Land off A452 Kenilworth Road, Balsall Common

Site Appraisal - Transport

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Site Appraisal - Transport

Prepared by:

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Henley-in-Arden
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[redacted]

2nd October 2019
ST/JA/21122-02 Site Appraisal

Prepared for:

Tyler Parkes

1.0 INTRODUCTION

1.1 This site appraisal has been prepared by David Tucker Associates (DTA) to assess the suitability of proposed allocated residential development in transport and highways terms on land off A452 Kenilworth Road, Balsall Common. The site is envisaged to accommodate around 300 dwellings.

1.2 This document will provide an overview of current transport infrastructure within the vicinity of the site and Balsall Common and will provide a high level analysis of the proposed traffic generation proposed by the site.

2.0 Policy review

2.1 National Policy

National Planning Policy Framework

2.1.1 In February 2019, the Government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the new NPPF.

2.1.2 Paragraph 109 of the NPPF is clear that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

2.1.3 Within this context, the NPPF identifies in Paragraph 110 that applications for development should:

"*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.1.4 Paragraph 111 of the NPPF goes on to state that: "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "...a presumption in favour of sustainable development".

2.2 Local Plan

Solihull Local Plan. Shaping a Sustainable Future (December 2013)

2.2.1 The local plan is the statutory duty of the council `*to prepare, monitor and review a development plan for the Borough. The purpose of the Plan is to set out the long-term spatial vision for how its towns, villages and countryside will develop and change over the Plan period (2011-2028), and how this vision will be delivered through a strategy for promoting, distributing and delivering sustainable development and growth.*'

2.2.2 The borough of Solihull is well connected in terms of Transport. The M42 motorway runs north to south through the borough. It provides access to the North via the M1 and the M6, London via the M40 and the South West via the M5. The `*gap between Birmingham/Solihull and Coventry is known as the Meriden Gap. This area is predominantly rural, characterised by a series of settlements, historic villages,*

hamlets, scattered farmsteads and dwellings set within attractive countryside.'

2.2.3 Balsall Common is grouped with other towns and villages to create sub areas. These towns and villages are `*Balsall Common, Berkswell, Barston, Temple Balsall, Chadwick End.'*

2.2.4 With regard to Balsall Common, it is identified that the village is `*large post-war suburban commuter village bisected by A452 Kenilworth Road. The settlement is characterised by popular, low density residential areas with an open plan, cul-de-sac style layout and good schools. The village has a thriving local centre astride the A452 with a good range of shops, facilities and services, although there are some opportunities to improve the Centre. Berkswell railway station to the north-east of the village provides access to London and Birmingham via the West Coast main line*.'

2.2.5 It will mean that in Balsall Common a *'mix of market and affordable housing will have been provided in Balsall Common to contribute towards meeting the Borough's local housing need and the Centre of the village will have continued to thrive and cater for the needs of the local community*.'

West Midlands Local Transport Plan. Making the Connections. Local Transport Strategy

The local transport plan will run for the period between 2011 and 2026 and it states that the `*West Midlands Local Transport Plan 2011 – 2026 is a statutory document which sets out the transport strategy and policies for the West Midlands Metropolitan Area to 2026, including an Implementation Plan for the first five years (2011 – 2016).*'

2.2.6 Balsall Common is located in an area of the West Midlands which is identified as The Rural Area. The Rural Area is known as the 'Meriden Gap' and it is a large area between the conurbation of Birmingham and Coventry.

2.2.7 The areas has transport issues which include:

- `*Dealing with the effects of congestion on the M42, particularly at the junctions serving BHX and the NEC*

- *Addressing the dominance of car commuting by encouraging shift to more sustainable modes of travel, particularly public transport, including development of local Park and Ride in appropriate locations*

- *Improving public transport accessibility between rural communities and important centres, considering the role of local bus services, Taxibus and Ring and Ride provision*

- *Accommodating the impact of High Speed Rail*.'

3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The proposed site is located to the south of the A452 Kenilworth Road on the northern edge of Balsall Common. The red line extent is shown in **Appendix A**.

3.1.2 The site is predominantly open space. Trevallion Stud is located within the centre of the site with a formal existing access junction provided from Wootton Green Lane.

3.1.3 The site is bounded by Wootton Green Lane to the north west and south west of the site. To the north of the site is Wootton Lane and the A452 Kenilworth Road runs along the north eastern boundary of the site. To the east and south of the site are residential and commercial buildings.

3.2 Local Highway Network

3.2.1 The A452 Kenilworth Road is a dual carriageway road which runs along the western boundary of the site. To the north it provides access to Birmingham, Birmingham airport and the National Exhibition Centre and the M42, M6 and M6 Toll Motorways. To the south, it narrows to single lane in either direction through Balsall Common and provides access to Kenilworth, Warwick, Royal Leamington Spa and the M40 motorway.

3.2.2 Wootton Lane runs to the north of the site and this provide access to Barston and Eastcote. The junction with the A452 is by way of a left in left out only arrangement.

The road is subject to a 40mph speed limit and is not street lit.

3.2.3 Wootton Green Lane loops around the north, west and southern side of the proposed site location. It is a single lane road and is subject to a 40mph speed limit.

3.2.4 The A452, Wootton Lane and Wootton Green Lane are all in the ownership of Solihull Metropolitan Borough Council as provided in **Figure 1** in the Figures pack at the end of this report.

3.3 PIC Data

3.3.1 Publicly available data has been obtained from Transport for West Midlands for the latest 5 year period to highlight any existing safety issues on the local highway network. The area requested is provided in **Figure 2**.

Figure 2 – Collision Area Request

3.3.2 This shows there has been four slight recorded injury collisions on the roads within the vicinity of the site. There have been two collisions on the A452. One of these collisions occurred on the A452 / Park Lane and the other occurred approximately 80m south of the A452 / Hallmeadow Road Roundabout at the access to the Sainsburys Petrol Filling Station.

3.3.3 There has been one slight collision along Wootton Lane between the A452 / Wootton Lane priority junction and the Wootton Lane / Wootton Green Lane priority junction.

3.3.4 The fourth slight collision occurred on the A452 northern arm of the A452 / Hallmeadow Road Roundabout.

3.4 Accessibility

3.4.1 The site is located approximately 1.3km from the centre of Balsall Common where there are a number of facilities including, but not limited to, a Sainsbury's Local and petrol filling station, Tesco Express, cafes, One Stop and Post Office, Banks, Co-Op, Balsall Common Pharmacy, Lloyds Pharmacy and Health Centre, restaurants and pubs. **Drawing 21122-01** illustrates the local facilities within Balsall Common.

3.4.2 The nearest primary school is Balsall Common Primary School located off the B4101 Balsall Street East approximately 2.5km from the site. The nearest secondary school is located off Gipsy Lane in Balsall Common and is approximately 1.8km from the site.

3.4.3 All measurements are based on the most direct walking routes, from the approximate location of the proposed access to the site from the A452.

Walking and Cycling

3.4.4 There is a footway along the western side of A452 along the site frontage. This provides access to the existing residential and commercial units on this road. To the south of the A452 / Hallmeadow Road Roundabout, footways are provided on both sides of the A452 and these provide access to the centre of Balsall Common and the bus stops on the A452. Pedestrian refuges are also provided along the length of the A452 through Balsall Common providing access to both sides of the road. In addition to this, a pelican crossing is provided at the Balsall Common Island in the centre of Balsall Common.

3.4.5 A footway / cycleway is provided along Hallmeadow Road from the A452 Kenilworth Road/ Hallmeadow Road Roundabout to the Hallmeadow Road / Station Road approximately 160m from Berkswell Railway station. This provides a convenient walking and cycling route to the railway station.

Bus

3.4.6 The closest bus stop from the site is on the A452 Kenilworth Road. These stops are located approximately 450m from the proposed site access location.

3.4.7 The 89 service operates Monday to Friday and provides three services a day to

Solihull. These depart the stop at 10:10, 12:55 and 15:27. The service also provides one service at day to Coventry and this is provided at 09:08 and there are two services at 08:33 and 14:58 which terminate at Library in Balsall Common.

3.4.8 Additionally, there are services provided from bus stops on Station Road near Balsall Common Island near the centre of Balsall Common approximately 1.4km to the south of the proposed site location. These are summarised in **Table 1**.

Table 1 – Summary of Bus Services from Station Road

No.	Operator	Route	Maximum Frequency & First and Last Service		
			Days of Operation	First / Last service	Frequency
87	Johnson's Excelbus	Solihull - Coventry	Mon - Sat	06:53 / 18:53	Every hour
		Coventry - Solihull	Mon - Sat	08:07 / 19:07	Every hour
88	Johnson's Excelbus	Grovefield Crescent, Balsall Common - Solihull	Mon - Sat	07:32 / 17:32	Every 2 hours
		Solihull - Hallmeadow Road, Balsall Common	Mon - Sat	08:28 / 18:28	Every 2 hours
88A	Johnson's Excelbus	Grovefield Crescent, Balsall Common - Solihull	Mon - Sat	08:42 / 18:42	Every 2 hours
		Solihull - Balsall Common Island, Balsall Common	Mon - Sat	09:18 / 17:18	Every 2 hours
233	Flexibus	Kenilworth - Solihull	Mon - Fri	12:54 / 14:04	Two services per day
		Solihull - Kenilworth	Mon - Fri	10:45	One service per day

3.4.9 A recent publication by Moseley Marketing Limited confirmed that at the 2015 Transport Practitioners Meeting in London, results of the National Travel Survey data analysis were presented. The results showed that half of existing bus users walk over 480m i.e. around 6 minutes, to where they board their bus; one in six walks around 800m, i.e. around 10 minutes, or further.

3.4.10 The publication concluded that 'Guidance published by or on behalf of central Government refers to 800m as being an acceptable walking distance.

3.4.11 In addition, it is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

3.4.12 Paragraph 4.4.1 of Manual for Streets (Dft, 2007) confirms that:

"*Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents*."

Rail

3.4.13 The nearest railway station is Berkswell Railway Station which is approximately 1.5km from the site. Services from this station are operated by West Midlands Trains and they provide two services an hour to London Euston and Birmingham New Street via Birmingham International. One of the services to Birmingham continues to Liverpool Lime Street via Wolverhampton and Crewe and the other service continues to Rugeley Trent Valley via Walsall and Cannock.

3.4.14 The station has 8 bicycle stands and these are located on the station platform. There are also 82 car parking spaces of which 5 are accessible spaces. The station has a ticket office and ticket machines. The platforms are also provided with waiting rooms and the station has step free access.

3.5 Summary

3.5.1 It is clear the site is well situated in terms of access to sustainable modes of travel and local facilities in Balsall Common within walking distances of the site. Footways are provided to the village centre and the bus stops on the A452 and Station Road. Additionally, a footway / cycleway provides access to the railway station.

3.5.2 Bus services are provided from stops within the vicinity of the site and additional services are provided from stops within the village centre. The scale of development is likely to warrant improvement to bus services.

3.5.3 The train station is accessible by walking and cycling and provides regular services to wider destinations including London, Birmingham, Birmingham International, Wolverhampton, Crewe and Liverpool.

4.0 DEVELOPMENT PROPOSALS

4.1.1 This appraisal considers the provision of approximately 300 dwellings on land to the west of the A452 Kenilworth Road.

4.2 Site Access

4.2.1 It is anticipated that access to the site will be via an access from the A452. On site observations have determined that Wootton Lane and Wootton Green Lane are inadequate width to accomodate proposed development traffic and that extensive highway works would need to be undertaken to accommodate the proposed development. Therefore, the access proposal is for access from the A452.

4.2.2 As the A452 is a dual carriageway, it is proposed that a new three armed roundabout will be provided. This will allow vehicular and pedestrian/ cycle access to the site as shown on **Drawing 21122-02**.

4.2.3 A 5.5m wide access road will be provided with 2m footways on both sides. This would include the realignment of Wootton Lane to join the new access road via priority junction within the red line boundary. Subsequently, there would also be realignment of Wootton Green Lane.

4.2.4 The speed limit on the A452 Kenilworth Road is 50mph. Therefore, the 30mph speed limit at the A452 Kenilworth Road/ Hallmeadow Road Roundabout may be extended along the A452 to include the new roundabout.

4.2.5 The scheme would also provide street lighting and would be subject to discussions with the local highway authority regarding any further measures. It would be expected that any scheme would be subject to independent safety audit with any recommendation being incorporated into the scheme where possible.

4.3 Bus service provision

4.3.1 Currently, the bus services from the bus stops on Kenilworth Road provide three services a day to Solihull and three services a day to Balsall Common with one of

these extending to Coventry.

4.3.2 It would be appropriate for this development to contribute towards an improved route 89 service to provide an hourly service to Solihull and Coventry in the AM and PM peak period. It may also be required that the bus enters the site and bus stops are provided within the red line boundary of the site to provide a bus stop within 400m of the dwellings within the development. The proposed roundabout at the access to this development would provide convenient access for the bus to enter and exit the site.

4.4 Traffic Generation

4.4.1 To assess the potential traffic movements from the development, the TRICS database was interrogated (TRICS v7.6.1 online). This will determine both the existing traffic generation from the former petrol filling station and the hand car wash.

4.4.2 This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes.

Existing

4.4.3 The database was interrogated for vehicle surveys for 'Land Use 13 – Petrol Filling Stations/A – Petrol Filling Stations', with sites in London, Northern Ireland and Ireland manually excluded. The resulting TRICS printouts are attached at **Appendix B** and a summary of results are provided in **Table 2**.

4.4.4 A Saturday survey has been included in this TRICS analysis due to the location of the site on a dual carriageway near Chichester.

Table 2 – TRICS Petrol Filling Station Traffic Generation

Time Range	Trip Rates per bay			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
	Petrol Filling Station - 4 Bays					
08:00 - 09:00	5.75	5.8	11.55	23	23	46
17:00 - 18:00	5.75	5.8	11.55	23	23	46
Daily	83.55	83.8	167.35	334	335	669

4.4.5 The TRICS analysis shows that there were approximately 334 arrivals and 335 departures throughout the day at the petrol filling station.

4.4.6 The petrol filling station has been converted into a hand car wash. Therefore, vehicle surveys were interrogated for 'Land Use 15 – Vehicle Services/ D - Car Wash', with sites in London, Northern Ireland and Ireland manually excluded. The resulting TRICS printouts are attached at **Appendix C** and a summary of results are in **Table 3**.

Table 3 – TRICS Hand Car Wash Traffic Generation

Time Range	Trip Rates per bay			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
	Hand Car Wash - 4 Bays					
08:00 - 09:00	0.563	0.188	0.75	2	1	3
17:00 - 18:00	1.5	1.563	3.062	6	6	12
Daily	17.645	17.992	35.637	71	72	143

4.4.7 The TRICS analysis shows that there were approximately 71 arrivals and 72 departures throughout the day at the petrol filling station.

Proposed traffic generation

4.4.8 The TRICS database was interrogated for multi modal surveys Land Use 'Land Use 03 – Residential/A – Houses Privately Owned,' with sites in London, Northern Ireland and Ireland manually excluded. The resulting TRICS printouts are attached at **Appendix D** and a summary of results are provided in **Table 4**.

Table 4 – TRICS Total People Trip Rates and Traffic Generation

Time Period	Trip Rates			Person Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
	300 dwellings					
AM Peak (08:00-09:00)	0.492	0.079	0.571	148	24	171
PM Peak (17:00-18:00)	0.017	0.33	0.347	5	99	104

4.4.9 The mode share data for Balsall Common (Solihull 025) is shown below in **Table 5**. The car driver mode share is shown to be 81% with 5% on foot, 1% travelling by bus and 7% by train.

Table 5 – Balsall Common (Solihull 025) Mode Share

Method of Travel	%
Underground, metro, light rail or tram	0%
Train	7%
Bus	1%
Taxi	0%
Motorcycle	0%
Car Driver	81%
Car Passenger	4%
Cycling	1%
Walking	5%
Other	1%

4.4.10 **Table 6** below shows the resulting car driver trip rates and generation of the site by applying the car driver mode share to the total people trip generation.

Table 6 – Multimodal Person Trip Rates and Traffic Generation (Using Car Driver Mode Share)

Time Range	Person Trip Generation			Total Traffic generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
	300 Dwellings					
08:00-09:00	148	24	171	120	19	139
17:00-18:00	5	99	104	4	80	84

4.4.11 The forecast traffic generation results in around just two additional vehicles every minute on the local network which would not materially affect the operation of any junctions in the vicinity of the site. This traffic would further disperse from the site resulting in a reduced impact.

4.4.12 The impact of the development in comparison to the previous Petrol Filling Station and the Hand Car Wash is provided in **Table 7**.

Table 7 – Comparison of the Trip generation

Time Range	Total Traffic generation			Total Traffic generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
	Compared to Petrol Filling Station			Compared to Hand Car Wash		
08:00-09:00	97	-4	93	117	18	136
17:00-18:00	-19	57	38	-2	74	72

4.4.13 The previous development show that there are a decrease in vehicles arriving at the site in the PM peak when compared to both the Petrol Filling Station and the Hand Car Wash. When compared to the Petrol Filling Station, there is a reduction in four trips departing the site in the AM peak.

4.5 Traffic Distribution

4.5.1 The forecast traffic generation has been distributed using Census Journey to Work data (2011) for the Solihull 025 Middle Super Output Area (MSOA). A breakdown of the distribution trips from this ward to employment destinations is summarised in **Table 8**.

Table 8 - Summary of the workplace destinations from Solihull 025 MSOA

Destination	Proportion %
Birmingham	18%
Bromsgrove	1%
Coventry	21%
North Warwickshire	3%
Nuneaton and Bedworth	1%
Rugby	1%
Sandwell	1%
Solihull	29%
Stratford-on-Avon	3%
Walsall	1%
Warwick	12%
Westminster	2%
Wolverhampton	1%

4.5.2 Based on the census data and using the most direct route to employment destinations, it shows that around 29% of people work within Solihull containing

Balsall Common, 21% to Coventry, 18% will travel to Birmingham and 12% to Warwick with the remaining trips being distributed to the other main settlements beyond those above including national destinations such as London and Manchester.

4.5.3 In terms of assignment of trips from the site, it is forecast that 58% of trips will route northbound on the A452. Approximately 42% will route south on the A452 with 24% of these trips heading east along Hallmeadow Road.

4.6 Traffic impact

4.6.1 The impact at any one junction on the wider network will be modest in the context of existing background traffic flow. A roundabout is proposed for the access to the site on the A452.

4.6.2 Due to there being forecast to be no more than 2 additional vehicle per minute generated by the development, there would be no material change to the operation of any nearby junctions due to the development.

5.0 CONCLUSIONS

5.1 This appraisal has considered the high-level impacts of the potential residential development on land off the A452 Kenilworth Road, Balsall Common.

5.2 It is clear the site is well situated in terms of access to sustainable modes of travel and local facilities in Balsall Common within walking distances of the site. Footways are provided to the village centre and the bus stops on the A452 and Station Road. Additionally, a footway / cycleway provides access to the railway station.

5.3 Bus services are provided from stops within the vicinity of the site and additional services are provided from stops within the village centre.

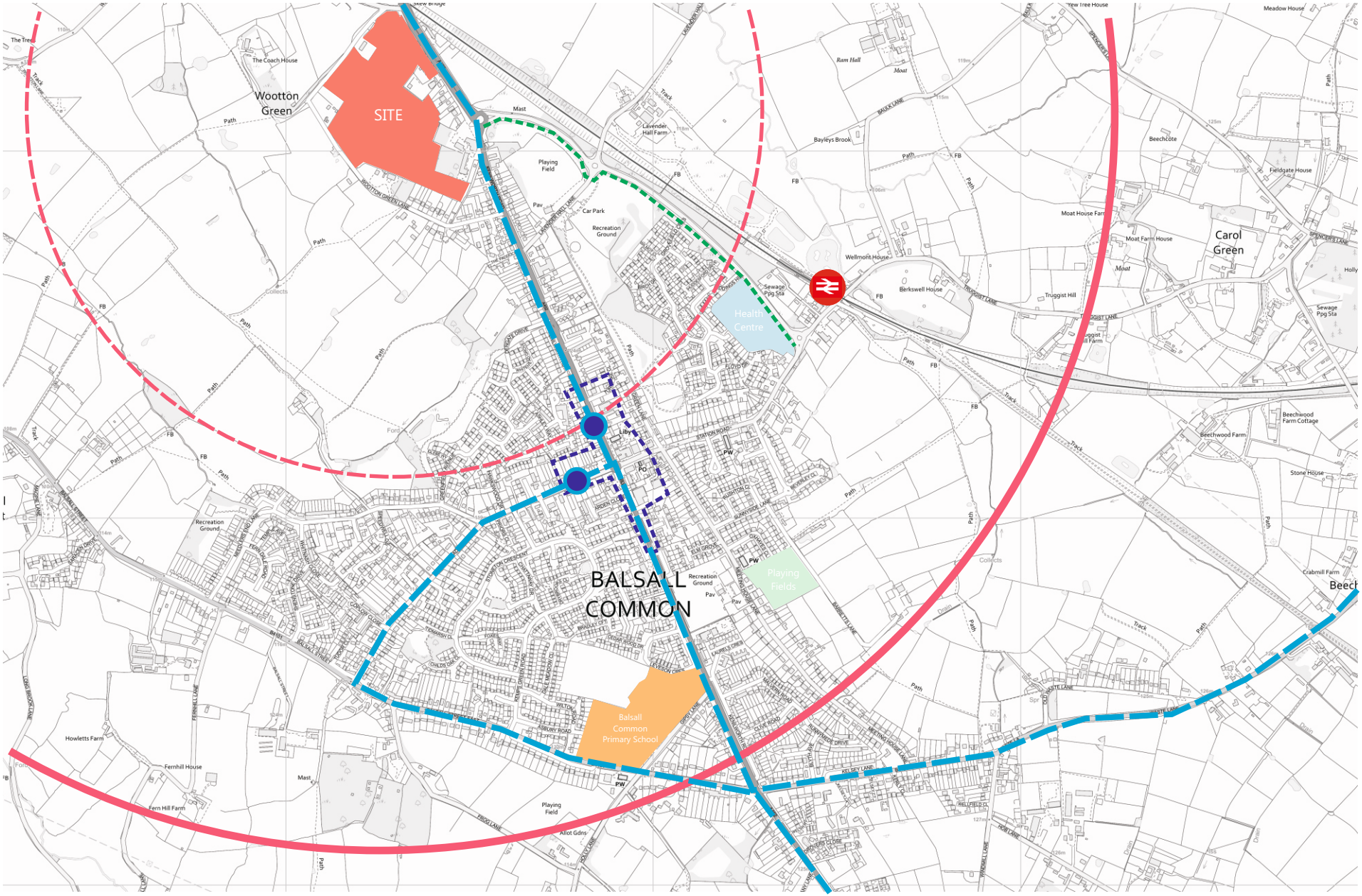
5.4 The train station is accessible by walking and cycling and provides regular services to wider destinations including London, Birmingham, Birmingham International, Wolverhampton, Crewe and Liverpool.

5.5 Therefore, the development is in an accessible location where there is a realistic alternative travel choice to the private car with bus stops in the vicinity of the site and a railway station with frequent services.

5.6 It concludes that the impact of the development would have a negligible impact on the operation of the local network as it is forecast that the proposed development will generate approximately two vehicles per minute.

5.7 Suitable access to the site can be achieved via a new roundabout from the A452 with Wootton Lane and Wootton Green Lane realigned to accommodate the access.

Drawings



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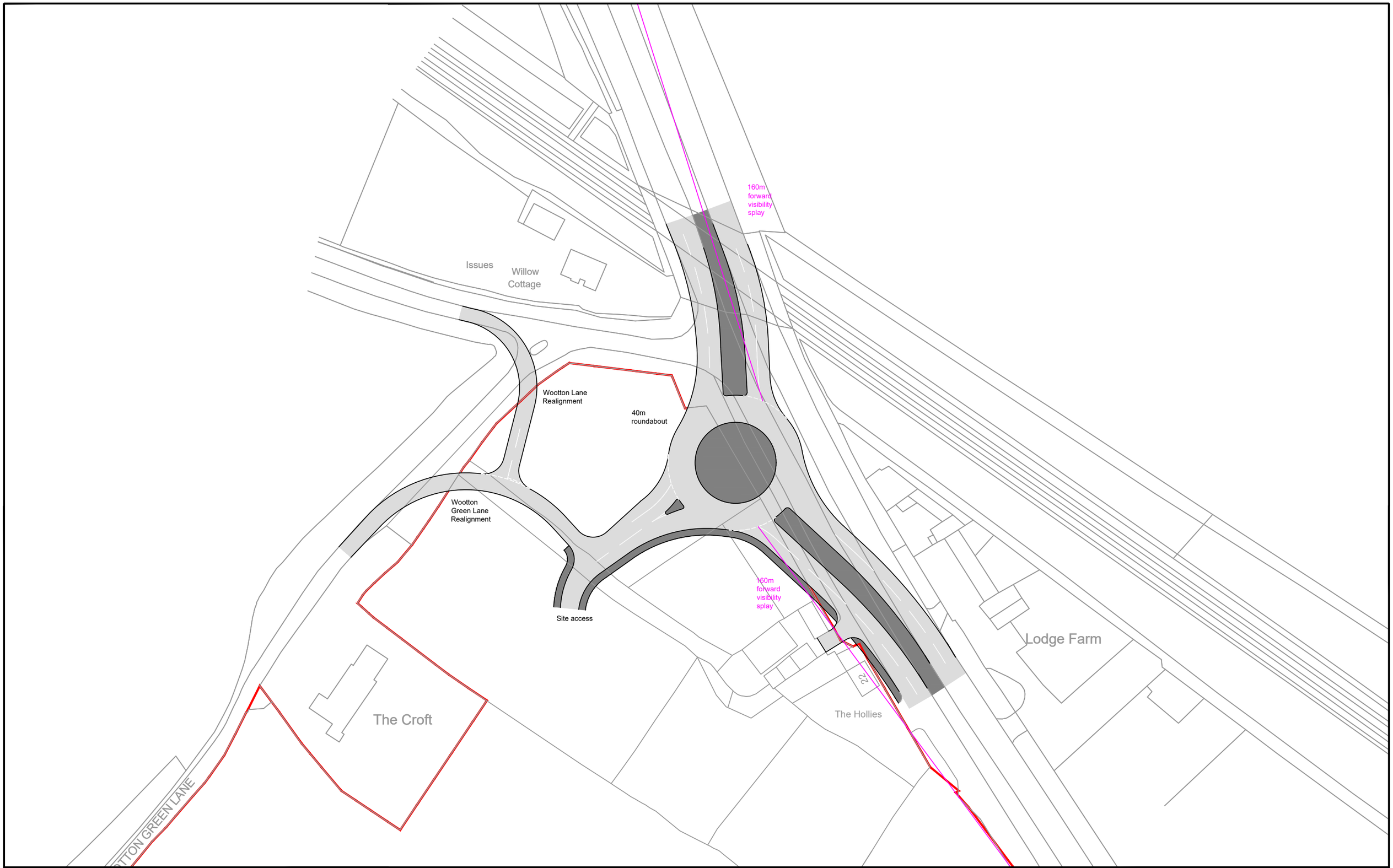
Bus Routes - 87/88/88A/233 — Bus stop
Town Centre, Inc. Tesco, post office, petrol station
2km Isochrone
4km Isochrone
Off Road Cycle Route

Drawing Title: Local Facilities Plan
Job Title: Land off A452 Kenilworth Road
Client: Tyler Parkes
Drawing No : 21122-01
Scale : NTS
NORTH



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
transport planning consultants

Forester House, Doctors Lane,
Henley in Arden,
Warwickshire B95 5AW
Tel: +44(0)1564 793598
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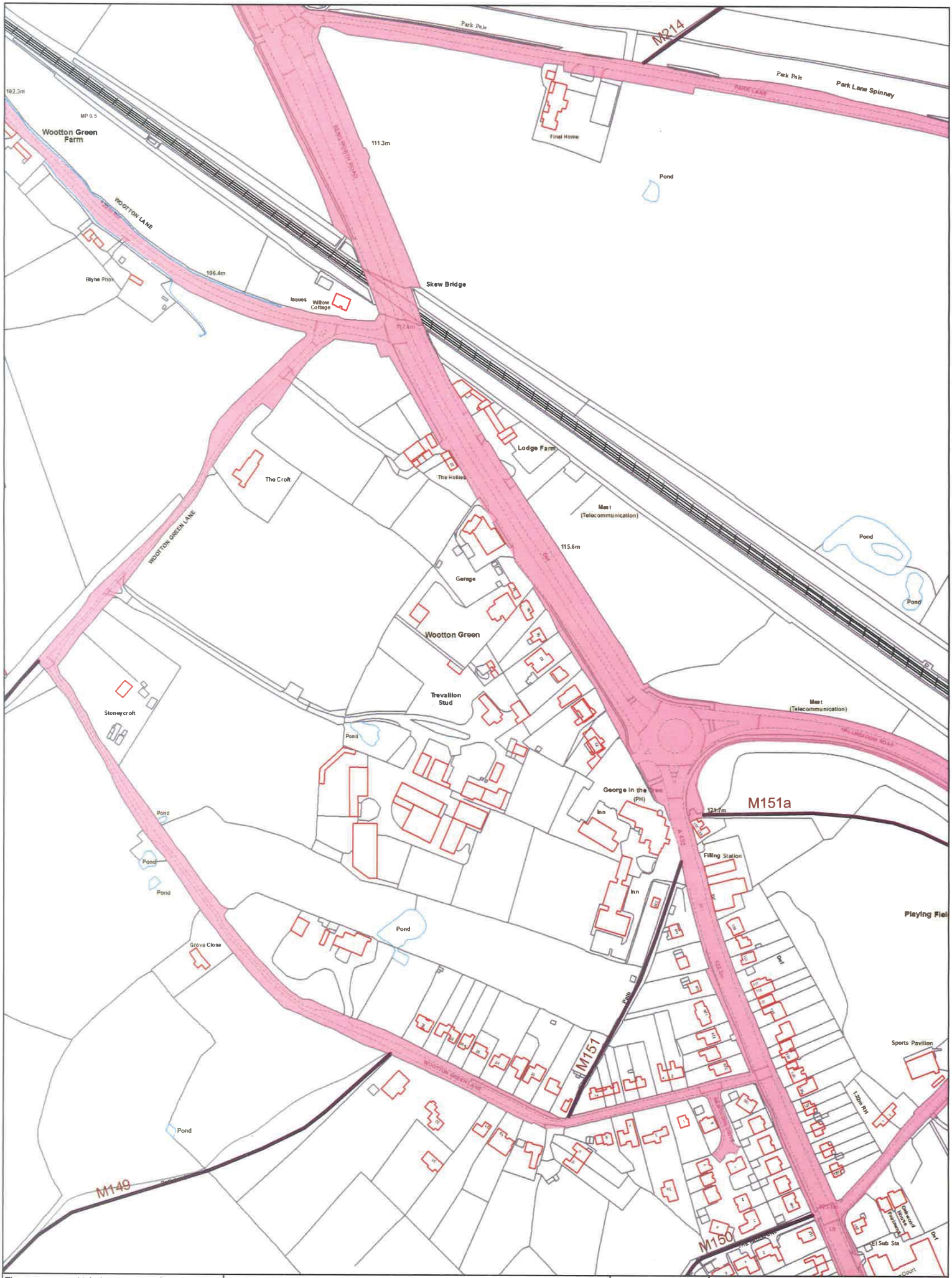
JOB TITLE	CLIENT
A452 Kenilworth Road	Tyler Parkes

DRAWING TITLE

Potential Site Access
Roundabout Scheme

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	Sept19	21122–02	

Figures



The areas over which the provision of the order apply are defined by the shaded areas plus a contiguous area of verge and/or footway between the carriageway edge and the highway boundary.

Balsall Common area

Date: August 2019

Drawn By: JP

N

1:2,500

Solihull Metropolitan Borough Council
URBS IN RURE

Appendix A

Red Line Plan

GENERAL NOTES

1. For the purpose of design development and construction this drawing must not be scaled and only written or calculated dimensions used.
2. Any errors or divergences should be referred to the originator.
3. All dimensions to be checked on site.
4. All drawings are to be read in conjunction with the relevant consultants drawings, schedules, and specifications.

Skew Bridge
Issues
Willow Cottage
112.0m
Lodge Farm
The Croft
The Hollies
WOOTTON GREEN LANE
115.6m
Garage
Def
9.94Ha
Trevallion Stud
Stoneycroft
Pond
Mast (Telecommunication)
HALLMEADOW ROAD
George in the Tree (PH)
Inn
121.7m
A 452
Filling Station / Sainsbury's
Inn
Grove Close
Path
122.2m
KENILWORTH ROAD
Def 122m RH
WOOTTON GREEN LANE
HAWTHORN DRIVE

N

M 1:1250 0 12.5 25 37.5 50 62.5

REV.	DATE	ISSUE DESCRIPTION	CHECKED	APPROVED
--	31/07/17	SUBMISSION	SK	SK

tyler parkes
Planning and Architecture.

66 Stratford Road, Shirley, Solihull B90 3LP
0121 744 5511
www.tyler-parkes.co.uk

PROJECT
BALSALL COMMON BLR

CLIENT
-

ADDRESS
LAND AT
BALSALL COMMON

DRAWING NAME
BROWNFIELD LAND REG.
-
-
-

STATUS	SCALE	SHEET
BLR	1:1250	A1

PROJECT NO.	DRAWING NO.	REVISION
10607	**(BLR)101-**	-

GENERAL NOTES

1. For the purpose of design development and construction this drawing must not be scaled and only written or calculated dimensions used.
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REV.	DATE	ISSUE DESCRIPTION	CHECKED	APPROVED
A	08/02/19	POS ENLARGEMENT	SK	SK
--	17/02/17	INFORMATION	SK	SK

tyler parkes
Planning and Architecture.

66 Stratford Road, Shirley, Solihull B90 3LP
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www.tyler-parkes.co.uk

PROJECT
BALSALL COMMON
VILLAGE EXTENSION

CLIENT
SMITH, LEE ET AL

ADDRESS
LAND AT
BALSALL COMMON

DRAWING NAME
ILLUSTRATIVE PROPOSAL
-
-
-

STATUS	SCALE	SHEET
STAGE 1	1:1250	A1
PROJECT NO.	**DRAWING NO.**	**REVISION**
10607	**(MP)01**	**A**

Appendix B

Petrol Filling Station TRICS outputs

Calculation Reference: AUDIT-623801-190830-0855

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : A - PETROL FILLING STATIONS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Filling bays
Actual Range: 8 to 12 (units:)
Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 14/07/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	2 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 undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out 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:

Village	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

Not Known	2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:
1,001 to 5,000 2 days

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

Population within 5 miles:
75,001 to 100,000 2 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 1 days

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

Travel Plan:
No 2 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 2 days

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

LIST OF SITES relevant to selection parameters

1	FA-13-A-02	MURCO		FALKIRK
	A801			
	FALKIRK			
	MADDISTON			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Filling bays:		12	
	Survey date: MONDAY		*03/06/13*	*Survey Type: MANUAL*
2	WS-13-A-01	ESSO		WEST SUSSEX
	ARUNDEL ROAD			
	NEAR CHICHESTER			
	TANGMERE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Filling bays:		8	
	Survey date: SATURDAY		*04/10/14*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
VEHICLES
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	10	4.450	2	10	4.050	2	10	8.500
07:00 - 08:00	2	10	6.450	2	10	6.400	2	10	12.850
08:00 - 09:00	2	10	5.750	2	10	5.800	2	10	11.550
09:00 - 10:00	2	10	5.600	2	10	5.700	2	10	11.300
10:00 - 11:00	2	10	6.750	2	10	6.600	2	10	13.350
11:00 - 12:00	2	10	5.400	2	10	5.400	2	10	10.800
12:00 - 13:00	2	10	6.550	2	10	6.300	2	10	12.850
13:00 - 14:00	2	10	5.750	2	10	6.100	2	10	11.850
14:00 - 15:00	2	10	6.400	2	10	6.650	2	10	13.050
15:00 - 16:00	2	10	4.950	2	10	4.900	2	10	9.850
16:00 - 17:00	2	10	5.750	2	10	5.650	2	10	11.400
17:00 - 18:00	2	10	5.750	2	10	5.800	2	10	11.550
18:00 - 19:00	2	10	5.250	2	10	5.500	2	10	10.750
19:00 - 20:00	2	10	3.700	2	10	3.850	2	10	7.550
20:00 - 21:00	2	10	2.850	2	10	2.950	2	10	5.800
21:00 - 22:00	2	10	2.200	2	10	2.150	2	10	4.350
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			83.550			83.800			167.350

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

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

Parameter summary

Trip rate parameter range selected:	8 - 12 (units:)
Survey date date range:	01/01/11 - 14/07/18
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
TAXIS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	10	0.000	2	10	0.000	2	10	0.000
07:00 - 08:00	2	10	0.000	2	10	0.000	2	10	0.000
08:00 - 09:00	2	10	0.000	2	10	0.000	2	10	0.000
09:00 - 10:00	2	10	0.000	2	10	0.000	2	10	0.000
10:00 - 11:00	2	10	0.000	2	10	0.000	2	10	0.000
11:00 - 12:00	2	10	0.000	2	10	0.000	2	10	0.000
12:00 - 13:00	2	10	0.000	2	10	0.000	2	10	0.000
13:00 - 14:00	2	10	0.000	2	10	0.000	2	10	0.000
14:00 - 15:00	2	10	0.100	2	10	0.100	2	10	0.200
15:00 - 16:00	2	10	0.050	2	10	0.050	2	10	0.100
16:00 - 17:00	2	10	0.050	2	10	0.050	2	10	0.100
17:00 - 18:00	2	10	0.000	2	10	0.000	2	10	0.000
18:00 - 19:00	2	10	0.000	2	10	0.000	2	10	0.000
19:00 - 20:00	2	10	0.000	2	10	0.000	2	10	0.000
20:00 - 21:00	2	10	0.000	2	10	0.000	2	10	0.000
21:00 - 22:00	2	10	0.000	2	10	0.000	2	10	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.200			0.200			0.400

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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
OGVS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	10	0.450	2	10	0.250	2	10	0.700
07:00 - 08:00	2	10	0.600	2	10	0.600	2	10	1.200
08:00 - 09:00	2	10	0.150	2	10	0.300	2	10	0.450
09:00 - 10:00	2	10	0.350	2	10	0.300	2	10	0.650
10:00 - 11:00	2	10	0.100	2	10	0.200	2	10	0.300
11:00 - 12:00	2	10	0.200	2	10	0.200	2	10	0.400
12:00 - 13:00	2	10	0.050	2	10	0.050	2	10	0.100
13:00 - 14:00	2	10	0.250	2	10	0.250	2	10	0.500
14:00 - 15:00	2	10	0.150	2	10	0.150	2	10	0.300
15:00 - 16:00	2	10	0.100	2	10	0.100	2	10	0.200
16:00 - 17:00	2	10	0.100	2	10	0.100	2	10	0.200
17:00 - 18:00	2	10	0.150	2	10	0.150	2	10	0.300
18:00 - 19:00	2	10	0.150	2	10	0.150	2	10	0.300
19:00 - 20:00	2	10	0.000	2	10	0.000	2	10	0.000
20:00 - 21:00	2	10	0.150	2	10	0.150	2	10	0.300
21:00 - 22:00	2	10	0.050	2	10	0.050	2	10	0.100
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.000			3.000			6.000

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

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
PSVS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	10	0.000	2	10	0.000	2	10	0.000
07:00 - 08:00	2	10	0.000	2	10	0.000	2	10	0.000
08:00 - 09:00	2	10	0.000	2	10	0.000	2	10	0.000
09:00 - 10:00	2	10	0.000	2	10	0.000	2	10	0.000
10:00 - 11:00	2	10	0.000	2	10	0.000	2	10	0.000
11:00 - 12:00	2	10	0.000	2	10	0.000	2	10	0.000
12:00 - 13:00	2	10	0.000	2	10	0.000	2	10	0.000
13:00 - 14:00	2	10	0.050	2	10	0.050	2	10	0.100
14:00 - 15:00	2	10	0.000	2	10	0.000	2	10	0.000
15:00 - 16:00	2	10	0.000	2	10	0.000	2	10	0.000
16:00 - 17:00	2	10	0.000	2	10	0.000	2	10	0.000
17:00 - 18:00	2	10	0.000	2	10	0.000	2	10	0.000
18:00 - 19:00	2	10	0.000	2	10	0.000	2	10	0.000
19:00 - 20:00	2	10	0.000	2	10	0.000	2	10	0.000
20:00 - 21:00	2	10	0.000	2	10	0.000	2	10	0.000
21:00 - 22:00	2	10	0.000	2	10	0.000	2	10	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
CYCLISTS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	10	0.000	2	10	0.000	2	10	0.000
07:00 - 08:00	2	10	0.000	2	10	0.000	2	10	0.000
08:00 - 09:00	2	10	0.050	2	10	0.050	2	10	0.100
09:00 - 10:00	2	10	0.000	2	10	0.000	2	10	0.000
10:00 - 11:00	2	10	0.050	2	10	0.050	2	10	0.100
11:00 - 12:00	2	10	0.000	2	10	0.000	2	10	0.000
12:00 - 13:00	2	10	0.000	2	10	0.000	2	10	0.000
13:00 - 14:00	2	10	0.050	2	10	0.000	2	10	0.050
14:00 - 15:00	2	10	0.000	2	10	0.050	2	10	0.050
15:00 - 16:00	2	10	0.000	2	10	0.000	2	10	0.000
16:00 - 17:00	2	10	0.000	2	10	0.000	2	10	0.000
17:00 - 18:00	2	10	0.000	2	10	0.000	2	10	0.000
18:00 - 19:00	2	10	0.000	2	10	0.000	2	10	0.000
19:00 - 20:00	2	10	0.000	2	10	0.000	2	10	0.000
20:00 - 21:00	2	10	0.000	2	10	0.000	2	10	0.000
21:00 - 22:00	2	10	0.000	2	10	0.000	2	10	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.150			0.150			0.300

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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
CARS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	10	1.400	2	10	1.250	2	10	2.650
07:00 - 08:00	2	10	1.850	2	10	1.650	2	10	3.500
08:00 - 09:00	2	10	2.650	2	10	2.550	2	10	5.200
09:00 - 10:00	2	10	2.550	2	10	2.750	2	10	5.300
10:00 - 11:00	2	10	3.550	2	10	3.500	2	10	7.050
11:00 - 12:00	2	10	3.500	2	10	3.350	2	10	6.850
12:00 - 13:00	2	10	3.500	2	10	3.300	2	10	6.800
13:00 - 14:00	2	10	3.700	2	10	3.900	2	10	7.600
14:00 - 15:00	2	10	3.350	2	10	3.450	2	10	6.800
15:00 - 16:00	2	10	2.650	2	10	2.650	2	10	5.300
16:00 - 17:00	2	10	2.500	2	10	2.600	2	10	5.100
17:00 - 18:00	2	10	3.200	2	10	3.100	2	10	6.300
18:00 - 19:00	2	10	2.400	2	10	2.600	2	10	5.000
19:00 - 20:00	2	10	1.600	2	10	1.700	2	10	3.300
20:00 - 21:00	2	10	1.250	2	10	1.200	2	10	2.450
21:00 - 22:00	2	10	0.650	2	10	0.650	2	10	1.300
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			40.300			40.200			80.500

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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
LGVS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	10	0.800	2	10	0.700	2	10	1.500
07:00 - 08:00	2	10	1.700	2	10	1.650	2	10	3.350
08:00 - 09:00	2	10	1.000	2	10	1.050	2	10	2.050
09:00 - 10:00	2	10	0.950	2	10	0.850	2	10	1.800
10:00 - 11:00	2	10	1.050	2	10	1.000	2	10	2.050
11:00 - 12:00	2	10	0.650	2	10	0.700	2	10	1.350
12:00 - 13:00	2	10	0.800	2	10	0.800	2	10	1.600
13:00 - 14:00	2	10	0.550	2	10	0.650	2	10	1.200
14:00 - 15:00	2	10	1.200	2	10	1.300	2	10	2.500
15:00 - 16:00	2	10	0.750	2	10	0.800	2	10	1.550
16:00 - 17:00	2	10	0.650	2	10	0.650	2	10	1.300
17:00 - 18:00	2	10	0.400	2	10	0.500	2	10	0.900
18:00 - 19:00	2	10	0.350	2	10	0.350	2	10	0.700
19:00 - 20:00	2	10	0.450	2	10	0.450	2	10	0.900
20:00 - 21:00	2	10	0.650	2	10	0.600	2	10	1.250
21:00 - 22:00	2	10	0.250	2	10	0.250	2	10	0.500
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.200			12.300			24.500

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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
MOTOR CYCLES
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	10	0.050	2	10	0.050	2	10	0.100
07:00 - 08:00	2	10	0.000	2	10	0.000	2	10	0.000
08:00 - 09:00	2	10	0.050	2	10	0.000	2	10	0.050
09:00 - 10:00	2	10	0.050	2	10	0.100	2	10	0.150
10:00 - 11:00	2	10	0.250	2	10	0.250	2	10	0.500
11:00 - 12:00	2	10	0.050	2	10	0.050	2	10	0.100
12:00 - 13:00	2	10	0.250	2	10	0.200	2	10	0.450
13:00 - 14:00	2	10	0.000	2	10	0.050	2	10	0.050
14:00 - 15:00	2	10	0.000	2	10	0.000	2	10	0.000
15:00 - 16:00	2	10	0.050	2	10	0.050	2	10	0.100
16:00 - 17:00	2	10	0.000	2	10	0.000	2	10	0.000
17:00 - 18:00	2	10	0.000	2	10	0.000	2	10	0.000
18:00 - 19:00	2	10	0.100	2	10	0.100	2	10	0.200
19:00 - 20:00	2	10	0.150	2	10	0.100	2	10	0.250
20:00 - 21:00	2	10	0.000	2	10	0.050	2	10	0.050
21:00 - 22:00	2	10	0.000	2	10	0.000	2	10	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.000			1.000			2.000

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

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

Appendix C

Hand Car Wash TRICS outputs

Calculation Reference: AUDIT-623801-190830-0856

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : D - CAR WASH
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	2 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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bays
Actual Range: 2 to 8 (units:)
Range Selected by User: 1 to 8 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 18/10/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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 undertaking using machines.

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

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	2
High Street	1
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.

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	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
250,001 to 500,000	3 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	1 days

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

Travel Plan:

No	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1 EB-15-D-01 WASH 'N' VALET CITY OF EDINBURGH
FERRY ROAD
EDINBURGH
GRANTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bays: 8
Survey date: TUESDAY *26/10/10* *Survey Type: MANUAL*

2 TW-15-D-01 CAR WASH TYNE & WEAR
PHILADELPHIA LANE
HOUGHTON-LE-SPRING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bays: 2
Survey date: TUESDAY *21/06/11* *Survey Type: MANUAL*

3 TW-15-D-02 IMO CAR WASH TYNE & WEAR
WASHINGTON ROAD
SUNDERLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bays: 2
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

4 WO-15-D-01 HAND CAR WASH WORCESTERSHIRE
AVON STREET
EVESHAM

Town Centre
High Street
Total Number of bays: 4
Survey date: FRIDAY *22/10/10* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH
VEHICLES
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	5	0.100	2	5	0.000	2	5	0.100
08:00 - 09:00	4	4	0.563	4	4	0.188	4	4	0.750
09:00 - 10:00	4	4	1.438	4	4	1.125	4	4	2.563
10:00 - 11:00	4	4	1.375	4	4	1.500	4	4	2.875
11:00 - 12:00	4	4	2.000	4	4	1.813	4	4	3.812
12:00 - 13:00	4	4	1.688	4	4	1.688	4	4	3.376
13:00 - 14:00	4	4	2.063	4	4	1.688	4	4	3.750
14:00 - 15:00	4	4	2.688	4	4	2.875	4	4	5.563
15:00 - 16:00	4	4	2.125	4	4	2.125	4	4	4.250
16:00 - 17:00	4	4	1.750	4	4	2.000	4	4	3.750
17:00 - 18:00	4	4	1.500	4	4	1.563	4	4	3.062
18:00 - 19:00	3	5	0.357	3	5	0.929	3	5	1.286
19:00 - 20:00	1	2	0.000	1	2	0.500	1	2	0.500
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.645			17.992			35.637

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

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

Parameter summary

Trip rate parameter range selected:	2 - 8 (units:)
Survey date date range:	01/01/08 - 18/10/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH
TAXIS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	5	0.000	2	5	0.000	2	5	0.000
08:00 - 09:00	4	4	0.000	4	4	0.000	4	4	0.000
09:00 - 10:00	4	4	0.063	4	4	0.063	4	4	0.124
10:00 - 11:00	4	4	0.063	4	4	0.063	4	4	0.124
11:00 - 12:00	4	4	0.063	4	4	0.063	4	4	0.124
12:00 - 13:00	4	4	0.063	4	4	0.063	4	4	0.124
13:00 - 14:00	4	4	0.063	4	4	0.063	4	4	0.124
14:00 - 15:00	4	4	0.125	4	4	0.125	4	4	0.250
15:00 - 16:00	4	4	0.000	4	4	0.000	4	4	0.000
16:00 - 17:00	4	4	0.000	4	4	0.000	4	4	0.000
17:00 - 18:00	4	4	0.000	4	4	0.000	4	4	0.000
18:00 - 19:00	3	5	0.000	3	5	0.000	3	5	0.000
19:00 - 20:00	1	2	0.000	1	2	0.000	1	2	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.435			0.435			0.870

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 15 - VEHICLE SERVICES/D - CAR WASH
OGVS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	2	5	0.000	2	5	0.000	2	5	0.000
08:00 - 09:00	4	4	0.000	4	4	0.000	4	4	0.000
09:00 - 10:00	4	4	0.000	4	4	0.000	4	4	0.000
10:00 - 11:00	4	4	0.063	4	4	0.063	4	4	0.124
11:00 - 12:00	4	4	0.000	4	4	0.000	4	4	0.000
12:00 - 13:00	4	4	0.063	4	4	0.063	4	4	0.124
13:00 - 14:00	4	4	0.000	4	4	0.000	4	4	0.000
14:00 - 15:00	4	4	0.000	4	4	0.000	4	4	0.000
15:00 - 16:00	4	4	0.000	4	4	0.000	4	4	0.000
16:00 - 17:00	4	4	0.000	4	4	0.000	4	4	0.000
17:00 - 18:00	4	4	0.000	4	4	0.000	4	4	0.000
18:00 - 19:00	3	5	0.000	3	5	0.000	3	5	0.000
19:00 - 20:00	1	2	0.000	1	2	0.000	1	2	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.124			0.248

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.*

Appendix D

Residential TRICS outputs

Calculation Reference: AUDIT-623801-190828-0825

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	KC	KENT	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 212 to 371 (units:)
Range Selected by User: 200 to 400 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 10/07/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	3 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5

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	6

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

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	3 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	2 days
1.1 to 1.5	4 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 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total Number of dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

2 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

3 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
STANFORD-LE-HOPE
CORRINGHAM
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY *13/05/08* *Survey Type: MANUAL*

4 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

5 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

6 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.097	6	287	0.355	6	287	0.452
08:00 - 09:00	6	287	0.138	6	287	0.417	6	287	0.555
09:00 - 10:00	6	287	0.130	6	287	0.157	6	287	0.287
10:00 - 11:00	6	287	0.112	6	287	0.145	6	287	0.257
11:00 - 12:00	6	287	0.131	6	287	0.142	6	287	0.273
12:00 - 13:00	6	287	0.161	6	287	0.150	6	287	0.311
13:00 - 14:00	6	287	0.161	6	287	0.142	6	287	0.303
14:00 - 15:00	6	287	0.184	6	287	0.162	6	287	0.346
15:00 - 16:00	6	287	0.275	6	287	0.186	6	287	0.461
16:00 - 17:00	6	287	0.307	6	287	0.182	6	287	0.489
17:00 - 18:00	6	287	0.403	6	287	0.168	6	287	0.571
18:00 - 19:00	6	287	0.321	6	287	0.187	6	287	0.508
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.420			2.393			4.813

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

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

Parameter summary

Trip rate parameter range selected:	212 - 371 (units:)
Survey date date range:	01/01/08 - 10/07/18
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:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.003	6	287	0.002	6	287	0.005
08:00 - 09:00	6	287	0.005	6	287	0.005	6	287	0.010
09:00 - 10:00	6	287	0.003	6	287	0.001	6	287	0.004
10:00 - 11:00	6	287	0.002	6	287	0.002	6	287	0.004
11:00 - 12:00	6	287	0.002	6	287	0.003	6	287	0.005
12:00 - 13:00	6	287	0.002	6	287	0.002	6	287	0.004
13:00 - 14:00	6	287	0.003	6	287	0.001	6	287	0.004
14:00 - 15:00	6	287	0.004	6	287	0.005	6	287	0.009
15:00 - 16:00	6	287	0.004	6	287	0.002	6	287	0.006
16:00 - 17:00	6	287	0.004	6	287	0.003	6	287	0.007
17:00 - 18:00	6	287	0.002	6	287	0.002	6	287	0.004
18:00 - 19:00	6	287	0.002	6	287	0.003	6	287	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.031			0.067

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 OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.002	6	287	0.001	6	287	0.003
08:00 - 09:00	6	287	0.002	6	287	0.002	6	287	0.004
09:00 - 10:00	6	287	0.003	6	287	0.001	6	287	0.004
10:00 - 11:00	6	287	0.003	6	287	0.004	6	287	0.007
11:00 - 12:00	6	287	0.001	6	287	0.001	6	287	0.002
12:00 - 13:00	6	287	0.004	6	287	0.008	6	287	0.012
13:00 - 14:00	6	287	0.005	6	287	0.002	6	287	0.007
14:00 - 15:00	6	287	0.001	6	287	0.003	6	287	0.004
15:00 - 16:00	6	287	0.002	6	287	0.003	6	287	0.005
16:00 - 17:00	6	287	0.002	6	287	0.002	6	287	0.004
17:00 - 18:00	6	287	0.001	6	287	0.001	6	287	0.002
18:00 - 19:00	6	287	0.000	6	287	0.000	6	287	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.028			0.054

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.002	6	287	0.003	6	287	0.005
08:00 - 09:00	6	287	0.000	6	287	0.003	6	287	0.003
09:00 - 10:00	6	287	0.001	6	287	0.001	6	287	0.002
10:00 - 11:00	6	287	0.001	6	287	0.001	6	287	0.002
11:00 - 12:00	6	287	0.001	6	287	0.003	6	287	0.004
12:00 - 13:00	6	287	0.002	6	287	0.001	6	287	0.003
13:00 - 14:00	6	287	0.001	6	287	0.001	6	287	0.002
14:00 - 15:00	6	287	0.000	6	287	0.002	6	287	0.002
15:00 - 16:00	6	287	0.004	6	287	0.004	6	287	0.008
16:00 - 17:00	6	287	0.007	6	287	0.002	6	287	0.009
17:00 - 18:00	6	287	0.008	6	287	0.008	6	287	0.016
18:00 - 19:00	6	287	0.006	6	287	0.007	6	287	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.036			0.069

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.124	6	287	0.553	6	287	0.677
08:00 - 09:00	6	287	0.201	6	287	0.777	6	287	0.978
09:00 - 10:00	6	287	0.187	6	287	0.246	6	287	0.433
10:00 - 11:00	6	287	0.163	6	287	0.215	6	287	0.378
11:00 - 12:00	6	287	0.183	6	287	0.227	6	287	0.410
12:00 - 13:00	6	287	0.237	6	287	0.222	6	287	0.459
13:00 - 14:00	6	287	0.242	6	287	0.218	6	287	0.460
14:00 - 15:00	6	287	0.272	6	287	0.236	6	287	0.508
15:00 - 16:00	6	287	0.486	6	287	0.301	6	287	0.787
16:00 - 17:00	6	287	0.539	6	287	0.286	6	287	0.825
17:00 - 18:00	6	287	0.664	6	287	0.257	6	287	0.921
18:00 - 19:00	6	287	0.529	6	287	0.319	6	287	0.848
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.827			3.857			7.684

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.011	6	287	0.031	6	287	0.042
08:00 - 09:00	6	287	0.019	6	287	0.068	6	287	0.087
09:00 - 10:00	6	287	0.019	6	287	0.023	6	287	0.042
10:00 - 11:00	6	287	0.010	6	287	0.016	6	287	0.026
11:00 - 12:00	6	287	0.017	6	287	0.016	6	287	0.033
12:00 - 13:00	6	287	0.013	6	287	0.010	6	287	0.023
13:00 - 14:00	6	287	0.019	6	287	0.013	6	287	0.032
14:00 - 15:00	6	287	0.014	6	287	0.029	6	287	0.043
15:00 - 16:00	6	287	0.085	6	287	0.026	6	287	0.111
16:00 - 17:00	6	287	0.051	6	287	0.021	6	287	0.072
17:00 - 18:00	6	287	0.034	6	287	0.024	6	287	0.058
18:00 - 19:00	6	287	0.031	6	287	0.045	6	287	0.076
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.323			0.322			0.645

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.000	6	287	0.010	6	287	0.010
08:00 - 09:00	6	287	0.001	6	287	0.016	6	287	0.017
09:00 - 10:00	6	287	0.001	6	287	0.008	6	287	0.009
10:00 - 11:00	6	287	0.002	6	287	0.002	6	287	0.004
11:00 - 12:00	6	287	0.002	6	287	0.003	6	287	0.005
12:00 - 13:00	6	287	0.003	6	287	0.002	6	287	0.005
13:00 - 14:00	6	287	0.004	6	287	0.005	6	287	0.009
14:00 - 15:00	6	287	0.002	6	287	0.003	6	287	0.005
15:00 - 16:00	6	287	0.010	6	287	0.005	6	287	0.015
16:00 - 17:00	6	287	0.020	6	287	0.003	6	287	0.023
17:00 - 18:00	6	287	0.009	6	287	0.002	6	287	0.011
18:00 - 19:00	6	287	0.016	6	287	0.008	6	287	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.067			0.137

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 RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.000	6	287	0.008	6	287	0.008
08:00 - 09:00	6	287	0.000	6	287	0.010	6	287	0.010
09:00 - 10:00	6	287	0.000	6	287	0.004	6	287	0.004
10:00 - 11:00	6	287	0.000	6	287	0.003	6	287	0.003
11:00 - 12:00	6	287	0.000	6	287	0.002	6	287	0.002
12:00 - 13:00	6	287	0.000	6	287	0.001	6	287	0.001
13:00 - 14:00	6	287	0.002	6	287	0.000	6	287	0.002
14:00 - 15:00	6	287	0.001	6	287	0.000	6	287	0.001
15:00 - 16:00	6	287	0.007	6	287	0.002	6	287	0.009
16:00 - 17:00	6	287	0.004	6	287	0.001	6	287	0.005
17:00 - 18:00	6	287	0.010	6	287	0.000	6	287	0.010
18:00 - 19:00	6	287	0.007	6	287	0.001	6	287	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.032			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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.000	6	287	0.018	6	287	0.018
08:00 - 09:00	6	287	0.001	6	287	0.026	6	287	0.027
09:00 - 10:00	6	287	0.001	6	287	0.012	6	287	0.013
10:00 - 11:00	6	287	0.002	6	287	0.005	6	287	0.007
11:00 - 12:00	6	287	0.002	6	287	0.006	6	287	0.008
12:00 - 13:00	6	287	0.003	6	287	0.003	6	287	0.006
13:00 - 14:00	6	287	0.006	6	287	0.005	6	287	0.011
14:00 - 15:00	6	287	0.003	6	287	0.003	6	287	0.006
15:00 - 16:00	6	287	0.017	6	287	0.006	6	287	0.023
16:00 - 17:00	6	287	0.024	6	287	0.004	6	287	0.028
17:00 - 18:00	6	287	0.020	6	287	0.002	6	287	0.022
18:00 - 19:00	6	287	0.023	6	287	0.009	6	287	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.099			0.201

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.137	6	287	0.606	6	287	0.743
08:00 - 09:00	6	287	0.220	6	287	0.874	6	287	1.094
09:00 - 10:00	6	287	0.208	6	287	0.281	6	287	0.489
10:00 - 11:00	6	287	0.176	6	287	0.237	6	287	0.413
11:00 - 12:00	6	287	0.203	6	287	0.252	6	287	0.455
12:00 - 13:00	6	287	0.256	6	287	0.236	6	287	0.492
13:00 - 14:00	6	287	0.268	6	287	0.236	6	287	0.504
14:00 - 15:00	6	287	0.289	6	287	0.271	6	287	0.560
15:00 - 16:00	6	287	0.593	6	287	0.338	6	287	0.931
16:00 - 17:00	6	287	0.621	6	287	0.313	6	287	0.934
17:00 - 18:00	6	287	0.725	6	287	0.291	6	287	1.016
18:00 - 19:00	6	287	0.590	6	287	0.379	6	287	0.969
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.286			4.314			8.600

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 Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	287	0.006	6	287	0.005	6	287	0.011
08:00 - 09:00	6	287	0.007	6	287	0.006	6	287	0.013
09:00 - 10:00	6	287	0.008	6	287	0.006	6	287	0.014
10:00 - 11:00	6	287	0.005	6	287	0.005	6	287	0.010
11:00 - 12:00	6	287	0.004	6	287	0.004	6	287	0.008
12:00 - 13:00	6	287	0.005	6	287	0.007	6	287	0.012
13:00 - 14:00	6	287	0.008	6	287	0.005	6	287	0.013
14:00 - 15:00	6	287	0.006	6	287	0.008	6	287	0.014
15:00 - 16:00	6	287	0.003	6	287	0.005	6	287	0.008
16:00 - 17:00	6	287	0.006	6	287	0.005	6	287	0.011
17:00 - 18:00	6	287	0.005	6	287	0.006	6	287	0.011
18:00 - 19:00	6	287	0.003	6	287	0.003	6	287	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.065			0.131

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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