on a 6 to 40 dwelling range and a parking space range of 1 to 2 spaces per dwelling. Multi modal sites have also been utilised. TRICS outputs for this interrogation are included in **Appendix C**.
- 4.4 Based on this methodology the resultant trip rates are shown below in Table 4.1, together with the traffic generation based on the consented 21 apartments. It should be noted that the trip rates and traffic generations set out in Table 3.1 below correspond to the typical 8:00 to 9:00 and 17:00 to 18:00 weekday morning and evening peaks associated with a residential use.

Table 4.1: Consented Apartments Trip Rates & Traffic Generation

	Weekday Morning Peak			Weekday Evening Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (per apart)	0.079	0.186	0.265	0.250	0.136	0.386
Traffic Generation	2	4	6	5	3	8

Traffic Generation: Proposed Houses

- 4.5 As set out in Section 2, the replacement Mill 5 development would include 8 dwellings, comprising a mix of 3 and 4 bed dwellings. The TRICS database has therefore been interrogated for the sub land use of 'houses privately owned' in order to determine the trip rates associated with these dwellings. To achieve a broad dataset and be comparable to the proposals, sites from London and Ireland have been removed and the sites chosen based on a 6 to 25 dwelling range, a beds per dwelling range of 3 to 4 beds and a parking space range of 2 to 3 spaces per dwelling. Multi modal sites have also been utilised. TRICS outputs for this interrogation are included in **Appendix C**.
- 4.6 Based on this methodology the resultant trip rates are shown below in Table 4.2, together with the traffic generation based on the proposed 8 houses. These trip rates and traffic generations again correspond to the typical 8:00 to 9:00 and 17:00 to 18:00 weekday morning and evening peaks associated with a residential use.

Table 4.2: Proposed Houses Trip Rates and Traffic Generation

	Weekday Morning Peak			Weekday Evening Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rates (per house)	0.229	0.486	0.715	0.429	0.229	0.658
Traffic Generation	2	4	6	3	2	5

Net Traffic Generation

- 4.7 Based on the information set out in Table 4.1 for the consented apartments and Table 4.2 for the proposed houses, Table 4.3 below sets out the net traffic generation in the Mill 5 area.

Table 4.3 Net Traffic Generation in Mill 5 Area of Development

Traffic Generation	Weekday Morning Peak			Weekday Evening Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Consented Apartments	2	4	6	5	3	8
Proposed Houses	2	4	6	3	2	5
Net Change	0	0	0	-2	-1	-3

4.8 As can be seen from the above table, the proposed houses would result in the same number of trips during the weekday morning peak as the consented apartments and three less trips during the weekday evening peak.

Traffic Impact

Personal injury accident record

- 4.9 Based on personal injury accident data that is freely available on internet for the five year period between 2017 and 2021, consideration has been given to the accident record at the Stoney Lane access to the development.
- 4.10 This data shows there have been no personal injury accidents recorded at the existing access to the development during the identified five year period.

Stoney Lane development access

- 4.11 It is evident from Table 4.3 that there is a negligible difference between the traffic flow associated with the proposed houses and those associated with the consented apartments. As set out above, it is also the case that there is no recorded highway safety issue at the existing development access from Stoney Lane.
- 4.12 In light of the above, it is considered that the existing development access from Stoney Lane is appropriate from a design, safety and operational perspective and that it could safely accommodate the proposals.

Wider network

- 4.13 Away from this access, the identified traffic flows associated with the proposed houses would have the same, or lesser, impact on the operation of the local highway network as the consented apartments. Furthermore and even making no allowance for the consented apartments, it is the case that any impact associated with the proposed houses could not be considered severe.

5 Conclusions and Recommendations

Conclusions

5.1 Based on the findings of this report it is concluded that:

- Given that Mill 5 already has consent for a residential use comprising 21 apartments a part of the consented (and partially completed) development, there is no requirement to consider the accessibility of Mill 5 by the sustainable modes;
- The houses that would form the replacement Mill 5 development would continue to be served by the existing access from Stoney Lane. Taking account of the negligible difference between the traffic flow associated with the proposed 8 houses and those associated with the consented 21 apartments and the fact that there is no recorded highway safety issue at the existing development access from Stoney Lane, the existing access is appropriate from a design, safety and operational perspective and could safely accommodate the proposals;
- The only access related change would be around the internal access arrangements to the Mill 5 area itself, which instead of being accessed via the existing access to the rear of the area, would instead be accessed via a new access from the main internal access road. These amended internal access arrangements are considered acceptable and appropriate from a design, safety and operational perspective;
- The car parking provision included in the replacement Mill 5 development is sufficient and, in the context of the wider development, meets the requirements of the "Kirklees Highway Design Guide" Supplementary Planning Document. Secure cycle parking is also provided for each dwelling which meets the recommendations of the Supplementary Planning Document;
- Away from the Stoney Lane access, the identified traffic flows associated with the proposed houses would have the same, or lesser, impact on the operation of the local highway network as the consented apartments. Furthermore and even making no allowance for the consented apartments, it is the case that any impact associated with the proposed houses could not be considered severe.

Recommendations

5.2 In light of the above it is the recommendation of CBO Transport that there are no traffic or transportation grounds on which to refuse this application.



Figures

Figure 1.1 Parkwood Mills Development Location

Figure 3.1: Swept Path Analysis: Refuse Vehicle

Figure 3.2: Swept Path Analysis: Fire Appliance

Figure 1.1 Parkwood Mills Development Location

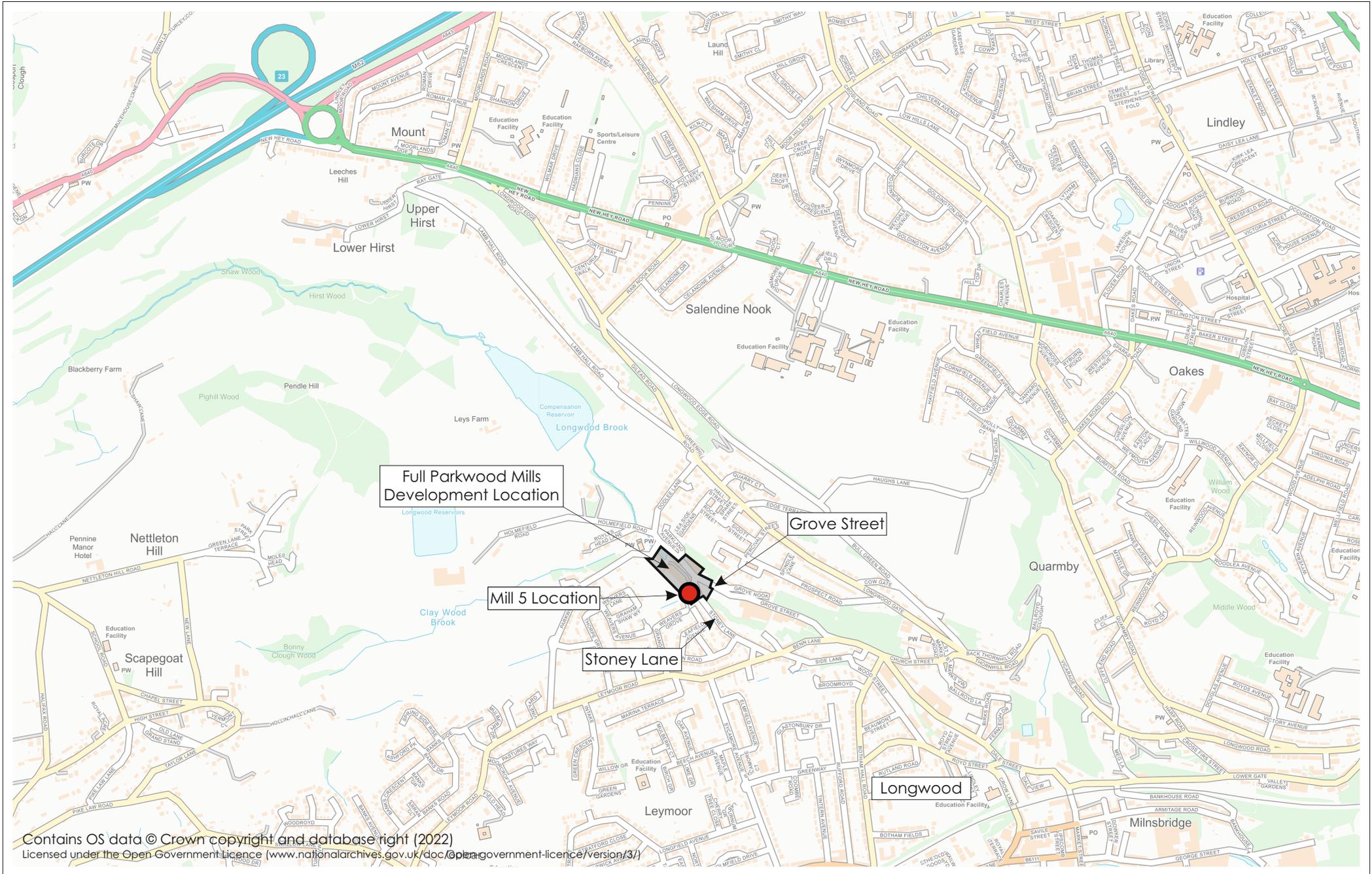


Figure 3.1 Swept Path Analysis: Refuse Vehicle
(1:250 @ A3)

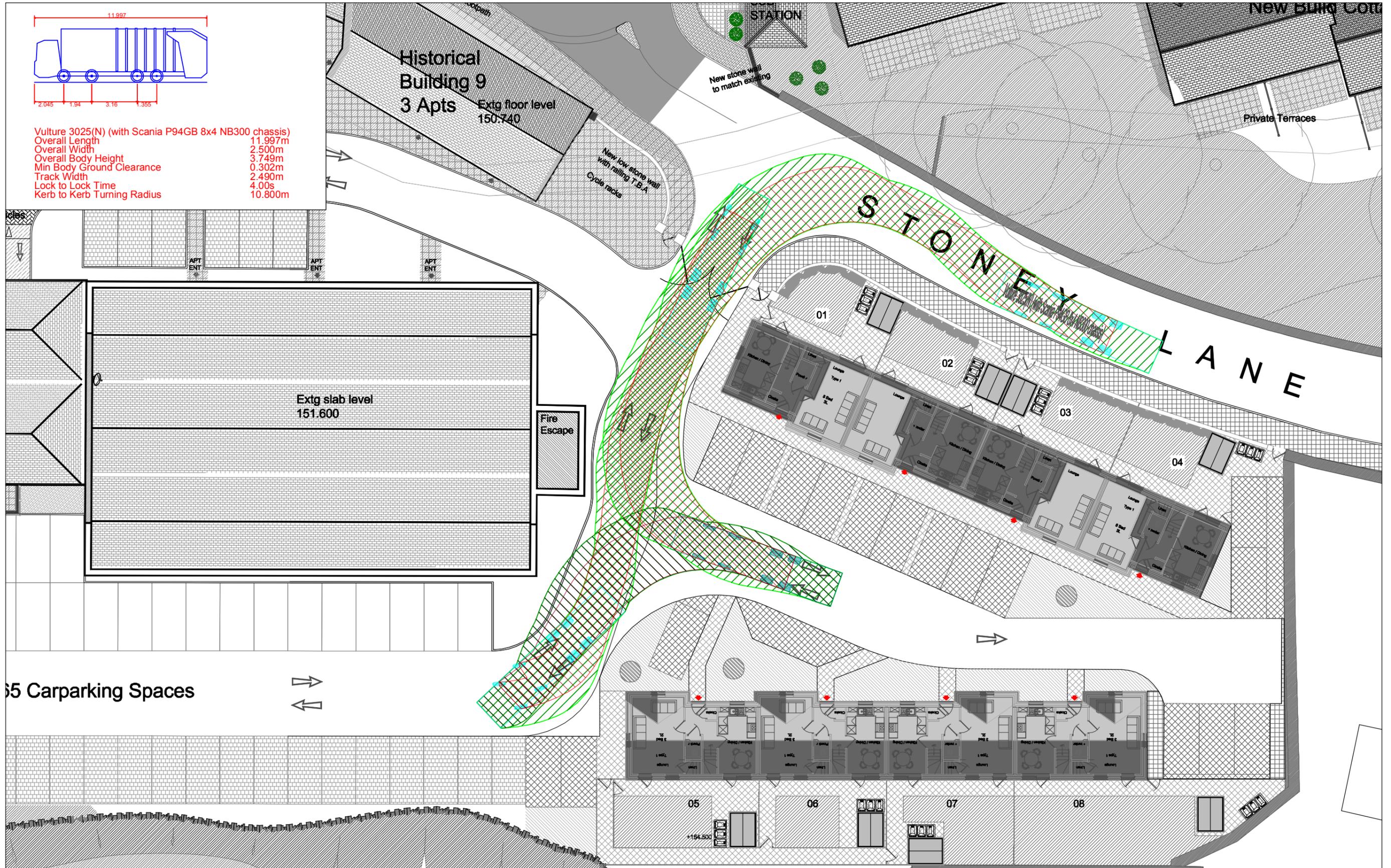
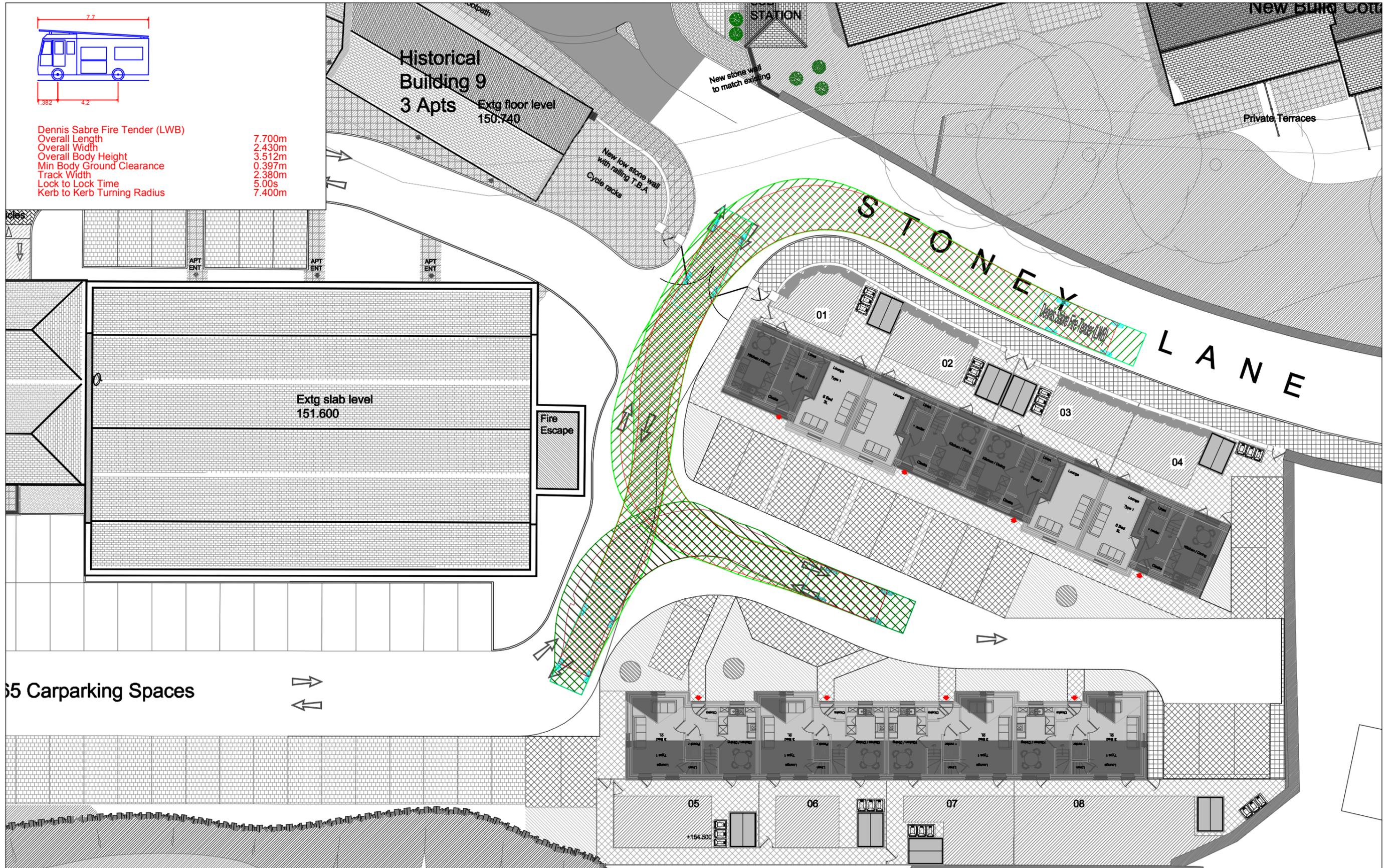


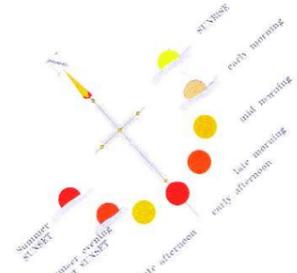
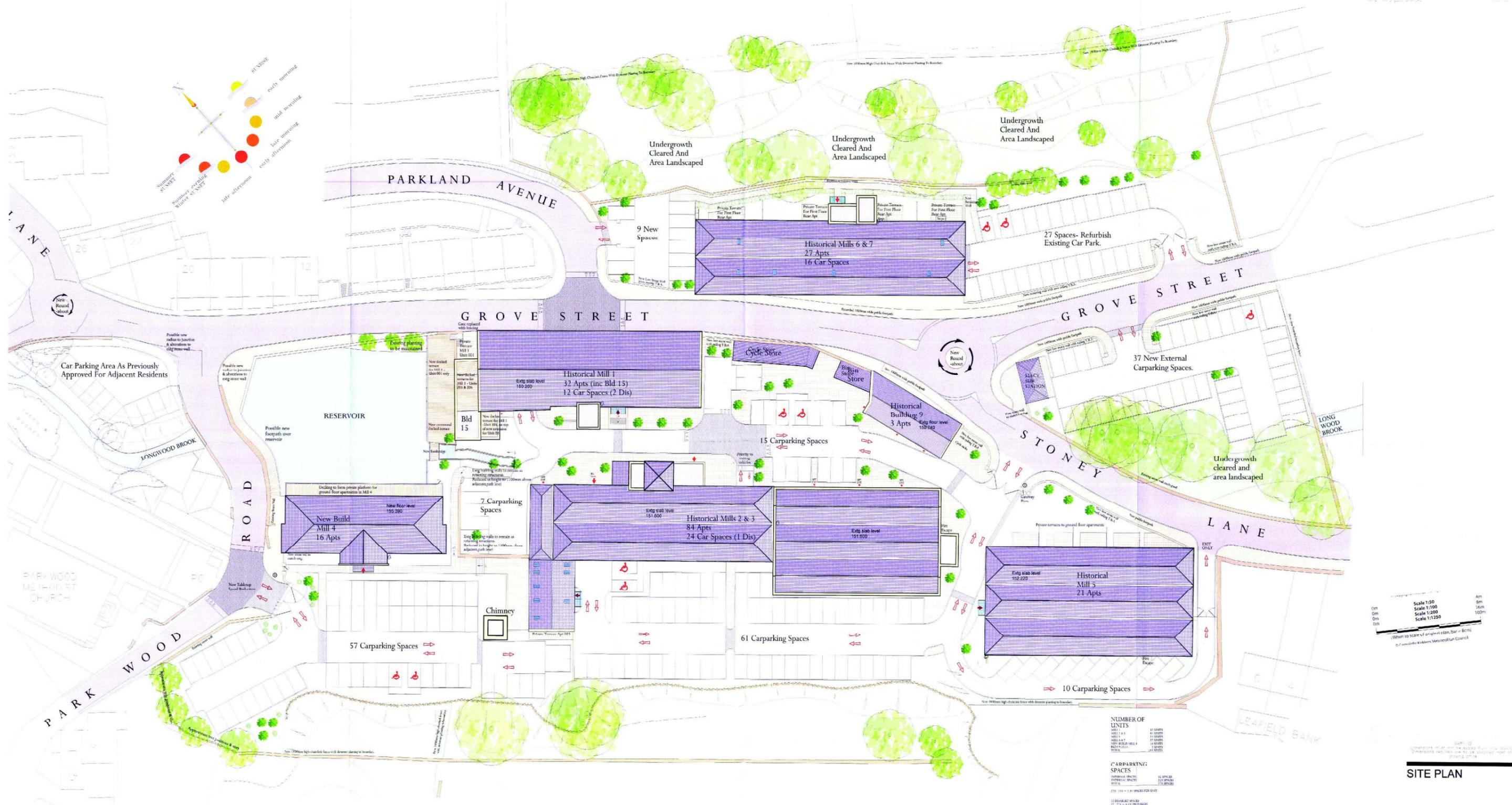
Figure 3.2 Swept Path Analysis: Fire Appliance
(1:250 @ A3)





Appendix A: Approved Site Plan





NUMBER OF UNITS

UNITS	31 UNITS
UNITS 1-3	31 UNITS
UNITS 4-7	31 UNITS
UNITS 8-9	31 UNITS
UNITS 10-11	31 UNITS
UNITS 12-13	31 UNITS
UNITS 14-15	31 UNITS

CARPARKING SPACES

INTERNAL SPACES	32 SPACES
EXTERNAL SPACES	33 SPACES
TOTAL	65 SPACES

KEY

- Green Landscaping
- Internal Roads (Tarmac)
- External Roads
- External Footpaths
- Paved Areas
- Gravel
- Timber Decking
- Parking Bays (Tarmac)
- Water
- Satellite Dish
- Traffic Flow
- Mill Entrance
- External Individual Unit Entrance
- Low Box Hedge
- New Trees/Shrubs In Planters/Landscaped Areas
- Existing Trees
- Site Boundary
- T.B.A. To Be Approved By Local Authority

SITE PLAN

062-2900/d
 Scale 1:250@A0 Date Feb 06
 Drawn GT Checked

**PARKWOOD MILL
 LONGWOOD
 HUDDERSFIELD**

P.J. Livesey Living Space (North) Ltd
 Ashburton Park
 Ashburton Road West
 Trafford Park
 Manchester M17 1AF
 Tel: 0161 873 7878
 Fax: 0161 873 8185
 design@pjivesey.co.uk

**SHARPLES METROPOLITAN COUNCIL
 GRANTED**
 13 JUL 2006
 TO BE READ IN CONJUNCTION WITH THE
 APPLICATION AND SUPPORTING DOCUMENTS
PLANNING SERVICES



Appendix B: Proposed Site Layout

REVISIONS		
Rev	Date	Description
A	20.01.23	Issue For Planning

STONEY LANE

Historical Mill 3

Historical Mill 3

Legend

- Denotes allocated parking space
- Denotes visitor parking space

Area Of Application & Ownership

WARNING
Critical Dimensions required by Consultants/
Contractors/ Subcontractors must not be scaled
from this drawing. Dimensions required are to be
obtained from the drawing office.

**Parkwood Mills
Mill 5 Replacement
Proposed
Parking**

062-00- 1103 - A

Scale 1:100 @ A1 Date 20.01.23
Drawn HB Checked BB

Parkwood Mill
Stoney Ln
Longwood
Huddersfield, HD3 4ZQ

PJ Livesey
Ashburton Park
Ashburton Road West
Trafford Park
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The P. J. Livesey Group Ltd





Appendix C: TRICS Outputs



Calculation Reference: AUDIT-751701-230314-0339

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary 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: No of Dwellings
 Actual Range: 9 to 35 (units:)
 Range Selected by User: 6 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 1.0 to 2 Actual: 0.52 to 4.38

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 11/05/22

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:

Tuesday	3 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 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:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

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:

Development Zone	1
Residential Zone	4
No Sub Category	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 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	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings:		35	
	<i>Survey date: WEDNESDAY</i>		<i>11/06/14</i>	<i>Survey Type: MANUAL</i>
2	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		14	
	<i>Survey date: FRIDAY</i>		<i>28/03/14</i>	<i>Survey Type: MANUAL</i>
3	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS		CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		32	
	<i>Survey date: TUESDAY</i>		<i>26/05/15</i>	<i>Survey Type: MANUAL</i>
4	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		9	
	<i>Survey date: TUESDAY</i>		<i>13/11/18</i>	<i>Survey Type: MANUAL</i>
5	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		20	
	<i>Survey date: TUESDAY</i>		<i>13/05/14</i>	<i>Survey Type: MANUAL</i>
6	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>03/12/14</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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-C-01	Covid
HF-03-C-05	Covid

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.88

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	6	23	0.079	6	23	0.171	6	23	0.250
08:00 - 09:00	6	23	0.079	6	23	0.186	6	23	0.265
09:00 - 10:00	6	23	0.143	6	23	0.150	6	23	0.293
10:00 - 11:00	6	23	0.050	6	23	0.093	6	23	0.143
11:00 - 12:00	6	23	0.086	6	23	0.086	6	23	0.172
12:00 - 13:00	6	23	0.079	6	23	0.057	6	23	0.136
13:00 - 14:00	6	23	0.114	6	23	0.114	6	23	0.228
14:00 - 15:00	6	23	0.107	6	23	0.107	6	23	0.214
15:00 - 16:00	6	23	0.121	6	23	0.114	6	23	0.235
16:00 - 17:00	6	23	0.164	6	23	0.129	6	23	0.293
17:00 - 18:00	6	23	0.250	6	23	0.136	6	23	0.386
18:00 - 19:00	6	23	0.157	6	23	0.150	6	23	0.307
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.429			1.493			2.922

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: 9 - 35 (units:)
Survey date date range: 01/01/14 - 11/05/22
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 2

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.000	6	23	0.000	6	23	0.000
08:00 - 09:00	6	23	0.000	6	23	0.000	6	23	0.000
09:00 - 10:00	6	23	0.007	6	23	0.007	6	23	0.014
10:00 - 11:00	6	23	0.000	6	23	0.000	6	23	0.000
11:00 - 12:00	6	23	0.007	6	23	0.007	6	23	0.014
12:00 - 13:00	6	23	0.000	6	23	0.000	6	23	0.000
13:00 - 14:00	6	23	0.000	6	23	0.000	6	23	0.000
14:00 - 15:00	6	23	0.000	6	23	0.000	6	23	0.000
15:00 - 16:00	6	23	0.000	6	23	0.000	6	23	0.000
16:00 - 17:00	6	23	0.007	6	23	0.007	6	23	0.014
17:00 - 18:00	6	23	0.000	6	23	0.000	6	23	0.000
18:00 - 19:00	6	23	0.007	6	23	0.007	6	23	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.007	6	23	0.014	6	23	0.021
08:00 - 09:00	6	23	0.000	6	23	0.000	6	23	0.000
09:00 - 10:00	6	23	0.007	6	23	0.007	6	23	0.014
10:00 - 11:00	6	23	0.000	6	23	0.000	6	23	0.000
11:00 - 12:00	6	23	0.000	6	23	0.000	6	23	0.000
12:00 - 13:00	6	23	0.000	6	23	0.000	6	23	0.000
13:00 - 14:00	6	23	0.000	6	23	0.000	6	23	0.000
14:00 - 15:00	6	23	0.007	6	23	0.007	6	23	0.014
15:00 - 16:00	6	23	0.000	6	23	0.000	6	23	0.000
16:00 - 17:00	6	23	0.007	6	23	0.007	6	23	0.014
17:00 - 18:00	6	23	0.000	6	23	0.000	6	23	0.000
18:00 - 19:00	6	23	0.000	6	23	0.000	6	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.035			0.063

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.000	6	23	0.000	6	23	0.000
08:00 - 09:00	6	23	0.000	6	23	0.000	6	23	0.000
09:00 - 10:00	6	23	0.000	6	23	0.000	6	23	0.000
10:00 - 11:00	6	23	0.000	6	23	0.000	6	23	0.000
11:00 - 12:00	6	23	0.000	6	23	0.000	6	23	0.000
12:00 - 13:00	6	23	0.000	6	23	0.000	6	23	0.000
13:00 - 14:00	6	23	0.000	6	23	0.000	6	23	0.000
14:00 - 15:00	6	23	0.007	6	23	0.007	6	23	0.014
15:00 - 16:00	6	23	0.000	6	23	0.000	6	23	0.000
16:00 - 17:00	6	23	0.007	6	23	0.007	6	23	0.014
17:00 - 18:00	6	23	0.000	6	23	0.000	6	23	0.000
18:00 - 19:00	6	23	0.000	6	23	0.000	6	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.007	6	23	0.000	6	23	0.007
08:00 - 09:00	6	23	0.000	6	23	0.007	6	23	0.007
09:00 - 10:00	6	23	0.000	6	23	0.007	6	23	0.007
10:00 - 11:00	6	23	0.000	6	23	0.000	6	23	0.000
11:00 - 12:00	6	23	0.007	6	23	0.007	6	23	0.014
12:00 - 13:00	6	23	0.007	6	23	0.000	6	23	0.007
13:00 - 14:00	6	23	0.000	6	23	0.014	6	23	0.014
14:00 - 15:00	6	23	0.000	6	23	0.000	6	23	0.000
15:00 - 16:00	6	23	0.000	6	23	0.000	6	23	0.000
16:00 - 17:00	6	23	0.007	6	23	0.000	6	23	0.007
17:00 - 18:00	6	23	0.007	6	23	0.000	6	23	0.007
18:00 - 19:00	6	23	0.000	6	23	0.000	6	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.100	6	23	0.200	6	23	0.300
08:00 - 09:00	6	23	0.093	6	23	0.221	6	23	0.314
09:00 - 10:00	6	23	0.250	6	23	0.200	6	23	0.450
10:00 - 11:00	6	23	0.071	6	23	0.129	6	23	0.200
11:00 - 12:00	6	23	0.100	6	23	0.107	6	23	0.207
12:00 - 13:00	6	23	0.093	6	23	0.064	6	23	0.157
13:00 - 14:00	6	23	0.121	6	23	0.136	6	23	0.257
14:00 - 15:00	6	23	0.129	6	23	0.150	6	23	0.279
15:00 - 16:00	6	23	0.157	6	23	0.157	6	23	0.314
16:00 - 17:00	6	23	0.214	6	23	0.171	6	23	0.385
17:00 - 18:00	6	23	0.314	6	23	0.186	6	23	0.500
18:00 - 19:00	6	23	0.207	6	23	0.271	6	23	0.478
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.849			1.992			3.841

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.029	6	23	0.050	6	23	0.079
08:00 - 09:00	6	23	0.029	6	23	0.050	6	23	0.079
09:00 - 10:00	6	23	0.036	6	23	0.071	6	23	0.107
10:00 - 11:00	6	23	0.050	6	23	0.050	6	23	0.100
11:00 - 12:00	6	23	0.043	6	23	0.043	6	23	0.086
12:00 - 13:00	6	23	0.014	6	23	0.007	6	23	0.021
13:00 - 14:00	6	23	0.021	6	23	0.043	6	23	0.064
14:00 - 15:00	6	23	0.036	6	23	0.036	6	23	0.072
15:00 - 16:00	6	23	0.079	6	23	0.043	6	23	0.122
16:00 - 17:00	6	23	0.021	6	23	0.036	6	23	0.057
17:00 - 18:00	6	23	0.129	6	23	0.050	6	23	0.179
18:00 - 19:00	6	23	0.021	6	23	0.021	6	23	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.508			0.500			1.008

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.000	6	23	0.021	6	23	0.021
08:00 - 09:00	6	23	0.000	6	23	0.079	6	23	0.079
09:00 - 10:00	6	23	0.007	6	23	0.021	6	23	0.028
10:00 - 11:00	6	23	0.007	6	23	0.000	6	23	0.007
11:00 - 12:00	6	23	0.014	6	23	0.021	6	23	0.035
12:00 - 13:00	6	23	0.014	6	23	0.021	6	23	0.035
13:00 - 14:00	6	23	0.007	6	23	0.014	6	23	0.021
14:00 - 15:00	6	23	0.029	6	23	0.029	6	23	0.058
15:00 - 16:00	6	23	0.029	6	23	0.043	6	23	0.072
16:00 - 17:00	6	23	0.043	6	23	0.007	6	23	0.050
17:00 - 18:00	6	23	0.079	6	23	0.000	6	23	0.079
18:00 - 19:00	6	23	0.036	6	23	0.021	6	23	0.057
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.265			0.277			0.542

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.000	6	23	0.000	6	23	0.000
08:00 - 09:00	6	23	0.000	6	23	0.007	6	23	0.007
09:00 - 10:00	6	23	0.000	6	23	0.000	6	23	0.000
10:00 - 11:00	6	23	0.000	6	23	0.000	6	23	0.000
11:00 - 12:00	6	23	0.000	6	23	0.000	6	23	0.000
12:00 - 13:00	6	23	0.000	6	23	0.000	6	23	0.000
13:00 - 14:00	6	23	0.000	6	23	0.000	6	23	0.000
14:00 - 15:00	6	23	0.000	6	23	0.000	6	23	0.000
15:00 - 16:00	6	23	0.000	6	23	0.000	6	23	0.000
16:00 - 17:00	6	23	0.000	6	23	0.000	6	23	0.000
17:00 - 18:00	6	23	0.007	6	23	0.000	6	23	0.007
18:00 - 19:00	6	23	0.000	6	23	0.000	6	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.000	6	23	0.000	6	23	0.000
08:00 - 09:00	6	23	0.000	6	23	0.007	6	23	0.007
09:00 - 10:00	6	23	0.000	6	23	0.000	6	23	0.000
10:00 - 11:00	6	23	0.000	6	23	0.000	6	23	0.000
11:00 - 12:00	6	23	0.000	6	23	0.000	6	23	0.000
12:00 - 13:00	6	23	0.000	6	23	0.000	6	23	0.000
13:00 - 14:00	6	23	0.000	6	23	0.000	6	23	0.000
14:00 - 15:00	6	23	0.000	6	23	0.007	6	23	0.007
15:00 - 16:00	6	23	0.000	6	23	0.000	6	23	0.000
16:00 - 17:00	6	23	0.007	6	23	0.000	6	23	0.007
17:00 - 18:00	6	23	0.000	6	23	0.000	6	23	0.000
18:00 - 19:00	6	23	0.000	6	23	0.000	6	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.014			0.021

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.000	6	23	0.021	6	23	0.021
08:00 - 09:00	6	23	0.000	6	23	0.093	6	23	0.093
09:00 - 10:00	6	23	0.007	6	23	0.021	6	23	0.028
10:00 - 11:00	6	23	0.007	6	23	0.000	6	23	0.007
11:00 - 12:00	6	23	0.014	6	23	0.021	6	23	0.035
12:00 - 13:00	6	23	0.014	6	23	0.021	6	23	0.035
13:00 - 14:00	6	23	0.007	6	23	0.014	6	23	0.021
14:00 - 15:00	6	23	0.029	6	23	0.036	6	23	0.065
15:00 - 16:00	6	23	0.029	6	23	0.043	6	23	0.072
16:00 - 17:00	6	23	0.050	6	23	0.007	6	23	0.057
17:00 - 18:00	6	23	0.086	6	23	0.000	6	23	0.086
18:00 - 19:00	6	23	0.036	6	23	0.021	6	23	0.057
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.279			0.298			0.577

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.88

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	6	23	0.136	6	23	0.271	6	23	0.407
08:00 - 09:00	6	23	0.121	6	23	0.371	6	23	0.492
09:00 - 10:00	6	23	0.293	6	23	0.300	6	23	0.593
10:00 - 11:00	6	23	0.129	6	23	0.179	6	23	0.308
11:00 - 12:00	6	23	0.164	6	23	0.179	6	23	0.343
12:00 - 13:00	6	23	0.129	6	23	0.093	6	23	0.222
13:00 - 14:00	6	23	0.150	6	23	0.207	6	23	0.357
14:00 - 15:00	6	23	0.193	6	23	0.221	6	23	0.414
15:00 - 16:00	6	23	0.264	6	23	0.243	6	23	0.507
16:00 - 17:00	6	23	0.293	6	23	0.214	6	23	0.507
17:00 - 18:00	6	23	0.536	6	23	0.236	6	23	0.772
18:00 - 19:00	6	23	0.264	6	23	0.314	6	23	0.578
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.672			2.828			5.500

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

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	6	23	0.057	6	23	0.143	6	23	0.200
08:00 - 09:00	6	23	0.064	6	23	0.164	6	23	0.228
09:00 - 10:00	6	23	0.079	6	23	0.100	6	23	0.179
10:00 - 11:00	6	23	0.050	6	23	0.079	6	23	0.129
11:00 - 12:00	6	23	0.043	6	23	0.050	6	23	0.093
12:00 - 13:00	6	23	0.071	6	23	0.050	6	23	0.121
13:00 - 14:00	6	23	0.100	6	23	0.093	6	23	0.193
14:00 - 15:00	6	23	0.086	6	23	0.086	6	23	0.172
15:00 - 16:00	6	23	0.107	6	23	0.100	6	23	0.207
16:00 - 17:00	6	23	0.121	6	23	0.093	6	23	0.214
17:00 - 18:00	6	23	0.236	6	23	0.121	6	23	0.357
18:00 - 19:00	6	23	0.129	6	23	0.121	6	23	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.143			1.200			2.343

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

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	6	23	0.014	6	23	0.014	6	23	0.028
08:00 - 09:00	6	23	0.014	6	23	0.021	6	23	0.035
09:00 - 10:00	6	23	0.050	6	23	0.036	6	23	0.086
10:00 - 11:00	6	23	0.000	6	23	0.014	6	23	0.014
11:00 - 12:00	6	23	0.036	6	23	0.029	6	23	0.065
12:00 - 13:00	6	23	0.007	6	23	0.007	6	23	0.014
13:00 - 14:00	6	23	0.014	6	23	0.021	6	23	0.035
14:00 - 15:00	6	23	0.007	6	23	0.007	6	23	0.014
15:00 - 16:00	6	23	0.014	6	23	0.014	6	23	0.028
16:00 - 17:00	6	23	0.014	6	23	0.014	6	23	0.028
17:00 - 18:00	6	23	0.014	6	23	0.014	6	23	0.028
18:00 - 19:00	6	23	0.021	6	23	0.014	6	23	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.205			0.205			0.410

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

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	6	23	0.000	6	23	0.000	6	23	0.000
08:00 - 09:00	6	23	0.000	6	23	0.000	6	23	0.000
09:00 - 10:00	6	23	0.000	6	23	0.000	6	23	0.000
10:00 - 11:00	6	23	0.000	6	23	0.000	6	23	0.000
11:00 - 12:00	6	23	0.000	6	23	0.000	6	23	0.000
12:00 - 13:00	6	23	0.000	6	23	0.000	6	23	0.000
13:00 - 14:00	6	23	0.000	6	23	0.000	6	23	0.000
14:00 - 15:00	6	23	0.000	6	23	0.000	6	23	0.000
15:00 - 16:00	6	23	0.000	6	23	0.000	6	23	0.000
16:00 - 17:00	6	23	0.007	6	23	0.000	6	23	0.007
17:00 - 18:00	6	23	0.000	6	23	0.000	6	23	0.000
18:00 - 19:00	6	23	0.000	6	23	0.007	6	23	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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.

Calculation Reference: AUDIT-751701-230314-0307

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

09	NORTH	
	TW	TYNE & WEAR 1 days
10	WALES	
	VG	VALE OF GLAMORGAN 1 days
11	SCOTLAND	
	AG	ANGUS 1 days

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

Primary 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: No of Dwellings
 Actual Range: 7 to 16 (units:)
 Range Selected by User: 6 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 2 to 3 Actual: 0.83 to 6.26

Bedrooms per Dwelling Range: Selected: 3 to 4 Actual: 1.60 to 4.50

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 06/06/22

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	2 days
Tuesday	1 days

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

Selected survey types:

Manual count	3 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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
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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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 2 days
25,001 to 50,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days
125,001 to 250,000 1 days
250,001 to 500,000 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 1 days
1.1 to 1.5 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:

No 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.	ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 <i>Survey date: TUESDAY 22/05/12</i>		
	<i>Survey Type: MANUAL</i>		
2	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI -DETACHED	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>		
	<i>Survey Type: MANUAL</i>		
3	VG-03-A-01 ARTHUR STREET BARRY	SEMI -DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 <i>Survey date: MONDAY 08/05/17</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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-A-04	Covid
MS-03-A-03	Unusually low PM trip rates
MW-03-A-01	Zero AM trips and 1 PM trip

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.84

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	3	12	0.114	3	12	0.371	3	12	0.485
08:00 - 09:00	3	12	0.229	3	12	0.486	3	12	0.715
09:00 - 10:00	3	12	0.086	3	12	0.200	3	12	0.286
10:00 - 11:00	3	12	0.114	3	12	0.114	3	12	0.228
11:00 - 12:00	3	12	0.314	3	12	0.400	3	12	0.714
12:00 - 13:00	3	12	0.371	3	12	0.371	3	12	0.742
13:00 - 14:00	3	12	0.343	3	12	0.400	3	12	0.743
14:00 - 15:00	3	12	0.314	3	12	0.200	3	12	0.514
15:00 - 16:00	3	12	0.314	3	12	0.286	3	12	0.600
16:00 - 17:00	3	12	0.286	3	12	0.229	3	12	0.515
17:00 - 18:00	3	12	0.429	3	12	0.229	3	12	0.658
18:00 - 19:00	3	12	0.343	3	12	0.429	3	12	0.772
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.257			3.715			6.972

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

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

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Parameter summary

Trip rate parameter range selected: 7 - 16 (units:)
 Survey date date range: 01/01/12 - 06/06/22
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.000	3	12	0.000
08:00 - 09:00	3	12	0.057	3	12	0.057	3	12	0.114
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.000	3	12	0.000	3	12	0.000
11:00 - 12:00	3	12	0.029	3	12	0.029	3	12	0.058
12:00 - 13:00	3	12	0.000	3	12	0.000	3	12	0.000
13:00 - 14:00	3	12	0.029	3	12	0.029	3	12	0.058
14:00 - 15:00	3	12	0.029	3	12	0.000	3	12	0.029
15:00 - 16:00	3	12	0.029	3	12	0.057	3	12	0.086
16:00 - 17:00	3	12	0.000	3	12	0.000	3	12	0.000
17:00 - 18:00	3	12	0.000	3	12	0.000	3	12	0.000
18:00 - 19:00	3	12	0.000	3	12	0.000	3	12	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.173			0.172			0.345

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.000	3	12	0.000
08:00 - 09:00	3	12	0.000	3	12	0.000	3	12	0.000
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.029	3	12	0.029	3	12	0.058
11:00 - 12:00	3	12	0.000	3	12	0.000	3	12	0.000
12:00 - 13:00	3	12	0.000	3	12	0.000	3	12	0.000
13:00 - 14:00	3	12	0.000	3	12	0.000	3	12	0.000
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.000	3	12	0.000	3	12	0.000
16:00 - 17:00	3	12	0.000	3	12	0.000	3	12	0.000
17:00 - 18:00	3	12	0.000	3	12	0.000	3	12	0.000
18:00 - 19:00	3	12	0.000	3	12	0.000	3	12	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.171	3	12	0.514	3	12	0.685
08:00 - 09:00	3	12	0.200	3	12	0.714	3	12	0.914
09:00 - 10:00	3	12	0.114	3	12	0.257	3	12	0.371
10:00 - 11:00	3	12	0.143	3	12	0.200	3	12	0.343
11:00 - 12:00	3	12	0.371	3	12	0.400	3	12	0.771
12:00 - 13:00	3	12	0.486	3	12	0.486	3	12	0.972
13:00 - 14:00	3	12	0.343	3	12	0.400	3	12	0.743
14:00 - 15:00	3	12	0.371	3	12	0.314	3	12	0.685
15:00 - 16:00	3	12	0.514	3	12	0.257	3	12	0.771
16:00 - 17:00	3	12	0.429	3	12	0.343	3	12	0.772
17:00 - 18:00	3	12	0.543	3	12	0.286	3	12	0.829
18:00 - 19:00	3	12	0.457	3	12	0.571	3	12	1.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.142			4.742			8.884

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.086	3	12	0.086	3	12	0.172
08:00 - 09:00	3	12	0.257	3	12	0.114	3	12	0.371
09:00 - 10:00	3	12	0.029	3	12	0.143	3	12	0.172
10:00 - 11:00	3	12	0.086	3	12	0.114	3	12	0.200
11:00 - 12:00	3	12	0.143	3	12	0.086	3	12	0.229
12:00 - 13:00	3	12	0.086	3	12	0.114	3	12	0.200
13:00 - 14:00	3	12	0.029	3	12	0.029	3	12	0.058
14:00 - 15:00	3	12	0.086	3	12	0.114	3	12	0.200
15:00 - 16:00	3	12	0.229	3	12	0.200	3	12	0.429
16:00 - 17:00	3	12	0.343	3	12	0.143	3	12	0.486
17:00 - 18:00	3	12	0.257	3	12	0.286	3	12	0.543
18:00 - 19:00	3	12	0.143	3	12	0.200	3	12	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.774			1.629			3.403

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.000	3	12	0.000
08:00 - 09:00	3	12	0.000	3	12	0.029	3	12	0.029
09:00 - 10:00	3	12	0.000	3	12	0.057	3	12	0.057
10:00 - 11:00	3	12	0.029	3	12	0.029	3	12	0.058
11:00 - 12:00	3	12	0.000	3	12	0.029	3	12	0.029
12:00 - 13:00	3	12	0.086	3	12	0.000	3	12	0.086
13:00 - 14:00	3	12	0.000	3	12	0.000	3	12	0.000
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.000	3	12	0.000	3	12	0.000
16:00 - 17:00	3	12	0.143	3	12	0.029	3	12	0.172
17:00 - 18:00	3	12	0.029	3	12	0.029	3	12	0.058
18:00 - 19:00	3	12	0.000	3	12	0.029	3	12	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.287			0.231			0.518

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.000	3	12	0.000
08:00 - 09:00	3	12	0.000	3	12	0.029	3	12	0.029
09:00 - 10:00	3	12	0.000	3	12	0.057	3	12	0.057
10:00 - 11:00	3	12	0.029	3	12	0.029	3	12	0.058
11:00 - 12:00	3	12	0.000	3	12	0.029	3	12	0.029
12:00 - 13:00	3	12	0.086	3	12	0.000	3	12	0.086
13:00 - 14:00	3	12	0.000	3	12	0.000	3	12	0.000
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.000	3	12	0.000	3	12	0.000
16:00 - 17:00	3	12	0.143	3	12	0.029	3	12	0.172
17:00 - 18:00	3	12	0.029	3	12	0.029	3	12	0.058
18:00 - 19:00	3	12	0.000	3	12	0.029	3	12	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.287			0.231			0.518

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.84

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	3	12	0.257	3	12	0.600	3	12	0.857
08:00 - 09:00	3	12	0.457	3	12	0.857	3	12	1.314
09:00 - 10:00	3	12	0.143	3	12	0.457	3	12	0.600
10:00 - 11:00	3	12	0.286	3	12	0.371	3	12	0.657
11:00 - 12:00	3	12	0.514	3	12	0.514	3	12	1.028
12:00 - 13:00	3	12	0.657	3	12	0.600	3	12	1.257
13:00 - 14:00	3	12	0.371	3	12	0.429	3	12	0.800
14:00 - 15:00	3	12	0.457	3	12	0.429	3	12	0.886
15:00 - 16:00	3	12	0.743	3	12	0.457	3	12	1.200
16:00 - 17:00	3	12	0.914	3	12	0.514	3	12	1.428
17:00 - 18:00	3	12	0.829	3	12	0.600	3	12	1.429
18:00 - 19:00	3	12	0.600	3	12	0.800	3	12	1.400
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.228			6.628			12.856

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.